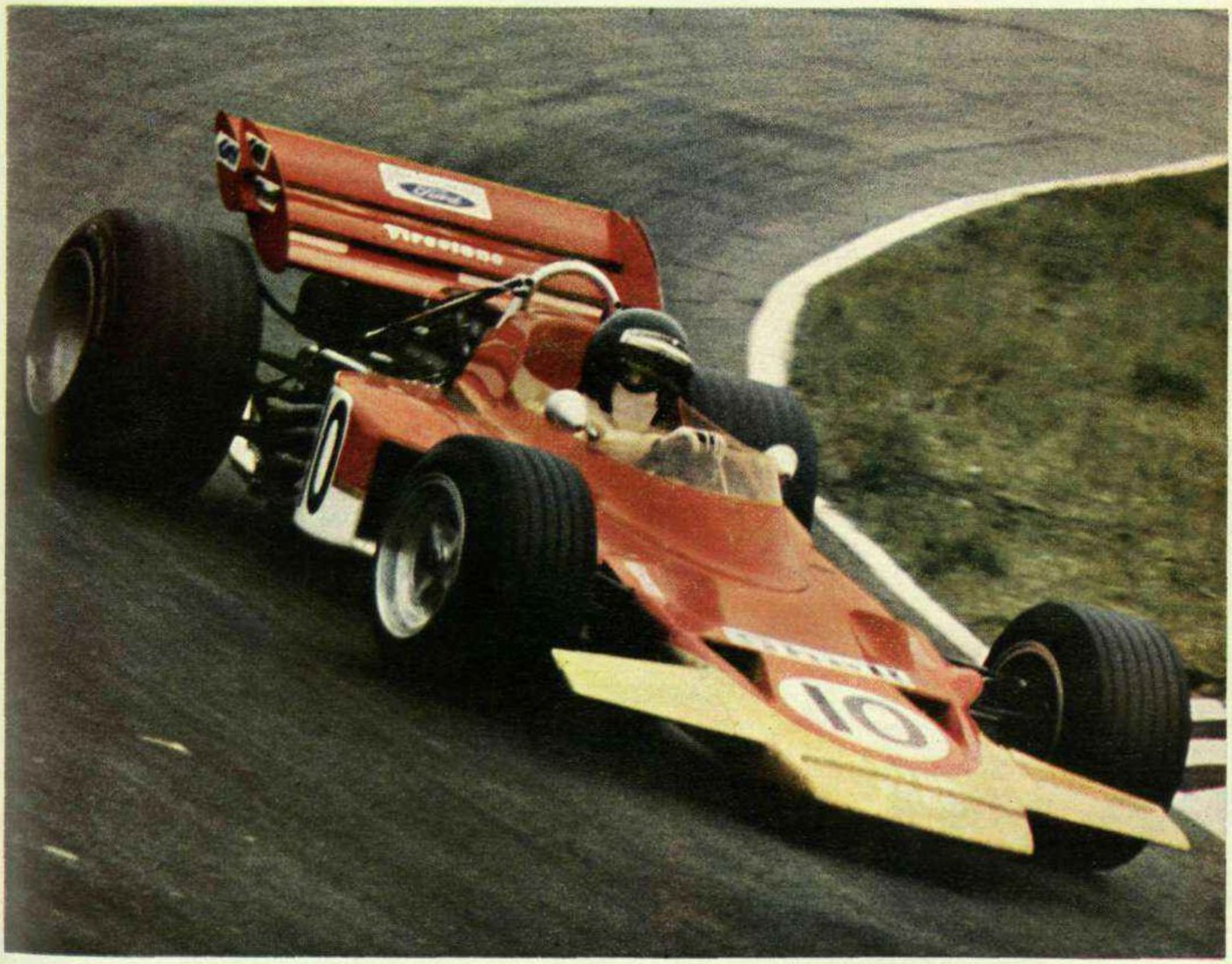
Vol. XLVI No. 8 TWO SHILLINGS AND SIXPENCE August 1970

MOTOR SPORT

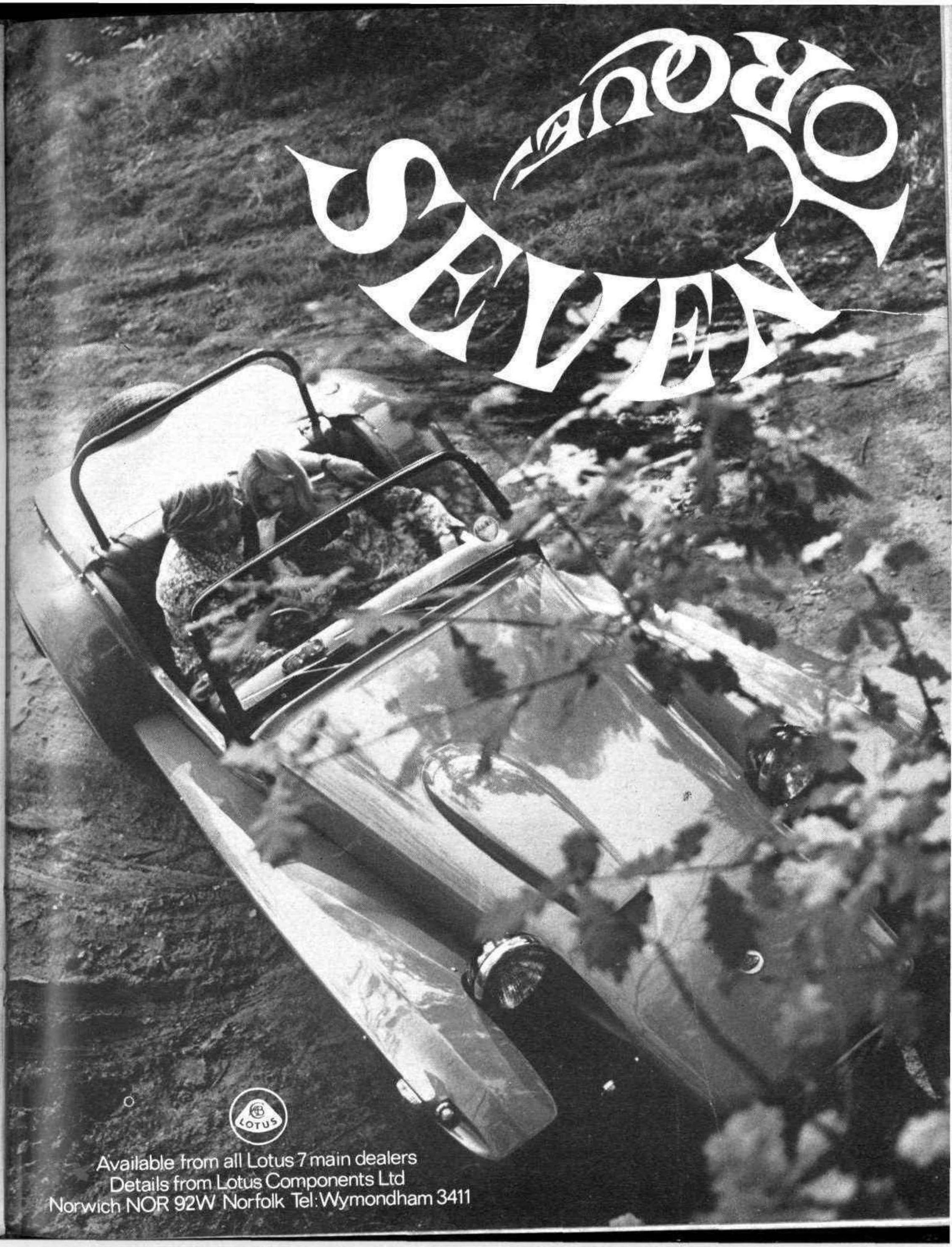
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A tribute from Gulf Oil Corporation.


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It's no coincidence that in Italy more St Christophers and more Pirelli Cinturatos are sold than anywhere else in the world.

After all, driving the way
do, the Italians need all the h
can get.

They've always had impli
in St Chris, but lately they've
depending more and more o
Pirelli Cinturato.

Which is just as well: Chr
working flat out, the Italians
driving the same way and thi
weren't getting any easier wh
Pirelli introduced their radial
tyre: the Cinturato.

Could it be a tribute to ou

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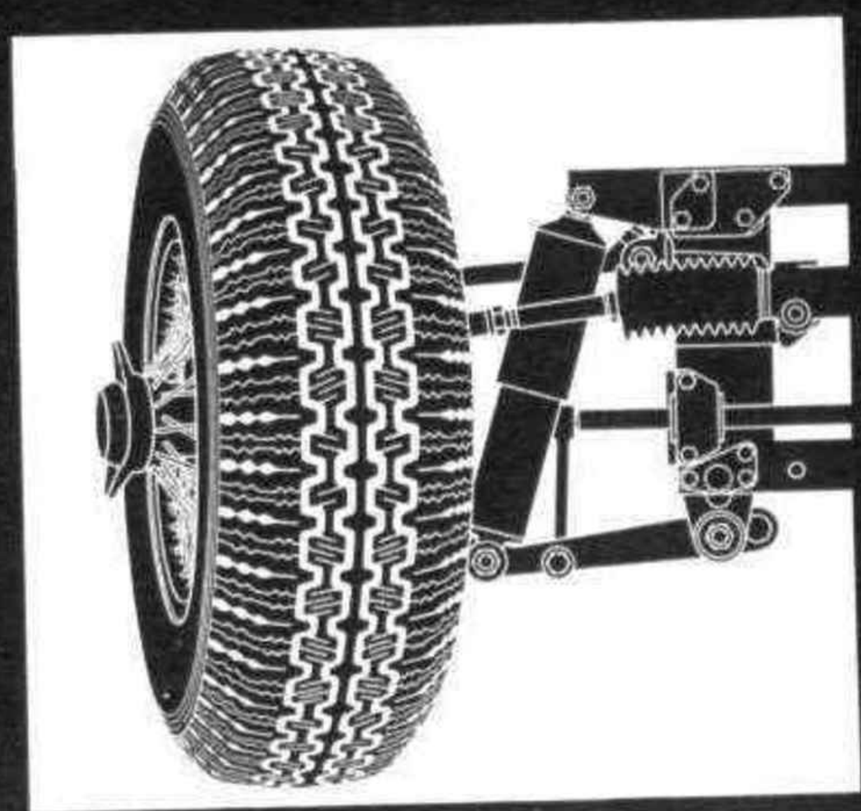
r

achievements that St Christopher was retired from the calendar last year? Shall we soon be proudly announcing the Pirelli Sainturato?

Be that as it may, the Italians continue to buy St Christophers; fortunately they also buy the Cinturato.

And since we have factories in England you can buy the same superlative tyre, at a realistic price.

St Christopher is a nice idea; but it's common sense to be that much safer with a set of Cints under you.



PIRELLI
CINTURATO

If they can keep the Italians
trouble, think what they can d

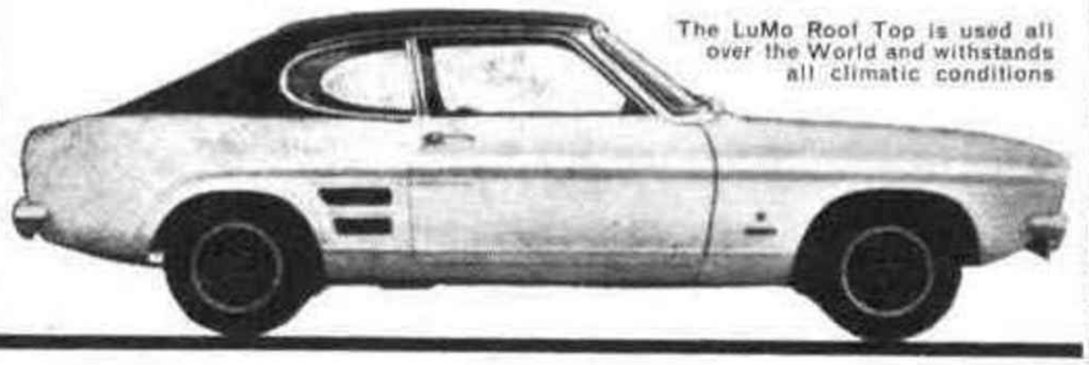
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only **9'11** for up to 8 applications

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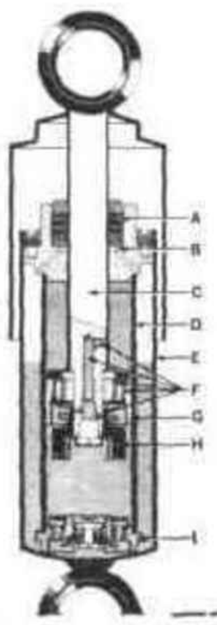


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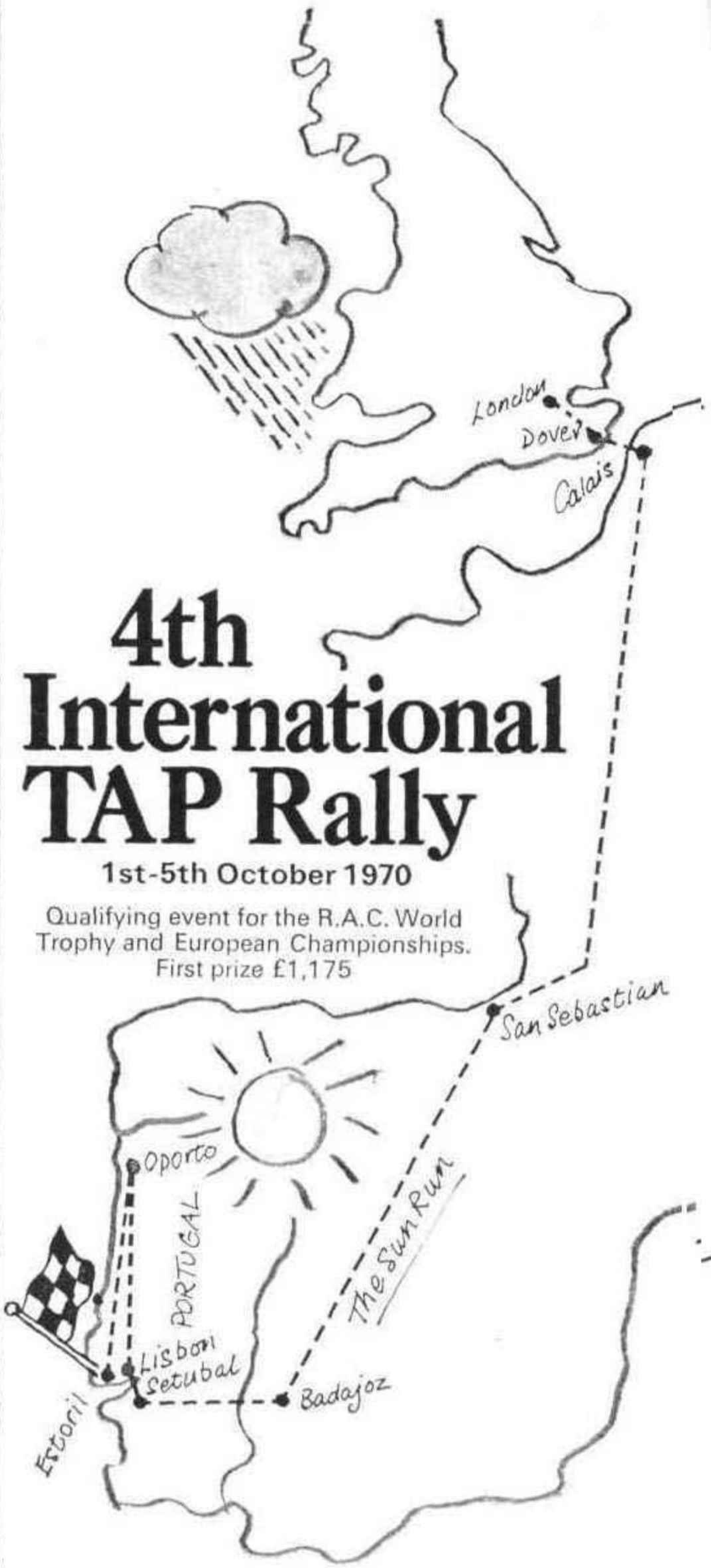
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Call into your Opel dealer for a demonstration, or write for literature to: General Motors Limited (DEPT MS6), Stag Lane, Kingsbury, London NW9.

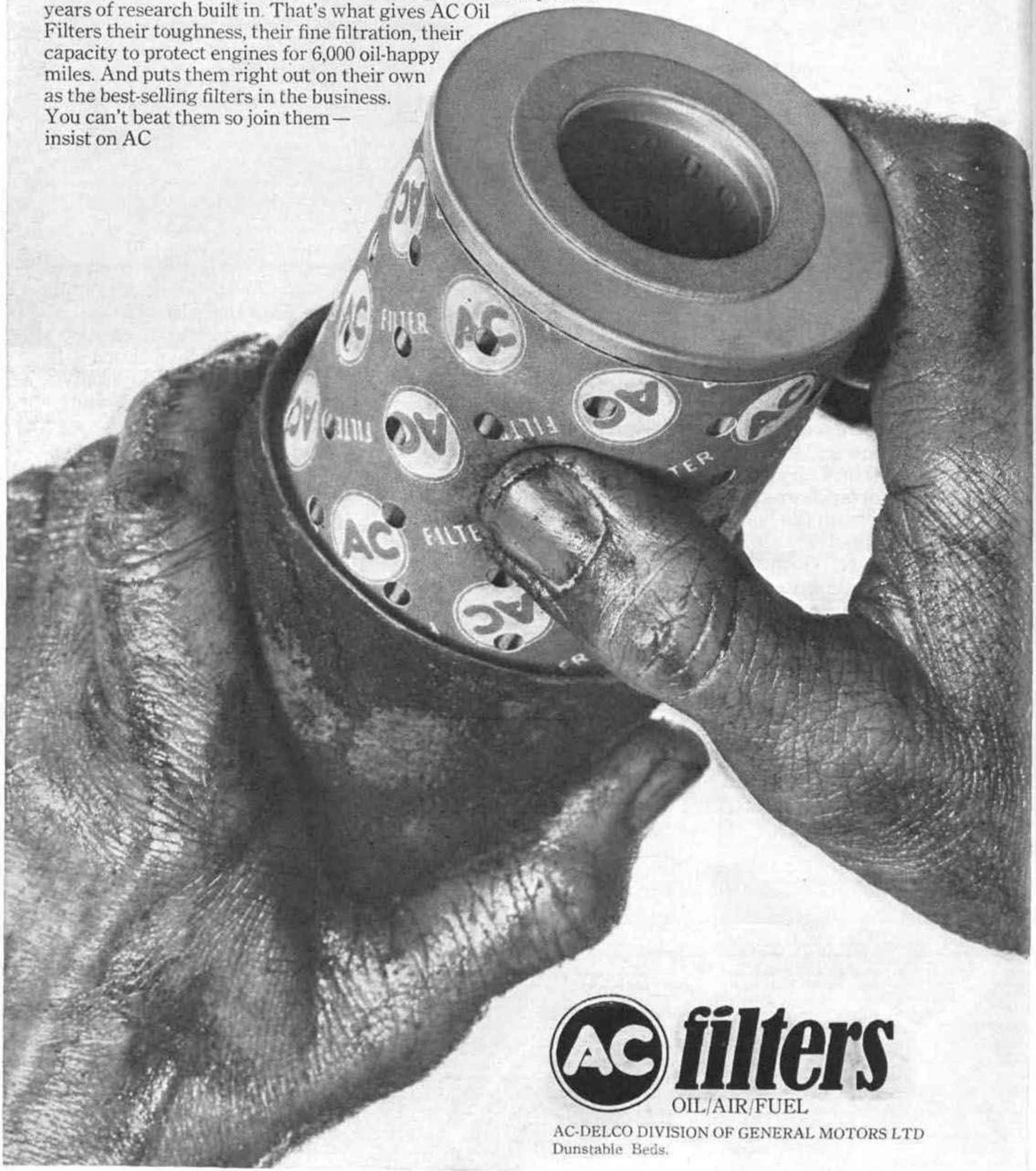
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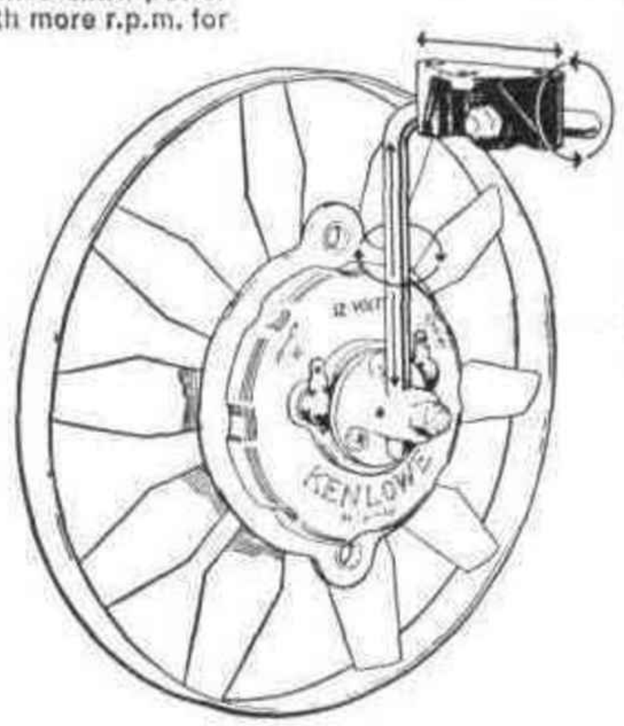
The Kenlowe Thermomatic Engine Cooling Fan is electrically driven and needs no engine power to drive it (mechanical fans absorb up to 18 b.h.p. from the engine). Fully automatic, the Kenlowe is controlled by the patented Kenlowe 'Variamatic' Thermal Control which enables the motorist to set, by dial,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

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Please send me the details about joining the Royal Navy as a helicopter pilot or observer.

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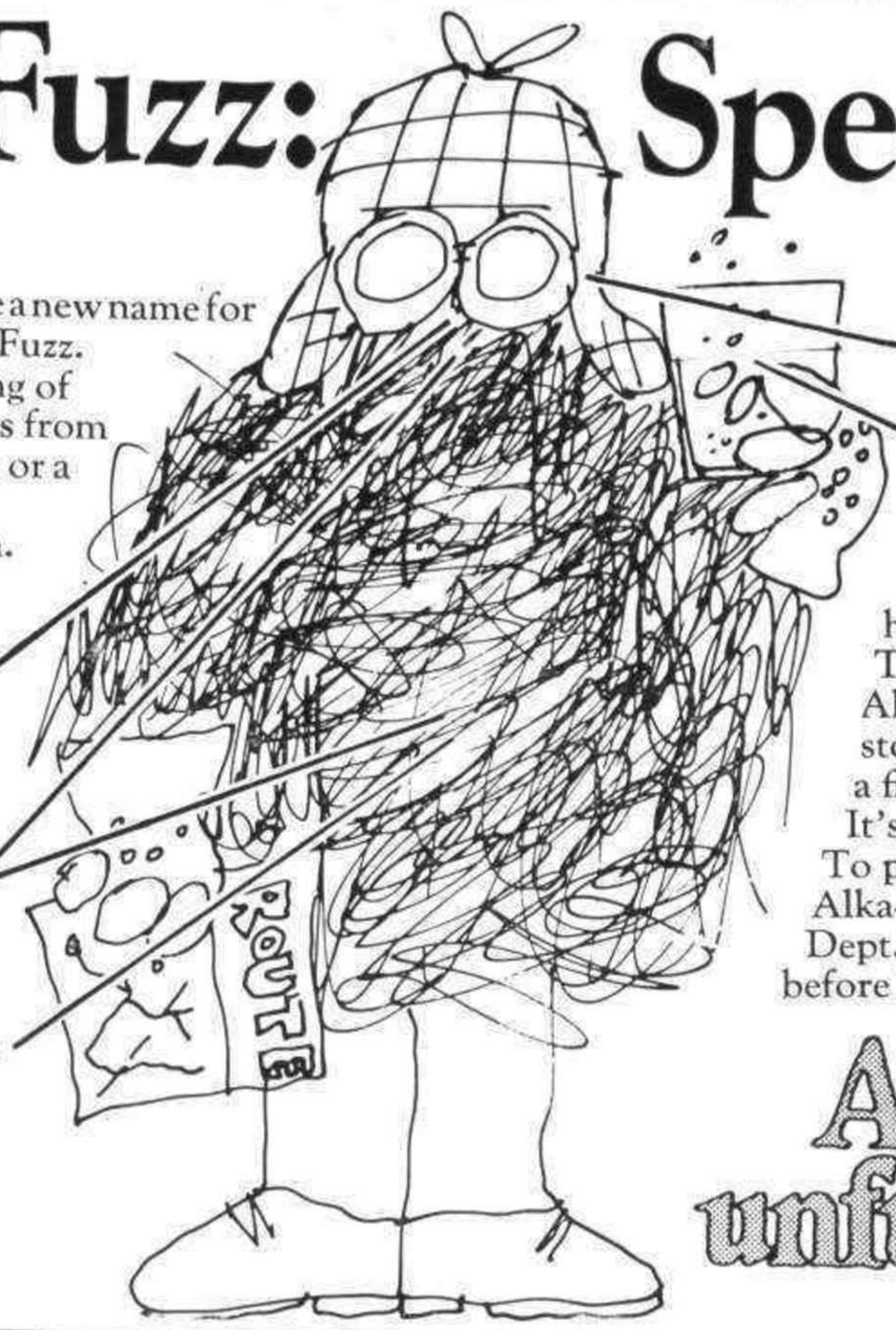
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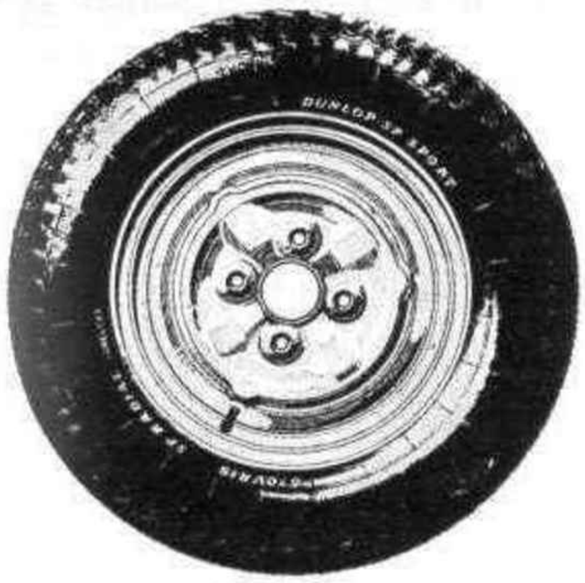
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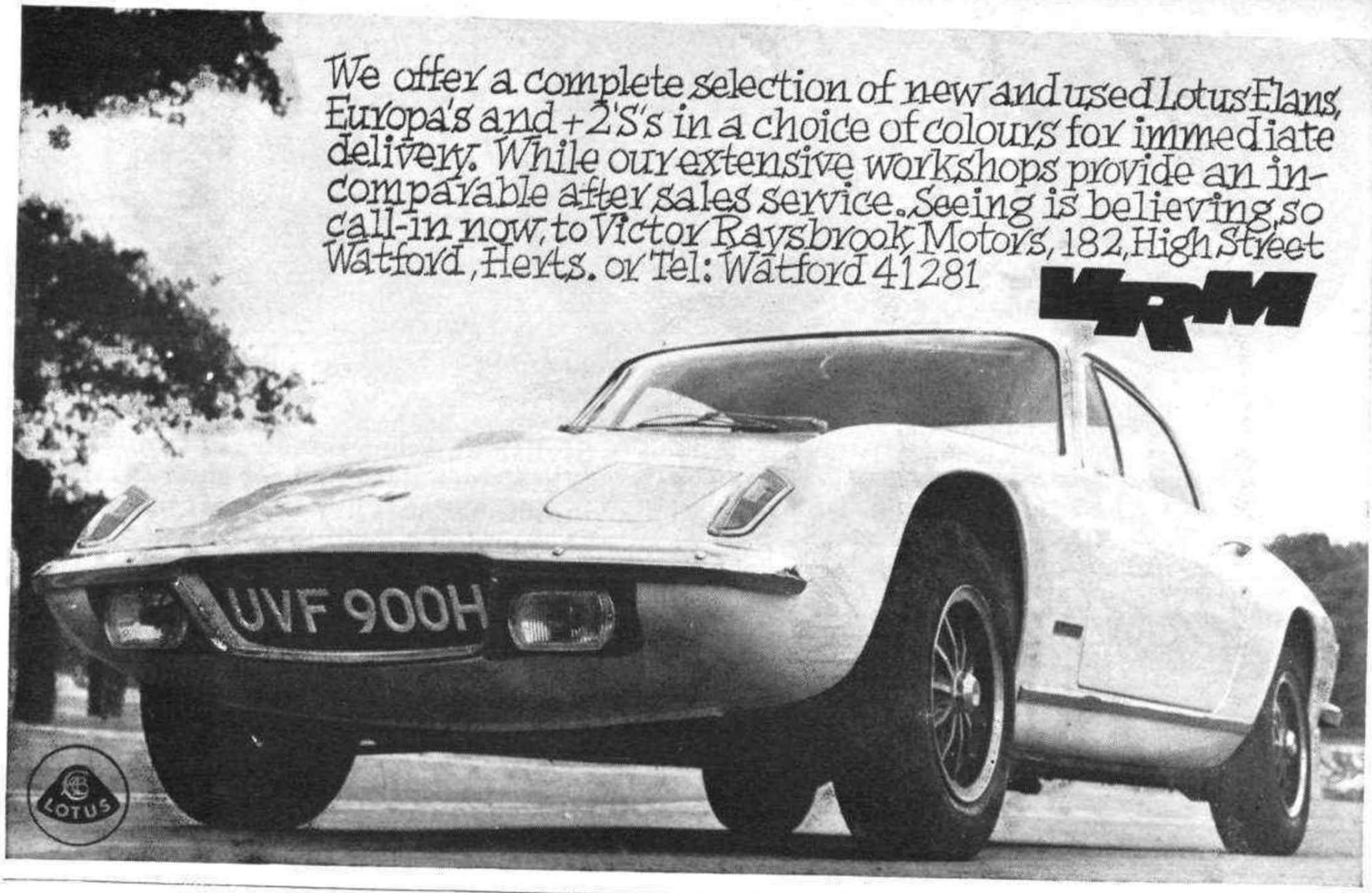
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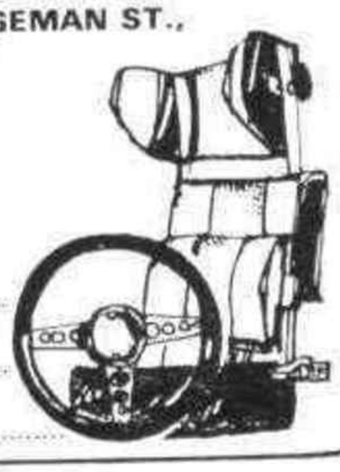
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MS 8/70



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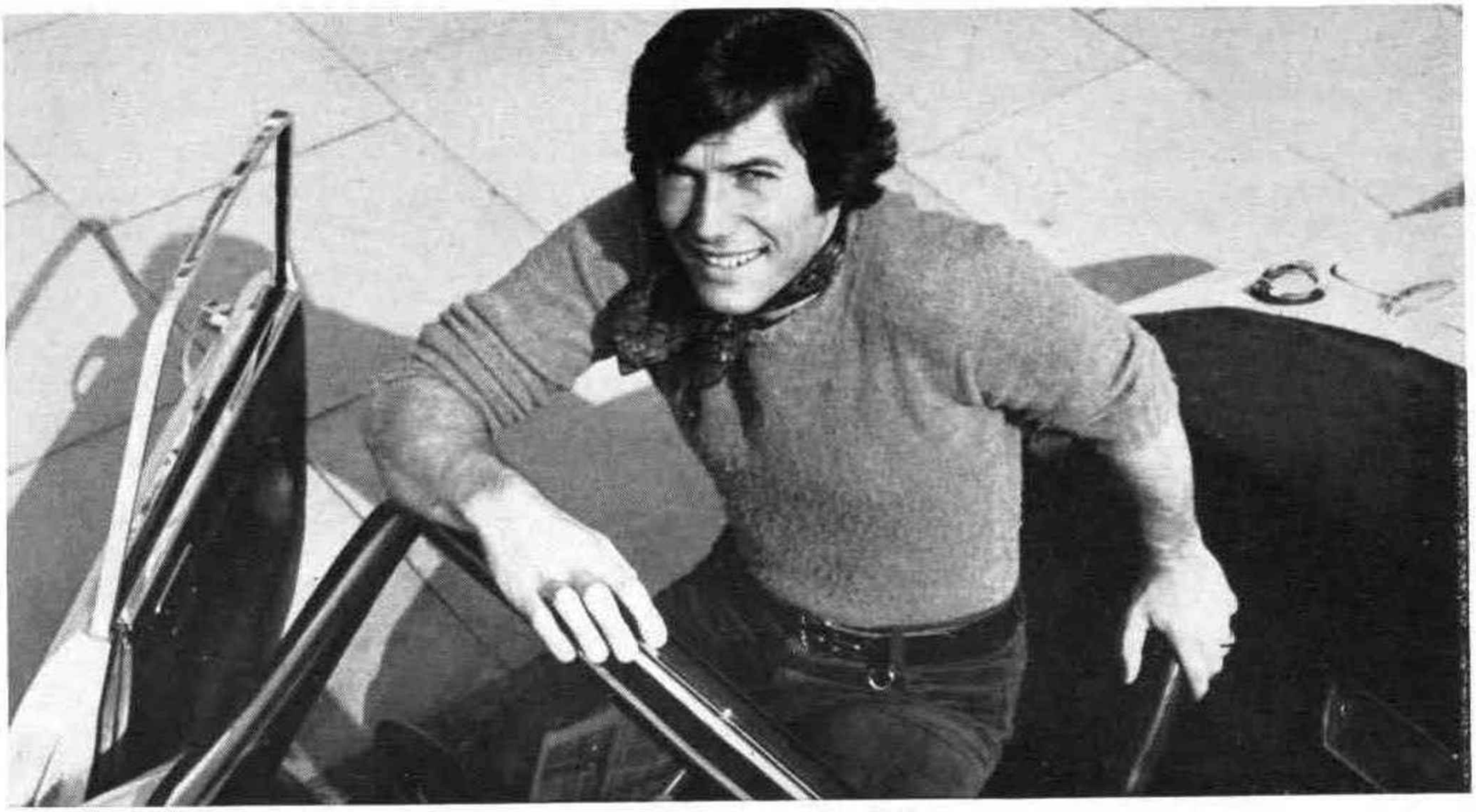
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SR 243



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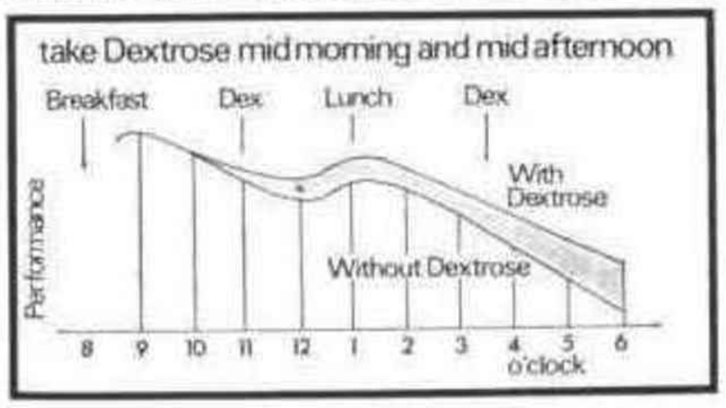
But the effort and concentration involved in driving use up dextrose rapidly. Reserves get depleted – and tiredness sets in.

And it's often just when you need extra energy most that you begin to flag.

A direct boost.

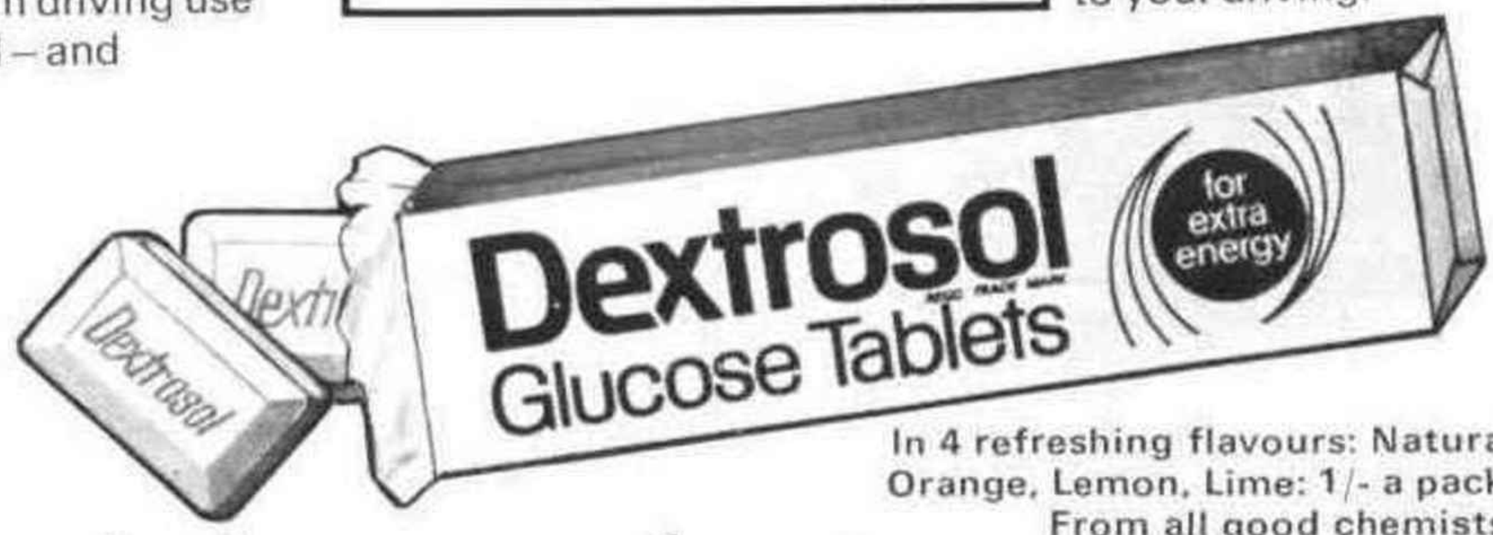
But you can counteract this problem by giving the dextrose in your bloodstream a direct boost – safeguarding those vital energy reserves. It's easily done with Dextrosol tablets: the pure dextrose goes straight into your blood.

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The chart shows how.

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says Mr. Bishop of Enfield

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



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

Get good mileage for your money with Shell Economy



MOTOR SPORT

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

VOL XLVI No. 8 AUGUST 1970

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FRONT COVER PICTURE : The Lotus 72 in the hands of Jochen Rindt has won three Grands Prix consecutively. Only the Dutch GP (here) proved him utterly superior, for elsewhere he has been conclusively led by 12-cylinder cars.

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MATTERS OF MOMENT

■ THE NEW MINISTER

The recently-convincingly-elected Conservative Government has appointed Mr. John Peyton, who motors in a BMC Mini and a Rover 3500 V8, as Minister of Transport.

We have requested a personal interview with Mr. Peyton which he has been unable to grant, because he is too busy improving British transport. We cannot believe that he is unaware of the good the Press can do his image and that of his party.

What we have to remind Mr. Peyton is that MOTOR SPORT was responsible for a petition containing 280,000 signatures, which asked the Labour Minister of Transport to reconsider the dangerous 70 m.p.h speed limit on our Motorways. This petition may well have staved off a lower limit but it was virtually ignored by the power behind Transport House.

We commend to the respected new M.o.T. the idea that good public relations would make his onerous task easier and that the motoring electorate will demand to know how the new Government intends to treat them. We are convinced that speed limits must be reviewed, calmly and sensibly and that if this is done Mr. Peyton's first thought of an 80 m.p.h. limit will be abandoned in favour of abolition of any speed limit on motorways and raised limits suited to modern vehicles and roads, elsewhere, 40 perhaps in towns, 60 on suburban arterials.

Remember, Mr. Peyton, that 280,000 people thought it worth signing our Petition and that the memory of the summary dismissal of any comment on the contents of this Petition probably influenced them on Election Day. Tell the motorist your views, take him into your confidence, abolish foolish and out-dated anti-motoring legislation, and your term of office could be a long and beneficial one. Or must we Petition again ?

■ WELL DONE, GPDA, WELL DONE

The German Grand Prix which was to have been held on the Nurburgring on August 2nd has been transferred to the flat stadium-like circuit at Hockenheim at the request of the FIA as a direct result of representation from the Grand Prix Drivers' Association, the reason being that the Nurgburgring does not comply with the desired safety precautions in respect of driver safety, fire-fighting equipment and public safety. With good reason people are asking "Who or what is the GPDA that can have such an effect on Grand Prix racing ?" This Association of Grand Prix drivers was started some years ago by Stirling Moss and his contemporaries as a well-meaning group of drivers trying to sort out some of the inevitable wrangling that is bound to crop up in any professional activity. Today this body has taken on much more than was originally envisaged, concerning itself with all manner of things connected with Grand Prix racing and issuing requests, both reasonable and unreasonable, backed up by a footnote to the effect that if the requests are not carried out they, the Grand Prix drivers, will boycott the race, and adding a further note to the effect that the manufacturers of Grand Prix racing cars, as represented by the Formula One Constructors' Association, will also boycott the race. Today, Stirling Moss will tell you in no uncertain manner that he thinks the GPDA has not only got above itself but is out of hand.

If we are honest we will see that the present state of affairs has arisen as backwash from an overall growing state of social security that has grown upon the civilised world from Sweden and America, and it is a state that many people in Great Britain are taking advantage of, rather than helping. Now, if the GPDA and the Formula One Constructors' Association were unanimous in their findings there could be little argument, but they are not unanimous, and are not even fully representative in membership. The President of the GPDA is Joakim Bonnier, who used to drive in Grand Prix races and who today races a Lola-Chevrolet in long-distance racing and a Lola T210 in 2-litre sports-car races. He it is who usually transmits the findings of the GPDA to whoever is concerned, even though he is seldom at their meetings these days, for they are usually held on a practice day before a Grand Prix. The discussions and decisions made at these meetings are secret and are not divulged to the Press or the public, words leaking out from back-doors, and often being misquoted or misused. The latest requests to the German Automobile Club who run the Grand Prix were made at Clermont-Ferrand, during the French GP, at which John Surtees for one was not present. Stewart is quick to point out that on the question of Nurburgring he abstained from voting as he was beginning to feel that everyone thought he was the ring-leader of all the

Continued on next page

Motor Sport Fixture List For August

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Aug. 8th ..	750 MC	Silverstone	Towcester, Northants.	Six-Hour Relay Race (*NB*)	13.00
Aug. 8/9th ..	Maidstone & Mid-Kent MC ..	Haynes Bros., Sutton Road,	Maidstone	Maidstone Rally (*R*)	22.31
Aug. 9th ..	**Karlskoga MK .. .. ..**	**Karlskoga**	**Stockholm, Sweden**	**F3 Race Meeting (INT)**	—
Aug. 9th ..	BARC	Thruxton	Andover, Hants.	Race Meeting (*NO*)	14.30
Aug. 9th ..	BARC (Yorkshire)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.30
Aug. 9th ..	West Essex CC	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.00
Aug. 9th ..	Exeter MC	Ivington Farm, Clyst St. Mary	Exeter	Autocross (*R*)	14.00
Aug. 9th ..	C & A MC	Ferodo Car Park	Carmarthen	Autotest (*C*)	14.00
Aug. 15th ..	**AC Enna .. ..**	**Pergusa**	**Enna, Sicily**	**S2 Race Meeting (INT)**	—
Aug. 15th ..	BRSCC	Silverstone	Towcester, Northants.	Race Meeting (*NB*)	—
Aug. 15/16th ..	Brecon MC	Gibbs Bros.	Tredegar, Mon.	Gremlin Rally (*R*)	21.01
Aug. 16th ..	**STMSC .. ..**	**Osterreichring**	**Zeltweg, Austria**	**F1 Austrian GP (INT)**	—
Aug. 16th ..	BARC	Brands Hatch	Fawkham, Dartford, Kent	Race Meeting (*R*)	14.30
Aug. 16th ..	Scottish MRC	Ingliston, Royal Highland Showground	Edinburgh	Race Meeting (*C*)	14.30
Aug. 16th ..	Borough 19 MC	Puttenden Manor	Lingfield, Surrey	Autocross (*R*)	14.00
Aug. 16th ..	Southsea MC	Stocks Farm	Privett, Hants.	Autocross (*R*)	14.00
Aug. 16th ..	Cheadle (Staffs.) AC	Basford Hall, Cheddleton	Leek	Production Car Trial (*C*)	11.30
Aug. 18th/22nd	**Royal Motor Union .. ..**	**Nurburgring**	**Aachen, W. Germany**	**Marathon de la Route (INT)**	—
Aug. 20th/23rd	**Suomi Uurheiluautoilijat ..**	**Jyvaskyla**	**Finland**	**Rally of the 1,000 Lakes (INT)**	—
Aug. 22nd ..	**Mid-Cheshire MRC .. ..**	**Oulton Park**	**Tarporley, Cheshire**	**F1/F5000 Gold Cup (INT)**	—
Aug. 22nd/23rd	Civil Service MA	Thomas Motor Mart, Glan-yr-afon	Corwen	Civil Service Rally (*R*)	23.00
Aug. 22nd/23rd	Bromborough Pool MC	Price's Chemicals Ltd.	Bebington, Cheshire	Eastham Tyre Rally (*C*)	23.31
Aug. 23rd ..	**SCCA .. ..**	**Lexington**	**Lexington, Ohio, USA**	**Can-Am Race Meeting (INT)**	**14.30**
Aug. 23rd ..	**AC Enna .. ..**	**Pergusa**	**Enna, Sicily**	**F2 Race Meeting (INT)**	—
Aug. 23rd ..	West Hants. & Dorset CC	Thruxton	Andover, Hants.	Race Meeting (*R*)	14.45
Aug. 23rd ..	BARC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.45
Aug. 28/30th ..	**Comitato Rally S. Martino ..**	**San Martino**	**Italy**	**San Martino Rally (INT)**	—
Aug. 29th ..	Bentley DC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	13.00
Aug. 30th ..	**SCCA .. ..**	**Elkhart Lake**	**Wisconsin, USA**	**Can-Am Race Meeting (INT)**	—
Aug. 30th ..	BARC	Thruxton	Andover, Hants.	Race Meeting (*C*)	14.30
Aug. 30th ..	East Surrey MC	Brands Hatch	Fawkham, Dartford, Kent	Sprint (*R*)	14.00
Aug. 31st ..	BARC	Snetterton	Thetford, Norfolk	Race Meeting (*NO*)	14.30
Aug. 31st ..	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.00
Aug. 31st ..	Shenstone & Dist. CC	Weeford Park Farm, Canwell	Sutton Coldfield	Player's No. 6 Autocross (*R*)	13.30
Aug. 31st ..	BARC (SE)	Lydden Hill	Canterbury, Kent	Rallycross (*R*)	14.30
Aug. 31st ..	Billericay CC	St. Margaret's Farm, Little Burstead	Brentwood	Autocross (*R*)	13.30
Sept. 5th ..	Aintree Circuit Club	Aintree	Liverpool, Lancs.	Race Meeting	—
Sept. 6th ..	**AC Milano .. ..**	**Monza**	**Milan, Italy**	**F1 Italian GP (INT)**	—
Sept. 6th ..	**ADAC .. ..**	**Nurburgring**	**Aachen, W. Germany**	**S2 500 kms. Race (INT)**	—

MATTERS OF MOMENT—continued from previous page

protests. I am still waiting for a Grand Prix driver to tell me that *he personally* was the instigator of any suggestion or decision, waiting in vain I am afraid, it is always "The GPDA have decided", or "The GPDA have suggested". It really is time someone, somewhere, came out into the open. Incidentally, Ickx is honest enough to admit he disagrees with many of the present findings of the GPDA and he refused to attend their Brands Hatch meeting. He says he would not wish to involve his team in strikes or boycotts.

I am well aware that motor racing, or any other form of racing is dangerous, bloody dangerous, but that is what makes it exciting for spectators and competitors alike, and I know we have recently had a series of nasty accidents, but, for goodness sake, we must not get hysterical. The song of the GPDA at the moment is "spectator safety", an entirely new song I might add. Their main objection to the Nurburgring, if Stewart is to be believed, is that there are places where a crashing and blazing car could go into the crowds, and if that happened at the present moment when some Continental newspapers are ticking about motor-racing deaths, it could damage or even stop motor racing in Europe. A very laudable and noble thought, but is it the concern of the GPDA? Race organisers pay enormous insurance premiums to cover all contingencies and are more aware of such matters than any racing driver will ever be, for the drivers do not have to write out the cheque to the insurance company. Rest assured that no insurance company is going to issue cover for a race meeting unless it has looked closely into the matter. Threats of boycott from the GPDA will do nothing to help and will only create a feeling that motor racing is more dangerous than it is.

The GPDA happily put in requests for £10,000 worth of improvements or safety precautions to be made to a circuit and when asked who is going to pay for it, most drivers will tell you that race organisers make plenty of profit and can afford it.

Certain Grand Prix drivers, I cannot say the GPDA as a body, are doing a great job, well done, but if they go on like they are doing we shall finish up as a reader suggests, with the British Grand Prix being held on the main runway at Heathrow Airport, with cars running one at a time, and in the interests of "spectator safety" there will be no spectators allowed.—D. S. J.

■ ENFORCED RISE

Restrictive practices, and wage increases accepted with no intention of improved productivity, have created an inflatory spiral that leaves us no alternative but to increase the price of MOTOR SPORT.

We are pleased, however, to remind you that MOTOR SPORT now offers an improved **Colour Section** whilst **Rally coverage** is by the world's leading rally journalist, **American Comment** is by our North American representative and the **Tuning** features every month are by our Performance specialist.

These new features, together with **International Race Reports and Comments,** a **Veteran and Vintage** section, **Book Reviews** and **honest** road tests keep MOTOR SPORT, we are sure you will agree, as the best "buy" in Motoring Journals.

The first 3/- (15 n.p.) edition will appear on **Tuesday, September 1st, 1970.**

A POLISH FOR THE CONNOISSEUR

A NEW car polish has just appeared on the market for the motorist who is looking for a lasting high quality finish labelled "LIMOUSINE car polish for vintage-veteran-elegance". The finished result is, in fact, of a very high quality and the maker's claim "that it lasts and lasts" does seem to stand up to rain, sun and continuous washing.

"Limousine" is a sister produce of "Renaissance", a polish well known to restorers of fine furniture and used by museums internationally. Blended from specially prepared non-abrasive waxes the polish has several ingredients to protect leather, wood, as well as metal and painted surfaces. Used in conjunction with "Pre-Lim", a special cleaner, we found the time factor the most irritating feature in the use of these two products. Working in small areas, approximately six square inches at a time, a modern car with its large areas of cellulose took too long to complete if the car was only a method of transport, but for the man who likes his car in *concours* condition, the hours of patience are amply rewarded by the finished result.

At present only a limited number of outlets are envisaged, such as Harrods, but the manufacturers can supply direct or advise you of the nearest stockist.

For further details write to Picreator Renaissance Products, 44 Park View Gardens, London, NW4.

INTERNATIONAL SCOTTISH RALLY

GENERAL CLASSIFICATION

1st :	B. Culcheth/J. Syer (2498 Triumph 2.5 PI)	2,857
2nd :	P. Hopkirk/T. Nash (1293 Mini Clubman)	3,269
3rd :	R. McBurney/N. Smith (1990 BMW 2002 TI)	3,729
4th :	C. Grewer/I. Grewer (1978 Volvo 122S)	4,251
5th :	W. Taylor/K. MacIver (1558 Escort T-C)	4,396
6th :	J. Wilson/T. Knox (1725 Hunter)	4,543
7th :	N. Smith/B. Doyle (1293 Hornet)	4,592
8th :	S. Brown/S. Parker (1293 Cooper S)	4,688
9th :	R. Pilcher/J. Clark (1558 Cortina T-C)	4,696
10th :	A. Robertson/J. Lindsay (1498 Saab V4)	5,038
11th :	L. Borgesson/T. Fahlstrom (1584 VW TL) ..	5,274
12th :	P. Wareing/B. Harris (1298 Escort GT)	5,397

143 *starters* — 72 *finishers.*

Ladies' Prize : Mrs. J. Birrell/Mrs. C. Morris (Capri 3-litre).

FOR 1970, the CSI decided to increase the number of qualifying events in the European Rally Championship for Drivers to 22. Some of them clash with each other, others clash with Constructors' Championship qualifiers, and this has made it very difficult for teams to plan two-pronged programmes. Accordingly, the Constructors' Championship has been given priority by most people, the series for drivers only being considered when cars and drivers are available.

Among the new events in the Drivers' Championship this year were the Gallaher Circuit of Ireland Rally, which we have already described, and the Shell-sponsored International Scottish Rally which took place in early June.

The Scottish is often described as a gentle, relaxed tour of the Highlands, with a break each evening for socialising, the release of high spirits, a night's sleep or what you will. Certainly the evenings are entertaining, but the competition itself is anything but gentle and relaxed.

The rally always starts at Glasgow on a Sunday morning and continues with just a few short breaks until it reaches Grantown on Spey late on the Monday afternoon. Thereafter it runs only during the daytime for three more days and finishes at Grantown on the Thursday afternoon.

That the Scottish is a popular rally cannot be denied. It invariably attracts a full complement of competitors, nearly all of whom bring their amateur but enthusiastic service crews. Eager spectators also flock to Grantown in large numbers and for the week of the rally there is hardly an unoccupied bed in any hotel or private boarding house for miles. The enthusiasm of the local people is heartwarming, and hotel keepers whose rooms are full will go to great lengths to find accommodation elsewhere for the many stragglers who arrive without bookings.

It is difficult to describe the atmosphere at Grantown during the week of the rally, for the event completely takes over the town and all else has to take a back seat. It must be the most sincere welcome ever given to an influx of high-spirited rallying people by the residents of a British host town.

Internationally, the 1970 Scottish rally was not very representative, for the only entries from outside Britain were one car from the Lancia factory and a handful of private owners from Sweden and Eire. But the event is so popular among British drivers that the demand for places exceeded by far the number available. Eventually, 143 cars started.

British Leyland made one of its rare rallying appearances these days, and sent no less than three cars—all of different types, which must have burdened the spare-carrying service cars somewhat. It was noticeable that each of them towed a trailer. It had been intended that Andrew Cowan and Brian Coyle should drive a Triumph 2.5 PI, but neither had recovered sufficiently from injuries received on the World Cup Rally so their places were taken by Brian Culcheth and Johnstone Syer, the crew who took second place at Mexico. A Maxi was driven by Rosemary Smith and Alice Watson, and a Mini Clubman by Paddy Hopkirk and Tony Nash.

The lone Lancia Fulvia 1600 was driven by Harry Källström and Gunnar Häggbom, winners of last year's RAC Rally. A second Lancia intended for Simo Lampinen did not arrive, for the Finn had not recovered from an operation for appendicitis. Ford, too, relied on a single entry; a 1,791 c.c. 16-valve Escort driven by Roger Clark and Jim Porter.

Clark was enduring a very painful right foot, the result of a World Cup Rally injury, which led to Porter having to do most of the driving between special stages. When the drive cable of their Halda distance recorder broke, Porter had to both drive and navigate from maps.

Among the several interesting cars taking part in the event was a factory-prepared Alpine-Renault 1600. This was entered privately by two Midlanders, Nigel Hollier and Philip Short, Hollier having bought the car directly from the factory under favourable terms. It was the first competitive appearance of such a car in this country, and it showed such potential that the factory will be formidable opponents during the RAC Rally, that is if the French drivers can get used to unpractised special stages without pace notes.

In the early part of the rally, Clark and Källström were the two drivers who really shone, the Swede dropping back when a brake bleeder nipple unscrewed itself on a stage. Culcheth drove his Triumph with considerable skill, and Hopkirk showed that he hadn't forgotten how to drive Minis fast on loose-surfaced forest tracks.

Clark's car was probably the fastest rally machine built in Boreham and he stayed in the lead until the middle stages when there was a drop in oil pressure and seizure set in. Earlier, the valve-gear went wrong and the versatile mechanics set about regrinding the cam profiles by hand at the roadside, a job usually only undertaken with accurate toolroom equipment. It is to their credit that they did the job in the time available and the engine ran perfectly afterwards.

The retirement of Clark meant that Källström took the lead, but it was about this time that the row started which caused a protest at the end and an eventual appeal to the RAC Competitions Committee.

It is often the case on special stage rallies that competing cars have to wait in a queue whilst those in front are dispatched at one-minute intervals. Such delays are no fault of competitors and most organisers will arrange for the allocation of delay allowances so that no unfair penalties will be applied. The Royal Scottish Automobile Club made such arrangements, but there was confusion over the interpretation of the regulation which determined what should, and should not, be done at the starts of special stages.

One school of thought considered a stage start to be a normal time control, others did not. It was this difference of opinion which sparked off the controversy when an official bulletin suddenly appeared, announcing that Källström had been penalised one hour for being excessively late at the starts of two special stages. At the time of those stages there had been no mention of such penalties and it was indeed unfortunate that the organisers saw fit to apply them retrospectively. Many other competitors were similarly affected.

When the rally was over, Källström found himself in twentieth place, Culcheth being declared the winner in the works Triumph. Understandably, there was a protest from Lancia, but the stewards decided to confirm the decision of the organisers, although it took an all-night sitting to arrive at that conclusion.

But it didn't end there. Notice of appeal was lodged, and on July 13th the matter was brought before a tribunal convened by the RAC Competitions Committee. They, too, upheld the decision. It should be said, however, that at the time of writing Lancia still has a few days in which to carry the appeal even further.

Such complex arguments have no place at the end of a superb rally such as the Scottish. They do nothing to enhance the image of rallying, and give the impression to non-rallying folk that the sport is nothing but a series of hair-raising drives through forests followed by endless wrangles over times and distances.

If only regulations were phrased as briefly and as concisely as possible in the first instance, such protests would never arise. Special stage rallies should be won or lost on special stages and all organisers should legislate clearly with that in mind. It was a great pity that an eminently enjoyable rally was marred at the end by unnecessary paper arguments which caused the prizegiving ceremony to be incomplete.—G. P.

A JIM RUSSELL EXTENSION

JIM RUSSELL established his well-known International Racing Drivers' School 14 years ago at Snetterton. Since then it has trained many famous drivers and enabled others to decide whether or not they have the necessary aptitude. Last May they opened a similar school at St. Jovite circuit in Montreal and now they are expanding again, with a school at Mallory Park circuit. This will be good news to pupils who found Snetterton rather remote—and who do not live in Canada. The latest JRRDS will maintain the tradition of enabling pupils who complete the full course to take advantage of race entries by the School both at Snetterton and Mallory Park. The new School opens this month and details are available from John Paine, Snetterton Circuit, Norwich NOR 10X, Norfolk, mentioning MOTOR SPORT. Would-be racing drivers should make early application.

23rd BRITISH GRAND PRIX

AN RAC NONSENSE

BRANDS HATCH, ENGLAND, *July 18th*

FOLLOWING the Dutch GP and the French GP, both of which are reported elsewhere in this issue, the anticipation of a great race for the British Grand Prix, held on the long circuit at Brands Hatch, was in everyone's mind as the contestants assembled for the Thursday practice. The 12-cylinder Ferraris and 12-cylinder Matras had been getting closer and closer to victory, the 12-cylinder BRMs had already had a victory and the Cosworth V8 engines had been through a spate of troubles; the revised Lotus 72 in the hands of Rindt was setting new roadholding standards and the Stewart/Tyrrell dominance of 1969 was fast fading from the 1970 scene. In addition to the tension and excitement at the top of the field there was a lot of interest at the bottom as well, for the RAC had indicated that there would be no limitation on entries for the race, and no elimination by qualifying; inability to be competitive being the only criterion. Consequently there were numerous new entries in the official list, Gold Leaf Team Lotus entering Emerson Fittipaldi, the rising Brazilian F3 and F2 driver, in Lotus 49C/R10, while Rindt and Miles had the Team Lotus 72C/2 and Lotus 72B/1, respectively. Gethin was intended to appear with the full McLaren team, but a shortage of engines prevented this so Hulme, Gurney and de Adamich represented the Colnbrook firm with the same cars they had driven at Clermont-Ferrand, namely, M14D/1 for Hulme and M14A/1 for Gurney, both with Cosworth V8 engines, and M7D/1, with an Alfa Romeo V8 engine, for de Adamich. The two usual works Brabhams were entered for Brabham himself and Stommelen, while a third car was entered for Schenken, but it did not materialise. Surtees produced a brand-new car, built in his own factory, designated the TS7/001 and it was a very well-turned-out machine, with a slim angular, riveted aluminium monocoque with rocker-arm front suspension and inboard spring units and a fairly orthodox rear-end layout, with inboard brakes, the Cosworth V8 engine and Hewland gearbox forming the rear of the car, attached to the cockpit rear bulkhead of the monocoque. The rear suspension is hung on a beam across the clutch housing and a plate under the gearbox, and the upper radius rods have their forward ends anchored by brackets attached to the cylinder heads of the Cosworth engine. The forward-mounted radiator is leant forward almost to the horizontal position, giving a very low nose line with air entering under the wedge nose and exiting on top. Team Surtees entered this car for John Surtees himself, and their McLaren M7C/1 for Trevor Taylor, but a shortage of engines kept this extra entry away. Moser entered his Bellasi, but it did not turn up and Bonnier entered an apparently mythical McLaren-Cosworth V8 that remained a myth and did not appear. The rest of the teams were to normal strength, the Tyrrell pair, Stewart and Cevert, having the blue March cars 701/4 and 701/7, respectively, with 701/2 as a spare for Stewart. The Ferrari team arrived with their three flat-12-cylinder cars, 001, 002 and 003, and it was Regazzoni's turn to join Ickx, the two of them ringing the changes on the three cars until satisfaction was reached for the race with Ickx in 003 and Regazzoni in 002. The Matra team had rebuilt the car Pescarolo had used at Clermont-Ferrand, as his practice accident had damaged the monocoque slightly and the car was reborn as MS120/01, while Beltoise kept to his French GP car. The Yardley-BRM team of Rodriguez, Oliver and Eaton were present with their usual three cars, while Amon and Siffert had the two works March cars as usual, they being joined by Andretti with the STP Oil Treatment Special March 701/3, returned from America where the Granatelli workshops had made numerous alterations to the water cooling system, the rear suspension uprights and the rear suspension members. Hill was still driving the old Lotus 49C of Rob Walker, there being no sign of their new Lotus 72, Lovely had his own Lotus 49B and Peterson was driving Crabbe's March as usual. The Frank Williams team returned to racing with the De Tomaso 505/38/2 and Redman was signed up to drive it, but in the first day of practice it had not gone many laps before the left-hand rear hub-shaft broke internally and luckily the wheel did not come off. As it was considered to be a design fault failure the car was withdrawn.

The Thursday practice got off to a bad start when the scrutineering was late in getting under way, the Chief Scrutineer got huffy, practice period times were all revised and actually started later than scheduled. Rindt was the pacemaker, with the Lotus 72, knocking a whole second off the record that Brabham established at the Race Champions, with a time of 1 min. 24.8 sec. and this set a pretty seve standard for the battle for the front row of the grid. Oliver, Ickx a Hulme were the only ones to get into the 1 min. 25 sec. bracket, b none of them could approach Rindt's time. All the March cars we clearly not happy on the bumpy and undulating Brands Hat circuit, as had been obvious at the Race of Champions, and thou revised geometry had been built into the rear suspension they were f from right, Stewart being the fastest with a March in 1 min. 26.1 se In addition to the hub failure putting the De Tomaso out of the rac Stommelen crashed his Brabham at Clearways, hitting the bank wi his left front wheel which creased the monocoque beyond repair, he, too, was out of the race. Friday morning practice was again ru to a revised time schedule, which confused a lot of people, and th final hour saw everyone who was capable vying for the front row the grid. Oliver was leading the BRM attack, being on his hon ground, which he likes, but Rodriguez was in continual trouble wi engines and was making very little progress. Regazzoni was backin up Ickx splendidly, equalling the existing lap record, while Ickx wa holding securely to a front row position with 1 min. 25.1 sec. Rin had to waste a lot of practice time due to a leaking fuel tank, and d not repeat his Thursday performance, but Brabham was in his usu strong Brands Hatch form and equalled the fastest time, to take th central position on the front row. Stewart and Andretti were drivin their March cars as hard as they could but were not in the runnin and Miles got the second Lotus 72 ahead of both of them, whic caused Stewart, in particular, much anguish. Apparently the Marc was showing a tendency to steer itself by its rear end over some o the bumps and vertical direction changes, which made it difficult t keep on the accurate line needed for fast laps round Brands Hatch Peterson in the Antique Automobiles March was faster than both o the works cars from Bicester, which must be good for customer con fidence even if it was depressing for the works drivers. On bot practice days the skies had been overcast and grey, but it kept dr and warm, and when official timed practice ended at noon o Friday it was Rindt's Thursday time that gave him pole positio on the grid.

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday
1	J. Stewart	March 701/4-Cosworth V8	1. 26.1	1. 26.0
2	F. Cevert	March 701/7-Cosworth V8	1. 27.5	1. 26.8
3	J. Ickx	Ferrari 312B—flat-12	1. 25.8	1. 25.1
4	G. Regazzoni	Ferrari 312B—flat-12	1. 29.6	1. 25.8
5	J. Rindt	Lotus 72C/2-Cosworth V8	**1. 24.8**	1. 26.3
6	J. Miles	Lotus 72B/1-Cosworth V8	1. 26.8	1. 25.9
7	J-P. Beltoise	Matra-Simca MS120/03—V12	1. 27.2	1. 26.5
8	H. Pescarolo	Matra-Simca MS120/01—V12	1. 27.5	1. 26.7
9	D. Hulme	McLaren M14D/1-Cosworth V8	1. 25.6	1. 27.5
10	D. Gurney	McLaren M14A/1-Cosworth V8	1. 26.6	1. 26.8
11	A. de Adamich	McLaren M7D/1-Alfa Romeo V8	1. 27.7	1. 27.1
12	P. Gethin	McLaren-Cosworth V8	—	—
14	G. Hill	Lotus 49C/R7-Cosworth V8	1. 28.4	1. 31.2
15	J. Siffert	March 701/5-Cosworth V8	1. 30.2	1. 28.0
16	C. Amon	March 701/1-Cosworth V8	1. 27.7	1. 27.0
17	J. Brabham	Brabham BT33/2-Cosworth V8	1. 26.6	**1. 24.8**
18	R. Stommelen	Brabham BT33/1-Cosworth V8	1. 26.3	—
19	T. Schenken	Brabham-Cosworth V8	—	—
20	J. Surtees	Surtees TS7/001-Cosworth V8	1. 29.2	1. 27.7
21	T. Taylor	McLaren M7C/1-Cosworth V8	—	—
22	P. Rodriguez	BRM 153/05—V12	1. 26.9	1. 27.2
23	J. Oliver	BRM 153/04—V12	1. 25.6	1. 25.8
24	G. Eaton	BRM 153/03—V12	1. 27.5	1. 26.9
25	B. Redman	De Tomaso 505/38/2-Cosworth V8	1. 32.8	—
26	M. Andretti	March 701/3-Cosworth V8	1. 28.4	1. 26.2
27	R. Peterson	March 701/8-Cosworth V8	1. 30.6	1. 26.8
28	E. Fittipaldi	Lotus 49C/R10-Cosworth V8	1. 28.1	1. 28.3
29	P. Lovely	Lotus 49B/R11-Cosworth V8	1. 35.4	1. 30.3
30	J. Bonnier	McLaren-Cosworth V8	—	—
31	S. Moser	Bellasi F1-1-70-Cosworth V8	—	—
40	J. Stewart	March 701/2-Cosworth V8	1. 27.5	—
41	J. Ickx	Ferrari 312B—V12	—	—

A record crowd of 56,000 paying customers filled the Brands Hatch circuit on Saturday under bright and sunny skies, and the 11,000 who had turned up the day before had been able to see two Formula Three heats and a final as well as the Grand Prix practice. At noon on Saturday a saloon-car race took place, followed by an historical parade of Jaguar cars powered by the 21-year-old XK 6-cylinder engine, which made people hope that it was a swan-song before the arrival

of the long-awaited V12 Jaguar engine. Then the drivers were paraded round the circuit in a variety of Jaguars, from XK120 to 1970 E-types, and shortly before 2 p.m. the Grand Prix cars left the assembly paddock and appeared in the arena from the tunnel, forming up in the crowded pit road. Just as Cevert's March was about to be driven out of the assembly paddock it sprung a petrol pipe leak and caught fire, but the Tyrrell mechanics soon had it under control and got it repaired. The McLaren team were not so lucky, for the Alfa Romeo-engined car had been sitting in the paddock for two hours with its petrol tanks full and all ready to go. As it was about to be taken to the assembly area one of the rubber bag tanks split, just like that, and though the mechanics worked feverishly to change the tank it was too late and the car was a non-starter. Shortly after 2 p.m. the first car set off on a warm-up lap and it was Rodriguez with his BRM, followed a moment later by Oliver, and then Pescarolo with his Matra V12. The cars were appearing one at a time on what was almost an individual demonstration lap, and the Matra was superb, the shrill scream from its two long tail-pipes must have made the entrance money worthwhile for a lot of spectators, as it swept round the circuit on its own. It was followed by Beltoise in the second Matra, and it made you realise how dull motor racing would be without any exhaust noise. After these four V12-engined cars Stewart's Cosworth V8-powered March sounded flat and dull by comparison, when it followed them and the following line of V8-engined cars was broken by the two flat-12 Ferraris with their own special sound. With everyone except de Adamich on the "dummy-grid" and so many people that you could not see the cars, a fine fanfare of trumpets heralded the start of the 80-lap British Grand Prix, with the first five cars on the grid holding lap times under the existing lap record.

STARTING GRID

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3 J. Ickx *(Ferrari flat-12)* 312B/003 1 min. 25.1 sec.	17 J. Brabham *(Brabham-Cosworth V8)* BT33/2 1 min. 24.8 sec.	5 J. Rindt *(Lotus-Cosworth V8)* 72C/2 1 min. 24.8 sec.
9 D. Hulme *(McLaren-Cosworth V8)* M14D/1 1 min. 25.6 sec.	23 J. Oliver *(BRM V12)* 153/04 1 min. 25.6 sec.	
1 J. Stewart *(March-Cosworth V8)* 701/4 1 min. 26.0 sec.	6 J. Miles *(Lotus-Cosworth V8)* 72B/1 1 min. 25.9 sec.	4 G. Regazzoni *(Ferrari flat-12)* 312B/002 1 min. 25.8 sec.
7 J-P. Beltoise *(Matra-Simca V12)* MS120/03 1 min. 26.5 sec.	26 M. Andretti *(March-Cosworth V8)* 701/3 1 min. 26.2 sec.	
27 R. Peterson *(March-Cosworth V8)* 701/8 1 min. 26.8 sec.	8 H. Pescarolo *(Matra-Simca V12)* MS120/01 1 min. 26.7 sec.	10 D. Gurney *(McLaren-Cosworth V8)* M14A/1 1 min. 26.6 sec.
22 P. Rodriguez *(BRM V12)* 153/05 1 min. 26.9 sec.	2 F. Cevert *(March-Cosworth V8)* 701/7 1 min. 26.8 sec.	
11 A. de Adamich *(McLaren-Alfa Romeo V8)* M7D/1 1 min. 27.1 sec.	16 C. Amon *(March-Cosworth V8)* 701/1 1 min. 27.0 sec.	21 G. Eaton *(BRM V12)* 153/03 1 min. 27.9 sec.
* 15 J. Siffert *(March-Cosworth V8)* 701/5 1 min. 28.0 sec.	20 J. Surtees *(Surtees-Cosworth V8)* TS7/001 1 min. 27.7 sec.	
29 P. Lovely *(Lotus-Cosworth V8)* 49B/R11 1 min. 30.3 sec.	14 G. Hill *(Lotus-Cosworth V8)* 49C/R7 1 min. 28.4 sec.	28 E. Fittipaldi *(Lotus-Cosworth V8)* 49C/R10 1 min. 28.1 sec.

* Non-starter, fuel tank leak before start.

It was a magnificent start at 2.30 p.m., with Ickx and Brabham side-by-side into Paddock Hill Bend, just ahead of Rindt. Up the hill to Druids Ickx forced his Ferrari to the right of Brabham, and dived to the inside under braking and snatched the lead. On that opening lap Ickx pulled out a visible lead, pursued by Brabham, Rindt, Oliver, Hulme, Regazzoni, Stewart, Beltoise, Miles and the rest, with Andretti having crumpled his right-side nose fin on someone's tyre. It was a pretty desperate follow-my-leader game for the first few laps, for Brands Hatch is a difficult circuit for passing, the corners coming too soon after each other, and Ickx led the procession with an ever-increasing lead, only Brabham and Rindt staying with the Ferrari. Rodriguez never really got going for his BRM was bouncing about at the back end in an uncontrollable fashion. He stopped at the pits but nothing could be seen to be wrong so he went out for a lap and returned to have the rear wheels changed, whereupon the bouncing disappeared and he could start racing, though too far behind to hope to get anywhere; he kept going for 59 laps when he under-steered gently off the road and into the bank at Druids hairpin. As Ickx entered Paddock Hill Bend to start lap 7 his lead was much smaller and the Ferrari suddenly slowed almost to a stop as something went amiss in the gearbox, and at the precise moment Rindt had decided to dive to the inside of Brabham as they braked for the corner. They went down the steep hill side-by-side, wheels almost touching, and to their surprise swept by the Ferrari still neck-and-neck, the Lotus 72 taking the lead up the hill. It was the end of the Ferrari's brief moment of glory and Rindt now led Brabham by a length or two, with Oliver some way back in third place, comfortably ahead of Hulme, Regazzoni, Stewart, Beltoise, Miles, Pescarolo, Andretti, Peterson, Siffert and the rest, Lovely bringing up the rear. A cat-and-mouse situation now arose with Brabham tailing the Lotus 72 and nothing Rindt could do would shake the Australian off. It was obviously going to be a long and tedious business, for Brabham made no attempt to pass, merely sitting behind, looming large in the Lotus mirrors the whole time and just waiting for Rindt to make a mistake. As an example of tenacity and patience it was a fine example, but as a motor race it was a bore, and one began to wish it was a long-distance sports-car race with refuelling stops, tyre changes and driver changes, for then it would have had terrific potential. From lap 7 to lap 65 Brabham just sat there poker-faced, scowling into Rindt's mirrors, but the Austrian was not put off and even when they lapped the slower cars the situation did not change. On lap 66 Brabham showed signs of pressing just that little bit harder and on lap 69 Rindt muffed a gear-change out on the back part of the circuit and that was that, Brabham was past and with a fastest lap at 1 min. 25.9 sec. on lap 70 he pulled out a commanding lead.

For the procession of cars behind these two it was a case of "ten little nigger boys" as one by one they broke, got punctures, made pit stops or had accidents. Oliver held third place with no opponents until his BRM broke descending Paddock Hill on lap 55, Pescarolo's Matra-Simca had to stop at the pits because of a puncture, and with another wheel fitted he was pressing on when he crashed at Clearways corner, while his team-mate Beltoise also suffered a puncture, then a misfitted wheel, and having a bad cold and feeling awful he gave up. Siffert disappeared from the back of the field when an experimental bracket bolted to the left rear upright to lower the pick-up point, broke and Andretti suffered a similar failure. Stewart was leading all the March cars, but only in 5th place, when he also got a puncture, and at the pit stop to have it changed his clutch-operating hydraulic pipe burst, the fluid sprayed on to the exhaust pipes and caught fire, but no damage was done. Peterson had been going well, as usual, when he had to stop with a punctured right front tyre and at the same time have his clutch hydraulic line bled. Surtees in his new TS7 got hung up with Hill, Gurney and Amon, and was handicapped by running a higher gear ratio than desirable in order to try and save a tired Cosworth engine. When he finally got free of them he began to go quite quickly and it was as Rindt and Brabham were about to lap him, but for six laps they made no impression on the red Surtees car. He was driving with an eye on a sagging oil pressure needle and switched off as it fell dramatically and just prevented a major breakage in the engine. Another driver who had one eye permanently on the oil pressure gauge was Gurney, and he, too, gave up when things got desperate, before there was an expensive explosion.

The undisputed hero of the race was Regazzoni, who kept his Ferrari up with Beltoise, Stewart and Hulme right from the start and when the first two dropped out he latched on to the tail of Hulme's McLaren and gave the New Zealander a hard time. On lap 74 he actually got in front of Hulme going up to Druids corner but overshot slightly, got on the loose gravel on the outside of the hairpin and had an almighty moment, which he controlled admirably and set off in pursuit once more. From a bunch of cars that started at the back of the field Amon and Hill were the only survivors and they had a race-long battle which gradually brought them up to 5th and 6th positions as others fell by the wayside. Once past Rindt there was nothing to trouble Brabham and he cruised round with the race in his pocket, but for the third time this year fate took a hand. As he went round on his last lap, receiving a very popular ovation from the crowd, all was under control, but as he appeared back into the stadium at Clearways corner his engine coughed and died. He had run out of petrol and for the second time this year Rindt rounded the last corner of a race content with 2nd place only to find he was win-

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THE SIX HOURS OF WATKINS GLEN

Clean sweep for Gulf-Porsches

WATKINS GLEN, NEW YORK, *July 11th*

THE LONG-DISTANCE race for Sports-Prototypes (Group 6), Sports cars (Group 5) and GT cars (Group 4) held on the short but fast Watkins Glen circuit in the north-west of New York State in America was significant in that it saw the final demise of 3-litre Group 6 cars, which the FIA have been trying to encourage. Since Porsche built twenty-five 917 models and Ferrari twenty-five 512S models, to comply with the FIA regulations for Group 5 Sports cars, the days of the 3-litre Sports-Prototypes were numbered, apart from an occasional freak situation like the Targa Florio. The 5-litre Group 5 Sports cars, in spite of having to carry road-going equipment and use a full-size windscreen, were just too fast and too powerful for the 3-litre free-formula Prototypes to combat. Le Mans was the ultimate showdown, when the fastest 3-litre could only manage fourteenth place in the starting line-up, and when the entry for the Watkins Glen race was drawn up all factory 3-litre entries had been withdrawn, Matra and Alfa Romeo giving the race a miss. Although it counted points towards the Manufacturers' Championship, that side of the race was insignificant for Porsche had won the Championship already, so the race could be viewed on its own merits as another round in the spirited battle that Porsche and Ferrari have been waging all season, always with the odds heavily on the side of Porsche, as they give factory support to two teams, the Gulf Oil Company sponsored JW Automotive team and the Porsche Konstruction, Salzburg team, the latter having much stronger support from Stuttgart in the way of mechanics and engineers from the present factory, the Gulf team being much more self-supporting. Against this two-pronged Porsche attack the works Ferrari team have had to battle alone, with only rather feeble background support from private owners, but in spite of this the Italian cars have never let the German ones have an easy time. For the 6-Hour race round the small 3.7-kilometre (2.3 miles) circuit the Gulf team were at one end of the pits and the Salzburg team at the other, with Ferrari in the middle. JW Automotive fielded two blue and orange 917 Porsches with 5-litre engines, with their strong driver teams of Siffert/Redman and Rodriguez/Kinnunen, while the two Salzburg 917 Porsches, also 5-litres, were entered by Porsche-Audi Division, USA, and in deference were painted blue with white stripes; they were driven by Elford/Hulme and Attwood/Ahrens, the New Zealand McLaren driver joining the team as a replacement for Hans Herrmann who had finally decided to give up racing, having been at it in the top ranks since about 1952. The Ferrari force was made up of two 512S Spyders, driven by Ickx/Schetty and Andretti/Giunti and all these works cars, both German and Italian, were using short chopped-off tail bodywork.

As a supporting cast the German International Martini Racing Team were running their 4½-litre 917 Porsche in its hideous purple and green flowery colour scheme, driven by Larrousse/van Lennep and one of their 908 Porsches driven by the Austrian drivers Marko/Lins. Another 908 Porsche was in the hands of Dean/Revson, and Bonnier had his T70 Lola coupé which he was sharing with Wisell. Two lesser private entries from Europe were the 911 Porsche of Garant/Wicky and the Ferrari 512S of Loos/Plesch and the rest of the twenty-six entries was made up by SCCA club-drivers, some of whom were lacking in experience of racing amongst professional factory cars. While the total entry was small it was no bad thing, for the top runners were a fearsome lot and the bottom ones were very inexperienced, and with lap times in the order of 1 min. 06 sec., and more than 300 laps to be covered in the six hours, there was more than sufficient traffic circulating to keep the works drivers right on their toes. A greater quantity of entry, rather than quality, would have produced impossible situations of blockage and baulking, to say nothing of the possibility of slow cars being bounced off into the bushes, for sports-car drivers of the calibre of Rodriguez, Siffert, Redman, Ickx, Elford and Andretti do not wait for gaps to appear in slow traffic, they create gaps, and they do this without getting tangled up with the slower cars, which is the hall-mark of a fast sports-car driver.

The race was due to take place on Saturday, July 11th, starting at noon, and there was a Can-Am race scheduled for the following day. Practice was held all day on Friday, with alternating sessions for 6-Hour competitors and Can-Am competitors, and as all the works cars were also entered for the Cam-Am race it meant they were able to practice in all sessions. The Gulf team had a spare car with them for training which was also entered for Sunday's race for Redman to drive, so they were able to get the most out of the practice time available. During the Can-Am practice session only the nominated Sunday-race drivers could go out, which meant that Siffert, Rodriguez, Redman, Ickx, Andretti, Elford, Attwood, van Lennep, Larrousse, Bonnier and Dean could do plenty of practice, while Kinnunen, Schetty, Giunti, Ahrens, Marko, Lins and Wisell were limited. The Watkins Glen organisation is a limited amateur set-up which restricts practice to one day for the 6-Hour race, where really there ought to be two days. As a rolling start is used, the racing cars doing a complete lap behind a pace-car, they are lined up in pairs, and the results of practice produced equal shares of the grid for the two main protagonists, with Siffert on the right of the front row and Andretti on the left, even though the official grid showed them to be the other way round, followed by Rodriguez behind his Gulf-Porsche team-mate and Ickx behind his Ferrari team-mate, then came van Lennep and Attwood, Elford and Bonnier and the rest. It was warm and dry as twenty-five of the starters set off on the pace lap, though slight rain showers were forecast to arrive during the afternoon. The pace-car pulled into the pits road, leaving Siffert and Andretti to continue side-by-side round the sharp downhill bend by the pits and head towards the starting line, but once round the corner Andretti did not wait for the starter to wave his flag, he just gave the Ferrari all it had got and roared across the starting line flat-out with Siffert and the rest in hot pursuit, the starter getting hurriedly out of the way and feebly waving his flag at the departing cars. After they had all gone a Chevrolet-Corvette joined in from the pits road, to make the total of cars on the track up to twenty-six.

As far as the leading drivers were concerned the race was on in earnest and there was little thought of six hours' endurance. Andretti was out in front and going hard, with Siffert and Rodriguez after him, followed by Ickx and the Salzburg Porsches. It did not take long for Andretti to catch the tail of the field and then the excitement began as the professional Ferraris and Porsches whistled in and out of the American club drivers, passing on the right, on the left and on both sides simultaneously. It was terrific stuff, with the leaders showing fantastic judgement and just why they are professional sports-car drivers. In the traffic Siffert was clearly superior to Andretti and out-fumbled him in the hurly-burly and took the lead, while his Gulf team-mate was in trouble. Coming up behind some slow cars Rodriguez reached out to switch on the headlamps as a warning to those in front and inadvertently switched off one of the fuel pumps and with loss of fuel pressure the engine began to die. He was so busy with cars all round him that he had no time to look around, and lost a lot of ground before he noticed the fuel pressure gauge reading low and realised what he had done. Out in front it was a straight fight between the 917 Porsche of Siffert and the 512S Ferrari of Andretti, with Rodriguez in third place, followed by Ickx, Elford, Attwood, Bonnier, Marko and van Lennep, everyone else having been lapped. Siffert's superiority in passing slower cars began to show and Andretti could not keep up with him, while Rodriguez, who is even better at traffic-driving than Siffert was closing rapidly on the Ferrari. Not only did the Mexican pass Andretti but he swept on and passed Siffert almost before the Swiss had realised it, and only 35 minutes of the six hours had run. Some rain had now began to fall on the far side of the circuit and at the same time Siffert's engine began to falter at high r.p.m. and thinking it was water getting into the electrics he carried on. What was happening was that the automatic rev-limiter was retarding itself, this being the first time the 5-litre Porsches had been fitted with this device. The first refuelling stops were now due, at about 50 minutes, and Rodriguez was the first in and while petrol was put in from a gravity hose, the rev-limiter on his engine was eliminated in case it played tricks, like Siffert's was doing. Rodriguez continued to drive, as did Siffert after his refuelling stop and with the rev-limiter cut out his car was back on full song, but the erratic running had lost him a lot of time and Rodriguez was coming up to lap him. Andretti was still in third place, with Elford right behind in the blue and white 917 Porsche, and when Rodriguez lapped them Elford profited from the confusion to get ahead of the Ferrari. Just after 1.30 p.m. Rodriguez was right behind his team-mate, who was not too keen to move over and in the ensuing pushing and shoving that went on, especially as they lapped slower cars, the two Gulf-Porsches collided, Rodriguez collecting a crumpled right side to the cockpit and Siffert collecting a punctured left rear tyre. He stopped at the pits for a new tyre and Redman took over, and this let Rodriguez

Results :

6 HOURS OF WATKINS GLEN—Group 6 Prototypes—Group 5 Sports Cars—Group 4 GT Cars—6 hours—Wet and Dry

1st :	P. Rodriguez/L. Kinnunen (Porsche 917—12-cyl. 5-litre)	Group 5	Entrant: JW Automotive Eng., England	308 laps—1,140.1 km. – 189.593 k.p.h.
2nd :	J. Siffert/B. Redman (Porsche 917—12-cyl. 5-litre)	Group 5	Entrant: JW Automotive Eng., England	308 laps
3rd :	M. Andretti/I. Giunti (Ferrari 512S—12-cyl. 5-litre)	Group 5	Entrant: SEFAC Ferrari, Italy	305 laps
4th :	V. Elford/D. Hulme (Porsche 917—12-cyl. 5-litre)	Group 5	Entrant: Porsche-Audi, USA (Salzburg)	302 laps
5th :	J. Ickx/P. Schetty (Ferrari 512S—12-cyl. 5-litre)	Group 5	Entrant: SEFAC Ferrari, Italy	299 laps
6th :	R. Attwood/K. Ahrens (Porsche 917—12-cyl. 5-litre)	Group 5	Entrant: Porsche-Audi, USA (Salzburg)	295 laps
7th :	H. Marko/R. Lins (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant: Int. Martini Racing Team, Germany ..	288 laps
8th :	J. Bonnier/R. Wisell (Lola T70 Mk. III—V8-cyl. 5-litre)	Group 5	Entrant: Ecurie Bonnier, Switzerland	264 laps
9th :	G. van Lennep/G. Larrousse (Porsche 917—12-cyl. 5-litre)	Group 5	Entrant: Int. Martini Racing Team, Germany ..	260 laps
10th :	R. Grossmann/D. Yenko (Chevrolet Camaro—V8-cyl. 7-litre) ..	Group 4	Entrant: Mallbank Racing, New York	243 laps
11th :	M. Rosen/R. Jacobs (Porsche 906—6-cyl. 2-litre)	Group 5	Entrant: VW North Central, USA	241 laps
12th :	W. von Frank/H. Wise (Porsche 906—6-cyl. 2-litre)	Group 5	Entrant: Nationwide Food Brokers, USA ..	236 laps
13th :	B. Jennings/R. Tullius (Porsche 911—6-cyl. 2-litre)	Group 4	Entrant: Toad Hall Racing, USA	233 laps
14th :	J. Bandy/B. Cargill (Lotus 47—4-cyl. 1½-litre)	Group 5	Entrant: Sports Motors, USA	233 laps
15th :	H. Peterman/R. Bartling/R. Brezinka (Porsche 906—6-cyl. 2-litre) ..	Group 5	Entrant: Horst Peterman, Canada	231 laps
16th :	G. Wright/F. Grant (Porsche 911S—6-cyl. 2-litre)	Group 4	Entrant: Ralph Meaney Inc., USA	223 laps
17th :	R. Rinzler/W. Christian/C. Reynolds (Chevron B16—4-cyl. FVC) ..	Group 6	Entrant: Baker Motor Company, USA	223 laps
18th :	S. Garant/A. Wicky (Porsche 911—6-cyl. 2-litre)	Group 4	Entrant: Sylvain Garant, France	217 laps

26 *starters* — 18 *finishers.*

Fastest lap : P. Rodriguez (Porsche 917), in 1 min. 04.9 sec.—205.251 k.p.h. (127.54 m.p.h.)

get more than a lap ahead.

The initial Grand Prix type flurry now subsided a bit and at the next refuelling stops the rest of the co-drivers took over and the pace steadied down, with Kinnunen in the lead with strict instructions to merely keep the car warm and keep out of trouble, which he did admirably while Rodriguez had a rest. Redman was naturally much faster than any of the other co-drivers and not only regained all the ground that Siffert had lost, but more besides and got ahead of Kinnunen, and when Andretti took the number one Ferrari back from Giunti he moved up into second place ahead of the Finn. Refuelling stops were playing an important part in the race order as the Porsches and Ferraris were stopping at different times, and when Redman stopped for petrol and oil just after 2.30 p.m. Andretti went by into the lead, mainly because the exit from the pits is badly placed and the Porsche was held up by a lot of passing traffic. The temporary order was now Andretti (Giunti), Redman (Siffert), Kinnunen (Rodriguez), Hulme (Elford), Ickx (Schetty) and Ahrens (Attwood). It was only a matter of time before Redman overhauled Andretti, and passed the Ferrari in the heavy traffic, and then Hulme had an emergency stop with great chunks of rubber torn out of a rear tyre, for the track surface was breaking up and getting terribly rough. The van Lennep/Larrousse 917 Porsche was handling badly and a change of front tyres was tried but made no improvement and finally a broken right rear shock-absorber was discovered. It was changed and the car rejoined the race, but two laps later it was in again, as the spring retaining ring on the shock-absorber unit had been damaged by the initial breakage and it collapsed and let the suspension drop, so a lot of time was lost putting everything right, which dropped the car back two places and right out of contention. A few minutes before the halfway mark the number one Ferrari refuelled and Giunti took over again, leaving the pits just as Kinnunen stopped for petrol and oil and to hand the Gulf-Porsche back to Rodriguez, who was now all set to drive for the final three hours. The Mexican soon overhauled the Ferrari and took second place, and when Redman went into the pits Rodriguez took the lead. The Gulf-Porsches were using a modified crankcase breather system with outlets front and rear, but this was not working out too well and a lot of oil was being pumped out of the rear one, filling the catch tank. The full one on the Rodriguez car had already been changed and now the one on the Redman car was being changed and the rear breather was closed up, which lost the car quite a bit of time, but Siffert took off like a Dragster when the job was done, joining the track from the pit road on full throttle and some opposite lock, much to the consternation of the exit marshals who were more used to the gentle behaviour of American club racers.

With the two top drivers in the Gulf-Porsches and the number two driver in the leading Ferrari the issue at last looked settled, although there were still refuelling stops to be made, at which the pit crews could win or lose a race. Rodriguez was now 32 seconds ahead of Siffert and the gap was more or less constant, the JW Automotive pits signalling the Mexican the extent of his lead over Siffert but leaving the Swiss driver in the dark as to how far ahead his team-mate was, but letting him know he had nothing to fear from Giunti. At 4 p.m. Rodriguez was in for a refuelling stop and at the same time the front brake pads were changed, and a little later Siffert was in for a similar routine stop and it looked as if the JW Automotive team had things nicely under control, for the gap between the two blue and orange gaps was still 32 seconds and they were over a lap ahead of the Ferrari that was out of step with them on refuelling stops and driver changes, so was soon to be two laps behind. The expected light rain showers kept appearing but never stayed long enough to really wet the track, the loose gravel on the surface due to deterioration of the tarmac being much more troublesome than the rain. The gap between the two Gulf Porsches widened to 48 seconds when Siffert got held up lapping Elford, and shortly before 5 p.m. both cars made their last routine stop to refill the petrol tanks, Rodriguez continuing in the leading car while Redman took over the second-place car, setting off at a terrific pace to try and catch his team-mate during the final hour. He was closing the gap steadily until he got thoroughly boxed in by a bunch of slower cars and lost more than the time he had regained. Rodriguez was now nearly a lap ahead and the pits signalled them both to ease-up, which they did. With plenty of time in hand the two cars made a quick stop for 5 gallons of petrol just before the finish and completed a very convincing 1–2 for the John Wyer Gulf team, the Andretti/Giunti Ferrari being third, having settled for a certain finish after they were out-manoeuvred in pit stops and driver changes.——D. S. J.

ANOTHER MOTOR-HOTEL

ON July 14th the Trust Houses Group opened The Post House at Hampstead, London, which is called the "Formula One" because it is built on the site of the Vandervell home. A plaque, with wording by the Editor of MOTOR SPORT, commemorates the success of the late Tony Vandervell's F1 Vanwalls and the opening ceremony was performed by Tony Brooks who, with Stirling Moss, gained so many victories for Britain in these green Vanwalls.

CLOTHES AND THE GIRL

IT has been said that clothes maketh the man and to girls they are all important. Jill Robinson, who won the Ladies' Cups in the RAC and Welsh rallies, is not only a good rally driver but looks nice in the Wear-Dated frocks made by Monsanto in their Acrylic fabrics and their Blue-C nylon. Jill and her navigator naturally wear these because she has been sponsored in four International rallies by Monsanto Textiles.

APOLOGY

ON the 2nd July 1970 the following statement was made in open Court in an action brought by Norman Cole and Partners (a firm) and Norman Reece Cole against Teesdale Publishing Company Limited and Tee & Whiten and J. Mead Limited :—

Plaintiff's Counsel

In this case I appear for the Plaintiffs and my learned friend Mr. Peter Bowsher appears for the Defendants.

The Plaintiff Firm, of which the Second Plaintiff is the Senior Partner, has an international reputation as auctioneers of veteran cars. The Defendants are, respectively, the publishers and printers of the monthly magazine *Motor Sport*.

In July 1969 the Plaintiff Firm in conjunction with The Veteran Car Club of Great Britain held an auction sale of veteran cars which included the famous car known as Chitty-Chitty Bang Bang II. At the auction this car was sold for £16,500 but proceedings were then instituted by one Mr. Hollis who claimed that he had been the owner of the car for many years. The Plaintiffs are not and never have been a party to those proceedings.

In the September issue of *Motor Sport* the Defendants published an article under the heading "The Odd Affair of Chitty-Chitty Bang-Bang", which strongly criticised the Plaintiffs for not having checked up on the true ownership of the car. In fact the Plaintiffs had prior to the auction made exhaustive enquiries as to the car's ownership, and furthermore Mr. Hollis had himself agreed that the auction should take place as planned.

The Defendants now accept that there was no foundation whatsoever for any of the criticisms they made of the Plaintiffs and they unreservedly withdraw them. The Defendants have paid into Court a sum by way of damages which the Plaintiffs are content to accept together with their costs. The Defendants have also agreed to publish the text of this Statement in the next issue of *Motor Sport*.

In these circumstances the Plaintiffs are naturally content not to pursue these proceedings any further.

Defendants' Counsel

On behalf of both Defendants I indorse everything which my learned friend has just said. The Defendants very much regret that they published these criticisms of the Plaintiffs and they apologise to the Plaintiffs for the distress and embarrassment they have been caused.

VSCC SILVERSTONE MEETING (July 18th)

THE Vintage SCC held another successful race meeting at Silverstone last month, in sunshine, without accidents, but with enough exciting incidents and close racing to hold the interest of those present, but with Neil Corner not on winning form, while the ERAs were mainly non-runners. The traditional One-Hour High-Speed Trial opened the day's sport, 17 drivers qualifying for awards, including Riddle in his charming vee-twin GN, its Vitesse engine having an endless chain driving the o.h. camshafts, which he drives as nonchalantly as other folk do their Ford Cortinas.

The first 5-lap handicap saw Hine's Lagonda with replica Le Mans body, helmet wings, and a "cooking" V12 engine take the lead from the second lap, to win from Russ-Turner's p.v.t. 4½-litre Bentley Special which has a foot off the original wheelbase and which made fastest lap at 70.6 m.p.h., overtaking third place man, Elwell-Smith's 1928 Aston Martin, on lap 4. Marsh's uncouth-looking Alvis Special with Speed 20 engine had little difficulty in winning the next 5-lap handicap, being unchallenged from lap 2, Reddaway's 1926 Anzani Frazer Nash and Clark's Meadows HRG following it discreetly home. The Alvis upsets the purists but it achieved fastest lap, at 63.89 m.p.h.

The first of the important events, the 10-lap Boulogne Trophy Race for vintage racing cars, had Corner entered in both Sunbeam "Tiger" and Type 35B Bugatti. He chose to run the French car but probably regretted the decision. Because, although he caught the flying Moffatt in Wall's single-seater Type 35B after the opening lap, to lead until lap 7, his car then went off song and Moffatt, who was having a rough ride with the back-end of the Bugatti frequently off the ground, was able to win as he liked from the luckless Corner. St. John's immaculate Type 35B was running on its own in a secure third place, which Hine's Bentley failed to disturb. Corner was mystified by his car's loss of power but wondered if he had inadvertently knocked the ignition lever to retard while maintaining fuel pressure with his left hand. His only consolation was fastest lap, at 79.74 m.p.h. Bergel drove his Type 35 Bugatti with his face covered as if at Greenford dirt-track. Morley drove determinedly in the Pacey-Hassan Bentley which had its Brooklands radiator and cowl, and Rowley deputised in the 1914 GP Mercedes, its owner, Philip Mann, being deprived of the first race in it, due to Dock Strike commitments. It had taken a TV cameraman round in the morning but proved difficult to start and joined the race late. Also, its brakes tired after three laps. . . .

The 15-lap Hawthorn Trophy Race came next, for historic racing cars. The Hon. Patrick Lindsay's ERA "Remus" having broken its crankshaft and Murray's ERA having had trouble with its head, "Remus's" head was used on the 1934 car and Lindsay drove it. As the flag fell Corner, as expected, went into the lead in his GP Aston Martin and had very soon lapped Bergel in his 250F Maserati, which was painfully slow in spite of Bill Lacey having worked on its engine, as was Clinkard's sedate 4.3-litre Alvis Special. Corner looked all set to win, but on lap 6 he pulled off the course before Woodcote and went to the pits to retire, the fuel pressure apparently in order but the engine nevertheless being starved of fuel. This put Bill Wilks' Lotus 16 into the lead and he drove carefully, to retain it, a popular victory for this usually unlucky driver. Out of his sight Cottam ran in second place in his smart 1957 2½-litre B-type Connaught, which he had elected to race instead of his 1953 2-litre A-type, and Lindsay drove a great race to finish third in the pre-war ERA, half-blinded by oil mist but finding the Murray car nicer to handle than his own. In spite of pressing on, neither the AFM nor Pilkington's Cooper-Bristol could close on the pre-war ERA. That is how they finished this rather dull race, which should have been a post-war walk-over. Corner prior to his retirement had set a new class lap-record of 90.17 m.p.h. Margulies' Maserati A6GCM with 250F engine didn't start and Worth was slow in Gibson's 500 Ferrari with 3-litre Type 750 engine, which was beautifully turned-out but unimpressive as a racing car.

After a fine parade of Prince Henry and 30/98 Vauxhalls on which the VSCC was virtually weaned (so that it was nice to see Tim Carson riding in one of them) we had the Pre-War All-Comers' Scratch Race, over eight laps. This time Merrick got a drive and used the Murray ERA to such good purpose that, pre-war car that it is and hastily rebuilt as it was, it led from start to finish, pulling out an increasingly impressive lead after the third lap. For a while it had been heading a bunch comprised of Marsh's ex-Seaman ERA, Potter's ERA-Delage and Venables-Llewellyn's ERA. Unfortunately Potter spun at Becketts on lap 3 and dropped far back and Venables-Llewellyn was overtaken by faster cars, including Corner in Sir Ralph Millais' Type 59 Bugatti, which had retained fifth place behind Wall's Type 35B in spite of a full-scale 180° spin at Woodcote on lap 2 as Corner discovered 3rd gear to be missing. The Type 59 is a high-geared car which needs this ratio round Silverstone and when it refused to engage, and as the brakes are no great shakes, Corner's race was in effect over; but all credit to him for recovering so calmly from the spin and driving on to finish third, after overtaking Wall. But the most deserving in this race were Merrick and the 1934 ERA, its oil loss now cured; they lapped faster than any of the other cars, at 81.76 m.p.h., with Marsh upholding the good name of ERA with a very safe second place. Margulies' 1½-litre Maserati did not make the distance.

Three 5-lap handicaps completed the programme, the first of which was won very comfortably by Elliott-Pyle's supercharged Hyper Lea-Francis, with Hine's effective V12 Lagonda coming through to second place ahead of Elwell-Smith's Aston Martin which had started from scratch, Sismey's tyre-screaming Alvis Speed 20 Vanden Plas tourer following the Feltham car over the line. Marsh then proved that appearances are not all that count, when his odd-bodied 1936 Alvis Special won its second race of the day, in spite of being re-handicapped 10 seconds. Flitcroft's 1934 Riley was second, Reddaway's under-shielded Frazer Nash third, ahead of Bird's smoky 1936 Frazer Nash. Hine had done best lap in the previous race, at 69.58 m.p.h., and now Marsh again made fastest lap, at 63.75 m.p.h., which I suppose should wipe the derision off some of our faces. . . .

It was well-deserved that the last race at this enjoyable meeting should go to the ERA-Delage, which took the lead one lap from the end, to lead home Wall's Bugatti and Russ-Turner's "modern" Bentley, another Bentley spinning at Woodcote, Knight occupying fourth place in his Riley Special and Venables-Llewellyn getting nowhere, although his 2-litre ERA was going so well that it made fastest lap, at 78.44 m.p.h.—W. B.

Results :

Boulogne Trophy Race :	**1st** : H. F. Moffatt (Bugatti)		76.92 m.p.h.
	2nd : E. N. Corner (Bugatti).		
	3rd : G. St. John (Bugatti).		
Hawthorn Trophy Race :	**1st** : W. E. Wilks (Lotus)		84.63 m.p.h.
	2nd : A. Cottam (Connaught).		
	3rd : The Hon. P. Lindsay (ERA).		
Pre-War All-Comers' Scratch Race :			
	1st : A. J. Merrick (ERA)		80.29 m.p.h.
	2nd : C. P. Marsh (ERA).		
	3rd : E. N. Corner (Bugatti).		
First 5-lap Handicap :	D. R. Hine (Lagonda)		66.72 m.p.h.
Second 5-lap Handicap :	J. A. E. Marsh (Alvis)		62.38 m.p.h.
Third 5-lap Handicap :	R. Elliott-Pyle (Lea-Francis)		66.38 m.p.h.
Fourth 5-lap Handicap :	J. A. E. Marsh (Alvis)		62.08 m.p.h.
Fifth 5-lap Handicap :	R. Potter (ERA-Delage)		75.85 m.p.h.

Fastest lap of the day and new record for post-war historic racing cars : Corner (Aston Martin), 90.17 m.p.h.

Silverstone Snippets

P. M. Cooper ran a 1929 Austin 7 the fabric body of which is modelled on those of the 1923 works racers, complete with foot-bulge on the metal scuttle, but horizontal SU carburetters. This is the second such replica, the other with metal body, we have seen recently.

* * *

It was nice to see the Pacey-Hassan Bentley out again, Morley thrusting it along, cornering with rapid flicks on its steering wheel. It has a Rubery Owen frame, and Walter Hassan has helped with the rebuilding of its 4.4-litre Bentley engine. It looked as if it should have brought its own bit of Brooklands banking with it. . . .

* * *

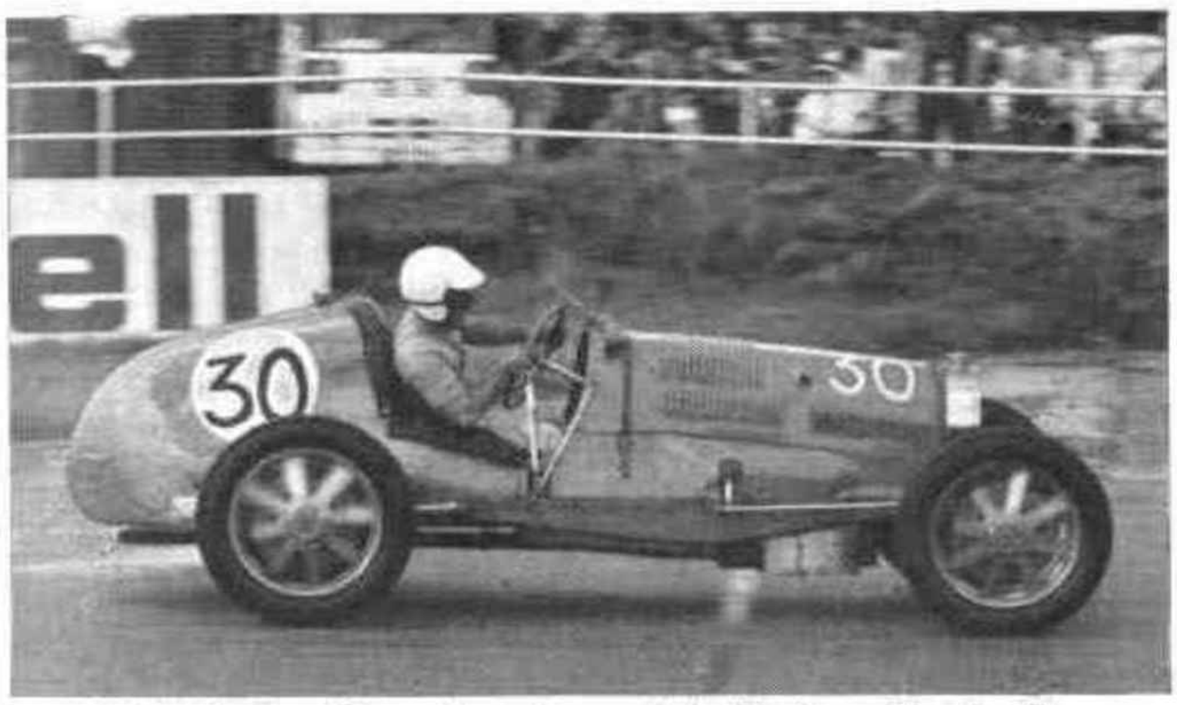
The Paddock was disgraced by a very scruffy Rolls-Royce coupé with rusty non-original V8 engine. Its windscreen bore a notice asking for advice as to what to do with it. Many of those present could have answered, in two words.

Provisional placings to date (not confirmed by VSCC) in the MOTOR SPORT Brooklands Memorial Trophy Contest : E. N. Corner, 70 points; H. P. Hine, N. A. Reddaway, 39 points each; J. W. T. Crocker, C. P. Marsh, J. A. E. Marsh, 36 points each; B. M. Russ-Turner, R. J. Clark, 34 points each; R. Potter, D. R. Hine, 31 points each; K. Knight, 26 points; Messrs. Dowley, Brooking, Saunders, Waller, Kirby, Clifford, Morris, Eyre, G. Smith, Moffatt, Elliott-Pyle and Merrick, 18 points each. Final round, Thruxton, Sept. 12th.

V-E-V Odds and Ends

Having featured J. W. Hardwick's 1916 Foden steam waggon in the June issue, it is nice to know that it won its class in the HCVC Brighton Run *Concours d'Elegance* from Brazil's 1928 Super Sentinel and the 1917 Yorkshire. An apparently derelict ancient Thornycroft lorry is reported behind a café in Yorkshire and an old engine attached to a launching winch is said to be rotting away in a shed at a fishing village in Devon. Letters can be forwarded. Fowler road locomotive No. 20223, the last of the "Super Lion" class to be built in 1934, is now on the road again, having been meticulously restored by Mr. Wharton of Witney, over a period of more than 12 years and over 20,000 hours, aided by Mr. Hirons, whose other interest is a 1922 GN.

VSCC Silverstone – All the winners :–



H. F. Moffatt (Bugatti)—winner of the Boulogne Trophy Race.



W. E. Wilks (Lotus 16)—winner of the Hawthorn Trophy Race.



A. J. Merrick (ERA)—winner of the Pre-War All-Comers' Scratch Race.



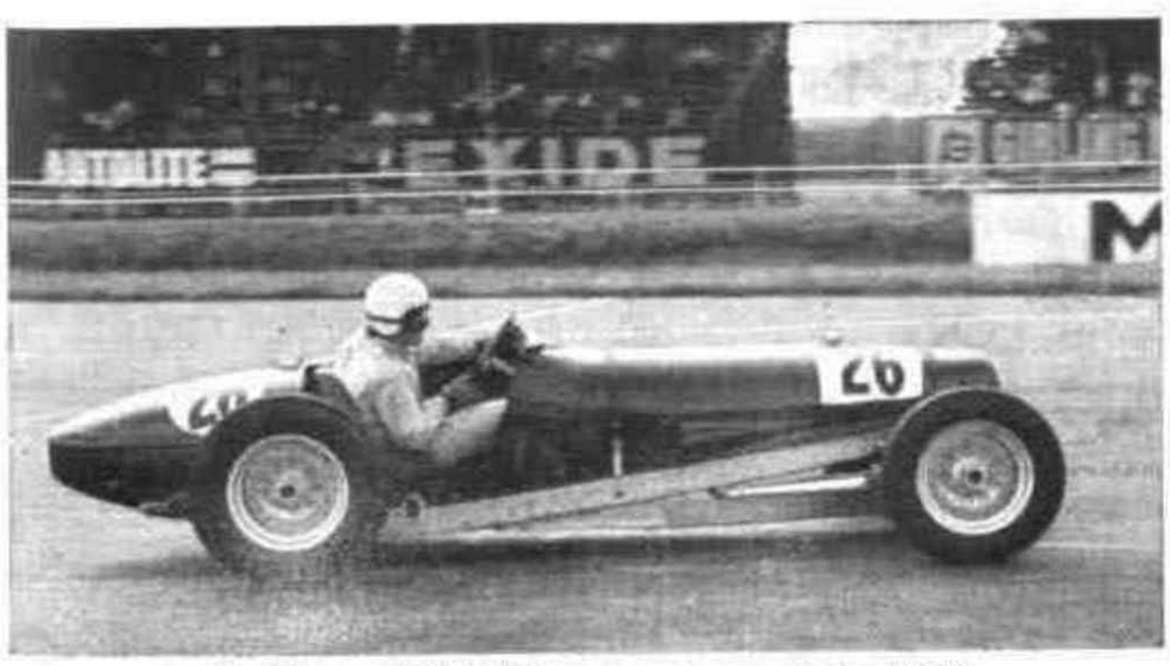
D. R. Hine (Lagonda)—winner of the First 5-lap Handicap.



J. A. E. Marsh (Alvis)—winner of the Second and Fourth 5-lap Handicaps.



R. Elliott-Pyle (Lea-Francis)—winner of the Third 5-lap Handicap.



R. Potter (ERA-Delage)—winner of the Fifth 5-lap Handicap.



E. Riddle's G.N. Vitesse, oldest car to qualify in the One-Hour High-Speed Trial.

AMERICAN COMMENT

FORD'S string of four consecutive victories in the first four races of the SCCA's Trans-Am series for sports saloons was finally broken when Mark Donohue drove one of Roger Penske's American Motors Javelins to victory in the fifth race of the series at the Bridgehampton circuit on Long Island. Donohue and Penske have won the Championship for the past two years with their Chevrolet Camaros but this was the first victory ever for American Motors in the Trans-Am series. Swede Savage again put the All American Racers Plymouth Barracuda on the pole position and easily dominated the first one-third of the rain-drenched race until sidelined by differential failure. Donohue then took the lead and held it for the remaining 125 miles of the 200-mile race, building up a lead of over two laps in the process. It is significant, though, that although two laps back, the Mustangs of George Follmer and Parnelli Jones were in second and third, which not only put them in a position to take advantage of the slightest miscue by Donohue, but also prevented other teams from picking up points. Chevrolet Camaros occupied the next three places but even the semi-works cars prepared by Jim Hall's Chaparral cars still were not showing any sign of being a serious threat. Ed Leslie in one of Hall's cars had scored the best Camaro finish when he was placed second in the second race—a far cry from eight victories for Penske's Camaros last year and 10 the year before.

All this changed, however, when the sixth race of the series was held at the Donnybrooke circuit in Minnesota and proved to be just that—a donnybrook. Savage again put his Barracuda on the pole and had built up a lead of over a minute by two-thirds distance when he became locked in 2nd gear. By that time Sam Posey's Dodge Challenger, Donohue's Javelin, Jerry Titus' Pontiac Firebird, Ed Leslie's Camaro and Jones' Mustang had all retired, and Milt Minter in an independent Camaro found himself in the lead. It was an unusual turn of events, but Follmer still had his Mustang in second place and when he caught Minter during the final 15 miles of the 210-mile race there ensued five laps of real fender-to-fender and door-to-door combat. Follmer is not new to that sort of thing but Minter can hold his own when he has to, and when the two cars bumped again on the final turn of the final lap it was Follmer who went spinning off and Minter who took the chequered flag. Follmer recovered to finish second, 11 sec. behind, and when he tried to continue his battle with Minter in the pits he was fined and reprimanded by the Stewards. Minter's team-mate, Roy Woods, was third, two laps back, in another Camaro, and fourth was Joe Leonard in Jim Hall's Camaro. (Always a realist, Hall had decided that he just didn't seem to be able to drive as fast as he did before his serious Can-Am crash at Las Vegas in November 1968.)

With six of the scheduled 13 races run, Ford continued to lead the Championship with 48 points, followed by Chevrolet with 26, American Motors with 25, Dodge with 7 and Plymouth with 5. Ford's early domination had been entirely expected because their team, run by former NASCAR chief mechanic Bud Moore, is the only one that is virtually unchanged from last year. These last two races had shown, however, that a few of the other teams have now got their new cars sorted and are ready to give Ford a run for their money during the second half of the series. Donohue is a constant threat but the Javelins desperately need greater reliability from their Traco-prepared engines. Savage, on the other hand, appears to have few engine problems (he has put his AAR Barracuda on the pole for the last three races and then led all of them comfortably) but needs greater reliability from the transmission and drive train.

* * *

In NASCAR'S equivalent of the Trans-Am, the Grand American Challenge series, the situation is a distinct contrast and Chevrolet leads the standings by a comfortable 153 points to 64 for American Motors, 51 for Mercury, 27 for Pontiac and a lowly 11 for Ford. The reason for Chevrolet's domination is 6 ft. 4 in. Dewayne (Tiny) Lund, who has driven his Camaro to victory 14 times in the first 18 races—including a string of 10 consecutive wins and 13 times on the pole position. Despite this impressive record, though, Lund only leads the Grand American Challenge series by 994 points to 968 for Ken Rush, who also drives a Camaro and has consistently finished in the top six.

* * *

In NASCAR'S senior circuit, the Grand National Division, the battle for both the Drivers' and Manufacturers' Championships is even closer, and at the halfway mark in the season (26 out of 52 races) James Hylton and Bobby Isaac are actually tied for the lead with 2,059 points! This is a tremendous achievement by Hylton and his crew because his Ford is independently entered and, unlike Isaac's Dodge, receives no factory support. Quite apart from that, Hylton has kept himself in contention despite the fact that he has only one victory to his credit compared with seven for Isaac. In the Manufacturers' Championship (which is based on the familiar 9-6-4-3-2-1 points system) Chrysler has a family feud on its hands since Dodge leads Plymouth by 152 points to 144. Ford is third with 122 points, followed by Mercury with 46, Chevrolet with 4 and Buick with 1. Ford's financial cutback earlier this year and their decision only to contest the major races has paid off to the extent that they have won five major events of 400 miles or more (the ones that attract the huge crowds and receive heavy press and television coverage), compared with four for Plymouth and only one for Dodge. On the other hand, not one of Ford's works-supported drivers is even in the top 20 in the Drivers' Championship, and unless Hylton can work a miracle with his independent Ford the factory doesn't have a chance in the Manufacturers' Championship either.

* * *

The SCCA's Continental Championship for Formula A (5000) cars continues to suffer from a shortage of top-flight names to pull in the crowds but the drivers that are taking part are fairly evenly matched and this has produced several closely-contested races. Gus Hutchison in an ex-Jacky Ickx Cosworth-Ford Brabham BT26 has won the last two races and as a result has moved into a narrow three-point lead in the Championship over Canadian John Cannon, who drives a Chevrolet-powered McLaren M10B. With six of the 14 races run, Hutchison has 53 points, Cannon 50 and Ron Grable, who drives a Chevrolet-powered Lola T190, 46 points. Each of these drivers has won two races. John Gunn, whose Surtees TS-5A finished second to Hutchison in each of the last two events, is in fourth place in the standings with 42 points; television comedian Dick Smothers, who drives a Lotus 70, is fifth with 32; and Dave Jordan's Eagle has earned 29 points for sixth place. Hutchison's two victories were the first ever for a 3-litre Formula One car in the Continental Championship, but with a McLaren and a Lola also having scored two wins, and six different makes in the top six places in the standings, the competition is obviously close. But it would only take one superior driver to give a clear indication of the real standard of competition, and David Hobbs may be that driver. Last year Hobbs missed the first five races in the series but then came over and won four of the next eight and finished second in the Championship. Hobbs missed the first five races this year, too, but appeared for the sixth and had built up a lead of well over a minute when a rocker arm broke in his Chevrolet-powered Surtees TS-5A. He carried on until the engine suddenly died with only five laps to go and as a result did not finish. Nonetheless, he had clearly shown his potential and it will be interesting to see how the American drivers compare with him in future races.

* * *

Indianapolis 500 winner Al Unser continues to hold a clear lead in the USAC Championship with 2,390 points, but his older brother Bobby, the 1968 Champion, and Mario Andretti, the 1969 Champion, are fighting it out for second place with 1,500 and 1,485 points respectively. Bobby Unser saw the winner's circle for the first time in 12 months when he won a 150-mile race at the 1-mile Langhorne, Pa., oval by just 73/100ths of a second from his brother, who had led most of the way. Andretti (McNamara) and Gordon Johncock (McLaren) disputed third place for much of the race but fell back with tyre and fuel problems respectively. Andretti had no problems at the next race, though, and scored his first win of the year when he drove his McNamara to victory in a 150-mile race over the 2.6-mile road circuit at Continental Divide Raceway in Colorado. Andretti took the lead from Al Unser after 16 of 57 laps and pulled away to win by 41 sec. from Swede Savage, Dan Gurney's protégé who was driving the AAR Eagle while Gurney was competing in a Can-Am race. A. J. Foyt's Coyote finished third, two laps down, followed by Bobby Unser's Eagle and Al Unser's Colt. In the next event, run over 100 laps of the banked, 2-mile oval at Michigan International Speedway, young Gary Bettenhausen surprised his peers by winning the pole position with his turbo-Offy Gerhardt at 180.451 m.p.h. and then tucking his nose right in behind Johncock's McLaren, which started from the second row but took over the lead on the third lap. One hundred and seventy-five miles later he was still there, and when the right rear hub on Johncock's McLaren failed with just nine laps to go Bettenhausen took over to score the second Championship of his career. Andretti and Al Unser were both eliminated by accidents but Bobby Unser brought his Eagle home second, just ahead of Johnny Rutherford's similar car.—D. G.

AUTOMATIC BREAKTHROUGH



THE THREE AUTOMATIC CHRONOGRAPHS—l. to r. The Breitling Navitimer, the Seiko and the Heuer.

IT HAS not been many years since the first reliable wrist stop-watch was launched on those of us who are time-conscious, and, as with all new things, immediately it was out there were those who said "jolly good, but wouldn't it be nice if it was automatic".

For some years the world's leading watch makers have been designing and lightening to reasonable dimensions an automatic wrist stop-watch which has added a new word to the English vocabulary—Chronomatic. The first three Chronomatics out early this year were from Breitling, Heuer and the Japanese Company of Seiko, and one of each have been on our wrists testing for four months.

BREITLING NAVITIMER

The first impression of this watch is its size, for, by normal standards, it is both large and heavy. However, the size and weight seem to reduce as time passes and the many uses of the Navitimer pass from gimmicks to everyday use.

In the four months during which the watch has been tested, its time-keeping has been almost perfect, adjustments needing to be made only every two weeks and then only to move it back one minute. In months when there are less than 31 days, the action must be turned on 24 hours to keep the calendar correct. The accuracy of the stop-watch is reasonable and times taken at race-circuits are always very close to the official times. The 30-minute and 12-hour recorders are useful on long runs, but what sets this watch in a class of its own is the very clear circular slide rule round the outside edge.

All the usual calculations necessary for flying are worked out quickly and easily but, as a motoring magazine, this is of secondary importance. The other calculations which can be done in seconds are kilometres to miles, fuel consumption average speeds, miles covered in a portion of an hour, lap times to m.p.h. and so on. As the watch has been taken abroad a lot, it was found convenient to keep it set for the foreign exchange rate, *i.e.* $2.39, and then a quick glance at the "time" and $77 can be instantly converted into £32 5s. 0d. The applications are endless and now the arm has been strengthened to carry the extra weight (3½ oz.) a Navitimer Chronomatic will stay on it.—M. J. T.

HEUER-AUTAVIA

My first impressions of the Heuer-Autavia watch were that it was large and bulky, but comfortable to wear with an easy-to-read dial, the luminous face being very clear in the dark.

The seconds' hand, operated by two buttons on the side of the watch, is accurate to about ¼ second in 15 minutes, which is quite satisfactory. On the watch face there also features a separate hour dial and minute dial which runs concurrently with the second hand. The watch is shock-proof to a high degree. Some months ago I had occasion to drive my car off the road at speed and hit a lone concrete post in a field. The impact caused me to pitch forward and strike the laminated windscreen with this watch. The windscreen broke—the watch is still going.

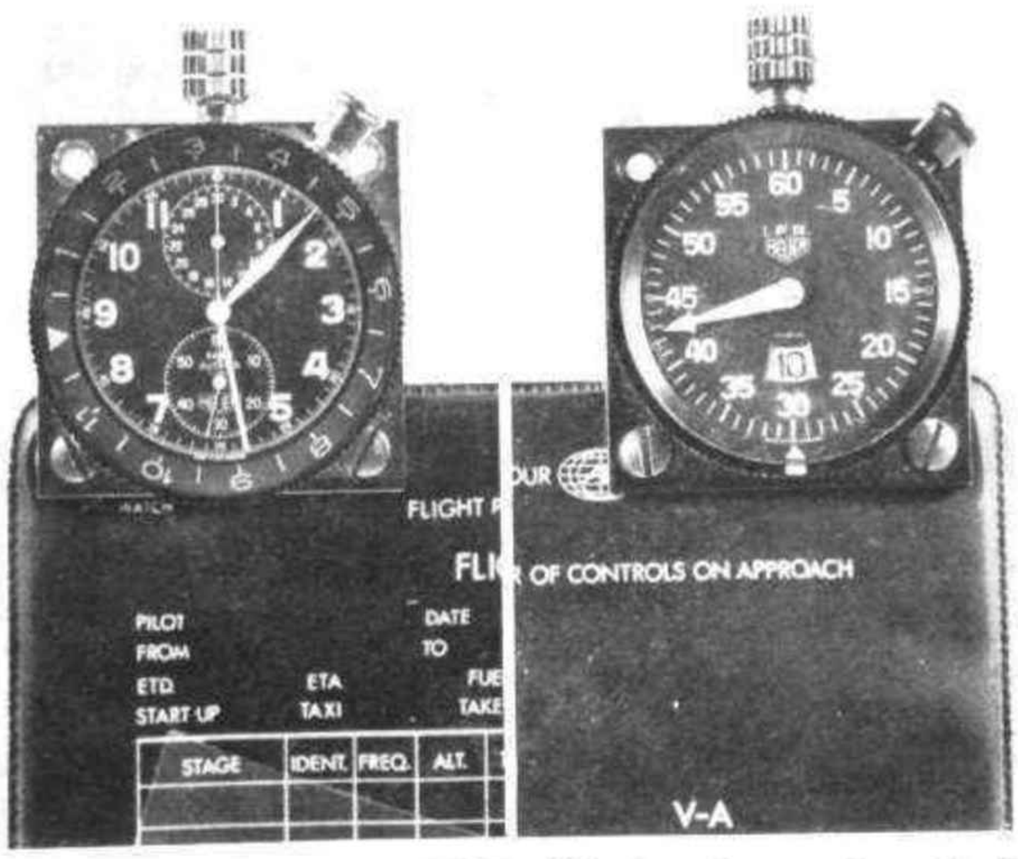
I have worn it whilst swimming, motor-racing, sailing and diving, and still it looks as good as new and works. At least this was so until a month ago. The hand on the minute dial dropped off. It was replaced, but dropped off again. The watch was replaced by another of the same type and, so far, this one has proved to be just as rugged and even more accurate, gaining one minute a fortnight. The tachymeter on the side of the watch I have never used, but I am sure some people will find it useful.—I. R. T.

SEIKO

I liked this watch. The face is uncomplicated, the hands easy to see. For this reason the stop-watch is eminently usable, whereas with more elaborate watches this is not necessarily the case. The time-keeping, checked against Big Ben as I circled Parliament Square *en route* for the office, was exemplary and the self-wind functioned so that you could forget it, except in a 30-day month, when it was necessary to press in the winder to re-set the day-of-the-week mechanism, otherwise the watch emulated H. G. Wells' time-machine. The metal strap provided was easy to secure and quite reasonably reliable, although if it did unlock the watch would be all too easy to lose as it slipped off the wrist unnoticed.—W. B.

A WATCH FOR EVERY MOMENT

When we required a watch for accurate timing in flying in place of the "Mickey Mouse" watches usually fitted to light aeroplanes, a glance through the Chronosport catalogue turned up the two facia clocks illustrated and as these were to be used in different hired aircraft they were bolted to the map board. Both clocks are extremely accurate and do their required jobs very effectively. The IFR timer can be stopped, zero'd, and started in one flowing movement, losing about a quarter of a second. All watches from Chronosport carry a discount on the Manufacturer's recommended rates, and credit facilities are available on all watches costing more than £20. The three Chronomatics cost : Breitling Navitimer £93 (£83 19s. 6d.), Heuer-Autavia Chronomatic £77 10s. 0d. (£69 15s. 0d.), and the Seiko Chronomatic £39 19s. 6d. (£35 19s. 6d.). The range of sporting watches is incredible and the Chronosport catalogue makes interesting and mouthwatering reading.



TWO SPECIALISED TIMERS. Fitted to the top of an Air Tour flightboard are; left, a normal accurate rally clock from Heuer with a built-in stop-watch and, right, a continuous sweep second and minute recorder which is called the IFR and which makes holding-patterns considerably easier in flying and has adaptions for short rally stages.

REFLECTIONS IN THE AUVERGNE

WHATEVER shortcomings it may have, the circuit at Clermont-Ferrand, where the French Grand Prix was held, is without question terrific fun to drive round. How do I know that? Because I spent a lot of time on the Thursday evening, before the meeting began, driving round the circuit for it is one of the few remaining ones that uses public roads. To followers of motor racing this is one of the fascinations of European motor racing, to be able to drive on the actual roads on which the Grand Prix racers are soon to be let loose. Standing looking over the fence at an artificial stadium-like circuit is all very well, but it is so much more satisfying to know what the circuit looks like from behind a steering wheel and it makes you much more appreciative of the efforts of the racing drivers. Circuits like Rouen, Reims, Spa, Chimay, Pau, La Chatre, Targa Florio, Norisring, Imola, Monte Carlo and all the European mountain hill-climbs all use everyday public roads, so that as soon as you arrive you can do a few laps and really appreciate what the racing drivers are going to have to do. A circuit that uses roads evolved with the passage of time, following natural contours and well-worn paths is always so much more interesting than one evolved by self-styled "circuit designers" working to a set of geometric rules and the FIA recommendations that actually say "the radius of a curve which can be taken at speeds over approximately 65 m.p.h. should preferably increase progressively or at least be constant". For me one of the most satisfying types of corner is the complete opposite, one which tightens up on you when you least expect it, so that you have got to be just right on your approach and entrance or you are in dead trouble. The Circuit of Charade, named after one of the tiny villages in the hills above Clermont-Ferrand, is full of a great variety of corners and even at touring speeds there is never a dull moment, unlike an artificial circuit such as Jarama where all the corners are more or less the same and call for the same system of late entry and making the apex well round the corner. One of my favourite parts of the Clermont-Ferrand circuit is just before the first winding descent where you approach a tight left-hand bend with a view ahead out into space, and if you have time you can see most of the city of Clermont-Ferrand down on the plain below. When you are just nicely balanced round the left-hander you have to stand on the brakes and take a down-hill right-hand hairpin that seems to fall away out of sight. To see a car go through this small part of the circuit properly is to see some very nice mechanical ballet dancing; a lap at under three minutes must call for this sense of timing and rhythm all the way round, for there is only one short straight on the circuit and that goes down into a dip and up the other side on a "vertical corner" as Piero Taruffi would describe it.

If the Charade circuit is satisfying to drive round it must be rather frustrating to race round, for it is narrow and the lack of distance between corners makes overtaking almost impossible. I am sure Brabham, Hulme and Gurney in particular would agree with this point of view for they all got hung up behind Pescarolo's Matra, which is a wide car and the Frenchman was going quite fast, but not fast enough for the three of them and they could hardly expect him to move over and let them by when he was involved in the motor race. Had they been lapping him it would have been another matter altogether. Stewart also found this a problem at the end of the race when he was trying to avoid being lapped by Rindt and had Hill in front of him in ninth place while he was in tenth place. The starting line area is absurdly narrow due to the erection of a guard-rail wall in front of the pits, which had not been thought of when the circuit was first set up, otherwise the pits may have been sited somewhere else. Due to this there is only room for two cars side-by-side, instead of the traditional three on the front row. To the surprise and consternation of a lot of people the first two cars had 12-cylinder engines, the Ferrari in horizontally-opposed form and the Matra in vee form and it was said that it was the first time since the Dutch GP in 1967, when the Cosworth V8 engine first appeared, that one of the engines from Northampton had not been on the front row of a Grand Prix grid. While true in fact, the artificial circumstances of a two-by-two line-up alleviated the pain slightly, for had it been a normal grid Amon would have joined Ickx and Beltoise to save the face of Cosworth. What was undisputable was the fact that first and second fastest practice laps were put up by "foreign drivers"; the British drivers who used to dominate Grand Prix driving were not in the picture, and an Austrian driver won the race. Britain would appear to be losing her grip on Grand Prix driving, and the leading British car only took the lead after the Italian Ferrari had broken its engine and the French Matra had got a puncture. Looking at the tyre from the Matra after the race, in the Goodyear service van, it had one cut in it, about an inch long, that went right through the casing, and a round hole which also went right through, made by a piece of hardened steel wire about three-quarters of an inch long, the wire still being stuck in the rubber. The inner end, where it protruded through the casing, was black and the outer end which had been scurfed on the track as Beltoise drove back to the pits was highly polished and smooth. As the Goodyear man said, the narrow cut may have held air, but the steel spike as well was too much to expect a tyre to cope with. Beltoise said that at no point did he run over the edges of the track, so he must have collected the punctures from the road itself. You can hardly go round the circuit with a vacuum cleaner before the race, so you just have to accept such an occurrence as "one of those things" but it was very hard for Matra who looked to be set for their first victory with their own engine, and in the French Grand Prix as well. They take the long view on racing and content themselves with the knowledge that they are nearly there and have got the opposition on the run.

Ferrari were not unduly depressed because they knew that their engine was unlikely to last the race, so were content that it was in the lead when it blew up. On the morning of the race when they started the engine from cold they heard a nasty noise and on investigation found a valve seat was leaking compression. The first indication was that the clearance between cam and one inlet valve had altered, so they removed the camshaft, to let all the inlet valves shut, and filled the inlet ports with petrol. Sure enough one of them was leaking and close inspection with a long, thin lamp revealed a cracked valve seat, probably caused by a small stone going down the inlet tract at the end of practice. There was no time to take the engine to pieces or instal another one, so the offending valve was rotated slightly and the camshaft replaced. Now this was on car 003 with which Ickx had made fastest practice lap, and they had 001 as a spare, so they arrived for the race with racing number 10 on both cars and took 001, the unpracticed spare car, up to the pits ready for the 15 minutes of unofficial practice that was being allowed before the race. Officially all was in order, providing they were prepared to start 001 on the *back* row of the grid, as it had not practised. Ickx was of two minds, whether to start on pole position with a fast car that would probably break its engine, or from the back of the grid with an untried car that might last the race. He rather favoured the former choice, feeling that it was better to retire when leading the race, for even with the best car in the world there was little hope of getting anywhere from the back of the grid on such a narrow and twisty circuit. However, the Ferrari chief persuaded him to do some laps with the untried car 001, and as very few people knew all this was happening someone suggested that if 001 was all right it might even go unnoticed on pole position, for one Ferrari looks just like any other Ferrari.

It is not for me to suggest that Ferrari were going to cheat, but the situation did not arise for after a lap or two in 001 Ickx stopped and reported it to be terrible, it did not steer well, the brakes were all over the place and it did not go all that well, so in a flash Forghieri said: "Change the cars and use these wheels and tyres." As 001 was taken back to the paddock the team manager of a rival firm noticed this and when he saw the Ferrari mechanics bringing out another car he promptly jumped to conclusions and protested to the stewards that Ferrari were cheating and were using a substitute car. When 003 was wheeled into pole position on the grid there were cries of protest from people who were assuming it to be the spare car and the stewards foregathered and were bewildered for they did not appear to realise that there had ever been a spare Ferrari about the place. When Forghieri was accused of cheating it was all rather difficult for he could not say that he had been going to cheat and was now being honest and nobody would believe that the car on pole position was the one that Ickx had used in practice. Now when you are involved with a particular team or with organising a race you cannot possibly follow everything in detail, but journalists who have a roving commission can often see much more in the overall picture, even if they do not know intimate team details. Fortunately there are nearly a dozen or so International Press men who follow individual car move-

ments intimately and most of them knew that 003 was the one Ickx had used to make fastest practice lap, and one of these was Gerard Crombac, the sports editor of the French magazine *Sport-Auto*. He knew and we knew that Ferrari had been on dodgy ground but was now all straight and above board, and being connected with the French Federation he was able to convince the stewards that all was well, and Ickx and 003 were left on pole position, but even so a lot of personnel in other teams felt certain that Ferrari were cheating !

From the list of practice times and the starting grid, shown elsewhere in this issue, it will be seen that lap times were given to hundredths of a second, and with the closeness of present-day racing this is not a bad thing, except that the French were not using an electronic beam-timing apparatus, so that human error must have been affecting the second place of decimals, for the best timekeeper in the world will tell you that the human being cannot be accurate to anything smaller than a tenth of a second. However, the timekeepers and information service did a first-class job as far as I was concerned for they produced excellent details after each practice session, giving everyone's best lap time and the number of laps covered, and after the race gave the fastest lap that everyone recorded during the race, and produced it all very quickly. Some organisers, like the Germans and Italians, can be infuriating when they take hours to produce a list of practice times and then leave off any lap times that did not improve on the previous practice period. This happens in Germany if it rains in the second practice, when you particularly want to know how fast Surtees went in the rain and are told : "He didn't improve on the time he set yesterday." This is obvious, because yesterday the sun was shining, but you would still like to know how fast he had gone in the rain, and getting the information is really difficult at some circuits. You would be amazed how often you cannot find out some interesting piece of information that is vital to motor racing history as it happens, like how fast Stewart went when he borrowed someone else's car or tried a different make of tyre, or used a four-wheel-drive car. You may have your own stop-watch time, but the official times are the ones that count, so you need official confirmation, yet all you can get from the Press Information people is that the Prince of Bogravia will be at the race, or some pop star is going to present the winner's cup. Even worse is when all you are told is that there will be a cocktail party at 11.30 a.m., slap in the middle of Grand Prix practice ! The French Grand Prix get full marks from me for the speed and content of the information supplied after practice and the race.

Study of the times shown on the starting grid in the report of the French Grand Prix are worth a study for they indicate the track conditions on race day compared with the Saturday evening when most people made their fastest laps. Then it was overcast and cool while the race was run under a very hot sun, and supporting races and BRMs, I am told, were breathing oil on to the track, so that it was very slippery. No-one broke the three-minute barrier and only three drivers improved on their practice times, these being Gurney, Miles and Hill, while Stommelen and de Adamich came close to doing so. This would indicate that the drivers had not reached their limit during practice, and a lap at around 3 min. 03 sec. was not difficult under any circumstances, and a good driver in poor conditions could get below 3 min. 01 sec., but to get below three minutes required conditions to be perfect.

Apart from the struggle of the Cosworth-powered cars to keep up with the 12-cylinder Ferrari and Matra, another feature of the meeting was Stewart's struggle to keep near the front of the Cosworth brigade. Depending on your personal bias there are numerous choices, such as the superiority of Firestone tyres over Dunlop, that Amon had a better engine, the Lotus 72 is better than the March and so on. One story was that Dunlop supplied Tyrrell with the wrong tyres, but this is a sad reflection on Tyrrell for his organising powers are such that he would not let this happen. That Stewart had a poor engine is always a possibility, and he certainly had a poor ignition unit, but whatever the reason was he was never really in the picture and only he knows how hard he had to try to get his under-three-minute lap in practice. During the week before the race the Dunlop Tyre Company announced that they were giving up support to Grand Prix racing as from the end of this season, which means that they are no longer going to give the Tyrrell-Stewart combination the £20,000 or £80,000, or whatever it was this year, to have them race on Dunlop tyres. The basic reason behind the withdrawal is that the technical returns from the outlay in effort put into Grand Prix racing are not justified. Another viewpoint expressed was that "certain people are trying to turn Grand Prix racing into 'Show-Biz' instead of it being an automotive technical exercise, and Dunlop are not interested in 'Show-Biz' ". It will be recalled that at the end of last season when Stewart declined Matra's offer to race their V12 this year (was he wrong ?), he was touting for a chassis saying he had everything else, a super team-manager, a Cosworth engine and Dunlop tyres, and out of the blue came March Engineering to save his day, for a Brabham chassis was available but preferably with Goodyear tyres, as was a McLaren, and a Lotus was there but preferably with Firestone tyres, a BRM was there, with a V12 BRM engine, and a Matra was there with a V12 Matra engine; a Ferrari was not there.

Although the Charade circuit is badly lacking in many things, notably a decent paddock and paddock facilities for a Grande Epreuve, it seems to be a popular circuit with most people, and if the French Grand Prix cannot return to Rouen or Reims let us hope it stays at Clermont-Ferrand and not get involved with ridiculous ideas about the Albi aerodrome or the new artificial circuit down near Marseilles.—D. S. J.

BRITISH GP—continued from page 829

ning, for as Brabham coasted towards the finish the Lotus 72 flashed by to get the chequered flag. And to think that Hollywood spend millions of dollars making phoney motor racing films. The cries of anguish for Brabham must have been heard all over Kent, but there was no argument, Rindt had won, it being the third consecutive victory for the new Lotus 72 and the press-on Austrian driver. On the same lap Hulme was 3rd with Regazzoni still pressing him hard, only 0.4 sec. behind, which was a terrific performance in his second Grand Prix. The Lotus newcomer Fittipaldi deserved a medal for perseverance, for the Cosworth engine in his Lotus 49C ran on seven cylinders for the whole race, at times getting really bad, but he kept it going right to the end, having been told "no fireworks, just finish".

After the parade of honour lap the Lotus 72 was taken to the scrutineers' bay for the regulation after-race check, and Chief Scrutineer Cecil Mitchell thought the rear aerofoil was not to regulation height as the rear support struts were bent, whereas they had been straight before the start, the inference being that the car had raced with the aerofoil above regulation height and someone had bent the struts to lower the trailing edge before letting the scrutineers have the car after the race. An announcement was made that Rindt was disqualified from 1st place pending an enquiry, and it took three hours to sort it all out. The Lotus wing struts were straightened, the wing was put at maximum angle, everything was tried and in no way at all could it be measured to be illegal, so Rindt was re-declared the winner to cheers from the waiting crowd, who also showered derision on the RAC and its officials for lowering Grand Prix racing to the level of an International Rally.—D. S. J.

Results :

23rd RAC BRITISH GRAND PRIX—Formula One—80 laps—341.2 kilometres
Warm and dry

1st	J. Rindt (Lotus 72C/2)	1 hr. 57 min. 02.0 sec.—174.90 k.p.h. (108.69 m.p.h.)
2nd	J. Brabham (Brabham BT33/2) ..	1 hr. 57 min. 34.9 sec.
3rd	D. Hulme (McLaren M14D/1) ..	1 hr. 57 min. 56.4 sec.
4th	G. Regazzoni (Ferrari 312B/002) ..	1 hr. 57 min. 56.8 sec.
5th	C. Amon (March 701/1)	1 lap behind
6th	G. Hill (Lotus 49C/R7)	1 lap behind
7th	F. Cevert (March 701/7)	1 lap behind
8th	E. Fittipaldi (Lotus 49C/R10) ..	2 laps behind
9th	R. Peterson (March 701/8)	8 laps behind
10th	P. Lovely (Lotus 49B/R11)	11 laps behind

Fastest lap : J. Brabham (Brabham BT33/2) on lap 70, in 1 min. 25.9 sec.—178.73 k.p.h. (111.06 m.p.h.).

Retired : J. Ickx (Ferrari 312B/003) on lap 7, transmission; G. Eaton (BRM 153/03) on lap 11, engine; J. Miles (Lotus 72B/1) on lap 16, engine; J. Siffert (March 701/5) on lap 20, rear suspension; M. Andretti (March 701/3) on lap 21, rear suspension; J-P. Beltoise (Matra-Simca MS120/03) on lap 24, hub trouble; H. Pescarolo (Matra-Simca MS120/01) on lap 42, accident; J. Surtees (Surtees TS7/001) on lap 52, engine; J. Stewart (March 701/4) on lap 53, clutch operation; J. Oliver (BRM 153/04) on lap 55, engine; P. Rodriguez (BRM 153/05) on lap 59, accident; D. Gurney (McLaren M14A/1) on lap 61, engine.

22 starters — 10 finishers.

AIRFIX CATALOGUE

AIRFIX have issued a big illustrated colour catalogue of their well-known scale model kits, including a wide range of car and aeroplane models, both ancient and modern, all to the same scale—which we commend. The 7th edition of the "Airfix Constant Scale Construction Kit Catalogue costs 2s. and is available from toy and model shops or from Airfix Products Ltd., Haldane Place, Garrett Lane, London, SW18. We can vouch for the effectiveness of the 1932 Alfa Romeo 2.3 Le Mans car kit when assembled, which is only one of the many car kits in the Airfix range.

THE FRENCH GRAND PRIX

Another technical step forward

CLERMONT-FERRAND, FRANCE, *July 5th*

BEFORE reading this report the one of the Dutch Grand Prix (Page 850) together with Reflections on the Dutch Grand Prix (Page 858) should be read first, in order to achieve continuity on the Grand Prix scene for 1970.

After some rather wild ideas about running the French Grand Prix on the little aerodrome circuit at Albi, common sense prevailed and the *Circuit of Charade* in the hills above Clermont-Ferrand was once again chosen as the scene for the race. Last year had seen a convincing first and second place by Matra, using the MS80 cars, albeit with Cosworth V8 engines, and it had proved to be a very popular event with everyone. The circuit is something of a miniature Nurburgring, of 8.055 kilometres in length among the forest-clad hills, and while it is terrific fun to drive round it suffers a bit from being narrow and having the corners following one another in quick succession so that overtaking is difficult, but in spite of that there is no comparison with an aerodrome circuit. The only driver not enthusiastic about driving round the *Circuit of Charade* is Rindt, as he has an incipient stomach ulcer complaint, aggravated by his insistent smoking, and the continual sideways-G effects of the circuit tend to bring on sickness. This was a distinct set-back for Team Lotus, having got the Lotus 72 approaching perfection, and they arrived with the two cars used at Zandvoort altered only in respect of trying different shock-absorbers on the rear, but with their star driver very disinterested in the prospects and refusing to stop smoking even though his doctor advised it. Miles in the less modified Lotus 72 was very enthusiastic about the circuit and could not do enough practice, but with the best will in the world Chapman could not pin Lotus hopes on the young Englishman. As practice progressed it became clear that Rindt's lack of enthusiasm for the circuit was the least of the Lotus worries, for along with all the other users of Cosworth V8 engines, the big worry was the way the Ferrari and Matra 12-cylinder engines had been advancing in the last race or two. There was a practice session on Friday afternoon and no sign of the Ferrari transporter, for it had arrived at the Italian frontier ten minutes after the Italian and French Customs men had closed for the night as far as dealing with transport was concerned. In consequence the Cosworth-powered cars dominated things, being led by Stewart in the Tyrrell March 701. Last year in practice Stewart had recorded 3 min. 00.6 sec. with the Matra MS80, so sub-three-minute laps were looked for almost immediately but were in fact very conspicuous by their absence, the reason being put down to the circuit having been out of use by racing cars so that a general coating of dust and public traffic film had to be worn off by the racing cars before their racing tyres could really get to work. Although practice went on for 2½ hours times were all comparatively slow and Stewart and Amon were the only ones who approached the three-minute limit. The Tyrrell team were using March 701/4 for Stewart and March 701/7 for Cevert, with March 701/2 as a spare for the team leader, and when his number one car showed a tendency for the throttle slides to stick he went out in the spare car while his mechanics took the throttle mechanism to pieces on the number one car. Cevert was full of the joys of putting up a good performance in his own Grand Prix event and very quickly got down to a respectable 3 min. 02.87 sec., close to the existing lap record of 2 min. 02.7 sec., which caused Tyrrell to terminate the exuberant young Frenchman's practice before he went on his head, believing that his driver should make haste slowly.

In Team Lotus things were rather different, for Rindt's lack of enthusiasm was not helped when he started off by wearing his latest all-enveloping Bell-Star crash helmet and found it too hot and stuffy for dealing with all the corners, in spite of the cockpit temperature being much lower in the Lotus 72 than in the Lotus 49C. He reverted to his older pattern helmet, with the open front, which allowed him to breathe more freely and promptly collected a stone in the face from another car, which cut his right cheek quite deeply. To say that Rindt's normal press-on enthusiasm was missing would be a gross understatement. While all this was happening with the driver of Lotus 72C/2, the driver of Lotus 72B/1 was going round and round happily, until he ran out of petrol and was stranded out on the circuit. It was only then that Team Lotus really became aware that Miles had done 20 laps of the long circuit. The third Team Lotus car was 49C/R6, on loan to Soler-Roig, who did not get much practice as the car spent a long time at the pits with the gearbox spread all over the ground as the ratios were all wrong. In the March team Amon was using the slightly lighter development car, 701/6, as his usual car, 701/1, was still having an engine installed, and he was proving to be very competitive to Stewart for fastest practice time. The McLaren team were out in full force, with Hulme back in action even though his hands were not fully recovered from their burns. The car he usually drove had been more damaged than appeared the case at Zandvoort, the monocoque having to be scrapped, so all the bits and pieces were stripped off and built on to the 1970 model M14 monocoque that de Adamich had used at Zandvoort, and all the Alfa Romeo bits and pieces were built back on to the older 1969 model M7 monocoque that had originally been used with the Alfa Romeo; a case of musical monocoques. Gurney was still driving Bruce McLaren's old car, but now that Hulme was back the American was no longer the graded driver and had to compete for qualification. The only non-arrival among the 24 entries was Surtees, who was still at the end of the queue at Cosworth Engineering and was short of an engine for his M7C McLaren, so three entries were being eliminated from the practice times as the organisers could only take 20 starters.

The BRM and Matra teams were as at Zandvoort and Rodriguez was not at all happy with the latest BRM as it did not fit him like his original one, and gearbox trouble stopped him putting in as many laps as he would have like to have achieved. Matra were in good spirits and determined to put on a good show in their own Grand Prix and Beltoise was out to repeat his excellent performance of 1969. The two works Brabhams had small vertical deflectors mounted on the cover plates over the engine and they were to deflect air out to an oil cooler mounted above the gearbox and under the aerofoil.

On Saturday practice was split up into two sessions, of one hour

ENTRY

No.	Entrant	Driver	Country	Car	Engine	Gearbox	Tyres	Colour
1	Tyrrell Racing Organisation, England	John Young Stewart	Scotland	March 701	Cosworth V8	Hewland	Dunlop	Blue
2	Tyrrell Racing Organisation, England	Francois Cevert	France	March 701	Cosworth V8	Hewland	Dunlop	Blue
3	Owen Racing Organisation, England	Pedro Rodriguez	Mexico	BRM Type 153	BRM V12	BRM	Dunlop	White and gold
4	Owen Racing Organisation, England	George Eaton	Canada	BRM Type 153	BRM V12	BRM	Dunlop	White and gold
5	Owen Racing Organisation, England	Jack Oliver	England	BRM Type 153	BRM V12	BRM	Dunlop	White and gold
6	Gold Leaf Team Lotus, England	Karl-Jochen Rindt	Austria	Lotus 72C	Cosworth V8	Hewland	Firestone	Red, white and gold
7	Gold Leaf Team Lotus, England	John Miles	England	Lotus 72B	Cosworth V8	Hewland	Firestone	Red, white and gold
8	Brooke Bond Oxo Racing, England	Graham Hill	England	Lotus 49C	Cosworth V8	Hewland	Firestone	Blue and white
9	World Wide Racing, England	Alex Soler-Roig	Spain	Lotus 49C	Cosworth V8	Hewland	Firestone	Red, white and gold
10	SEFAC Ferrari, Italy	Jacques Bernard Ickx	Belgium	Ferrari 312B	Ferrari flat-12	Ferrari	Firestone	Red and white
11	SEFAC Ferrari, Italy	Ignazio Giunti	Italy	Ferrari 312B	Ferrari flat-12	Ferrari	Firestone	Red and white
12	March Engineering, England	Joseph Siffert	Switzerland	March 701	Cosworth V8	Hewland	Firestone	Red
14	March Engineering, England	Christopher Amon	New Zealand	March 701	Cosworth V8	Hewland	Firestone	Red
15	Team Surtees, England	John Surtees	England	McLaren M7C	Cosworth V8	Hewland	Firestone	Red and white
16	Bruce McLaren Motor Racing, England	Andrea de Adamich	Italy	McLaren M7D	Alfa Romeo V8	Hewland	Goodyear	Orange
17	Bruce McLaren Motor Racing, England	Daniel Sexton Gurney	United States	McLaren M14A	Cosworth V8	Hewland	Goodyear	Orange
18	Antique Automobiles, England	Ronnie Peterson	Sweden	March 701	Cosworth V8	Hewland	Goodyear	Yellow and maroon
19	Bruce McLaren Motor Racing, England	Denis Hulme	New Zealand	McLaren M14D	Cosworth V8	Hewland	Goodyear	Orange
20	Equipe Matra-Elf, France	Henri Pescarolo	France	Matra-Simca	Matra V12	Hewland	Goodyear	Blue and orange
21	Equipe Matra-Elf, France	Jean-Pierre Beltoise	France	Matra-Simca	Matra V12	Hewland	Goodyear	Blue and white
22	Auto Motor und Sport, Germany	Rolf Johann Stommelen	Germany	Brabham BT33	Cosworth V8	Hewland	Goodyear	Turquoise and white
23	Motor Racing Developments, England	Jack Brabham	Australia	Brabham BT33	Cosworth V8	Hewland	Goodyear	Turquoise and yellow
24	Silvio Moser Racing Team, Switzerland	Silvio Moser	Switzerland	Bellasi F1	Cosworth V8	Hewland	Goodyear	Orange
25	Pete Lovely Volkswagen, USA	Pete Lovely	United States	Lotus 49B	Cosworth V8	Hewland	Goodyear	Blue and white

immediately after lunch and a further hour towards the end of the evening, the intervening time being filled in with practice for National Formula France and Renault-Gordini races. Having missed the Friday practice the Ferrari team of Ickx and Giunti had to make up for lost time, and this they did in no mean manner, the results causing the Cosworth brigade to think deeply and wonder about 12-cylinder engines, as they did at Spa. Ickx made fastest time of the session, with a lap in 3 min. 00.64 sec., and while it was not as fast as Stewart's time on Friday the difference was negligible on a three-minute lap. Giunti consolidated this effort by Ickx with a fastest lap that was well in amongst all the other newcomers. The signs were clearly coming to the surface, for Beltoise took the V12 Matra round in only one-hundredth of a second slower than Ickx in the Ferrari, and Rindt, with the Lotus 72, was only a tenth of a second slower in spite of having no great enthusiasm for the whole event, in contrast to Beltoise, who was going faster every time someone waved a French flag. Amon reverted to his usual March, but it was not right and he never got in amongst the fast cars, while Gurney had no chance for his McLaren lost all its fuel pressure out on the circuit on his first lap, and Moser overdid things and crumpled the nose of his Bellasi.

For the final hour conditions were ideal, being grey and cool, and it saw everyone out for a really serious try not only to break the elusive three-minute barrier but also to be one of the two fastest, for the narrowness of the *Circuit of Charade* only permitted two cars in a row on the grid and with the twisty nature of the circuit it was imperative to be into the first corner without being baulked on the grid. At the back of the grid there was equal competition, for three cars out of the entry were not going to be able to start, and apart from the chosen ten drivers it was going to be the three slowest of the remainder who were going to be left out. Ickx was in great form and really hurled the Ferrari round the twisty course, but it was Beltoise who was first to get under three minutes, when he started putting in laps at 2 min. 59 sec. and a few hundredths and he went on to better things with laps under 2 min. 59 sec. Rindt was now getting to grips with himself and he got the Lotus 72 under the three-minute barrier, being the first of the Cosworth-powered cars to join the 12-cylindered cars in the élite category, for Ickx was also under three minutes and was going faster and faster, ending up with a lap in 2 min. 58.22 sec., which Beltoise could not match, his best being 2 min. 58.70 sec. Stewart was circulating, but he just could not get below three minutes, and even if he was biding his time for a last-minute rush to the front of the grid he was going to have to chop two seconds off his best so far, which seemed a tall order. There was real concern among the Cosworth-powered brigade, for the 12-cylinder cars appeared to be uncatchable and on a really high speed circuit like Spa or Monza this would have been expected, but not at Clermont-Ferrand with all its corners and four slow hairpin bends. Amon in the STP-March 701/1 was really trying now, and got well below three minutes, but not enough to challenge the front row of the grid and near the end of the session, when most people had made their final effort and the track was empty, Stewart went out and put in all he had got, to record 2 min. 59.24 sec., a tenth of a second slower than Amon, and a whole second slower than Ickx, who was in pole position.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday	Saturday
1	J. Stewart	March 701/4-Cosworth V8	**3. 00.14**	3. 01.06	2. 59.24
2	F. Cevert	March 701/7-Cosworth V8	3. 02.87	3. 06.81	3. 03.25
3	P. Rodriguez	BRM Type 153/05—V12	3. 06.04	3. 02.53	3. 01.29
4	G. Eaton	BRM Type 153/03—V12	3. 06.87	3. 08.73	3. 04.92
5	J. Oliver	BRM Type 153/04—V12	3. 02.77	3. 05.08	3. 04.72
6	J. Rindt	Lotus 72C/1-Cosworth V8	3. 05.44	3. 00.74	2. 59.74
7	J. Miles	Lotus 72B/1-Cosworth V8	3. 07.31	3. 04.37	3. 04.16
8	G. Hill	Lotus 49C/R7-Cosworth V8	3. 11.30	3. 13.40	3. 07.84
9	A. Soler-Roig	Lotus 49C/R6-Cosworth V8	3. 18.78	3. 14.49	3. 15.71
10	J. Ickx	Ferrari 312B/003—flat 12	—	**3. 00.64**	**2. 58.22**
11	I. Giunti	Ferrari 312B/002—flat 12	—	3. 04.14	3. 01.85
12	J. Siffert	March 701/5-Cosworth V8	3. 04.97	3. 03.81	3. 03.78
14	C. Amon	March 701/1-Cosworth V8	—	3. 10.55	2. 59.14
15	J. Surtees	McLaren M7C/1-Cosworth V8	—	—	—
16	A. de Adamich	McLaren M7D/1-Alfa Romeo V8	3. 07.09	3. 05.10	3. 03.48
17	D. Gurney	McLaren M14A/1-Cosworth V8	3. 04.87	no time	3. 04.04
18	R. Peterson	March 701/8-Cosworth V8	3. 04.06	3. 05.24	3. 01.21
19	D. Hulme	McLaren M14D/1-Cosworth V8	3. 01.06	3. 04.73	3. 00.42
20	H. Pescarolo	Matra-Simca MS120/02—V12	3. 04.62	3. 04.97	3. 00.59
21	J-P. Beltoise	Matra-Simca MS120/03—V12	3. 01.83	3. 00.65	2. 58.70
22	R. Stommelen	Brabham BT33/1-Cosworth V8	3. 03.41	3. 04.86	3. 04.45
23	J. Brabham	Brabham BT33/2-Cosworth V8	3. 07.06	3. 04.00	2. 59.67
24	S. Moser	Bellasi F1-1-70-Cosworth V8	3. 13.34	3. 08.10	3. 12.31
25	P. Lovely	Lotus 49B/R11-Cosworth V8	5. 58.56	3. 26.27	3. 15.58
1T	J. Stewart	March 701/2-Cosworth V8	3. 07.09	—	—
10T	J. Ickx	Ferrari 312B/001—flat 12	—	—	—
14T	C. Amon	March 701/6-Cosworth V8	3. 00.96	—	—

As practice ended and everyone tried to convince themselves that it was true that the front row of the grid was going to be occupied by two 12-cylindered cars, one from Italy and one from France, with a Belgian and French driver, respectively, Brabham joined the élite under-three-minute group, just to let them know that he was still in the picture. So tense was this battle at the front of the field that the qualifiers were rather overlooked and Lovely overdid things and bent his Lotus almost unnoticed. He, Moser and Soler-Roig recorded the three slowest laps, so they were the unlucky ones who had to be left off the starting grid. Eaton was in all right, without question, and de Adamich was well in with the Alfa Romeo-powered McLaren for a change, this being the first time it had qualified. Of the new boys Peterson was well up the field with Colin Crabbe's yellow and maroon March, being ahead of the whole BRM team, and Cevert in the second Tyrrell car was quite well up, although he had never improved on the lap time he recorded on his first rush of exuberance on Friday afternoon.

STARTING GRID

↑

10
J. Ickx
(*Ferrari 12-cyl.*)
312B/003
2 min. 58.22 sec.
(3 min. 02.17 sec.)

21
J-P. Beltoise
(*Matra-Simca V12*)
MS120/03
2 min. 58.70 sec.
(3 min. 01.23 sec.)

14
C. Amon
(*March-Cosworth V8*)
701/1
2 min. 59.14 sec.
(3 min. 01.31 sec.)

1
J. Stewart
(*March-Cosworth V8*)
701/4
2 min. 59.24 sec.
(3 min. 02.28 sec.)

23
J. Brabham
(*Brabham-Cosworth V8*)
BT33/2
2 min. 59.67 sec.
(3 min. 00.75 sec.)

6
J. Rindt
(*Lotus-Cosworth V8*)
72C/2
2 min. 59.74 sec.
(3 min. 00.86 sec.)

19
D. Hulme
(*McLaren-Cosworth V8*)
M14D/1
3 min. 00.42 sec.
(3 min. 01.14 sec.)

20
H. Pescarolo
(*Matra-Simca V12*)
MS120/02
3 min. 00.59 sec.
(3 min. 03.62 sec.)

18
R. Peterson
(*March-Cosworth V8*)
701/8
3 min. 01.21 sec.
(3 min. 03.58 sec.)

3
P. Rodriguez
(*BRM V12*)
153/05
3 min. 01.29 sec.
(3 min. 04.38 sec.)

11
I. Giunti
(*Ferrari 12-cyl.*)
312B/002
3 min. 01.85 sec.
(3 min. 02.76 sec.)

5
J. Oliver
(*BRM V12*)
153/04
3 min. 02.77 sec.
(3 min. 09.59 sec.)

2
F. Cevert
(*March-Cosworth V8*)
701/7
3 min. 02.87 sec.
(3 min. 05.92 sec.)

22
R. Stommelen
(*Brabham-Cosworth V8*)
BT33/1
3 min. 03.41 sec.
(3 min. 03.69 sec.)

16
A. de Adamich
(*McLaren-Alfa Romeo V8*)
M7D/1
3 min. 03.48 sec.
(3 min. 03.71 sec.)

12
J. Siffert
(*March-Cosworth V8*)
701/5
3 min. 03.78 sec.
(3 min. 06.02 sec.)

17
D. Gurney
(*McLaren-Cosworth V8*)
M14A/1
3 min. 04.04 sec.
(3 min. 02.41 sec.)

7
J. Miles
(*Lotus-Cosworth V8*)
72B/1
3 min. 04.16 sec.
(3 min. 03.68 sec.)

4
G. Eaton
(*BRM V12*)
153/03
3 min. 04.92 sec.
(3 min. 07.07 sec.)

8
G. Hill
(*Lotus-Cosworth V8*)
49C/R7
3 min. 07.84 sec.
(3 min. 04.12 sec.)

Non-qualified: S. Moser (Bellasi F1-1-70) .. 3 min. 08.10 sec.
A. Soler-Roig (Lotus 49C/R6) .. 3 min. 14.49 sec.
P. Lovely (Lotus 49B/R11) .. 3 min. 15.58 sec.

NB.—Times given in brackets are the fastest laps recorded during the race.

Sunday was the first really warm day since the meeting had started and the sun brought large crowds out early in the morning, to watch the Formula France and saloon-car races, and then to picnic in the splendid countryside and wait for the start of the Grand Prix, which was due at 3 p.m. From 2.15 p.m. to 2.30 p.m. the Grand Prix contestants were allowed extra practice time, just to ensure that all was well, and Ferrari let Ickx try the spare car during this period as the car he had used in practice had developed a suspect valve seat. However, the spare car was all wrong in braking, handling and power so it was abandoned and Ickx reverted to 312/003 with which he had practised. The 20 cars lined up in pairs, as shown on the starting grid, and then went off on a warm-up lap, reassembling on the dummy-grid in pairs, as the road was too narrow to permit three cars abreast. All was well except for Oliver, whose BRM engine was

misfiring at top r.p.m. and though mechanics fiddled with it they could not effect an improvement, and Oliver had to start knowing that something was wrong with the injection system. The two 12-cylinders showed no embarrassment at being ahead of all the Cosworth engines on the grid, and the sound was superb as everyone got away to a splendid start, with Ickx leading into the first corner, closely pursued by Beltoise, to start the 38-lap race, while Stewart was third, with Amon right behind him, and the whole field twisted and turned round the 8.055-kilometre circuit in a vain chase of the two 12-cylinder cars. Stewart managed to stay with them for two laps, but already there was a gap of five seconds between these three and Amon, who was heading Rindt, Pescarolo, Rodriguez, Brabham, Hulme, Peterson, Giunti, Cevert, Stommelen, Siffert and the rest. Long after they had all gone by de Adamich arrived at the pits with the Alfa Romeo-engined McLaren, having stopped out on the circuit when a water pipe came adrift. By only the third lap the race pattern was settled, for Stewart could not stay with the Ferrari and the Matra, and the rest of the Cosworth-powered cars could not stay with Stewart. Between Ickx and Beltoise there was a deadlock and the blue French car was glued to the tail of the red Italian car. After four laps Stewart was seven seconds behind them, but still leading the rest, who were in such a close line that they were in each other's way. Eaton stopped his BRM at the pits to have a plug lead replaced and Oliver was obviously not going to keep going much longer as his engine was still running badly. The loss of seven seconds to Ickx and Beltoise convinced Stewart that all was not well with his Cosworth engine and during lap 5 it went right off song and he drew into the pits at the end of the lap, having dropped to tenth place. The ignition unit in the vee of the engine was changed and he was away, but in a hopeless last place apart from de Adamich, who was still in and out of the pits. Oliver gave up at this time as his BRM engine just would not run properly and on the next lap Rodriguez came into the pits, his BRM stuck in fourth gear, and that was the end of his race, so the Bourne morale was at a low ebb. Cosworth hopes were not much brighter for there was no question of anyone catching the Ferrari and Matra, who were absolutely evenly matched and pulling out a longer and longer lead every time round. On lap 7 Rindt seemed to wake up and he smartly passed Amon, to take third place and lead the Cosworth-powered race, in the midst of which was Pescarolo with the second 12-cylinder Matra holding up Brabham, Hulme and Peterson, the Swede driving very smoothly and staying with the two "old sweats" with no trouble at all. Giunti was leading the remainder and Miles and Hill were bringing up the rear, apart from those who had made pit stops.

Things now settled down for a bit and the two 12-cylindered cars circulated in close company, Ickx sometimes gaining a few yards on parts of the circuit where the Ferrari was better geared, but Beltoise pulling back on parts that he knew better than Ickx, for the *Circuit of Charade* has all the characteristics of the Nurburgring with nearly as many variations. It looked as though stalemate had set in and all Beltoise could do was to wait for Ickx to make a mistake or for the Ferrari to break, while the same conditions applied as far as Ickx getting rid of the tailing Matra was concerned. Naturally, they were both setting fastest laps, for all the cars behind them were falling farther and farther back. Giunti had to call at the pits on lap 11 for attention to his engine, which put him right at the back of the field when he restarted, and on lap 14 Brabham at last managed to find a way by the Matra of Pescarolo and immediately drew out an enormous lead on the French car, having been badly held up, and on the next lap Hulme was by, and away after Brabham, but the delay had lost them all hope of getting up with Rindt and Amon at the head of the Cosworth race. As this was happening half-way down the field there were cheers ringing round the hillsides for Beltoise had got in front of the Ferrari, and a French driver in a French car was leading the French Grand Prix, a sickening sight for those like Tyrrell and Stewart, who thought the V12 Matra had little to offer. As the leaders started the 16th lap the reason for the change of leadership was clear, the Ferrari engine was misfiring and next time round Ickx was coasting into the pit lane, the engine having broken its valve-gear. It was followed into the pits, on the next lap, by Peterson's March which had wrecked its final drive unit.

Rindt was now finding that he was not suffering physically as he anticipated, the much cooler cockpit of the Lotus 72 no doubt helping a lot, and he put in a new fastest lap in 3 min. 01.64 sec., but Beltoise immediately matched this with yet another record in 3 min. 01.23 sec., to maintain his 15 sec. lead over the Lotus. By lap 19, which was the half-way point Beltoise had increased his lead to 16½ seconds and there was nothing that Rindt and the Lotus 72 could do about it. Amon's March was still following the Lotus, but with no hope of getting by, and behind these three came Brabham and Hulme, nose to tail, making up for the time they had been delayed by Pescarolo, while farther back Gurney was beginning to show some of his old form, having rid himself of Cevert and Stommelen, but it was too late for the American to get anywhere. On lap 20 Beltoise still had the same lead and all looked set for another win by a V12-cylinder-engined car, for the Matra sounded strong and the driver looked completely unruffled. While catching up with Brabham, Hulme had set a new lap record with 3 min. 01.14 sec., and on lap 21 Rindt improved this to 3 min. 00.86 sec., which closed his gap to the Matra to 15 seconds. This time there was no reply from Beltoise, and on the next lap the gap was 14 seconds and one wondered if the little Frenchman was getting tired. Rindt was urged on by his pit and when he reduced the gap to 10 seconds on the next lap it was obvious that something was wrong with Beltoise or the Matra. One more lap and Rindt was only five seconds away and though he had opened a gap between himself and Amon it was not as much as he was closing on the Matra so it was clear that the leader was in trouble. On lap 25 the Lotus 72 was right behind the Matra, with Rindt waving his fist to be allowed to go by, and when he got by on lap 26, Amon followed him through, putting Beltoise into third place. Beltoise had been feeling the Matra behaving in a peculiar fashion on certain corners and it was getting progressively worse, and looking in his mirrors his rear tyres looked all right, so he thought they were picking up a coating of rubber as they had done at Zandvoort, except that it was worse on some corners than others, and it finally became obvious that he had a slow puncture in a rear tyre. On lap 27 Brabham and Hulme went by the stricken Matra as it headed for the pits and the rear wheels were changed, but France's glory was over, for though Beltoise rejoined the race he was back in tenth place and right out of the running.

This left Rindt with a four-second lead over Amon and, providing he had better luck than Beltoise, he was heading the Lotus 72 for its second consecutive victory. Down at the end of the field Giunti was still in trouble with his Ferrari engine not running properly and Eaton had a private incident and broke a wheel against a barrier and had to stop at the pits to have it changed. Siffert stopped suddenly against a stone parapet when a front brake locked on, and damaged his March quite badly, which put him out of a miserable ninth place. Stewart was still driving hard, but all he could hope to do was catch the slower cars, which included his young team-mate Cevert and Graham Hill. The driver of Tyrrell's second March was not at all happy as he was being moved about in his seat by the G-forces on the innumerable corners and it was making his back sore, as well as causing him to fumble gear-changes. It was not a good weekend for the Tyrrell team and Cevert should have solved this problem during practice, and, with Stewart's pit stop, both blue March cars were very much at the back of the field. Apart from Beltoise moving up a place, into ninth position, there was no great excitement during the closing stages, although there were some interesting situations imminent. Rindt had increased his lead to seven comfortable seconds, the Lotus 72 once more showing a marked superiority over the other Cosworth-powered cars, but Brabham and Hulme were still nose-to-tail for third place.

In spite of his burnt hands giving him a lot of pain, Hulme was driving hard and pressing Brabham all the way, but the Australian is never impressed by anyone on his tail and Hulme just had to sit there and collect all the dust and stones that Brabham's rear tyres threw up as he scurfed his way round the corners, using the loose edges of the circuit, and while doing it he set a new lap record at 3 min. 00.75 sec. Some way back Gurney had caught up with Pescarolo but could not find a way by, and at the end of the field Stewart was on the tail of Hill, particularly keen to get past because Rindt was fast approaching to lap them both. These situations were going to call for some desperate do-or-die attempts on the last lap if they were going to be resolved. On lap 36 Beltoise had his Matra V12 engine falter and thinking he might be low on petrol he stopped at the pits, but this was not the trouble; there was plenty in the tanks, but the pressure pumps were not picking it up, and he was still at the pits when the race ended. Stewart got by Hill on the penultimate lap and just managed to scuttle across the line to start his 38th lap as Rindt finished his to get the chequered flag, so that the results showed the Scot to be on the same lap as the winner, but it was only by a

Continued on facing page

RAC TOURIST TROPHY

THE TOURIST TROPHY race has had many home circuits and a number of famous names have figured in the results of what was billed this year as Britain's oldest motor race, the 35th RAC Tourist Trophy. The TT was held in June, this time at Silverstone, and was for Group 2 International Touring Cars—the two, two hour heats giving an aggregate result which counted for both double RAC Championship points and the European Touring Car Challenge.

Thus there was a welcome variety in the entry with cars from Japan (Mazda *Rotary* R100s prepared on the continent but supported by Japanese personnel.) Italy represented by a horde of Alfa headed by three works 2-litre GTAms (which designates America for which market they were homologated at this capacity plus fuel injection). German interests were upheld by three works 2.6-litre Weslake-Ford Capris with fuel injection. There were no Americans driving, so far as the author is aware, but a Chevrolet Z28 Camaro for Muir and Gardner's Ford Boss Mustang 302 (both five litres with at least 425 b.h.p.) represented the popular American Trans-Am style of preparation to good effect.

In the smaller capacity classes notable British representation came from Broadspeed with J. Stewart, C. Craft, the World Champion sharing, and apparently immensely enjoying this works backed 1.6-litre Twin Cam Escort. Broadspeed also looked strong with the 1,300 c.c. 140+b.h.p. Escort GT for Fitzpatrick, but there is no official class at this level for European events. The divisions are: over 1,600 c.c., 1,000–1,600 c.c. and up to 1,000 c.c. The current leader of the British Championship is W. McGovern in a George Bevan prepared 1-litre Sunbeam Imp, so the tiddlers class can often be worth watching, especially as last year it also provided the British Saloon Car Champion.

The cars lined up on a two by two grid for a rolling start behind the Aston Martin DBS pace car with the two American machines fastest in practice ahead of Stommelen's Capri and Stewart in the Escort. From the first lap the V8 propelled "Pony Cars" cantered away from an exciting but short lived, scrap between Hezemans (Alfa GTAm), Stewart, Stommelen, Galli (Alfa GTAm), Glemser (works Capri) and Mohr's similar Ford. After an hour's racing Muir had pulled into a comfortable lead in the Malcolm Gartlan prepared-Wiggins Teape sponsored Chevrolet; after some professional pit work he was able to enlarge this lead to the end. Gardner dropped almost out of contention with a shredded tyre and fuel feed problems, eventually to finish a gallant seventh in the heat.

The Alfa Romeos looked as though they would run without pit stops (the only over 1,600 c.c. machinery to do so) and Hezemans confirmed this by hanging onto second place for a short time while Stommelen went through one of the superb Neerpasch-organised Ford Germany pit stops. However the German F1 Brabham driver soon retrieved his loss to finish second ahead of Hezemans, Stewart and Glemser.

In heat two the front runners were much the same, with Gardner once more suffering rear tyre troubles after 30 laps or so and having to fight his way back up the field as Muir took the immaculate Camaro into a secure lead for overall victory. Gardner had led for a short while and he again set fastest lap; neither broke his recently established record. Craft did not have much luck with the Stewart shared Escort and went out with a broken valve spring fairly early on, while of the German Fords both Stommelen and Aaltonen (who took over the Mohr Capri and drove excellently) dropped out with engine troubles, the third works Capri being delayed after spectacular spin when a rear tyre went flat. So behind Muir it was the GTAms of Hezemans, Galli and F3 pilot Petri all well placed for most of the race, with Gardner passing all of them with just about 10 minutes left of the final heat to claim second place and a deserved third overall.

A spell of rain towards the end put an end to the reliable Mazdas chances of really good placings as their Japanese rubberwear seemed to slither helplessly on Silverstone grease, while another Alfa, this time a non-works GTAm for Franck/Miss Christine Beckers, also slithered off the road while in fourth place.

In the up to 1,600 c.c. division Marko's BMW 1,600 and Crabtree's Escort T-C were evenly matched with about 170 b.h.p. from their respective Weber aspirated engines, despite Crabtree's Willment entered and prepared machine having no clutch for the second heat. The Escort driver performed magnificently to haul himself up as far as seventh in this heat after starting a good half lap in arrears. A controversial waving of the chequered flag left the finish of this class battle in some dispute, with Marko taking the verdict after completing an extra lap. By the way, BMW-Alpina also entered a pair of 3-litre injected BMW 2800 Coupés, but neither went very well before falling out with serious engine maladies: in one case of the "hole in the wall" variety!

McGovern was delayed by a puncture in heat one, but was still an easy winner of the smallest division, collecting a valuable points bonus and moving the 1-litre Imp up into the lead of the British Championship with Gardner's Mustang second. Hezemans now has the largest collection of points in the European series.

The TT also acted as a kind of second Fordsport Day and received backing from the *Daily Express*. There was a traditional, for these affairs, air display and an intriguing Kart race featuring race average of not much less than 90 m.p.h. and plenty of outfumbling going on inside the pack. A decent sized crowd turned out to watch the event and it is hoped to repeat the Tourist Trophy for *Touring Cars* alternately at Brands Hatch and Silverstone.—J. W.

Results :

RAC TOURIST TROPHY—Group 2 Touring Cars—Silverstone GP Circuit Two by 2-hour Heats, aggregate time and distance final result—Mainly dry conditions

1st	B. Muir (Chevrolet Z28 Camaro—5-litre V8) ..	137 laps, 4 hr. 0 min. 44.2 sec.—99.94 m.p.h.
2nd	T. Hezemans (Alfa Romeo GTAm—2-litre 4-cyl.)	134 laps
3rd	F. Gardner (Ford Boss Mustang 302—5-litre V8)	134 laps
4th	G. Galli (Alfa Romeo GTAm—2-litre 4-cyl.)	134 laps
5th	D. Glemser (Ford Capri 2300 GT—2.4-litre V6)	132 laps
6th	G-L. Picchi (Alfa Romeo GTAm—2-litre 4-cyl.)	132 laps

Fastest lap overall : F. Gardner (Ford Mustang), 1 min. 39.3 sec.—106.12 m.p.h.

THE FRENCH GRAND PRIX—continued from facing page

matter of a few yards, while Hill was flagged off with a total of 37 laps. Amon could make no last-lap impression on Rindt and finished seven and a half seconds behind, in second place, and Hulme followed Brabham over the line with no heroics, but Gurney made a last desperate effort to get by Beltoise as they braked heavily for the hairpin before the finish and failed by half a car length. Stommelen was seventh after an enjoyable and trouble-free drive for a change and Miles was eighth, with Stewart a long way back in ninth place.—D. S. J.

Results :

FRENCH GRAND PRIX—Formula One—38 laps—306.090 kilometres—Hot

1st	J. Rindt (Lotus 72C/2)	1 hr. 55 min. 57.00 sec.—158.390 k.p.h
2nd	C. Amon (March 701/1)	1 hr. 56 min. 04.61 sec.
3rd	J. Brabham (Brabham BT33/2)	1 hr. 56 min. 41.83 sec.
4th	D. Hulme (McLaren M14D/1)	1 hr. 56 min. 42.66 sec.
5th	H. Pescarolo (Matra-Simca MS120/02) ..	1 hr. 57 min. 16.42 sec.
6th	D. Gurney (McLaren M14A/1)	1 hr. 57 min. 16.65 sec.
7th	R. Stommelen (Brabham BT33/1)	1 hr. 58 min. 17.16 sec.
8th	J. Miles (Lotus 72B/1)	1 hr. 58 min. 44.17 sec.
9th	J. Stewart (March 701/4)	1 hr. 59 min. 06.61 sec.
10th	G. Hill (Lotus 49C/R7)	1 lap behind
11th	F. Cevert (March 701/7)	1 lap behind
12th	G. Eaton (BRM 153/03)	2 laps behind
***13th**	J-P. Beltoise (Matra-Simca MS120/03) ..	3 laps behind
14th	I. Giunti (Ferrari 312B/002)	3 laps behind
15th	A. de Adamich (McLaren M7D/1)	9 laps behind

* At pits when race finished.

Fastest lap : J. Brabham (Brabham BT33/1) on lap 29, in 3 min. 00.75 sec.—160.431 k.p.h. (*new record*).

Retirements : J. Oliver (BRM 153/04) 5 laps, engine injection; P. Rodriguez (BRM 153/05) 6 laps, gearbox; J. Ickx (Ferrari 312B/003) 16 laps, engine; R. Peterson (March 701/8) 17 laps, final-drive unit; J. Siffert (March 701/5) 23 laps, accident.

20 starters — 15 finishers.

NEW LIGHTWEIGHT VICE

AT a press conference recently a new lightweight vice was announced which has great potentials for motorists who maintain their own cars.

Named "Lock-jaw" and produced by Vice & Workholding Co. Ltd. of Crayford, Kent, this vice has interchangeable jaws which are grooved and slotted to give three points of hold. Jaws are of either silicone metal for hard objects or rubber for soft or polished objects such as glass or delicate electrical fittings. One of the jaws, when reversed, rocks to enable tapered objects to be held without elaborate packing.

Mounting can be permanent to a bench or semi-permanent with a G-clamp screw mounting. For lighter work such as checking, holding or cutting, a base plate with suction pad is available which can be mounted on any smooth surface such as a bonnet, tailboard or Land Rover wing.

Produced at the moment with a 4 in. jaw, the vice weighs 3½ lb. and costs 86s. The G-clamp and suction clamp are 30s. each and a set of rubber-faced jaws are 14s. per pair.

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old-Car Matters

LOOKING BACK AT OULTON PARK
(VSCC—June 20th)

OWING to printing schedules it was not possible to publish a report of the VSCC Oulton Park race meeting last month but, this being one of the most enjoyable of this Club's annual fixtures, it merits a backward glance.

Run without serious incident in summer sunshine, this *Daily Express*-sponsored meeting commenced with the traditional parade of *Concours d'Elegance* entrants, of whom Bill Cook (1936 Rolls-Royce) took the *Cheshire Life* cup and among which there were many absentees, including some of the rarer cars, although an Iris and a Unic circulated.

In the first 4-lap handicap race Kirby's alloy-bodied replica Ulster Austin 7 was given such a generous start that no-one else caught it, or even saw it after the first lap, in spite of Clifton's Austin 20, aided by non-standard twin SUs and four-wheel-brakes (and with the late Felix Scriven in mind), going fast in its wake and Clark's Meadows HRG making fastest lap at 65.13 m.p.h. to come through into third place. A new entrant was Whittaker's quite standard 1926 Chrysler 75, which out-accelerated its group before being passed by the faster stuff; it has a home-brewed two-seater body.

Clifford's smart Riley Special, a 1934 chassis with 1937 Autovia V8 engine, ran very well to win the next 4-lap handicap, at 69.75 m.p.h., while Evans in the usually unreliable Chawner-GN, also went well, finishing second, ahead of Sam Clutton's Type 43 Bugatti.

So to the first of the important events, the Richard Seaman Memorial Historic Trophy Race, in which Martin Morris drove magnificently in his 2-litre ERA RIIB, in which he had won in 1969. He won again this year, at the record speed of 81.67 m.p.h., never being overtaken, and breaking his own pre-1940 Historic cars lap record by 1.12 sec. in the process, a speed of 84.66 m.p.h., a fine performance. Behind, Corner did all he could in Sir Ralph Millais' 3.3-litre Type 59 Bugatti, which looked a handful, needing much road on the corners. It finished 4.6 sec. behind the flying Morris, with the Hon. Patrick Lindsay a steady third in his ERA "Remus". Hine drove Llewellyn's 8-litre Bentley Special into fourth place and on handicap the winner was Rogers' fast AC Special.

Next, to celebrate the Morgan's 60th anniversary, 15 Morgan three-wheelers, propelled by JAP, Matchless, Ford and Anzani engines, did battle with selected vintage four-wheelers, as at a New Cyclecar Club Brooklands' meeting when three-wheelers had been reinstated, following the fuss caused by Ware's accident in a Morgan in the 1924 200-Mile Race. This Oulton race was great stuff, the Morgans performing without passengers, although these intrepid enthusiasts denied that they had refused to ride at speed round Oulton Park! Eyre's Ulster Austin 7 won from Weeks' Morgan-JAP and Western's four-cylinder Morgan with its bonnet secured by that cyclecar standby, bungee-rubber. From scratch Crocker's Lagonda Rapier, then leader in the MOTOR SPORT Brooklands Memorial Trophy contest, could do nothing, in spite of making fastest lap at 68.74 m.p.h. As only two of the Morgans retired and they were a splendidly stirring sight and sound, this must surely be a regular race at VSCC Oulton? Ex-Morgan racer, Clive Lones, started them . . .

Neil Corner, who bought the 1925 Sunbeam "Tiger" for just this purpose, then set about winning the Seaman Vintage Trophy Race and had no opposition, although the twin-blower V12 engine's habit of blowing-off from its release valves caused speculation as to whether Segrave's old Land Speed Record car would last the distance of 10 warm laps. It did, averaging 75.0 m.p.h. to Morris' 81.67 in the earlier race, Corner lapping at 78.51 m.p.h. He was out of sight of the field soon after the start, with Hine's 4.4-litre Bentley two-seater a credible second, while Kain in his Type 35B Bugatti on "proper" alloy wheels and Rippon in his vivid yellow Type 35B on wire wheels duelled furiously for third place until both their engines went sick. Rippon arrived at Old Hall Corner on lap 7 with locked o/s front wheel, and both Bugattis failed to complete another circuit. No-c unlodged Hine, but this put St. John's alloy-wheeled Type 3 Bugatti into second place and Morley in the 24-litre Napier-Sunbe fourth, pursued by Barraclough's four-seater Bentley. On the r home the big aero-engined Sunbeam caught the Bugatti in a ve close finish, a splendid effort, because Morley had had quite a dri twitching the car through the corners with more accelerative pow than the back wheels could transmit, coping as best he could with t absence of a flywheel, and finding it better to run at 2,000 r.p.m. third gear of the rebuilt pre-selector gearbox than slog along at 1,5 r.p.m. in top.

After all this Brooklands'-like excitement the chain-driven Fraz Nash and GN cars had their handicap, won by Smith's 3½-litre Alv engined creation, power being provided not only by the correct Anza Meadows and Gough engines but also by Alvis, AC, Lea-Franc British Salmson, Riley, BMW, and even a 1939 Lancia Apri engine. Corner walked off with the All-Comers' 12-lap scratch ra for Historic Racing Cars from Lucas in Wilks' Lotus and Cottan Connaught, in his 3-litre GP Aston Martin, setting another new cla lap record of 90.52 m.p.h., and two more short handicaps concluded delightful day's sport, the winners of which were Clark's Meadow HRG and Knight's Riley Special. Many of the Maseratis whi should have run were non-starters, but Summers drove the 1934 8C once used by the late Gavin Maxwell as a road car, now endow with a white *monoposto* body, and Lord Doune's 1930 8C two-seat was a fine sight, driven by Fielding.—W. B.

Results:

Richard Seaman Memorial Historic Trophy Race (10 laps)
1st : M. H. Morris (ERA) .. .. 81.67 m.p.
2nd: E. N. Corner (Bugatti)
3rd : H. P. Hine (Bentley)

Richard Seaman Memorial Vintage Trophy Race (10 laps)
1st : E. N. Corner (Sunbeam) .. .. 75.0 m.p.
2nd: H. P. Hine (Bentley)
3rd : F. P. Morley (Napier-Sunbeam)

All-Comers' Scratch Race (12 laps)
1st : E. N. Corner (Aston Martin) .. .. 87.15 m.p.
2nd: C. Lucas (Lotus)
3rd : A. S. Cottam (Connaught)

First 4-lap Handicap: J. Kirby (Austin .. .. 54.79 m.p.
Second 4-lap Handicap: C. Clifford (Riley) .. .. .. 69.75 m.p.
Third 4-lap Handicap: M. Eyre (Austin) .. .. .. 62.69 m.p.
Fourth 4-lap Handicap: G. Smith (Frazer Nash) .. .. .. 74.43 m.p.
Fifth 4-lap Handicap: R. J. Clark (HRG) .. .. .. 63.78 m.p.
Sixth 4-lap Handicap: K. Knight (Riley) .. .. .. 72.66 m.p.

Fastest lap of the meeting: Corner (Aston Martin), 90.52 m.p.h. (new record).

V-E-V Miscellany.—When the owner of a bull-nose Morris Oxford two-seater moved overseas he had the car shipped by Pitt & Scott, experts in packing and forwarding antiques, and the journe was made without a scratch. A. B. Demaus is doing research fo a book on cycling, motor-cycling and private motoring in Worcester shire during the period 1880 to 1930 and would be glad of an information from former owners and employees of such Worcester shire products, particularly the Santler (or Malvernia) car, the Webb and the New British light cars and other one-off or baker's dozen products. Letters can be forwarded. During June the Rev. Robin Newman undertook to try to drive his 1928 Austin 7 Chummy from Land's End to John o' Groats in 36 hours, single-handed and unaided, if beforehand the sum of at least £500 was guaranteed if the run was successfully accomplished, this money to go towards restoration of Dingestow Church, Monmouth. The Austin is used to cover more than 100 miles a week on the Vicar's parish affairs.

As we go to press we hear that the Rev. Robin Newman exceeded his intended average speed between Land's End and John o' Groats in his 1928 Austin 7, which did better than 26 m.p.h. overall for the 882 actual miles covered, thus earning useful revenue for his church restoration fund.

The National Traction Engine Club has published a 56-page picture book of "Engines at Work" which contains 224 photographs of traction engines in action, pulling heavy loads, after accidents and abandoned, of all types and makes, not forgetting steam waggons, of which Aveling & Porter, Garrett, Sentinel, Foden, Allchin, Ransome, Atkinson, Yorkshire, Leyland, Fowler, Straker, Burrell and 1904 Hindley are pictured. Stationary engines and tracked steam tractors are included and by using printing blocks from their journal the book is sold for the modest sum of 40 n.p. or 8s. Copies are obtainable from J. Crawley, Field House, Turvey, Bedfordshire, if postage is included, on mention of MOTOR SPORT.

FACTORY METHODS OF THE VINTAGE ERA. No. 13: HUMBER.—In 1930 the famous, very long-established Coventry firm of Humber Ltd. was a flourishing concern in its own right, making, early that year, more cars in a week than ever before, a total of about 200, with the new 25 h.p. Snipe the prominent model, although the 16/50 Humber was still very much in production.

In those vintage days, so soon to run out, the Humber factory employed some 3,000 workers, had a machine shop of 180 ft. x 210 ft., a very big body shop and its own foundry. The spacious machine shop was virtually a series of miniature factories, for engines, gearboxes, back axles and other main components were separately machined therein. Already full automation was foreshadowed by some of the machine-tools in use, such as a £6,000 Bullard which did six consecutive operations on hubs and differential cases automatically. So that a complete hub was machined every three minutes.

Power units were moved by hand on metal roller conveyors through the machine room and erecting shop, and on to the chassis assembly line. The chassis and the bodies were completed and mated on a conveyor line. But if vintage-car enthusiasts are apt to throw up their hands in horror at such inhuman methods of assembly in the "golden years", at least it can be put on record that Humber Ltd. still painstakingly tested every outside-supplied component and material, even to the wool used for the upholstery, which was periodically checked for quality and consistency.

Some 300 bodies were built up at the same time, including special orders such as saloon landaulettes with special fittings and trimmings. Yet the demand for Humbers in 1930 was apparently such that not more than a dozen out of the daily production of perhaps 30 would be static in the stockroom.

In the foundry the iron was poured at 5 p.m. each day, and by 2 a.m. the next morning the castings, formed from molten metal poured first from an overhead crane, then from hand cupolas operated by two men, were cool enough to be knocked out.

Humber used an electrically-heated Wild-Barfield muzzle at 830°C. to heat-treat crown wheels whose teeth were formed on a Gleason cutter, the treatment being applied for five minutes before further cutting with a special Humber-Gleason tool. Distortion of a crown wheel was controlled to a limit of 0.001 in., resulting in a very quiet final drive.

Humber had their own metal-stressing laboratory, spun white-metal into big-end bearings, shot-blasted certain iron and aluminium parts and electrically-riveted spring pads to the back-axle casings. Each engine was run-in for eight hours, in batteries of four, coupled by belt to drums which turned dynamos which gave current to the factory supply, supplementary to the mains electricity. While they were being run-in the engines were supplied with filtered oil, which ran out of the crankcases from which the drain plugs had been omitted, into pans, from whence it was fed *via* large-diameter pipes to an electrically-driven Sharples purifier, to be returned to the engine on the test-bed through the filler orifice. Of the eight-hour test, four hours were run lightly loaded, two hours at half-throttle and two on full-throttle. In a clean, well-lit, fume-free shop engines were tested day and night, the test-shop capacity being approx. 50 engines in 24 hours.

Finally, the finished and inspected Humber Snipe or 16/50 would be collected by owner or delivery driver and before he left the Humber there would be made available at a little office by the gate a report on the state of the main roads, amended every few hours. I do not recollect that this system still existed when I took a road-test Sunbeam-Talbot away from Ryton-on-Dunsmore one snow-bound winter's day in the Rootes régime.—W. B.

V-E-V Odds and Ends.—The Mulliner Austin 7 Register has 14 cars listed, of which six are saloons (of two types), two are coupés and six are sports models. The Registrar has built an Austin 7 Special from vintage parts which is vaguely a replica of the 1923 team cars, using a 1925 engine and 1927 chassis, and carries one of their Reg. Nos., OK 7095. A recent issue of *Illustrated Weekly of India* carried a picture of a vintage car owned by the present Maharaja of Bharatpur, showing it to be a boat-tailed tourer with slatted rear tank and Dunlop herringbone-tread tyres, but not disclosing the make. Rolls-Royce Ltd. have appointed Rippon Bros., of Huddersfield, their oldest Distributors, as sole distributors of chassis parts for 1904 to 1940 Rolls-Royce and 1933 to 1940 Bentley cars. Finally, an aside on the letter last month from Bill Fleming about the Triplex 1924 Rolls-Royce Silver Ghost. We never called the governor an "outside" hand-throttle—the printers did that. What we intended to call it was an *outsize* hand-throttle . . .

VINTAGE POSTBAG

"The Restoration of the Decade"

Sir,

Thank you for a delightful article on Philip Mann's 1914 Mercedes, including such beautiful colour pictures. I am especially pleased with them as I am at the moment engaged in a model of that very car in one-forty-third scale, which I hope, if successful, to market as a metal kit some time next year when I return to England.

However, having studied all the contemporary photographs I could lay my hands on, there are two things which I feel are not as per 1914. (I wonder if you could comment?)

First, the front axle. For a long time I had assumed it to be of I section, but I suddenly realised that all the photographs I had seen of the 1914 race appeared to show it *tubular*. Only in pictures of the cars at a later date, with front brakes, is it clearly I section. However, your picture on page 625, taken from a works drawing, shows it I section. For photographs, see "Profile" No. 1.

Secondly, the tail. The car in the Mercedes-Benz museum would appear to have rather a rounded tail, similar to that (now) on the Philip Mann car. Most pictures I have seen of No. 28 in 1914 do not show the tail—but to the best of my recollection (all books in England!) there is a glimpse of No. 28 just appearing in the photograph of the line-up at the start in T. A. S. O. Mathieson's "Grand Prix Racing 1906-1914". This shows that tail to be more square, similar to the Sailer car—as drawn in the profile drawing.

I am very pleased to have such a clear photograph of the tank top, though I thought that the air pressure gauge was turned further round in the direction of the mechanic? Nit-picking, perhaps, but I like to know as much as I can about an original before modelling. Then anything that is not as standard on my model is because I decided it would have to be made like that, and not because I made a silly mistake! If you could comment on these I would be most pleased.

BFPO 64. PADDY STANLEY (RETD.)

Sir,

I was most interested to read your article entitled "The Restoration of the Decade" referring to Mr. Philip Mann's 1914 Mercedes. I was Mr. C. G. Brocklebank's mechanic from 1919 to 1929 and can furnish you with more information on this car, which may be of interest.

Firstly, Mr. Brocklebank bought the "Little White Merc", as it was known in 1922, straight from Count Zborowski, who was a friend of his. I was at the sale and Mr. Brocklebank bought the car with the idea of making it into a fast touring car and a tender to the 1913 GP Peugeot, which was bought in Euston Road for £75 in 1920 by Mr. Brocklebank. The body of the Mercedes was made by Storys of Camden Hill Road to Mr. B.'s drawings and Rudge Whitworth wheels —880 m 120 Michelin tyres, beaded edge, with 13 security bolts in each wheel, were fitted, which could be interchanged with the Peugeot. We also fitted the Zenith carburetter for easy hand starting.

We toured France with this car in 1924 and on the return journey left it in Paris to be fitted with f.w.b., and as the brake rods were complicated it was decided to fit direct to the hand-brake lever only. We used this car extensively for two years and then fitted a Berliet engine from a car Mr. Brocklebank had raced a couple of times, without success. The work was carried out by L. C. Rawlence & Company of Lower Marsh, Waterloo. After six months Mr. Brocklebank ordered one of the 200 supercharged Mercedes which, I believe, was the first new design Mercedes produced after the 1914/1918 war, and was on the Show Stand. Capt. G. Fane bought the "White Merc" from Mr. Brocklebank and the original engine, and I believe it was reinstated in a garage near Mr. Fane's home.

It may also be of interest to you to know that Mr. Brocklebank bought No. 3 3-litre 1922 Vauxhall (from the same team which Mr. Cook raced so successfully) from Capt. Gallop. Mr. Brocklebank took this car to Storys who fitted a new body to it with a streamlined tail, but Mr. Brocklebank was not happy with this car. However, at this time he married and racing for him was "out" and the car was sold to the late Mr. Jack Barclay, who cut two feet off the tail and raced it and collected 11 class records with it. Incidentally, I founded the Fiat 500 Club in 1948 and used your journal many times to advertise our meetings.

London, W6. J. A. JAMES.

Sir,

I read with great interest your account of the restoration of the 1914 French Grand Prix Mercedes, and this prompted me to look further into the matter, particularly with respect to the car which De Palma took to America.

The information contained in this letter is summarised from contemporary American weekly journals and race reports, in which there is a most infuriating lack of technical detail on specific cars.

We are informed that when De Palma left America for Europe, to drive in the French Grand Prix, "he announced his intention of bringing back a Vauxhall racer". It is probably safe to assume that this was the car in which he was entered for the Grand Prix, particularly when the following article is borne in mind, which, because of its importance (or at least its implied importance) is quoted exactly as printed :

"Ralph De Palma arrived in New York last Wednesday, August 5th, with the Mercedes with which Lautenschlager won the French Grand Prix, having left Germany just in time to prevent the car being commandeered for military purposes. He was on the sea when war broke out.

"Ralph will be seen in action with this car at Elgin and may drive it in the Vanderbilt and Grand Prix races at the Panama-Pacific International Exposition next winter. If De Palma can win another Vanderbilt Cup Race with a Mercedes, the famous William K. Vanderbilt, Jr., trophy will become his permanent property. Should De Palma decide not to drive the Mercedes in California, he may be seen on the new Vauxhall racer which the Vauxhall Co. in England is building for him. This, of course, depends upon war conditions a few months hence. De Palma drove the Vauxhall in the recent French Grand Prix and, while he had transmission trouble, he believes the car's motor to be one of the most phenomenal he has seen."

Now this, of course, does not prove that the winning car went to America, but nevertheless is very interesting, and another quote one or two weeks later states that "the De Palma Mercedes will probably receive the most attention of the European cars, because it is the same car with which Lautenschlager defeated the crack drivers of the Old World and won the 1914 Grand Prix of the Automobile Club of France". This is a reference to the entries for the Elgin races in August, 1914, and it is noted that the car was entered by a Mr. E. C. Patterson.

De Palma went on to win both Elgin races with the car, and later ran it at the Brighton Beach track in early September, at Kalamazoo in late September, Brighton Beach track again in mid-November, and in the Carona road races late in November. There is a rather poor photograph showing the car at Elgin, but I don't think that it is possible to draw any conclusions regarding identification from it.

The reference to Mr. Patterson is interesting, since he is stated to be the owner of the car in a May, 1915, preview of the 500-mile race at Indianapolis. A photograph of him is printed, and there is reference to him as "saving the car for the 500-mile race". Exactly who this man was I do not know, but he was obviously involved with the car in August, 1914, and it was possibly (or maybe probably) he who instigated its removal to America. In any case, we know that the car did, in fact, appear in races in 1915 in addition to the 500-mile at Indianapolis.

By early 1915 it must have been known in motoring circles that the car was not, in fact, the winning car of the 1914 French Grand Prix, since we have in a May article a reference to "the little Mercedes that finished second in the Grand Prix of France last year".

So here we have two references stating the car to have been both the winner and the second in the Grand Prix. These references are from the same American weekly publication (Horseless Age), and it is possible that the actual Grand Prix history of the car was not known at all, either by Patterson or anyone else across the Atlantic. This is understandable, considering the correspondence in *The Autocar* during July, 1914, between Mr. Gordon Watney and Milnes-Daimler-Mercedes Ltd.

None of this information may be new to you, but it provided me with some enjoyable moments in researching it.

Warley. I. J. JEAVONS.

Sir,

I read with great interest the article concerning the 1914 GP Mercedes and hope the following information will be of interest. In the early thirties a certain McClive Halley of New York had a sports/racing car built for him. This would appear to have been constructed by a Charles Zumbach and used a 2-litre Miller engine in the ex-De Palma Mercedes chassis. The machine was fitted with a bodyshell formed from stainless steel and was used for racing and road driving. Unfortunately, after 10 or 12 years' use, the car was burned out in a road accident. Maybe some American readers could enlarge on this ?

Luton. JOHN FRY.

[The article on Mr. Philip Mann's 1914 GP Mercedes rebuild has aroused widespread interest but was marred by a couple of printing errors, the outside fuel lines being described as "upper" instead of copper and the car's gait being rendered as "gate". The fuel lines may well be a means of identifying individual cars of the team, because they emerge from the last o/s scuttle louvre on some cars, from further forward through the bonnet boards on one or more of these cars and the anti-fracture loops were not used on all the cars. So far as the Rev. Stanley's query is concerned, the front axles were of I-section but poor quality photographs made them appear tubular in some cases. Finally, we are informed that we were in error in saying that the ex-Peter Clark Mercedes went to Briggs Cunningham on the death of Cameron Peck. Apparently Mr. Peck is very much alive in Tucson, Arizona, although he liquidated his collection of old cars when he moved to this address in 1952. Our apologies.—ED.]

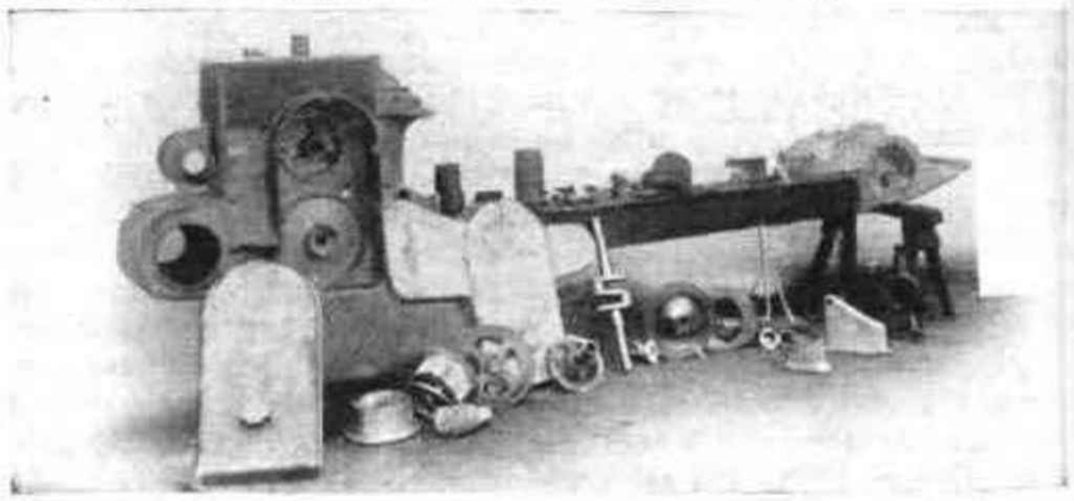
* * *

The Parnacar

Sir,

I enclose some photographs which may be of interest showing the chassis/engine block and various other component parts of what I believe was known as the Parnacar.

The parts were, I believe, designed and manufactured by Mr. A. E. Parnacott at his premises at Penge, and he was assisted in this venture by my father, the late J. W. W. Munro. The chassis, engine block and rear axle housing comprised one assembly, the engine block and rear axle housing being made of aluminium, giving demonstrable lightness, as a picture of the whole structure supported on the back of one man proves. [This picture not reproduceable.—ED.]



It appears from the photographs that the power was supplied by an in-line vertical twin, which may have been air-cooled, judging by the fins.



I would be interested to hear from anyone who can throw any further light on this vehicle, and in particular whether it was ever actually driven, as I seem to have recollections of being told that it had four-wheel steering (and wheels which banked on corners ?).

Wimborne. I. A. B. MUNRO.

[I remember attending a war-time IAE lecture by Mr. Parnacott. The second picture probably depicts his independently-sprung (?) trailer loaded with parts of a Parnacar, outside the Penge premises.—ED.]



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

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

CHAMPION

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A stopper

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

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RUMBLINGS

■ **50 M.P.G. AT 42 M.P.H. FOR 1,000 MILES IN 24 HOURS.**—Although our oft-expressed ideal of 60 m.p.h./60 m.p.g. seems as much wishful thinking as ever, the recent performance of a Citroën Dyane is certainly commendable. It was driven 1,016 miles in 24 hours on a congested route in Britain which took it over all types of roads in most of the English counties. A fellow and a girl started off from Total's London headquarters, headed for Bournemouth, into heavy holiday traffic, went over to Bristol, then to Shrewsbury, Preston, Lancaster, Brough, Barnard Castle, across country to Whitby, to Scarborough, and then back *via* York, Peterborough, Cambridge, Bury St. Edmunds, Diss and down to Ipswich. After that it was into more heavy traffic at Colchester, Braintree, Bishops Stortford and Stevenage, to finish up at Silverstone. Although they stopped for meals, the drivers averaged 42.3 m.p.h. in this scarcely run-in 435-c.c. air-cooled flat-twin, which, running on Total 3-star petrol, gave an overall consumption of 50.53 m.p.g., and 750 m.p.p. of Altigrade GT 20/50 oil.



The Citroën at the conclusion of its 50+ m.p.g. round-Britain journey.

Considering how one has to press-on to average more than 40 m.p.h. in larger-engined cars, this seems a decent performance. Moreover, we were glad to receive this proof that Total are still interested in selling petrol, because in the writer's home town the Total service station has been closed for months, although still proclaiming "Double Pink Stamps", "Free Tyre Safety Checks", "Pay by Cheque" and "Barclaycard Welcome Here", whereas in the area you can fill up with Amoco, Burmah, Cleveland (two stations), Cerfew, Esso (two stations), National (two stations) and Shell (two stations) . . .*

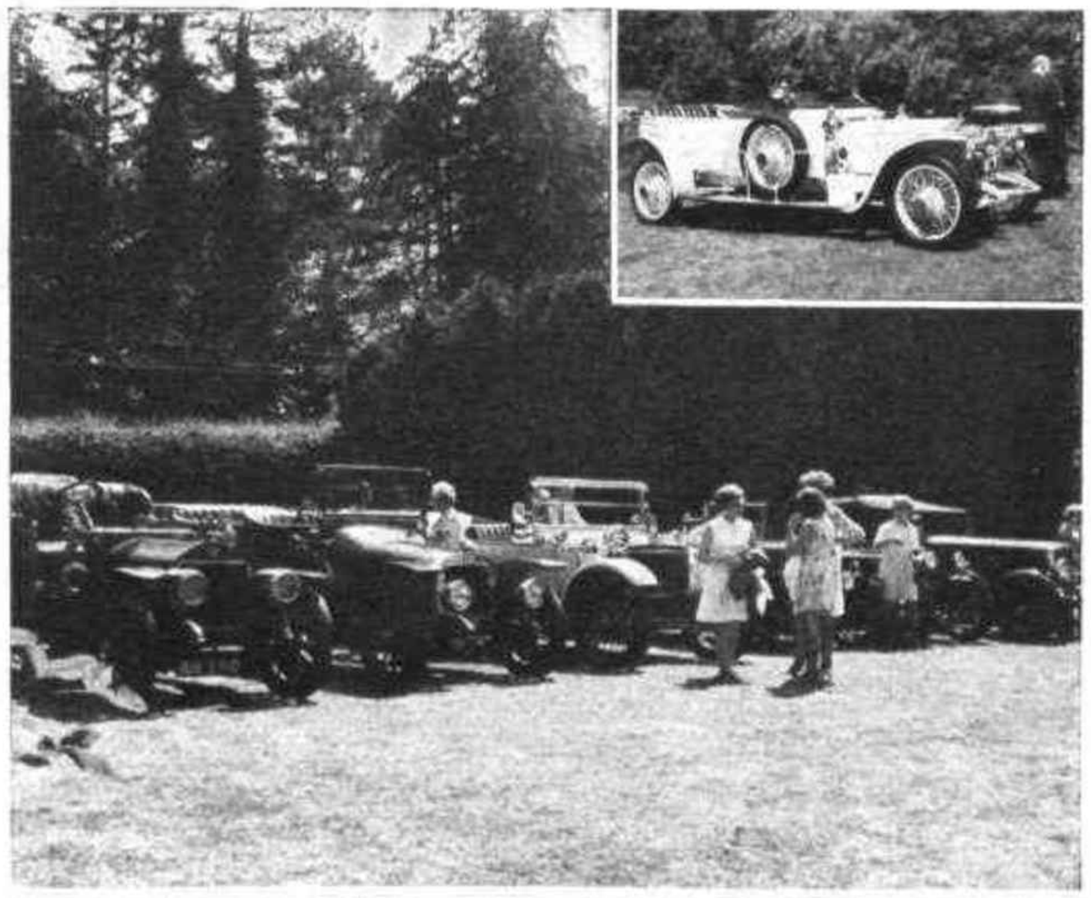
■ **AERODYNAMICS.**—The photographs of the Porsche 908/3 cars in the Targa Florio prompted a reader to write in suggesting that we had gone the full circle, for he thought they reseembled the 2-litre "tank" Bugattis that raced at Tours in 1923. Oddly enough, while standing in the Sicilian sunshine with John Wyer, before the Targa Florio, he made exactly the same observation. Our own thoughts were that the aerodynamic thinking was similar to Jim Hall's Chaparral, in which the object was to prevent any air passing under the car and force it all upwards and over, whereupon the Chaparral movable aerofoil took charge of the air flow and used it for a variety of purposes. When Eric Broadley first saw the Chaparral come out of its trailer without the aerofoil mounted on the tail, he remarked that the car had the aerodynamics of a brick, and when we mentioned this Wyer told us that he had recently spent an interesting morning with the chief aerodynamacist of a large aircraft firm and had taken along the wind-tunnel drag figures for a Porsche 917. On looking at the figures this man had made the same remark as Broadley, saying that from an aircraft point of view the Porsche 917 was as streamlined as a house-brick. During the Targa Florio the "Mickey Mouse" Porsches were reaching 175 m.p.h. along the coastal straight with complete stability, rather indicating that aerodynamics and racing cars are a lot of eye-wash, and that stability comes from mechanical design, not the addition of gimmicks. If you cannot design your car to look like a "Concorde" you might just as well make it like a "tank" Bugatti of 1923.

Before the Le Mans race Wyer put out some interesting facts regarding the 5-litre Porsche 917 cars, which obviously stemmed from his aerodynamic and wind tunnel studies. He indicated that the top speed of the Gulf-Porsches would be in the region of 212 m.p.h. and discounted "drivers' tales" of 230 m.p.h. (a figure that increased to 240 m.p.h. during the practice week). During the race the fastest 917 was timed at 205 m.p.h., so Wyer was not too far out. It was estimated that an increase of 68 b.h.p. at the rear wheels was needed to raise the speed of a 917 Porsche from 200 to 210 m.p.h., and that power was used merely to overcome air resistance, it did not take into account rolling resistance from tyres or transmission losses at the higher speeds. He went on to say that a further 74 b.h.p. would be needed at the rear wheels to increase the top speed from 210 to 220 m.p.h. As the 5-litre Porsche engine was giving about 50 b.h.p. more than the 4½-litre Porsche engine, he did not bother to go on into the realms of 230 and 240 m.p.h. All this makes the quotes by Vic Elford last year, and this year, rather suspect. Shall we just leave it that he is very enthusiastic about the Porsche 917 and even more enthusiastic about the 5-litre version. There is nothing wrong with being over-enthusiastic about the cars you race; in fact, it is quite refreshing.

■ **BIRTHDAY PARTY FOR A ROLLS-ROYCE.**—It was a nice gesture on the part of Jimmy and Dulcie Skinner to hold a birthday party at their Basingstoke home to celebrate the diamond jubilee of their Rolls-Royce Silver Ghost tourer, "Olwen". Apart from the birthday of this beautiful white 1910 Rolls-Royce, the party on the lawn was a get-together of those who formed the British team in the 1954 Anglo-American Vintage Car Rally.

So, drinks in hand and toasting the car in champagne, we mingled with the Wolseley-Siddeley (all the way from Sheringham), 12/16 Sunbeam, 38 h.p. Lanchester (all Edwardians), 12/50 Alvis, Anzani Frazer Nash and twin-cam 3-litre Sunbeam, which Fitzpatrick, Denne, Hutton-Stott, Clarke, Pugh and Heal drove in the rally. Drawn up together these cars looked no older for their ordeal of 16 years ago and were overshadowed only by the magnificent Rolls-Royce which, with its engine running, condescended to accept a glass of champagne and a 3d.-piece-on-edge on its radiator without spilling a drop or dropping the coin.

Supporting cars at this pleasant garden-party included two vintage Bentleys, a 501 Fiat, Barker's Bébé Peugeot, Philip Mann's Bentley Continental, Clutton's Type 46 Bugatti saloon and many fine pre-war and post-war Rolls-Royce and Bentley cars; unfortunately the ex-Barry Dove Sunbeam 16 had run a bearing *en route*. In Mr. Skinner's garage we saw his splendid Rolls-Royce Phantom gentleman's carriage,



Some of the cars which formed the British team in the 1954 Anglo-American Vintage Car Rally on Jimmy Skinner's lawn, with, inset, his Rolls-Royce Silver Ghost which was celebrating its 60th birthday.

*Now re-opened—no stamps but 6d. a gallon off.



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'Rally Ride' Applications

Make	Model	Year	Front	Rear
Austin	Mini & Mini Cooper	1959-Oct 64	4858	4857
B.M.W.	1600/2	1966 on		2004
	1800	Oct 66 on		2005
	2000 CA, CS, T1			
	T1 LUX	1966 on		2005
Fiat	124 Saloon	1966 on	2346	2347
	124 Sport	1967 on	2348	2349
	124 Station Wagon	1967 on	2350	2351
	125 Saloon	1967 on	2352	2353
Ford	All Cortina and Corsair models (except Cortina Estate)	1962 on		4983
	Escort–all models	1968 on		2354
	Capri–all models	1969 on		2369
Hillman	Imp, Imp Sport & Imp Californian	1963 on	2014	2013
Mercedes	220B, SB, SEB, 190C, CD	1962 on		2034
	250S, 250SE, 300SE	1965 on	2033	2027
	200, 200D, 230 & 230S	1965 on	2031	2029
Mini	850 Mk. II & 1000 Mk. II	1969 on	4858	4857
Morris	Mini & Mini Cooper	1959-Oct 64	4858	4857
Opel	Rekord C 1.5/1.7/ 1.9L Coupe	1964 on	4859	
	Kadett B, Olympia A, Coupe 1.1/1.5/ 1.7/1.9	1968 on	4855	
Renault	R8 Model 1130, R8 Major 1132	1962 on	4984	4982
	R10	1966 on	4984	
	R16	1966 on	2361	2362
Riley	Elf	1961-Oct 64	4858	4857
Rover	All 2000 models	1963 on		2363
Saab	96	1960 on	4845	4840
	99	1968 on	2319	2318
Singer	All Chamois Models	1965 on	2014	2013
Sunbeam	Imp Sport & Stiletto	1967 on	2014	2013
Triumph	1300 & 1300 TC	1965 on	4978	4979
Vauxhall	Viva & Beagle (HA Models)	1963 on	4996	4985
	Viva HB Models	1966 on	2364	2365
	Victor 101 FC, VX490 from Chassis No. 50880001	1964-67	4987	4986
	Victor 1600 & 2000	1967 on	2366	2367
Volkswagen	1200 (Beetle)	1952-66	4838	4848
	1200, 1300, 1500 (Beetles)	1965 on	2185	4848
	1500 Saloon & Estate, Karmann Ghia Coupe & Convertible, 1600 (all models)	1962 on	4849	4848
Volvo	122S & 121	1957 on	4847	4850
	142, 142S, 144, 144S, 145 & 145S	1966 on	2010	2011
Wolseley	Hornet	1961-Oct 64	4858	4857

his Rolls-Royce Twenty tourer, his pre-historic Daimlers, and a recent Rolls-Royce Silver Dawn, etc., not forgetting the Austin 12/4 two-seater on which he learned to drive. In a speech to his friends Jimmy said most of us were now old (Cecil Clutton strongly denied this!) and had had our fun. But he strongly recommended youngsters of 30 or so to get an old car at once, even if it means mortgaging the house, because soon it will be later than they realise and he is certain things are going to get far worse from the viewpoint of owning a vintage and veteran car. That over, it was all smiles and champers again, at this unusual and informal tribute to a fine Edwardian motor car.

Not that there is anything new about birthday parties for motor cars—Anthony Heal, who was present, had one for his 1919 5-litre racing Ballot when it was 21 years old, and we described a Ferrari OC party last month . . .

■ **THE AD. MAN'S LANGUAGE.**—It's a sober thought that America, once the land of all-alike dreary black tourers and later of flamboyant wallowing bigsters, today looks on cars as personal possessions perhaps more than Europeans do and not only that, but buys them on firm sporting grounds, if the ad. men are to be believed. Certainly American automobile advertising is more blunt, knocking and punch-line than ours.

Flicking through an American auto magazine, what do you find? Well, Lincoln-Mercury presenting our Ford Capri as "The first sexy European under 2,300 dollars", for a start. The imports from Europe battle it out, Alfa Romeo telling the customers that "There's only one sedan anywhere with fuel injection, twin-overhead-cam engine, 4-wheel disc brakes and a 5-speed gearbox", which Citroën counter with the comment that "If you ever wanted to pass in a Porsche, see a Citroën dealer", the inference being that the Citroën takes only 9/10's of a second longer than a Porsche 912 to accelerate from 50 to 60 m.p.h.—which is a nice free ad. for Porsche, and Citroën rather spoil it for themselves by adding that a s.s. ¼-mile takes two seconds longer in their car than in the Porsche. But they try to cover up by adding that a Citroën has the braking power of a Ferrari and the gas economy of a VW bug.

Renault also adopt make-comparisons in their American advertising, saying of the Renault 16 that its ride can only be compared to that of the Mercedes, Rolls or Citroën, its doctor-designed seats to those in a Rolls, reminding you that Chapman uses the Renault 16 engine in his Europa and that Stirling Moss has written ". . . I think that each British motor-car manufacturer would do well to purchase one just to see how it is put together". The Renault 16 happily consents to offering a course in the Renault 16, adds this advertisement.

Mercedes-Benz play on the *un*flashy aspect of the 280SL, saying it "does not resemble a rocket-ship or a fugitive from a race track". Rover picture their "Baby" V8 against the outline of a comparably-priced "one of Their's" (a monster of a sedan), remarking snidely that "The unwieldiness of big vehicles is something you have to put up with in moving vans, of course, but we don't understand the idea of hanging it out over the sides, front and rear end of a passenger car to no earthly purpose and then bragging about it", challenging the reader to write and tell British Leyland Motors Inc. of New Jersey if he finds anything lacking in the Rover V8 that the biggest car in the World has, short of TV sets, stock tickers and atrocious gas mileage. . . . Jaguar pictures an E-type wearing a big Union Jack, comparing it in a table with the performance of a Maserati Ghibli, Mercedes-Benz 280SL and Porsche 911E, saying that "With comparable equipment, the Jaguar costs less than any other great sports car. . . ." Volvo draw attention to their fuel injection with the punch line: "It Goes Faster Without the Carburetters", Lotus, rather surprisingly, picture the Elan as a prestige carriage for opening elite doors, Buick say don't only read about the Buick Opel GT, drive it, and Saab comment that "Until now, you just wanted our body . . . but now we've added a mind, referring to the computerised fuel-injection engine in the Saab 99. Datsun rely on racing domination to sell the 1600 and 2000, saying "The Datsun Track Star swamped the field at Daytona", which looks decidedly weak against Porsche's listing of 49 wins in major events, many of them SCCA sponsored, since 1960, and their claim to have won more than 1,000 major races in 21 years but saying that even when they lose they learn something. MG advertise the Midget as they do here, with a girl and boy theme, only the girl has less on and the boy bigger muscles, in the USA.

It is interesting how American makers counter this powerful performance of the Ad. men. Dodge, it is true, tries to explain a price reduction for the Dodge Super Bee by explaining how they have used

Continued on page 853

THE DUTCH GRAND PRIX

A technical step forward

ZANDVOORT, HOLLAND, *June 21st*

AFTER a certain amount of alarm and despondency the Dutch organisers managed to raise the finance necessary to organise their Grand Prix, and, in fact, they did better than expected in that they could afford to take 20 starters according to the Geneva agreement of the Formula One constructors. They had 27 entries inscribed on their list, of which 24 turned up for practice, and the system of qualification was quite simply a matter of taking the fastest, after the "chosen 10", and all times recorded in the three practice sessions were to count. There was more than enough time for practice, with two hours on Friday afternoon, two hours on Saturday morning and a final two hours on Saturday afternoon, added to which many teams had been testing on the circuit during the early part of the week. Many of the teams who rely on Cosworth Engineering for their power plants were muttering and grumbling about a shortage of engines, those who are well organised with Cosworth were more or less all right, those who are not so well organised had cars without engines, the V8s following post haste by air transport, and those who are at the back of the queue or out of favour with Cosworth had "what they stood up in" with little to spare. With 16 runners relying on Cosworth engines, four spare cars amongst them, and everyone expecting to have two engines per car, and the more affluent and successful having three engines per car, it means there are more than 40 engines mulling around within the Grand Prix "circus", so it is not surprising that Cosworth Engineering sometimes stumble and fall. On the other hand, the Yardley BRM team were in a fairly happy position, for having three drivers who accept what they are told is good for them, without fuss or bother, the racing department have been able to get on with some useful work and the result was that they had four complete cars at Zandvoort, Rodriguez with 153/02 and a brand-new one 153/05 as spare, Oliver with 153/04 and Eaton with 153/03, now painted in the Yardley Perfume colours. Ferrari had three cars, all flat-12 cylinder models, with Ickx driving 312/001 and 312/003, both carrying number 25, and the Southern Swiss driver Regazzoni making his Formula One debut with 312/002. However, during the three practice periods various troubles with fuel systems, fuel pumps, exhaust systems and a seizing engine caused the two drivers to ring the changes on all three cars, the racing numbers of 25 and 26 being changed around freely. The Matra team of Beltoise and Pescarolo had their usual two V12-cylinder cars, the former having no windscreen, merely a raised deflector lip to the front of the cockpit, and the latter having a dark Perspex wrap-round screen.

In addition to the new BRM there were other new cars. The Alfa Romeo V8 special McLaren of de Adamich had been rebuilt onto a new M14 (1970) monocoque chassis and suspension, Tyrrell's second March, number 701/4 had been completely rebuilt using a light-gauge monocoque and all the latest suspension modifications, Stewart having it as a spare to 701/2, and the little Swiss driver, Silvio Moser, arrived with his brand-new one-off car by Guglielmo Bellasi, an Italian Formula Three exponent. It used the Cosworth V8 engine and Hewland gearbox from Moser's old Brabham, as well as Brabham wheels and drive-shafts, but the basis of the car was a riveted aluminium monocoque, rather large in cross-section, but very tidily executed, with the engine/gearbox aggregate forming the rear half of the car in typical British style. After much speculation Tyrrell produced a substitute driver for Servoz-Gavin, who has given up racing of his own volition, and this was the French Formula Three and Formula Two driver Francois Cevert, well known to be a blue-eyed boy in the eyes of the ELF petrol company who have a large stake in the Tyrrell Racing Organisation. He was given the Tyrrell March 701/7 that Servoz-Gavin last drove. The McLaren team were back in the field with Dan Gurney making a welcome return to Grand Prix racing, taking over Bruce McLaren's car M14A/1 and being nominated as the team's "chosen" driver, for Hulme was unable to take part in this race as his left hand was still heavily bandaged following his Indianapolis practice accident. His usual Formula One car, M14A/2, was being driven by Gethin, so although Bruce McLaren Motor Racing Ltd. were back in racing it was with a very different team of drivers.

Since the Belgian GP, where the very much revised Lotus 72 in its C-version only did a lap or two in practice, Team Lotus had been very busy and had made so much progress that their entry consisted of the two new cars, with Rindt driving the 72C and Miles the 72B and unofficial practice had shown the C-type to be well and truly developed and raceworthy, Rindt displaying great confidence in the car. The entry of an old 49C for Soler-Roig did not materialise. During private testing Brabham had upended Stommelen's car, so when official practice began it was still being assembled after a pretty major rebuild, while Brabham himself was in his usual car. The works March team arrived in a disorganised shambles, with three cars and only one engine, Amon and Siffert retaining the cars they had driven in Belgium, with the "lightweight-development" car as a stand-by. The STP Oil Treatment Special, or March 701/3, should have arrived back from America, where the Granatellis have been working on it, but the Cosworth engine shortage made them decide to stay away. The rest of the field was made up by the regular singleton entries of Hill (Lotus 49C/R7), Surtees (McLaren M7C/1), Peterson (March 701/8), Lovely (Lotus 49C/R11) and Courage (De Tomaso 38/2).

Although the practice sessions were long for such a short circuit there was seldom a dull moment, for apart from the 24 competitors making the pits road more crowded than at Brands Hatch, and that is saying something, there was excitement in all directions. Things had barely got under way when Rodriguez flew off into the undergrowth

ENTRY

No.	Entrant	Driver	Country	Car	Engine	Gearbox	Tyres	Colour	Designer
1	Owen Racing Organisation, England	P. Rodriguez	Mexico	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Tony Southgate
2	Owen Racing Organisation, England	J. Oliver	England	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Tony Southgate
3	Owen Racing Organisation, England	G. Eaton	Canada	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Tony Southgate
4	Frank Williams "Racing Cars", England	P. Courage	England	De Tomaso 38	Cosworth V8	Hewland	Dunlop	Red	Gianpaulo Dallara
5	Tyrrell Racing Organisation, England	J. Stewart	Scotland	March 701	Cosworth V8	Hewland	Dunlop	Blue	Robin Herd
6	Tyrrell Racing Organisation, England	F. Cevert	France	March 701	Cosworth V8	Hewland	Dunlop	Blue	Robin Herd
7	—	—	—	—	—	—	—	—	—
8	March Engineering, England	C. Amon	New Zealand	March 701	Cosworth V8	Hewland	Firestone	Red	Robin Herd
9	March Engineering, England	J. Siffert	Switzerland	March 701	Cosworth V8	Hewland	Firestone	Red	Robin Herd
10	Gold Leaf Team Lotus, England	J. Rindt	Austria	Lotus 72C	Cosworth V8	Hewland	Firestone	Red, white and gold	Maurice Philippe
11	—	—	—	—	—	—	—	—	—
12	Gold Leaf Team Lotus, England	J. Miles	England	Lotus 72B	Cosworth V8	Hewland	Firestone	Red, white and gold	Maurice Philippe
14	Gold Leaf Team Lotus, England	A. Soler-Roig	Spain	Lotus 49C	Cosworth V8	Hewland	Firestone	Red, white and gold	Maurice Philippe
15	Brooke Bond Oxo Racing, England	G. Hill	England	Lotus 49C	Cosworth V8	Hewland	Firestone	Blue and white	Maurice Philippe
16	Team Surtees, England	J. Surtees	England	McLaren M7C	Cosworth V8	Hewland	Firestone	Red and white	McLaren Racing
17	—	—	—	—	—	—	—	—	—
18	Motor Racing Developments, England	J. Brabham	Australia	Brabham BT33	Cosworth V8	Hewland	Goodyear	Turquoise and yellow	Ron Tauranac
19	Motor Racing Developments, England	R. Stommelen	Germany	Brabham BT33	Cosworth V8	Hewland	Goodyear	Turquoise and white	Ron Tauranac
20	Bruce McLaren Motor Racing, England	P. Gethin	England	McLaren M14A	Cosworth V8	Hewland	Goodyear	Orange	McLaren Racing
21	Bruce McLaren Motor Racing, England	A. de Adamich	Italy	McLaren M14D	Alfa Romeo V8	Hewland	Goodyear	Orange	McLaren Racing
22	Antique Automobiles, England	R. Peterson	Sweden	March 701	Cosworth V8	Hewland	Goodyear	Yellow and maroon	Robin Herd
23	Equipe Matra-Elf, France	J-P. Beltoise	France	Matra-Simca	Matra V12	Hewland	Goodyear	Blue and white	Georges Martin
24	Equipe Matra-Elf, France	H. Pescarolo	France	Matra-Simca	Matra V12	Hewland	Goodyear	Blue and green	Georges Martin
25	SEFAC Ferrari, Italy	J. Ickx	Belgium	Ferrari 312B	Ferrari V12	Ferrari	Firestone	Red and white	Ferrari S.p.a.
26	SEFAC Ferrari, Italy	G. Regazzoni	Switzerland	Ferrari 312B	Ferrari V12	Ferrari	Firestone	Red and white	Ferrari S.p.a.
27	—	—	—	—	—	—	—	—	—
28	STP Oil Treatment Corp., USA	M. Andretti	United States	March 701	Cosworth V8	Hewland	Firestone	Dayglow red	Robin Herd
29	Motor Racing, Switzerland	S. Moser	Switzerland	Bellasi	Cosworth V8	Hewland	Goodyear	Orange and white	Guglielmo Bellas
30	Wheatcroft Racing, England	D. Bell	England	Brabham BT26	Cosworth V8	Hewland	Dunlop	Green	Ron Tauranac
31	Pete Lovely VW, USA	P. Lovely	United States	Lotus 49C	Cosworth V8	Hewland	Firestone	Blue and white	Maurice Philippe
32	Bruce McLaren Motor Racing, England	D. Gurney	United States	McLaren M14A	Cosworth V8	Hewland	Goodyear	Orange	McLaren Racing



EXHAUST SYSTEM.—McLarens experimenting with the position of the wing. It was commented that with the wing in this position it could only be classified as part of the exhaust system.

on one of the 150 m.p.h. corners on the back part of the circuit. He demolished the BRM 153/02, having recorded one of the fastest laps at the time, and returned to the pits completely unscathed and convinced it was not his fault, and he was right for it later transpired that a tyre had punctured on something sharp picked up off the track. Brabham had suffered a similar occurrence earlier in the week on the same part of the circuit. Amon's practice ended early also, but for a different reason, one of the rubber fuel tanks inside the monocoque sprung a leak and filled everywhere with petrol and it took a long time to remove the offending bag and clean up the mess. Stewart practised first in his old well-raced March and later changed to the newly rebuilt one, running under number 5T, and was well pleased with it, recording second fastest time, but it was already obvious that the new Lotus 72 was beginning to uphold all the claims made for it earlier, for Rindt was fastest with a lap in 1 min. 19.48 sec., to Stewart's 1 min. 19.98 sec., without even looking as if he was going fast. However, some brake pad trouble caused him to spin off at the Tarzan hairpin and take the wedge nose cowling off the Lotus in the mêlée, but no serious damage was done. The Ferraris were being plagued by fuel pump troubles, but even so Regazzoni showed up well with a best time of 1 min. 21.71 sec., fastest of the new boys, for Gethin was finding a Formula One car called for much more finesse in driving than a Formula 5000, and Cevert was out of his depth and still wondering why people say there is no Father Christmas, but doing a steady job and not doing anything stupid.

On Saturday morning the weather was fine again, a lot of engines had been changed, as had suspension units, and everyone was at it once more. Pescarolo's Matra went bang and there was a hole in the side of the engine, Siffert's rebuilt Cosworth engine lasted no time at all before it broke and Rindt's Cosworth in the 72C would not run right. Ferrari 003 developed a serious oil leak from somewhere within the mechanism and the De Tomaso rear suspension had been converted from wide track to narrow track. Courage was pressing on hard, trying to make up for the time wasted the day before, and was braking desperately late past the pits for the Tarzan hairpin. He finally overcooked it and spun off into the sand, wisely leaving the car there for his mechanics to retrieve as there was sand all over everything. There was an embarrassing moment in the pits road when the overcrowding caused Stewart to crumple one of the nose fins on Brabham's car as he was trying to squeeze his March through a gap to get out and practise. This was in his old car as his new one was being re-engined ready for some serious motoring in the afternoon. After the performances of Rindt and Stewart on Friday afternoon the bogey time for serious fast laps had to be 1 min. 20 sec., and during Saturday morning Amon joined the élite with 1 min. 19.70 sec. and then Ickx, in 312/001, did 1 min. 19.50 sec. By the time the last practice session took place a heavy sea mist had come swirling in over the sand dunes and a gloom seemed to settle over everything, but it did not prevent some fast motoring taking place. There was quite a battle for the front of the grid, all-important at Zandvoort, as passing is difficult on the twisty circuit, and Rindt, Stewart, Amon and Ickx were setting the pace. Those with guaranteed positions on the grid were content to circulate, while among the also-rans there was keen competition to avoid being in the last four. Stewart took time off to show Cevert the way round, his guidance into various corners improving the young French boy's lap times by two seconds instantly. Lapping at 1 min. 21 sec. Stewart was just cruising round, but Cevert was having to work hard and be brave, so his admiration for Stewart's laps at 1 min. 19 sec. was very great.

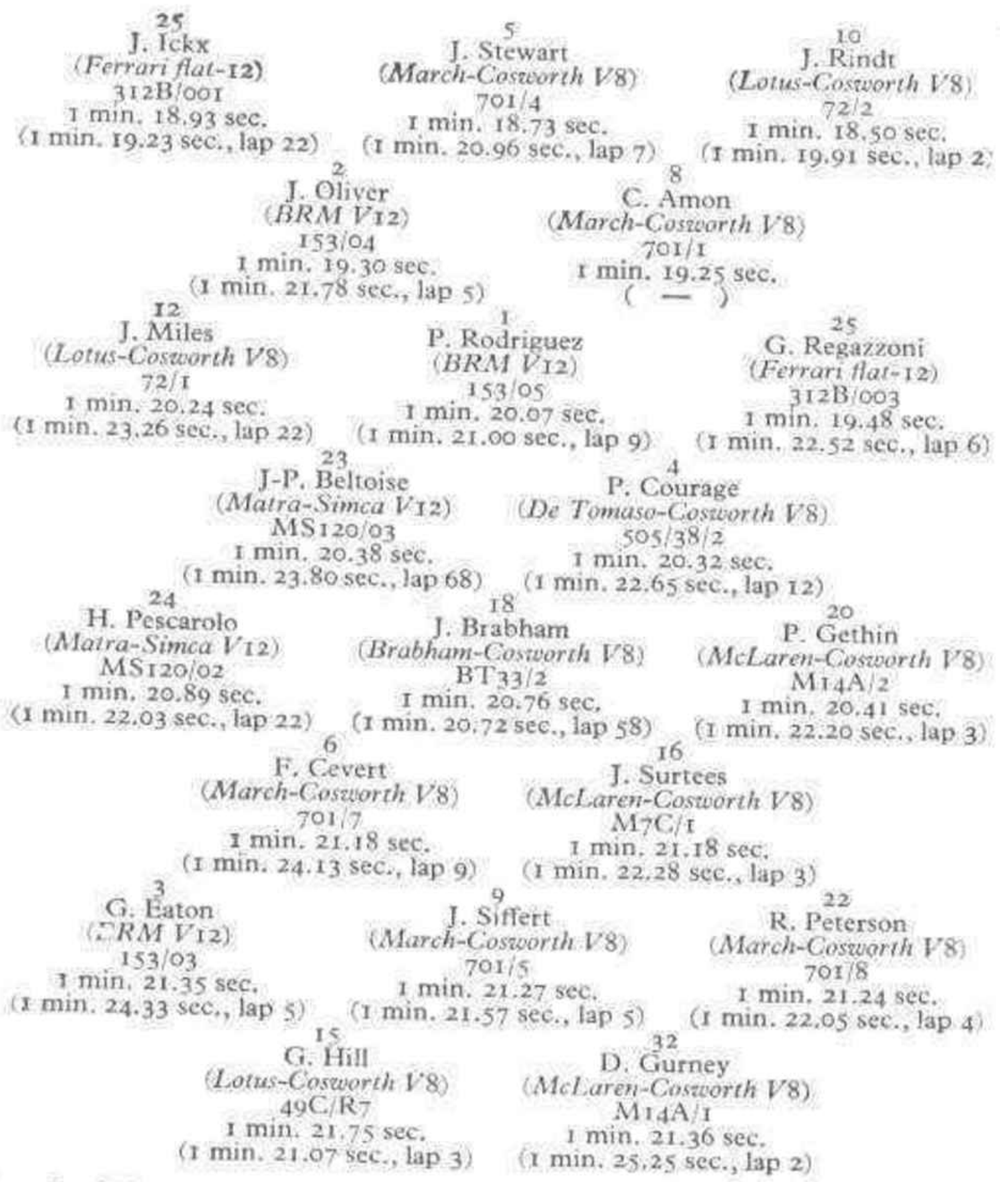
The fact that Team Lotus had got the 72C well and truly sorted out was rubbed in when Rindt did an effortless 1 min. 19.1 sec. with full petrol tanks and new tyres. They then set the car up for a really quick lap, with minimum fuel and worn tyres and Rindt did 1 min. 18.50 sec., without using all the road or indulging in any opposite-lock heroic driving. The whole performance was most unlike the normal Rindt and was smooth and polished. Stewart was just the opposite in his efforts to get pole position, his new March 701 was adopting all sorts of angles as he threw it round right on the limit of tyre adhesion and using all the road and some of the sandy edges as well. The result was a best lap of 1 min. 18.73 sec., second fastest time of the day, and nobody knew better than he did that the combination of Rindt and the Lotus 72C was something to be feared. Siffert appeared at the end of practice, his March having had an old tired engine installed amid the dust and sand of the paddock as it was all that March Engineering had got left. Oliver put in an incredibly quick lap, getting himself among the under-1 min. 20 sec. élite, thanks partly to the use of some special Dunlop tyres, of which BRM only had one set, and had earmarked for Rodriguez. After writing off 153/02 Rodriguez had taken over the brand-new car, but it was never really on full song and the Mexican had to be content with second-best BRM time, and failing to join the élite by 0.07 sec. With no fuss or bother and raising very little comment from anyone Regazzoni got well below the top-class bogey-time, putting himself just behind Oliver on the grid in this his first Grand Prix race. That the Ferrari flat-twelves were getting themselves sorted out was shown by Ickx, who was right up there with Rindt and Stewart in the under-1 min. 19 sec. bracket. Timekeeping was being assiduously done to two places of decimals by means of a beam mechanism, but as any timing system is only as faultless as the people operating it and using the given data, the outcome at the end of practice left a lot to be desired as regards those who had qualified and those who had not. After two attempts at making up a grid it was decided that de Adamich, Stommelen, Lovely and Moser were the four slowest and therefore would not start, the remainder being arranged on the grid as shown. It was fortunate for Hill that he had a "Geneva agreement guaranteed start" or he would have been out in the cold at the expense of de Adamich, and Gurney would have been scratching away to avoid being last on the grid instead of next to last.

By the time it was all sorted out the North Sea mist had covered everything, and any building more than three storeys high was fast disappearing. It was an evil-looking mist and obviously did not bode well for Sunday and the whole of Zandvoort took on a heavy and gloomy atmosphere. During the night the words "Welcome Back

PRACTICE TIMES

No.	Driver	Car	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	P. Rodriguez	BRM Type 153/02—V12	1. 20.73	—	—
2	J. Oliver	BRM Type 153/04—V12	1. 21.40	1. 21.06	1. 19.30
3	G. Eaton	BRM Type 153/03—V12	1. 23.16	1. 22.97	1. 21.35
4	P. Courage	De Tomaso 38/2-Cosworth V8	1. 23.74	1. 21.61	1. 20.32
5	J. Stewart	March 701/2-Cosworth V8	1. 21.21	1. 20.64	—
6	F. Cevert	March 701/7-Cosworth V8	1. 24.31	1. 22.31	1. 21.18
7	—	—	—	—	—
8	C. Amon	March 701/1-Cosworth V8	1. 22.59	1. 19.70	1. 19.25
9	J. Siffert	March 701/5-Cosworth V8	1. 21.26	No time	1. 21.47
10	J. Rindt	Lotus 72C/R2-Cosworth V8	**1. 19.48**	1. 19.73	**1. 18.50**
11	—	—	—	—	—
12	J. Miles	Lotus 72B/R1-Cosworth V8	1. 22.96	1. 21.22	1. 20.24
14	A. Soler-Roig	Lotus 49C-Cosworth V8	NON-ARRIVAL		
15	G. Hill	Lotus 49C/R7-Cosworth V8	1. 23.46	1. 21.81	1. 21.75
16	J. Surtees	McLaren M7C/1-Cosworth V8	1. 22.16	1. 21.50	1. 21.18
17	—	—	—	—	—
18	J. Brabham	Brabham BT33/2-Cosworth V8	1. 21.19	1. 20.76	1. 20.83
19	R. Stommelen	Brabham BT33/1-Cosworth V8	1. 24.80	1. 22.36	1. 22.34
20	P. Gethin	McLaren M14A/2-Cosworth V8	1. 24.93	1. 20.41	No practice
21	A. de Adamich	McLaren M14D/1-Cosworth V8	1. 22.23	1. 21.55	1. 21.36
22	R. Peterson	March 701/8-Alfa Romeo V8	1. 25.26	No practice	1. 21.24
23	J-P. Beltoise	Matra-Simca MS130/03—V12	1. 21.07	1. 20.62	1. 20.38
24	H. Pescarolo	Matra-Simca MS120/02—V12	1. 21.14	1. 20.89	No practice
25	J. Ickx	Ferrari 312B/001—V12 003—V12	1. 21.30	**1. 19.50**	1. 18.93
26	G. Regazzoni	Ferrari 312B/002—V12 003—V12	1. 21.71	1. 22.88	1. 19.48
27	—	—	—	—	—
28	M. Andretti	March 701/3-Cosworth V8	NON-ARRIVAL		
29	S. Moser	Bellasi F1/1/70-Cosworth V8	1. 32.52	1. 24.29	1. 25.16
30	D. Bell	Brabham BT26/4-Cosworth V8	NON-ARRIVAL		
31	P. Lovely	Lotus 49B-Cosworth V8	1. 29.11	1. 25.88	1. 23.37
32	D. Gurney	McLaren M14A/1-Cosworth V8	1. 21.61	1. 21.59	1. 21.36
1T	P. Rodriguez	BRM Type 153/05—V12	1. 22.11	1. 20.43	1. 20.07
5T	J. Stewart	March 701/4-Cosworth V8	1. 19.98	—	1. 18.73

STARTING GRID



Non-Qualifiers :

21.	A. de Adamich (*McLaren-Alfa Romeo V8*—M14D/1) ..	..	1 min. 21.36 sec.
19.	R. Stommelen (*Brabham-Cosworth V8*—BT33/1) ..	..	1 min. 22.34 sec.
31.	P. Lovely (*Lotus-Cosworth V8*—49B/R11)	..	1 min. 23.37 sec.
29.	S. Moser (*Bellasi-Cosworth V8*)	..	1 min. 24.29 sec.

* Times in brackets are best lap made during the race.

Dan Gurney" in large white letters appeared on the track in front of the pits, but Gurney's well-wishers must have wondered about his position on the back of the grid. Perhaps the competition in USAC racing is not of a very high standard compared with European Formula One and he has got out of the habit of being the "charger" we used to know.

Although the mist had receded back into the sea the sky was overcast and dull, but everything was dry and ready for racing as the cars assembled in front of the pits at lunch-time. Setting off one by one they did a lap of the circuit and assembled on the "dummy grid", some of the drivers doing a practice start as they left the pits, notably Amon, Hill and Peterson, all of whom played "dragsters" down to the first corner. Somehow the Dutch always manage to introduce something unusual at the start, like the time there was a marshal standing amongst the cars when the flag fell. This time the starter stood in the centre of the track as the cars moved forward onto the starting grid and was still there when the 30-second sign was shown. With only a few seconds to go he turned and ran for the edge of the track, this sudden action on his part causing a lot of left legs to tremble on the clutch pedals. By the time he reached the barriers and climbed onto his rostrum both Stewart and Rindt were creeping and as he did not raise and lower the flag instantly, they had to check their cars and get "on balance" again. This slight hesitation of only a second or two was sufficient to allow Ickx to make the best start from the front row and, though Rindt dived for the inside of the all-important first corner, Ickx carved across in front of him and was away. Behind them there was some confusion for Amon had cooked the clutch on his March and those behind had to dodge round him, and this let Oliver and Miles follow the leaders into the first corner, Oliver driving into the corner behind Rindt, across the bows of Stewart, who had made the poorest start of the front row. As they screamed down the straight at the end of the opening lap the order was: Ickx (Ferrari), Rindt (Lotus), Oliver (BRM), Stewart (March), Miles (Lotus), Rodriguez (BRM), Courage (De Tomaso), Beltoise (Matra), Regazzoni (Ferrari), Pescarolo (Matra), and Gethin (McLaren); old hands like Brabham, Hill, Gurney and Surtees were just not in the picture. After they had all gone Amon cruised slowly into the pits to retire with a slipping clutch. Ickx still led on lap 2, and Rodriguez had got past Miles, but already the first four had opened up a gap on the rest of the field. As Ickx went into the Tarzan hairpin to start lap 3 Rindt ran round the outside of him and took the lead as though he was passing a back-marker, and from then on it was all over, for the Lotus 72C was untouchable and with no strain at all the Austrian ace just motored away from everyone. Gurney only just got round the Tarzan corner to start lap 3 when his Cosworth V8 engine broke and he crept quietly away wondering what had happened to Grand Prix racing since his days with the AAR Eagle. At the end of lap 3 Stewart made it clear that Oliver was in his way and holding him up, elbowing his way by in a ruthless fashion at the end of the straight, about the only place for overtaking unless a driver deliberately gives way and moves over. If Stewart in the March was to be competitive now was the moment, but strangely enough he made very little impression on the Ferrari in front of him and none at all on the flying Lotus. Rodriguez had shaken himself free of the major part of the field, who seemed to be queuing up behind Miles in the Lotus 72B, and was closing rapidly on Oliver, having no intention of remaining behind the BRM number two driver for long. On each lap as Miles appeared down the fast straight he had a string of cars nose-to-tail behind him, in what some misguided people were calling "slipstreaming", whereas it was actually "follow-my-leader" and the sad thing was that the leader was not really fast enough to justify being in front of them all, but at Zandvoort overtaking is virtually impossible with nearly evenly-matched cars. Behind the Lotus were Regazzoni, Courage, Beltoise, Gethin, Pescarolo, Brabham, Surtees and Siffert, while bringing up the rear were Cevert, Peterson, Hill and Eaton. On lap 6 Regazzoni got by Miles, and in one lap had got completely clear, obviously having been held up, and Courage was next in the queue awaiting a chance to get by. It was not until lap 12 that he managed it, and then, like Regazzoni, he was away, but by this time those in front were a long way ahead.

Way out in front Rindt was lapping comfortably at under 1 min. 20 sec., setting new lap records, and though Stewart had closed up a bit on Ickx it was clear that he was not going to catch the Ferrari, and as these three were out on their own ahead of the two BRMs it was already a case of stalemate, with Rindt having plenty in hand. Regazzoni was in sixth place, but Courage was catching him, and Miles continued to hold eighth place, with Beltoise, Gethin, Brabham, Surtees and Siffert lined up behind, Pescarolo having dropped back as his Goodyear tyres were giving him violent understeer on the sandy track. As the line of cars started their 20th lap Rindt was in sight behind them, little knowing what a mob he was going to have to lap shortly. Before the end of lap 20 Gethin spun off in a big way on the fast back section of the circuit, escaping unhurt, and this put a bit of a gap in the line-up behind Miles. At this point Rodriguez got by his team-mate, to take fourth place and then Rindt lapped Hill, who promptly stopped at the pits to see why his car did not handle properly. Stewart lapped his young French team-mate who was running next to last and then a hush fell over the grandstands for across the sand dunes could be seen a column of smoke and flame that could only spell disaster. It came from the mid-field runners during lap 23 and the De Tomaso was missing, Miles going by as usual with four cars in tow, for Siffert was also missing. The De Tomaso had crashed and caught fire and young Piers Courage had not survived the accident, while Siffert's engine had already broken and he had stopped before the fast bends where Courage crashed.

The leading three cars were picking off the tail-enders one at a time and Rindt was getting nearer and nearer to the Miles, Beltoise, Surtees, Brabham, Pescarolo group. As Oliver passed the pits at the end of lap 24 his BRM engine broke and he posted up another retirement in his Grand Prix career, and two laps later Eaton retired his BRM with the rear-mounted oil tank adrift, while Hill was in and out of the pits with the Walker Lotus 49C. By lap 29 spectators could see that a "moment of truth" was about to happen for Rindt, for he was right behind Brabham, who was hard on the rear wheels of Beltoise, Surtees and Miles, none of them being at all concerned with what was going on behind them. Rindt did a masterly job, picking them off one per lap, and losing very little time, even though none of them showed any signs of moving over and waving him by. He did Brabham on sheer speed along the straight, dived inside Beltoise going into the Tarzan hairpin next lap, ran round Surtees at the same point on the following lap, and one lap more saw him pass Miles on speed past the pits. By now Stewart was quite close to Ickx, though not dangerously so, and it was their turn for playing leap-frog and lapping the fearsome foursome. Whereas Rindt had got through the traffic in

four laps, it took Ickx five laps and Stewart seven laps and it was very noticeable that no-one moved aside for him, in spite of blue flags being waved. What little he had gained on Ickx was now lost again, while Rindt was back to his normal untroubled cruising gait, the Lotus 72C looking so steady and unpressed that it seemed ridiculous. While all this lapping of the mid-field runners had been going on Rodriguez had stopped at the pits after 31 laps with his nose cowling drooping due to a broken mounting, and while it was being wired up Regazzoni went by into fourth place, a truly commendable effort in his first Grand Prix.

The lappery by the leaders had reached its height at the half-way point, which was 40 laps, and soon after this things settled down again, except that Brabham headed for the pits at the end of lap 44 with his left front tyre punctured, and got going again just as Rindt lapped him for the second time. At 50 laps the order was still Rindt, Ickx and Stewart, and the Ferrari driver had now lapped his team-mate. On the same lap Rodriguez stopped again to have the temporary repair removed and another nose cowling fitted, and on lap 51 the Ferrari pit nearly exploded, for Ickx was heading towards them with a punctured rear tyre, letting Stewart go by into second place. This stop put Ickx back to fourth place, a lap behind the leader and a bit behind Regazzoni, who was now up in third place. Seeing the punctured Firestone on the Ferrari the Lotus pit got tyres and jacks out at the ready in case Rindt suffered the same thing, but all was well and the revolutionary torsion-sprung Lotus that many people said would not work, continued to dominate the race without straining. As Rindt disappeared over the hill from the Hunzerug hairpin, to start the fast back section, Stewart was passing by the pits, so at no point could he actually see the Lotus any more, only his pit signals telling him the depressing story that he was well and truly beaten. It did not take Ickx long to overhaul Regazzoni and take third place, although a lap behind the leader, and the new Ferrari recruit did not do anything silly like trying to stop his team-leader from going by, as some number two drivers tend to do. Almost unnoticed, apart from a cloud of smoke, Stewart's new young team-mate had long since disappeared when his Cosworth engine broke, and on lap 58 Brabham was back in the pits with another puncture.

The queue behind Miles had finally faded to two, and when the Lotus driver spun on lap 49 these two had gone by at their leisure, and Surtees had got ahead of Beltoise. However, the McLaren driver then spun on the corner behind the pits and Miles went by him, and Surtees had to start work all over again. He worked away at the Lotus valiantly and finally got by with just five laps to go, to take sixth place overall and gain himself a point on the Championship table.

Rindt just went on and on, never putting a wheel wrong, and his lead over Stewart increased to well over a minute, the Scot having settled for a miserable second place, and at the end of the 80 laps these two were the only ones to complete the full distance. As everyone was flagged off and pulled into the pits they realised that what they had thought since lap 23 was true, Courage was dead inside the blazing wreck they had to keep passing on each lap, and the race ended on a very sad and unhappy note, all prizegivings and festivities being cancelled. Rindt was quite unable to enjoy his victory and the knowledge of the superiority of the new Lotus over all the other Cosworth-powered cars, though he did admit he had only extended its roadholding to the limit on one occasion and that was when he took the lead from Ickx on lap 3. A long overdue technical step forward indeed.—D. S. J.

DUTCH GRAND PRIX—Formula One—80 laps—335.4 kilometres—Warm

1st	J. Rindt (Lotus 72/2)	1 hr. 50 min. 43.41 sec.—181.777 k.p.h.
2nd	J. Stewart (March 701/4)	1 hr. 51 min. 13.41 sec.
3rd	J. Ickx (Ferrari 312B/001)	1 lap behind
4th	G. Regazzoni (Ferrari 312B/003) ..	1 lap behind
5th	J-P. Beltoise (Matra Simca MS120/03)	1 lap behind
6th	J. Surtees (McLaren M7C/1) ..	1 lap behind
7th	J. Miles (Lotus 72/1)	2 laps behind
8th	H. Pescarolo (Matra-Simca MS120/02)	2 laps behind
9th	R. Peterson (March 701/8)	2 laps behind
10th	P. Rodriguez (BRM 153/05)	3 laps behind
11th	J. Brabham (Brabham BT33/2) ..	4 laps behind
12th	G. Hill (Lotus 49C/R7)	9 laps behind—*Not classified.*

Fastest lap : J. Ickx (Ferrari 312B) on lap 22, in 1 min. 19.23 sec.—190.518 k.p.h. (*new record*).

Retirements : C. Amon (March 701/1), 1 lap, clutch; D. Gurney (McLaren M14A/1), 2 laps, engine; P. Gethin (McLaren M14A/2), 19 laps, crashed; J. Siffert (March 701/5), 22 laps, engine; P. Courage (De Tomaso 38/3), 22 laps, crashed; J. Oliver (BRM 153/04), 24 laps, engine; G. Eaton (BRM 153/03), 26 laps, oil tank; F. Cevert (March 701/7), 31 laps, engine.

20 starters — 12 finishers.

NORISRING "200" (June 28th)

THE annual race round the great Stadium in Nürnburg was run once again in two heats of 100 miles each and was open to sports cars from Groups 5, 6 and 7, which meant that 5-litre production sports cars, 3-litre sports-prototypes and unlimited capacity Can-Am cars could enter. Of particular interest was the first appearance of the March 707 powered by a 7.6-litre Chaparral Chevrolet V8. This Can-Am car was on loan to the *Deutsche Auto Zeitung* team and driven by Kelleners, but while it proved to be the fastest car on the circuit it did not figure in the results. In Heat 1 cockpit heat overcame the driver and in Heat 2 the gearbox gave trouble. The race was left to private owners with 917 Porsches, chased by Rodriguez in a 908 Porsche on loan from the Swedish driver Brostrom.

Results—Aggregate of two heats of 41 laps—161.54 kilometres each :

1st	J. Neuhaus (Porsche 917—4½-litre)	1 hr. 48 min. 18.1 sec.
2nd	G. van Lennep (Porsche 917—4½-litre)	1 hr. 48 min. 31.3 sec.
3rd	P. Rodriguez (Porsche 908—3-litre)	1 lap behind
4th	H. Schultze (Alfa Romeo Tipo 33-3)	3 laps behind
5th	J. Bonnier (Lola T70—7-litre Chevrolet)	3 laps behind
6th	H. Leuze (Porsche 908—3-litre)	3 laps behind

SALES FOR FIRST QUARTER

THE SMM & T publication of New Car Registrations for the three months of 1970 ended March (Vol. 3–i, £10) shows an improvement. British Leyland sold 3,089 more private cars than they did in the same period in 1969, Ford sales were up by 8,507, Rootes' by 2,709, but Vauxhall sales fell by 3,022. Of importers, Audi sales rose by 385, Mercedes-Benz by 67 but, surprisingly, Fiat sales fell by 660. Volvo improved by 666, Renault very substantially by 2,176, Toyota dropped by 7 cars but VW, with an increase of 3,321, remained the leading importer. Alfa Romeo sales here were up by 33, Citroën showed a good improvement (404), Simca did even better (536), Honda increased by 193 on the strength of the air-cooled small saloons, but Opel, with an improvement of 44, was unexpectedly poor, and Skoda up by 20 cars. Sports cars remain popular, with MG-B sales up by 294, Spridget sales by 114, Triumph sports-car sales fell slightly, by 54 cars, but Jaguar disposed of 79 more E-types than in the first three months of 1969 and Lotus sales increased by 37. Mercedes-Benz, however, were down with the 280SL, by 29 cars, Honda sales of the S800 dropped by 21. Of new models, a couple of Fiat 130s and 296 Fiat 128s were sold thus early and Rootes had found buyers for 8,145 Avengers.

THE THINGS THEY SAY . . .

"Many of us, with long association with road racing, used to hold the view that any course, anywhere, is as safe, or as dangerous, as a driver cares to make it—a view obviously not shared by the RAC."—W. A. McMaster writing about the closing of Dundrod circuit in 1955.

RUMBLINGS—continued from page 849

a 3-speed all-synchro. gearbox instead of last year's more costly 4-speed box. But Chevrolet say some cars need handling with kid gloves but not so the Corvette, Chrysler compare the Daniel S. Gurney All-American racer with which, "Yessiree, race fans", they are going Trans-Am racing this year, with a standard AAR 'Cudo, saying that Gurney's car costs some 18,000-dollars and there will be only four or five, whereas they can offer a limited number of Plymouth Barracudas for under 4,000-dollars each. . . . GM illustrate in colour the driving compartment of a Pontiac Firebird Trans-Am, describing its technicalities luridly under the heading: "Any licensed driver is eligible to participate . . . we take the fun of driving seriously".

Looking at these ads., the thing that strikes is that they are all based on a sporting theme. You may not take such reading seriously, or at least you may couple them with what the more reliable motor papers say. But at least it livens up the non-editorial pages to have this kind of advertising, so perhaps we should welcome British Leyland's forceful challenge to Mercedes-Benz and Alfa Romeo in its announcement of the Triumph Stag.

Incidentally, another interesting thing is that in the magazine we picked up, Volkswagen, the most successful of all importers of foreign cars into the USA, wasn't advertising. . . .

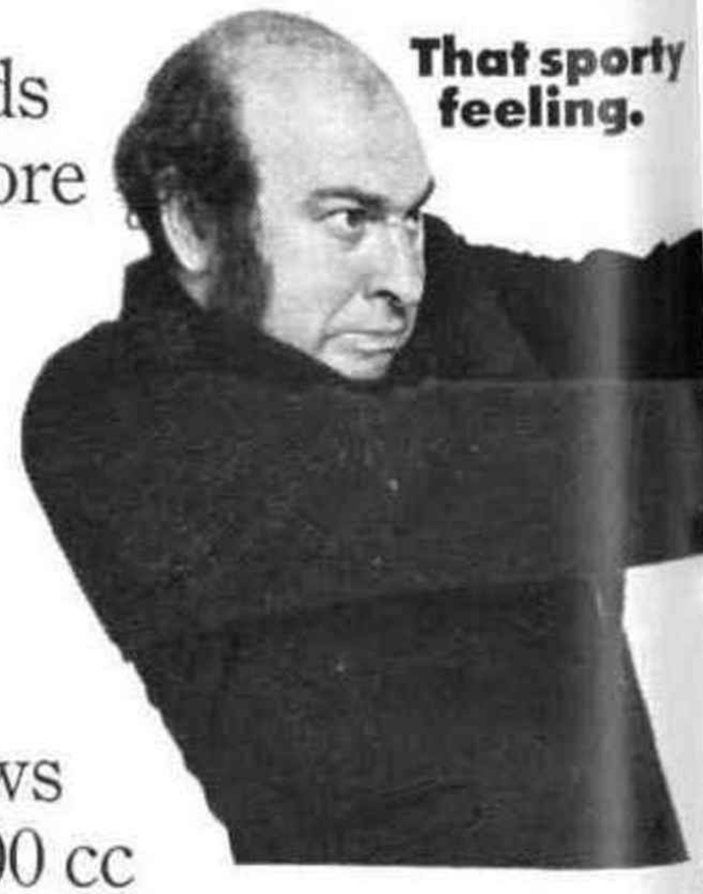
A lot of things to take the plunge.



Desire to travel.

The plunge we're talking about is the plunge into buying radial tyres. That's a bit like marriage. Whatever you're after to start with, you'll find a lot more comes into the bargain. So let's sum up what you do get out of radials.

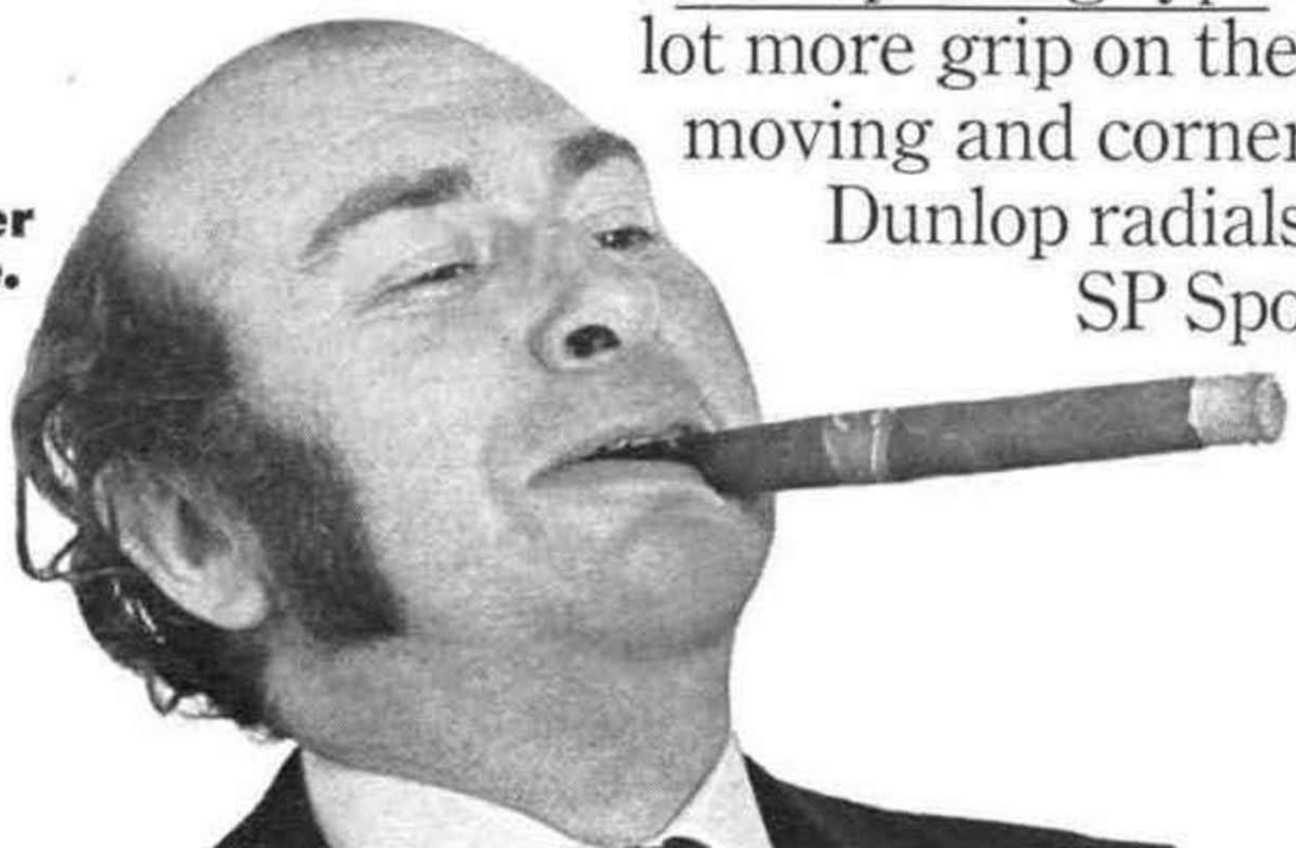
The traveller finds he's getting up to 80% more mileage out of his tyres. Radials wear a lot better than conventional crossply tyres, and our Dunlop SP 68 is as long-lasting a radial as you can buy.



That sporty feeling.

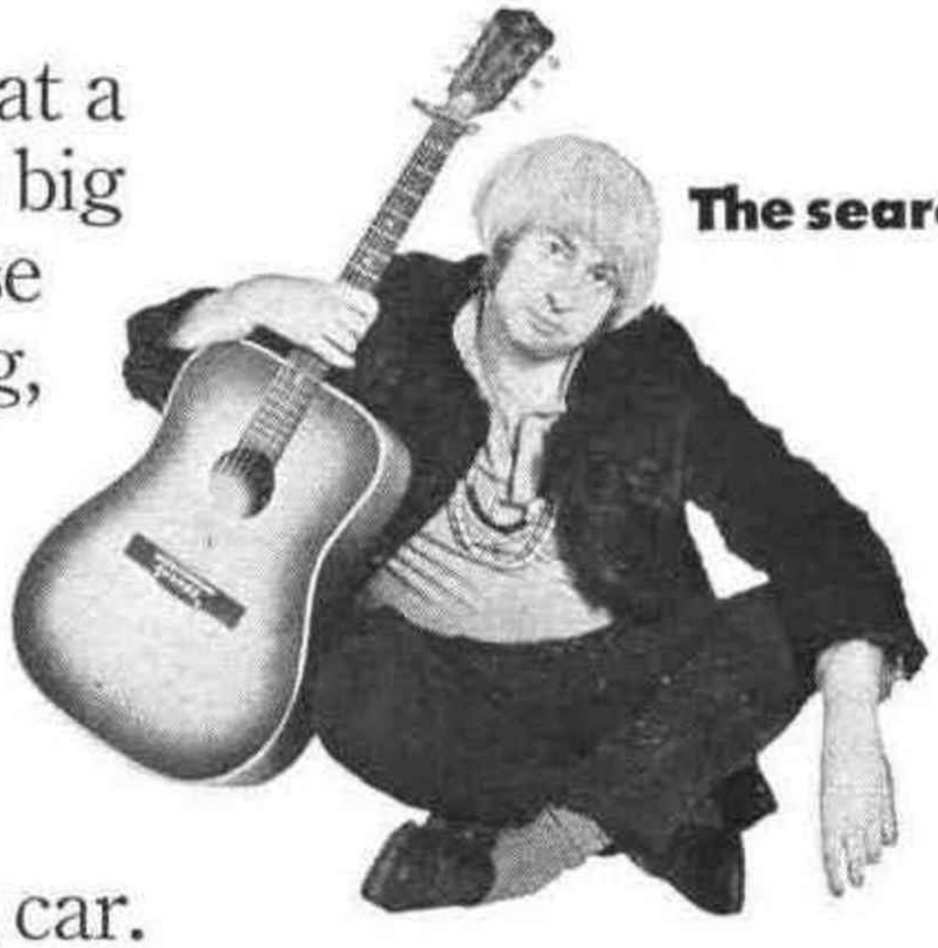
The power hunter knows that nearly every car over 1500 cc these days is made for radials, and even some of lower capacity can benefit from them.

The sporting type finds he's got a lot more grip on the road when he's moving and cornering at speed. Dunlop radials and especially SP Sport, were made for people who don't like to hang about.



The power urge.

can lead a man



The search for youth.

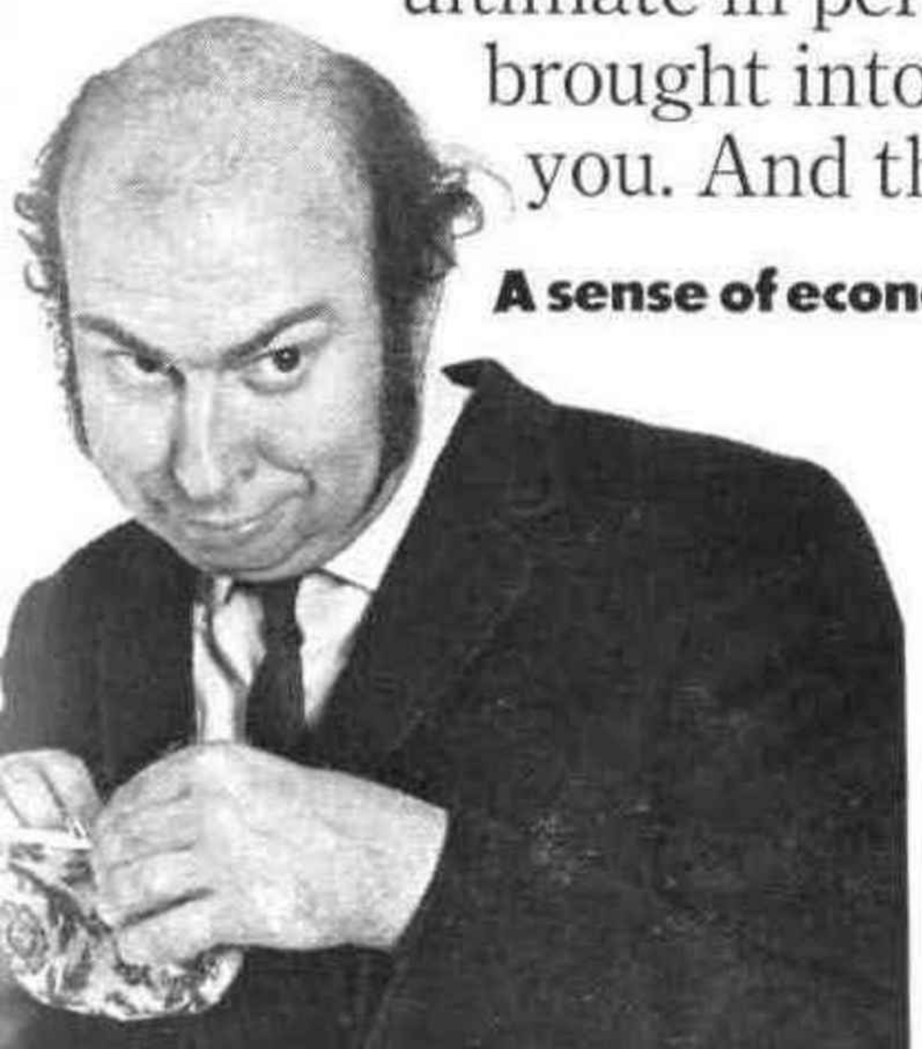
The economiser discovers that a slightly higher initial outlay pays big dividends in the long run. Because radials are so much longer-lasting, you make a great saving on replacement costs.



The youth pursuer likes the lively, free-running feeling that radials can put into a car. You get a real kick off when you accelerate, and sharp, precise steering that's a joy to handle.

Take the plunge. We make a variety of different Dunlop radials. Such as SP 68, to give long mileage to the family motorist. Or SP Sport for the man who wants the ultimate in performance. They were brought into the world to please you. And they can be a lot of fun.

A sense of economy.



Or just the fun of the thing.



DUNLOP RADIALS

Get Dunlop confidence under you.



BRAKING HARD.—Brazilian Lotus 69 driver Emerson Fittipaldi locks up a front wheel as he tries to outbrake the BMW of Jo Siffert : Peterson's March is hard on their heels. Peterson later spun off here, also under braking, handing the lead to Siffert and BMW.

ROUEN, *June 28th*

IT SEEMED almost too good to be true when Hubert Hahne finally broke BMW's Formula Two duck at Hockenheim on June 14, but better was to come a fortnight later at Rouen-les-Essarts. Once again a BMW won, but this time the victory was somehow more convincing, for although the race was a slipstreamer the quality of the entry was much higher. The winner was Jo Siffert, who, like Hahne, was scoring his first ever Formula Two victory.

Just as an indication of the extremely high standard of international competition, Rouen attracted entries from 32 drivers. Two did not arrive because of car trouble and a third driver, John Watson, had a nasty practice accident when a tyre went flat. Even so, there were 29 drivers, so many in fact that there had to be two eliminating 15-lap heats and a 25-lap final in which there was room only for 18. Thirteen nationalities, from all corners of the globe, were represented. France provided eight competitors, four of them in works Pygmées, led by Jean-Pierre Beltoise with support from Patrick Dal Bo, Jean-Pierre Jabouille and Patrick Depailler. Beltoise's Matra Formula One team-mate Henri Pescarolo again had Bob Gerard's Elf-supported Brabham BT30 and there were other BT30s for François Mazet in the semi-works Sports Motors car and local man Jean-Pierre Jaussaud. The latter had arranged to drive the Motor Racing Enterprises' car which is sponsored by the former Swiss amateur hill-climber Albert Obrist and more regularly driven by F5000 man Howden Ganley.

British drivers provided five of the entry : Graham Hill in a semi-works Lotus 69, European Trophy leader Derek Bell in Tom Wheatcroft's Brabham, Scotsman Graham Birrell in Ecurie Ecosse's similar car, Peter Westbury in his privately-owned car and F2 March sponsor Malcolm Guthrie in his works-supported March 702.

Australians Jack Brabham and Tim Schenken were both in Brabhams, of course, Brabham making his second appearance of the season in John Coombs' car, as used by Stewart to win at Crystal Palace. Argentina had two entries, the two yellow and white Automovilclub Argentino Brabhams for Carlos Reutemann and Benedicto Caldarella : as usual there was a large contingent of Argentinian pressman following their every movement and radio reports were broadcast literally every five minutes by a commentator who returns to Argentina after every European race to broadcast on national events !

There were two Swiss drivers, Jo Siffert having his third F2 race of the year in a works BMW, and Clay Regazzoni, who was back to lead the Tecno team after his fourth place with a works F1 Ferrari in the Dutch Grand Prix. Swedes Ronnie Peterson and Reine Wisell were renewing their Formula Three battles of the previous two seasons, Peterson in the other Guthrie March and Wisell in his privately-sponsored Chevron, which has not done very much racing and even less testing.

Jochen Rindt was, of course, there in the leading works-backed Lotus 69, while fellow-Austrian Dieter Quester was in one of the four BMWs.

Single-car entries came from Brazilian Emerson Fittipaldi, Japan's Tetsu Ikuzawa and the Polish Count Adam Potocki, the latter hardly being in the same class as the other two; all of them drive private Lotus 69s. From Italy came Andrea de Adamich in the Jolly Club Brabham BT30, and there were BMWs for Belgian Jacky Ickx and German Hubert Hahne, who brought BMW strength up to four.

Rindt, Hill, Beltoise, Siffert, Ickx and Brabham are all graded drivers and were therefore ineligible for European Trophy points, but the others were all anxious to score in this round, the fourth of the 1970 Trophy series.

At the start of the present season it looked as though the Lotus 69 had the edge on the Brabham BT30 and Tecno. But the new March —which to start with this year was nowhere in the hunt—seems to have caught right up. Young Peterson put his March on to pole position for his heat, having set the same time as Regazzoni, but only 0.1 sec. faster than Rindt's three-year-old circuit record.

An indication of the exceptionally close racing which would thrill the crowds in the final came in the heats, when the leaders circulated in one multi-car bunch which genuinely slipstreamed down the long straights, changing position several times each lap. The first heat fell to Siffert, with Peterson and Brabham arriving at intervals of one-tenth of a second, while the second was Regazzoni's, by a rather larger margin, from Rindt.

All was set for a thrilling final, and there were some good drivers having to spectate because they hadn't been quite quick enough to qualify. Among them was Graham Hill, who discovered a dud shock-absorber between heats.

To begin with the two Swiss, Siffert and Regazzoni, featured at the front of the group battling for the lead, while Pescarolo, Rindt and Brabham tarried behind : Bell stayed well in touch, tailed by Ikuzawa, Fittipaldi, Schenken, Peterson and Cevert with Wisell and Ickx not far behind. Brabham, the only user of Goodyear tyres, had already found them a bit too wide for really good straight-line speed, but nevertheless he was giving the two Swiss in his group a terrific race. He was later to drop back slightly, but not so far as Rindt, whose heart just didn't seem to be in this race and who could be heard lifting off the throttle on the way down the hill to the hairpin.

Pescarolo retired when his engine tightened up and finally stopped, Ikuzawa came into the pits with a valve spring broken and Cevert came to a steamy halt on the circuit.

Whether or not you call this type of competition slipstreaming or not, it was anybody's race. At half-distance, Brabham started to drop back slightly and the youngsters started to move up into contention with the leaders. First to make a move was Fittipaldi, closely followed by Schenken (who set a new lap record as he did so) and then Peterson, who made a tremendous bid in his March and led Siffert for five of the six last laps. He was still leading as they started lap 25, the last, and he had a big 100-yard margin as they swung into the hairpin, only to go sideways on as Siffert, Fittipaldi and Regazzoni swept past. Peterson managed to restart behind Ickx and Schenken, very close still, but with no chance of regaining the lead for which he had worked so hard.

The finish could not have been more exciting : Siffert was in the lead as they approached the line, with Fittipaldi less than a car's length behind, and Regazzoni third. With only a matter of yards to go, Regazzoni's Tecno virtually lurched out on the pits side of the road and somehow managed to scrape past the Fittipaldi Lotus, slotting back into second place in a manoeuvre which looked very alarming but which was undoubtedly fair play for the last lap. The

Continued on page 869

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Reflections in the Sand

FOR SOME TIME to come any reflections from the sand dunes of the Zandvoort circuit will be unhappy ones, bringing back the memory of the untimely death of Piers Courage when he crashed on lap 23, the whole car going up in flames. For those people who see such an accident from afar it is unpleasant enough, but it is far worse for other competitors, especially if you do not know who it was who crashed, and see no sign of a driver near the wreckage each time you pass. If you are engaged in a fierce battle with someone else and are racing on the limit you have little time to think more than "that was a nasty crash, wonder who it was", but if you are only at eight-tenths you have time to think of other things and look around, perhaps to recognise parts of the crashed car lying about, or notice a pit crew and signal board missing from its usual place. Although you cannot be sure you can get a shrewd idea of who was involved, but what the outcome was you cannot know until your race is finished. As the finishers in the Dutch GP drew into the pits and learnt the sad truth a greyness descended over the paddock, and the organisers wisely cancelled any lap of honour and all the prize-giving festivities in the evening. By quite early the following morning the Grand Prix circus had crept quietly away, leaving the North Sea mist still hanging over everything. A friend and contemporary of Piers Courage summed it all up when he said that it hardly seemed possible that never again would Courage come bouncing round a corner in the paddock, full of excitement and enthusiasm for some new thing or some new experience. He was essentially a happy young man who enjoyed his life.

Just why he crashed where he did we shall probably never know, but it could have been caused by a puncture, for previous to the race both Brabham and Rodriguez suffered punctures on the same part of the circuit, which caused them to have lurid accidents, fortunately without personal injury. It was thought that these tyre deflations were caused by sharp objects lying on the track, and Brabham's Goodyear tyre had the marks of what looked like a crown-cork bottle top in it. However, it could have been a sea-shell imprint, and today's smooth-tread wide tyres are very thin so that a sharp-edge shell could easily cut the tyre. All three accidents happened on the very fast right-hand bends, taken at close on 150 m.p.h., but taken easily and confidently by any experienced Grand Prix driver, so there is little question of driver error in the case of the fatal accident.

From the technical side the victory of the Lotus 72, in its modified C-type form, was undisputable and Rindt had no trouble at all in dominating the race. With an equal or inferior car to everyone else Rindt can scratch away with the best there is, being one of the fastest Grand Prix drivers today, though not the neatest or the most crafty, and when conditions are right for him he can out-drive everyone except Stewart. At Zandvoort with the Lotus 72C really getting into its stride, he freely admitted that he did not have to strain himself to beat everyone, the car was handling that much better than its rivals. To watch Rindt in practice was most interesting for he was cornering smoothly and neatly, with no trace of opposite-lock power slides, and had as much as two feet of road to spare. It was also noticeable that he got the power on just that much earlier out of corners than other competitors, and yet the overall picture did not give an impression of fantastic speed. Returning to the pits I met a radiant Colin Chapman, looking at his stop-watch and grinning like the proverbial Cheshire Cat, for Rindt had just clocked one of the fastest laps to date running on new tyres and with full petrol tanks. He had come in confident that with a light petrol load and race-ready tyres, he could take off another second, whereas usually in the realms of Grand Prix limit motoring to take off a tenth of a second is impressive. In the race he made his fastest lap on lap 2, in 1 min. 19.91 sec. and thereafter had little need to try desperately hard, though Ickx made a faster lap on lap 22, in 1 min. 19.23 sec., which stands as the new circuit record. No-one else got below 1 min. 20 sec. during the race, or even looked like doing so. The Lotus 72 uses a standard Cosworth V8 engine the same as the March, Brabham, McLaren, De Tomaso and Bellasi, so the obvious question is why was it so superior. When it was shown to the Press at the Lotus factory various important features were stressed, some of which it retains, while others have been discarded. Notably, all the brakes are mounted "inboard" on the chassis/power unit structure, which immediately reduces the unsprung weight, and this in turn means that the hub carriers and suspension members can be lighter, not having to support the brake discs and calipers, nor having to absorb braking torque stresses, so that the gain in unsprung weight is better than the brakes alone. One of the basic concepts of road-holding and suspension science is the ratio of the sprung weight to the unsprung weight, hence the continual search for lighter wheels, lighter tyres and lighter hubs. This business of having all four brakes mounted "inboard" is nothing new, for in recent years Lancia adopted the idea on their V6-cylinder sports cars of 1953/54 and Mercedes-Benz used it on the W196 Grand Prix cars and the 300SLR sports cars, and why it has taken until 1970 for someone to follow their successful lead is a mystery, though the 4-w-d Indianapolis cars naturally used the idea. Another important feature of the Lotus 72 is the mounting of two water radiators, one on each side of the cockpit, in place of the conventional single radiator mounted in the nose of the car. Again, this is nothing new, for today most Group 6 Sports-Prototypes use this system, but it allows the Lotus to use a sharp wedge-shaped nose, which not only gives the driver improved visibility but keeps him cooler, for with the conventional layout he is surrounded by hot water pipes and sits in a hot blast from the radiator cooling air outlet. More important is the fact that the side radiator layout brings two large lumps of weight into the middle of the wheelbase and this encourages a low polar-moment of inertia, which most racing-car designers deem desirable, and have done so for many years. The opposite layout is a high polar-moment, where the main weight masses are at each end, and the car tends to swing like a dumb-bell. One of the strongest supporters of low polar-moment was Vittorio Jano, and his D50 Lancia Grand Prix car of 1954 was designed around this principle. It also used its V8-cylinder engine as a stressed member of the chassis, just like any modern Grand Prix car, the only difference being that the Lancia had its engine in the front. It bolted to the front bulkhead of the cockpit structure and the front suspension was fixed to the front of the engine. Finally, the Lotus 72 breaks new ground today with the use of torsion bar springs, in place of the standardised coil-springs, and goes one step further than previous users of torsion bars, like Porsche and Mercedes-Benz, by using the Vauxhall system of a torsion bar within a torsion tube, so that all suspension and mounting forces can be directed to a single point for each unit, instead applying a twist to the chassis. This bar and tube arrangement was used on the 1938 VAUXHALL TEN (not Vanwall Ten, as our printers thought recently), so one wonders what is new about the Lotus 72. Chapman will freely tell you that new ideas are rare, they have merely applied a lot of known principles into one homogeneous design, rather than modifying an existing design to take a single change of principle.

To start with the Lotus 72 looked a failure, for in the middle of fast bends it suddenly gave a twitch and became all unbalanced. Some people attributed this to the rear suspension geometry, but Chapman said the chassis was not rigid enough. At the Belgian GP the second of the Lotus 72 cars arrived at the end of practice in a much-modified form, having had the monocoque centre-section fitted with extra bulk-heads in the side pontoons and strengthening sheets riveted into the rear of the cockpit, giving the whole structure much more torsional stiffness. It was this modified car that Rindt drove at Zandvoort. Originally the front suspension was mounted with its wishbone axes pointing downwards to the front, this geometry giving what is called "anti-dive", which means that when the brakes are applied the front of the car does not sink down, altering the suspension and wheel geometry. A similar idea was incorporated at the rear to produce what is known as "anti-squat", for when the power is put on with today's Grand Prix rear-end layout, the back has a natural tendency to sag or squat, altering the stance of the car, which in turn alters the balance of the car. When the Lotus 72 number R2 was rebuilt these special suspension features front and rear were removed and the front "dives" and the rear "squats" just like any other Grand Prix cars, with no apparent adverse effects. Whether the sweeping victory by the Lotus 72 at Zandvoort was a flash in the pan, or truly a step forward in racing-car design we shall have to wait and see, but after the practice a lot of the Grand Prix design boffins were sniffing around the Lotus garage, though whether they were armed with rulers and calipers is open to doubt.

A notable feature of the starting grid at Zandvoort was the fact that Brabham was not really in the picture, nor were a number of other runners using Goodyear tyres. At one point in practice Brabham's mechanics were seen to be scraping great dollops of sticky rubber off the Goodyear tyres. Apparently the Goodyear technicians made a miscalculation for the Dutch race and used the wrong rubber compound and the tyres were picking up all the rubber left by the other cars that were on Dunlop or Firestone, which were wearing normally. The result was that the cars mounted on Goodyear tyres would start

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off all right and then get progressively worse as they picked up this coating of rubber, which gave them a jelly-like feel. Remembering how Brabham had been pace-setting at races like South Africa, Brands Hatch and Monaco, there was obviously something wrong at Zandvoort for the first Goodyear-shod car on the grid was the Matra of Beltoise in the fourth row, all the cars ahead of him being on Dunlop or Firestone tyres. With a vast stock of tyres in the paddock, of varying widths, diameters, tread patterns, profiles and so on, it was too late to correct the fault when it showed up in practice. Goodyear's racing manager openly admits to an inexcusable mistake, saying in all honesty, "everyone has to make a mistake sometime, we just made a big one". It is a refreshing outlook compared with some trade and industry representatives who say in similar circumstances, "Trouble? We were not having any trouble."

During most motor races there comes an interesting moment when the leader catches up the tail-ender and laps him, and as the race progresses he laps most of the other competitors. If there is a battle going on for fourth place, for example, he has to get past it and he cannot really expect any of those drivers in the battle to ease up or move over and let him through. If the leader is engaged in a battle himself, with second and third place cars, then the situation can get very interesting, and you will often see the driver in second position take advantage of the situation or the leader do the same and shake-off his opponents. At Monza this situation often arrives three-fold, with the leading group lapping the second group and they in turn lapping a third and slower group, and that is when you see some really skilled traffic-driving on the part of the Grand Prix drivers. As a spectator of the overall scene you can see these situations approaching when the drivers involved are as yet unaware of them, and it is easy to calculate that a real free-for-all must begin in a few laps time and with any luck on a particularly difficult part of the circuit. The drivers themselves are all aware that it is going to happen and look for signs, such as pit signals being got ready for the leader, indicating that he is not far behind, or dots appearing in the mirrors at the end of a straight that were not there the previous lap. Then you wonder how many cars are in the leading bunch, knowing that you are racing with four others. A look at the leader's signal board as you go by the pits will give you clues, for it might read "P1 + 45", meaning he has 45 sec. lead over the second car, in which case he will probably whisk by with no trouble. If it reads a list of names such as "STEW, RINDT, AMON, BRAB, ICKX" you can guess that there is quite a battle going on and can verify it as you pass the pits, noticing that all those drivers' mechanics are standing ready with a signal board, awaiting the approach of the leading bunch. (A friend of mine who used to do a lot of racing never bothered with pit signals, for he maintained that if he was leading there was nothing he wanted to know, because he only ever went flat out, and if he was not leading he could always read other people's signal boards and gain all the information he wanted.) When the moment of lapping arrives everyone involved has to be right on their toes to make the most of every opportunity, or at worst make sure they do not lose any ground. At Zandvoort an interesting phase arose when Rindt, Ickx and Stewart came up to lap Miles, Surtees, Beltoise and Brabham, and as they approached, Rindt was safely in the lead but Ickx was not so safe in second place for Stewart had been closing on him since the start. After these three had lapped those four it was very noticeable that Rindt had more lead than when he started manoeuvring and Stewart had lost all the ground that he had made up. Now this was not because Stewart cannot go through traffic, far from it, and was not due to any lack of driving skill, but was due to the fact that the foursome did nothing to assist his passage, whereas Rindt had slipped by without trouble. They did not deliberately baulk Stewart, but it was obvious that they just got on with their own battle and took no notice of the blue flags being waved suggesting that they should move over and let Stewart by. It was all perfectly reasonable for Stewart was merely endeavouring to hold on to third place, while they were engaged in a wheel-to-wheel battle. Looking down on all this from the top of the grandstand one could not help getting the feeling that Stewart was not too popular with some of his fellow drivers. At the end of the race it was even more noticeable from above that the only people to greet Stewart and commiserate with him for being beaten were his "boss" Ken Tyrrell and one Dunlop technician. Had he won the race you could not have seen him for "friends" and well-wishers gathered around. Motor racing has some very fickle people in it, or is Stewart's popularity only when he wins?

The entry for the Dutch GP was remarkable for the fact that there were three Swiss drivers on the list, Siffert, Regazzoni and Moser, remarkable when you realise that the only motor racing allowed in Switzerland is the occasional hill-climb. Siffert and Moser are what are known as Swiss-Swiss, from the north where the language is *Schweizer-deutsch*, and Regazzoni is from the deep south in that very pleasant valley of the *Ticino* river that runs down from the Alps into Italy. The province of *Ticino* is almost 100% Italian and is one of those national anomalies where a piece of land should geographically belong to the neighbouring country, but because of some political arrangement sometime it hangs on to the parent country. Regazzoni, whose first name is Gianclaudio and whose nickname is Clay, is a typical *Ticinese*, with an Italian name, Italian temperament, Italian features and, it would seem, Italian driving ability, but in spite of it all he is of Swiss nationality.—D. S. J.

FORMULA TWO REVIEW—*continued from page* 856

others were only fractions apart, Ickx taking fourth from Schenken and Peterson cursing himself for his mistake but glad of sixth place, only just in front of Bell and Brabham. Rindt was a lowly ninth, but still only 11.3 sec. behind the winner!

So March's loss was BMW's gain. That long run of Cosworth victories which started at the end of 1968 clearly detracted some of the interest from Formula Two, so now their two successive victories should give BMW all the encouragement they deserved for three and a half seasons spending money for which precious little return was seen. Other competitors say that the German cars are now undeniably more powerful than the Cosworth, and the road-holding deficiencies of the BMW chassis are largely cancelled out on an undiscriminating circuit like Rouen.

The performance of the March was perhaps even more unexpected, for the car had not looked at all impressive in earlier races. The BMW factory has had a March chassis for evalution since the start of the season and there is now a chance that it will be raced at last. On the evidence of Rouen, it could be the combination of engine and chassis to beat.—M. G. D.

Results:

GRAND PRIX DE ROUEN F2—Formula Two—Rouen-les-Essarts
Final—25 laps—163.5 kilometres—Warm

1st: J. Siffert (BMW 270) .. .. 51 min. 24.3 sec.—190.9 k.p.h.
2nd: G. Regazzoni (Tecno-Cosworth FVA) .. 51 min. 24.4 sec.
3rd: E. Fittipaldi (Lotus 69-Cosworth FVA) .. 51 min. 24.5 sec.
4th: J. Ickx (BMW 270) .. .. 51 min. 25.0 sec.
5th: T. Schenken (Brabham BT30-Cosworth FVA) 51 min. 25.3 sec.
6th: R. Peterson (March 702-Cosworth FVA) .. 51 min. 25.7 sec.
Fastest lap: T. Schenken (Brabham BT30-Cosworth FVA), 2 min. 00.8 sec.—194.96 k.p.h. (*new outright circuit record*).

18 *starters* — 13 *finishers*.

MICHELIN RADIALS

MICHELIN have issued a useful book listing sizes and pressures of their radial tyres on modern cars and vans. They supply XAS tubeless radials for the new Triumph Stag, X (M+S) tyres for the new Range Rover and are currently supplying as standard or optional equipment on British cars ZX tyres for Spridgets, ZX tubeless tyres for Ford from Escort 1100 GT to Capri 2000 GT, Hillman Avenger and Vauxhalls from Victor 1600 to Ventora, XVRs for AC 428, XAS for Daimler Sovereign, Jaguar XJ6 and Triumph TR6 PI, and the good old X for Jaguar 420Gs. The booklet referred to is available from The Michelin Tyre Co. Ltd., 160, Brompton Road, London, SW3, on mention of MOTOR SPORT.

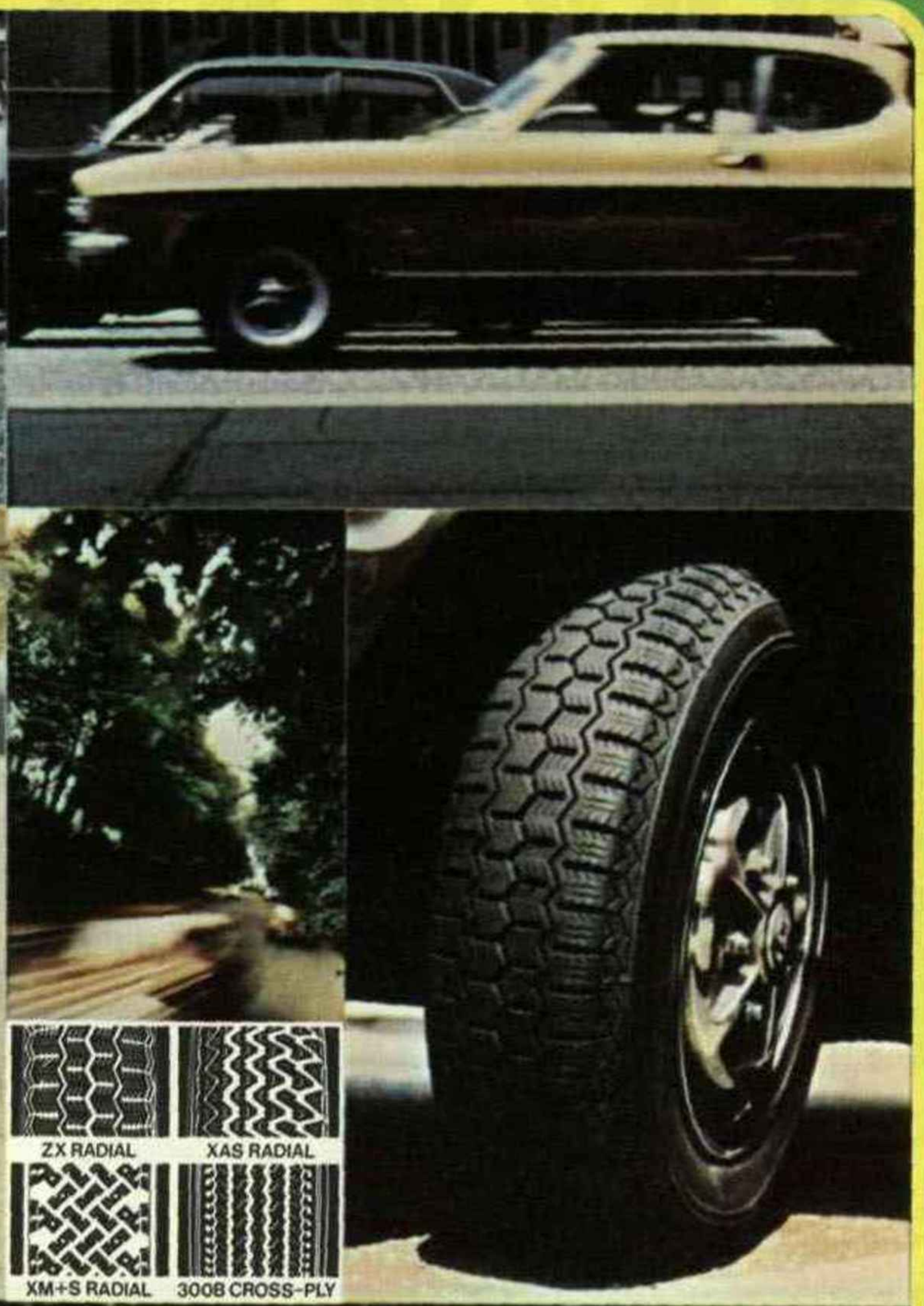
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PICTORIAL REVIEW

DUTCH GRAND PRIX FRENCH GRAND PRIX WATKINS GLEN

DUTCH GRAND PRIX

FERRARIS CLOSING IN.—Both Jack Brabham (18) and Jacky Ickx had to make pit stops to replace punctured tyres, Brabham twice. Splitting them on the road is the second Ferrari driven by the Swiss Formula Two expert Clay Regazzoni, who finished fourth in his first Formula One race.

THE BUNCH.—A big queue formed at the start of the race behind John Miles, whose Lotus 72 was very fast under braking and down the straights. Regazzoni has just forged past Miles, who is followed by Beltoise (Matra), Courage (De Tomaso), Gethin (McLaren) and Pescarolo (Matra), with Brabham a little further back.

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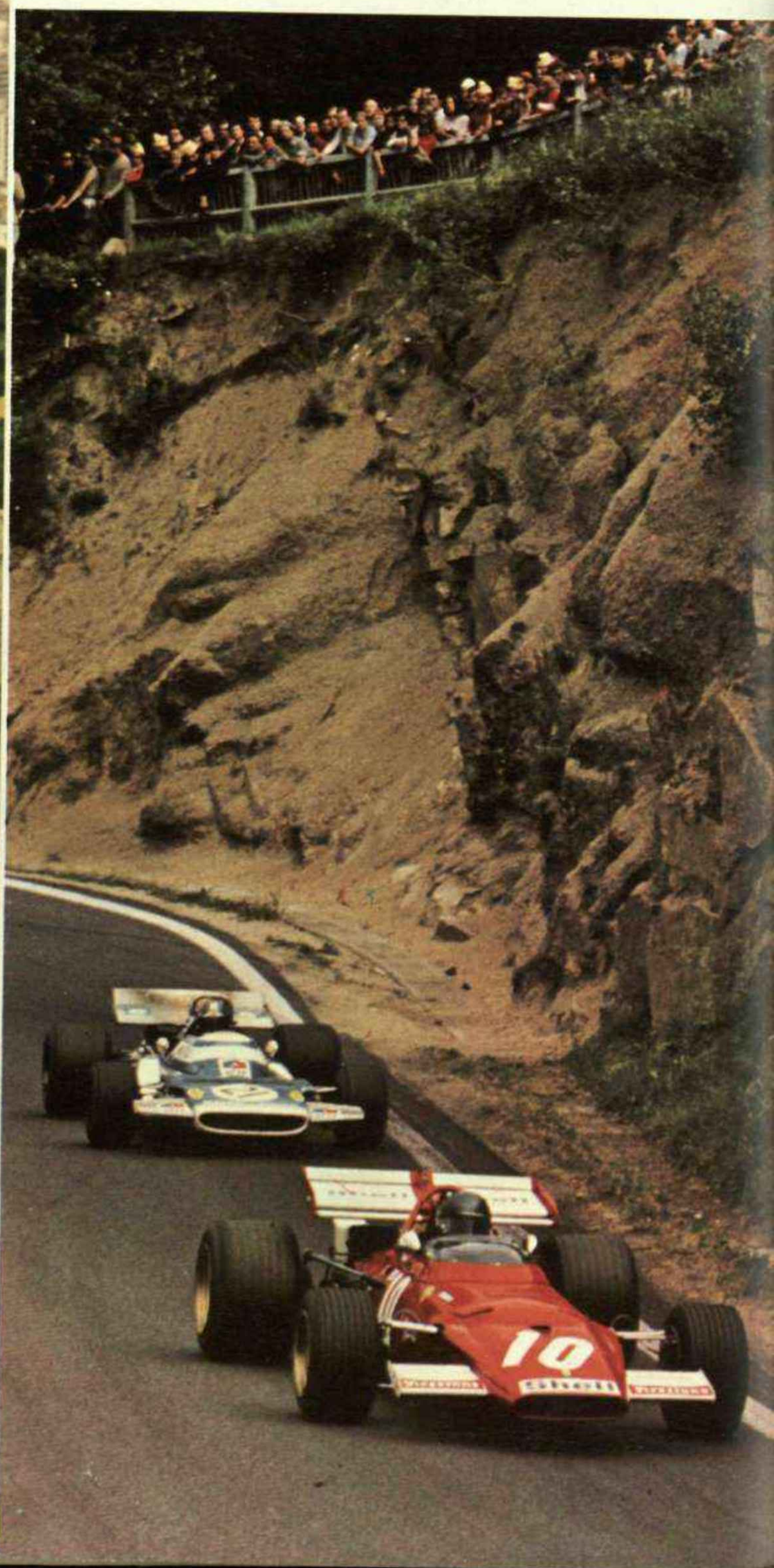


FRENCH GRAND PRIX

CLERMONT SCENE.—Dan Gurney passes the G
Prix Medical Unit, parked on a horrid rubbish tip
his way to taking sixth place in the French
Behind can be seen the city of Clermont-Ferr

12-CYLINDERS IN FRONT.—For the first time this year, 12-cylinder cars f
the first two places on the grid: here they are, moving away from the field
battling for the lead, with Jacky Ickx's flat-12 Ferrari inches in front of J
Pierre Beltoise's Matra. When Ickx retired, Beltoise held the lead for 11
before a tyre punctured.

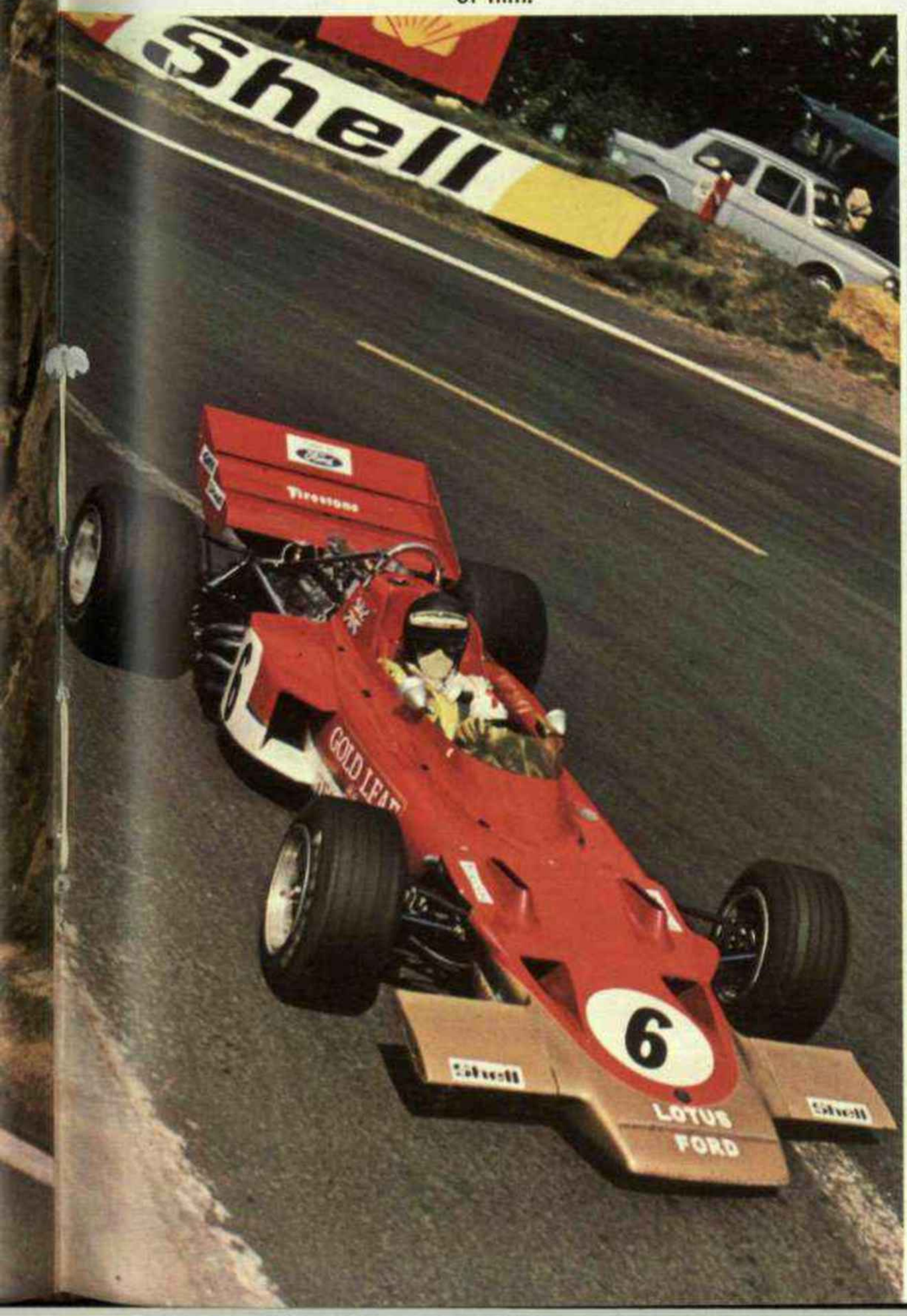






DAN GURNEY made an unhappy return to European racing with the McLaren team at Zandvoort, but at Clermont-Ferrand (here) he came through the field well and only just failed to claim fifth place from the Matra of Henri Pescarolo.

JOCHEN RINDT made it two out of two for the Gold Leaf Team Lotus 72 at Clermont-Ferrand: he never looked extended, even when the two 12-cylinder cars and Stewart's March were in front of him.



CHRIS AMON held fourth place behind Ickx, Beltoise and Stewart in the early stages of the French GP, but when they stopped, Rindt had passed the New Zealander's March and Amon had to make do with another second place.

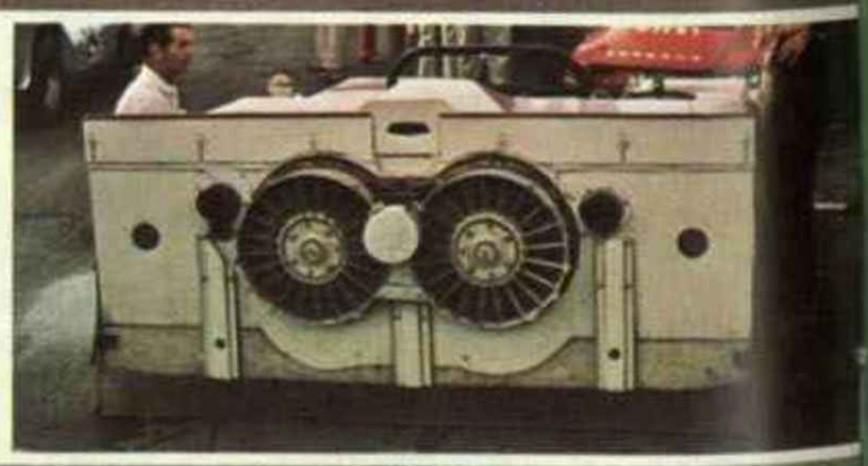


WATKINS GLEN 6-HOURS AND CAN-AM

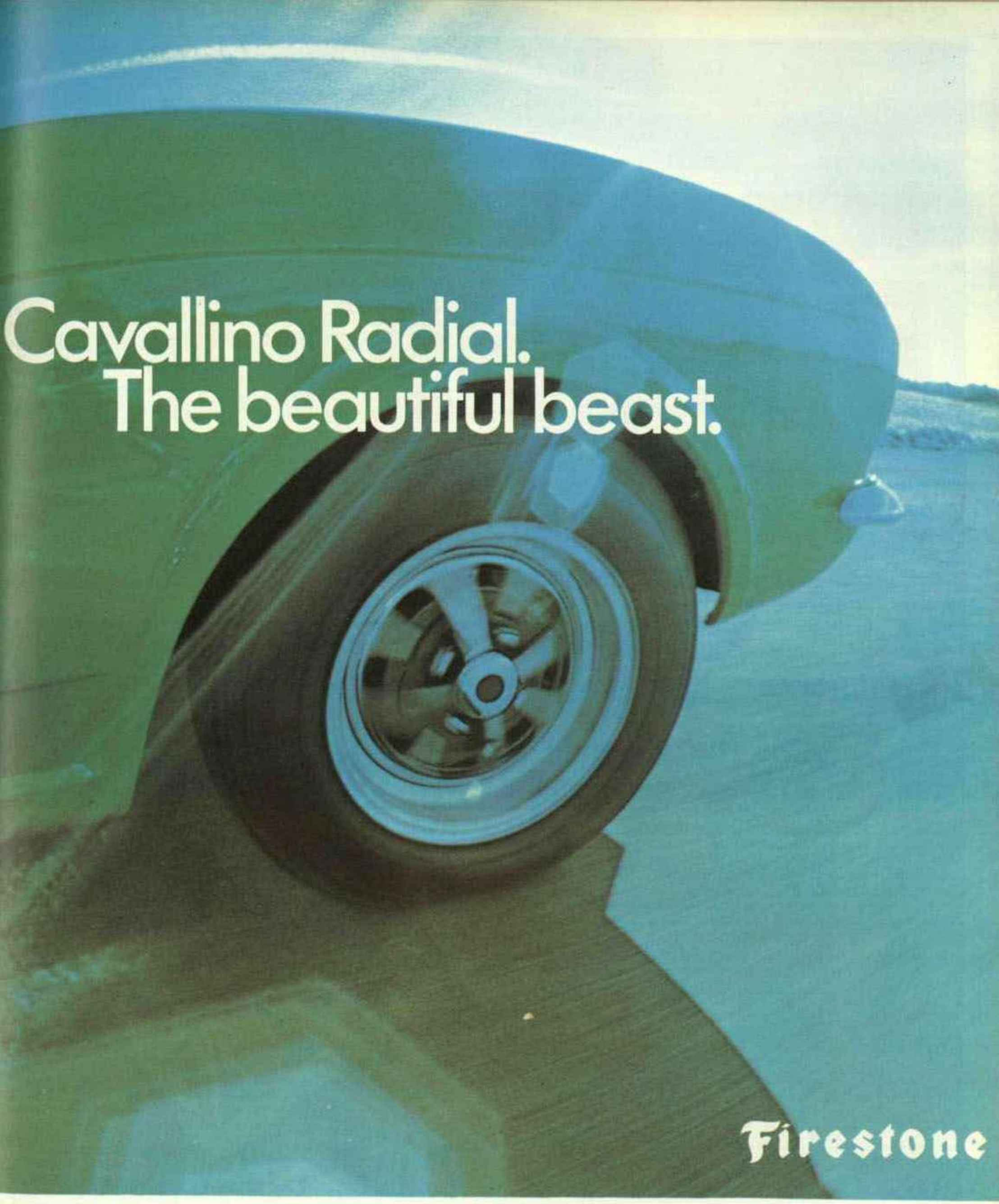
Gulf cars outran both works Ferraris and Porsche-Audi 917s, having a relatively easy one-two victory with the Rodriguez/Kinnunen car ahead of its sister car driven by Siffert and Redman.

PARDON!—The rolling start of the 6-Hours Race brought a gasp from the crowd when Andretti's Ferrari 512S touched Siffert's Gulf-Porsche 917. The two

NOVEL.—The revolutionary Chaparral 2J appeared at Watkins Glen driven by Jackie Stewart. Although not yet completely sorted, designer Jim Hall used the event as a practical test of the car's potential. Based on a "ground-effect" principle, the car has a small engine, mounted above the main engine, which drives twin fans at the rear to create suction beneath the car—and so increase traction. The "vacuum" is maintained by plastic skirts which are coupled to the suspension.



Cavallino Radial.
The beautiful beast.



When they built this one strong, it ame out looking good. Deep, wide-pen treads and radial construction tamp a good, fat footprint on the oad, take you just where you want be, in the wet or dry.

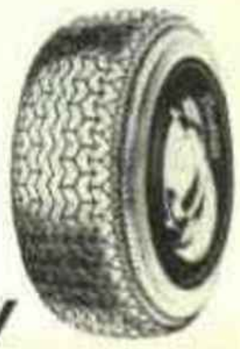
It's called the Cavallino Sport 200.

It's a radial, made by Firestone who took the F100 racing.

And it's a tough one, with special tough tread rubber to give you up to 80% more sure economical miles than cross-ply tyres. Cavallino has a special tough sidewall too, to resist damage,cut down cuts. The sidewalls also soak up the strain of cornering, keep the tread flat to the road.

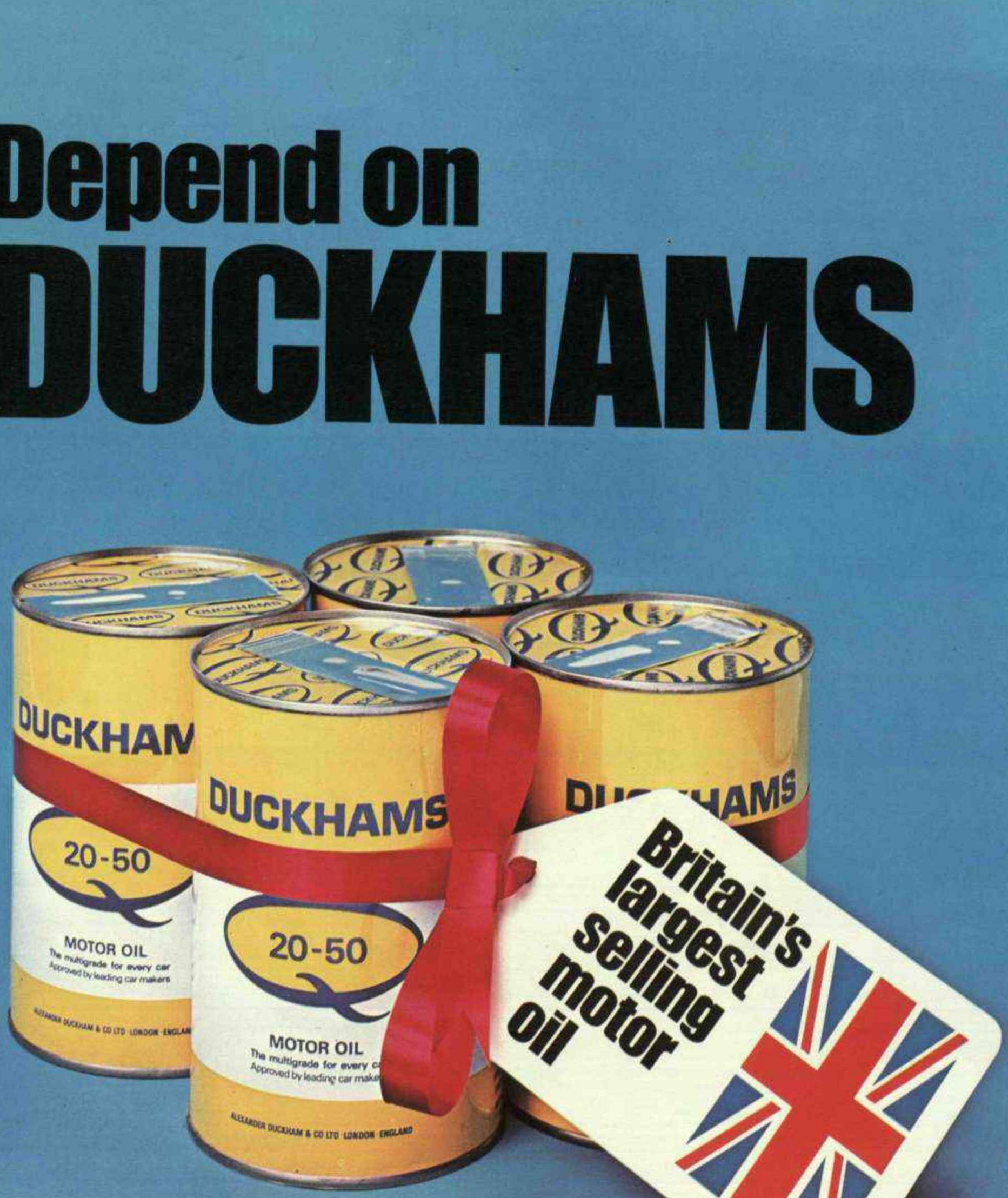
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Nice and strong.



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BOOK REVIEWS

"The Big Drive", by Richard Hudson-Evans and Graham Robson. 68 pp. 8 in. × 6 in. Soft covers. (*Speed Sport Motobooks.* 10*s.*)

There were at least three books about the London-Sydney Marathon and it remains to be seen what the final score will be in respect of the 16,000-mile World Cup London-Mexico Rally. But this paperback, advertising-accepted account seems to get most of the story of the toughest rally to date between its cardboard covers. One of the authors went in the Ford Escort which retired when it hit a lorry *en route* for Bulgaria while Colin Malkin was driving it—this is a hazard of reporting a long-distance rally as a crew member. Nevertheless, all the incidents seem to be there and the book is out while the World Cup is still topical.

There is plenty of interest about how the Ford works entries were prepared but the axle modification effected while the rally was in progress seems to have been rather glossed over. Tribute is rightly paid to the Ford personnel who worked on the victorious Escorts—praise being given to Competitions Manager, Stuart Turner; Ford's Assistant Competitions Manager, Bill Barnett; Ford Rally Engineers, Bill Meade, and Ginger Devlin; the electricians, Don Partington and Pat O'Sullivan; Peter Ashcroft, who built the engine; the mechanics, Jones, Wiltshire, Backshall, Masters, Stevens and Hoyle, who did the S. American servicing; and the rest. There is interesting information about these special 1,850-c.c. l.h.d. 18-cwt. Escorts with their dry sumps, push-rod o.h.v., Mahle pistons, twin Weber 45 DOCE carburetters, Holbay camshafts, Lotus-Cortina flywheels, Borg and Beck clutches with manual adjustment, 5-speed ZF gearboxes, Salisbury limited-slip Mk. II axles with Taunus casings and magnesium-alloy tail covers, German Bilstein shock absorbers and suspension struts, Twin-Cam radiators, 9.6 in. brake discs, Minilite magnesium wheels shod with Goodyear tyres, running on Castrol oil and Autolite AG12 plugs, and equipped with Cibie BB headlamps fed from Lucas 11AC alternators.

What happened to them and to most of the other entrants is well told, there are good pictures, two in colour, and a pull-out sheet carrying pictures of all the 106 crews who entered. Another book on the World Cup Rally is apparently due out in September, which reminds us that we are still awaiting Innes Ireland's book on the Marathon, as advertised on the Mercedes he drove in that event.—W. B.

"The Grand Prix Mercedes-Benz Type W125, 1937", by Denis Jenkinson. 75 pp. 5⅜ in × 8¾ in. (*Lionel Leventhal Limited,* 677, *Finchley Road, London, NW2.* 28*s.*)

A great deal has already been published about these W125 GP Mercedes-Benz, the most powerful of the pre-war racing cars, certainly the most spectacular to watch in action, and the symbol of the "golden age" of Hitler-sponsored motor racing. They have been described in detail and dissected in "The Grand Prix Car" and a post-war HMSO report, and how the German team was operated and how it fared has been told by George Monkhouse in his "Motor Racing With Mercedes-Benz". Consequently this little book about one season's racing with one model from Mercedes-Benz might be thought unnecessary. It would be, had Jenkinson not made good use of records made available to him at Stuttgart. From these, some fascinating new information emerges. The mileage of test runs, how many racing engines were built and their performances on the test-bed, and why Mercedes did not always beat Rosemeyer's Auto-Union in the 1937 Grands Prix are revealed perhaps for the first time and most of the causes of race retirements are given.

The author, who is MOTOR SPORT's Continental Correspondent, as if you didn't know, presents the story of these fabulous cars very clearly and without elaboration. Yet, as you read this brief account, you are transported back to the remarkably thrilling era when only two makes mattered in Grand Prix racing yet they were so fast and sensational as to make the racing worthwhile. The obscure facts about just when Mercedes changed from pressure to suction supercharging and on which engines is an important addition to historical knowledge, and the use by Mercedes of straight-eight, V12- and V16-cylinder racing engines is sorted out.

If any criticism is merited, the author omits to say who won the Coppa Acerbo, which slightly spoils the story, and it would be interesting to know why the c.r. of the Mercedes racing engines varied by 0.74 to 1 (presumably because of machining differences in the heads). It is interesting that when passed as raceworthy the maximum power varied by as much as 41 b.h.p. between five W125 engines, and that while the average race-form output was about 580 b.h.p., experimentally as much as 646 b.h.p. at 5,800 r.p.m. was achieved from those 5,660-c.c. power units, for which at least 78 superchargers were apparently made.

The book is illustrated with nearly three dozen pictures, many of them familiar ones, with liberal use of Mercedes-Benz hand-outs, but the new pictures are extremely interesting. With supporting tables and four plan and elevation drawings of the W125 to a scale of 1:24 this brief discourse makes worthwhile reading and advances knowledge of these historic racing cars.—W. B.

"The Ford GT40 Prototypes and Sports Cars", by David Hodges. 83 pp. 5⅜ in. × 8¾ in. (*Lionel Leventhal Limited,* 677, *Finchley Road, London, NW2.* 28*s.*)

Companion volume to the one reviewed above, this is topical stuff, about Ford's very successful sports/racing model. It follows the same format as the other book, with plans to the same scale, and is an excellent complete record of the GT40 in its many forms and race appearances. The Mercedes-Benz belongs to a more exciting era of motor racing history if you allow that when it was doing 200 m.p.h. ordinary cars that would do half that speed were not very numerous and many of them would not appreciably exceed 60 m.p.h., whereas with the GT40 doing a similar maximum speed to the 1937 Mercedes-Benz road cars are not all that much slower, 100 m.p.h. is now common-place, and the GT40 itself, as the book reminds us, is made as a road-car, which the W125 wasn't.

Which book you prefer will depend on your age and outlook, but either is a useful contribution to motor racing history.—W. B.

"Observer", by A. J. Insall. 208 pp. 9½ in. × 6¼ in. (*William Kimber,* 6, *Queen Anne's Gate, London, SW1.* 55*s.*)

This is the memoirs of a RFC observer during the active years, 1915 to 1918, of the First World War. The author was instructed on Maurice Farmans at Brooklands with his brother, who went on to earn the VC and who escaped from a German prisoner-of-war camp, as a later chapter of the book reveals. "Neither of us had been to Brooklands before; we knew of it as a motor-racing track, of course. . . . There is some good description of how Brooklands looked to a raw recruit to the RFC in 1915, billetted at the "Blue Anchor" and having aerial adventures over St. George's Hill, etc. Insall had a crash and lost his ability to pilot aeroplanes, so the bulk of the book is about his experiences and adventures as an observer in Vickers Fighters, over the battle area of the Western Front. Indeed, although the book has a great deal to say about the British and German machines of that period, Mr. Insall being well qualified as one of the co-founders of the Imperial War Museum and concerned with the Official Air History, to write about them, it is largely a tribute to the stolid Vickers Fighter which he loved so well.

There is scant reference to cars, except for the anticipated Leyland lorries and Crossley tenders, of which the allocation to Aeroplane Squadrons in 1914 makes interesting reading (32 motor vehicles, plus six motorcycles, usually P & Ms, to each one), apart from a sleeve-valve ex-racing Panhard with four-seater body used as transport back to Paris for pilots ferrying aeroplanes from Le Bourget and Villacoublay, which gets eight lines on pages 184-5, and brief mention of some nice driving by de Courcelles in his "red, two-seater Hispano-Suiza", presumably an Alfonso, on the Champs-Elysées, which the author compares with the habit of early members of the Royal Aero Club when they "used to scorch down Old Bond Street and skid to the kerbside outside No. 168 in Piccadilly, under the eyes of the bobby on duty there". One Brooklands pilot is described as "No stranger to Brooklands, he brought with him his racing car, and I recollect going round the track with him one evening, and seeing 90 m.p.h. on the clock as we passed under the Members' Bridge. We were staggered when one day we heard that he had been turned down on the ground of unsuitability. He had been told that he was too heavy-handed ever to make a pilot". Alas, we are left guessing as to whom this racing motorist might be.

This is a book which should fascinate those who shared in the adventures of aerial observing and fighting over France and who will meet in its pages some of the great RFC characters of those days. The account is intriguing, but suffers from being unillustrated, except for a composite picture on the dust-jacket incorporating a Shuttleworth Trust replica Vickers FB6, nor, one gathers, is the author enamoured of a publisher who has allowed Major Lanoe G. Hawker to be called "Lance Hawker" on one page, has put Maybach engines under "British and French" in the index, allowed Albatros to be rendered as "Albertross" on page 147, etc.—W. B.

CARS IN BOOKS

A READER, Mr. M. G. Skelton of Epsom, has drawn my attention to a book I had not previously come across, "Hidden Wealth and Hiding People", by Michael Terry (Putnam), which describes an expedition from Hedland to Melbourne with two six-wheeled two-tonner Morris Commercial trucks, undertaken in 1928. The purpose was that of prospecting and exploring rather than making a record crossing. A company, Admelsy Pty Ltd., was formed and the crew consisted of Terry, Birks, Officer and Campbell, at the start, Terry, Turner, Saxby, North, Campbell and Keyser completing the safari. The outcome was this book, a large one of 345 pages, plus maps, illustrated with 63 pictures surely taken with a VP Kodak?

The Morris Commercials used were impressive-looking vehicles, taller and bigger than the more familiar four-wheeled one-tonners. They were lent by Sir William Morris, who was in Australia at the time studying conditions. (One believes that his hopes of selling cars and trucks in this market were not fulfilled.) And they amused some natives, who said of them: "Two wheel longa lead, two feller longa middle, two more come up behind. My word, him all about cranky that one motor." Be that as it seemed to them, the Morrises apparently did extremely well. They were shipped to Port Headland in the *Koolinda* and set off on May 8th, 1928. There is a picture of the farewell party—"Good health—Have one for us in the 'Alice' "—which shows a tourer with wire wheels, perhaps a Model-T to have been present. The trucks had those high radiators with "Morris Commercial" cast in them and had been lightened by 2 cwt. by taking off all electrical equipment, the brake servo, running boards, mudguards and seemingly the cab, while a tow-hook was retained only on the leading vehicle. The bolt-on disc wheels were deprived of the standard twin tyres in favour of single 32 x 6 Australian Dunlops, with the herringbone tread, "which stood up very well, and at the end of the trip were perfectly fit for several 1,000 miles".



The "trip" consisted of 5,417.6 miles, the speedometers under-reading by 306.6 miles. Of this, 3,449.4 miles were over tracks, the remainder off proper roads. On the road section fuel consumption was never lower than 16 m.p.g. after the initial 1,000 miles (when these new trucks were presumably regarded as run-in), ranging from 18.4 to 12.0 m.p.g. Off the road it never fell below 4.9 m.p.g., or above 10.5 m.p.g., averaging 8.0 m.p.g. Oil consumption was 10,400 m.p.p. when new and on good roads, but increased to 2,000 m.p.p. at the worst as the journey progressed, off the hard tracks. Daily mileages averaged 130 on roads, 35 off the roads, but once 237 miles were covered in a day on roads and the best off them was 53 miles, the lowest 21 miles. The maximum suitable load on hard going was found to be 45 cwt., although 52½ cwt. was tried; off the roads a load of over 38½ cwt. had to be reduced to 35 cwt., as with higher loads the bottom springs flattened and any greater load would have reversed them.

In this long and arduous journey one truck needed two new stub axle king-pins and a new rebound leaf in a front spring, the other required no replacements. They were oiled every 400 miles on roads, every 250 miles off them and engine oil was changed every 500 miles in good conditions, every 300 miles when the going was tough. The rear suspension trunnions of the dead axle were oiled daily, or every 40 miles when running off the roads. Tyre pressures were reduced from 80 to 50 lb./sq. in. and new front tyres fitted to both trucks after 2,539 miles to reduce the chance of punctures from mulga and scrub. No blow-outs were experienced and the back tyres lasted the entire distance, but the leading truck had 41 punctures, four stumps being removed at one time, the rear truck 16 punctures, although three tyres escaped altogether. Michael Terry expressed the view that the Morris six-wheeler "is eminently suitable for general transport throughout the interior of Australia, and is in my opinion the most remarkable addition to motor transport since the magneto". He found it miles ahead of four-wheelers in anything except sand, and even then it was better; in rough country, particularly over spinifex, the riding qualities made it much faster and the double axles banished the bugbear of overloading which led to differential trouble. The low ratio auxiliary gearbox (their lowest was 84 to 1) obviated the unavoidable habit of having to race the engine and jump in the clutch "which ends the life of many a truck otherwise perfectly sound in engine and chassis generally". That was Terry's thank-you to Sir William Morris, but perhaps in his reference to slightly stronger bottom road springs, a slightly larger cooling system and an efficient air filter being desirable lies a clue to why Morris was beaten in this market by American vehicles.

Incidentally, before the expedition started there was a recce from the air with Woods (the pilot who, in 1929, was the first to search for Kingsford Smith's missing *Southern Cross*) in a Bristol Fighter of West Australian Airways, converted into an 80 m.p.h. cabin machine. It took off from Wallal aerodrome, which it had reached in 2½ hours against a strong wind from Headland. The South-bound mail went on in a four-seater DH 50. Up to this time WAA had flown more than 1,000,000 miles and in March, 1928, had carried 20,867 letters, 3,403 lb. of freight, 69 passengers and 228 persons on special trips or joy rides, flying between Broome and Wallal. They were adept at dropping parcels of motor or machinery parts at out-stations along the route, even if these were known to come through the roof.

* * *

There are some interesting references to cars in "The Reality of Monarchy", by Andrew Duncan (Heinemann, 1970, 36s.), although we do not approve of the book as a whole, which takes a snide look at British Royalty. From it, however, we learn that HM the Queen has four official maroon Rolls-Royces, all insured but untaxed and therefore without number plates, driven by one of 11 Royal chauffeurs, who drives up overnight if she is on a provincial visit, to ensure that the car is spotless. The oldest of these Rolls-Royces is a Phantom IV, given as a wedding present to the Queen in 1950. A second Phantom IV was bought in 1954. The two Phantom Vs were bought in 1960 and 1961. There are also two semi-official Austin Princesses (NGN 1 and NGN 2) purchased in 1958 and a pool of about 18 other cars, including a Renault from the French Government, in the Royal mews. The Queen's personal car is a 1961 Rover, Prince Philip uses his 1961 3-litre Alvis and Prince Charles has a blue MG-C GT. Princess Anne was given a Rover 2000 TC on her 18th birthday.

There are records of the cars used on official visits to foreign countries in this undeniably fascinating book—a 1935 Lincoln convertible, "the sort of transport used by American hoodlums", when the Queen went to Brazil in 1969, a country she visited knowing "that Volkswagen were manufacturing with Teutonic randiness 300,000 every year, and selling them for £1,000 each" when "ten years previously a leading British car manufacturer had refused to set up a factory in Brazil because he thought the annual sale would never reach 30,000". When Salvador de Bahia welcomed the Queen she rode in "a Lincoln convertible three years newer than that provided by Recife" and "Prince Philip had an older, albeit more glamorous 1926 Isotta-Fraschini, custom built as a replica of Rudolph Valentino's by a rich playboy for his fiancée". It was owned by a 60-year-old vet, had been transported at Government expense from his home in Sao Paulo, and the owner was allowed to put on a chauffeur's uniform and drive it, because nobody else could, but was told, delicately, not to talk to Prince Philip. When the Royal party got to Sao Paulo Prince Philip found himself in another vintage car, "a 1930 Buick", which "refused to start and had to be pushed", the pushing car burning out its clutch. Perhaps they should have re-imported the Isotta-Fraschini . . .

There is the rather pleasing sory in "The Reality of Monarchy" of Lord Snowdon being stopped by the police for speeding when he was driving his Aston Martin to his Sussex cottage. They apologised and let him go but to prove that this was not entirely Royal privilege he then followed them for ten miles and stopped *them*, to tell them they had exceeded the speed limit several times. The book mentions that amongst the objects flown out to Vienna in a BEA Viscount for the Royal visit was a Johnny Speed giant racing car, whatever that is, and it is amusing that the author describes the film *Chitty Chitty Bang Bang*, subject of a Royal Film Performance, as "adequate for children under 12 with nothing else to do" . . .—W. B.

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GT

THE ROAD-TEST ROUND

Or Finding Out How the Other Half Motors

THE HEADING does not infer that MOTOR SPORT has been testing a Dynasphere, that remarkable rolling cage with the driver slung within it, which was demonstrated to an incredulous public at Brooklands in 1932; it refers simply to the routine of sampling new motorcars, which is one of the nicer aspects of the motoring writer's life.

I am sometimes asked why a paper with such an all-embracing sporting title reports on what enthusiasts and sports-car fanatics are apt to dismiss as "bread-and-margarine" vehicles. The answer is two-fold, if not even more diverse. In the first place, the dividing line between sporting and less-sporting cars is growing narrower all the time, so that if one were to exclude from the road-test round those cars which, on paper, appear to be dreary saloons for Mr. and Madam Average-Citizen, one might miss some very salutary experiences—ranging, maybe, from driving the pre-war Lancia Aprilia to enjoying the recent Fiat 124. Then it should be obvious that any journal confining itself to the most expensive, fastest and most exotic cars in the world would have a very small circulation, thus practically no advertising, and therefore would be priced out of reach of even those who wish only to read about Ferraris, Maseratis, Lamborghinis and nothing else. Apart from which, I find it hard to refuse any motor car which is offered to me, if only for the mercenary reason that while using it I am wearing out someone else's tyres. Anyhow, unless you try them all you are not qualified to pontificate on how the other half motors. . . .

Which is why I found myself driving a VAUXHALL VX 4/90 last month—the re-introduced Luton model of this designation. We can dismiss the way it handles, because this is very much a car for the other half. I had occasion to drive rapidly for 200 miles one Sunday in the Editorial Rover 2000TC and to return the same day in an even greater hurry over the same route in this smart, low-roof-line, spacious Vauxhall. The Rover is not necessarily the finest example of handling there is but at the end of that day I had no illusions as to which was the nicer, safer, faster car of the two.

What this big Vauxhall with the well-established 2-litre overhead-camshaft four-cylinder engine such as you find in the current Victor and the well-liked Viva GT offers the Other Man (and Woman) is a smooth flow of power—you could have kidded me the engine had six cylinders and it is quiet running save for a very slight rattle (from the camshaft-drive belt?). The passing ability in direct third gear is impressive, in spite of a standing-start ¼-mile time of 19.3 sec. There is an overdrive, selected from a slide switch on the gear-lever knob, which operates in third and top, but this has a wide gap of some 1,000 r.p.m. from direct drive in top and as the box does not revert automatically to direct drive after second has been engaged, as Rootes used to contrive, this wide gap in the gear ratios is all the more apparent. Judicious use of o/d enabled me to get 25.4 m.p.g. of premium fuel, the engine consuming 500 m.p.p. of oil, as the extremely accessible, tube-encased hand-engraved dip-stick told me. An alternator makes possible a quite small Exide Supreme battery.



The re-introduced VX 4/90 Vauxhall, with 2-litre o.h.c. engine, is a 100 m.p.h. spacious family conveyance.

The VX 4/90 catalogue says this car "matches luxury with performance", so I was disappointed to find no vanity mirror (for my wife), no clock, seats which, although they had lever-adjusted reclining squabs, felt uncomfortably hard after that 200-mile stint and the Ambla upholstery of which made me sweat (which I don't do on the Rover's hide-covered seats), and too-weak coil springs for the first stage of the door "keeps". The flick switches down on the central console are convenient and out of harm's way but their symbol-illumination casts most irritating magnified blobs of reflected light, which accompany you in the n/s door window until you have discovered how to dim this unwanted light. The o/s control stalk is just too far from the steering-wheel rim for the lights to be effortlessly dipped by a flick of a finger, the starter key has no safety baulk, and of the four small dials that for oil-pressure is on the extreme left, where it is the least easily read by the driver.

The steering had a slight semblance of that stickiness which spoiled the Viva GT, which makes me wonder if this is an inherent failing of Vauxhall steering and not a case of lack of servicing? The "squiginess" of the steering under braking bears out this suspicion. Otherwise the proud owner of a VX 4/90 gets just better than 100 m.p.h., lots of room, good visibility, and his (or her) route after dark is well picked out by the Lucas headlamps and Butlers auxiliary lamps. There are good carpets, a lockable cubby hole, a tachometer which reminds one that at an indicated 70 m.p.h. the engine is lazing round at only just over 3,000 r.p.m., and the price is £1,269.

So it is possible that this VX 4/90 is going to be welcomed by many car purchasers. But if I were Vauxhall (or General Motors) I would be worried by adverse reports on the reliability of the Ventora which have appeared in the motoring Press recently, all the more so in view of the careful inspection and the painstaking finish to the cars which is routine in the Luton factory, as we have informed you from time to time.

The next car on the road-test agenda was a DAF. This was arranged through the enthusiasm of my good friend Dudley Steynor, who sells these unique Dutch cars in Buckinghamshire. I tried a DAF many years ago, a twin-cylinder version which came to no harm after a belt-slipping expedition to some West Country trials hills. I like cyclecars and I love the idea of a 1970 car driven by belts, I am aware that the clever DAF variomatic transmission stands up to the harsh punishment meted out in Formula Three racing and trials, and I am told that it is a very carefully put together, precision piece of mechanism. It certainly constitutes the only truly efficient form of transmission, because a gearbox merely provides a series of steps to something approximating to the desirable ratio at any given time and an automatic transmission is simply (or complexedly) the same, but with gremlins to engage anything from two to four such gappy steps. The DAF Variomatic drive is at all times in virtually the correct ratio for prevailing gradient and throttle loadings, and that this is accomplished in conjunction with a simple belt drive is all the more credit to the Nederlandic brain which conceived it.

Not that there is anything new about an infinitely-variable transmission achieved by means of expanding pulleys. You had it on the old Zenith Gradua motorcycle (which was so effective in hill-climbs that it was barred from competing, hence the maker's famous trade-mark of a five-barred gate) and on the Rudge Multi and in the early Bleriot-Whippet cyclecars, only you had to do the varying yourself, by hand, whereas in the DAF it is done for you, precisely and smoothly, by an ingenious combination of centrifugal force and engine suction. Moreover, this is a pure automatic transmission, presenting none of the indecision which can confront a driver when several "hold" positions are provided. A button on the DAF'S dash gives a low-ratio hold, for use on ice, with warning light on the rare occasions when it will be made use of.



The DAF 55 coupé photographed with one of those AA locality plaques which were at one time a prominent background to the English countryside—one critic dubbed them "The Yellow Peril"—but which are now rarely encountered.

The DAF I tried was a Type 55 coupé of an eye-catching blood-orange hue (DAF call it Nationa). You can still buy a DAF with their own air-cooled flat-twin engine (a 1970 cyclecar), but the Type 55 uses the Renault four-in-line water-cooled 50 (SAE) b.h.p. power unit of 1,108 c.c., an excellent engine of proven dependability, with five-bearing crankshaft, light-alloy head and push-rod overhead valves.

The stylish body of the coupé provides good room for two occupants (but rear headroom is very restricted with the rear window dangerously close to an adult's head) and is luxury appointed in the style of an NSU or Mercedes-Benz. The front seats have fully reclining, knob-adjusted squabs and upholstery is in rather clinging cloth/vinyl.

The first impression was that this is a car, like a Fiat 850 coupé, which looks faster than it is and that it needs a certain amount of rowing along, but with the right foot instead of a gear-lever in the case of the DAF. I had to get used to tyre squeal on corners, too, not because I was spinning the back wheels but due to the action of the DAF self-locking differential, accomplished by the twin-belt drive, which is, I suppose, a trifle tough on the 14 in. Michelin "X" tyres, and to the hum of the ingenious transmission. The centrifugal clutch, which engages at 2,250 to 2,400 r.p.m., makes the DAF a true two-pedal car, a joy to learner-drivers, and the aforesaid infinitely-variable transmission with ratios from 14.87 to 1 to 3.73 to 1 must, being always in the ideal ratio, surely assist the little Renault engine to give a good fuel consumption?

So here I was, like a middle-aged midwife, in possession of a handsome little two-pedal car. For a while I felt a craving for the Alfa Romeo, but it wasn't long before I was accepting DAF-style motoring. The Type 55 will cruise very happily at an indicated 75 m.p.h. (in fact, it is fully extended at 80) and it is simplicity personified to drive. I suspect, from the pedals' location, that the good people of Holland are expected to brake with their left feet, accelerate with their right feet, otherwise, if you prefer the one-foot method, the pedals seem unduly off-set to the left. Unlike an orthodox automatic car, the DAF has no hill-hold, but it has an important attribute to offset this in that, as you lift-off or brake to reduce speed, the Variomatic senses this and lowers the drive ratio, so that you get engine-braking much as you would had you changed down on a normal gearbox. There is also no transmission creep.

Allowing for the transmission hum, the Variomatic has no vices. You can leave the central selector lever in forward drive, ignoring the neutral location, and with the central hand-brake applied the car will not move until the brake is released. The only other transmission operation is that of pulling the selector lever to the reverse position—
—it goes forward for forward, back for reversing—how *could* that midwife make a mistake?

The acceleration isn't exhilarating but neither is it in the pathetic category. I found that although I hadn't enough pick-up to pass a determinedly-driven Ford Anglia 1200, I was faster in the corners, and I liked the taut, smooth and light DAF steering (3⅓ turns, lock-to-lock) almost devoid of lost-motion, as a rack-and-pinion should be. There is an oversteer tendency to the cornering but it is not at all pronounced, nor is the driver conscious of roll. Suspension is choppy, but otherwise comfortable, by coil springs at the back, torsion bars at the front with anti-roll bar, giving a good ride for a small car. The brakes, disc/drum, require a good deal of pressure. The DAF's interior has neat wood-trim on the facia, simple but sensible instrumentation and controls, push tumblers for two-speed wipers and lamps, a lockable boot of excellent capacity, two non-lockable cubby holes, the lid of the larger one apt to open on bumpy roads (the driver's door window was stiff to wind up, too, but the car was very new), a useful oddments' tray between the front seats, a fuel filler concealed behind the rear number plate, very effective facia fresh-air vents, and extractor vents in the body. Convenient knobs on the sides of the front-seat squabs enable these seats to be lifted for access to the back compartment. The spare wheel and jack are mounted beside the engine, left- and right-hand control stalks, apart from other functions, enable you to give a polite visual, or less polite aural, warning of approach. The DAF has stainless steel window frames, hub caps and bumpers, Cibie lamps, Securit safety glass, an AFA Kema Keur Instant Power 12-volt battery, Ducellier electrics, an AC fuel pump, a DAF radiator, and Kleber Columbes hoses. The front-hinged bonnet pops up, the rear side windows open as vents, the test car had a Javelin radio and its Michelin tyres were made in N. Ireland. The driver's door could have been a better fit and the paint lining on the doors was not consistent n/s to o/s.

Press deadlines prevent me from saying more about the DAF 55 at present, but apart from being a very excellent car for the novice driver and one which is well-nigh ideal for a learner, it will appeal to a more experienced and discerning public by reason of its technical ingenuity and the fact that it is quite different, transmission-wise, from any other make of car. It also comes in the luxury small-car category.

I got a disappointing 30.3 m.p.g. from it, oil consumption was negligible after 500 miles and the makers claim that the belts normally last as long as the tyres. Incidentally, without consulting the reference books, can you name any other *four*-cylinder car that had belt drive?

The Type 55 coupé is the top DAF model, priced here at a startling £999. But if you feel you are likely to become an addict it is comforting to know that at the other end of the scale the DAF 33 saloon de luxe sells for £300 less.—W. B.

PUBS NAMED AFTER CARS

THE ploy of naming public houses after well-known cars is growing. We do not mean the many "Talbot Arms", "Bentley Inns" and "Cross Hands" pubs (the Hands small car, you remember) you encounter in this country but those specifically called after famous makes of cars by the brewers. There is the "Jaguar" in Coventry, the "Bull-Nose Morris" at Cowley, The Vauxhall Inn at Cheltenham, and we seem to remember one with a Model-T Ford as its inn sign.

On July 8th Mitchells and Butlers opened a spacious new public house situated close to the centre of Wolverhampton on the Penn Road. Designed by Stan Jones for the brewers and supervised by Norman Smart, assistant architect of Scott and Clark, this new Bass/Charrington house has been named "The Sunbeam" in honour of the Sunbeam cars once made in the town. The lounge is named after Segrave and big pictures of Sunbeam racing and record-breaking cars, the Sunbeam-powered airship R33, and production Sunbeams of the vintage era grace the walls of this and the public bar. There are also wall plaques commemorating Sunbeam racing victories and one devoted to the late Sir Henry Segrave and his racing career. The opening was performed by Mrs. W. Boddy, President of the Sunbeam STD Register, who pulled the first pint, in front of the TV cameras. Outside were assembled a 1904 15.6 h.p. tourer from the Rootes collection, a 1921 24 h.p. limousine, a 1923 Fourteen tourer, a 1928 Sixteen fabric saloon, and a 1930 Sixteen estate car, all Wolverhampton Sunbeams, supported by a 1928 long-stroke Sunbeam motorcycle with "the little chain bath" and a 1947 Sunbeam S7 motorcycle. There were also several small rear-engined and larger front-engined Chrysler UK products bearing the name of Sunbeam. On this happy occasion old employees from the Moorfield works chatted to those who still drive the cars they made.

MIGHTY MIDGET

JUST A FEW days after last month's MOTOR SPORT pages went to Press I was pleasantly proved a liar. For in that issue I had noted that "in general, the traditional art of making two-seaters move that little bit faster has died out", following this uncertain ruling up with the declaration that a modified 1275 Sprite, or Midget, call it what you will, had never passed through my hands. British Leyland Special Tuning personnel were the people responsible for this month's about face, laying on a day of modified motoring which included four sporting two-seaters among a batch of entertaining machinery. You can read about that enthralling exercise in "Performance News", for here we want to concentrate on the outcome of that day, which for us was one hot week with one exceedingly "hot" MG Midget. After all there are not many steel-bodied, 1,300-c.c. cars which will exceed 110 m.p.h., record 0-60-m.p.h. runs in the low nine-second bracket *and* average 29.1 m.p.g. under irksome conditions.

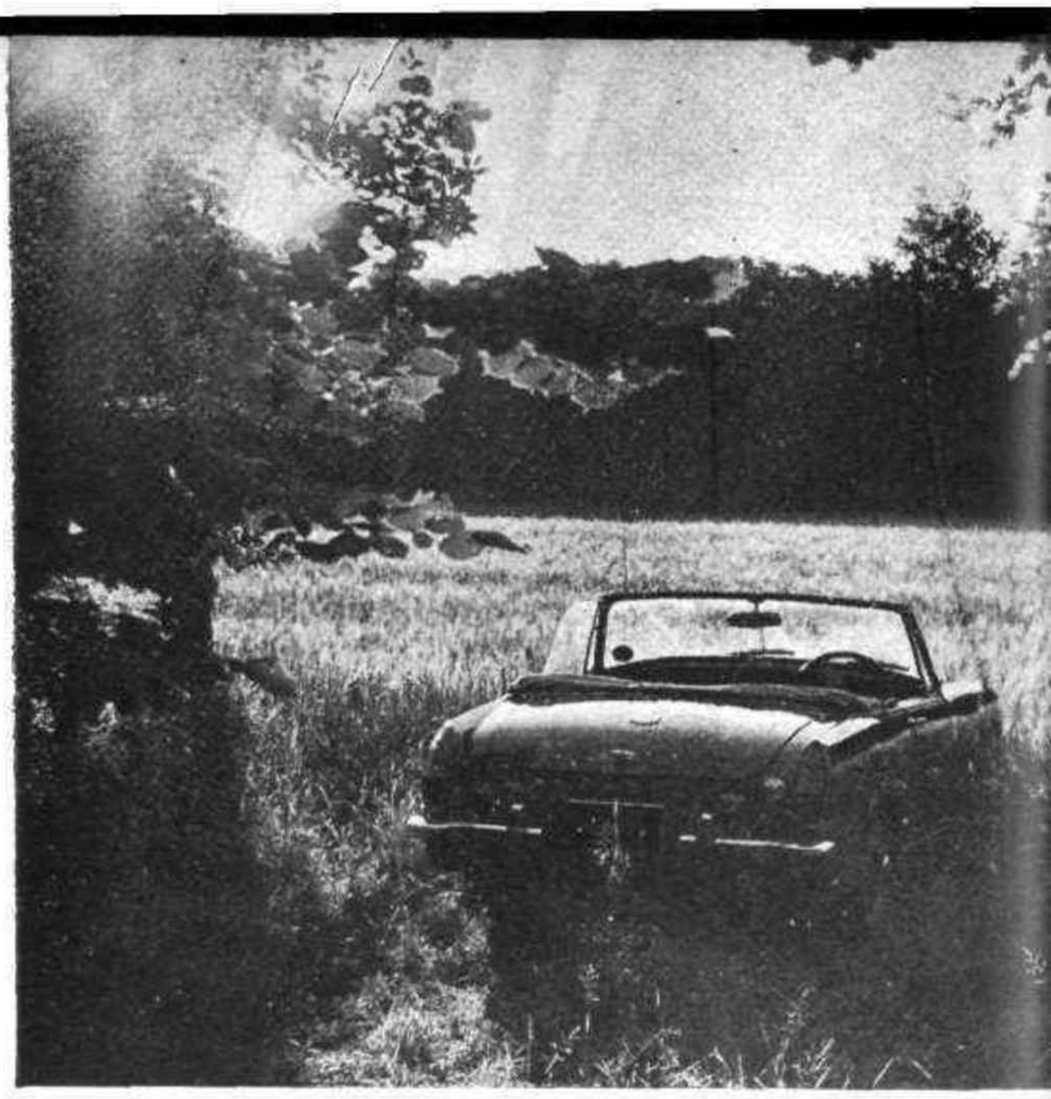
However, the introductory words above should not be taken to mean this Special Tuning Midget is a perfect form of transport for even the most ardent enthusiasts among you, for there were snags—nearly all of which arose from the lack of preparation time, in turn prompted by our eagerness to borrow the car. Activities which can be classified as enjoyable have a tendency towards being either illegal, immoral or fattening, according to the proverb, and this Midget is nearly always in the first category when travelling at its normal pace on British roads, and possibly is slightly imbued with the second quality too as anything which gives such illicit pleasure must surely be!

Before looking at these pleasures in more detail let us first look at what Abingdon's resourceful works did to concoct such a potent little brew. The engine and ancillaries are the major story in this case because in the scramble to prepare the car chassis mods were left aside. Excepting the installation of fade-resistant, Ferodo DS11 grade, disc brake pads at the front, there are no modifications apart from power unit ones. In essence the engine is a full race example of the venerable "A" series, enlarged from 1,275 c.c. to 1,293 c.c. by means of a 20-thou. cylinder rebore (so I still have not tried a modified 1275—J. W.).

From the top BL modifications consist of a full race 11-stud cylinder head along well proven Mini-Cooper S-type lines; this head is just one stage short of the ultimate in siamese port layout at £65, whereas the big (1.406 in.) valve head is another £10. The valve train features a number of strengthened items, as well as lightened tappets, which allows the regular use of 7,500 r.p.m. for as long as the noise is appreciated, with an absolute limit recommended at 7,800 r.p.m. The standard pistons are dished, keeping the compression down below 9 to 1, but were replaced by flat-top forged pistons giving a ratio of 11.5 to 1 within those enlarged bores.

The standard connecting rods appear to be exceptionally robust items and are not changed for racing use. The crankshaft story is slightly involved because twice during the 20,000 plus Mk. 4 "Spridget" (*i.e.*, both badge derivatives) production run there had been a nitrided crankshaft installed as standard. Unfortunately this is not the case at present, so this £30 treated shaft was necessary on "our" current production example. As one would expect on a "works" sort of motor car the reciprocating parts which have to endure all those crankshaft revolutions are carefully balanced in a highly successful attempt to eliminate vibration anywhere throughout the usable power band. Among the sundry engine changes one also finds a larger capacity sump and revised pump pick-up, a modified distributor with vacuum advance disconnected, and a 16s. dynamo pulley which has a smaller diameter to stop the risk of the electrical system over-revving itself.

Deeper breathing for the unit comes from a pair of 1½-in. choke HS4 SU carburetters (standard have 1¼-in. chokes) partially masked by glass-fibre inlet trumpets, a suitably re-shaped standard inlet manifold is used together with a very effective extractor exhaust system. The latter emphasises the effect of the racing camshaft profile utilised on the test car so that at certain r.p.m. one gets a smooth power bonus. The camshaft is coded C-AEG 595 which seems an insignificant detail, but remember that the oil-pump drive was changed for the 1275-powered versions so this is the current coding for the old 648 or 649 cam: the legendary device which has featured in so many successful ELMC racing engines, and lined a few sharp boys' pockets with different manufacturer's labels attached!



The result of all this engine work is to raise maximum power from 65 production brake horsepower at 6,000 r.p.m. to a roistering 95-97 b.h.p. at 7,500 r.p.m. In other words the output is not doubled but the 13.4-cwt. car gains an extra 30 b.h.p., to sharply boost the power-to-weight ratio to the point where it is better than that boasted by a production Lotus Seven. Of course one can buy a 120-b.h.p. Holbay unit for the Seven, but that is another story.

In order to judge this Midget against some sort of known quantity we took along a Lotus Seven S4 on the collection trip to Abingdon-on-Thames. We found the Midget as we have described it, plus a pair of headlamp cowls. A seemingly pointless item for the headlamp units suffer through a scattering effect on main beam and not even supreme optimists could claim the aerodynamics were significantly improved. SOK 94H, the Midget's registration number, struck a chord in the author's mind for, just two weeks previously, he had reluctantly (it was sunny!) handed back SOK 95H, another of the current Midgets which have adjustable seat backs and mock leather-rim steering wheels as standard equipment. 95H had the latest 4.5-in. rim sports steel wheels, whereas the modified Midget's Pirelli Cinturato tyres rested on 4-in. rim width wire wheels. Latest Sprites and Midgets also suffer, in my opinion anyway, from an overdose of matt black paint, but the interior changes do improve the driving position considerably—although those over six foot are still unlikely to feel at home in the car because all seat adjustment is limited by the steel carpeted shelf behind them.

The Midget set off from Abingdon with the tonneau cover on and hood down. In the week that followed the hood lay undisturbed and only once did we have to bail out a soggy interior. There is a way of travelling from Abingdon to Henley almost entirely on country roads and this we elected to do, the two open cars being at their most enjoyable over this terrain. With a standard 3.9-to-1 final drive and a considerably extended r.p.m. range the Midget proved to be at home winding up through the gears, holding 2nd gear up to an easy 60 and 3rd up to over 80 m.p.h. Frequently the Lotus Seven pilot would look down at his gear-change in a vain attempt to find a corresponding 5th gear as the Midget accelerated away at 90, keeping up a respectable urge forward until the speedometer needle fell off the clock at 100 and the r.p.m. needle indicated 6,000 plus. A very happy cruising pace is an honest 80-85 m.p.h. with the throttle eased back. The Midget pilot had his problems though: first the tachometer was standard, reading 7,000 r.p.m., stopping abruptly at this point, and secondly the brakes and road-holding were nowhere in the same league as the super smooth and thrustful engine. To solve the first dilemma we hung on for the count of two after 7,000 r.p.m. were indicated, or simply waited for the speedometer needle to indicate two or three m.p.h. more: so far as we know the car is still giving reliable service! The second problem was a lot more fun to solve, for the Midget is one of those delightful machines that can be tossed around by even a moderate driver and still return to base unscathed. Our cornering style was to brake and change down rather earlier than one would

normally, then let the engine wail away happily to push the Midget round. The back wheels can be slid out to fantastic attitudes in safety, but for public road work only the very slightest of steering corrections should ever be necessary, though one can save a little steering effort by merely applying power to turn out of a side road—leaving the rear wheels to look after the navigation.

Younger people who drive a Midget in this stage of tune will probably enjoy the same love-hate relationship with the gearbox as we did. When the non-synchromesh 1st gear goes in correctly at 25-30 m.p.h. there is immense satisfaction, but if those teeth clash, what a sadistic idiot one feels! A good blip of the throttle is an essential part of the double de-clutching routine, but even though this helps I would honestly rather have all straight-cut gear teeth and no synchronisers, or a synchromesh box to the standards offered by Ford and Fiat. Apart from this 1st gear routine, the change is excellent from the stubby lever and a competition clutch does its job superbly as one feeds in 3,000 r.p.m. plus as part of the normal getaway routine.

There is a full range of modifications to improve both handling and braking at Abingdon, but as explained we were left practically bereft in both these departments—only stopping giving us any anxious moments. The lesson is obvious, even for brisk road use the braking should be improved before the converted Sprite is used. It sounds all so obvious, but the exhilaration of new found power can lead normally safe drivers into trouble if the brakes are not up to par. This was demonstrated for me when the Midget simply could not draw back from a high-speed overtaking manoeuvre while the Lotus did, and all so easily.

The Midget was used for all our normal routine traffic work and ran steadily throughout with the water temperature needle occasionally crawling as high as the N for normal mark. Oil pressure never dropped below 40 lb. per sq. in., but was a little worrying at anything over a consistent 5,500 in 4th (90-95 m.p.h.) when it would drop back from 60 to 45lb. per sq. in.—and no less. We could detect no surge during hard cornering (nicknamed "Advanced Aerobatics" by a pilot friend who drove with us!) but were nevertheless disappointed that oil pressure was not maintained to a more reassuring level with the sump definitely full. Flexibility for traffic work depends on the driver feather-footing until 3,000 r.p.m., the bulk of the engine's power output coming in at 4,500, which feels like 2,000 revs on a standard Sprite anyway.

Altogether a fabulous little car for blowing away the dullness of everyday life at a reasonable price. The engine modification parts cost in the region of £200, an Austin Healey Sprite is just over £800, so the final cost will be in the £1,100-1,200 bracket, depending on who does the engine assembly and how much more one wants to do in the handling department. What is far more practical and likely is that a large number of Spridget owners will fit all or some (I *would* suggest a less energetic camshaft for most uses) of the parts we have discussed and will derive even more enjoyment from these likeable open sports cars.—J. W.

PERFORMANCE

Acceleration :

0-30 m.p.h. ..	3.0 sec.	0-70 m.p.h. ..	13.5 sec.
0-40 ,, ..	4.8 ,,	0-80 ,, ..	18.2 ,,
0-50 ,, ..	6.8 ,,	0-90 ,, ..	26.7 ,,
0-60 ,, ..	9.25 ,,		

Gear speeds (at 7.000 r.p.m.) :

1st	38 m.p.h.	3rd	82.5 m.p.h.
2nd	60 ,,		

Top speed (hood down) :

Best	114 m.p.h.	Mean	110 m.p.h.

Average : 112 m.p.h.

Speedometer : Over-reading by 1.5 m.p.h. from 60 to 90 m.p.h. indicated.

Fuel consumption : 29.1 m.p.g. overall.

Converters : British Leyland Special Tuning, Abingdon-on-Thames, Berkshire.

PERFORMANCE NEWS

BL Push Further into Conversions Market

IT WAS a really hot summer morning as we conducted the editorial Lotus Seven ever further into the aromatic Berkshire countryside in search of the British Leyland venue for a day of even faster testing. Having rejoined the signposted method of approach we began to wonder why BL had suddenly decided to emphasise this side of the business. Undoubtedly they were helped in their decision by Ford's announcement of selected AVO dealers, or was the choice of 36 BL Special Tuning dealers really a complete coincidence? The Special Tuning Department has co-existed alongside Comps for some time at Abingdon having a pretty good record, one would think, for selling what has been proven in action at a reasonable price.

When we arrived there were 14 converted cars to try, plus sundry other non-standard-looking saloons crammed into the forecourt of a genuine Olde Worlde public house. Most of the modified cars had simple bolt-on "goodies" added costing between £50 and £75, emphasising that there is a big portion of the D-I-Y customer in the performance field at present.

An RAC-signposted road circuit of just over 12 miles was used for journalists to try out the wares over both tight B-road bends and a decent length straight. As we had arrived in a Lotus we felt honour bound to keep up the sports-car feeling and our first choice for the day was an MG-B GT with experimental cloth-covered seating and Porsche orange-shade paintwork, coupled to the £81 10s. Stage 2 kit. The primary engine changes are the adoption of $1\frac{3}{4}$-in. choke SU carburetters and a modified cylinder head with compression ratio boosted up to 9.6:1. We also tried an open MG-B Automatic with the same parts fitted and were thoroughly impressed by both.

The manual car (with overdrive) seemed content to cruise above an indicated 100 m.p.h. with acceleration that fell only a little short of the racing-engined Midget we tested this month. Both cars were docile in their low speed manners, the automatic being a little slow away from a standing start but thereafter romping up to an indicated 120 m.p.h. in a very convincing manner. Overall these were two of the nicest converted cars I have driven this year, being good value and satisfactory performers, seemingly without the fuss normally found in converted cars.

Continuing the sporting theme we also tried *that* Midget, which sprayed petrol from the float chamber on this occasion, and a rather nasty Triumph Spitfire which seemed incapable of exceeding 90 m.p.h. on the speedometer even in modified form. The Spitfire can be made into very sporting transport, but for this demonstration someone had mistakenly allowed the car to go out on the standard wheels, tyres and suspension. As always, this means that any sudden change of plan in mid-corner is best forgotten; if circumstances dictate a quick change of direction or braking, then it is safest to apply corrective lock at the same time!

We drove a number of saloon cars, probably the most interesting being a rally-flavoured Maxi and a 1275 Mini Clubman GT with a 90 b.h.p. plus engine (similar to the one installed in the Midget, lacking merely the sports cars' race camshaft).

The Maxi reinforced my views that with adequate, in this case 6-in., rims it is a car to be respected in all matters concerning fast country lane travel. The engine was to the same specification as the Maxi we tried for MOTOR SPORT some months ago and our conclusions were much the same: from a competition viewpoint, slow but pretty sure with vast reserves of road-holding for the tarmac sections. The only thing that would worry me as a rally driver would be the thought, "will it fall over?" After all, there has to be a limit of some sort!

The Mini was simply great fun with terrific low speed punch which stays up to 6,500 r.p.m. with ease. The brakes and handling were up to the performance and there was no doubt that it was the quickest car around the "circuit" on that day. The acceleration was even fiercer than one would have expected, partially because a 3.9:1 final drive ratio has been chosen to give 100 m.p.h. as the decibel threshold of pain.

Crayford-Alpina?

WE hear rumours that Crayford Automotive of Westerham in Kent are about to commence an official link with Alpina in Germany, the well-known BMW saloon car race preparation and conversion specialists. One of our staff has now tried the V8-powered Crayford Capri over a very short distance, but as all we can obtain from him in the way of comment is "super, I loved the car, etc.," readers will still have to wait still longer for a road test.—J. W.

LETTERS FROM READERS

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

ALFA ROMEO AFFAIRS

Sir,

I was most interested in your article on the Alfa 1750 written in the April issue and in your Belgian correspondent's letter on the same subject in the May issue.

About three months ago I bought a new 1750 for mostly the same reasons as those expressed in the letter from Belgium, despite a short but disastrous ownership of a 1600 Giulia four years ago. Before this purchase I tried out a BMW 2002, with which I was much impressed, but the Alfa has just about the same performance, is a nicer-looking motor and has four doors. Its reliability is a more unknown quantity. Judged on the first 3,000 miles I do not regret my choice.

I wish the very poor turning circle of the Alfa could be improved upon, and I wish they would put checks on the doors to keep them open. On my particular car there is a pronounced whine in 5th gear at between 58 and 63 m.p.h. I feel this should not be, but do not know what can be done about it. The agents assure me it is nothing to worry about. I look forward to your next instalment in the Alfa 1750 saga.

Glendalough, Eire. A. C. P. WYNNE.

Sir,

Mr. Sear asks for informed comment about Alfa cruising speeds. I don't know if my experience could be called informed comment but for what it is worth it has been as follows :—

1. 1300 Sprint Veloce with Speciale engine timing was habitually taken up to 7,500 r.p.m. (1,000 r.p.m. above the safe limit in the instruction book). A set of rings lasted 40,000 miles. I once called in at via Gattamelata with this car and the mechanic pronounced the *motore* to be *molto buona,* this was at about 30,000 miles. I asked him what revs. it was safe to maintain on the Autostrada and he pointed at 110 degrees C. on the oil temperature gauge and said *buona* and then flicked his hand above this figure and said *non buona.* Where possible abroad, this car was habitually cruised at 6,500 revs. and I never had an oil temperature reading of over 100 degrees C.
2. 2600 Sprint, always taken up to 7,000 r.p.m. (900 r.p.m. over instruction book limit), rings again broken at about 40,000 miles, cruised abroad at 5,500 r.p.m.
3. 1750 saloon, always kept below 6,000 r.p.m., mileage to date 39,000, oil consumption negligible. This car has always been cruised at over 5,000 r.p.m. where conditions have been possible abroad with no ill-effects. Coming back from Italy last year it covered 192 miles in two hours, including a petrol stop.

To sum up, my impression is that if the engine is kept within the prescribed limits it is unburstable and practically everlasting but, if abused, breaks its rings eventually. No other mechanical damage seems to result. As far as the gearbox is concerned, it has been my experience that when the instructions about warming-up are followed synchro. on 2nd gear lasts well but if continually used from cold 20,000 miles is about time for renewal.

If I may also just add my impressions of these three Alfa Romeos, the Veloce was a beautiful, genuine GT car with a range of over 500 miles between petrol stops; the 2600 smooth but rather Aston-like, and for my money the 1750 is the best four-seater saloon under £2,000.

Who could be satisfied with a Rover TC or V8 after a long Continental journey in a 1750? Before you give your 1750 back drive to the bottom of Italy and back in it and then repeat the journey with your Rover or a V8. [Ah-hem !—ED.]

Lyonshall. R. C. GREEN.

Sir,

Like Carole Landen, I, too, am an enthusiast for not-so-new Alfa Romeos, in particular the Giulietta Sprint. I still feel that this is one of the most elegant of all post-war cars and if the dreaded rust can be suppressed (what a pity no fibreglass body parts are available) it will surely qualify as a neo-vintage model in years to come. Its specification and performance are still modern—just imagine the cries of excitement if an MG with a reliable alloy twin-cam engine and sophisticated rear suspension was introduced in 1970.

With reference to the unwanted percussion noises in Carole Landen's Spider, may I suggest the speedometer as being a possible cause of the facia noises, and weak engine mountings allowing the exhaust system to bang the chassis near the left front toe-board?

My Giulietta Sprint, which I recently repurchased, is an 11-year-old, which also fails to awaken a glimmer of candlelight from more modern Alfa drivers on the road and I would attribute this largely to snobbery, together with unawareness by some Giulia and 1750 owners of what a pre-1964 Alfa looks like.

Witcombe. D. E. PITHER.

Sir,

I read with great interest the letter written by Carole Landen regarding her Alfa Romeo. I remember her last letter when she was having trouble obtaining spares for her Giulietta Spider. (Actually that letter put me off buying an Alfa Romeo at that time.)

I bought a Giulietta Sprint about 18 months ago and I must say what a wonderful car it has been. The combination of a very lively engine and fantastic road-holding make it a car to enjoy, especially on Continental roads. In its day the shape must have been very advanced; even today it is still appealing.

The only fault worth mentioning is the terrible rust problem, the bodywork and chrome seem more susceptible to it than British cars. As for spares—no problem at all, thanks to Messrs. E. B. Spares, of Seend, who have supplied everything that I have needed.

I hope to return to England again next year and then, perhaps, a Sprint GT?

Thanks for an excellent magazine. I wish they were easier to obtain back home.

Timaru, NZ. D. WILLIAMS.

* * *

YA/YB MG ENTHUSIASM

Sir,

I was both surprised and gratified to read Mr. Michael Green's letter (MOTOR SPORT, June) regarding that fine little car, the MG YA and YB. Having just purchased an almost totally original example, complete with University Motors' dealer transfer and MG registration, for the princely sum of £12, I was on the point of raising the car's banner myself when the June MOTOR SPORT came to hand. I must agree wholeheartedly with Mr. Green in his commendation of this model, which seems to be very much the "dark horse" of post-war MG cars: the vehicle which succeeded it—which was really a Wolseley and should have stayed that way—being the ZA Magnette, achieved a far wider recognition.

Exactly why this should have occurred I cannot fathom. Above all else, the car has character—MG character, which is apparent in everything from the light switches to the dipstick ! It also has considerable powers of longevity, for I was astounded to discover that my example has rear wings and valance which are quite rust-free, and absolutely solid door bottoms on three out of the four doors. The interior woodwork, though in need of a revarnish, is perfectly sound, and the cream hide seats are intact but filthy. The front buckets are a lesson to any seat producer, offering almost perfect lateral support in great comfort. I need not, of course, dwell on the perfect state of the radiator chrome, sunshine roof and Jackall system. . .

I think the charm of the car stems basically from the fact that here one has what is undoubtedly a vintage specification in a car which is only about 20 years old, having been produced at a time when nearly every other manufacturer was attempting to reduce the technological lag of Britain behind the USA imposed by the Second World War. Apparently the only concessions Abingdon considered necessary to the march of progress were independent front suspension and pressed-steel bumpers, which latter would have been better left as sprung-steel strips anyway, since the "modern" bumpers look rather incongruous against an unabashedly pre-war body style. However, pre-war standards of plating were certainly retained throughout; I could find no fault, or corrosion, which marred the chromework anywhere on the body. The radiator was perfect: no loose slats, nothing bent or rusty,

the octagonal filler cap and MG badge intact (amazing how many filler caps seem to have disappeared from *real* MG radiators !) cliché or not, they *don't* make them like that any more.

I am at present preparing to give UMG 366 a complete engine overhaul, after which a respray is in line, but I cannot grumble at the fact that an expected total outlay in the region of £40 will give me a mechanically- and bodily-sound carriage of distinction, in better general order than yer actual five-year-old Ford Cortina or 1100 (what rear sub-frame ?). I shall also be the proud owner of one of the last real MG saloons, which at the present rate of deterioration should last until about AD 3000 ! Minis may commit hari-kari on my (unblemished) overriders, while their cramped owners visit orthopaedic surgeons for treatment of spinal trouble, kidney malfunction and other dire complaints; the rest of the crossflow cowboys can admire my wheel-hub emblems from their side windows, and I can use the occasionally-passing Beach Buggy for emptying the ashtrays. What more can I ask ? This is a car you won't spend hours looking for in car parks: the crowd of breathless admirers will identify it miles away. I look forward to many pleasant miles in a style of travel almost extinct today. Long may the MG Y-types perpetuate it for the fortunate few !

Horsham. TIMOTHY J. GRIGGS (age 17).

Sir,

I was most interested to see correspondence relating to the MG YA and YB saloon cars. My first car was a nine-year-old YA model which gave faithful service during the four and a half years in which I owned it. The engine was an instant starter (although it had the tendency to be self-anointing with oil) and this, coupled with a heavy, solid chassis and suspension, provided the basis for a reliable car. Both the gearbox and rear axle were fitted with dipstick/breather/filler holes which could be reached from inside the car (no filling through side level plugs). Also both the propeller shaft greasing points could be reached by removing blanking plates fitted to the tunnel inside the car.

I found the braking system adequate and not too heavy for normal motoring. The cable hand-brake provided a system independent of the hydraulic foot-brake, and could give a retardation of 0.45 G—much better than most modern cars !

The interior was neatly finished in leather with a wood dashboard and window frames. The sunshine roof and opening windscreen were most welcome under current weather conditions. As with most cars there was a tendency for some body rot to occur—the spare wheel and boot doors in particular were vulnerable due to their being located by sponge rubber strip which acted as a water reservoir during wet weather. I also experienced trouble with the drain tubes of the sunshine roof which had perished and allowed water to drain into the bottom of the body. This had produced some corrosion but was readily repaired.

The previous owner informed me that this model had a tendency to break half-shafts, but whilst I always carried a spare (obtained from a Morris 10 in a breaker's yard) I never needed it. However, the subsequent owner broke one soon after purchase.

It is now nearly six years since I sold my YA (and purchased a more potent and exotic machine in the form of an "R"-type Jensen) and whilst it has had a miscellany of owners, it is still running around the Hull area and outwardly appears quite respectable.

Hull. J. RADDINGS.

[These are but two of the many letters we have received in support of YA/YB MGs.—ED.]

* * *

THE GRAND CUP TRIAL

Sir,

We have read with interest the article which referred to the Grand Cup Trial. "On Sports Cars" shows a good picture of the Editor of MOTOR SPORT of the day, 1926, taking part, on Box Hill.

We thought it would be of interest to you to know that this event is still run by this club, whose ancestors were the Surbiton MC. It has, of course, a somewhat different format from the "good old days", in that it cannot be run on public roads, but it does have a good following at Pirbright on Defence Land, and has the status of RAC and ACSMC Championship rounds.

Banstead. G. W. HENNING
(Hon. Sec., Mid-Surrey AC).

TV AND MOTOR RACING

Sir,

Having read the correspondence in recent issues of MOTOR SPORT concerning the televising of motor racing, I was interested to see what sort of a job the BBC would make of Le Mans.

Two programmes were set aside for recorded reports and the finish was to be shown during the cricketers' break for tea. This looked too good to be true, apart from the fact that it was only to be shown on BBC-2.

Sure enough, the actual finish was not even shown, but cut off, barely a minute short, a typical BBC trick. Surely we motor racing enthusiasts must get together, as suggested by Mr. Fox, and tell the BBC and ITV just how to televise a motor racing event.

Thank you for a magazine that covers the sport superbly.

Orpington. STEPHEN IRONS.

* * *

A TIP FOR SUNBEAM ALPINE FANCIERS

Sir,

The April issue of MOTOR SPORT has just arrived in this part of the world and I have been reading the correspondence on the subject of Sunbeam Talbot 90s and Alpines. I have a 1953 Alpine at present stored in England. When I bought this car in 1968 it was fitted with an assortment of almost bald tyres. As I prefer to use radials replacements proved impossible in the 16 in. size. After a couple of hours wandering around the yard of a friendly breaker I discovered that Rover 75 (and presumably also 60 and 90) wheels had the same stud spacing as the Alpine hub. A few shillings changed hands, and I went home to try my luck with clearance on lock, etc. Three of the wheels fitted straight on, and the other two needed only a few seconds with a file to clean up the hole. Stud diameters are the same on both cars, so the difference must be caused by slightly differing threads.

The Rover rims are 5½J x 15, and when fitted with 185 x 15 Cinturatos have almost the same diameter as the original 16 in. wheels.

These very fat tyres do not foul the body. Perhaps this is because sufficient of the body has rusted away to give clearance.

I hope to rebuild the Alpine when I return to England. Perhaps by then someone will be making replacement glassfibre body panels, as these are the weakest point on an otherwise excellent car.

At present I am running a Honda N600, which I hope to change for a 1300 model 99 when these become available later in the year. The 1300 Honda does not seem to be mentioned often in British magazines. Last year I had a short drive in the single-carb. "77", this was the quietest aircooled car that I have ever heard, and had excellent performance for 1,300 c.c., although I am not quite convinced that it will reach 110 m.p.h. as Hondas claim. Perhaps you will be able to try one of these cars soon ?

Singapore 10. ROGER MATTHEWS.

* * *

THREE-WHEELER DESIGN

Sir,

I started to read your editorial article on tricycles in July MOTOR SPORT, prompted by the new Bond Bug, with great interest but you talk of those three-wheelers with ". . . two wheels at the front and a single driving wheel . . ." and in this list include the BSA and the Berkeley. You surely must know that both these *marques* were powered by front-wheel-drive and so, though they did have a single rear wheel, they were propelled by the two wheels at the front. [I do, and this was an unfortunate grouping of names without sufficient differentiation.—ED.]

This is an arrangement of wheels and drive that you do not choose to mention in your review, though I would commend to you that it is, in fact, the correct arrangement for a fast tricycle rather than the Morgan's arrangement as you suggest.

Without going into the inherent advantages of front-wheel-drive for any car, consider the special advantages for a three-wheeler. First of all, as you suggest, to be acceptably stable a three-wheeler needs two front wheels. Also for a reasonable weight distribution it requires the engine to be mounted ahead of the driver, the 25%-75% weight distribution of the last rear-engined Bond points this out well. Obviously for a powerful sporting three-wheeler it is better to have the drive to the road through two wheels rather than one. With the size of a tricycle limited by the legal weight limit it is helpful not to have a bulky and heavy transmission passing through the cockpit. With twice the area of contact between tyre and road at the front

than at the rear, a three-wheeler is bound to oversteer. If the drive is *via* the front wheels, however, this is not as dangerous to stability since the car can be driven out of a tail-out attitude with the front wheels. "Two driven wheels at the front of a front-engined three-wheeler" allows all these design criteria to be realised and also has additional advantages such as allowing a more pleasing esthetic line, the possibility of using a very small rear wheel without affecting gearing (thus allowing more luggage space), and facilitating exactly balanced braking (vital on a three-wheeler) by the use of a transmission brake for the front wheels.

Indirect support for my views must surely come from examining the layout of Owen Greenwood's recent highly-successful racing three-wheeler and also the last attempt at a sporting tricycle, the Berkeley. I need hardly add that those of us who are lucky enough to own BSA three-wheelers have been enjoying all the advantages cited above since 1929, but I suppose such is progress!

London, NW8.

ROY GILLETT,
BSA Front Wheel Drive Club.

Sir,

With reference to your article on tricycles, as a young enthusiast of 18, with little money—having just left school—I quite agree with your comments on the Bond Bug. It was a disappointment for all those who thought there was going to be a new Morgan-type three-wheeler. At the moment I am considering the purchase of a BSA, since a Morgan three-wheeler is out of my price range—for the moment at least. I heard that a mysterious new sports car on the lines of the old Aero Morgan (two at the front, one at the back) called the Mumford Musketeer was to be launched early this year. I have seen nothing about this car since. Perhaps you could investigate? I am sure that many people would be interested to hear any news of this development, including myself.

Chelmsford.

JOHN NEWSOME.

* * *

EXPLANATION!

Sir,

For the benefit of "Name and address supplied", in the July issue, I would assume that the motive of the men in blue in asking us such exquisitely embarrassing questions as "What do you do, son?" is to facilitate the magistrate in working out what fine we can bear without resorting to crime, accordingly I generally say I am a student or male nurse; refuse collector is not recommended and antique dealer is positively lethal.

So please let us have less letters about "distressing experiences" at the hands of the police; a bit of ingenuity and improvisation and the flashing blue light can herald the start of a most pleasant encounter at the roadside, and one can't drive a noddy car with writer's cramp.

Brighton.

B. D. FIELD.

* * *

THE MALMEDY AFFAIR

Sir,

May I say how very much I am in agreement with "D.S.J.'s" sentiments on "L'Affaire Malmedy" as expressed on page 708 of July's issue. Stewart's "logic" defies comprehension. He and his clique decide a corner is dangerous, so they say "Let's change the corner", never once contemplating, or, more likely, ignoring the fact, that it is up to each individual driver to assess the risks and then go round any corner as fast as he feels he is capable.

This is what motor racing is all about. This is what separates the men from the boys, the dedicated from the chancers, and eventually brings the cream to the top. The retort will be, no doubt, "It's all right for them ('them' being those who dare to criticise the GPDA demo. boys), they don't have to drive the cars". Well, neither do *they!* If they feel it is too hot in the kitchen they can always get out! There are dozens of up-and-coming drivers who would give their back teeth to be in their shoes. But no, the "stars" want to retain their privileged positions—on their terms.

This dictation of terms to race organisers is a cancer of motor racing today. One hopes that the organisers will make a stand and call the bluff of these people. By all means take all reasonable steps to make a circuit safe, but the very factors that give a circuit its individuality and character are its twists and dips—its *risks* if you like. And the driver who masters those risks best crosses the line first (supposing no mechanical failure).

There have been cataclysmic losses in recent years and I, for on no longer attend motor races because of the losses The Sport ha suffered. Certainly encourage improvements to the cars—strong frames and fuel tanks; improved harnesses, stop using magnesium, us alcohol instead of petrol, devise better flame-proof suits and masks— these are all advances that could, and should, be made.

But surely the answer should not be sought, and will not be found in emasculating the great road circuits of the world. The mastery c car and driver over the circuit and the conditions is the very essenc of motor racing. The race is the important thing. Forget about moto racing being a courageous pioneering adventure to develop compo nents for the "ordinary motorist" (whoever he might be). This i becoming much less relevant (Dunlop have realised this), and i never was a factor in the mind of the present-day racing driver (unless there are advertising royalties to be gained). They race for "Number One", for money and prestige, and there is nothing evil in this attitude at all.

But it must be remembered that they chose to be racing drivers. No one forced them into it. And the great road circuits of Europe were there before they came on the scene. What arrogance, to seek to alter circuits that were raced on by drivers who were far better than they will ever be. And the present day drivers have far better cars (faster, admittedly) but with vastly superior handling.

Where will it all end? Thank goodness for "D.S.J." who keeps us informed of the moves of the GPDA dissidents to have circuits converted to the cotton wool standard. These nursery circuits will naturally lose appeal for the knowledgeable motor racing fan with a consequent falling off in attendance, and the drivers will have successfully killed the goose that lays the starting money eggs. Perhaps one day the British GP will be run on the No. 1 runway at Heathrow, with a hangar full of Dunlopillo at the end (drivers going off one at a time, of course).

Larkhall, Lanarkshire.

J. L. M. COTTER.

Sir,

When I was a lad we had delivered at our door a weekly called *John Bull* and on the top was a legend, "Without Fear or Favour".

After reading D.S.J.'s "Reflections in the Forests of the Ardennes", I feel he should adopt this as his motto. That was certainly telling 'em! and you in your humble opinion are so right, it hurts.

When I rode (or is it drove?) at Spa I loved it. I realise that we were not happy at such high speeds, but the course was so scientific; even if you leaned out on corners you lost so many revs. it felt that the engine had seized but Malmedy corner was a joy to drive through, sidecar wheel on the grass and over to the "Hairpin" on the right; we had got to do it flat out with the passenger lying in, it was great, you felt you had done a good job. . . .

Remember "49", D.S.J., when I got on the grass or rubbish following you and Masuy round? and then the sight of you combing the tar out of the beard? "Happy days", or am I getting old? Go to it, boy. You will not be a favourite with this stuff as journalist, but you are too knowledgeable for most of them, no substitute for experience, and I am sure you will have to translate your last two lines to 'em! Many thanks for good reading.

Birmingham.

W. G. BODDICE.

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M.G.-B ROADSTER, MAY, 1965. WHITE, grey hood, black interior, tonneau, wire wheels, overdrive, fog, spot and reversing lights, oil cooler, Cinturatos; M.o.T. one year; recent extensive mechanical overhaul; superb condition. £600 o.n.o. Buckle, Stoneholm, Swanage, Dorset. Tel.: 2829. (4483

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PANHARD 17BT, 1963; 848 C.C.; 4/5-seater sports saloon; rev.-counter, reclining seats, taxed and M.o.T. £180. Mr. B. Brook, c/o Levetts Farm, Thaxted, Essex. (4485

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M.G. TF, 1954. BEAUTIFUL CONDItion, Scarlet. Lovingly cared for. New hood and tonneau, newish tyres, many extras. £570 o.n.o. Tel.: Liss (Hants.) 3077. (4488

ROLLS-ROYCE, 1935, SPORTS SALOON. Excellent body by Barker. Finished in silver and black. All mechanical parts in excellent order. Whole car very original; tools and handbook included; very good tyres; M.o.T. Sensible offers please. Tel.: 01-954 1797. (4489

JULY, 1968, SPITFIRE. ROYAL BLUE. Hard/soft-tops, Bardahl, Castrol GTX lubrication, Cinturatos, Stebel horns, Peco twin exhaust; one engineer owner; buying new car with overdrive; performance limited only by permitted revs. Chris Ratcliff. Tel.: Reading 56755, extension 28, Burghfield Common 2058 (evenings). (4490

FORD V8, 1931. SEDAN FOUR LIGHT saloon; cloth upholstery; carefully stored in Europe until a few months ago; left-hand drive; M.o.T.; in remarkably good original condition. £650. "Idaho", Halstone Ave., Wilmslow, Cheshire. Tel.: Wilmslow 29067. (4491

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1950 MK. VI BENTLEY. FOUR NEW tyres; full-flow engine. £225 for quick sale. 42 Yarmouth Rd., North Walsham, Norfolk. Tel.: 2235. (4493

M.G.-B GT, "F" REGISTRATION. BLUE. Excellent condition, overdrive, wire wheels, etc. £875. Pearson. Tel.: 01-603 2845 (home), 01-628 0721 (office). (4494

1947 BUICK 4.1-LITRE STRAIGHT Eight saloon. Radio, heater, new exhaust and headlamps; M.o.T. certificate; r.h.d. £170. Feare, Trent View, Carlton-on-Trent, Newark, Notts. (4495

ROLLS-ROYCE SILVER CLOUD MK. III, 1963; one owner only from new; finished in immaculate maroon and gold coachwork with beige interior; fitted radio, tinted windscreen, white wall tyres, electric windows, etc.; recorded mileage 65,000. Will accept for quick sale £2,975. Tel.: 021-355 3550. (4496

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M.G.-B GT, 1966. O.E.W. WIRE wheels, overdrive. £780, Belbeck, 2 Heron Close, Church Crookham, Fleet, Hants. Tel.: 01-839 1321. (4505

MORGAN +8, "H" REG. RED; 14,000. As new. Enquire: Conway, 53 Mary St., Porthcawl. (4506

TR4A, 1967. SURREY TOP; OVERDRIVE. Wedgwood blue with blue interior; two new tyres; excellent condition; only 24,000 miles. Laid up frequently as owner in South Africa. £795. Tel.: Westbourne 66699. (4507

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FOR SALE—continued

ALVIS TD21 SALOON, 1959. ROMAN purple with grey leather; wire wheels, Cinturato tyres. Perfect running order. £275. Tel.: Southampton 69582. (4508

RILEY R.M.E. 1½-LITRE, 1954. GREEN. Lovingly maintained; very good condition; radio; drive away. £175. Garland, 4 Vale Lodge, Leatherhead, Surrey. Tel.: 2793. (4510

LOTUS ELAN F.H.C., 1967. MEDICI blue. Balanced Cosworth cams, radio, servo, reel belts, airhorns, new clutch and water pump. Immaculate. Stork forces sale. £975. Jordan. Tel.: 01-759 9911, extension 59, 01-570 0628 (evenings). (4511

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BENTLEY, 1935, 3½-LITRE. BODY BY Rippon believed unique. Extensive work carried out. Resprayed cream and brown; new headlining and carpets; all bright parts rechromed; five new tyres. £775. Photo to serious enquirers. Tel.: Westerham (Kent) 3264 (day), Tatsfield 396 (evenings). (4517

LOTUS 7, 1-LITRE. EXCELLENT CONdition, full weather equipment. £400. Tel.: Northampton 38379 (evenings). (4518

LAGO TALBOT, 1952, SPORTS RACING car, raced by Rosier. In first-class condition throughout. Box 2352. (4519

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AUSTIN HEALEY 3000, III, 1964, B.R.G. Black interior. Both excellent. Wires, new Cinturatos, new hood. Motorola; 53,000 miles. Two owners. £600. Tel.: 849 2697 (Abridge, Essex). (4523

"H" REGISTRATION. AUSTIN HEALEY Sprite Mk. IV. Dark blue. Wires; ZX, wireless, etc.; immaculate. Must sell as now supplied with company car. £730. Tel.: Chepstow 3848 (after 6 p.m.), or write: Buckley, 7 Saint Andrew's Ave., Chepstow, Monmouthshire. (4524

APA 3B ON ALFA GIULIETTA SPIDER Veloce. Converted twin Weber job. Red. Starting at 6,750 r.p.m.; soft and Pininfarina hard-top. No rust; always garaged; l.h.d.; excellent condition; properly serviced by keen owner; original cost over £2,000. £425 o.n.o. Box 2353 (Sussex). (4525

TR5 P.I, 1969, "G" REGISTRATION; 26,000 miles. £950. Tel.: 01-467 5071. (4526

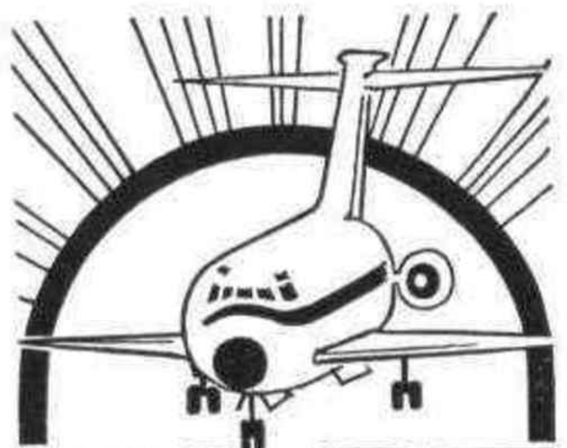
RILEY 1½-LITRE R.M.E., 1953. DARK green. Excellent condition; engine just overhauled, roof re-covered, radio, heater; M.o.T. £250. Tel.: Southend-on-Sea 556698. (4527

"E"-TYPE D.H.C., 1967, C.W.W. RADIO-mobile, Cinturatos, new clutch and brakes, just resprayed to brilliant chrome yellow. Exceptional condition throughout. £1,475 o.n.o. Tel., 01-642 1824 (after 8 p.m.). (4528

DISTINCTIVE VINTAGE-STYLE 1½-litre Jaguar five-seater saloon, 1948. Special equipment model. Wire wheels, comprehensive tool kit, woodwork renovated. Host of spares available. £100 o.n.o. G. Jones, 221 Hermitage Rd., Saughall, near Chester. (4529

JENSEN 541S. STRIKINGLY IMPRESsive car, recently rechromed and repainted in guardsmen blue metallic. Approximately £500 spent in last three years. Positively one of the best available of this famous make. Photographs available on request. Price asked £800. No offers. Tel.: 01-368 8591 (London, N.11) (after 7 p.m.). (4530

BENTLEY MK. VI, 1950. BODY BY H. J. Mulliner. Recently restored by Hooper. Over £100 spent this year on exhaust, gearbox and suspension. Dark blue over black; sunroof, radio, etc.; mechanically faultless; recorded mileage 68,500; second owner. Offers approaching £600. Tel.: 01-959 4686 (N.W. London). (4532



PAGE TOURS

ITALIAN G.P. MONZA—SEPT. 6th

Our new tour (Ref. MR.28) announced in this column last month is proving very popular and already many bookings have been received.

DAY RETURN

This is a day flight leaving Gatwick Airport by Britannia aircraft at 07.00 hrs. on Sunday morning. Coaches will meet the aircraft at Milan Airport and make an immediate transfer to the Autodromo. The return flight after the race will be at 22.00 hrs. (local) from Milan, arriving Gatwick at midnight.

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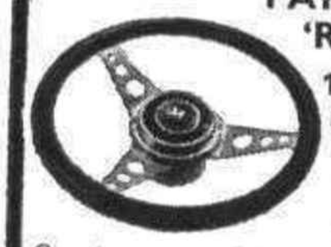
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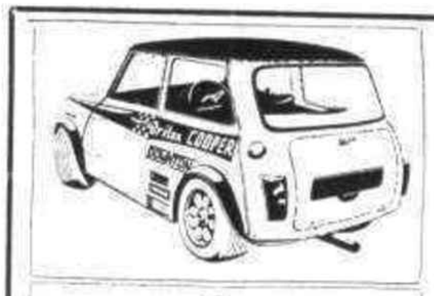
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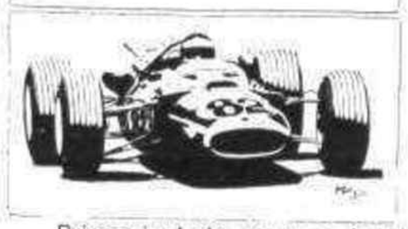
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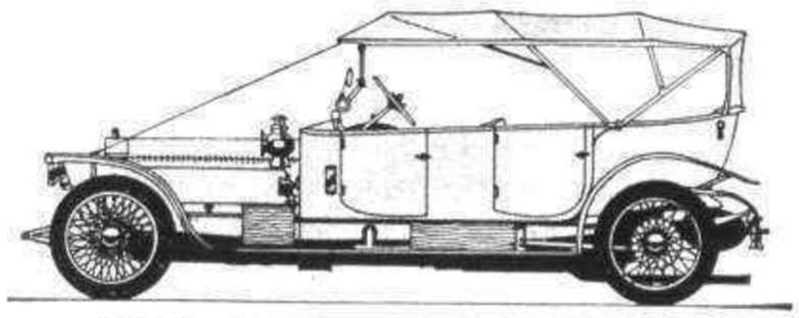
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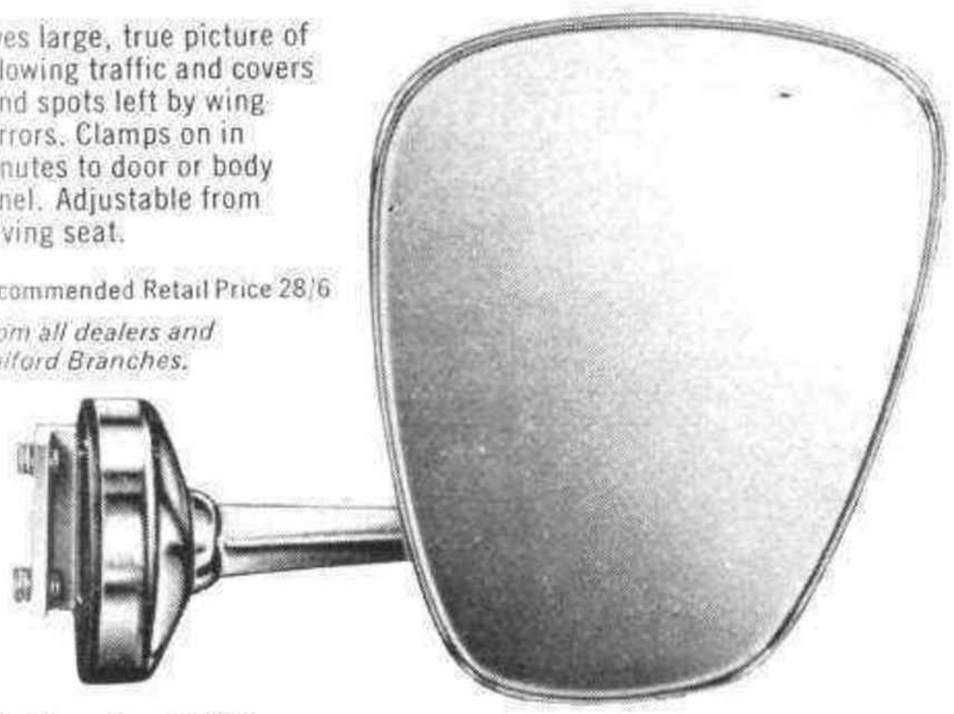
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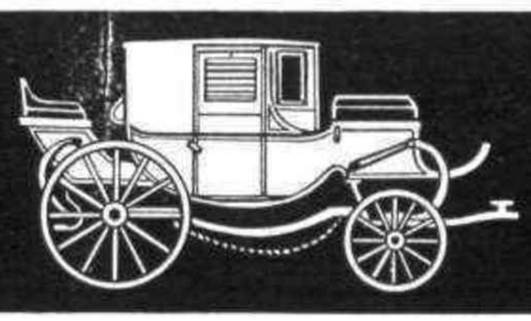
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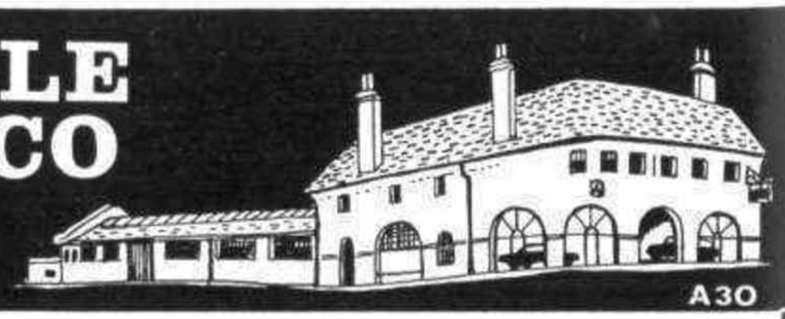
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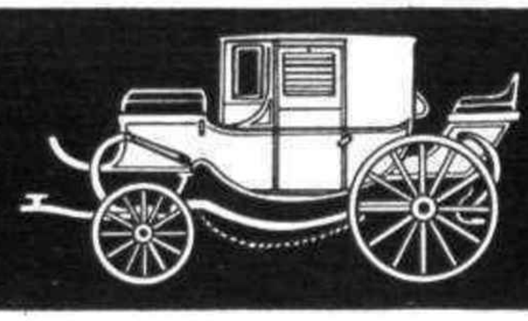
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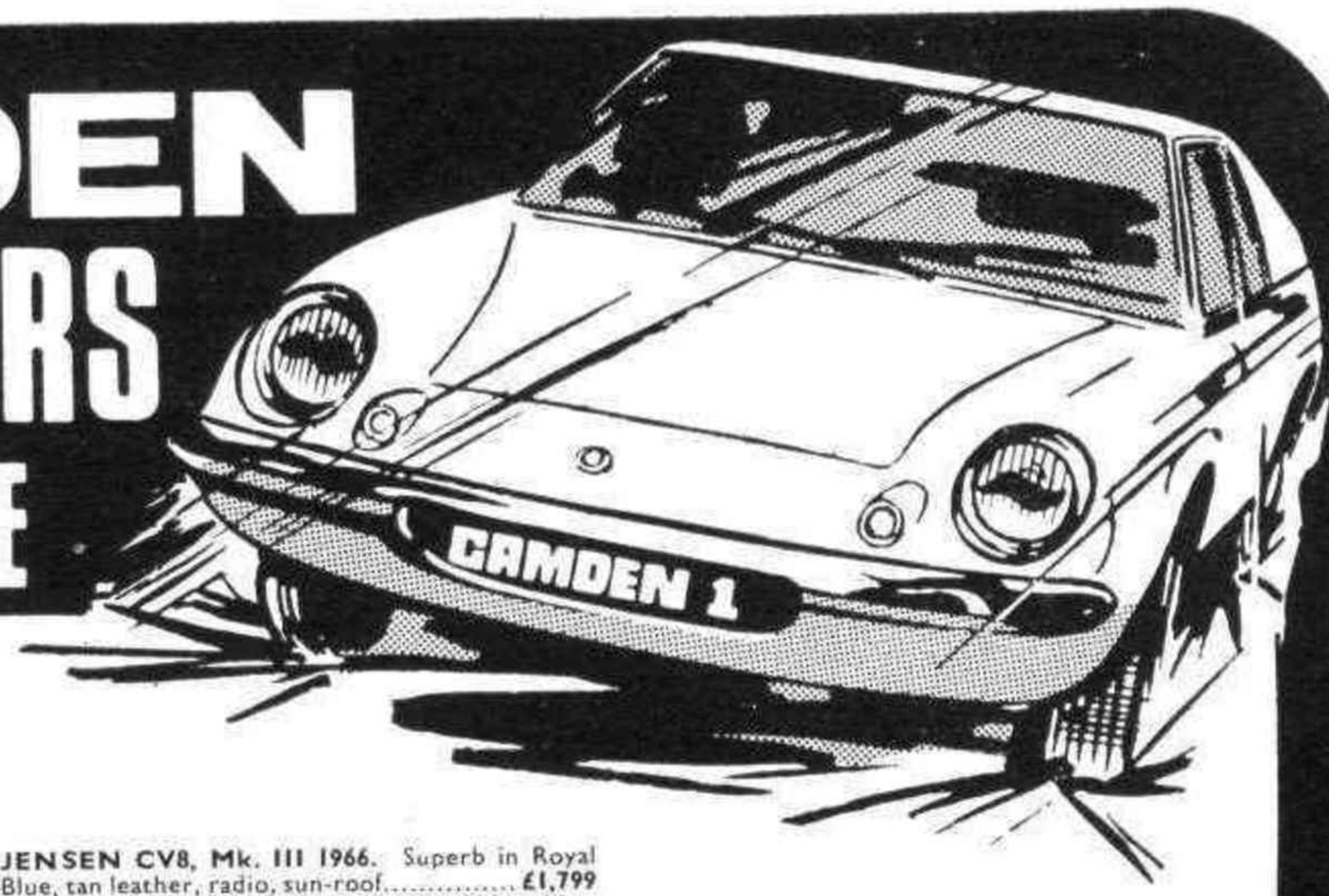
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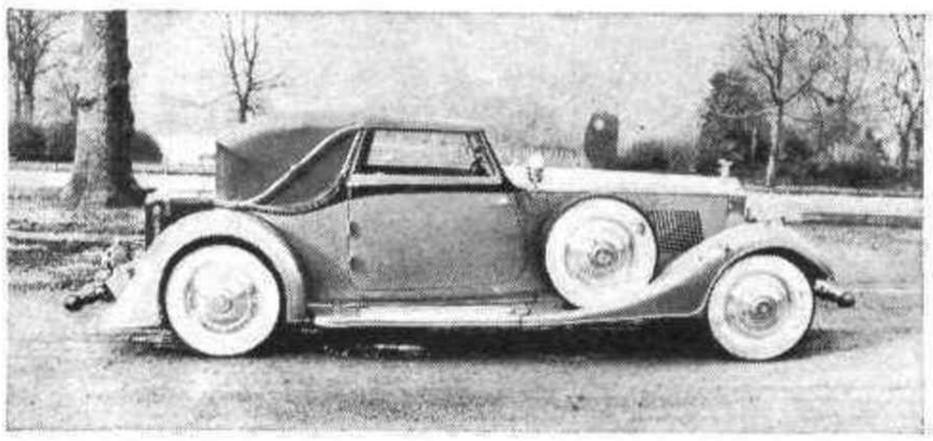
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MAYFLOWER, 1952. ENTHUSIAST'S car. Mechanics and electrics perfect; five new tyres, new battery; interior excellent; M.o.T. and tax Feb., 1971. Slight attention needed to body. £175 o.n.o. Tel.: 01-570 7562 (after Aug. 10th). (4626

LOTUS VI TR2, BRABHAM TUNED, IN daily use; M.o.T. 1971; racing tyres. Exciting. £230. Tel.: Dorking 6246. (4627

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MORGAN 4/4, CONCOURS CONDI-tion. One of the best examples in the country. Well-tuned 1500 engine; 30,000 miles. Indigo blue. Removable Bahama yellow hard-top with matching wire wheels. Tel.: 01-946 7829. (4629

ALFA ROMEO GIULETTA TI, 1961. DIS-tinctive registration; taxed, M.o.T. Very quiet. Mechanics needs new clutch, nevertheless very drivable. £125. Tel.: Kings Langley 64488. (4630

1934 AUSTIN 10/4 SALOON. COM-pletely restored. Excellent condition. Offers. Targett, Eleys, Porton, Salisbury. Tel.: Idmiston 283. (4631

ALVIS TA21 DUOTONE GREY/BEECH red. Fresh decoke, reconditioned head, new clutch, silencer, radiator; restored woodwork; chrome good; twin S.U.s, spots, sealed beams; M.o.T. £210 o.v.n.o. Chapman, 26 North Way, Headington, Oxford. (4632

TR3 ROADSTER. RELUCTANTLY forced to sell this classic example. Body and engine in well above average condition. Long M.o.T. £240. Tel.: Bristol 37871 (office). (4633

ROVER 16, 1945 IN IMMACULATE condition throughout; mechanic owned; 12 months' M.o.T., taxed until Nov., 1970. Offers around £250, to Box 2361. (4634

1949 HUMBER PULLMAN LIMOUSINE, seven-seater, 27 h.p. Suitable spares or restoration; good tyres; tow away. £25. Voltage control box, etc., 1935 Austin 16, 25s. Easy-clean wheel 450 x 17, etc., 1937 Morris 8, 25s. B. Ash, 1 Eagle Parade, Buxton. (4635

BENTLEY LONG CHASSIS. BLUE Label, 1925; 75 per cent. complete; all to Concours condition. No time to complete. No time-wasters. For information Tel.: Basildon 3302. (4637

RENAULT GORDINI 1100, 1966. MODI-fied exhaust, 13 in. leather rim wheel, etc. Immaculate condition. £500 o.n.o. B. Harvey, 4 Mere Lane, Fornham-All-Saints, Bury St. Edmunds, Suffolk. (4638

1936 AUSTIN RUBY. BEAUTIFUL CON-dition both bodily and mechanically. £90. Apply: 50 Chapel St., Galgate, Lancaster (after 6 p.m. or weekends). (4639

FOR SALE—continued

LAGONDA V12, 1938, DE VILLE. A magnificent car in Concours condition throughout. In one ownership 24 years; nine years stored. Originally maintained by Lagonda (Staines) and David Brown (Feltham). Aluminium Lagonda body (black), grey leather upholstery; new tyres; many extras. A very rare and lovely Lagonda. Aitchison, Convertside Cottage East, Peover Park, Over Peover, Knutsford. Tel.: Lower Peover 2595. (4636

AUSTIN HEALEY 100/6, 1958. 2 + 2. Hard-top/soft-top, wires; recently rebuilt. Excellent condition. £325 o.n.o. Tel.: Saffron Walden 2190. (4640

ALVIS GREY LADY, 1956. FITTED 1959 reconditioned engine only 3,000 miles; body needs slight attention; M.o.T. 12 months. Selling through ill-health. Offer. Tel.: Skipsea (Yorkshire) 234. (4641

SUNBEAM IMP SPORT, 1967. METAL-lic green. New radials and exhaust; M.o.T., taxed. £385 o.n.o. Watterston, Rush Common House, Abingdon. Tel.: Abingdon 117 (after 6). (4642

VERY SAVAGE CORTINA V6, UREN 1600E body and trim; new low profile, SP Sports on 6½J Rostyle wheels, Kenlowe, Radiomobile, Cibie lights, etc., etc.; registered 8.4.1968; silver fox with black interior. £1,075 o.n.o. Tel.: 01-946 3312 (office hours). (4643

THE SIGMA ASTON MARTIN, DBI SPA engine. Rebuilt and M.o.T. for year. As seen Aston Jubilee Festival. Unique chance at £550. Walton, "Willow Bank", Bosham Lane, Bosham, Chichester, Sussex. Tel.: Bosham 3188. (4644

"E"-TYPE JAGUAR 4.2 ROADSTER, 1968. Gleaming clean chrome, wire wheels set off the superb metallic maroon paintwork; beige leatherwork and carpets are excellent, all due to the fact that the car has only just gently turned to 16,000 miles. Push-button radio, reclining seats, thief lock. LUF 600F has just had its first four new SP41 HRs and new exhausts, hood and particularly window are as new. £1,795 for a specimen. Tel.: Denham 2794. (4645

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M.G.-A, 1958. MECHANICALLY RE-built, bodywork average; f.h.c. £200. Tel.: Crudwell (Wilts.) 204. (4647

INVESTMENT. THE SWALLOW COACH-building Company's 1954 "Motor" road-test Doretti, 609 CRF; completely dismantled and restored regardless of cost in 1966, seldom used since, hence for sale. Full particulars for genuine enquirers on 01-459 6591, extension 127 (4648

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HOOPER Empress, all-aluminium razor-edge saloon. Black over silver, white interior, seat covers. Believed prototype, lots of detail differences from standard body. (Hooper's plate says "By appt. to H.M. The King, H.M. Queen Mary, H.R.H. The Princess Royal"), so that must date it. (It's 1949) **£495**
CONQUEST saloon, black, tan hide interior. Single-carb. engine. 72,000 recorded; service record sheet. Very glossy paintwork and a nice engine ... **£235**
CONQUEST Century Mk. II Automatic saloon. Last series, 1958. Grey, blue interior. When ready **£265**
CONQUEST Century, Mk. II ... **£225**

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MORGAN KEY FOBS 7/6

MORGAN BADGES 6/6

FOR SALE—continued

ALFA ROMEO, 1964, MODEL GIULIA 6000; Radiomobile radio; engine/interior great, new clutch, brakes, belts, decarbonised, body needs attention. £265 o.n.o. Consider part exchange 1968 1200/1300 type. Towbar/hitch for above, £7. Tel.: Quorn (Leics.) 2256. (4649

BRISTOL 405. SUPERB EXAMPLE IN crimson. Offers or exchange. 11 Avery Rd., R.A.F. Haydock, St. Helens, Lancs. (4650

1965 "E"-TYPE F.H.C. AUBERGINE. Fitted with Sundym windscreen, chrome wire wheels, radio, Konis, leather wheel. Just completely overhauled; 46,000 miles. Excellent condition, £1,045. Carter, Hillside, Outwood Lane, Kingswood, Surrey. Tel.: Mogador (604) 2030. (4651

1936 MORGAN "F" SUPER, 100E EN-gine. Complete rebuild recently; used every day, taxed, M.o.T. £130. Tel.: Hull 655657. (4652

M.G. MIDGET, DEC., 1964. M.o.T., taxed Nov; l.h.d. £230. Tel.: 01-686 5479 (Croydon) (evenings). (4653

ALL-BLACK TR4, 1964, SOFT-TOP, TON-neau, five good ZXs, radio, twin spots, rear lamp, leather wheel; M.o.T. Feb. £490 o.v.n.o. Tel.: Shoreham-by-Sea (Sussex) 5791. (4654

M.G. TF 1,250 C.C., 1954, "T", REG. No. 1806. Metallic maroon. Recently restored black interior and engine overhaul; new dynamo, starter, hood tonneau, carpets, etc. Bills for parts £100; M.o.T. 12 months. £475. Full details, Kirk. Tel.: 021-705 0016. (4655

1965 LANCIA FLAVIA ZAGATO SPORT 1.8. Excellent example of this very rare model. Electric rear window, radio. Metallic blue, ivory/black interior. £850 or sensible offer. Birmingham. Tel.: 021-554 (business), 021-454 1020 (home). (4657

OWNER GONE ABROAD. 1928 RILEY open two-seater, Merlin. Engine needs attention; complete with dismantled racing engine; 1969 averaged 70 m.p.h. Silverstone, 65 m.p.h. Oulton Park; 95-100 top speed. £320 o.n.o. 1930 20/25 Rolls-Royce unoriginal estate. Chassis and running gear perfect; £100 worth spares. Ideal for replica body. £450. A. Simmons. Tel.: Newbury 107 (office hours). (4656

1967F FORD CORTINA TC. ALPINE green. Rev and spot lamps, HD struts, VG95/DS11s, G800GP70s, HC oil pump, Corbeau, etc. No competitions, one previous owner, full documentation; really good example, hence about £800. Tel.: Bath 60137 (evenings). (4658

1965 SUNBEAM TIGER. DEEP LAGOON metallic with light blue interior, fitted Dunlop mag. wheels and SP tyres, new clutch and exhausts. Reg. No. GWB 1C. Superb car for £485. Tel.: Sheffield 363262. (4659

JAGUAR XK150, 1960, F.H.C. SHER-wood green. One previous owner; nominal mileage; superb condition. £620. Tel.: 021-308 5631. (4660

ALVIS TA21 3-LITRE, 1953. STORED many years; only 40,000 miles from new; just overhauled and tuned; bodywork and interior original; looks stunning; 90 m.p.h., 24 m.p.g., oil consumption negligible. Collector's item at only £275 (space needed). Tel.: 01-363 7960 (evenings and weekends after Aug. 2nd). (4661

LOTUS SEVEN, S3, NOV., 1969; 9,000 miles. Yellow/aluminium; 1600 cross-flow engine, roll-over bar, tonneau, heater. Marriage only reason for sale. £750. 3 Alma Crescent, Dronfield, Sheffield. Tel.: Dronfield 4123. (4662

M.G. TF. OPPORTUNITY TO BUY really first-class TF. Just resprayed signal red; wire wheels, mechanically perfect; used as second car by young family man. Highest cash offer secures. Tel.: Eastchurch (Sheppey) 200. (4663

TR3A. EXCELLENT CONDITION. Hard/soft-tops and tonneau, recent new crankshaft, pistons, overdrive, good G800s, resprayed dark blue/silver wheels, radio if wanted. Really good TRs getting hard to find. This is one. Willing meet part way to demonstrate. Company car cause of sale. £325 o.n.o. Maybourn, 29 Church St., Modbury, Devon. Tel 433. (4667

TR3A, 1958, RED, RADIO, HEATER, spots, alternator, four-branch, overdrive, Brooklands screens, Avon radials, weather equipment; fantastic engine; bills £170; tidy body. £240 or any offer whatsoever. Tel.: Redditch 62188. (4664

AUSTIN HEALEY 3000 MK. III. IM-maculate as original car; £300 recently spent on overhaul; probably no finer Healey available at this price. Can be seen London area. Best offer over £600. Part exchange and H.P. available. Tel.: Axminster 2737. (4665

M.G. TF, 1,250 C.C. MAROON. XPAG engine slightly tuned; five good Cinturatos; needs some attention all round. £270. Knaggs. Tel.: West Malling (Kent) 3118 (between 7 and 7.30 p.m.). (4666

M.G. ZB MAGNETTE. DARK GREY with excellent maroon leather interior; mechanics, body all above average. £225. Weber. Tel.: Hagley (Worcs.) 3127. (4668

1936 STANDARD AVON SPORTS OPEN two-seater with hood; two spare wheels, 16-gallon petrol tank;. Nine chassis, only 20 made; mileage 72,000; one owner; M.o.T. certificate. In excellent condition. Offers over £200. Tel.: Princes Risborough 5379 (after 5 p.m.). (4669

DE DION BOUTON, ORIGINAL, 1908. £3,000 o.n.o.; taxed, tested; V.C.C. dated; Concours condition. Tel.: Wakefield 55184. (4670

ALFA ROMEO GIULIA SPRINT GT. 1964; 45,000 miles; recent engine overhaul, sunshine roof, 14 in. wheels, radio. £700. 1928 Riley Nine Mk. I tourer. £400. Interesting exchanges considered. Peter Still, Inglemount, West Coker Rd., Yeovil, Somerset. Tel.: West Coker 316 (evenings). (4671

XK150 F.H.C. NEW CLUTCH, BRAKES. Magnificent specimen. £400. Cottrell. Tel.: Earlswood (Warks.) 420. (4672

ASTON MARTIN DB2/4, 1954, 3-LITRE drophead. Carefully maintained, hence good condition. £540 or offers. Tel.: 01-370 4804 (evenings). (4673

AUSTIN HEALEY 3000 IN B.R.G. THIS car has been thoroughly vetted and a considerable sum of money spent recently to bring it up to first-class condition. All bills are available. Recent M.o.T. A 1965 car which compares more than favourably with most 1967 models. £800 o.n.o. G. F. Barnes. Tel.: 01-638 9554 (office hours). (4674

1948 MORRIS, LBH 3 REGISTRATION number. Offers to: George Menarry, 72 Almswood Rd., Tadley, Hampshire. Tel.: Basingstoke 5151 (work—9 a.m.-4 p.m.). (4676

MARCOS VOLVO 1800, 1965, WHITE. Exceptional fast car with overdrive, wire wheels and radio. £925. Tel.: Oxted (Surrey) 4038. (4677

ASTON MARTIN MK. III SALOON. Overdrive, four new tyres, relined brakes; 11 months' M.o.T. This car is in a very good original and sound condition. £675 o.n.o. J. Millar Tel.: Potters Bar 52004 (evening). (4734

ROLLS - ROYCE, 1935, BROMLEY sports saloon. Immaculate condition. Tel.: OHE-2 3167. (4735

MINI SPECIAL, 1100/1,203 C.C., 649 cam, Stage 3 head, balanced, remote change, de-seamed, flared arches, 5Js; impressive; taxed, M.o.T. £225. Tel.: Worthing 63893. (4736

1932 MORRIS MINOR TWO-SEATER tourer KF 8106. No corrosion to be found on this original and pretty little car. Spares include two engine/gearboxes, back axle, radiator, windscreen; all mechanics very sound; not running as car has been laid up six years in dry garage. £130 o.n.o. Tel.: Sheffield 368836 (evenings). (4737

MERCEDES 300B, 1954, COMPLETE EN-gine overhaul, new clutch, propshaft, brakes, steering, r.h.d., radio; bills, £550 o.n.o. Tel.: 01-965 4206 (evenings). (4738

BENTLEY MK. VI. HISTORY KNOWN. Has had replacement engine, no oil, brakes relined, good tyres, new battery, M.o.T., radio, heater. Bought later model. £250 o.n.o. Jack Ketch, 49 Chichele Rd., London, N.W.2. (4740

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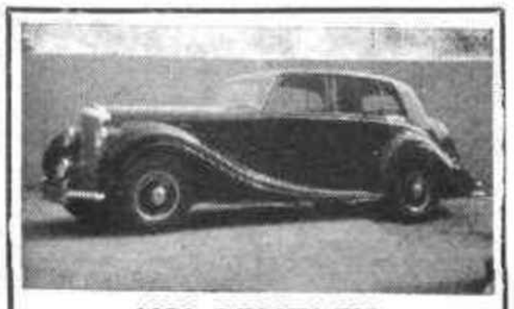
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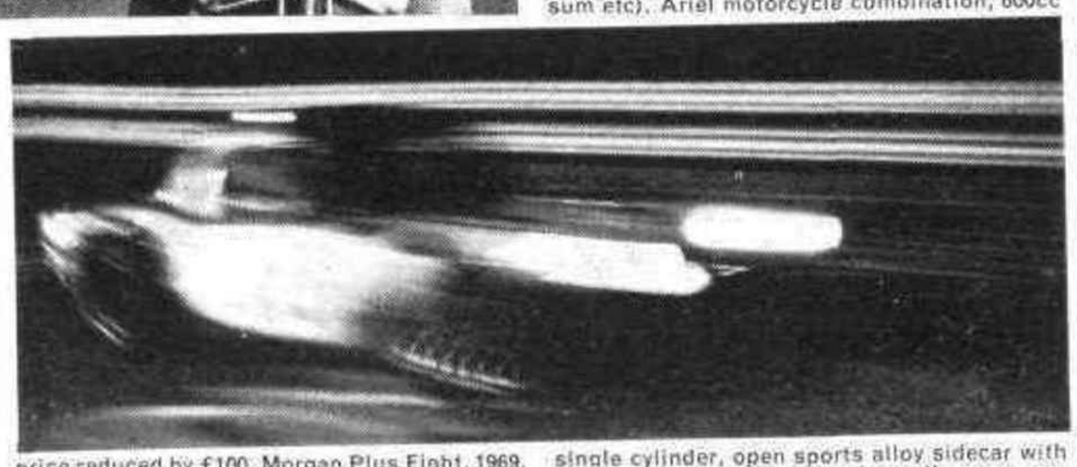
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This is our original racing Midget SS1800 being re-bodied and generally refurbished. Further details will follow. At our Moscow Road branch we are not only London TVR Distributors but we are also the only TVR distributors in London. Vixen S2s are available in Sahara yellow, white, and several other colours, and we have a carnival red Tuscan V6. Please try us for TVR spares as we have lots in stock, including a few odd-ments for torsion-bar models. MG-B roadster, 1968G (November), mineral blue, button-five radio, Cinturatos, £915. Triumph TR4A, 1966, blue, overdrive, wire wheels, radio, Cinturatos, £715. TVR Vixen, 1968, Malabu gold, black interior, leather wheel, 6in rims, radials, £925. MG-B, 1969H, signal red, black leather, reclining seats, SP Sports, wire wheels, radio, £1,030. Arkley SS, 1098cc, disc brakes, wind-up windows, new factory conversion, Lagonda lime, £680. Arkley SS, 1098cc, disc brakes, cutaway doors, Bugatti blue, £695. Several more Arkleys coming soon from about £475. Reliant Scimitar GTE, 1969H, specially finished in Alfa Romeo ochre, black trim, radio, overdrive, Cinturatos, one owner, £1,745. MG-C roadster, mineral blue, 1969, overdrive, wire wheels, leather wheel, radio, £1,050. Austin Healey Sprite MK IV, 1968, BRG, black trim, G800s, £590. Triumph TR4A, 1966, signal red, overdrive, Cinturatos, £695. Austin Healey 3000, 1965, BRG, nearly one owner, £695. Austin Healey Sprite, 1969, Snowberry white, ZX tyres, radio, £670. MG Midget, 1968, Basilica blue, radials, radio, one owner, £615. Triumph TR4A, 1967, conifer green, black trim, overdrive, wire wheels, XAS tyres, radio, £820. TVR Tuscan V6, 1970, specially finished when new in aquatic jade, which was admired so much up at Fielding's Industrial Estate that they've made it a standard colour for 1971, overdrive, radials, 5,000 miles, £1,495. Beach Buggy, recently built on 1967F VW 1200 chassis, white, radio, wide wheels; I haven't seen it yet so price not decided. Austin 1275GT, 1970, 8 weeks old (10 by the time you read this), flame red with black interior, standard equipment includes rev-counter, oversize brakes with power, 4½J Rostyle wheels with SP68s, high final drive, price reduced by £100. Morgan Plus Eight, 1969, indigo blue, one owner, this car has one of the nicest little "customising" touches I have ever seen in the shape of plain straight tubular bumpers, a little reminiscent of the BSA Scout models of the late thirties, but the tube diameter is somewhat larger, giving a more solid appearance; anyway the price of the two tubes is £1,565 the pr, usual free car supplied as per *Motor Sport* classified practice. MG-B, 1967, white, red leather, wire wheels, radio, £835. Triumph Spitfire Mk III, 1967F, dark blue, overdrive, wire wheels, radio, £650. MG-B, 1967, primrose yellow, overdrive, wire wheels, radio, not priced yet. One of the aforementioned accursed vehicles, R8 Renault, 1963, *dustre* *disdues*, £135. Triumph Spitfire, 1965, conifer green, Cinturatos, his brother owned it, been in the family for 5 years, only sold to make way for a new Midget, £375. Austin Healey 3000, 1967, wire wheels, overdrive, BRG, £990. Morgan 4/4 Comp. model, 1968, details to follow. NSU Ro80, new, black with biscuit trim, £400 reduction. Chris Alford, who is our workshop manager and undercover salesman, mentioned the other day that we ought to have more pictures of staff in this advertisement so I got out my camera and took a few. Unfortunately everyone came out looking like a collection of villains, so I am falling back on an old shot of Chris himself looking at his last year's Lola FF in perhaps an unduly optimistic way. The streaky picture is of Chris Marshall crossing the finishing line at the end of the Barcelona 12 Hours last autumn, driving the G*** S*** Spitfire which won the small Gp VI class. I spent 5 hours doing my share of the driving, and devoted 1/30 sec. at f/1.7 to taking the picture. Note how the front offside Minilite seems to have unwrapped itself. I'm sorry you can't buy an Arkley SS vest as shown, because they were printed by hand and only four were made. It would be nice if some mass-production vest-printer would get in touch. The remaining picture continues our 2-car Morgan/Arkley comparison series; unfortunately some individuals who belong on another page got into the act while my head was under the focusing cloth, you will see that I have dealt with them in a singularly cunning manner. Must remind you once more that our used cars have thorough pre-sales service and workshop inspection, fresh oil and filter, lubrication, renew any defective tyres, batteries, brakes, exhausts etc. Written guarantee. Classic Bermuda hard-top for MG-B, £50. A few Midget wings and body panels off Arkleyed cars. Midget gearbox with close-ratio straight-cut gears, £42. Tatty 1962/64 Midget works hard-top, £9. Super light racing Midget bonnet, glass cloth reinforced, takes up to 8½in rims and fully lowered suspension, £18. Several 4.5 OM-13 and 4.75/10.00-13 Dunlop Racing, 970 compound, cheaper than elsewhere. Quarter-elliptic Spridget axle casing, new, last one in England. Ford Pilot, original apple green paint, original preset radio (Hilversum etc). Ariel motorcycle combination, 600cc single cylinder, open sports alloy sidecar with small boot, mid-fifties as I recall, goes very well and we've all had a lot of fun seeing how far we can ride it on 2 wheels with the sidecar up in the air, £45. Set of five TVR alloy wheels complete with Avon radials, all new, £20 under list price. New 5½J Midget wheels. Used wire wheel conversion for Spitfire/GT6/Herald/Lotus 7/Standard 8 (attn. Richard Sandilands). We have just had a cancellation on a new Morgan 4/4 comp model which was going to be delivered around September, and it is now unallocated. You should know by know that the Arkley SS can be bought in kit form at £168 and upwards including wheels and tyres, and is much easier to assemble than buggy-type vehicles. You need a Spridget as well, by the way. We are offering a prize for the best privately built Arkley shown to us by Dec 1st. Open to 7pm, closed Sundays. Please call in and see us.









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FOR SALE—continued

EDINBURGH. EX-ROYAL HOOPER Daimler, 3½-litre two-door saloon, 1953. Pristine condition. Offers over £350. Present owner nine years. Tel.: 031-225 3429 (Edinburgh) (about 2 p.m. or evenings). (4739

BENTLEY SI, 1956. DAWN BLUE WITH grey leather; outstanding condition; radio, heated rear window, new white wall tyres just fitted; taxed Oct. Price £950. Tel.: Southampton 69582. (4741

1963 M.G. 1100. BLACK, GREY IN-terior; radio; very good condition. £280. Tel.: Hemel Hempstead 4075. (4742

M.G. MIDGET MK. III, 1967. RED. WIRE wheels, tonneau, heater, belts; 23,000 miles; very good condition; taxed, tested. Owner going abroad. £510. Tel.: 01-736 8079 (after Aug. 5th). (4743

BRISTOL 403. WELL MAINTAINED AND in good condition. Engine, gearbox, steering and brakes all thoroughly overhauled in last 12 months. £300. Livingstone, 20 Oxford Rd., Renfrew. Tel.: 041-886 2240. (4744

1964 (DEC.) VOLVO P1800S. WHITE, red interior. Radio, overdrive. £850. Small sports taken in exchange. Newman, 15 Highland Rd., Worcester. Tel.: Worcester 21667. (4745

JOWETT JAVELIN CAR, PLUS MAIN-tenance manual. Offers. Latter first instance. Harwin, Fendike Rd., Outwell, Wisbech. (4746

1964 TR4. GREEN, BLACK INTERIOR. Surrey tops, overdrive, Cinturatos; recent engine overhaul, brakes and new exhaust. Excellent condition throughout. £510. Tel.: Castle Caereinion 217. (4747

LOTUS ELAN D.H.C., 1967. RED. Radiomobile, reel belts, brake servo, tonneaux, 27,000 miles, air horns, absolutely unmarked. £1,020. Tel.: 051-336 3348. 37, Dunhaven Rd., Little Neston, Wirral, Cheshire. (4748

ROLLS-ROYCE 25/30 SHOOTING brake, Chassis No. GMP 31, in excellent condition; originally an Arthur Mulliner sports saloon, featured on page 137 of "Those Elegant Rolls-Royces". Fitted Motorola radio, quartz Halogen spotlights, heater, screen washers, P100 headlamps and all instruments. This fine vehicle would easily convert back to original as the windscreen, doors, etc., are all original, or it could be used for daily travel. An appreciating investment at £495. Talbot, 18 Myra Rd., Lytham (6487), Lancs. (4749

M.G. YB, 1953. NEAR CONCOURS. Absolutely sound, no underseal, any inspection; M.o.T. May, 1971; original paint, chrome; full history. £250 o.n.o. Box 2370. (4750

M.G. RARE YT FOUR-SEATER tourer, 1952. Green; engine 32,000; superb condition. £285. Write: Leech, 1 St. Marys Rd., Ash Vale, Aldershot, Hants. (4751

MORGAN 4/4 COMPETITION, 1966. Wire wheels. £700. Tel.: Kelvedon (Essex) 453. (4752

1928 SHORT CHASSIS 4½-LITRE BENT-ley. 1935 short chassis Aston Martin Mk. II; Motley. Tel.: Redbourn (Herts.) 2149 (8.30 a.m. to 6 p.m.). (4753

1963 ASTON MARTIN DB4, VANTAGE engine. Caribbean pearl. Engine rebuilt at Aston Martin 11,000 miles ago; superb condition; Motorola. £1,025 or part exchange against smaller car. Write or call 4 Tindall Sq., Cottesmore, Oakham, Rutland. (4754

LEA-FRANCIS, 1951, SHOOTING BRAKE. M.o.T. 1971. Sound and running well. Needs love. £75. No offers. Box 2371. (4755

ALVIS, 1936, SPEED 20 SALOON, VERY original. £250 o.n.o. for quick sale. Tel.: Tarrington 229. (4756

ROLLS-ROYCE, 1933, 20/25 ALU-minium-bodied sports saloon in reasonable condition throughout, stripped ready for repaint. £475 o.n.o. Tel.: Boldon (Co. Durham) 7696 (evenings). (4757

ALVIS SPEED 25, 1937. NO BODY REAR of scuttle; engine overhauled; good tyres; all lights and instruments; fine base for fast special or tourer. £135. Tel.: 01-660 2900. (4758

BN 4. HEALEY, 1957. WIRE WHEELS, hard-top, tonneau cover; very fine condition, collector's item. Tel.: Oakford (Devon) 379 (evenings). (4759

M.G. NA MAGNETTE TWO-SEATER, 1935. Rebuilt, respayed, rewired, chromed, engine reconditioned 1967, regularly run; original condition; spare tyres/parts. £500. Tel.: 01-340 0431 (evenings). (4760

MORGAN F4 THREE-WHEELER, 1935. B.R.G. Completely rebuilt 1968-1969; absolutely immaculate. £350. Tel.: Downton (Wiltshire) 887. (4761

1929 CROSS AND ELLIS "P" TYPE 12/40 Lea-Francis four-seater tourer; original with full history; some body renovation, hence only £285. Box 2372. (4762

CORTINA GT. REGISTERED JUNE, 1964. Immaculate condition. Dunlop wire wheels, twin-speaker radio, wood wheel, Lotus flash, black bonnet, etc. £275 or consider Anglia, Imp, etc., in exchange. K. Lupton, 1 East View, off Priestley Gdns., Lowtown, Pudsey, Yorkshire. (4763

B.M.W. 328. ONE OF SIX CHASSIS stored during the war; completed and registered 1947; excellent original, unmodified condition; new tyres; over £300 spent on engine, clutch, steering, front suspension, brakes, etc.; original hide upholstery; good hood, sidescreens, tonneau cover; excellent bodywork; long M.o.T., taxed, used daily. Selling with regret. £800 or part exchange considered. Haggling over appropriate beverage. Harding, 4 The Street, Liddington, Swindon, Wilts. (4764

B.M.W. 2002. WHITE. 1970; 9,000 MILES. Available mid-August or early September. £1,550. No offers. Tel.: Brent Knoll (Somerset) 545. (4770

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XK120 roadster, 1951, white, black interior. New clutch, flywheel. Sliding sidescreens **£550**
XK150s, various f.h.c. & d.h.c. available. Prices **£400 to £700**
'E' Special, 1968, fully modified engine, fully trimmed interior. Lightweight f.h.c. **£725**

ALVIS TA14 d.h.c., engine overhauled; new hood, steering, tyres **£210**
ALVIS TC21/100 saloon, wires, sun-roof. KMJ 1 .. **£300**
AUSTIN HEALEY 100 'Le Mans'. New M.o.T., taxed **£150**

Jaguar and Alvis spares cheap to clear.



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PERFECT ALUMINIUM-BODIED 1934 Delage D8 100S straight eight cylinders. Freestone Webb F.H. coupé body. Only three owners since showstand car 1933 Motor Show, £1,200 recently spent on expert restoration to original specification in black and lemon with black upholstery. This "Cote d'Azur Express" post-vintage thoroughbred with power brakes, automatic chassis lubrication, excellent tyres, carpets, etc., is reluctantly offered by gentleman owner who has enjoyed this carriage of character for 21 years. Only offers around £3,000 considered. Tel.: Parkstone 4273. (4830

LEA-FRANCIS, SPORTS, 1½-LITRE, 1948. Beautiful alloy coachwork in blue. Excellent condition all round; taxed, M.o.T. £250, 41 Kempson Rd., Leicester. (4832

1927 MODEL-T FORD TOURER. ORIGINAL. Good runner; partly restored. £550. Gordon, Holly Farmhouse, Lytchett Matravers, Poole, Dorset. Tel.: Morden 384. (4833

1968 MARCOS 1600. YELLOW. WIRE wheels, radio, etc. £1,250 o.n.o. Tel.: Guildford 71656 (day), Godalming 6915 (after 6 p.m./weekends). (4834

LOTUS ELAN S4 S/E, 1969, "G". White, F.H.C.; 15,000 miles; Motorola radio, Motolita wheel, SP Sports; kit-built myself; total thrilling motoring for £1,320, or offers welcomed. M. G. Elliott. Tel.: Mogador (Surrey) 2426 (day), or 2295 (evenings). (4835

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"J"-TYPE ALLARD, COMPETITION series, with wire wheels; one owner last ten years; really powerful o.h.v. motor (300 b.h.p. plus) car in exceptionally fine condition. Owner returning from holiday around mid-August Box 2377. (4837

STUDEBAKER PRESIDENT SALOON, 1939, straight eight 4.2 s.v.; large; comfortable; M.o.T. year. Offers over £120, or exchange. 28 East Common, Redbourn, Herts. Tel.: Redbourn 2343. (4839

FOR SALE—continued

1934 MORRIS MINOR ESTATE BODY in good condition; chassis, etc., very sound; engine run recently; towable. Buyer collects. Offers. Write: R. G. Humphries, 56 Woolacombe Lodge Rd., Birmingham, 29. (4838

BENTLEY "R"-TYPE, 1953, EXCELLENT mechanically; recent work on clutch, brakes, electrics; superb bodywork; original black over silver; unusually clean red leather carpets. £650. Tel.: 01-567 7681. (4840

RARE OPPORTUNITY TO ACQUIRE AN immaculate 1967 Fiat 850 Spyder fitted with works hard-top, soft-top. £50 Blaupunkt radio, new G800s, exhaust; 31,000 miles; two owners; light grey with black upholstery. £695 o.n.o. May be purchased without hard-top and radio at £595 o.n.o. Tel.: Burnham (Bucks.) 5383. (4841

HEALEY 3000 II 2 + 2, MODIFIED body, servo, resprayed iridescent dark blue; 48,500 verifiable miles; adjustable shockers, spot, sumpguard, heater, new o/d, w/w, reversing lights, new linings, clutch, hood, radiator, king-pin, decoke 500 miles ago; bills prove. Second child compels reluctant parting. £395 o.n.o. Tel.: FIN 0911 (after 6 p.m.) from Aug. 10th, or write to: J. Stephens-Ofner, 47 Fursby Ave., London, N.3. (4842

BERKELEY. IMMACULATE 1958 500 c.c. sports. Pale yellow/black trim; soft-top. Perfect mechanically and bodily; M.o.T./taxed, etc. Many extras. This beautifully restored little car would grace any showroom. £300 o.n.o. Beale, 2 Bury Fields, Felsted, Dunmow, Essex. Tel.: Felsted 536. (4843

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STEWART AND ARDERN MINI SPRINT fitted tuned Cooper "S" engine/gearbox. Detailed specification available to serious enquirers from Mr. Blake of Stevenage 54484. (4846

FOR SALE—continued

M.G.s. TF, £345; M.G.-A FIXED HEAD, £85; TC, £200. Tel.: Nottingham 213175. (4845

BENTLEY, 1934, 3½. FINE ORIGINAL coachwork by Park Ward. Mechanical history from new; engine, clutch completely overhauled—not yet run-in. This car is very handsome and must be seen. £950 o.n.o. Part exchange considered. The Old Brew House, Earith. Tel.: Earith (Huntingdon) 391. (4847

111 PH ON 1963 IMP. TAXED, M.o.T. Good condition. Best offer over £160. Tel.: 01-940 7990 (Richmond). (4848

M.G.-A 1600 MK. II, 1961, SUPERB PALE blue roadster. New radiator, batteries, discs, etc., leather wheel. £365 o.n.o. Tel.: Fleet (Hants.) 4257. (4849

DELAGE DM, 1925, SALOON, PERFECT mechanics and body very good; original condition. H.R.G. 1100, 1947. Rebuilt from Alpine rally car. Perfect, complete restoration, many times Concours winner. Sensible offers to: Ellerton, Woodham Mortimer Hall, Maldon, Essex. Tel.: Maldon 3939. (4850

T.V.R. 1800S, 1965. M.G.-B HIGH COMPRESSION engine, c.r. gearbox, 4.3/1 axle, wire wheels; two careful owners; certified low mileage; excellent condition in light blue with black interior. £720. Tel.: Pleshey (Essex) 392. (4851

MORGAN +4 COUPE CONVERTIBLE, 1968. B.R.G. All Morgan extras. Immaculate. £950 o.n.o. Tel.: Doncaster 65374 (office hours). (4852

FINEST DB4 GT IN EXISTENCE. Dubonnet/black interior; 36,000 miles. New engine and like new throughout; Borranis, new Avons; ex-Donald Campbell; registration No. 44 MY. £1,775. Write to: Mike Tinne, Bath Rd., Blagdon, Bristol. (4853

JAGUAR MK. II 3.8 AUTOMATIC, 1963. Special order model. Finished in opalescent green, fitted wire wheels, Webasto roof, Motorola, reclining seats, etc. This car is in mint condition and must be the finest 1963 model available. £475. Tel.: 01-478 3994. (4855

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AUSTIN SEVEN TOURER, 1936. ENGINE rebored, new bearings, gearbox, overhauled, new bearings, new king-pins, shackles, etc., brakes relined, rear springs rebuilt. Now in almost original condition; M.o.T. just issued, licenced. £275 o.n.o. Tel.: Hemel Hempstead 51012. (4856

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H.R.G. 1,490 C.C., 1948, IN BRITISH Racing Green. Completely restored, engine rebuilt. A very fine example of this rare, appreciating, traditional two-seater sports car. Sensible offers to: Nottingham 42933. (4861

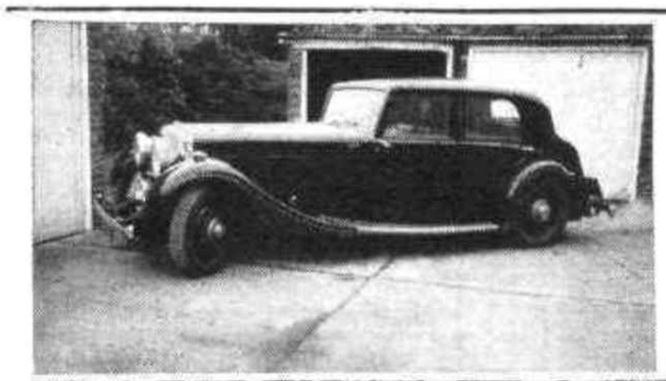
AUSTIN HEALEY 3000 MK. III, 1966. Low mileage. Colorado red, black interior. Overdrive, wire wheels, spots, Motorola, tonneau, luggage rack, etc. Superb car. £845. Tel.: Louth 2499. (4862

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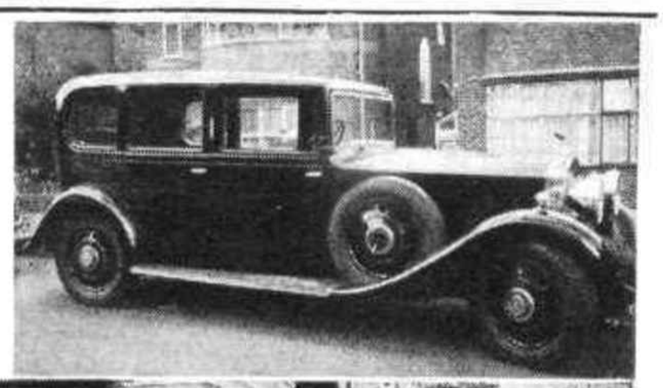
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(*Left*) **BENTLEY owner-driver 3¼** sports saloon by Rippon Bros.; one owner; full service history; absolutely original throughout.

(*Right*) **ROLLS-ROYCE 20/25** small "D-back" limousine by Barker. Foldaway occasional seats. Reputed three owners. Extremely pretty and very original throughout.





(*Left*) **1953 BENTLEY 'R'-type** sports saloon, manual gearshift. Original black coachwork with magnificent tan hide interior. Really outstanding example. (Similar to one in photo.)

(*Right*) **ROLLS-ROYCE Silver Cloud I Automatic** sportsman's saloon by Hooper, finished in pastel blue with dove grey hide trim. Just fully serviced, recent Rolls engine overhaul. Exceptional example of this rare coachbuilt model.



1936 ROLLS-ROYCE Phantom III by Barker, very low mileage; extremely original with large extended boot; excellent black coachwork, interior in outstanding order.

1958 ROLLS-ROYCE Silver Cloud I standard saloon. Automatic transmission and P.A.S. Excellent chassis and coachwork.

1960 ROLLS-ROYCE Phantom V 7-passenger limousine by Park Ward. Full Crewe history; one owner, 87,000 miles.

1955 'R'-type Automatic drophead coupé with power-operated hood. Dove grey coachwork, red hide trim. Much recent mechanical work done; in excellent order throughout.

1954 'R'-type Automatic sports saloon, finished in shell and Tudor grey, grey hide trim; brakes just relined. First class all round condition.

1948 BENTLEY Mk. VI 2-door coachbuilt razor-edged sports saloon by James Young; three owners, recorded 140,000 miles. Finished in garnet with exceptional natural hide interior, electric windows, etc.

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1967 AUSTIN HEALEY Sprite Mk. IV, white/black, wire wheels, heater, belts, full tonneau, leather wheel, Waso lock, new 'X' tyres; two owners only..... £525

1967 AUSTIN HEALEY Sprite Mk. IV, red/black, recent G800s, tonneau, radio..... £525

1966 AUSTIN HEALEY 3000, red/black, wires, o/drive, hard/soft-tops; two owners only; paintwork not perfect..... £625

1954 (model) ASTON MARTIN DB2/4 saloon, B.R.G./beige, radio, wire wheels; extremely tidy £445

1954 BENTLEY R-type, maroon/grey, sun-roof; some mechanical history known..... £645

1969 (Model) BOND EQUIPE 2-litre GT Mk. II, blue/black, h.r.w., G800s, push-button radio, twin spots, heater; one owner, certified mileage 13,703..... £925

1968 BOND EQUIPE 2-litre, white/black, h.r.w., Magnum wheel trims, o/drive, radio, heater; one owner..... £695

1966 BOND EQUIPE GT4S, white, heater, discs, wood wheel; 4 seats/sportscar performance..... £445

1967 JAGUAR 'E' f.h.c. 2+2 automatic, maroon, chrome wire wheels; recorded mileage 33,513.. £1,465

1965 JAGUAR 3.8 'S'-type, grey/blue, overdrive, h.r.w., radio, reclining seats; two owners. We have just spent £130 engine/clutch..... £745

1960 JAGUAR XK150 3.8 'S' f.h.c., maroon, wires, o/drive, Cints., quartz fog/spot; history known to us..... £695

1958 (Sept.) XK150 f.h.c., beautiful in red, o/drive, wires, fog/spot, RS5; original log book..... £565

1956 JAGUAR XK140 f.h.c., L.H.D., salmon pink, wire wheels, Blaupunkt radio, 'C'-type engine; very rare, excellent investment, ex-royalty..... £495

1969 LOTUS Elan S4 d.h.c., S/E model, green/black; one doctor owner, fantastic condition, 6,967 miles only, hardly used. If only we had some more like this £1,345

1969 ('68 model) LOTUS Elan S4 d.h.c., yellow/black, knock-ons, servo, heater, Weber carbs.; one owner, certified mileage 13,969..... £1,265

1970 M.G.-B GT, blue royale, overdrive, wire wheels, Cints.; one owner, 5,783 miles..... £1,295

1970 ('69 model) M.G.-B roadster, red/black, wire wheels, radio, heater, tonneau, fog/spot; one owner, 11,000 miles..... £1,025

1969 ('68 model) M.G.-C GT, Automatic, black/red, chrome wire wheels, expensive radio, SP68s, heater; one owner, certified mileage 15,572; showpiece.... £1,195

1968 (Sept.) M.G.-B Mk. II, white/black, Bermuda hard-top/soft-top, overdrive, wire wheels, tonneau, ZXs, wood wheel; one owner 19,696 miles.... £1,025

1967 M.G.-B GT, mineral blue/black Webasto, recent G800s, latest Radiomobile, leather wheel, h.r.w.; two owners only, reputed 33,886 miles..... £875

1967 M.G.-B GT, green/black, basic example. We have just spent £135 on the engine/clutch..... £815

1966 (Nov.) M.G.-B GT, white/black, new Abarth exhaust, radio, recent Cints.; one owner, certified mileage 34,177; a most exceptional example.. £795

1965 (Sept.) ROVER 2000, city grey/grey, radio, heater; carefully used..... £625

1965 SUNBEAM Alpine GT, white/red, heater, hard-top; history known to us since 1966..... £475

1969 TRIUMPH TR6, white/black, radio, heater, tonneau, SP Sports, leather wheel; 18,610 miles, one very fastidious owner..... £1,345

1968 'G' TRIUMPH Spitfire Mk. II, Valencia blue, fastback GT hard-top/soft-top, wire wheels, bonnet locks; one owner..... £695

1968 TRIUMPH Herald 13/60 convertible, white/black; one owner..... £595

1967 ('66 model) TRIUMPH Spitfire Mk. II, pale blue/blue, 5½Js with G800s, hard/soft-tops, leather wheel, radio, heater, air horns; two owners only.... £495

1966 TRIUMPH TR4A, white/black, wire wheels/XASs, very well cared for example..... £695

1967 TRIUMPH GT6, white/red..... £645

1964 TRIUMPH Spitfire, white/red; two owners only (one until 1968); a few extras; above average.. £345

1955 VOLKSWAGEN 1200 de luxe, blue. To clear, will suit 'Buggy' builder..... £79

1948 WOLSELEY 14/60, sun-roof saloon, one owner until May 1970; certified mileage 33,918; quite unique..... £395

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1967 AUSTIN HEALEY Sprite, red/black, one owner..... £515

1966 MARCOS 1800, red/black..... £895

1966 JAGUAR 'E'-Type f.h.c., chrome wires, red/black, one owner..... £1,195

1966 M.G.-B, L.H.D., mineral blue, one owner; wire wheels, overdrive tonneau..... £595

1970 ('69 model) M.G.-C GT, mineral blue, Stage II Downton; 253 miles only..... £1,225

1970 M.G.-B roadster, red, overdrive, wire wheels; 950 miles..... £1,195

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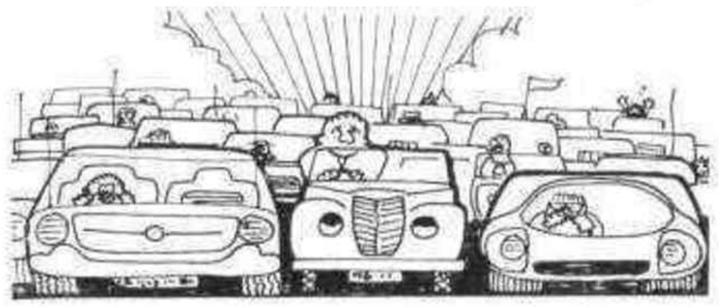
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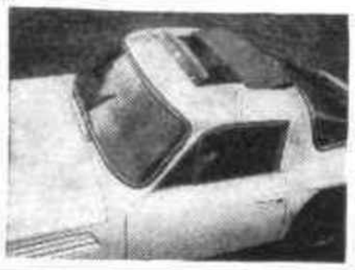
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All our used cars are completely checked over and serviced before being sold and all but the very old carry a three-month guarantee. Good used TVRs required for cash. We are opposite the Police Station in High Barnet and can be reached at 01-449 4269/5169.
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FOR SALE—continued

LATE 1966 FACTORY-BUILT RED Lotus Elan, S3, D.H.C. One owner. Excellent condition throughout; electric windows, air horns, wireless, knock-on wheels. Price £870 o.n.o. Owner leaving country. Tel.: Darley Dale 2571 (after 4 p.m.). (4765

XK150 FIXED HEAD. EXCELLENT CONdition. B.R.G. Much recent mechanical work; new bearings, clutch, exhaust, etc., new Avons. Owner four years now going abroad. £550. Holloway. Tel.: Stroud (Glos.) 4798. (4766

BENTLEY MK. VI, 1948. IN EXCEPtional condition mechanics and body, much repair work done, £350 o.n.o. Beaumont, 28 Albany Rd., Fleet, Aldershot, Hampshire. Tel.: 02514 3782 (evenings). (4767

MARCOS 3-LITRE, 1969 (FEB.). TWO owners; 12,000 miles; fitted alloy wheels, adjustable shockers, air horns, radio. Bahama yellow, black trim. £1,499. H.P. and part exchange arranged. Tel.: Chester-le-Street (Durham) 4294. (4768

RILEY 2½ R.M.F. SPARKLING WHITE. Price indicates condition. £400. Tel.: Tonbridge 5737. (4769

RILEY PATHFINDER, 1955. RECONDItioned engine, good tyres, taxed. Also second car for spares. £70 o.n.o. Milner, Lockerley Mill, Romsey, Hants. Tel.: Lockerley 660. (4771

1954 BENTLEY AUTOMATIC "R"-TYPE fitted with R.-R. radiator. Photographs and details, 366 Durham Rd., Gateshead NE9 5AP. (4772

P.V.T. RILEY LYNX 12/6, 1933. VERY good condition. Fitted 12 h.p. T.O.H.C. British Salmson engine; £150 spent on rebuild last year. £285 o.n.o. Tel.: 01-979 9428. (4773

VINTAGE AUSTIN 7 "CHUMMY", 1926. Completely original and in first-class condition "7" of the year award. Collector's item. New hood, screens, upholstery; only 1,500 miles since renovation. Offers over £600. Tel.: Dempsey 734 9041. (4774

JAGUAR XK150 3.8 F.H.C. IN SPARKling condition with wire wheels, overdrive, wood rim. £550. Part exchange or swop. Bob. Tel.: Southend 524673 (evenings or weekends). (4775

1908 DE DION BOUTON 8 H.P.-TYPE runabout. Two seats, frame, wheels, engine, radiator original; body restored; excellent runner. Visible Cannes. Offers above £2,000. Mann Villar, Bagatelle Ave., Victoria, 06 le-Cannet, France. (4776

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M.G. EX-DICK JACOBS YB/TD RACING GT; M.G.C.C. and H.S.C.C. Offers. Tel.: Garston (Herts.) 78657. (4778

PORSCHE 356B 1600, 1961. L.H.D. Radio. For quick sale £350 o.n.o. Tel.: 01-637 0269. (4779

1929 GORDON ENGLAND "WEMBLEY" fabric saloon (Austin 7). Stored since 1946. Original. Offers invited for this rare motor car. Spark. Tel.: 061-748 9804 (Manchester). (4780

LANCIA FLAVIA COUPE, 1963. BLACK, green leather interior. Radio, safety belts; M.o.T. May, 1971. £375. Part exchange considered. Write: Burton, 34 Bluebell Rd., Bassett, Southampton. (4781

AUSTIN HEALEY 3000 MK. II CONvertible, 1963. Wire wheels. £475. Tel.: Hanmer (Shropshire) 335. (4782

M.G. TF. EXCELLENT CONDITION IN B.R.G. with reconditioned engine, new hood, luggage rack and heater. Reg. No. STO 21. Tax, M.o.T. £500. Tel.: 021-789 7511 (Birmingham). (4783

MORGAN 4/4 COMPETITION, 1968/9. Orange/chrome. Many extras, chrome wire wheels; excellent condition; 16,000 miles. £950 o.n.o. M. Hall, 5 Corville Rd., Halesowen, Worcs. (4784

TR4, NOV., 1963. RECONDITIONED ENgine, new tyres, Surrey hard-top, servo. Extremely good throughout. £365. Tel.: Prescot (Lancs.) 4857. (4785

TIGER 4.2, 1965. SILVER/BLUE. IMmaculate. Hard/soft-tops, radio, etc.; over £100 just spent; fully overhauled and serviced. Only £595 o.n.o. Tel.: Leeds 667200. (4786

1929 ROLLS 20/25 LANDAULETTE. EXcellent condition. £1,250. 35 Charles Crescent, Lane Estate, Taunton. (4787

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1966 SPITFIRE MK. II. DARK BLUE. Works hard-top, hood, radio, heater, 5½J wide wheels, G800s, headrest, I/wheel, sun vizors, s/belts, w/mirrors, undersealed; bills £80; decoked; eye-catcher. £465 o.n.o. Further details: Tel.: 01-930 9000, extension 77. (4791

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ELAN S4, 1970 (June), d.h.c., S/E, 2,000 miles only **£1,525**
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ELAN +2, 1968. Red, low mileage; an excellent car **£1,495**
ELAN S4, 1968 'G'. Rolls-Royce regal red, k/ons, 3.5 diff. **£1,160**

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Most colours and specifications available from stock.

ELAN S4, 1968 'G' (Dec.), f.h.c., S/E. Royal blue; 8,000 miles only, serviced and supplied by ourselves **£1,345**
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ELAN, 1966, f.h.c. Lime green, k/ons, radio **£925**
ELAN, 1966, S2. White, k/ons, radio; 1 owner **£895**
M.G.-B GT, 1969. White/black trim, SP tyres; 13,000 miles only **£1,095**
SPITFIRE, 1967. Specially finished in metallic silver, fitted with hard-top, soft-top, wire wheels **£575**

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T.V.R. 1800S, 1965. BRONZE; WIRE wheels, tinted rear window. £650 o.n.o. Tel.: Amersham 6393 (evenings). (4793

LANCIA APPIA, SERIES III, R.H.D. Radials; M.o.T.; new pistons, rebored, new head complete, bodywork good. Second owner. £250. Stapleton, 78 Westbrook Ave., Margate. (4794

1938 ROVER 16.9 H.P. SALOON. EXcellent mechanical condition. Body sound, needs little tidying; requires tyres and silencer. £120 o.n.o. Myers, Molescroft, Combe Hill, Milborne Port, Somerset. (4795

LOTUS ELAN S2 D.H.C., 1965, B.R.G. Knock-ons, servo brakes, Radiomobile radio, seat belts, airhorns, etc.; very clean; genuine 48,000 miles. £750 o.n.o. Tel.: Oxford 59123 (evenings). (4796

FORD THUNDERBIRD, 1958 REG. TWO owners; 46,000 miles recorded; laid up for six years; electric windows and seat, self-seeking radio; soft- and hard-top. Must be one of the best available of this famous American sports car. £695 o.n.o. Tel.: Nottingham 258866 (evenings). (4797

SUNBEAM TALBOT ALPINE SPORTS convertible, 1953. White; 50,000 miles only. Very good condition; radio. £210. Tel.: Rotherfield 656. (4798

1937 RILEY KESTREL, AROUND 60,000 miles, ex-Victor Riley, needs some work but generally good condition; spare engine. Tel.: Bromsgrove (Worcs.) 3110. (4800

ROLLS SEDANCA DE VILLE, 1948, BY H. J. Mulliner; three owners only; complete Rolls history, including new engine, clutch, axle 20,000 miles ago, electric division, occasional seats, concealed lighting; finished in black and yellow. £1,595. Tel.: 01-690 0362 (day), 01-690 3071 (evening). (4801

ALVIS TC21-100, GREY LADY 3-LITRE saloon in blue and grey, 1954. This car has had the bodywork entirely restored to original by professional coachbuilders at a cost of over £100. No fillers, putty, fibreglass or rubbish. Upholstery is untorn in original leather and in good condition. Head lining is dingy and interior trim generally requires cleaning after bodywork sanding operations. Mechanically in first-class order, steering and suspension being currently overhauled. Bills available. M.o.T., etc. A complete sister car in running order with some later features, but with disc wheels included. £350 or very near offer. Please, no nonsense or time-wasting. Tel.: Pangbourne (Berks.) 2888. (4803

A.C. ACECA, 1958 (A.C. ENGINE). Dark blue. Excellent condition. £550. D. P. Crow, 181 Abbey Foregate, Shrewsbury, Shropshire. Tel.: 6010. (4810

FOR SALE—continued

1930 PHANTOM II. MAGNIFICENT Hooper landaulette; coachwork restored; original; authentic; silver fittings; mascot, tools, history, new tyres, rebored, etc. £1,850 o.n.o. Price includes £200 valuable spares. Tel.: Biggin Hill 2456. (4799

BENTLEY OPEN TOURER 4¼-LITRE, 1937. White, red hide interior; £1,500 spent on car at appointed agents restoring car to mint condition. Receipts available. Magnificent example. £1,995. Tel.: 01-690 0362 (day), 01-690 3071 (evenings). (4801

THE JAMES BOND "GOLDFINGER" Aston Martin. Beautiful condition. Offers to: 01-467 5931, or Deal 3279, or write Box 2374. (4802

REBUILDING 1929 VERNON DERBY. Have for sale 1.72-litre 4-cylinder American Sterling engine-built Detroit about 1920, c.w. gearbox, self-starter and non-original mag., carb. and generator. As replacement urgently require 1½ to 2-litre engine and gearbox, preferably 6-cylinder, built about 1930 in good condition and complete. Letters re other Derbys in U.K. welcomed. Chris Sykes, Shadingfield, Park Lane, Ashtead (4057), Surrey. (4805

ALVIS TA14, 1947, SHOOTING BRAKE. Family seduced by Dormobile. Recent decoke on first-class engine; only 135,000 miles; M.o.T. June, 1971; new battery, good tyres, original body; some work needed. £135. Tel.: Bristol 35683. (4807

RARE 1952 AUSTIN A40 SPORTS FOURseater, Jensen-designed aluminium body, Riley 1.5 engine/gearbox half-installed—requires finishing. Owner now in U.S.A. £50 o.n.o. for quick sale. Many extras, including original engine. Write: Miss French, 14 Garden Suburb, Dursley, Glos. (4808

M.G. TF 1250 (1954): 2,000 MILES ONLY since complete rebuild and looks like new. Engine completely overhauled—new crankshaft, rings, etc. New chrome, radio, tonneau, carpets, etc. This car is greatly admired and is only for sale for family reasons. £600 o.n.o. Moore, 30 Dower Rise, Swanland, near Hull. Tel.: 0482 632294 (home), 26617 (office). (4809

SS JAGUAR 1½-LITRE SPORTS SALoon, 1947. This beautiful motor car has completed 44,000 miles and is in Concours condition. It has been the subject of a detailed article in "Car" magazine and must be the finest example of this model in existence. £500 o.n.o. Tel.: 01-642 6060, extension 68, or Mogador 3134 (home). (4811

3½-LITRE BENTLEY PARK WARD sports saloon (1934); taxed, M.o.T.; new valves and clutch fitted; excellent condition. £750 o.n.o. Tel.: Forgate (Worcester) 4208. (4816

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M.G.-B GT, 1966. White, black interior, radio. Exceptional condition **£785**
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M.G.-B, 1965. B.R.G. with black interior. Superb condition throughout, with Cinturatos, radio and tonneau **£635**
M.G. Midget, 1966. B.R.G. with black trim. Ashley fastback h/t., wire wheels, twin spots. Looks as new ... **£530**
M.G. Midget, 1965. Riviera blue with blue interior. Wire wheels and twin spots. Lovely condition ... **£425**
M.G.-B, 1964. White with black trim. Wire wheels, Avon radials, overdrive, folding hood, airhorns, radio. Above average condition **£565**

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M.G.-B GT, 1969 (March). Sandy beige with black trim. Overdrive, wire wheels. Twin fog and spot lamps, reversing light. Wing mirrors, safety belts. 12,500 miles, guaranteed. One wealthy owner. Virtually in as new condition. Realistically priced at **£1,145.**

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MINI-COOPER, 1966 (Sept.), mid-blue with white roof. Blue trim in well above average condition, appears to have led a comparatively leisurely life. **£385.**

M.G. Midget, 1964 (May), dark green with black interior trim, in outstanding condition for year. **£345.**

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HUMBER 9/28, reg. January 1930. Maroon and black. Red interior trim. Very original and in excellent condition. Two owners. Years of pleasant motoring ahead. **£395.**

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ALVIS 3-litre 2-door saloon, 1960 (December), tastefully finished in midnight blue with pale blue hide interior. Recent complete engine overhaul (bills available). A well-cared-for example maintained regardless of expense. **£445.**

ASTON MARTIN, 1939 (March) 2/4-seater long-chassis dry sump model in exceptionally fine condition in all respects. Any inspection invited. Hire purchase terms available. **£1,150.**

ALVIS 4.3-litre estate car, 1939 (March). Maroon and black, red interior trim. This rare coachbuilt shooting brake is in exceptional condition. A most usable and attractive form of transport. **£395.**

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UML 44F. £3,395. A **1968 Maserati Mexico,** cost £12,000; 20,000 miles full service history. Air conditioning, stereo, L.H.D. At **£6,650,** an **'H' reg. Miura 'S',** 7,000 miles, R.H.D. (see last month's ad. for picture). Also available a **1966 model Lamborghini GT** at **£2,295** (see last month's picture). At **£2,195,** the finest **Ferrari 330GT** available anywhere. CLL 2158. (See last month's photo.)

Coming soon, a beautiful **DB6** at **£2,150**; and a one-owner, 48,000 miles, **DB5** with Webasto, etc., at **£1,495.** Plus sundry other high-performance machines.



A lovely **Bristol 406** at **£495.** Immaculate throughout.

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A **Mk. 6 Bentley,** 30,000 miles with condition to match, **£750. 1960 Bentley Continental** 2-door James Young, **£2,195. 1956 Bentley S.1,** 2 owners, mint, 80,000 miles, at **£875. R-Type S.S.** in silver and black, and an H. J. Mulliner saloon, both really beautiful at **£695.** (See last month's ad. for pictures.)



593 AYO, our lovely F. & W. **Mk. 6** that needs interior tidy, at **£395.**

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shown here a couple of years ago. Recent mech. rebuild, now needs cosmetic attention to bodywork. Full 'D' engine, 45DCOE carbs.; 350 b.h.p. per ton ! ! !



HRG 121, £1,650, 7,400 miles recorded, obviously *concours*; acknowledged the best in the world. Words cannot convey how beautiful this car really is.



UY 7027—our charming little **1927 Fiat** 4-seater tourer, o.h.c. engine, offered at **£495.** We offer our **1949 Vincent HRD 'Black Shadow',** 1,000 miles since complete *concours* rebuild at £495, to a discerning investor. Finally other miscellany: **Alfa 6c 2500 S** d.h.c. (see last month for pics.), **Bristol 400, Lagonda 3-litre** d.h.c., etc., etc. **Our stock is constantly changing,**

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At the time of going to press we have the following interesting machinery: a **1948 Triumph 1800** roadster looking very bright in post office red, new M.o.T., **£325**; a **1964 M.G.-B** with Gold Seal engine fitted recently, overdrive, wire wheels of course, **£565**; **1966 TR4A,** hard-top, soft-top, radio, and again wire wheels, **£695**; a very original **1955 TR3** with a TR4 engine, hard-top, soft-top, tonneau, overdrive, wire wheels, all for **£295**: **1934 Humber 10** saloon in all but *concours* condition and extremely original, one owner since 1956, **£395.**

We are always looking for any accident-free sports cars and any ancient vehicles from Austin 7s to Phantom IIIs.

We buy for cash and will call any time, anywhere. Ring first or drop in on your way to retire in swinging Bexhill.

Tel.: Ninfield 777 or 696 (after 6 p.m.)

FOR SALE—continued

MID-ENGINE, 2-SEAT RACING GT IN black and orange. Aluminium monocoque body/chassis, light alloy, twin-crank, o.h.c. 8-cylinder, 2-litre, fuel-injected engine, driving through Porsche transmission and giving in present "long-distance" tune about 350 b.h.p. per ton, magnesium wheels, racing tyres. Easily convertible for road use. Cost over £3,000, but not used for 18 months due to other interests. Situation unlikely to change, therefore this unique and very exotic machine is offered at £850 for quick sale. Tel.: Warwick 44527. (4863

1923 STANLEY STEAM CAR; ORIGINAL engine fittings and some instruments; unoriginal chassis and body. Suitable for spares. Price £300 o.n.o. Tel.: Market Deeping 3479. (4864

1933 ARMSTRONG SIDDELEY 17 H.P. open tourer. Fully restored and a good runner. A unique and very pretty thoroughbred tourer, which is completely original. £425 o.n.o. Tel.: Market Deeping 3479. (4864

T.V.R. GRANTURA MK. III, 1963. Flame red, black trim; full instrumentation; two new Cinturatos, wheels respoked, zinc plated, chassis overhauled, new drive shaft, U.J.s, new wheel bearings, track rod end, trunnion bushes, brake overhaul, new handbrake cable, 1622 M.G. power unit, c.r. box, twin 1½ in. S.U.s, Burgess air cleaners; top end overhaul, oil pressure 65 p.s.i., electric fan, heater; tax, M.o.T. £495. Hank, The Cedars, Eastern Inway, Grimsby 78716. (4865

MERCEDES 190 SL COUPE, 1961 model; r.h.d.; red; red hard-top, incorporating Webasto roof, new beige soft-top, beige interior; Motorola, push-button radio; 42,000 miles only from new by one lady owner. Bargain. Price £795. Mr. Valentine. Tel.: Chorley (Lancs.) 3342. (4866

1938 RAILTON 4¼-LITRE STRAIGHT eight. The car has had over £300 spent on it during the last three years (bills for over £200). The result is a complete mechanical overhaul and almost complete ditto of body (some of its chromework needs replating). The car was recently driven to Monte Carlo and back, some 2,000 miles, and performed the journey without fault. £350 o.n.o. Tel.: Trumpington (Cambs.) 2196. (4867

SUNBEAM ALPINE GT, 1967, "F" REG. Blue. Overdrive; low mileage; used as second car; one owner; radio, tonneaux, plus many extras. £695. Tel.: Wargrave (Berkshire) 2810. (4868



SUNBEAM ALPINE MK III 1955

Connoisseur's Specimen Example. Similar to the cars used by the Rootes Works Teams of 1953/4. Immaculate louvred coachwork in unmarked ERMINE WHITE cellulose. New interior trim and upholstery in CARDINAL RED with WHITE piping. New carpets, new chrome, etc., etc., heater, screenwash, and all the usual Sunbeam refinements including overdrive. This must be the finest available example of this rare classic two-seater, the condition of which must be seen to be believed.

Also available: Actual **WORKS TEAM CAR,** ex-Leslie Johnson, presently undergoing restoration, and various other Sunbeams.

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FOR SALE—continued

ESCORT GT, 1968, DARK GREEN AND black; 15,000 miles; Keniowe fan, twin horns, twin Marellos, radio, belts, Acoustikit. Excellent. I shall miss it. £600. Tel.: Gravesend 2809. (4869

M.G. TF 1250, RED; 4,000 MILES SINCE B.M.C. replacement engine; heater, luggage rack, Cinturatos. £500. Tel.: Bath 88543. (4870

M.G. MIDGET, 1965, RIVIERA BLUE. Tonneau, alarm, taxed, M.o.T. Terms possible. £365 o.n.o. Tel.: Penkridge 2970 (home), Stafford 3121, extension 286 (office). (4871

SUNBEAM TALBOT ALPINE MK. III, 1955. Lovely example of this rare sports roadster in B.R.G. with red leather interior for £250 o.n.o. Tel.: 952 2300, extension 319 (9 a.m.-5.30 p.m.). (4872

ALFA ROMEO 1600 SPIDER, 1964. White; r.h.d.; exceptionally fit; low mileage; specialist maintained. New Alfa arrived, so £355. Sweeten, 356 Browns Lane, Allesley, Coventry. Tel.: Allesley 3772. (4873

BENTLEY 3½-LITRE SPORTS SALOON by Park Ward. Very elegant body, original unmarked leather interior, original paintwork; very sound; handbook, mascot, wheel discs, spare wheel cover, sunshine roof, excellent tyres. £485. 25 East Hill, Ashford 20552 (Kent). (4874

SWALLOW DORETTI, RARE SPORTS car. In excellent condition. Coachbuilt aluminium body on girder chassis and space frame; TR mechanics throughout (no spares problem); fast yet economical; well maintained but upholstery shabby, therefore only £350 for this delightful motor. Tel.: 01-504 3307. (4875

1954 1½ R.M.E. ENGINE SLEEVED 21,000 miles ago. A very good example, much admired. Should be seen but will send photo; known history last 13 years. £230. Neale, "Falcons", Dunnings Rd., East Grinstead, Sussex. Tel.: 21636. (4876

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1966 RELIANT Scimitar 2.5-litre GT. Silver streak, fitted wire wheels, overdrive and radio **£845**
1966 LOTUS Cortina, white, green flash. Fitted radio, racing mirrors and seat belts **£645**
1969 MINI-COOPER. Mk. II. One owner only. Island blue, white roof, leather rim wheel, heater ... **£695**



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LOTUS EUROPA S.2.
1969 'H' registered.

Carnival red with black trim. P.B. radio. Power brakes. One owner, 7,611 miles. **£1,495**

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1929 Delage D8s V.D.P.-type 4-seater long wing tourer, fitted super sports engine. **1930 Delage D8c,** as above with standard engine. One complete car as above crated for spares. **1956 XK140 Jaguar** d.h.c. **Heavy-duty Transporter,** tandem axle, specially built to carry large vintage cars. As new. *Offers and appointment to view to:*
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Drophead, in unmarked metallic grey, with radio and wire wheels. Superb motor car. Has to be seen. **£475**

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MERCEDES 220 SEC f.h. coupe. Reg. 1965. Believed one owner. Finished in met. blue/deep blue top. New tyres, radio, slot stereo, '300' trim fitted power steering, fuel inj., floor change; usual refinements fitted on this luxurious model and in the condition one would expect of this fine example for only **£1,675,** or P.X. considered. **Phone for appointment, Mr. Lang, Wilmslow 25452 (Cheshire) (evgs)**

FOR SALE—continued

1961 VW 1200. RECONDITIONED ENGINE 4,000 miles ago. Some rust; no M.o.T. certificate. Offers. Buyer collects. Tel.: Camberley 22031. (4898

BENTLEY "R"-TYPE, 1954, AUTOMATIC. Black, red inside. Exceptional condition throughout. £950. Horner, Tel.: Andover 3643. (4902

1966 SPITFIRE. OVERDRIVE; WHITE; soft-top, radio, etc.; superb condition throughout. £480. Tel.: 01-579 0216. (4903

TDE (COMET) HIGH-PERFORMANCE 1,300 c.c., 1966, red Volkswagen; l.h.d.; Cinturatos; 55,000; Porsche clutch system; strengthened suspension; one owner. Trumbell, Sgts. Mess, R.A.F. Innsworth, Gloucester. Tel.: 21571, extension 481 (day). (4904

JAGUAR XK150S F.H.C., 1960. LIGHT green. Overdrive, wires, belts, many extras; moderate mileage; nearly completely original. £750 or exchange four-door 1300. Box 2380. (4905

MORGAN 4/4 SERIES V TOURER, 1969. Beautiful black with red leather upholstery, wire wheels, chrome luggage grid; 11,000 miles of careful driving. Most reluctant but must sell. Cost £1,230 June, 1969. Nedals, Jaggers Lane, Hathersage, Sheffield. Tel.: Hathersage 241. (4906

"E"-TYPE RED SPORTS. ABOVE average 1962 car. £625. Tel.: ORO9-843347. (4907

B.M.W. 501. L.H.D. FAIR CONDITION. Needs some attention. £80 or offer. Tel.: Chichester 7631 (after 6 p.m.). (4909



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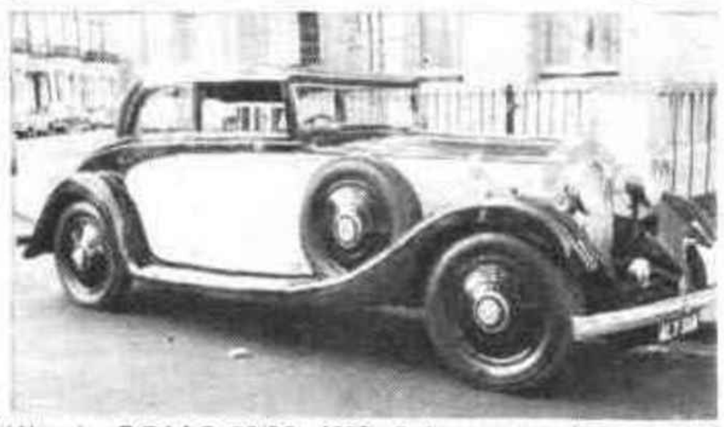
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(Above) We regret that owing to the restoration not being completed in time, the **Le Mans ASTON** advertised in last month's issue was not in stock. It has now arrived and ready for sale. **1933 ASTON MARTIN Le Mans,** short chassis, fitted Works Prototype engine. This is the 1934 team car that won the Alpine Trials and Glacier Trophy. Recent complete rebuild of engine, chassis, coachwork, etc., etc. One owner for the last 12 years.



(Above) **ROLLS 20/25, 1933,** 2-door very close-coupled 2/4-seater fixed-head sports coupé by Park Ward, believed Custom built for a lady friend of a gentleman of nobility, and the only 20/25 built with this very attractive small coachwork. Three owners since new and the last owner for 24 years. Rolls history, etc. Coachwork just expensively restored to near new condition, and now looks superb in her new black and primrose paintwork. Fitted new tyres, springs, heater, etc.

AT THE TIME OF GOING TO PRESS (JULY 10th) I AM NEGOTIATING THE PURCHASE OF, OR RESTORING, THE FOLLOWING CARS. BY THE TIME YOU READ THIS ADVERT, MOST SHOULD BE IN STOCK—ALL WILL BE IN RESTORED CONDITION.

ALVIS, 1931, 16/95 Silver Eagle beetle-back sports 2/3-seater.
ALVIS, 1938, 12/70. One of a kind sports tourer by Cross & Ellis.
TALBOT, 1935, 105 3-litre sports tourer.
ROLLS 20, 1928, sedanca-de-ville by Hooper.
ROLLS 20/25, 1934, limousine by Barker.
ROLLS 25/30, 1937, sedanca-de-ville by H. J. Mulliner.
ROLLS Wraith, 1949, limousine by Park Ward.
ROLLS Wraith, 1956, limousine by H. J. Mulliner.
SUNBEAM 16, 1927, open 4-seater.
ALVIS, 1932, 12/50 doctor's coupé.

AND MANY OTHER RESTORED CARS OF INTEREST.

I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" EVER BOUGHT, SOLD OR TAKEN IN PART EXCHANGE.

MARINE DIVISION ALWAYS A SMALL SELECTION OF REFITTED MOTOR YACHTS AND CRUISERS. ANY CAR OR BOAT OF THE TYPE I SELL TAKEN IN PART EXCHANGE.

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Bed & Breakfast £2.2.0 per person, or our cut price package weekend, £4.10.0 single, £8.10.0 double, which includes dinner Saturday night, bed, breakfast and Sunday luncheon, plus admission to the Discotheque and a trip around the countryside in one of our horse-drawn carriages, or on our famous Veteran horse-drawn char-a-banc (as featured on TV, etc.). Horses available for riding.

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Fridays: 9-2 a.m. **Bar open till 2 a.m.** "The D.J. Disco Show."
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FOR SALE—continued

THE MOST COVETED SPORTS M/C. 1964, B.S.A. Gold Star DBD34 Clubman's. Very expensive rebuild. Immaculate. £200. Lixton, Loddiswell, Kingsbridge, S. Devon. (4889

ASTON MARTIN DB2/4 MK. I, 3-LITRE. Black with fawn upholstery; £300 spent in last 7,000 miles, including reconditioned engine, etc.; superb condition throughout. £550. Box 2378. (4890

1965 **SUNBEAM TIGER, RACE TUNE** engine, four-barrel carb., c.r. box, fully modified suspension, twin Kenlowe fans, hard/soft-tops. £725. Tel.: Brentwood 1381. (4891

FIAT ABARTH 695 SS., DEC., 1968. RED, wide wheels and all Abarth gear. £575. Roberts, Westwood, Cross Hills, Keighley, Yorkshire. (4893

1957/1958 **XK150 F.H.C. AUTOMATIC.** Recently resprayed old English white. Extensive/expensive repairs completed during the last 5,000 miles, including new automatics, engine rebuild, brakes overhaul, RS5 tyres with new spare, fitted various extras—radio, Konis, Kenlowe fan, etc. Very clean throughout. Current tax, M.o.T. Reluctant sale at £695. View by appointment only, Mr. Platt, "Knedlington Lodge", Howden, near Goole, Yorks. Tel.: Howden 278. (4894

M.G.-A 1600 MK. II, 1961. RED, FIXED head coupé maintained in first-class condition regardless of cost. Excellent example of this model. Sound bodywork, good engine, five good ZXs; M.o.T.; several extras. Business forces the purchase of a saloon. £330. Tel.: 01-363 4055 (day), 46 63175 (evenings). (4895

M.G. PA. EXCELLENT CONDITION throughout. Recent engine rebuild; many spares. £260 o.n.o. Write: Smart, 35 Hartington St., Derby. (4896

RILEY 2½-LITRE, 1949. B.R.G. CONdition fair, mechanics sound; five good tyres; M.o.T. £100 o.n.o. Tel.: 508 2975 (Loughton) (after 8 p.m. or weekends). (4897

1959 **ASTON DB3 WITH OVERDRIVE.** A magnificent low-mileage example in maroon with black hide interior. Excellent condition throughout. £750. Tel.: 01-460 1029 (after 6). (4899

M.G.-B, "F" REGISTRATION, MINERAL blue. Overdrive, wire wheels, new SP 68s; regular service record; 22,000 genuine, careful miles. £835 o.n.o. Tel.: Dorking 730396, or can be seen London. Tel.: 01-602 0858. (4900

RILEY ADELPHI, 1936, SALOON, FIVE-year rebuild just completed (gearbox cost £100); resprayed, rechromed; original; alloy body; lively performance; used daily. £150. Tel.: 01-771 9410, 2 Beauchamp Rd., London, S.E.19. (4901

ASTON MARTIN, 2-LITRE SALOON. This car is the work prototype with very unusual body and many interesting features, including Carl Zeiss lamps, twin Zeniths with semi-forced induction, etc. The car would benefit from a rebuild. Offers around £500 to: Lawson, "Elsinore", Cottagers Platt, Laceby, Grimsby. Tel.: Laceby 327. (4908

SPITFIRE 1966. WEDGWOOD BLUE. Overdrive, undersealed; very much above average condition with low mileage. £495. Tel.: Burton Joyce (Notts.) 2139. (4910

LOTUS ELAN S4 D.H.C., 1969. WHITE. Push-button radio, knock-on wheels; 9,800 miles; as new. £1,375. Tel.: 021-475 5258 (office hours). (4911

ROLLS-ROYCE PHANTOM I, 1929, four-seat tourer. Extensively rebuilt and now in superb order throughout. £4,800. 1 Heatherlands, Rise Rd., Ascot, Berks. Tel.: Ascot 21063. (4912

AUSTIN HEALEY 3000 MK. II, 1962. Overdrive, new tyres, extras. £385. Tel.: Prestbury (Cheshire) 89833. (4913

TR4, PAINTED IN ROLLS-ROYCE regal red with Surrey top, wire wheels, 4A dashboard; distinctive number as extras. Priced at £475. Tel.: 977 3385 (Teddington) (after 7 p.m.). (4914

XK140, FULL "C" ENGINE (9:1, H8s, etc.), c.r. box; dual exhaust, chrome wires. Was mechanically perfect throughout (history available), bodily immaculate prior to accident. £100. Tel.: Crediton 2375 (evenings). (4915

GLEAMING BLACK 1953 RILEY 1½-litre. Just recellulosed; only 700 miles since engine completely rebuilt and tuned; new clutch unit fitted, steering rack and gearbox overhauled, etc. All by Riley specialist. £250 spent this year. £425. Tel.: 01-570 9337 (West London). (4916

AUSTIN SEVEN PEARL CABRIOLET, 1936. Restored over the last 16 years to virtually original condition; M.o.T. April, 1971; masses of spares, original handbook and spare parts list. This rare model must represent a sound investment. Offers over £300 to: 20 Newmarket Rd., Norwich, Norfolk. (4917

M.G.-B GT, 1966. GREEN. OVERDRIVE, radio, new Cinturatos and brakes, wire wheels rebuilt, reversing light. Excellent. £750. Tel.: Hartley Wintney 2220. (4918

JAGUAR XK150, 1959 MODEL. FIXED head. Good condition. £400. Barry, 1 Connaught Rd., Fleet, Hants. Tel.: Fleet 3944. (4919

1937 **MORGAN 4/4, CLIMAX ENGINE.** Two years spent on complete rebuild. Much detail rechromed, six excellent tyres, good hood, Brooklands wheel; coach-enamelled dark blue. £300. Tel.: Birtley (Co. Durham) 3978. (4920

M.G.-A MK. II, A CONCOURS WINNER (press cuttings); two owners; low mileage; 75% per cent. original; dove grey/red hide interior; first to view with £395 will buy. Tel.: Dundee 79852 (evenings weekdays). (4921

FOR SALE—continued

COLLECTORS. THIS IS THE ACTUAL Renault Dauphine presented to Royalty by the company in 1957. Unusual wire wheels, leather upholstery, many extra items not included on production models. Recent engine overhaul. Requires bodywork attention. Sensible offers. Deliver anywhere. Tel.: Exeter 56979 (evenings). (4922

ALVIS D.H.C., 1963. FIVE-SPEED ZF, wire wheels, servo discs all round, full tonneau. £800. Details: Stirling, Flat 2, The Island House, Longford, Middlesex. (4923

DAMAGED MERCEDES 300 SL GULL wing. Requires approximately £500 parts. One of the classic cars of all time for £850. Tel.: Ware 5123. (4924

PORSCHE, 1962, MODEL 60, 356B. EX-cellent condition. Oslo blue, 64,000 miles and only two owners. £650 o.n.o. Tel.: Derby 56559. (4925

ROLLS-ROYCE 20/25 1433 SMALL Barker D-back saloon. Completely reupholstered; new tyres, clutch, exhaust, handbook, mascot; M.o.T., taxed. £895. Tel.: Derby 881212 (evenings). (4926

LOTUS-M.G. 1500 SPORTS, TAXED, tested; rare and fast; new bottom end, clutch, steering, etc. £300 or exchange. Sinton, Tel.: Lapworth (Warks.) 3189. (4927

INVESTMENT. 1932 HUMBER LIMOU-sines. (1) Superb condition, one owner to 1970, original tools, handbook, rechromed, reshod, sliding roof, M.o.T. 1971, taxed; (2) Identical model for spares or rebuild. £595 the pair. Tel.: 051-652 5298. (4928

STUDEBAKER PRESIDENT STRAIGHT 8 sedan with overdrive, 1937. One owner 30 years; 71,500 miles; original, immaculate black cellulose; current licence and M.o.T. Photo available. £395. Wall, Tel.: Lancaster 3817, Carnforth 2770 (evenings). (4929

RILEY 1.5, 1954, R.M.E. £325. FOR full details please telephone 01-644 5258 (evenings only). (4930

VANDEN PLAS PRINCESS S.W.B. MINT condition, 1952. Electric division, radio, etc., new batteries, exhausts, clutch; taxed, M.o.T. A quality motor car. Offers 123 Bournbrook Rd., Birmingham 29. Tel.: 021-472 2350. (4931

SCIMITAR, 1965, EXCELLENT CONDI-tion; overdrive, wire wheels; ex-factory car; one private owner. £760. Hughes, Parsonage Farm, Chiseldon, near Swindon, Wilts. Tel.: Chiseldon 204. (4932

1933 LANCHESTER 10 SPORTS SALOON. Engine, chassis and body completely restored; rewired throughout; new windows, floor and tyres; all internal woodwork repolished; needs final trim—draught strips, carpet, running boards recovered, etc. For sensible offers telephone Winchcombe 151, or write: P. J. Hill, Old Toll House, Littleworth, Winchcombe, Glos. (4933

JENSEN 541R, WIRES, OVERDRIVE. Maroon, £390. Tel.: Bishops Cleeve (Glos.) 3134 (6-8 p.m.). (4934

BENTLEY S1 AUTOMATIC, 1956. £750 for quick sale. Tel.: Bishops Cleeve (Glos.) 3134. (4935

ORIGINAL MK. I SPRITE. £250 O.N.O. B.R.G. 5½J Cints., new hood, battery, dynamo, tonneau, hard-top (tatty), sliding windows, luggage rack, airhorns, etc. Professionally rewired and complete body overhaul. Tel.: 01-647 3637 (Wallington) (evenings). (4936

FERRARI SUPERFAST, THIS UNIQUE motor, featured in "Drive" magazine, will shortly be available for sale. One of the only eight r.h.d. models made. It has been Concessionaire maintained throughout regardless of cost and is in superb condition. £6,250 o.n.o. Box 2381. (4937

BUAGATTI, GP, CHASSIS 4957. IM-maculate. Less engine. Dismantled type 22 engine available. £1,975. 20 Preston Ave., North Shields, Northumberland. (4938

BENTLEY, 1951, H. J. MULLINER. FINE order. Blue. £475. 20 Preston Ave., North Shields, Northumberland. (4938

TWO GOOD CHEAP JAGUARS! 1958 Mk. VIII. Original and exceptional. Radio, belts; perfect interior and mechanics. 1958 3.4. Excellent body, wire wheels, XASs; very fast; both have long M.o.T.s. Exchange. W.H.Y.? £150 each or £280 the pair. Stungo, 54 Halton Lane, Wendover, Bucks. Tel.: Wendover 3587. (4939

ASTON MARTIN DB2 COUPE WITH sun roof. Your chance to acquire a car that is admired wherever she goes. Engine overhauled extensively. Interior and exterior in immaculate condition. Tinted front windows. Glade green, tan upholstery. This car was meant to appear in the Aston Martin Jubilee at Crystal Palace. Log with car. Shows over £500 spent on her with intention of keeping. But regretfully have to sell; hence price of £555 or interesting exchange considered. Tel.: Ewell 2104 (after 7). (4940

TORNADO TALISMAN GT 2 + 2, 1,340 c.c. Cosworth; 10,000 miles, recorded 42,000 miles. All mechanically, bodily sound; renewed independent suspension, undergoing refurnishing, respraying to original condition; distinctive reg.; built 4/65c., no comps. or crashes. M.o.T. Oct., 1970; well shod; maintained by enthusiast. Offers please in the region of £550 by letter only (no callers), 35 Ellington Rd., Hounslow, Middlesex. (4941

DAIMLER BARKER SPECIAL SPORTS, three-seater coupe, 1951, 2½-litre, with overdrive; all-round excellent condition; colour grey/black. Offers. Lee, 9 Clarendon Sq., Leamington Spa. Tel.: 21077. (4942

1969 SERIES 3 LOTUS SUPER 7; 11,000 miles only. Best offer over £800. See it and you'll know why. View by appointment only. Tel.: Gosport (Hants.) 81895 (evenings). (4944

FOR SALE—continued

BENTLEY MK. VI, 1951, STANDARD steel saloon. Silver, grey interior, in sound order. £360 or offer. Further details: Tel.: 01-888 2622. (4943

"E"-TYPE 4.2 F.H.C., 1966, METALLIC maroon/black trim. Chrome wires, h.r.w., Motorola radio, new clutch and exhaust. Immaculate car for £1,265. Part exchange considered. H.P. available. Tel.: 061-483 8714. (4945

JENSEN 541R, REG. DEC., 1959; TWO owners; excellent condition. Offers. Major Clowes, Tel.: Clifton Rims Ash (Derbys.) 3179. (4946

SUPERCHARGED BENTLEY CHASSIS, complete less engine. Offers. Tel.: Halifax 31475. (4947

1928 BENTLEY 4½-LITRE REPLICA LE Mans Team car. Best restored 4½ in the country. Offers. Tel.: Halifax 31475. (4947

1928 BENTLEY 4½-LITRE TOURER SPE-cial, Vanden Plas body. Exceptional original condition. Offers. Tel.: Halifax 31475. (4947

DAIMLER SP250, "B" SPEC. A SUPERB example in far above average condition; 54,000 miles; new axle, engine overhauled, hard-top/soft-top, new ZXs, radio. £495 o.n.o. Hire purchase available. Tel.: Warwick 41736. (4948

XK140 F.H.C. RESPRAYED AND RE-trimmed; an above average example. One or two small things require attention to make immaculate; mechanics and body excellent. This represents a genuine bargain at £265 o.n.o. Tel.: Warwick 41736. (4948

ALFA ROMEO SPYDER 1600 TWIN-cam, 1966, five-speed box, Motorola push-button, new clutch; major engine rebuild 10,000 miles ago. Immaculate, original white coachwork; 30 m.p.g., 110 m.p.h. £560 o.n.o. Tel.: Theydon Bois (Essex) 2438. (4949

A.C. ACECA, WELL APPOINTED IN-teresting car finished in Porsche light brown, near-immaculate condition throughout. Offers approaching £650. Cheaper car in part exchange more suited to sister considered. Full details telephone Esher 64399. (4950

VINTAGE CITROEN TWO-SEATER ALL-weather, 12-28, 1928, restored. £575. Tel.: Cleobury Mortimer (near Kidderminster) 218. (4951

S5 1½-LITRE, 1937; 47,000 MILES FROM new. Original tool kit, instruction book, outside spare wheel; fantastic condition; M.o.T., £250. S5 3½-litre, 1939, £150 engine overhaul, M.o.T., £195; Morris Eight, 1939, original, M.o.T., taxed, £65. Ford, Fort Villa, Milverton, Somerset. Tel.: 556. (4952

JENSEN CV8 MK. III, 1966. CAREFULLY maintained; immaculate condition; automatic, Selectaride, radio. £1,550 o.n.o. Tel.: Romford 42411 (office), 508 1745 (evenings). (4953

DAIMLER MAJESTIC, 3.8 STRAIGHT Six, 1960. Grey/black; automatic, discs, fog/pass lamps, washers, etc., as standard. Smart appearance. Tel.: 0296-66 8177, Collins, 27 Mentmore Rd., Cheddington, Leighton Buzzard. (4954

1955 LAGONDA 3-LITRE CONVERT-ible. All immaculate inside and out; engine 100 per cent., almost new tyres, radio, almost new hood; long M.o.T., taxed. Any inspection invited. Accept £750 o.n.o., or would exchange for younger car and adjustment. Tel.: 01-876 4707. (4955

RILEY 2½-LITRE, 1952. MECHANI-cally sound, body and interior in good condition; M.o.T. Feb., 1971. £85 o.n.o. Tel.: 01-890 0059 (after 6 p.m.). (4956

ASTON MARTIN CONVERTIBLE DB2/4, Burgundy coachwork, mechanical overhaul just completed. £540. Gregono. Tel.: Camberley 63434. (4957

1933 P.V.T. RACING RILEY, 11,000 c.c. Complete engine and chassis overhaul, fitted with most attractive T.T. replica-type body. Cash required urgently, hence sale at £450. Tel.: Tiptree (Essex) 287. (4958

ALVIS TE21 D.H.C.; 60,000 MILES; ZF gearbox. Dark metallic blue, grey upholstery; mechanics, tyres excellent; some body blemishes; realistic offers around £1,100. Box 2382. (4959

XK120 ROADSTER IN GOOD CONDI-tion throughout. A fair price at £350. Liming, Tel.: Ogbourne St. George (Wilts.) 280 (weekdays). (4960

ASTON MARTIN DB2/4 MK. III, 1959, special series (DBD) engine, overdrive, heater, servo brakes and thermostatically-controlled oil cooler. During the past three years I have gone to considerable expense to maintain this vehicle in excellent condition. £925. Mitchell, Tel.: Haddenham (Bucks.) 373. (4961

SUNBEAM RAPIER, 1961, SERIES IIIA. Moonstone/pippin red; outstanding condition; one fastidious owner; absolutely genuine 29,000 miles. £230 o.n.o. Tel.: Bromsgrove (Worcestershire) 3150. (4962

1967 GINETTA G4, RED, CONVERTIBLE. GT Cortina engine, 3.7 b/axle, tonneau, special seats, fully instrumented. 200 b.h.p./ton, 125 m.p.h., 30 m.p.g.; only 37,000 miles, superb condition. £550. Tel.: Brentwood 7110 (after 6.30 p.m.). (4965

LOTUS ELAN PLUS 2, "F" REG., DEC. 1967. Eye-catcher in special met. green. 32,000 miles. Exceptional condition and beautifully maintained. £1,295. Tel.: Clacton-on-Sea 22022 or, after 6 p.m., 25204. (4966

XK140 F.H.C., OVERDRIVE, V.G.C. LONG M.o.T., taxed. £240 or exchange saloon. Tel.: Rayleigh 2296. (4967

TR4A, 1966, WHITE. O/D., W/W. CON-siderably above average. £720. Harris, 4 Pickwick Close, 92 Wake Green Rd., Moseley, Birmingham, 13, or Tel.: High Ercall 324 (Salop). (4968

FOR SALE—continued

1968 SPITFIRE, ROYAL BLUE. HARD/ soft-tops. One engineer owner. Bardahl Castrol GTX lubrication, Stebel air-horns, Peco twin exhaust. Performance limited only by permitted revolutions. Ratcliff, Tel.: Reading 56755, Burghfield Common 2058 (evenings). (4969

M.G.-A 1500 D.H.C., B.R.G. MARCH M.o.T. Many extras including works hard-top, wires, Konis, oil-cooler, etc. £150 o.n.o. Makin, 23 Sherfield Drive, Newcastle-on-Tyne, NE7 7LN. (4970

BENTLEY "R"-TYPE AUTOMATIC, 1954. Beautiful example with many extras over and above the usual. This model is becoming increasingly popular and appreciating daily. An investment at £825 o.n.o. Tel.: Sheffield 51564. (4971

AUSTIN HEALEY SPRITE MK. IV, 1968. White. Radio, wire wheels, anti-roll bar, racing mirrors, full tonneau. Excellent condition. 17,000 miles. £520 o.n.o. Tel.: Canterbury 61527 (after August 5th). (4972

1938 WOLSELEY, 25 H.P., 30,000 MILES, one owner, 99.99% original condition; all history. Suit film company. £750. Westoby, 113 Beverley Rd., Hull. Tel.: Hull 35030 or 791209. (4973

COOPER "S", 1,275 C.C., 1965. EXCELLENT condition. Radio, extras. M.o.T., taxed. £350. Tel.: Southampton 73461. (4974

LAGONDA, 1954, 3-LITRE 2-DOOR SALOON. M.o.T. November. Built-in jacks, good tyres. £150 or offer. Also pair Lucas headlamps, long-range Biflex R160S, dip right, left or centre. Not used since reconditioned by Lucas (off 1933 16/80 Lagonda), £20 or offer. Noble, 44 Thicket Rd., London, S.E.20. (4975

PEERLESS GT 2-LITRE, 1958. RED. OVER-drive, Webasto. M.o.T. May 1971. £230 o.n.o. Tel.: Ruislip 38648. (4976

1966 TR4A, OVERDRIVE, WIRES, TON-neau, Cinturatos. Wedgwood, excellent condition throughout. £690. Tel.: Sheffield 368084. (4977

LEA-FRANCIS, AUG. 1953, 14-H.P. SPORTS saloon. Recently resprayed two-tone blue and grey. Sound body, good mechanical condition. £400 o.n.o. Tel.: 021-744 1632. (4978

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1930 SUNBEAM 16.9-H.P. A LARGE AND conspicuous open touring car. Good original condition. Taxed and M.o.T. Tel.: Acton Burnell 204. (4981

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MERCEDES, 1960—190. FIRST CLASS order throughout. M.o.T. 12 months. Overhauled. Box 2383. (4983

1957 AUSTIN HEALEY 100/4, W/WHEELS, overdrive, hard-top, Cibies. £100+ expenditure recently on hood, tonneau, batteries, brakes, ZXs, etc. M.o.T. £200. 52 Woodstock Rd., Worcester. (4984

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LOTUS CORTINA, JULY 1968. WHITE, black interior. Radio, extras. New Cinturatos, brakes and exhaust. Immaculate condition. £775 o.n.o. Tel.: Gerrards Cross 85568 (evenings, after August 14th). (5054

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1967 Ford Lotus Cortina, finished in white, black interior, fitted radio; low mileage. Really outstanding condition .. **£750**

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1968 Lotus Elan drophead, S/E. Finished in primrose. Really beautiful car .. **£1,295**

1966 Fiat 2300S. Metallic blue with red interior. Fitted radio. Unmarked condition throughout **£1,225**

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1970 Lotus Europa. Delivery mileage only. Finished in red. Literally as new **£1,595**

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1968 Reliant 2.5 coupe, one owner. Navy blue. Fitted overdrive and radio **£1,065**

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1970 Triumph 13/60 saloon. Finished in royal blue, black interior. 130 miles only .. **£775**

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TRIUMPH TR5 2500 PI roadster, in red with beige upholstery, fitted overdrive, w/w, SP tyres, etc.; recorded mileage 15,000. **£1,065**

M.G.-B Mk. II (G-registered), brand new in appearance, mineral blue with black trim, fitted overdrive, wire wheels, with SP tyres, leather wheel, etc. **£965**

LOTUS 7, very special car in opalescent blue, fitted tuned twin-cam unit, wide wheels, full weather equipment, etc. **£865**

MAZDA 110S. White and gold coupé, twin-rotor 'Wankel' unit; incredibly rapid and smooth performance, fully equipped. **£1,685**

M.G.-B. Very special all black 1966 car, with Bermuda top with tinted windows, overdrive, wire wheels, soft-top, radio, console, leather wheel, etc. **£765**

M.G.-C. Magnificent one-owner roadster in B.R.G., with black trim, power bulge, side flashers, overdrive, radio, wire wheels, HR-SPs, twin Q.I. spots, wood-rim, mirrors, tonneau. **£965**

SUNBEAM Alpine Mk. IV GT. Attractive 1965 hard-top version in Riviera blue, fitted overdrive, radio, etc. **£495**

TRIUMPH GT6. Fine example in conifer green with tan interior, radio, leather wheel, G800s, etc. Late 1967. **£765**

TRIUMPH TR4A. Exceptional example in royal blue with black trim, fitted overdrive, radio, wire wheels with Cinturatos, twin spots and mirrors, etc. **£765**

LOTUS Elan S4, 1969, Special Equipment drophead. Yellow with black trim, radio, HR-SPs, etc. One enthusiastic owner. **£1,345**

TRIUMPH Spitfire Mk. III. Unmarked 1969 'H' car in white/red with black trim, 12,000 miles by one owner. Wire wheels with 'X' tyres. **£735**

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RELIANT Scimitar 2.6-litre GT, 1966. Golden sands with black trim, fitted overdrive, wire wheels, Cints., radio, sun-roof, etc. **£895**

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LOTUS Cortina, 1967, one owner; in red with black trim, ZX tyres, leather wheel. **£735**

MINI-COOPER, 1964, in white with black roof, special dash, triple spots, etc. **£285**

AUSTIN HEALEY 3000 Mk. III convertible, outstanding specimen in ice blue with black trim, overdrive, wire wheels, radio, etc. **£935**

TRIUMPH TR5 2500 PI. Fine car in royal blue with black trim, fitted Surrey top, overdrive, wire wheels, XAS tyres, radio. **£1,065**

M.G.-B. Choice two 1967 roadsters in white/black trim, both overdrive, wire wheels, radials, leather wheel, radio, etc. **£795**

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D.H.C. Lotus yellow, S/E.
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M.G. 1300 saloons. Limited selection available, details on request.

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£1,565 ASTON MARTIN DB5, 1964. Sierra blue with red trim, fitted chrome wire wheels, heated rear window, radio, record player, etc.
£1,495 LOTUS Elan S4, S/E, fixed-head coupé, 1970. 3,000 miles only. Carnival red with black trim. Supplied new by us. As new.
£1,495 JAGUAR 'E'-Type f.h.c. A really outstanding example in pale primrose with black trim. Heated rear window, Waso lock, etc.
£1,345 JAGUAR 'E'-Type roadster, 1966. Indigo blue with red leather trim, chrome wire wheels, push-button radio, etc. Unmarked throughout.
£1,265 ALVIS Park Ward saloon, 1965, TE21. Bronze with beige interior. Two owners, 37,000 miles; extras include chrome wire wheels, powered steering, Reutter seats, etc.
£1,195 M.G.-C GT, 1969. One owner; wire wheels, overdrive, heated rear window. Mineral blue. 6,000 recorded miles. Mint throughout. Electric aerial.
£1,125 JAGUAR 'E'-Type f.h. coupé, 1965. Indigo blue with grey interior trim, push-button radio. Excellent throughout.
£1,095 DAIMLER 2½-litre saloon, 1967. Silver blue with dark blue leather trim. Automatic. Supplied new by us.

£995 BRABHAM Formula III, in B.R.G. In excellent order, ex-Roy Pike. Cosworth engine. Many spares.

£895 M.G.-B GT, 1967. Finished in Grampian grey with red trim. Fitted overdrive, wire wheels, etc.
£895 ASTON MARTIN DB4, 1960. Finished in metallic ocean-blue with grey hide trim. New tyres. Superb throughout. Easily mistaken for much later car.
£895 LOTUS Elan, 1966, f.h. coupé, 1966. Two owners from new, 27,000 miles. Medici blue; radio, SP tyres, centre-lock wheels, seat belts, etc.
£895 TRIUMPH TR4A coupé, 1967 ('F' Reg.). This superb car is finished in white with black trim. Fitted overdrive, wire wheels, radio, air horn, special seats, soft-top, spot lamps, etc.
£855 AUSTIN HEALEY 3000, 1966. Attractively finished in British Racing Green with black interior, fitted overdrive, wire wheels, radio, tonneau.



£1,565 ALFA ROMEO 1300 GT Junior, 1970. Positano yellow with black interior, 5-p.b. radio. Whole car as brand new, having covered under 6,000 miles with one owner.

£855 AUSTIN HEALEY 3000, 1966. British Racing Green with black trim. Fitted overdrive, radio, etc.
£845 T.V.R. Griffiths, 1965, 4.7-litre. V8 engine. Fantastic performance at reasonable cost.
£795 LANCIA Flavia Vignale convertible, 1964. A rare, one-owner, 4-seater convertible in excellent order. Fitted hard- and soft-tops. White with tan trim.
£765 SUNBEAM Tiger, 1966. Monza red with black trim. An excellent example. Fitted with radio, etc.
£745 TRIUMPH TR4A coupé, 1966. White with black trim. Extras include wire wheels, overdrive, radio.
£675 AUSTIN Heavy Twelve saloon. Very original and superbly maintained. A must for the vintage enthusiast.
£675 M.G. Midget, 1968, 'G' Reg. A one-owner car, finished in red with black trim. Fitted wire wheels, etc.
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COLLECTOR REQUIRES PRE-1950 Grand Prix racing car. Box 2364. (4703

WANTED: RILEY 1½ R.M.E. OR 2½ R.M.F. soloon, first class only; low mileage, no resprays; any colour; good price paid. Box 2365. (4705

ASTON MARTIN DB2 OR XK140 CONVertible. £200 cash + 1963 Minivan as deposit, balance by banker's order. Mechanics must be first class. Box 2366. (4706

M.G. RACING CAR. PREFER J3/C type. Rusty chassis upwards; M.M.M./V.S.C.C. member; definitely not for export or resale; very high price. Box 2367. (4707

WANTED: ELAN F.H.C. OR M.G.-B GT. Price range £800. Anything considered except one finished that camel's breath yellow. Tel.: Guildford 66335, or write: Dixon, 39 Grangefields Rd., Jacobs Well, Guildford, Surrey. (4708

TWO MORGANS. THREE-WHEELER with exposed engine to run as a hobby; Plus 4 two-seater for every day motoring. Box 2325. (4709

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M.G. TC PARTS WANTED: AIR cleaner, fog lamp, side mirror, instruments. Must be original. Please send condition and price to: T. Barber Box 826, Huntington, N.Y., U.S.A. (4712

GERMAN V.S.C.C. MEMBER SEEKS INteresting vintage or P.V.T. tourer or two-seater. What have you? All letters answered immediately. A. Leonhard, 211 Wasserburger Landstr, Munich 82, Germany. (4713

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IE, IAN REGISTRATIONS WANTED with any number. Write: Box 2291. (4715

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1926 AUSTIN 12/4 WINDSOR SALOON spares wanted; 21 in. Sankey wheels, shock absorbers, water pump, bonnet clips, valves, any other mechanical or body parts, original tools, literature. Steve Golding, 56 Gilders Rd., Chessington, Surrey. (4717

M.G. TC WANTED. ENTHUSIAST wishes to regain past TC motoring joy and would hence like to purchase immaculate and original M.G. TC. Top price given for outstanding car. If above not forthcoming, original TC suitable for rebuild most welcome. Letters answered. Please write: 41 Landrail Rd., Lower Halstow, near Sittingbourne, Kent. (4718

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BULLNOSE OXFORD ¾ COUPE, TWO-seater with dickey, or four-seater tourer. Must be complete and original. Tel.: Stone (Staffs.) 3969 (evenings). (4720

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WANTED: VOISIN, DELAGE, DARRACQ (Lago Talbot) picture required or Talbot 110 tourer. S. Lewis, 5 Royal Crescent, London, W.11. (4722

WANTED: PRE-WAR BENTLEY SPORTS saloon or SS Jaguar, any model. S. Lewis, 5 Royal Crescent, London, W.11. (4722

ASTON MARTIN DB5, LOW MILEAGE and first-class condition. Spence, 2 Windermere Rd., Great Horton, Bradford 7, Yorkshire. (4723

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WANTED: OFFICIAL POLICE HORN! Alternating high and low pitch, 12-volt complete. State price and write: R. E. Capon, 44 Ridgewood Ter., Maplewood, New Jersey 07040, U.S.A. (4727

WANTED FOR TR3: TWO MANUFACturers' aero screens, two 10 in. Alfin brake drums, one alloy oil sump. Tel.: 01-997 6214. (4728

WANTED: REGISTRATION MAL, MBL, ML, preferably with low or distinctive number. Box 2369, or Tel.: Reading 28831. (4729

WANTED: CITROEN LIGHT 15 OR Jowett Jupiter, reasonable condition and with M.o.T. Bellville. Tel.: Knightwick (Worcs.) 253. (4730

SET OF ROSTYLE OR ALLOY WHEELS for Fiat 1245, 104 St. Nicholas Rd., Wallingford, Berks. (4731

AUSTIN HEALEY 3000 MK. III REquired. Cash waiting for genuine 1964-1965. No doctored heaps please or dealers. Hodertts, "Summerhill", Penycordcae, Pontypridd, Glamorgan. Tel.: Pontypridd 404064. (4732

WANTED: BRISTOL-POWERED FRAZER Nash, Le Mans replica, in good condition. Fullest details, price to: W. Heasman, 5 Bowfell Close, Coventry. Tel.: COV 464351. (4733

WANTED—continued

SUPERCHARGED 4½-LITRE BENTLEY or parts. Bentley dashboard clock. 1935 Aston Martin short chassis Mk. II headlamps or glasses—Lucas Bi-Flex 8½ duo vertical concave fluted type. Motley. Tel.: Redbourn (Herts.) 2149 (8.30 a.m. to 6 p.m.). (4753

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IMPOVERISHED STUDENT REQUIRES Austin 10 engine. Any year but must fit 1933 chassis. Collect anywhere. Tel.: Trowbridge 3122. (4806

M.G.-A 1600 TOURER WANTED, MINT. Also 1600-22 engine. Wall, Tel.: 0524 3817 (day), Carnforth 2770 (evenings). (4929

WANTED: LOW-MILEAGE MORRIS 1000 convertible. Jordan, Church Stowe, Weedon, Northampton. Tel.: Towcester 581 (office). (5038

WANTED: SP250 SOFT-TOP AND TONneaux, preferably black. Southern, 8 Malcolm Place, Helensburgh, Dunbartonshire. (5039

CYLINDER HEAD FOR LATE 25/30 ROLLS-Royce. Hunter, 942 Anlaby Rd., Hull, Yorks. (5040

M.G. TB/TC. WANTED: PINION AND crown-wheel assembly, either model. W. N. A. Cottam, Mansion Hotel, Eastbourne. (5041

WANTED: M.G. J2 SPARES. COMPLETE engine. Bulkhead and dashboard components. Mr. Merrett, Laburnum Grove, Cross Roads, Keighley, Yorks. Tel.: Haworth 2246. (5042

GILBERN 1800. CASH AVAILABLE FOR realistically priced example, in excellent condition. (Middlesex.) Box 2393. (5043

DELAHAYE TYPE 135, 1937-39, "COMpetition" model. Blake, 287 Greenford Rd., Greenford, Middlesex. Tel.: 01-578 1941. (5044

ROCHDALE OLYMPIC WANTED. PARKER, 4 Redwood Drive, Cannock, Staffs. Tel.: 021-262 2234 (mornings). (5045

GILBERN 1800 WANTED. ANYTHING considered. Mr. Gray, Tel.: Henham 399 (Essex). (5046

A.C. ACE WITH FORD ZEPHYR ENGINE. Hornby, R.E. H.Q. Mess, Brompton Barracks, Chatham, Kent. (5047

WANTED: REGISTRATION TC WITH low or distinctive number. Cook, East Whipley Cottage, Guildford Rd., Cranleigh, Surrey. (5048

LOTUS SEVEN SERIES THREE CHASSIS-body unit. Panelled or not. Preferably new, but anything considered. Also any other Series Three body and mechanical parts. Box 2390. (5049

WANTED: GINETTA G4 OR TURNER. Road use. Prefer 1,650 c.c. Private buyer; around £450 cash. Genuinely superb examples only. Tel.: 01-340 9214, or 54 Talbot Rd., London, N.6. (5050

M.G. TF IN SHABBY CONDITION wanted. Tel.: Bath 3226. (5074

PORSCHE 356SC. MUST BE GOOD CONdition. Tel.: Nottingham 88788. (5075

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1933 RILEY LYNX 12/6 (see under "FOR Sale") for vintage/P.V.T. Alvis tourer up to £285. Tel.: 01-979 9428. (4773

LANCIA FLAVIA COUPE (SEE UNDER "For Sale") for Armstrong Siddeley 234 or 346 + cash. Burton, 34 Bluebell Rd., Bassett, Southampton. (4781

GVT 1600, OCTOBER 1967, FOR 1600E OR similar. 22 Darlington St., Wigan. (5012

M.G.-B, 1964 (NOV.), B.R.G. OVERDRIVE, wires, radio, harnesses, leather rim, anti-roll bar, tonneau, spot, fog, reversing lights, headlamp flasher. Value £540. Sell, or exchange sports saloon. Middle Cottage, Aley, Bridgwater, Somerset. (5013

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MISCELLANEOUS

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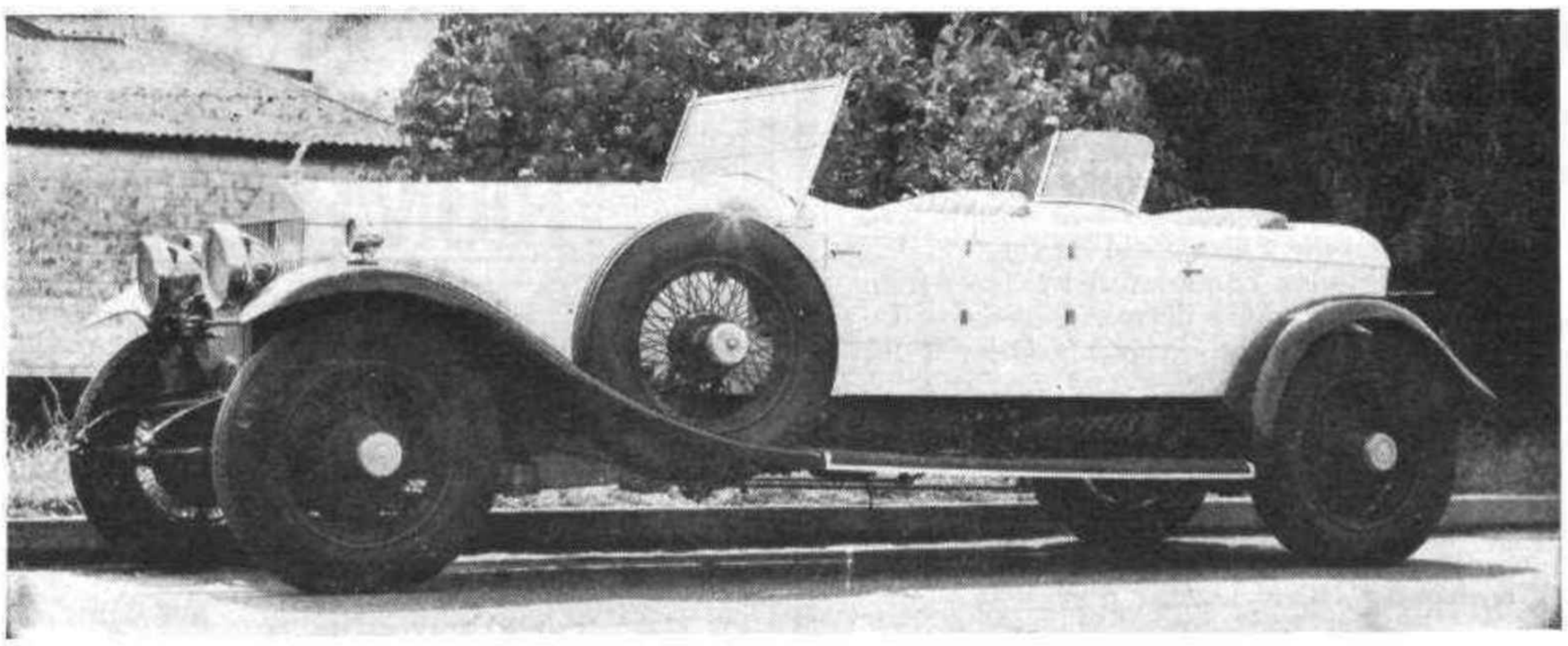
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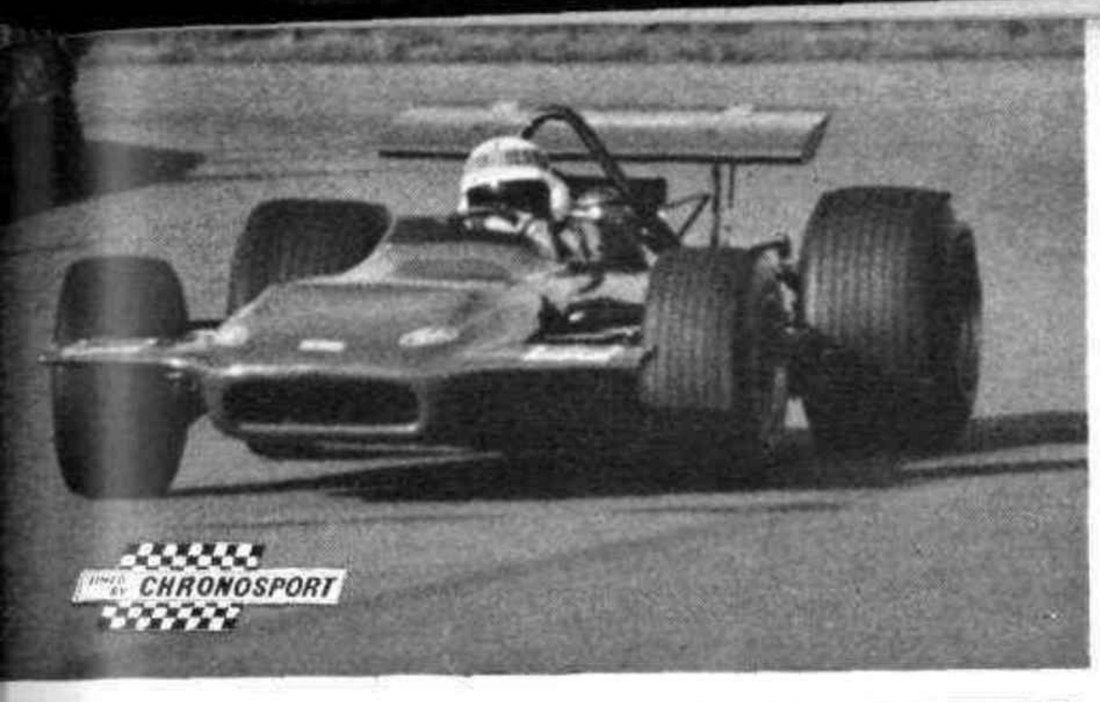
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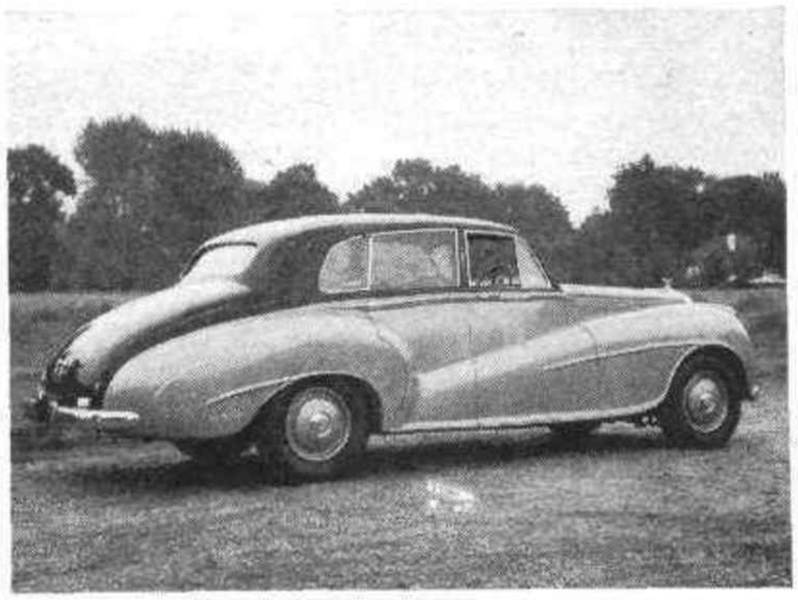
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BENTLEY Continental, March 1955, the much-sought-after R-Type Mulliner with the big engine and manual gearbox, Circassian blue, beige trim, indicated mileage 97,000, 4 owners, the first being Montague Burton; very good chassis and excellent coachwork. **£2,450**

ROLLS-ROYCE Silver Wraith, 1950 Park Ward limousine, full 7-passenger with face-forward occasionals, originally supplied to the Lord Mayor of Newcastle, two owners since, on nearly new tyres, good interior in cloth and leather, black paintwork. **£775**

ROLLS-ROYCE Wraith, 1940, Park Ward owner/driver razor-edge sports saloon, all-aluminium body, running, basically sound mechanically and bodily, on good tyres, but needs attention to interior and also needs repainting, hence realistic price of **£590**
(For photographs of above two cars, see last month.)

ROLLS-ROYCE 20/25, 1934 Park Ward D-back limousine, body basically sound but rather shabby, needs paint, etc., but quite a good chassis and on good tyres. **£385**

BENTLEY Continental, 1958 Series (Reg. Oct. 1957), 8 : 1 compression automatic, power steering, unusual 2-door coachwork by James Young; indicated mileage 103,000. Royal Blue with grey interior, nice coachwork. Good mechanically, brakes and steering just overhauled by us, new tyres all round. **£2,250**

BENTLEY, R-Type, Jan. 1955, automatic, black, brown hide interior, recently decarbonised, etc., excellent tyres and fully serviced by us. **£650**

BENTLEY 3½-litre Park Ward aluminium bodied sports saloon, *circa* 1934, cylinder head off, but everything appears to be there and sound. Coachwork needs considerable attention, glass, paint, etc., but nevertheless at today's prices, the car is worth restoring. As seen **£195**

DAIMLER Majestic Major, March 1966, automatic and power-steering, silver grey, fawn interior, 2 owners, distributor-maintained, mileage of 33,000 believed genuine, original cost over £2,700 and now remarkable value at **£890**

DAIMLER 25 h.p. Light Straight Eight, *circa* 1937, with most attractive Vanden Plas 4-door pillarless sports saloon coachwork; full details not to hand, but car believed generally sound although stored many years and requires generally tidying-up. **£250**

RILEY 9 Falcon 4-door sports saloon with "gull-wing" doors, 1933, manual box, special series chassis, twin carbs., etc.; in generally very fair order. **£250**

RILEY 9 Lincock coupé, also 1933 on special series chassis with manual gearbox, also mechanically quite good and body quite structurally sound but needs paint and attention to interior trim, etc. **£195**

TATRA saloon *circa* 1937/38; the rare 3.7-litre engine V8; engine rebuilt by us and the car is in excellent running order with good interior but shabby paintwork; nevertheless a most interesting vehicle.

Very rare "White Elephant"—**INVICTA Black Prince** chassis, unregistered and believed virtually new, in running order but with no coachwork. Sensible offers please.

Unusual **VAUXHALL, 1935 Light 6**, Whittingham and Mitchell sports 2/4-seater, disappearing rear seat, fold-flat screen, all original lights, instruments, etc.; generally good running order but needs attention to front suspension; very fair coachwork generally but needs new hood and minor attention to running-boards, etc. **£150**

VINTAGE:

1929 AUSTIN 7 coach-built wide door saloon, needs restoring properly, but seems to be more or less all there and basically sound—to clear, as seen **£100**

Rare **1921 HUMBER 16-h.p.** tourer, side-valve engine, all original lamps, excellent bodywork, but needs paint, trim and hood.

MORRIS-COWLEY bull-nose, *circa* 1923/24 (no f.w.b.), complete chassis on wheels and tyres with lamps, bonnet, scuttle, windscreen, dashboard and instruments. **£250**

1930 SUNBEAM 18-h.p. coach-built saloon, highly original, stored 19 years; fair paint and interior, good tyres, sound chassis and bodywork; running but needs work on engine. **£325**

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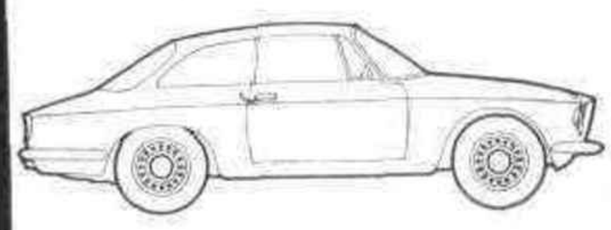
1932 SUNBEAM Lion 600-c.c. s.v. with "launch" sidecar, believed two owners from new, highly original and in good running order.

ROYAL ENFIELD s.v. big twin, *circa* 1925, minor parts missing, but basically complete and very sound. **£50**

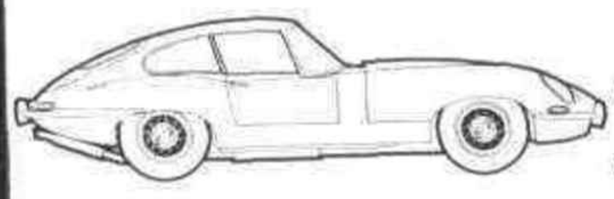
NEW IMPERIAL 350 c.c. o.h.v. twin-port, spring frame, *circa* 1939, dismantled, but believed basically complete. **£25**

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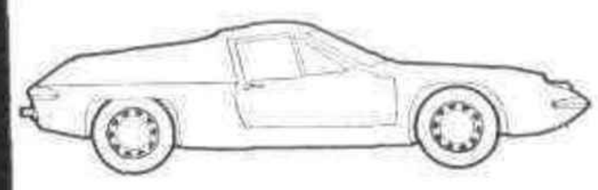
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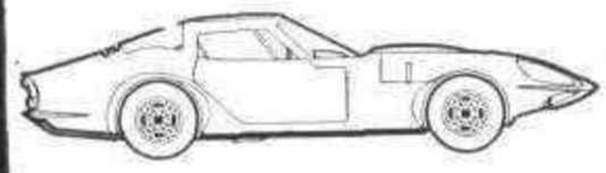
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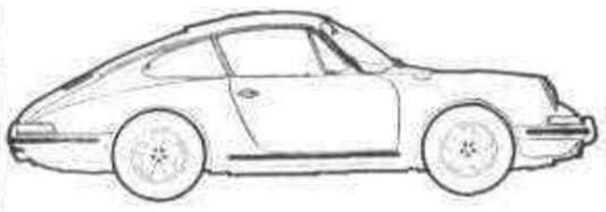
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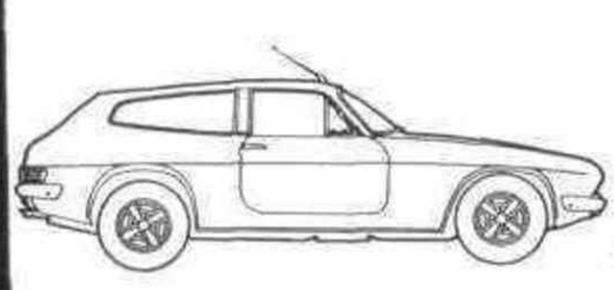
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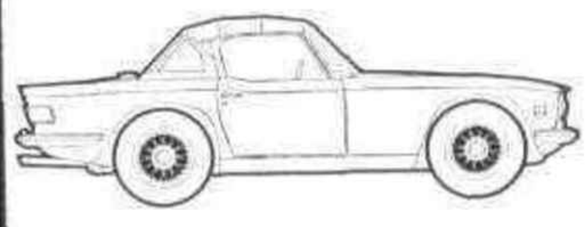
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NEW B.M.W. 2800 saloon, in white with dark blue trim. Cloth seats, automatic transmission, power steering. Immediate..... **List**

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1968 JAGUAR 'E'-Type roadster, in red with matching red interior. Chrome wires; 22,000 miles; exceptional..... **£1,795**

1967 reg. JAGUAR 'E'-Type fixed-head, '68 model. Red with black trim. Fitted stereo unit, radio, rear offset competition wire wheels, Koni shock-absorbers, heated rear window; 32,000 miles..... **£1,695**

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NEW LOTUS Elan, choice of colours and specifications for earliest delivery **List**

NEW LOTUS Europas, choice of colours and specifications for earliest delivery **List**

1970 LOTUS Elan +2S, in French blue; sun-roof, heated rear window, chrome wheels. One owner, 4,000 miles..... **£2,195**

1970 LOTUS Elan +2S, in white, with Sundym glass, heated rear window. One owner, 6,000 miles..... **£2,095**

1970 LOTUS Elan S/E drophead, in Lotus yellow. Motorola radio, air horns, low profile tyres, burglar alarm. Only 3,000 miles and obviously quite as new throughout..... **£1,525**

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1968 'G' reg. LOTUS Elan S4, S/E fixed-head, in white. Heated rear window, Radiomobile; 17,000 miles..... **£1,345**

NEW MARCOS 3-litre, in tangerine with black trim. Sunshine roof, mag. wheels..... **List**

NEW MARCOS 3-litre, in Arctic white with black trim. Sunshine roof, mag. wheels..... **List**

NEW MARCOS 2-litre, in tangerine with black trim. Magnesium wheels if desired..... **List**

1969 MARCOS 3-litre, in metallic dark blue with black trim. Fitted sunshine roof, magnesium wheels, stereo radio, Moto-Lita wheel. Original in every respect..... **£1,595**

1968 MARCOS 1600 GT, in chrome yellow. Minilite wheels, sun-roof, stereo, radio. One owner, 14,000 miles..... **£1,295**

1969 'H' reg. M.G.-B GT, in red with black trim. Manual gearbox with overdrive. One owner, 12,000 miles..... **£1,195**

1969 'H' reg. M.G.-B GT, specially finished in apple green. Downton Stage 2 engine, oversize tyres, etc. One owner..... **£1,095**

PORSCHE Targa. 1970 model Porsche 911E Targa, in metallic olive with black trim. Cloth seats, Blaupunkt radio, Sundym rear screen with rear wiper. As yet unregistered in this country. This car has covered only 17,000 kilometres and can be supplied August 1st with 'J' registration..... **£4,395**

1969 'H' reg. PORSCHE 911E Sportomatic, in metallic blue, black trim. Cloth seats, electric windows, Sundym glass, headrests, Blaupunkt radio; 8,000 miles and in magnificent order..... **£3,695**

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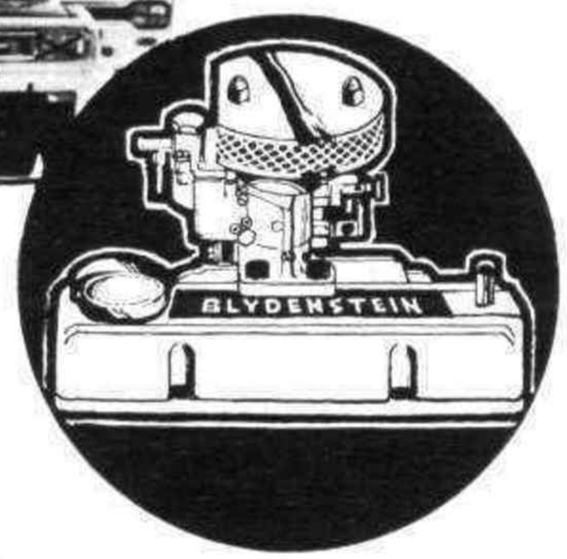


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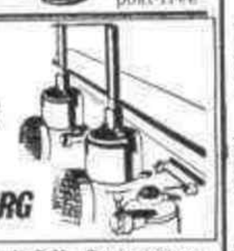


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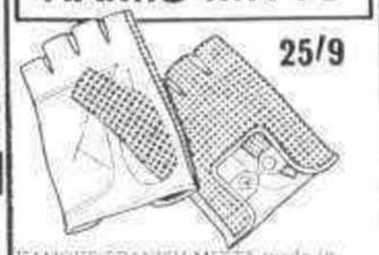
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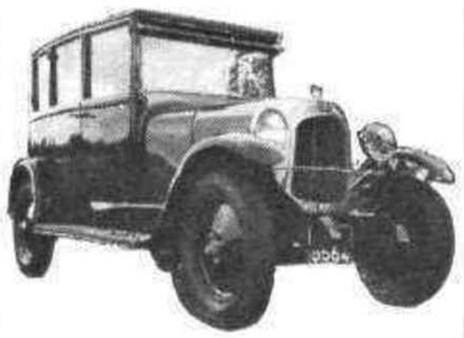
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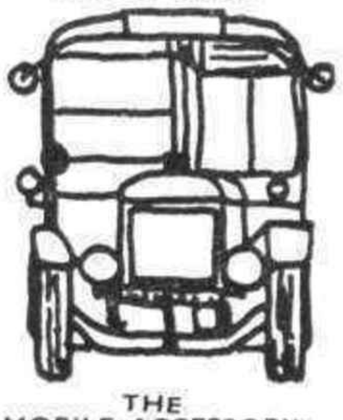
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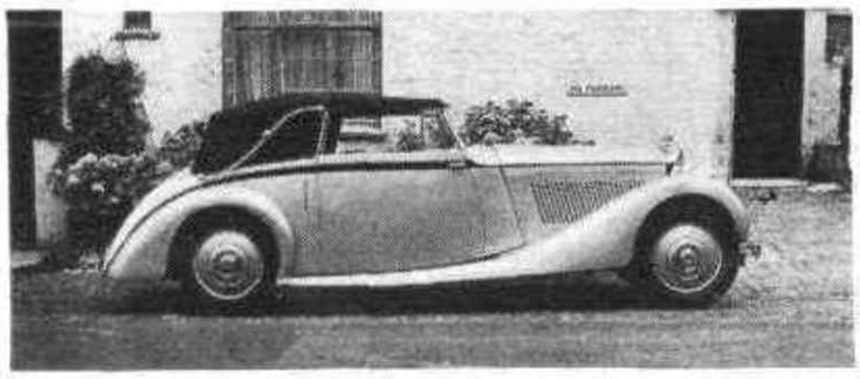
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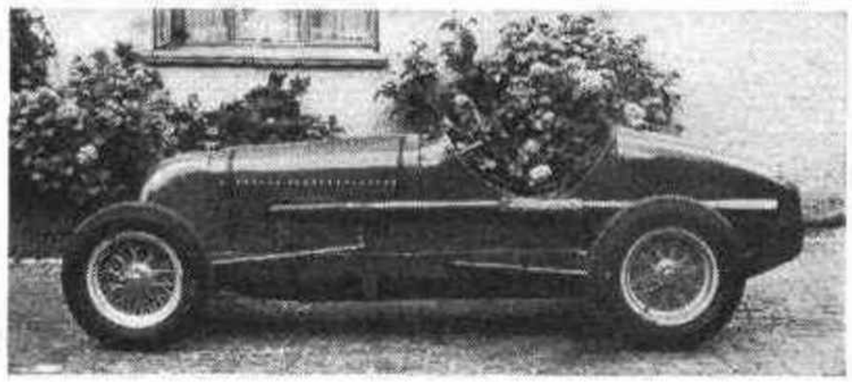
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(*Left*) **1937 BENTLEY 4¼-litre** three-position drophead coupé by Carlton, fully restored, finished in silver grey with black leather interior.

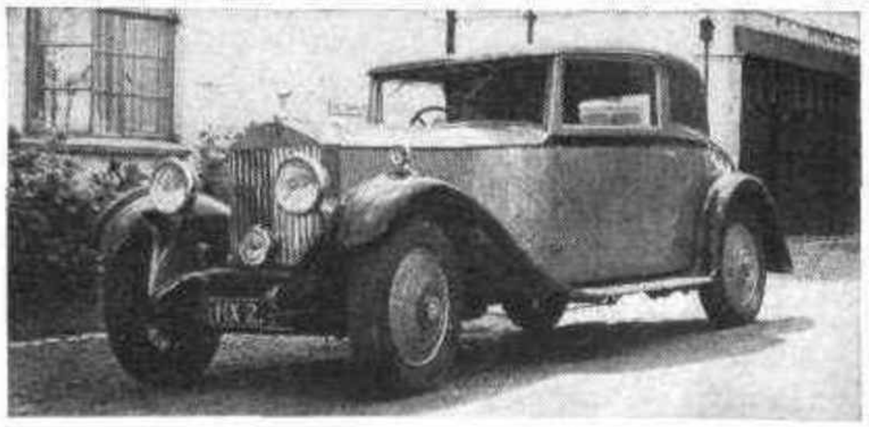
(*Right*) **1934 MASERATI 4CM 1½-litre** supercharged single-seater, details on request.





(*Left*) **1954 BENTLEY "R"-type Continental** by H. J. Mulliner, exceptionally fine example.

(*Right*) **1931 ROLLS-ROYCE 20/25** fixed-head coupé by Park Ward, engine rebuilt, exceptionally attractive coachwork.



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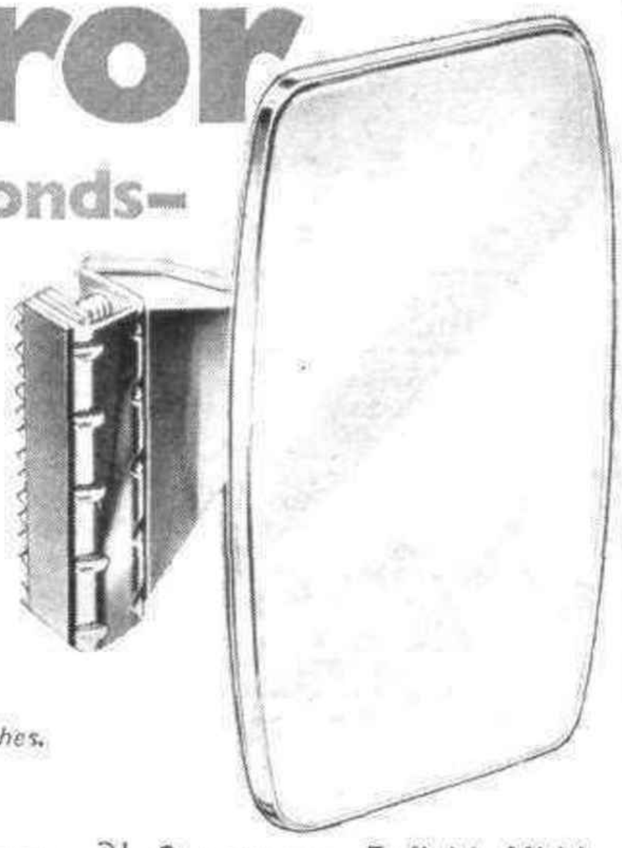
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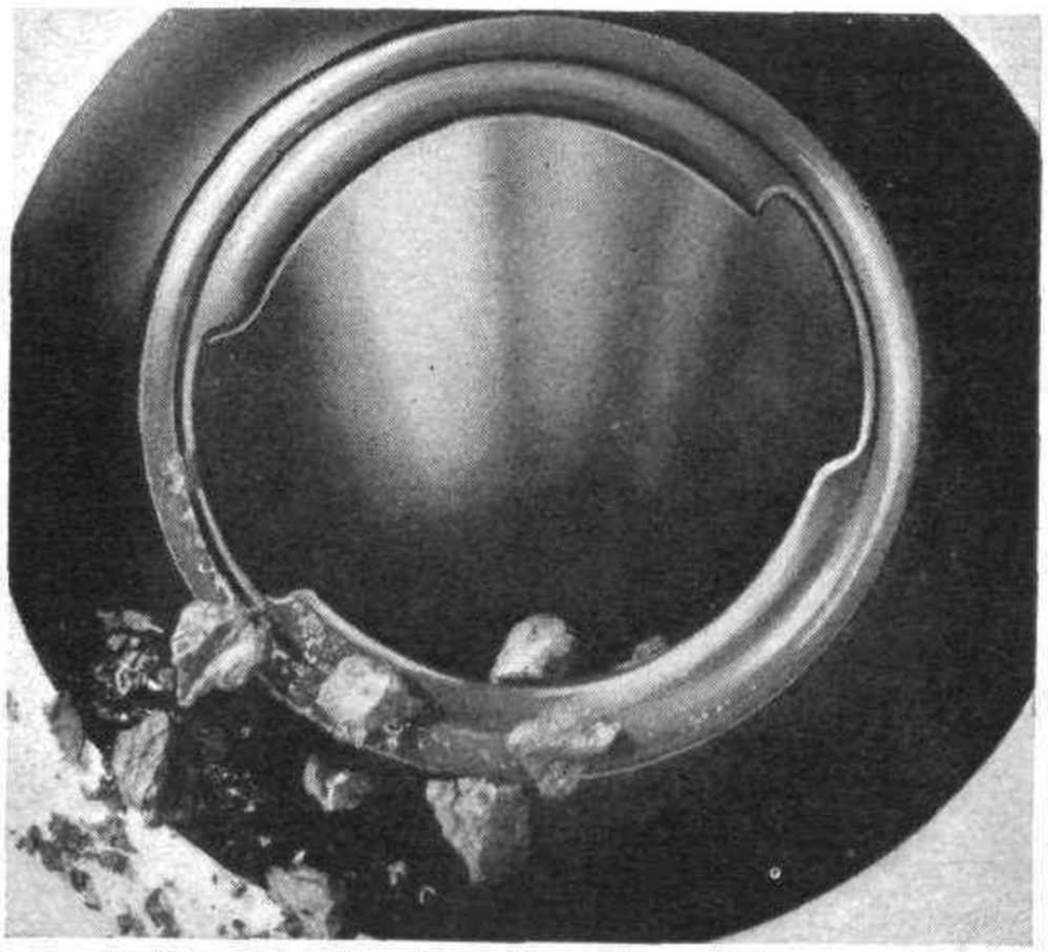


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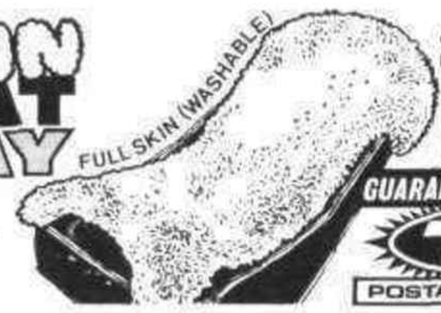
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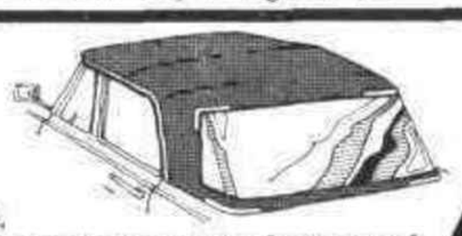
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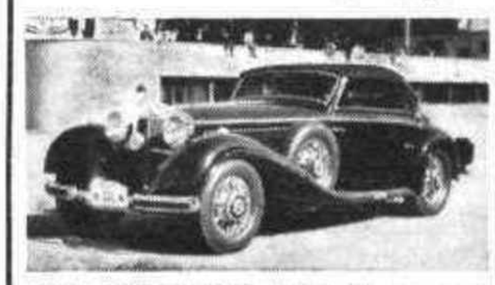
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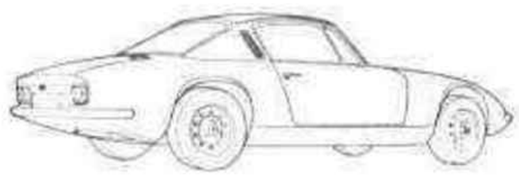
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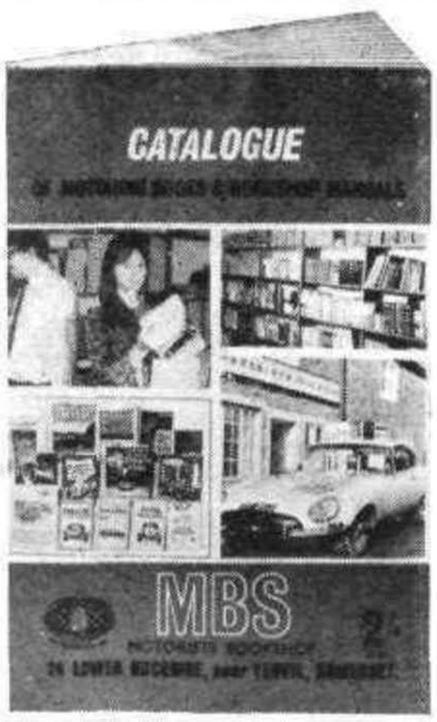
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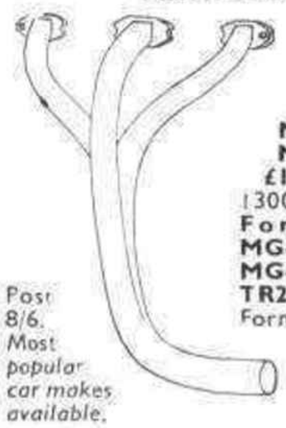
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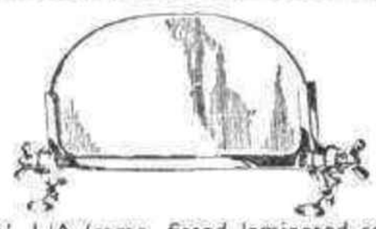
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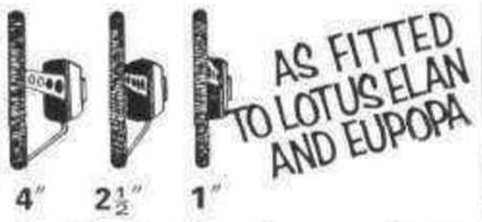
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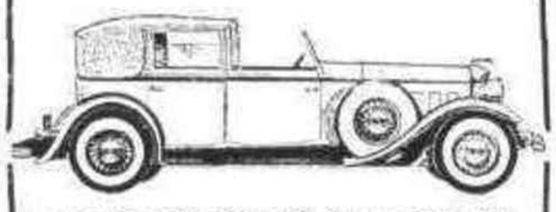
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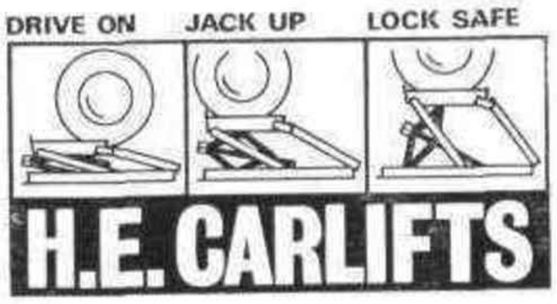
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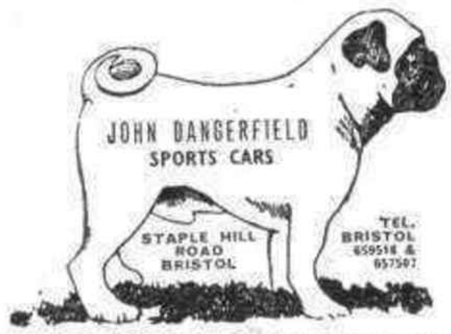
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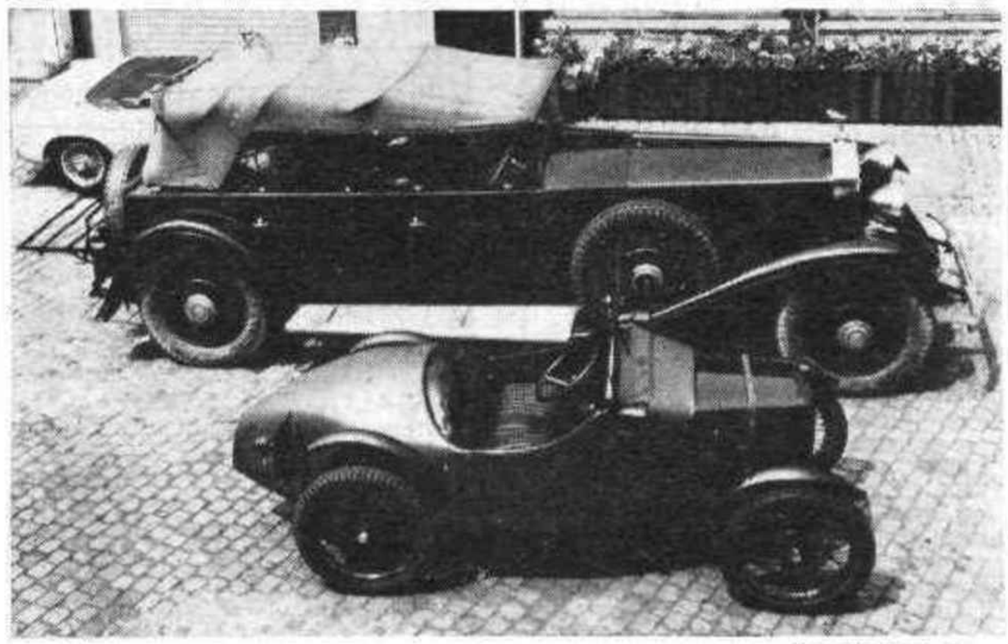


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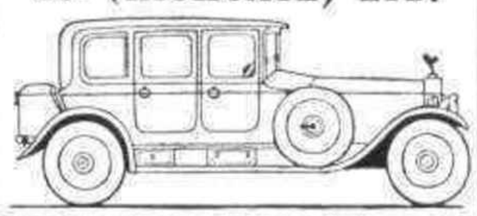


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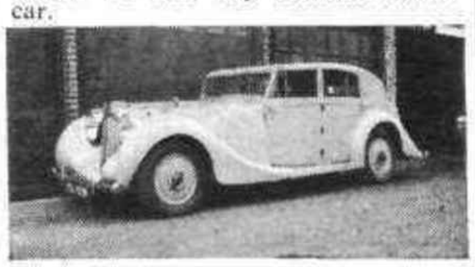
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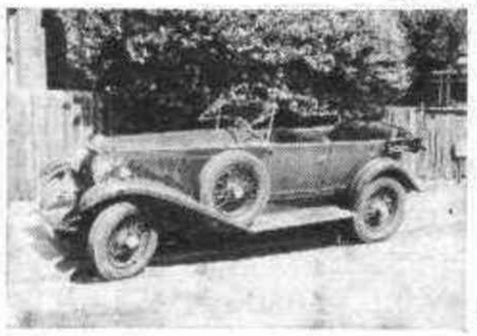
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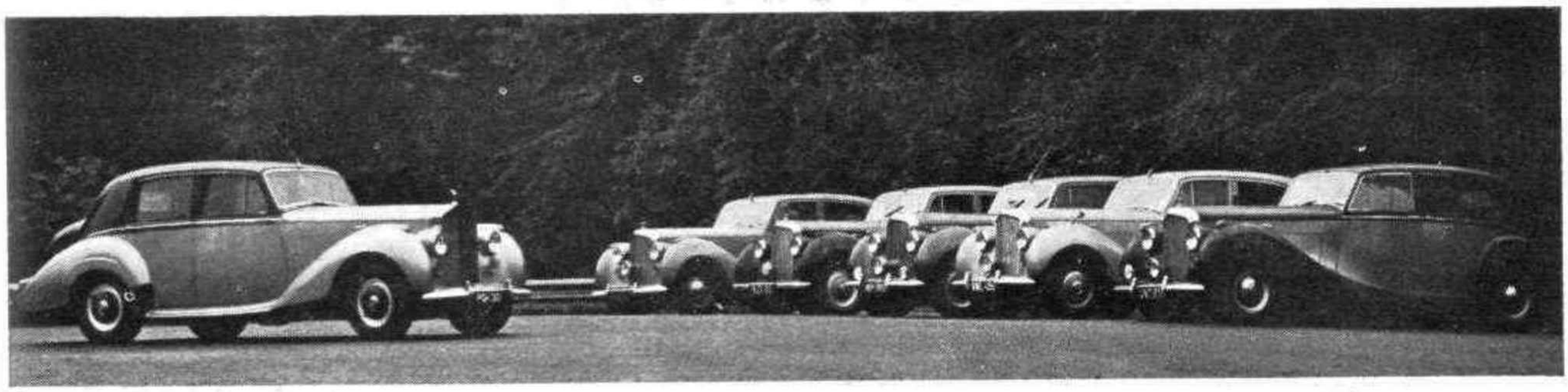
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(*Left*) **1961 ROLLS-ROYCE Silver Cloud II,** painted shell grey, grey hide trim, recently fully scheduled by Rolls-Royce agents, in exceptional order.

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