

MOTOR SPORT

Founded in the year nineteen twenty-four



Swaggiest Radial Yet



Ask your
tyre dealer about
the many
Privileges

**You're
Someone
Special**

with a GT Radial Club Card.
Your first GT Radial
gets you automatic
free membership.

**INDIA
GT
RADIALS**



Grooviest Club Yet

**INDIA
GT
RADIAL CLUB**

The word's got around! Not only is the India GT the greatest radial tyre yet made (enthusiasm has been stupendous), but India have also set up the grooviest club in Britain for Britain's grooviest drivers.

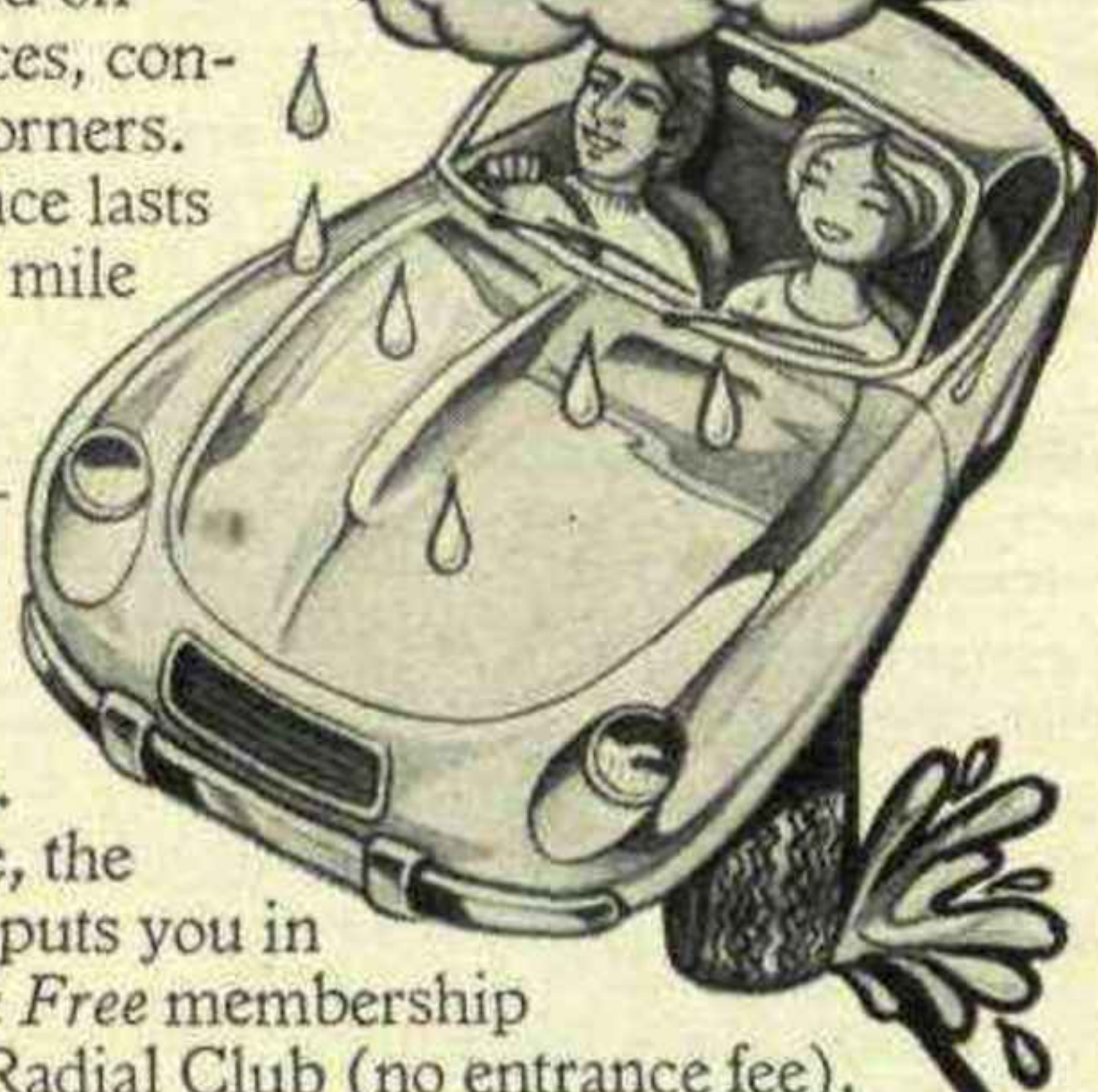
The India GT Club badge is giving the swing-
ingest look to windscreens

wherever fast cars and trendy girls make the scene. But with India GT Radials underneath them even the hottest performers are secure in the wet, surefooted on dodgy road surfaces, confident on tricky corners. And this confidence lasts throughout every mile of the thousands built into these fabulous radials – the handsomest lookers that ever gave a car the wide groovy look.

What's more, the first one you buy puts you in line for automatic *Free* membership of the India GT Radial Club (no entrance fee), and all the Big Event privileges and big discount purchases that go with it. Super quality club rally jackets in quilted nylon. Twin air horns. Quartz halogen spot and fog lamps with covers. Handsome dashboard instruments. GT Club badges and ties. And numerous other specially selected items, all representing big cash savings to India GT Club members only.

There's an India dealer waiting to fill you in with the details, ready to introduce you to the tyre that really does make you someone special – the India GT Radial.

"...safer in the wet,
safer on dodgy road
surfaces, safer on
tricky corners."



AUTOCROSS GLOVE

Safe drivers have Dents in their cars.

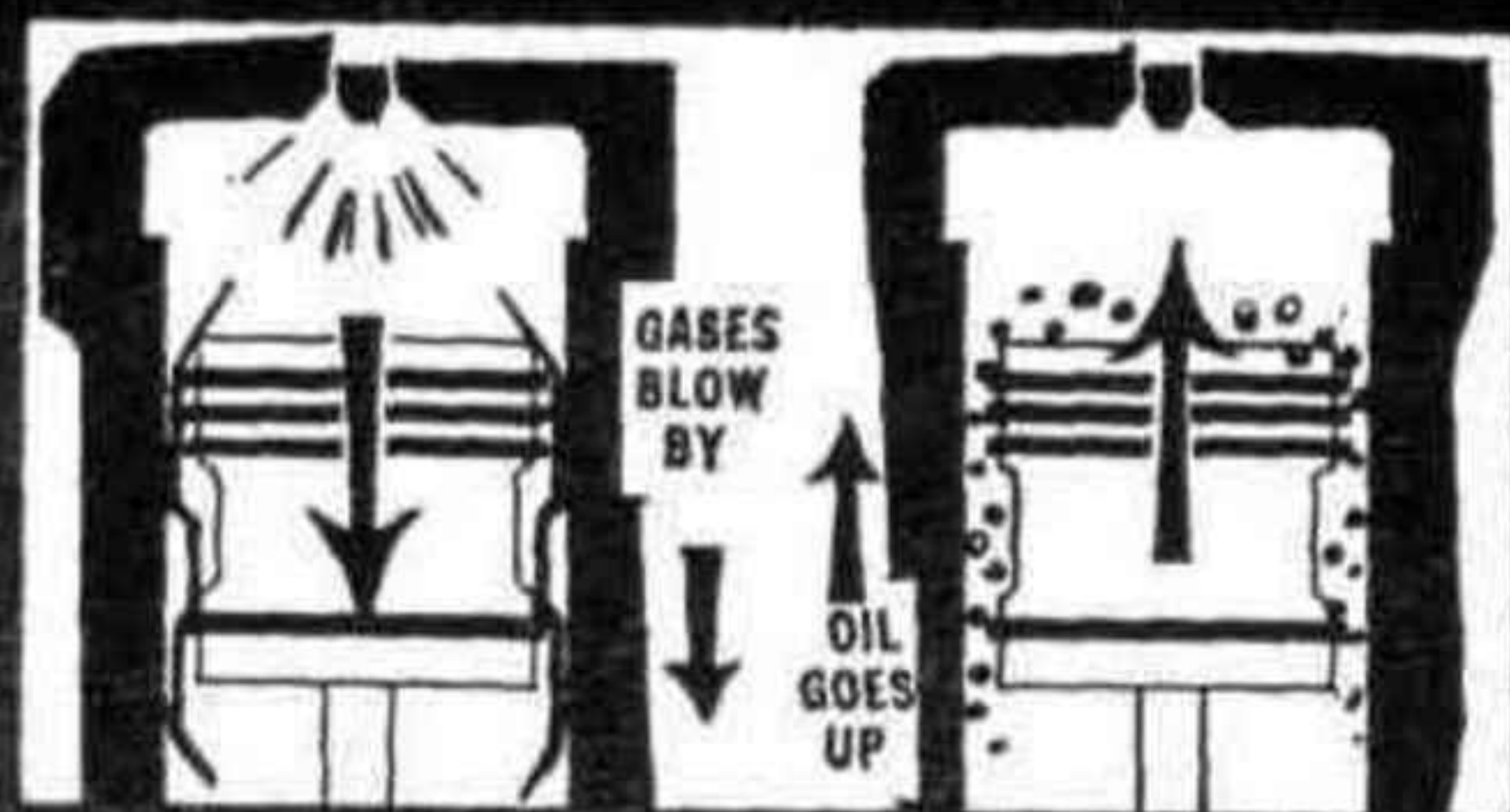
Dents super-grip driving gloves. Designed to grip the wheel in all conditions at all speeds. Ventilated and elasticated for maximum comfort and fit. Choose from 4 super styles – Clearway, Chicane, Overdrive and new Autocross. Sizes to fit both men and women. Recommended retail prices from £2.18.

Pop in and see our range of fashion gloves too.

Hundreds of styles at prices to suit every pocket.

Dents

Non slip driving gloves



A smoke screen often hides the true facts about piston ring wear!

Piston ring wear is the most common cause of loss of performance. And it costs money in heavy petrol consumption and burned oil.

All too often expensive engine replacement is undertaken when simply re-ringing the pistons would restore performance.

CORDS pioneered the multi-piece piston ring. Laminations move independently, unlike the ordinary ring, giving a positive seal to worn bores and piston grooves. The result, more mpg, oil consumption slashed! The cost? As little as £3.75 AND you can do the work yourself!

CORDS PISTON RINGS, the practical solution at a fraction of the cost of other methods. Sets for every make of car. Fit them yourself!



Ask for CORDS by name.
Look for this sign.

To Cords Piston Ring Co Limited
75 Scrubs Lane, London NW10 6RG.

Please send further information on your products

Name _____ MS.3

Address _____

Car _____ Year _____ Bore Size _____

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Hexagon of Highate Ltd., N.6. Tel: 01-348 5151
London Sports Car Centre Ltd., Edgware. Tel: 01-952 6171
Victor Raysbrook Motors Ltd., Watford. Tel: Watford 41281
Len Street Ltd., Chelsea, S.W.10. Tel: 01-370 4114
Wandle Coachcraft, London, S.E.24. Tel: 01-274 2908

SOUTH EAST

Bell & Colvill Ltd., Guildford, Surrey. Tel: East Horsley 4114
Cambridge Sports Cars, Cambridge. Tel: Fulbourn 711
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Grange Motors (Brentwood) Ltd., Essex. Tel: Brentwood 216161
Hammonds & Oakwood (Sales) Ltd., Beckenham, Kent. Tel: 01-650 3570
Kingfisher Motors Ltd., East Molesey, Surrey. Tel: 01-979 2195
Normands (Gatwick) Ltd., Horley, Surrey. Tel: Horley 2257
Sanderstead Court Service Station, Sanderstead, Surrey. Tel: 01-657 0011
Mike Spence Ltd., Henley. Tel: Henley 4115/3219/32555/6/7
Tollgate Engineering (Rye) Ltd., Rye, Sussex. Tel: Rye 3105

SOUTH WEST

G. S. Cars, Warmley, Bristol. Tel: Warmley 673100
Hi-Way Garage Ltd., Redruth, Cornwall. Tel: Redruth 6473
Lola Motor Exchange, Nr. Barnstaple, Devon. Tel: 0271-812469
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MIDLANDS

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Clarkes Garage (Narborough) Ltd., Leics. Tel: Narborough 3638/9
J. A. Else & Sons Ltd., Codnor, Derbyshire. Tel: Ripley 2321/2/3
Foley Park Motors, Kidderminster, Worcs. Tel: Kidderminster 64061
Grose-Westonia Ltd., Weston Favell, Northants. Tel: Northampton 41141
Jos Randles Ltd., Stoke-on-Trent, Staffs. Tel: Stoke-on-Trent 48361

NORTH WEST

Hargreaves & Bailey Ltd., Blackpool. Tel: Blackpool 28401-23862
Mangoletsi Holdings Ltd., Chester. Tel: Chester 42277
Charlie Oates Ltd., Nr. Carnforth, Lancs. Tel: Carnforth 2460
Sports Motors Ltd., Manchester 13. Tel: 061-224 3325

NORTH & NORTH EAST

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Hallamshire Motor Co. Ltd., Sheffield. Tel: Sheffield 25048
Normand (Bradford) Ltd., Bradford 1. Tel: Bradford 33077
Northern Sports Cars (Scorton), Richmond, Yorks. Tel: Catterick 402/613

SCOTLAND

Dicksons Motors (Perth) Ltd., Perth. Tel: Perth 22192
Sports Tune Motor Co. Ltd., Longniddry, East Lothian. Tel: Port Seton 711/2
Steelesport, Glasgow, S.W.1. Tel: 041-445 4418

NORTHERN IRELAND

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SERVICE DEALERS

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John Brundle Ltd., Kings Lynn, Norfolk. Tel: Watlington 306
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Clifton Street Garage, Scarborough. Tel: Scarborough 60791
Evergreen Motor Eng. Co., Crowfield, Sussex. Tel: Helmingham 377
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LOTUS CARS LIMITED, Norwich, Norfolk, NOR 92W.
Tel. Wymondham 3411

It always looks as if you're off to the races.

The Lotus that inflames passions. Some love it, some hate it, some would give anything to possess it. And many go home and build it up for £1496 in a weekend. The price you'd pay for a mass-produced sports car. Engine and gearbox are by Renault to make upkeep cheaper and less specialised.

The rest is Lotus, and you know what that means. Nothing to touch it for styling, comfort, handling and roadholding (or is it roadhugging?). When you've made it, you've made it.

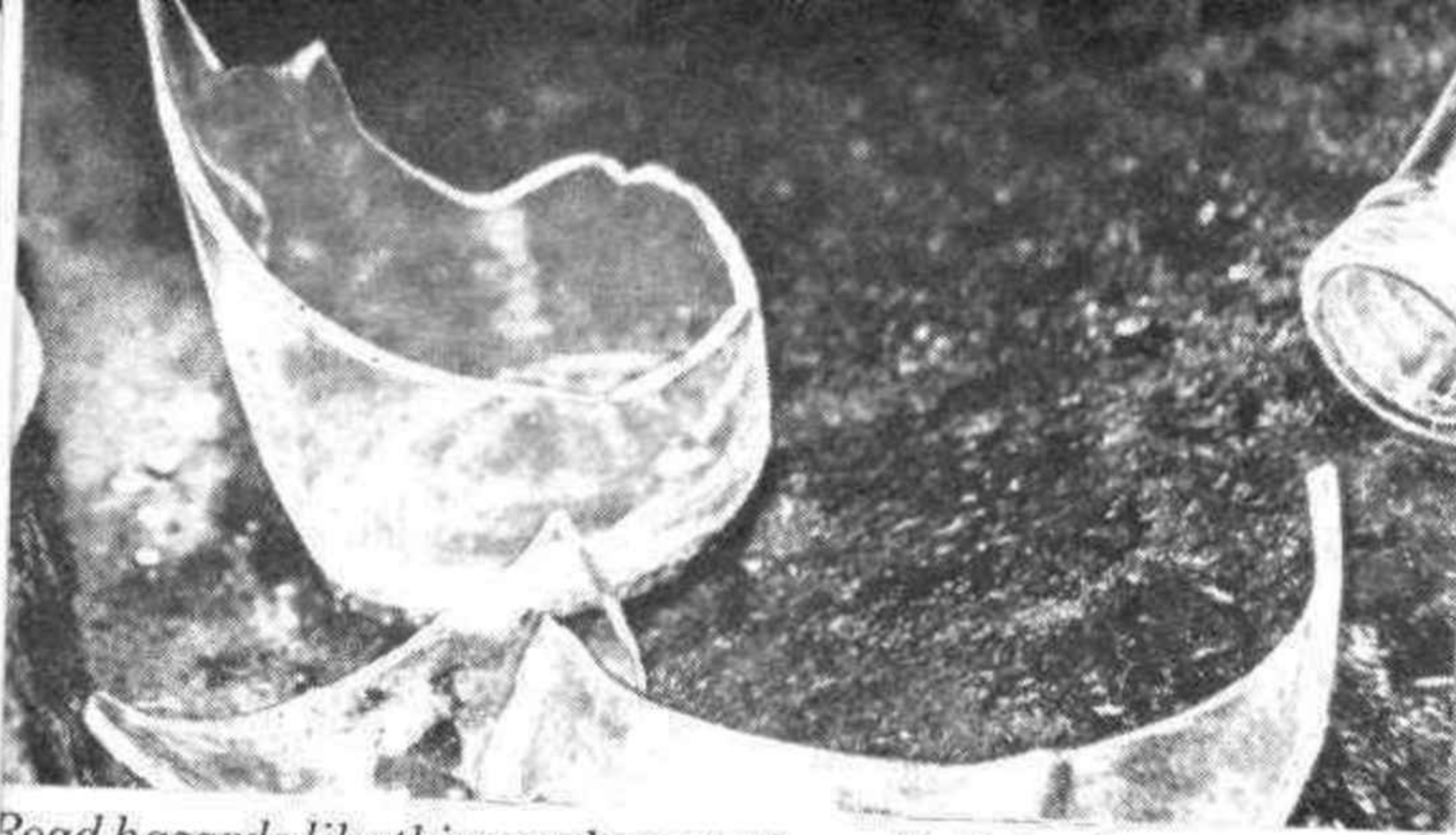
If you know what we mean. See your nearest dealer now, listed opposite.



LOTUS EUROPA S2

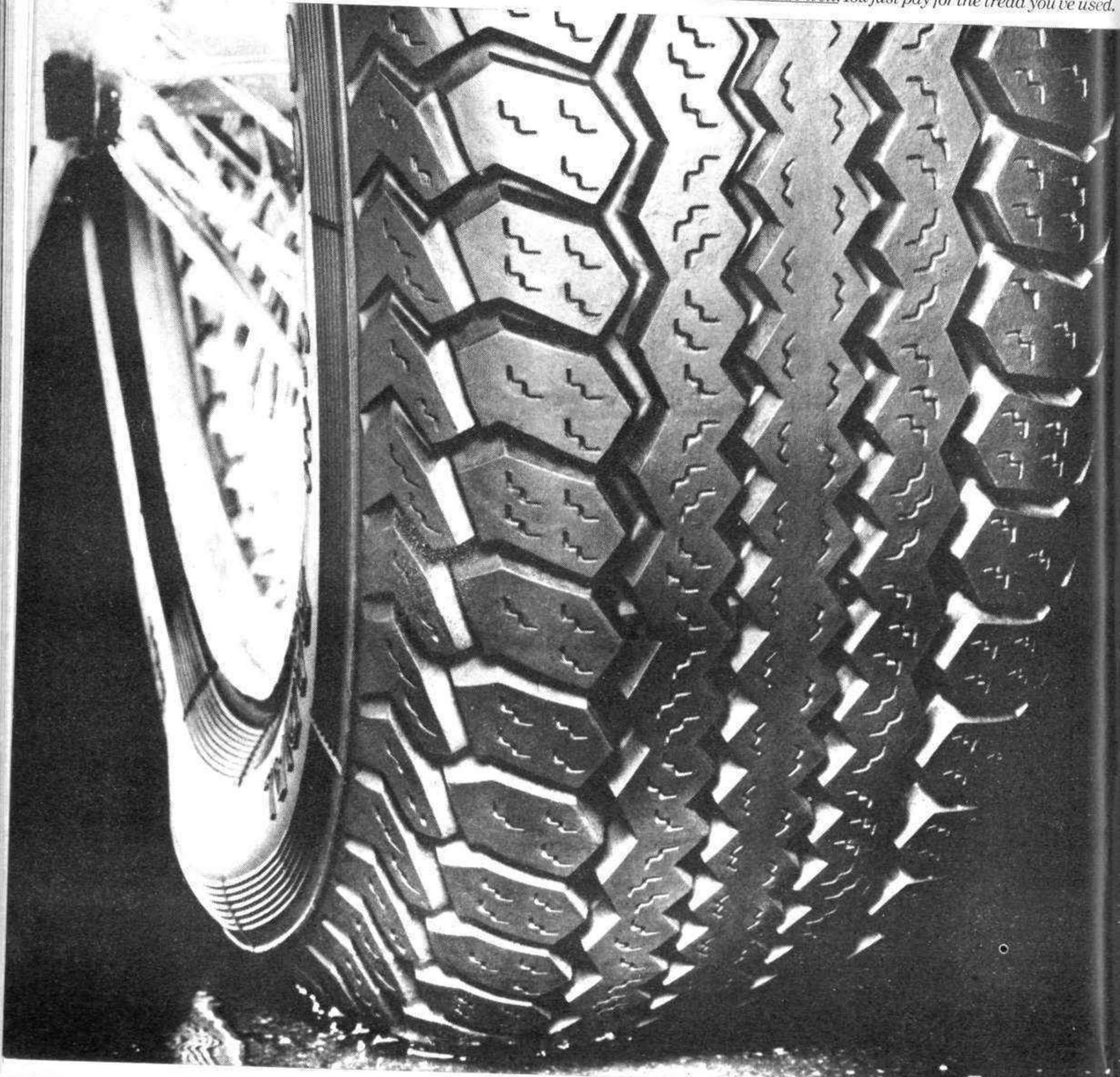
LOTUS CARS LIMITED, Norwich, Norfolk, NOR 92W Tel: Wymondham 3411





Road hazards like this can damage the wall of a tyre beyond repair; yet most tyres are only guaranteed against manufacturing defects.

Only Esso tyres carry a maker's instant-replacement guarantee against road hazards as well. You just pay for the tread you've used.



The only radial tyre with a maker's guarantee against road hazards



THE NEW E-420 ESSO RADIAL

Instant replacement and no quibbling

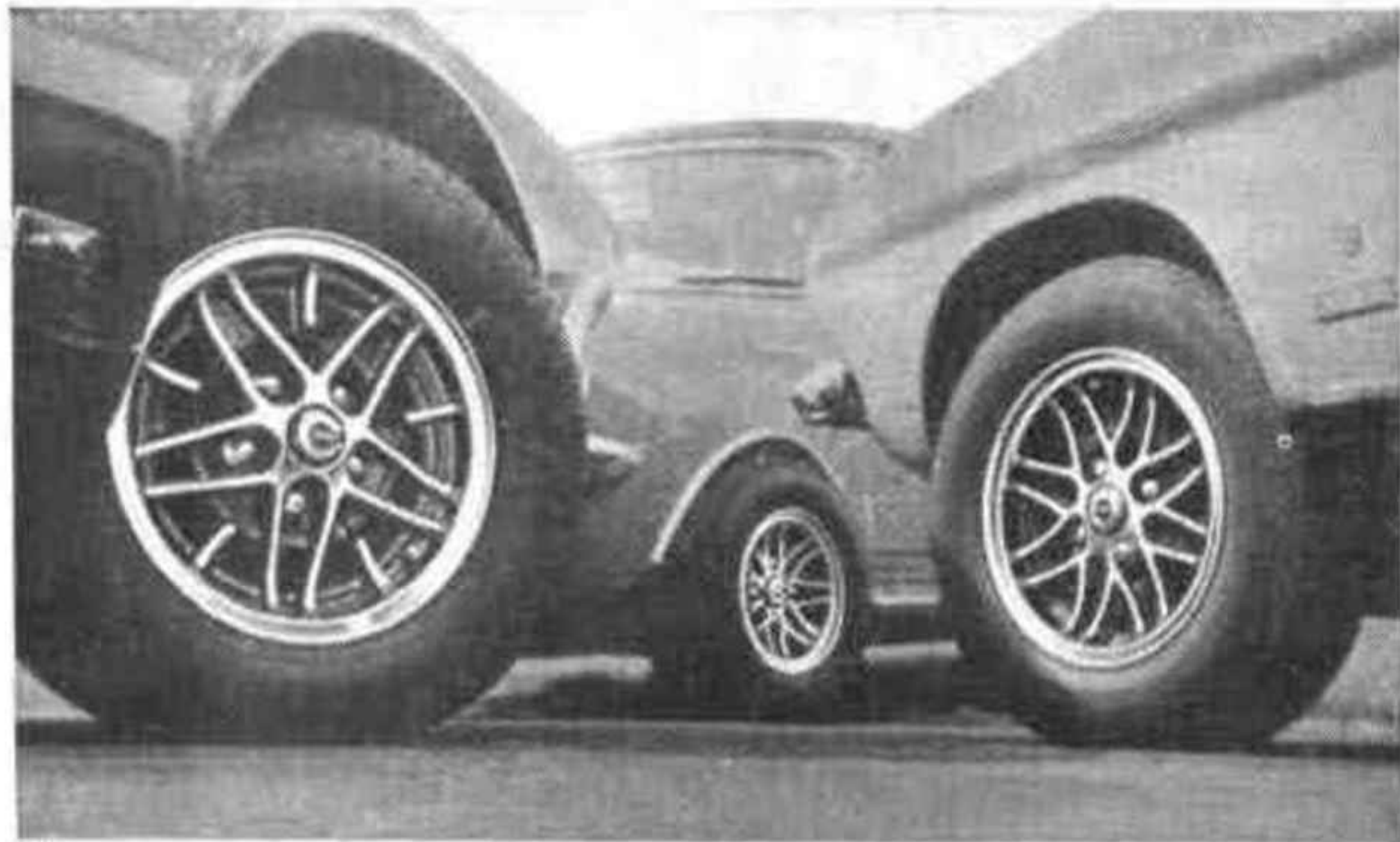
This new Esso radial tyre has been proved – in a series of severe tests – to be equal in overall quality to the best-known radial tyre on the market; and its grip and safety characteristics are actually rather better. So Esso have had no hesitation in extending their No-Quibble Guarantee to cover this new E-420 Radial. Which means that, in

addition to the normal protection against faults in manufacture, etc, you are *also* protected against loss through road hazards: kerb bumping, broken glass, nails in the road, sharp-edged potholes, and so on. Your ruined tyre can be replaced with a new one at over 3,000 Esso stations. There and then. You pay only for the tread that had been used.

The tyre with the fast reflexes-
steel-braced to last up to twice as long
Two belts of steel wire keep *all* the wider tread of the E-420 firmly down on the road, even when cornering fast; while the supple, more flexible sidewalls absorb the distortion caused by cornering and braking, and 'take' all the road shocks. **Result – the E-420 Esso Radial delivers up to twice the mileage you get from the best cross-ply tyres.**

Esso The Action Station.

Fit Cosmic and you can say you've arrived



dramatically

You can go rallying, racing, or merely roaming around with Cosmic wheels. And one thing for sure — you've arrived.

You've got the best looking wheels made today. And the most respected by the people who know. Because they have the stamina to match the style. Cosmic wheels are die-cast in our own foundries. In L.M.25 aluminium alloy and heat treated to 'W's. They've been subjected to the most exacting laboratory tests, taken past all normal limits in rallying and racing evaluation. And they're still the best looking wheels made today. And the most wanted.

Cosmic are for *your* car. It's bound to be in this list. The biggest range of all to fit:

ALFA, AUDI, B.L.M.C., B.M.W., BOND, DATSUN, FIAT, FORD, HONDA, JAGUAR, LANCIA, LOTUS, MARCOS, MAZDA, MERCEDES, M.G., N.S.U., OPEL, PORSCHE, RENAULT, ROVER, ROOTES, SAAB, SIMCA, TOYOTA, TRIUMPH, VANDEN PLAS, VAUXHALL, VOLKSWAGEN, VOLVO.

Also for the following American cars:

Barracuda, Camarro, Corvette, Charger, Challenger, Dart, Firebird, Javelin, Mustang and Australian Ford Falcon.

Twelve Wheel Sizes from 4 x 10" to 6 x 15".

Ask also for Cosmic wheel equipment: Supatite Wheelnuts, Wheel Braces, Keynuts, Wheel Spacers, Balance Weights and Wheel Spats.

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YOU'LL BE AMAZED HOW COMPETITIVE OUR PRICES ARE!

Please rush me literature on Cosmic Alloy Road Wheels and wheel equipment and name of my nearest stockists.

NAME.....

ADDRESS.....

M.S9(W)



Cosmic Car Accessories Ltd.

Mount Street, Walsall, WSI 3PG Staffs. Phone: 27188

Sssssh!

Cut out car noises with an
ACOUSTIKIT
and cut out driving fatigue!



If excessive car noise annoys you, it's time you fitted an Acoustikit. It's the simple way to insulate your car against nerve-racking noises from the bonnet, gears, engine and road.

It cuts down driving fatigue — helps you feel calm and relaxed at the wheel. And you'll drive safely, too. What's more, an Acoustikit gives your car all the luxurious silence of an expensive model, adds value when you want to re-sell.

Acoustikits are easy to fit:

They're specially designed for fitting by the ordinary motorist — the whole job takes just 2-3 hours. Easy-to-follow instructions are included in each kit.

What are Acoustikits?

The kits comprise sets of thick, specially treated natural jute insulation felt. This material is heavy enough to prevent panel drumming, and dense

and thick enough to make a radical reduction in noise penetration through bulkheads. Its porosity absorbs noise, and prevents amplification. The parts are specially cut to fit every area of the car that will benefit from treatment.

2 types to choose from:

Acoustikits are available in 2 forms:

1 **Super Acoustikits:** To insulate the complete car, give maximum noise insulation.

2 **Underbonnet Acoustikits:** To insulate the engine compartment only.

We can also supply basic materials, which can be cut to fit any model not included in our standard range.

Here's a typical Super Acoustikit layout!

There's a special, cut-to-size felt part to insulate each area!



"By return" service. Adequate stocks kept of all popular models. Virtually every kit can normally be despatched by return.

Look here for your car!

Audi 100 LS	£2 70	£9 50	Hillman Avenger	£3 20	£9 40	Singer Chamois	—	£8 10
Austin 1100/1300	£2 30	£8 00	Imp	—	£8 10	Gazelle '67 on	£2 60	£9 30
A40	£2 40	£7 80	Super Minx	£1 80	£9 10	Vogue '67 on	£2 60	£9 30
A60	£2 30	£8 25	Minx Pre-67	£1 80	£9 10	Sunbeam Alpine '70	£2 80	£9 20
Healey Sprite II	£3 20	£8 20	Minx '67 on	£2 60	£9 30	Triumph Herald	£3 70	£8 70
Maxi	£2 50	£8 60	Hunter	£2 60	£9 30	Vitesse	£3 70	£8 70
Westminster 110	£2 40	—	Minx Est. '67 on	£2 60	£9 50	Spitfire 1300	£4 20	£8 50
B.M.W. 2002	£2 30	£8 80	M.G. 1100/1300	£2 30	£8 00	2000 Mk. I	£2 50	£8 70
Daf 44 & 55	£2 30	£8 90	M.G.B. & M.G.B. G.T.	£3 20	£8 30	2000 Mk. II	£2 80	£9 30
Daf 33	—	£8 90	M.G. Midget	£3 10	£8 20	Vauxhall Viva H.A.	£2 70	£8 70
Fiat 128	£2 30	£8 20	M.G. Magnette (Farina)	£2 30	£8 25	Viva H.B.	£2 50	£9 20
Fiat 124	£2 40	£8 70	Mini Clubman	£2 10	£7 40	Viva Est. H.B.	£2 50	£9 50
Fiat 124 Sports Coupe	—	£8 10	Saloon	£1 80	£7 30	Victor 2000 '68 on	£3 10	£9 80
Ford 500	—	£6 25	Traveller	£1 80	£8 30	Victor 2000 Est.	£3 10	£9 80
Anglia 105E	£2 50	£7 90	Van	£1 80	£7 70	Victor F.B.	£2 10	—
Anglia Est.	£2 50	£8 30	Pick-up	£1 80	£5 50	Victor 101	£2 10	£9 35
Capri '69 & 3000	£2 60	£9 50	Morris 1100/1300	£2 30	£8 00	V.W. Beetle '67 on	—	£8 20
Cortina Pre-67	£2 80	£9 00	1000	£2 60	£7 70	V.W. Beetle '71	—	£8 20
Cortina Est. Pre-67	£2 80	£9 70	1000 Trav.	£2 60	£8 00	1302S	—	£8 20
Cortina '67 on	£2 90	£9 50	Oxford (Farina)	£2 30	£8 25	Volvo 164	£3 10	£10 00
Cortina Est. '67 on	£2 90	£9 70	N.S.U. 1200	—	£8 40	144/5 Est.	£3 10	£10 00
Cortina '70 Mk. 3	£2 70	£9 50	Renault 1200	£2 60	£8 10	121/122	£2 80	£9 80
Corsair	£3 00	£9 50	Renault 16	£2 10	£8 25	Wolseley 1100/1300	£2 30	£8 00
Escort	£2 80	£8 90	Riley 1100/1300	£2 30	£8 00	Wolseley 16/60	£2 30	£8 25
Escort Van	£2 80	£8 80	Riley 4/72	£2 30	£8 25	Commer Autosleeper	£3 40	—
Escort Est.	£2 80	£9 30	Saab 96 V4	£2 70	£7 35			
Zephyr III	£2 50	£9 00						
Zephyr Ser. 4	£3 20	£9 70						

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second.

Please add part carriage charge of 30p (6/-) for Underbonnet Acoustikits and 50p (10/-) for Super Acoustikits.

ORDER HERE AND NOW!

Fill in and post today!

***MONEY BACK GUARANTEE** You can buy in complete confidence. We will refund your full purchase price if you are not absolutely delighted.

To: Eflow Developments Co. Ltd. (Dept. MS8), Eflow Works, Old Teme Bridge, Lower Wick, Worcester Telephone: Worcester (0905) 23260

Please send me by return: Super Acoustikit/Underbonnet Acoustikit Details of basic materials* for my car.

Make..... Model..... Year.....

I enclose cheque/P.O.* (payable to Eflow Developments Co. Ltd., & Crossed) for £..... (cost of the kit plus part carriage charge). *Delete as appropriate

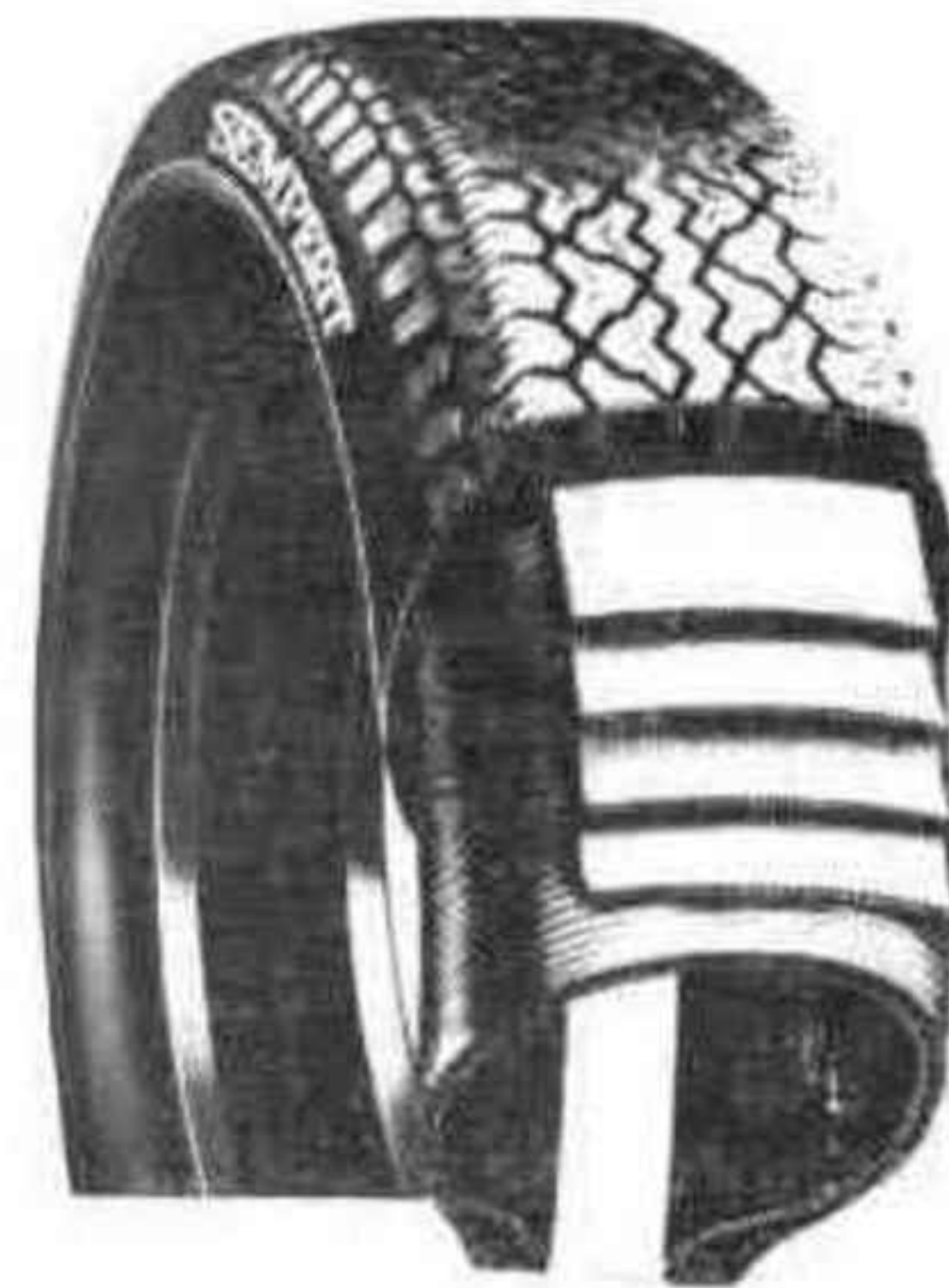
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Address.....

MS8

CAPS. PLEASE

All tyres are equal. But some tyres are more equal than others.



Built-in Safety belt of tough, interlocking fabric bands grip the tyre keeping all of the tread on the road, all of the time.

Fitted as standard equipment on Audi, British Leyland, Fiat, Ford, Mercedes, Opel, Saab, Vauxhall and Volkswagen.

It's what's inside that counts.

If you're one of the many people who think that all tyres are the same, we've got something to change your mind.

Even on narrow bends, the whole tread width stays in contact with the road.

And that's the Semperit Safety Belt Tyre.

It's got a big, chunky tread, the kind that gives you better grip, better traction—and better wear.

It's got a built-in belt. Four layers of the toughest fabric that brace the tyre and reinforce the tread so there's the minimum of distortion.

It's got a brute of a carcass that makes blowouts virtually impossible.

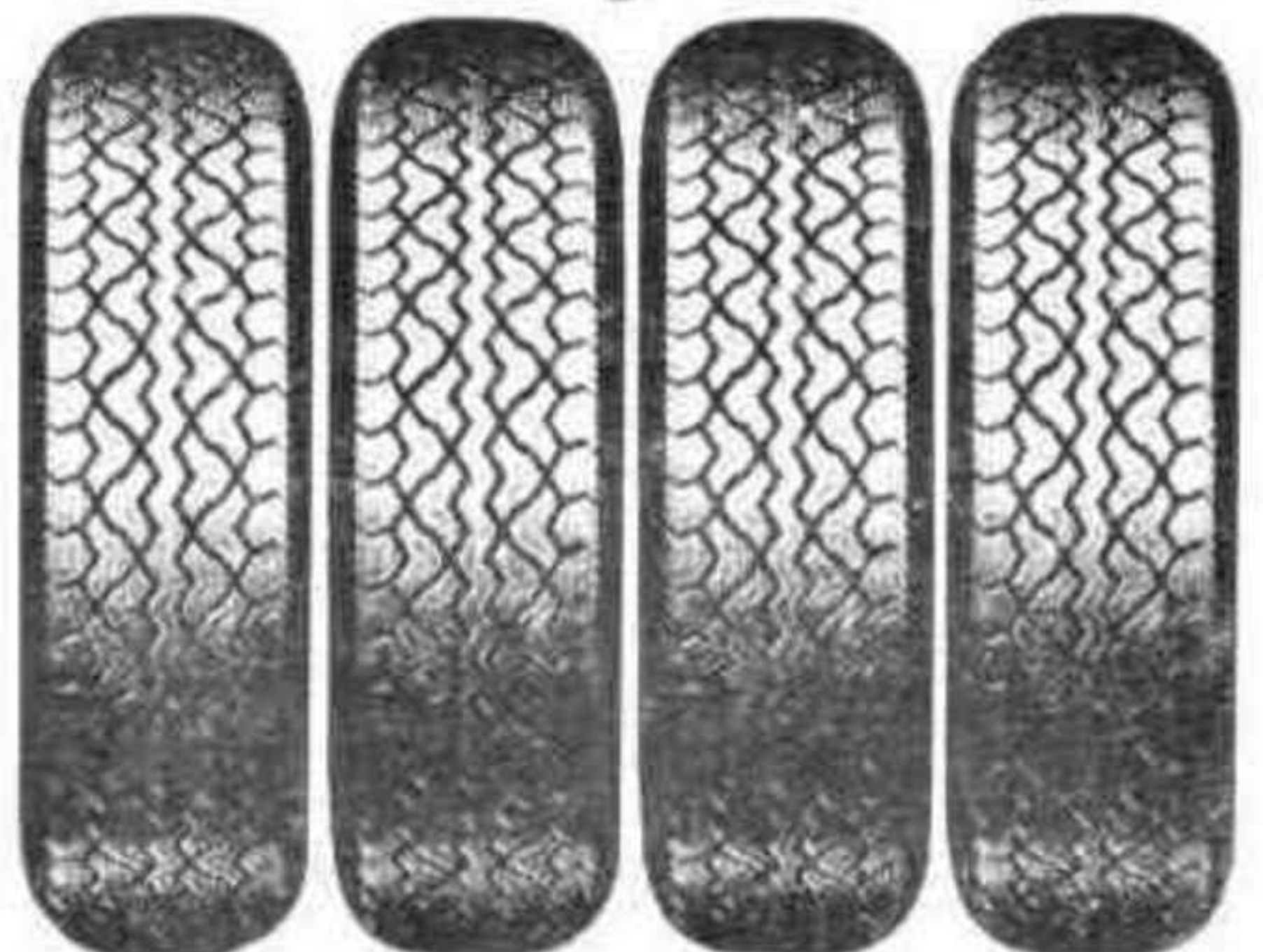
It's tested by the factory, in

laboratories, on proving grounds, on a 200 mile Alpine Circuit. Then it's tested by eight of the best known car manufacturers who use Semperit Tyres for original equipment.

All in all there's only one thing that is ordinary about the Semperit Safety Belt Tyre.

The price.

SEMPERIT The Safety Belt Tyre



Look for your Local Semperit Dealer. If you can't find him, call Slough 31737



It's not every tyre that's tested in the Alps.



Put a rock in your engine!

You'll add up to 25% longer engine life - Even if you're already using the finest oils

The secret of longer engine-life lies in a rock containing a super-lubricant called molybdenum disulphide (MoS_2). Technologists have extracted this sensational ingredient, refined it to a degree unknown only a few years ago, and called it Full Power MOLYSLIP. The moment you add MOLYSLIP to your engine or gearbox oils you start reducing wear caused by friction. This is a proven fact.

In the engineering laboratories of one of Britain's leading universities two engines were tested. One was lubricated with a leading 20/50 multigrade oil, the other with identical oil - PLUS MOLYSLIP. The results



speaks for themselves, even though the finest oil that money can buy was used in BOTH engines, the engine protected by MOLYSLIP showed 25% LESS WEAR

than the engine lubricated by oil alone. Can you afford not to give your engine this extra protection?

FULL POWER MOLYSLIP

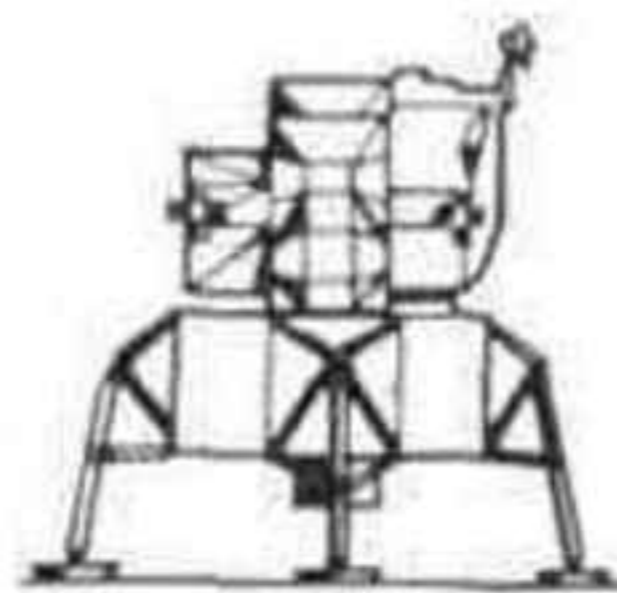
Adds life to every car engine

* Send stamped addressed envelope for full details to
Molyslip (Dept. X) Lloyds House, Handforth, Manchester.

MoS₂ the secret of MOLYSLIP the space-age lubricant



Chosen for Concorde, to solve certain lubrication problems that could not be solved by even the finest oils.



Chosen for the Apollo Moon Modules to withstand the pressures and temperatures of space exploration.



Chosen for the special timing chain tensioner in the new Jaguar, Series III, E-Type V-12 engine.



From Halfords and other accessory stockists.

NEW STAINLESS STEEL
MULTI PURPOSE

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**OFFERED TO Motor Sport READERS
AT OVER £10 OFF RETAIL.**



Low reflection matt jet black dial

Stainless Steel Link Bracelet

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Continuous "tell-tale" Second dial

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Milled winding crown

30 minute recording dial with minute jump advance & 5/10 minute colour coded warning zones

Stopwatch flyback reset button

Pushbutton operated flyback 1/5th second sweep hand

Telemeter time/distance scale

SAVE OVER £10
ON USUAL RETAIL
PRICE

£19.95

post ins etc 25p

OR £5.00 Deposit and 9 monthly payments
of £1.95 (total credit price £22.55)

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YOUR CHRONOSPORT DOUBLE GUARANTEE!
Every one of these brand new 1971 Chronographs, supplied only by Chronosport, is tested TWICE before it reaches our customer. Each watch carries a full written twelve months guarantee against ALL defects in manufacture. AND FURTHERMORE we guarantee each customer a full cash refund if he is not absolutely 100% satisfied with his new Chronograph.

FREE TIMING MANUAL! We mail you a comprehensive Timing Manual, absolutely free of charge, with each copy of the new CHRONOSPORT COLOUR CATALOGUE. Here is the world's largest selection of Sports and special watches and Stopwatches, including many of the top brands, all at prices way below retail. Mail 20p (which is refundable against your first order) for your own private copy.

Please mail Racing Chrono immediately. I enclose £19.95 + 25p post etc. (total £20.20)
Please mail Catalogue. I enclose 20p

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ADDRESS _____

MSS

CHRONOSPORT 21, Old Bond St,
Bath,

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OUR NEW 1971 ACCESSORY RANGE!

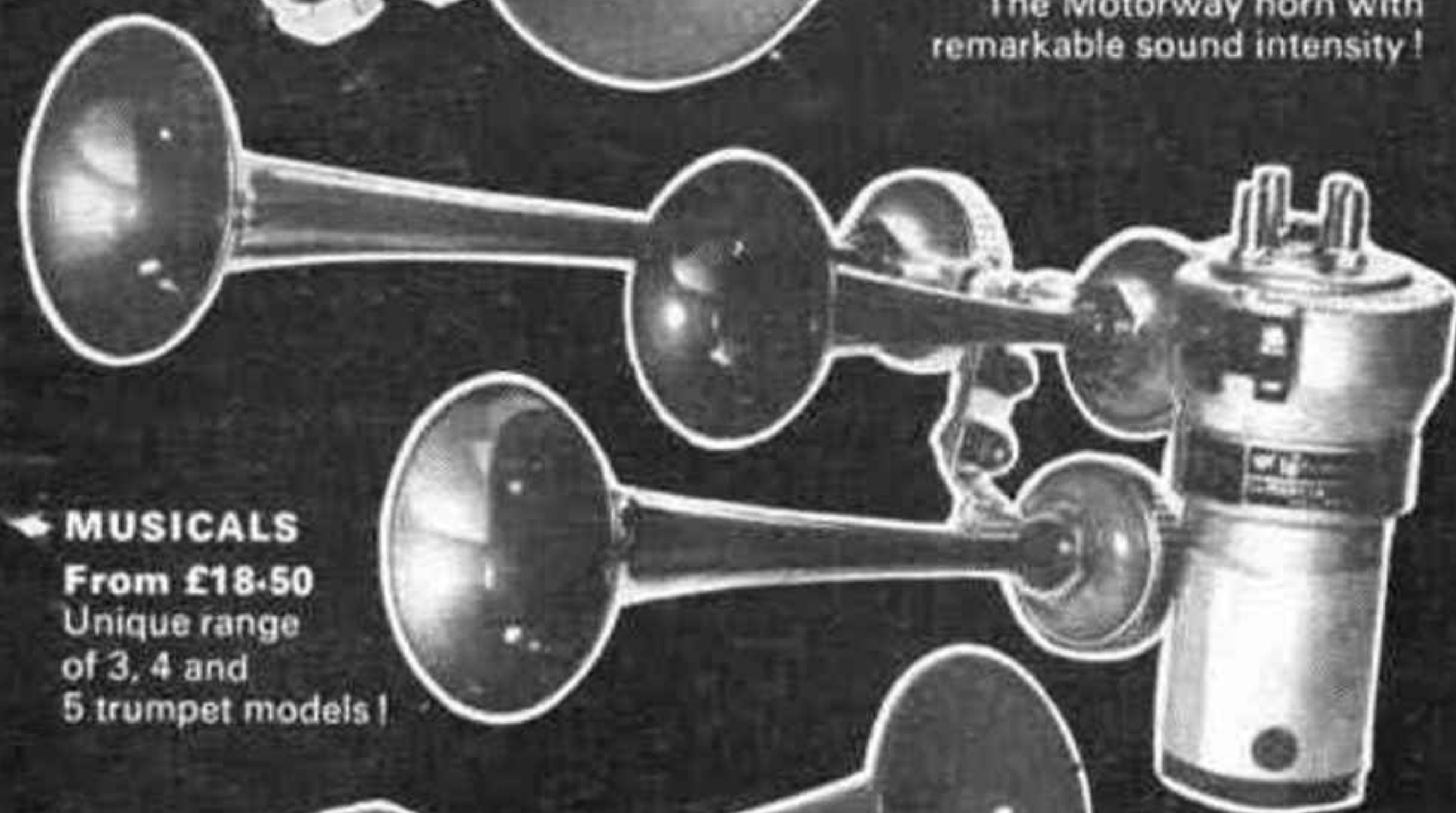
FIAMM

MAIN UK DISTRIBUTOR

A superb range of twin, triple & musical, metal trumpet air horns from the world's largest manufacturer!

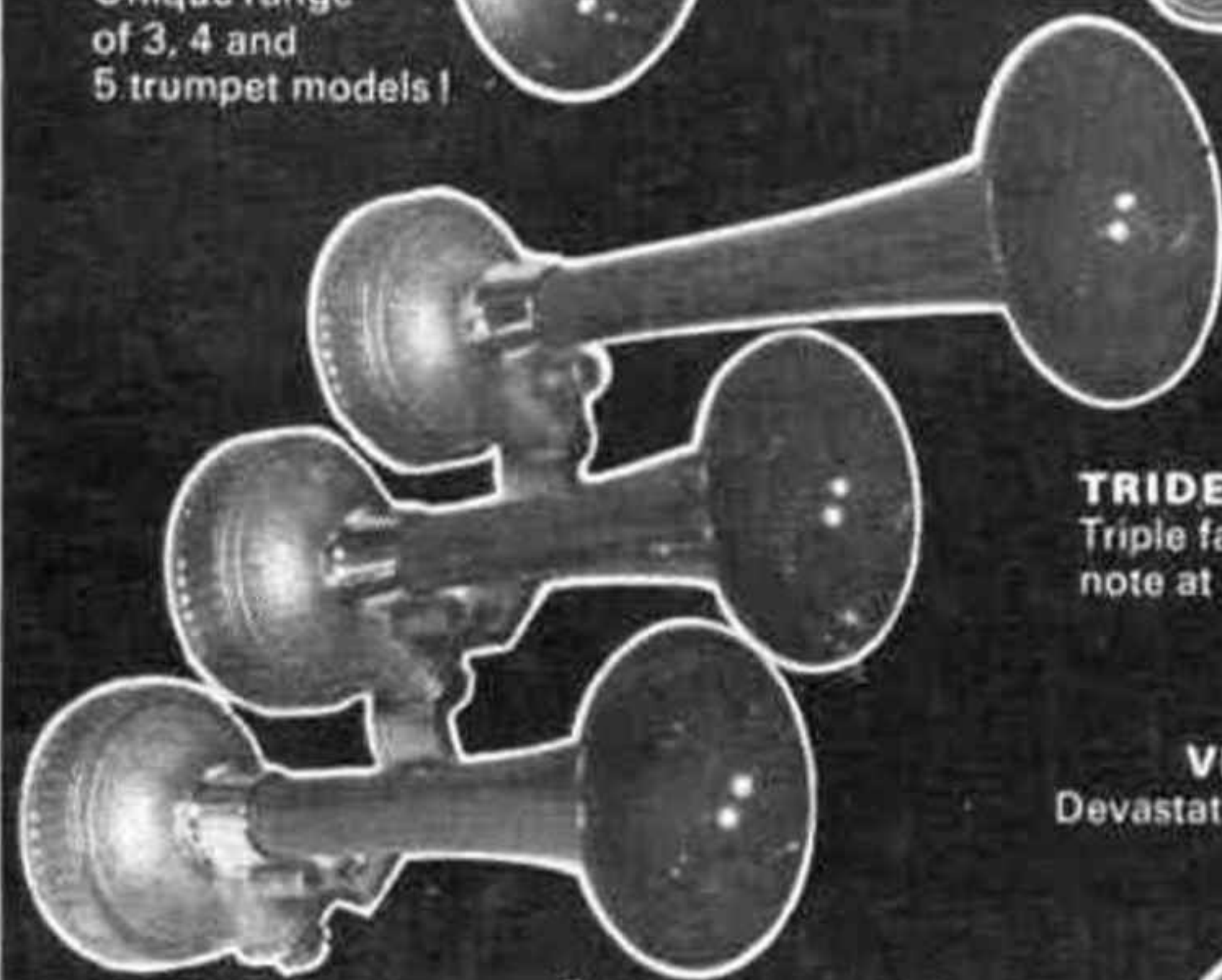


AVANTI GT £8.98
The Motorway horn with remarkable sound intensity!

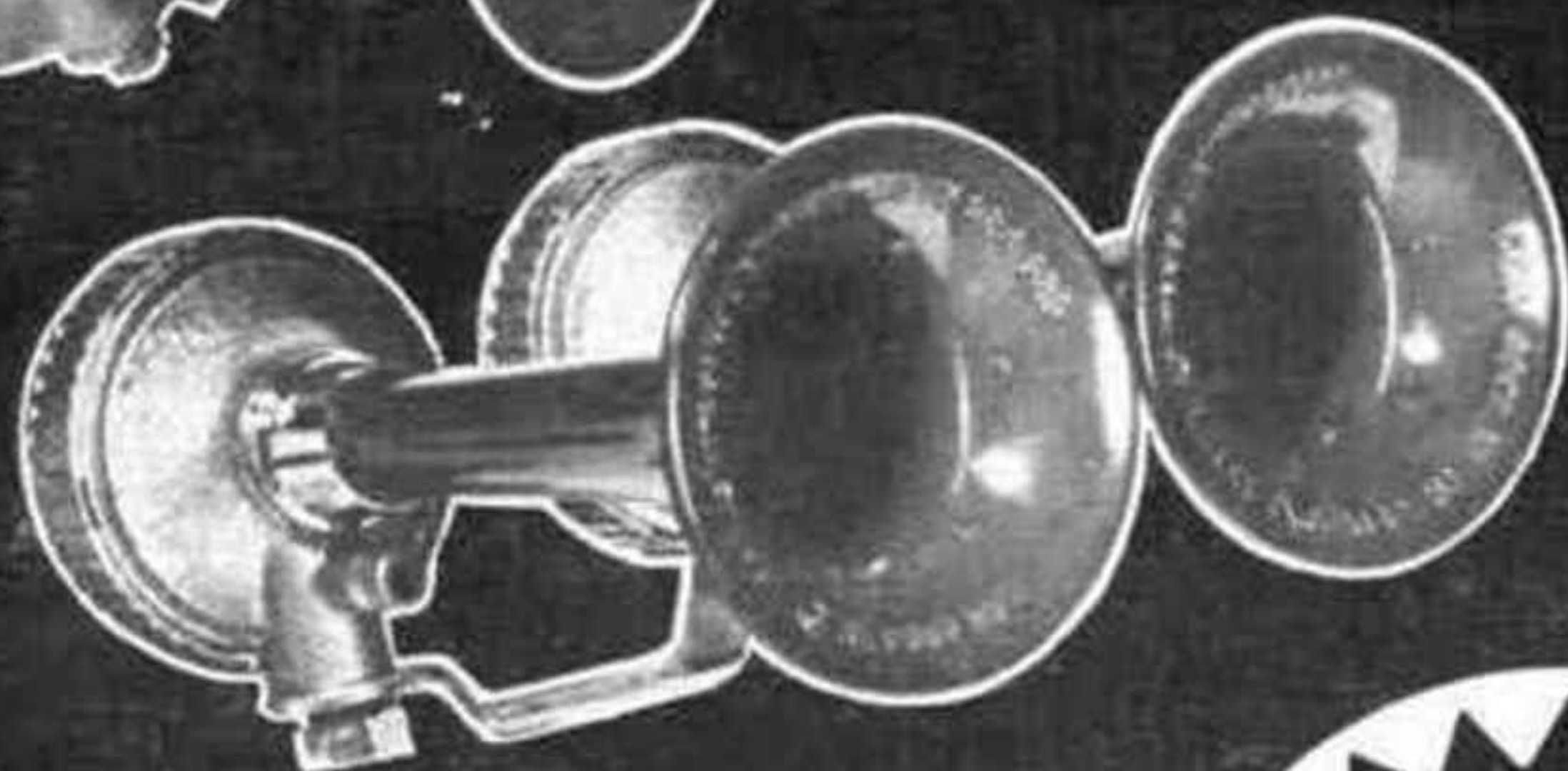


TRIDENT £10.98
Triple fanfare or combined note at a touch!

MUSICALS
From £18.50
Unique range of 3, 4 and 5 trumpet models!



VENOM HF £5.75
Devastating performance at a realistic price!



Automark

SOLE UK CONCESSIONAIRE

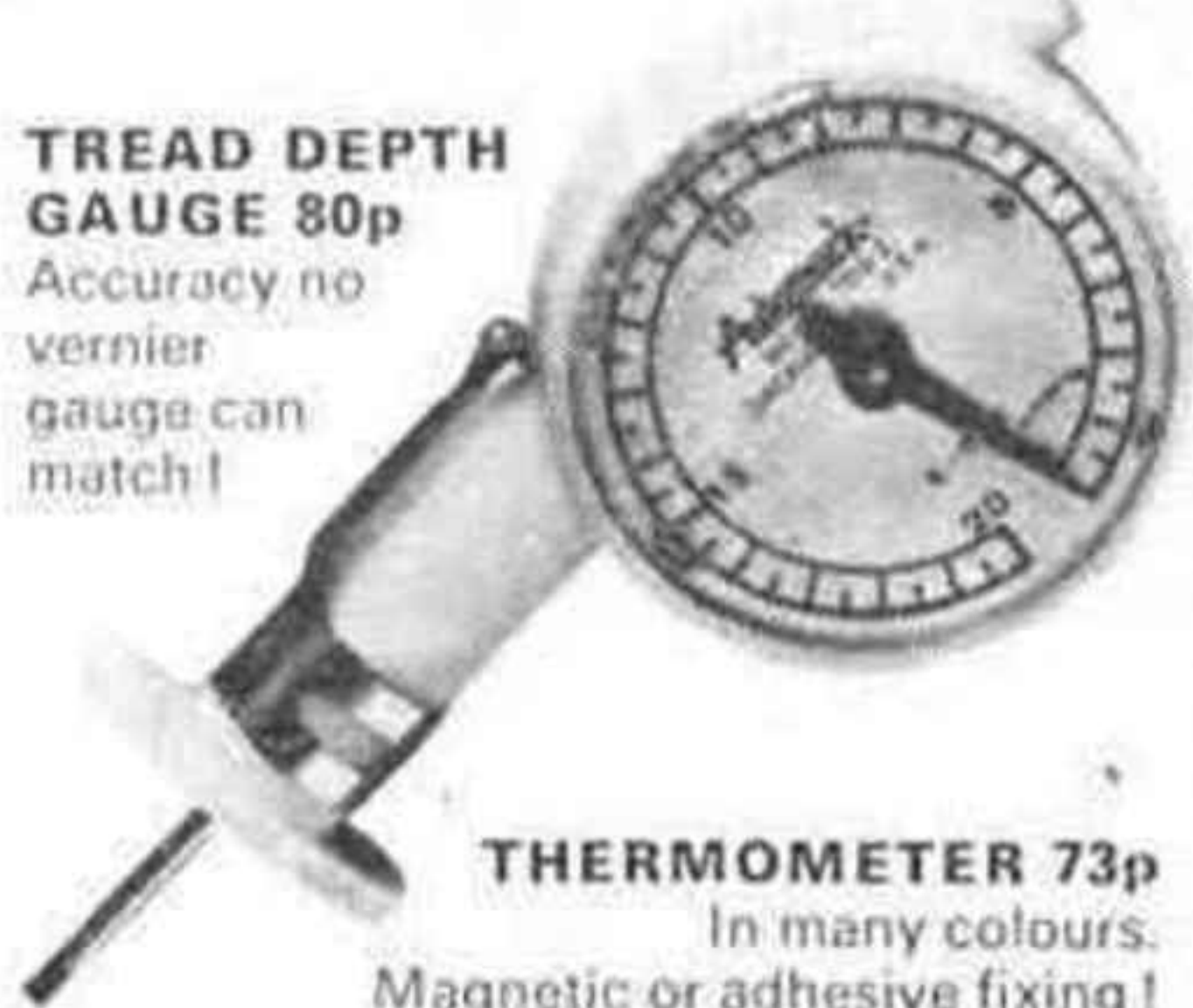
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TYRE PRESSURE GAUGE 99p
0-50lbs psi. Reading held till reset!

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Accuracy no vernier gauge can match!



THERMOMETER 73p
In many colours. Magnetic or adhesive fixing!



PLUG GAP GAUGE 43p

Adjust & reset plugs with patented accuracy!



FLEXIBLE FUNNELS £1.12
For car, boat or household uses.

AMD

A NEW RANGE OF QUALITY PRODUCTS



G. E. SEALED BEAM HEADLAMPS £1.20
7in replacement for standard units.



TOW ROPES From 95p
12ft polypropylene or steel, 2 ton breaking strain.



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PARIS RHONE

PRESTOLITE

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Get the facts about our products by writing for brochure and details of generous discount scheme!

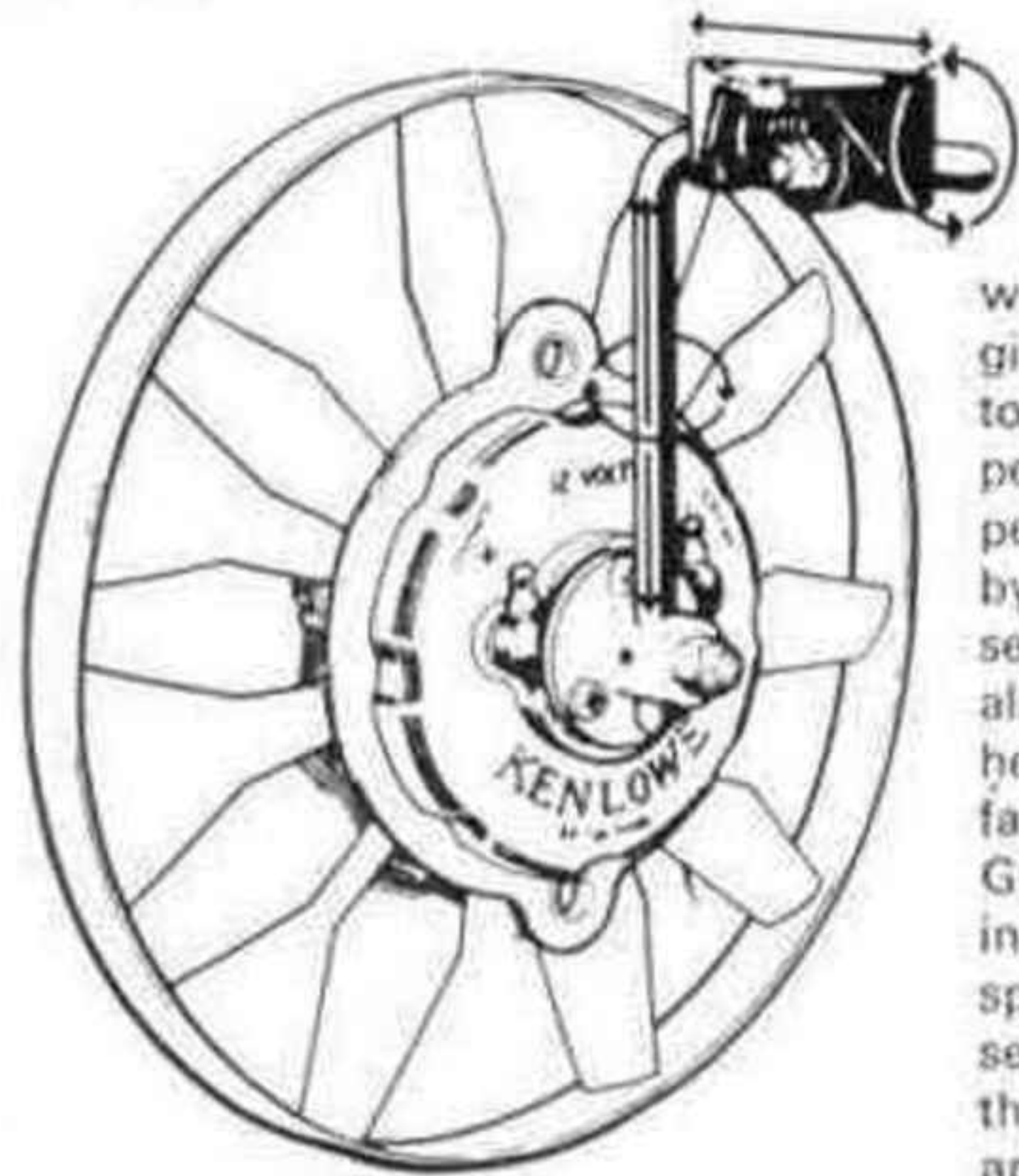
Available from leading accessory stockists, or in case of difficulty, post-free direct from:

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Stonhouse Street, London SW4.

Telephone 01-622 2491 (5 lines)

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COOLING 100% control with Kenlowe	POWER Up to 9% extra with Kenlowe	MPG Up to 9% extra with Kenlowe	NOISE No fan noise with Kenlowe	HEATER More output with Kenlowe
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With a Kenlowe Fan you gain 100% cooling control, more engine power, more miles per gallon, complete fan silence, and more heater output. Compare these gains with the ordinary mechanical fan which is power hungry, petrol thirsty, noisy and uncontrollable and which has only one advantage—it is inexpensive to produce (that's why it is original equipment on most cars). A mechanical Fan is power driven and needs a constant supply of b.h.p from the engine. But Kenlowe Thermomatic Engine Cooling Fans are electrically driven and need no engine power whatsoever. This means that if you replace a mechanical fan with a Kenlowe Fan your engine immediately gains up to 9% of the total developed power of the engine for transmission to the driving wheels. Alternatively, if the extra power is not required, the pre-Kenlowe road performance of the car will be obtained for a smaller throttle opening and so reduce petrol consumption by up to 9%. Kenlowe Fans are fully automatic and controlled by the patented Kenlowe "Variomatic" Thermal Dial Control which gives 100% selection of engine temperatures to suit all motoring conditions. They are easy to fit to all cars and are installed direct into the water (no heat soak problems) without drilling holes in radiator or any modifications to cooling system. Kenlowe Fans also eliminate fan noise, give greater heater output, and double fan belt life. No maintenance needed. Guaranteed for 12 months. Price £16 to £18 according to the vehicle. Full fitting instructions with every Fan. Can be fitted by average private motorist or garage—no special tools needed. Obtainable direct from manufacturers or through garages, service stations and accessory shops. Fitted as standard on many production cars throughout the world. Please contact Kenlowe Accessories & Co. Ltd. if you have any queries regarding the most suitable Kenlowe model to fit your car.



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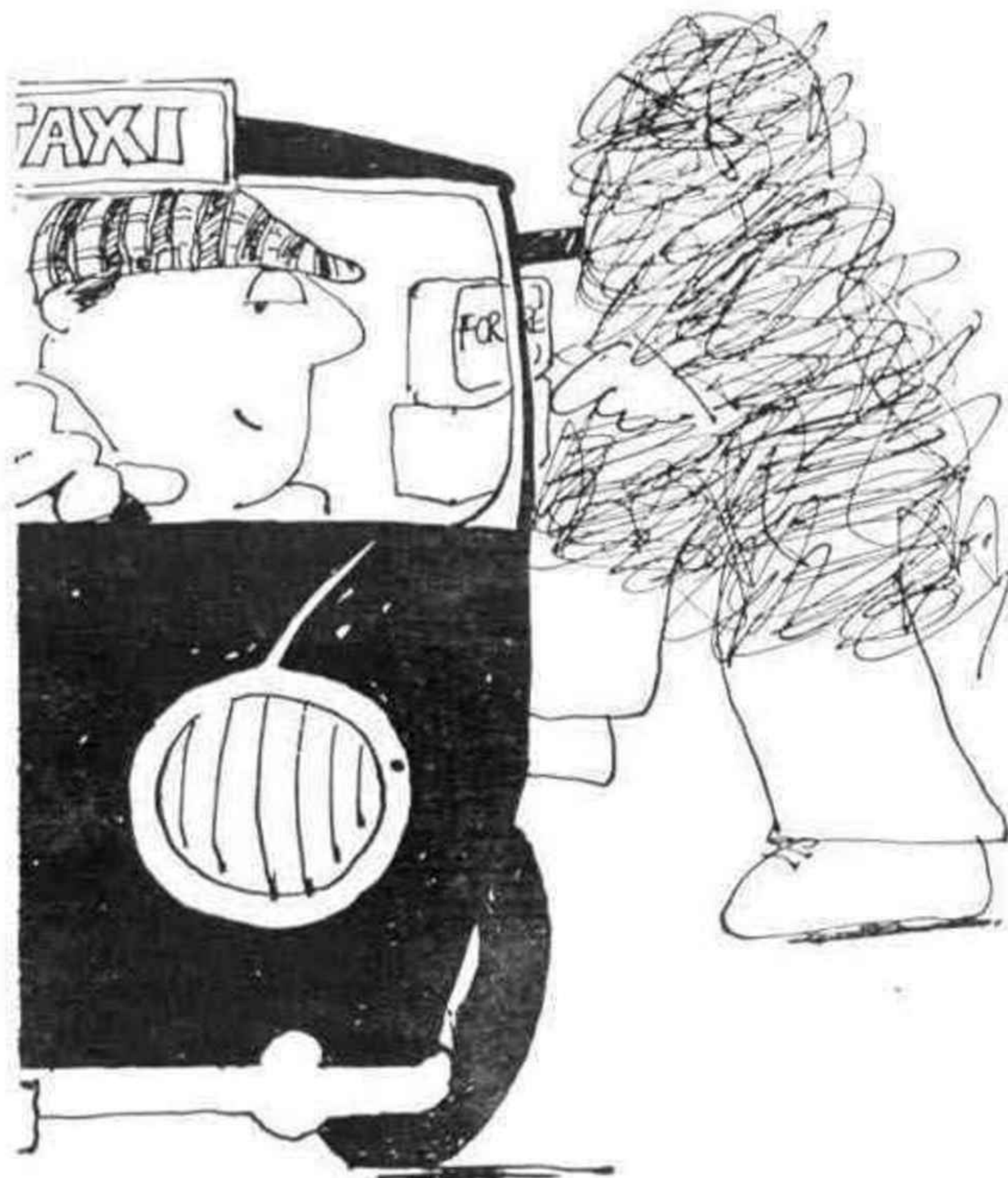
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The Fuzz can easily drive you round the bend, because the Fuzz is that all-over rotten feeling that comes from an upset stomach and headache, or from a cold.

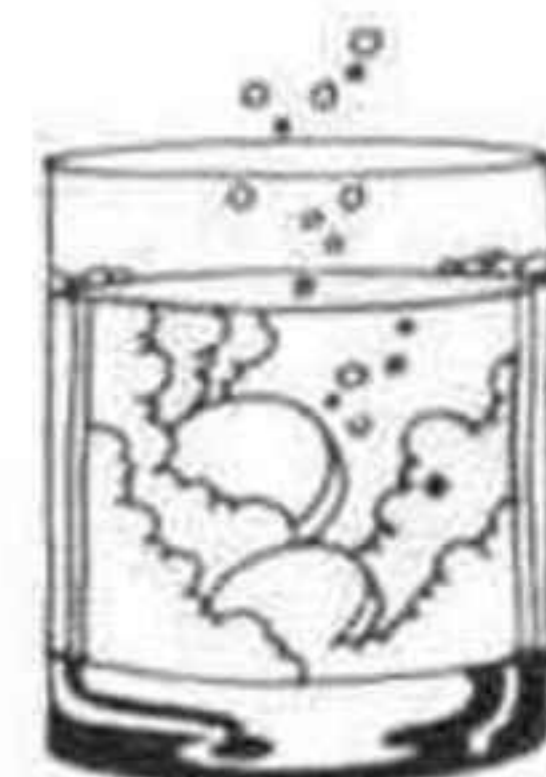
So take a tip, and don't be left stranded without Alka-Seltzer.

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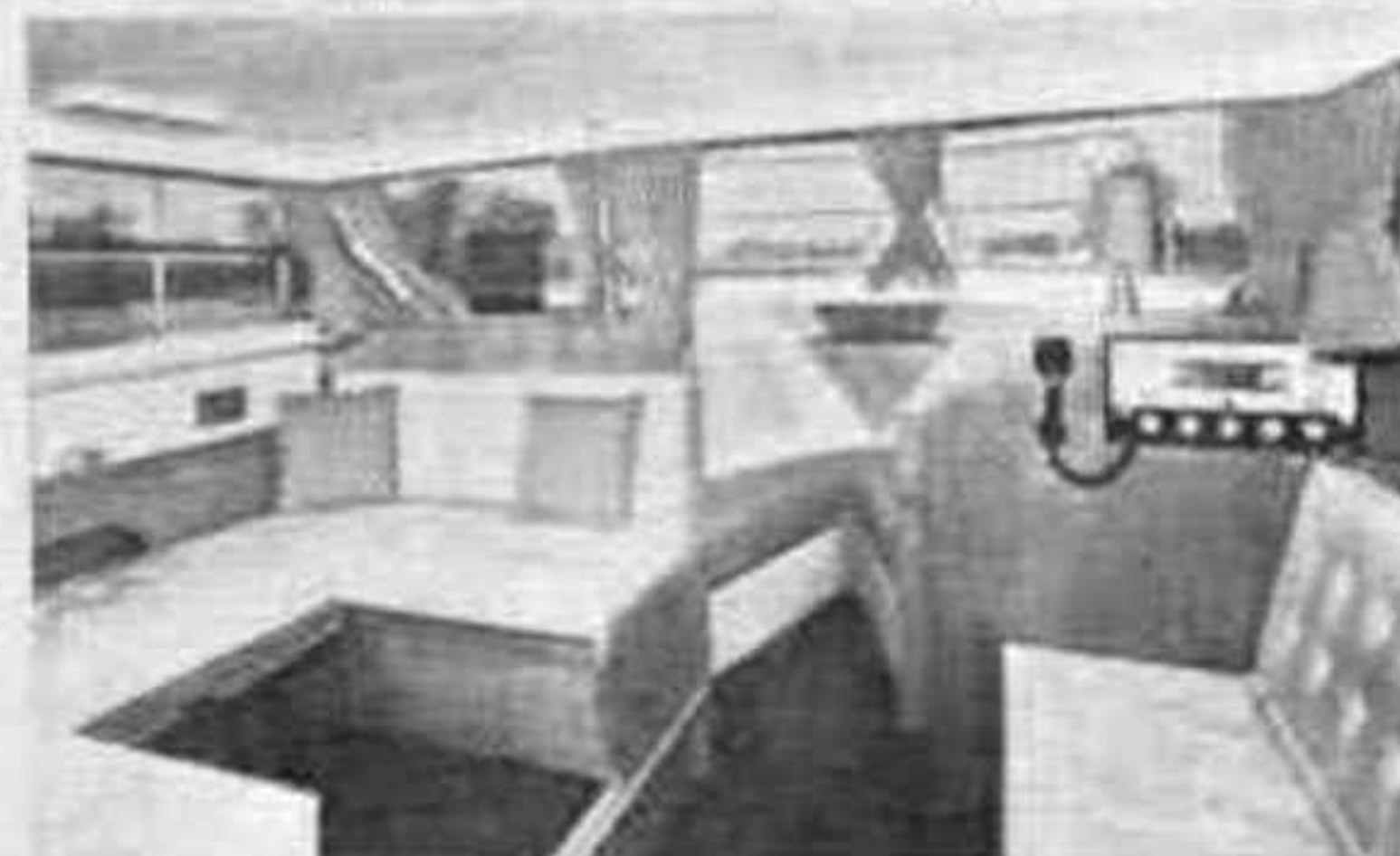
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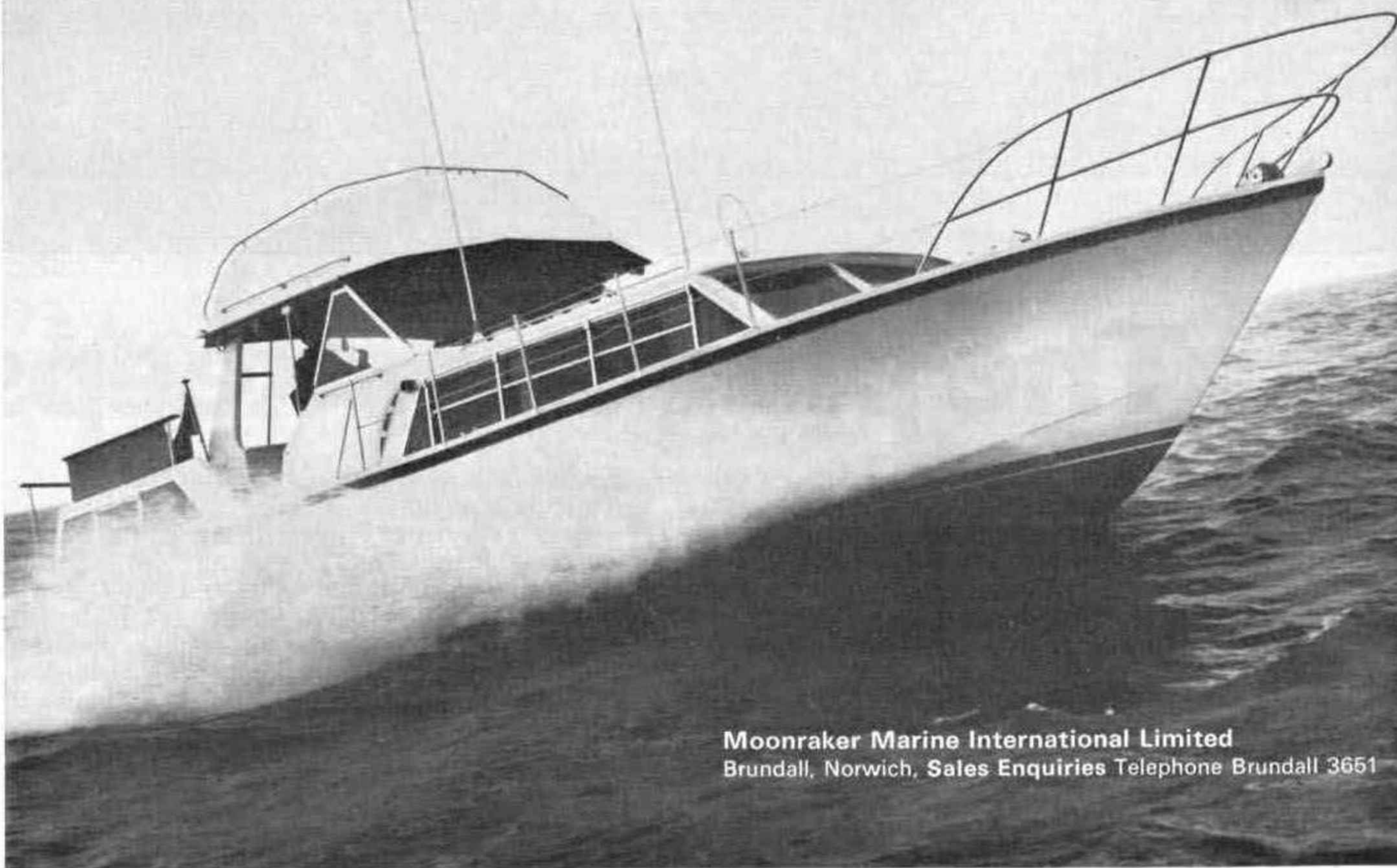
Some people think we build the Moonraker Soft-rider 36 to give the loveliest lines, finest finish, and most elegant appointments in any seagoing yacht at anywhere near the price. But they're only half right. Instrumentation is comprehensive. Access to the engines easy. The superbly engineered hull, built to Lloyds-approved specification, providing that smooth, sure, soft-riding ability to go to sea safely.



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MOONRAKER soft rider 36



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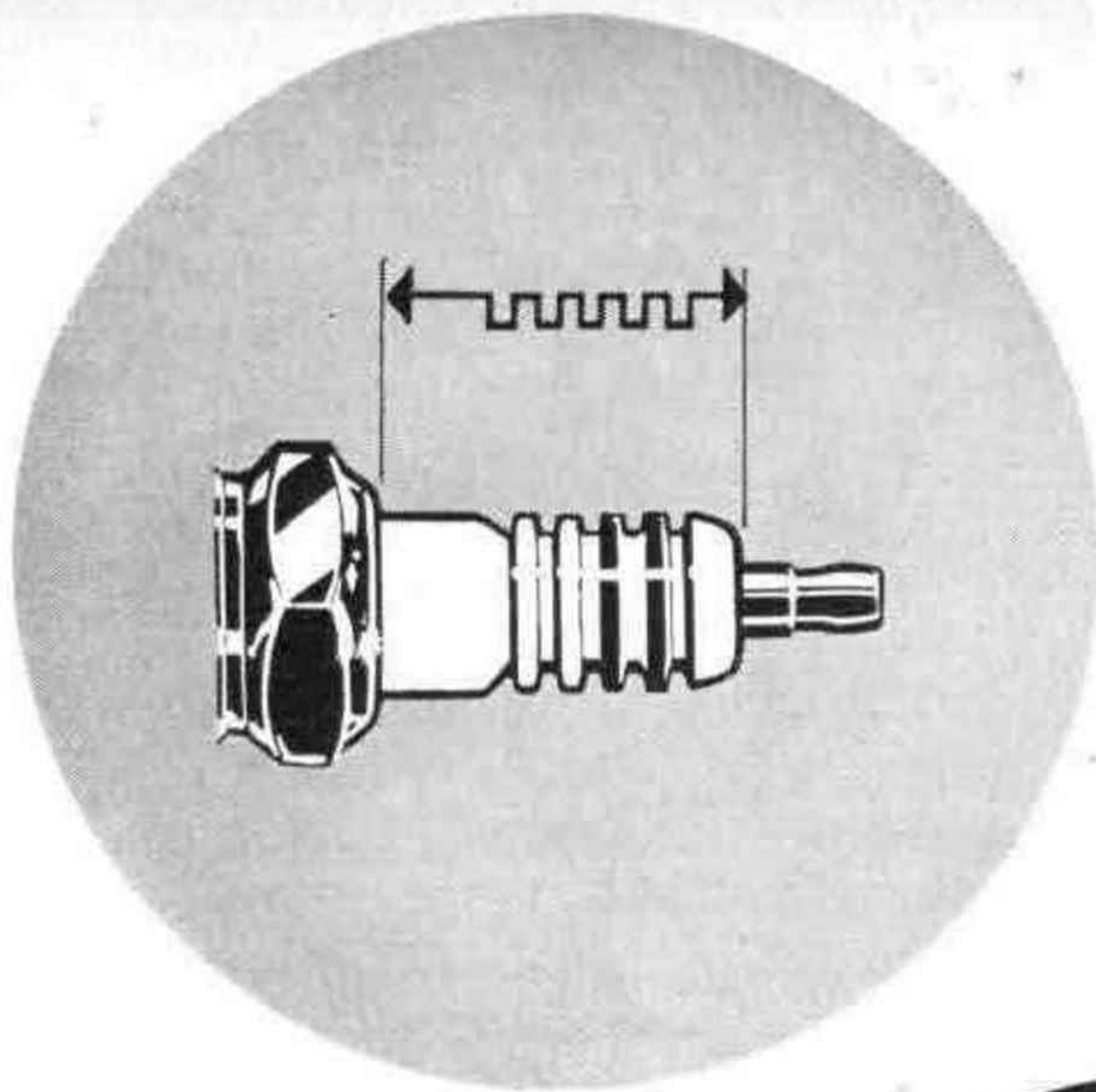


The plug that keeps

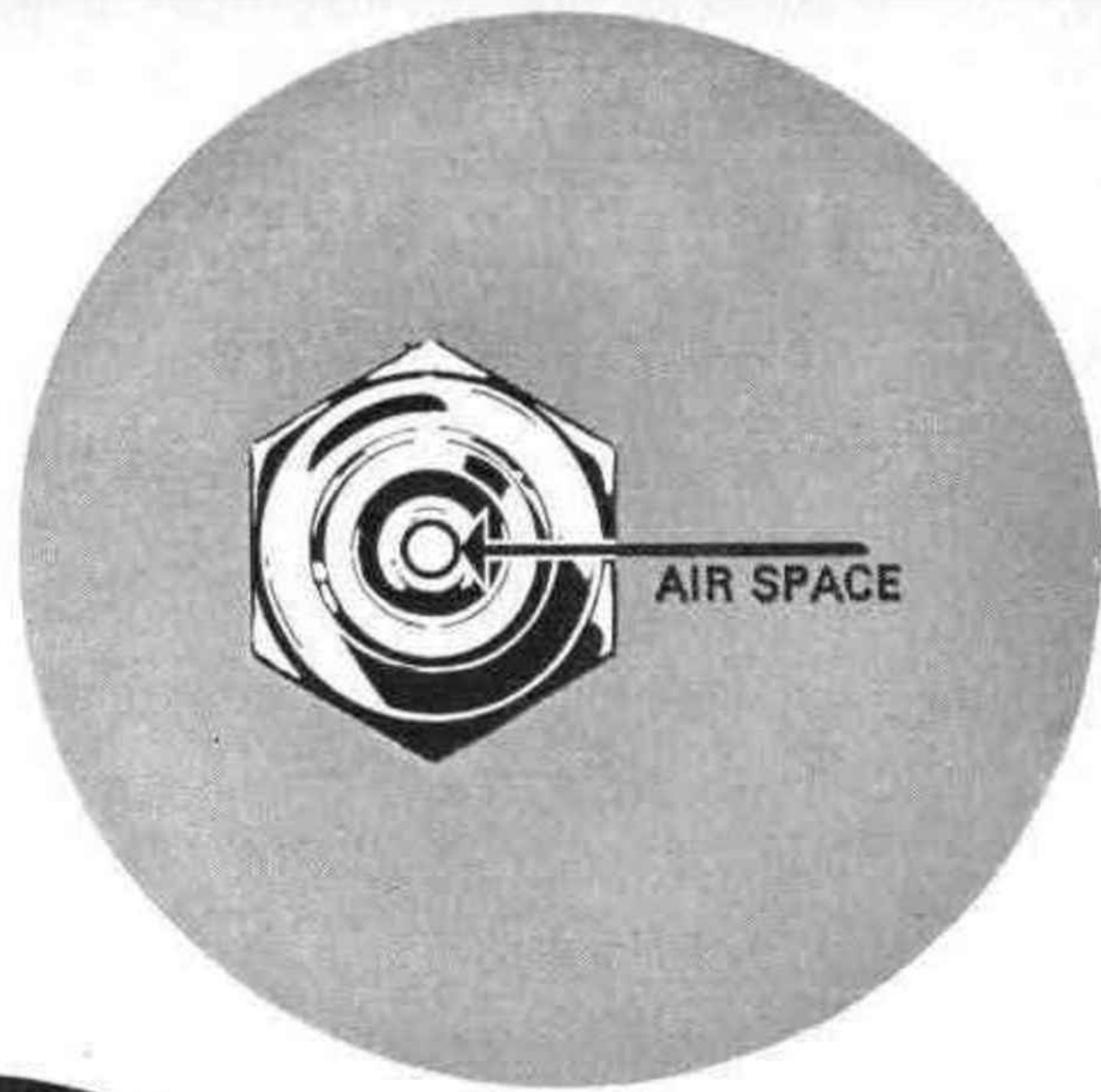
The Bosch plug has a unique feature called the CR-Electrode which gives you consistent and full efficiency of performance under all conditions, from stop-go to doing a ton. The CR-Electrode is fitted into the body of the plug with a very carefully determined clearance. This clearance allows hot gases to reach the surface of the insulator nose *inside* as well as *outside*. Thus the temperature is high enough to keep

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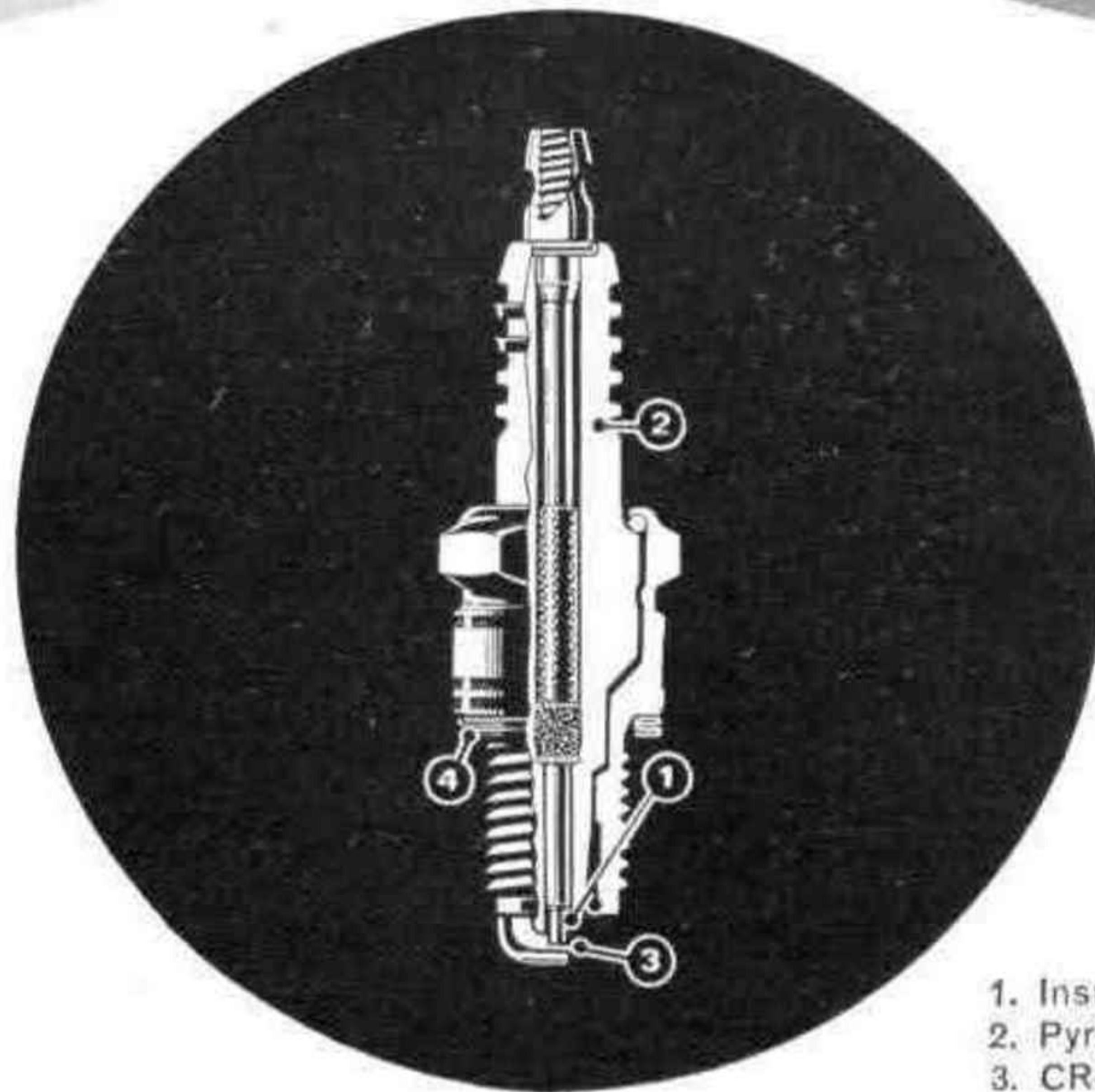
Bosch plugs use Pyranit III, a diamond hard insulating material and one of the most expensive in the world. It can withstand 30,000 and more volts, besides being unaffected by temperature changes, chemical attacks or the heaviest loads. On Bosch plugs it can be identified by two green rings around the insulator.



1. New Flashbloc ribbing.



2. CR-Electrode—Bosch's unique secret.



1. Insulator tip.
2. Pyranit III insulator.
3. CR-Electrode.
4. Non detachable gasket and rolled thread.

its nose clean

Those rings are worth more than gold.

Bosch's new Flashbloc ribbing increases the tracking path from 25 mm to 35 mm without affecting the overall plug length.

To avoid corrosion the metal parts are nickel-plated.

The self-starting threads are *rolled*, not cut, ensuring easy installation and removal—even from aluminium cylinder heads.

Have a new set fitted at your next service — 30p* each. And you'll get a plug that gives a better performance — consistently.

After all, Bosch did build the first spark plug factory in the world, so that's exactly what you would expect.

**Recommended retail price for standard range.*

BOSCH make so many things. Better

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LANCIA

There's only one modest thing about the new Lancia 2000.

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Just £2153.13. For a smooth, sleek, silent, spacious car with so many features that it feels just the way it looks. Luxurious. Superior. Unbeatable.

For a perfect start, there's the instant acceleration. Then there's the power steering. The heated rear window. The fully-reclining front seats with headrests. The servo-assisted dual circuit disc brakes. The sound-proof interior. The fitted, hard-wearing carpet. The twin quartz iodine headlights. The courtesy light operated by all four doors. The safety body built on Lancia's progressive collapse principles.

They're not extras. They're standard. All of them. Which, at £2153.13 makes this brand new Lancia even more superb value than the other great Lancias.

But then who else but Lancia could outshine a Lancia? Ask Lancia for more details and the name of your nearest dealer. Write to Lancia (England) Limited, Ealing Road, Alperton, Middlesex. Telephone 01-998 5353

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The New Lancia Fulvia Coupe 1.6 HF Lusso—the road version of the famous rally winning Lancia. An outstanding performer at only £2321.88.

MOTORSPORT

VOL XLVII No. 9 SEPTEMBER 1971

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

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FRONT COVER PICTURE: ON THE LAST appearance of the 5-litre sports cars it was hardly just that a 3-litre car should win. However, a faultless run by the Alfa Romeo T33/3, driven by Ronnie Peterson (pictured at the wheel) and Andrea de Adamich, brought victory in the Watkins Glen 6 Hours. It was the third victory of the season for the Italian Autodelta team.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:

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U.S.A. and Canada	\$7.00

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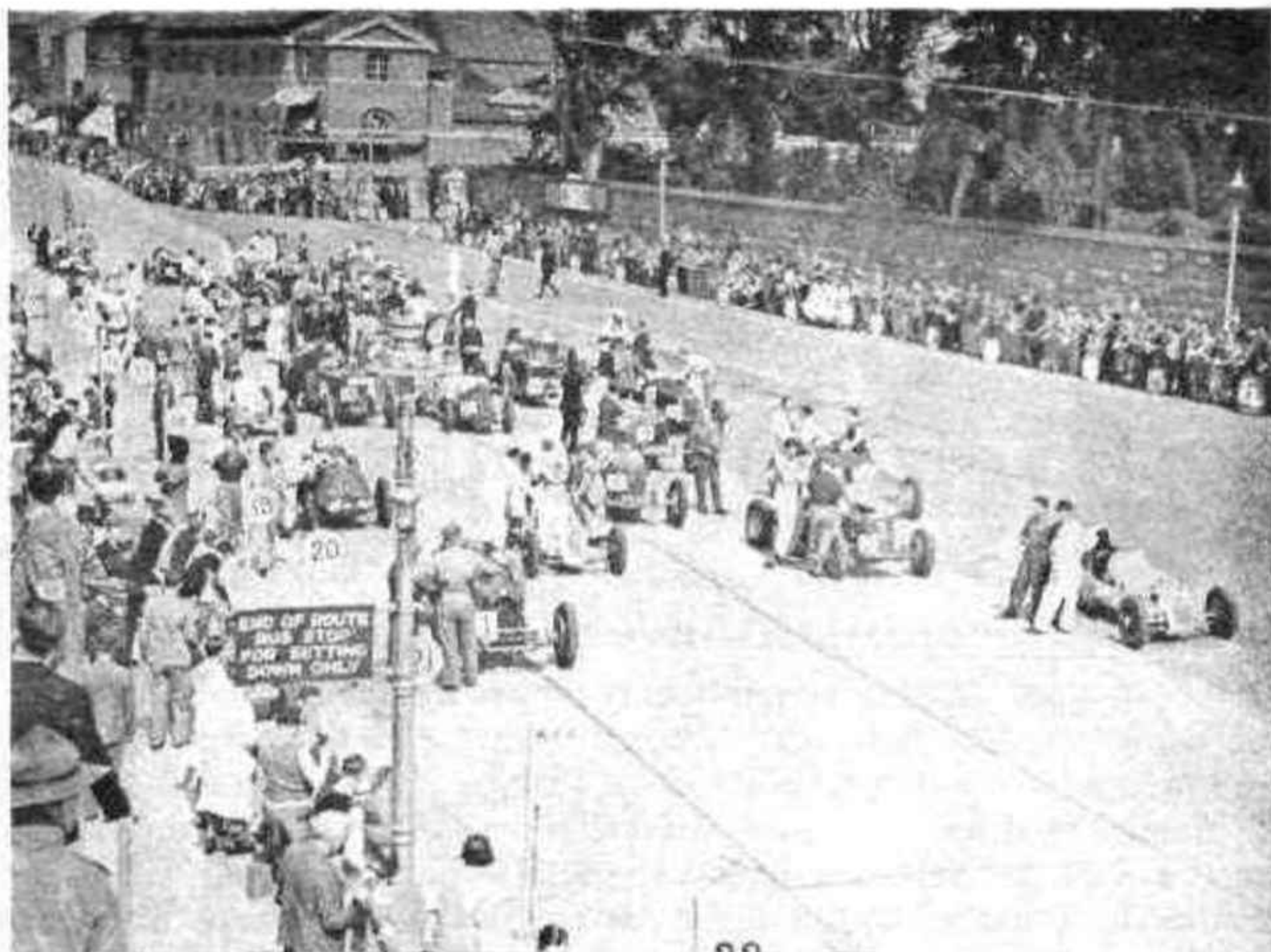
MATTERS OF MOMENT

■ RACING ROUND THE HOUSES

Specially featured in this issue are the prospects for Birmingham's race through its streets next year or in 1973, written about by a staff reporter. If he does nothing else he should please Mr. Hone and Councillor Silk, who are contesting which of them first thought of this ambitious race. The proposed Birmingham circuit will not entail racing round-the-houses but it seems that some of the traditional hazards of town racing, in the form of concrete walls, will be present, apart from the inevitable Armco.

Apparently quite a long race is visualised, as there is mention of pits; an RAC Birmingham TT, perhaps?

Racing through towns was at one time quite popular, in carefree Europe and the less cautious outposts of the British Empire, like Ireland and the IoM. It had the merit of being different from longer circuit races, with special hazards to test driver skill and courage, frequent corners involving continual gear-changing, accelerating and braking to try the stamina of the cars. Just the factors, indeed, which make Monaco still one of the most interesting and arduous of GP circuits.



In recent times circuits have been getting shorter and smoother. The round-the-houses courses were truly short but usually anything but smooth. The competitors raced over the tram-lines, ignoring kerbs and cambers, past posts and poles and traffic-lights, close to fences and walls, houses and cottages. Such conditions sometimes prevailed several times per lap in longer races, where the road ran through towns or villages, as in the pre-war Ulster TT at Ards which, if the rioters permit, is to be commemorated on September 11th.

Birmingham's optimistic proposal has whetted the appetite for some real British road racing, like that depicted in the inset, showing the 1936 Bangor event in County Down about to commence, with the pits in the 'bus-station and the spectators in closer proximity to the action than they are permitted to get nowadays. The winner, Powys-Lybbe (back to the camera by the 'bus sign), averaged 84.36 m.p.h. in his Alfa Romeo—note that a "works" Austin and ERAs were in it, too.

Our Continental Correspondent once said that if Rindt ever won a GP he would shave off his beard. We are not promising to grow one, should the Birmingham race materialise. But we hope it does, because a great deal of enlightenment, enthusiasm and courage is involved, which is good for motor racing generally. If Birmingham gets its race, other roads in this Island, not necessarily in towns, might just conceivably be closed for road racing. Those who argue that we have too many circuits already will hardly vote against such new-found freedom, surely? Long before the war Lord Howe tried to get a Road Racing Bill through Parliament, with no success. King Edward VII's dislike of road racing persisted. But if Birmingham gets its way the old barriers may be broken down. If this ever develops as far as a British GP in Hyde Park, or even at Windsor or Richmond, we will gladly grow that beaver. . . .

■ THE VSCC AT THRUXTON

The last opportunity this year to see a full Vintage SCC race meeting will be at Thruxton circuit, near Andover, on September 11th. It should be a fine event, especially as Colin Crabbe intends

Continued on next page

Motor Sport Fixture List For September

★ Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list. ★
 C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N(Int = National/International. INT = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Sept. 4th	SUNBAC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.00
Sept. 4th	Ulster AC	Bishops Court	Downpatrick, Co. Down	Race Meeting (R)	14.15
Sept. 5th	AC Milan	Monza	Milan, Italy	Italian Grand Prix (INT) (F1)	—
Sept. 5th	BARC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
Sept. 5th	Bugatti OC	Prescott	Cheltenham, Glos.	Shell/RAC Hill-Climb (N)	—
Sept. 5th	BRSCC (Northern)	Rufforth	York	Race Meeting (R)	14.00
Sept. 5th	TEAC	Lydden	Canterbury, Kent	Race Meeting (R)	14.00
Sept. 5th	Alvis OC	Bush House, Milton Bridge	Penicuik, Midlothian	Concours/Driving Tests (C)	11.00
Sept. 10/12th	Manx Auto Sport	Sefton Hotel	Harris Promenade, Douglas	Manx Trophy Rally (INT)	00.01
Sept. 11/12th	ASA Paul Ricard	Le Castellet	Toulon, France	Touring Car Races (INT) (ETC)	—
Sept. 11th	BARC	Crystal Palace	Sydenham, London, SE19	Race Meeting (N)	13.30
Sept. 11th	MG Car Club	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.00
Sept. 11th	VSCC	Thruxton	Andover, Hants.	Race Meeting (R)	12.45
Sept. 12th	SCCA	Donnybrooke Speedway	Brainard, Minnesota, USA	Can-Am Round 7 (INT)	—
Sept. 12th	OAMTC	Tulln-Langenebarn	Vienna, Austria	European Trophy (INT) (F2)	—
Sept. 12th	TEAC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.00
Sept. 12th	BRSCC (Northern)	Cadwell Park	Louth, Lincs.	Race Meeting (R)	14.00
Sept. 12th	BARC (East Midlands)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.30
Sept. 12th	Scottish MRC	Ingliston	Edinburgh	Race Meeting (C)	14.15
Sept. 12th	Chichester MC	Ditcham	Petersfield, Hants.	Hill-Climb (R)	14.30
Sept. 17/25th	L'ASA Tour de France	Nice	Nice, France	Tour de France (INT)	—
Sept. 18th	BARC (North-Western)	Oulton Park	Tarporley, Cheshire	Race Meeting (INT) (F5000)	14.00
Sept. 18/19th	York MC	Cornelius Parish	York	Moss 1900 Rally (N)	14.01
Sept. 19th	CASC	Mosport Park	Toronto, Canada	Canadian Grand Prix (INT) (F1)	—
Sept. 19th	Nottingham SCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.30
Sept. 19th	Lothian CC	Donne	Carise of Cambus, Perths.	Burmah-Castrol Hill-Climb	14.00
Sept. 19th	Borough 19 MC	The Washneys	Farnborough, Kent	Autocross Championship (R)	14.00
Sept. 19th	Motor Cycling Club	Woburn Abbey	Bedford	70th Anniversary Opening Run	14.30
Sept. 19th	Alvis OC	Perton Aerodrome	Wolverhampton	Sprint (C)	10.00
Sept. 21st/23rd	RAC de Andalucia	Jerez	Andalucia, Spain	Sherry Rally (INT)	00.01
Sept. 25th	Aston Martin OC	Crystal Palace	Sydenham, London, SE19	Historic Car Race Meeting	14.00
Sept. 25th	Bristol MC & LCC	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.00
Sept. 25/26th	RAC	Hotel Metropole	Llandrindod Wells	Senior Service Hillrally (INT)	08.30
Sept. 26th	CASC	Edmonton Speedway	Edmonton, Alberta, Canada	Can-Am Round 8 (INT)	—
Sept. 26th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (INT) (F3)	14.30
Sept. 26th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (N/Int) (F5000)	14.45
Sept. 26th	BRSCC (South-Western)	Llandow	Cowbridge, Glam.	Race Meeting (R)	14.00
Sept. 26th	BARC (North Thames)	Silverstone	Towcester, Northants.	Race Meeting (R)	14.45
Sept. 26th	Airways Aero Assocs. Ltd.	Weycombe Air Park	Booker, Bucks.	Veteran-Vintage Aeroplane/Motor Rally	10.00
Oct. 2nd	BRSCC (North-Western)	Oulton Park	Tarporley, Cheshire	Race Meeting (R)	14.00
Oct. 2nd	Motor Cycling Club	Coventry and Manchester	—	Edinburgh Trial (R)	14.00
Oct. 2nd/3rd	Owen Organisation MC	Charles Clark Garage	Chapel Ash, Wolverhampton	AGBO Rally (R)	—
Oct. 3rd	SCCA	Watkins Glen	Watkins Glen, NY, USA	United States GP (INT) (F1)	—
Oct. 3rd	RAC de Espana	Jarama	Madrid, Spain	4-Hr. Touring Car Race (INT) (ETC)	—
Oct. 3rd	BRSCC (East Anglian)	Snetterton	Thetford, Norfolk	Race Meeting (INT)(N) (F3)	14.30
Oct. 3rd	BRSCC (Northern)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.30
Oct. 3rd	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.15

MATTERS OF MOMENT—continued from previous page

to race his W125 Mercedes-Benz. This should give Corner and Martin Morris much to do! The programme includes an 8-lap race for vintage racing cars, a 6-lap event for vintage sports cars, a 10-lap Allcomers' race for p.v.t. and historic racing cars, the Spero small-car race, a vintage light-car handicap and a vintage and p.v.t. Riley handicap. The final round of the MOTOR SPORT Brooklands Memorial Trophy will be contested by the pre-war cars, the position being that Corner (ERA) leads with 54 points, Alexander (Lagonda) is second with 47, Martin Morris third with 39, while Crabbe, Morten and Rippon have 31 each. The Trophy and cash prizes will be presented after the last race. Admission costs 50p per adult, 20p for each child, a paddock transfer 40p extra, a grandstand seat 30p extra. No dogs!

WATER SPORT

Once upon a time flying and motor-boat racing were included in MOTOR SPORT, alongside car and motorcycle racing. These days there is scarcely enough space to squeeze in the Editor's vintage-car articles. But for old time's sake we would remind you that, too late to report anyway, the *Daily Express* International Offshore Power Boat races took place recently, for there are those who regard this racing as on a par, for thrills and experiment, with motor racing as it was in the 1920s. These events started in 1961, when Sopwith's 650-h.p. "Thunderbird" won, at 25 m.p.h. In 1962 Wilkins' 2,308-h.p. "Tramontana" won, at 37 m.p.h. The 1963 race went to Levi's 800-h.p. Ford-engined "A'Speranziella", at 41 m.p.h., the 1964 contest to Gardner's 760-h.p. "Surfrider", at 49 m.p.h. Bertram's 1,100-h.p. "Brave Moppie" was the 1965 winner, at 39 m.p.h. In 1966 Doyle's 1,000-h.p. "Ghost Rider" was victorious, at 41 m.p.h., the 1967 contest was won by C. and R. Gardner's 1,100-h.p. "Surfury", at 53 m.p.h., the 1968 race by Sopwith's 550-h.p. "Telstar", at 38 m.p.h., and in 1969 Aronow's 1,000-h.p. "The Cigarette" won, at 66.7 m.p.h. Last year's winner was Gouladriss' "Miss Enfield 2" driven by Tommy Sopwith, which averaged 58½ m.p.h. (51 knots) for 204.7 nautical miles.

THE MERCEDES-BENZ CLUB

The Secretary of this Club is now G. A. F. Coward, 153, Russett Road, Birmingham, B13 8RR, who has taken over from Mr. H. E. Rohll. The Club Chairman is John Barley, the Librarian is P. G. Garrish and Spares Register is Mr. E. O. Hamblen-Thomas.

"W.O."

Walter Owen Bentley died last month, aged 83, after a series of illnesses fought with characteristic fortitude and determination. Famous both to expert and layman for his vintage Bentleys which, especially after their Le Mans conquests, were favoured alike by schoolboys and those who could afford them, W.O.'s versatility extended to the pre-war o.h.c. V12 Lagonda and the post-war twin-cam 2½-litre Lagonda the engine of which was developed for that of the DB Aston Martins.

To his vast number of friends and few enemies W.O. will forever be remembered with affection, and a certain amount of awe, although he was the kindest, most approachable and reticent of celebrities. For it falls to a minority to race motorcycles and cars, learn engineering the hard way in loco erecting shops yet sustain a lifelong enthusiasm for railways, and create and manufacture motor-cars highly esteemed when new and legendary ever after. W. O. Bentley did all those things and evolved the best rotary aero-engine of 1914/18 almost as a sideline. His 8-litre Bentley looked like taking all the steam out of the contemporary New Phantom Rolls-Royce until R-R Ltd. applied a firm anchor.

To Margaret, W.O.'s wife, counsellor and very close friend, and to all the members of the B.D.C. whose rallies and socials were enriched by W.O.'s presence, we extend deep sympathy in a loss which is utterly irreplaceable.—W.B.

THE 9th AUSTRIAN GRAND PRIX

A Fine Victory For BRM

ZELTWEG, AUSTRIA, August 15th

LAST YEAR the Austrian Grand Prix was memorable for a number of things, it was the first Grand Prix to be held on the new *Osterröichring*, it was the first victory by Ferrari in a long time, it was the last race by Stewart with a March car before the announcement of the new Tyrrell car, Italian enthusiasm ran wild after the race, and altogether it was a Grand Prix to remember. There was an incredible atmosphere running across Austria even before the event began, for Ferrari had come so close to victory at the previous Grand Prix and the writing was on the wall for an Italian victory. The sun was shining, Austria was in great form, everyone was delighted with the new circuit the Austrians had built and from the moment of crossing the frontier from Germany into Austria the whole affair had been a roaring success. This year as I approached the frontier it was all very different, it was late at night, the rain was pouring down, the previous Grand Prix had been won by Stewart with a Tyrrell when everyone had expected Ickx to win it with a Ferrari and when I arrived at Zeltweg the rain was still pouring down and there was none of the animation and excitement of last year. Everywhere there was a feeling that Stewart and the Tyrrell car was all set for another victory, which would be his fourth in a row and the sixth this season so that points scoring or no points scoring the Scot would be the undisputed World Champion driver for 1971. Stewart's last three victories were achieved with so little apparent effort, with Cevert backing him up in second place with the number two Tyrrell car in two of the races, that the ELF Team Tyrrell had got everyone thoroughly depressed, and Matra withdrew from the Austrian race in a desperate hope to improve their cars in the lull this would give them. Although Ferrari had three entries and the three 1971 cars, only Ickx and Regazzoni arrived in the rain, Andretti still playing "ducks and drakes" with European racing and USAC racing. In weight of numbers BRM were very strong, having four 1971 cars and a 1970 car with them, Siffert being joined by Ganley and Gethin on the new cars and the Austrian Dr. Marko joining the team with the 1970 car. Gethin had been released prematurely by the McLaren team for his contract was due to end after the Italian Grand Prix and BRM were taking him on for the Canadian and American Grand Prix events anyway, so he joined them for the Austrian race by general agreement and this meant that Oliver could take over Gethin's 1971 McLaren, in support of Hulme. The STP-March team had undergone a shuffle both in drivers and machinery, for though Peterson still led them with his usual 711 model, Galli's car was still using an Alfa Romeo engine and the original Alfa Romeo-engined car was converted to a Cosworth power unit and this was hired out to Niki Lauda, a 22-year-old Austrian driver who has been showing promise in Formula Two racing. Beuttler was driving a March 711 as usual for the Clarke-Modaunt combine and Pescarolo was driving for Frank Williams. In the Surtees team the Stommelen supporters had been complaining that the young German's usual car was no good so John Surtees gave him his own car and took the latest one for himself, hoping this would allay any suspicions that there were any differences between the two TS9 cars they have been racing all season. The Lotus team and Tauranac's Brabham team were unchanged and like the Tyrrell Team all was amicable in their ranks. A last minute entry was Bonnier with his old McLaren. Altogether there were 16 drivers entered but this number was reduced to 22 with the absence of Andretti, Amon, Beltoise and de Adamich, and as the F.I.A. rules permit 25 Formula One cars to compete on the 5.911 kilometre *Osterröichring* all was peace and quiet on Thursday morning as the rain poured down and the clouds obscured the hillsides.

There may have been peace and quiet but all was not well for both McLaren and Williams were in trouble with transport vehicles so that Oliver's car had not arrived, nor had Pescarolo's rebuilt March 711. While everyone was wondering about wet weather tyres and suitable gear-ratios, to say nothing of water-proofing, the rain suddenly stopped, the clouds lifted and within three hours it was a glorious afternoon and the track was dry. Practice began at 3 p.m. and was continuous for three hours, and conditions were ideal for though the sun was strong the Zeltweg plateau was still full of cool, damp air, so that the temperature was just right for racing engines and some fast practice times were expected. The lap record for the fast *Osterröichring* was set in

June of this year by Rodriguez with a 917 Porsche in 1 min. 39.35 sec. (132.9 m.p.h.), but the fastest lap ever was 1 min. 39.23 sec. by Rindt in practice for the Grand Prix last year with a Lotus 72. Everyone was a bit taken aback when Stewart started lapping in under 1 min. 39 sec. and when he got under 1 min. 38 sec. it was almost too much for the opposition. During the three hours he just went faster and faster and left FTD at 1 min. 37.65 sec., being the only one in the thirty-seven second bracket. The two Ferrari drivers made a big improvement on last year's best time but they were nowhere near fast enough, and a gloom settled over the Scuderia. Right at the end of practice Stewart was well wound up and Fittipaldi saw the chance of nipping his Lotus 72 in behind the Tyrrell and he got a very useful "tow" which gave him fourth fastest time of the day, ahead of Cevert who was supposed to have got in behind "the master". While some people were having a good time and going fast, others were already in trouble, both the Brabham's wasting a lot of time in the pits having their drive-shafts attended to, while Galli's Alfa-Romeo engine was in trouble, as was Peterson's Cosworth engine. With the pace that Stewart was setting it was clear that anyone who hoped to be in the running would have to improve on the existing lap record, preferably well below 1 min. 39 sec., while anyone who could not get below 1 min. 40 sec. was likely to find himself getting in the way of the motor-race. In the BRM team Siffert was all on his own, his regular team-mate and the two "new-boys" being left way behind, and Hulme was having a very lonely time, but going very well nevertheless.

Friday turned out to be a scorching hot day, all the damp and moisture was gone from the plateau and it was really too hot for any serious practice, there being another three hours from 3 p.m. to 6 p.m. Oliver and Pescarolo were still waiting for their cars to arrive, Lauda was also without a car as his March 711 was in bits behind the pits awaiting the arrival of another engine, and Galli was also a non-runner as a replacement Alfa Romeo engine had been installed in his March and had made a nasty noise when it was started up. Stewart was not happy with the feel of the throttle slides on his Cosworth engine so his mechanics stripped the slide assembly in front of the pits and inspected the tiny balls and rollers on which the throttle slides move. Cevert was finding that the wide nose on his Tyrrell was scraping the ground on the downhill right-hand bends, but it was not too serious, and Regazzoni and Ickx both practised with the spare Ferrari; the Austrian time-keepers, unlike some countries we've been to this year, were fully aware of these changes and recorded them correctly. Quite early in the afternoon Stommelen had an oil pipe come adrift on his Surtees and as he was doing more opening laps than he had been told to he went on until the engine seized up and the track was well oiled. It was just as well there was plenty of practice time and everyone could sit back and wait for the oil to dry up. Hulme and Hill appeared to be doing endurance testing on their Cosworth engines, for Hulme covered 50 laps and Hill did 55 laps during the afternoon practice for a race that was only over 54 laps. It seemed that most people were waiting for the heat of the sun to disperse, and at 5.15 p.m. it looked as if there might be a rush of fast laps, but it did not work out that way. Ickx disappeared on the far side of the circuit in a cloud of smoke as an oil pipe broke, and Stewart was not too happy with the way his Cosworth engine was opening up. The weather conditions were not as good as the previous day from the point of view of engine efficiency, but they were marvellous for spectators and for most drivers there was no improvement over the first day's times. Once again Fittipaldi benefited from some crafty slip-streaming, this time from Hulme's McLaren, and his 1 min. 38.41 sec. proved to be the fastest of the day. Siffert used the spare BRM as well as the one allotted his race number, the newer car having the first of the "short-stroke" engines, while the spare car, which was the one he normally races, had an old type engine, but with the 1971 cylinder heads, and this proved to be the faster of the two. In less than half the number of laps that his team-mate covered Schenken proved to be quite a lot faster and was a very worthy fifth fastest overall for the day, driving his 1970 Brabham.

Saturday was another scorching hot day and this time practice was from 2 p.m. to 5 p.m., making a total of nine hours altogether, for a race that was to last barely 1½ hours. At last there was a full comple-

ment of cars for Pescarolo's March 711 had arrived and the McLaren M19A/1 for Oliver, while engines had arrived for the March works cars so Lauda was back in the fray. Stewart's Tyrrell had been running with an experimental longer wheelbase (described elsewhere) during the first two days, but was now back to its normal length. Siffert seemed to be concentrating on the spare BRM and Regazzoni was spending a lot of time in the spare Ferrari. Practice was rather slow in getting under way as nobody seemed keen to go out in the heat, except those who were short on practice laps. Oliver only managed six laps before he crashed going into the downhill right-hand Bosch Curve at the end of the top straight. He blamed it on a lack of brakes and when the bent McLaren was brought back to the paddock it was found that there was no outer brake pad in the left-rear caliper for the keeper plate had disappeared! Temperature conditions were not going to return to those of Thursday so everyone had to get on with the job and towards the end of the afternoon there was a sudden rush of activity. Lauda went by in a cloud of smoke as an oil pipe came adrift and spewed oil onto the exhaust system of his March 711, and Stewart's Tyrrell had the gearbox apart and the internals were being inspected closely for any flaws as it had shown signs of playing up. One by one a select group of drivers were getting their lap times down into the 1 min. 37 sec. bracket, these being Fittipaldi, Cevert, Siffert and Regazzoni. As soon as his gearbox was reassembled Stewart rushed out to join the last-minute thrash and was immediately in with the select group. However, it was not the Scot who was fastest overall, but Siffert with the spare BRM running under number 14T and Regazzoni made his best time with the spare Ferrari under number 6T. Siffert's brave efforts were not only rewarded with the fastest lap of the day, but it was also the fastest lap of the whole three days and got him pole position on the starting grid. Stewart was just pipped by his team-mate, but his Thursday time was still faster and assured him of a front row position on the grid. Top lap scorer on this occasion was Pescarolo, who did a total of 41 laps, trying to make up for the time lost on the previous two days, while Wisell did 40 laps, to make his fastest lap of 1 min. 38.95 sec. Altogether 13 drivers improved on the existing lap record and they were all faster than last year's best practice time. Hulme did one brief lap with a Tyrrell-like wide nose cowling on the front of his McLaren, but it was gone almost before anyone noticed, though the Tyrrell mechanics smiled broadly when they saw it. Only five drivers failed to break the 1 min. 40 sec. barrier and one of these was Oliver, who did not have much chance, and the overall standard was very fast. Both Siffert and Regazzoni elected to start the race with their practice cars, Siffert's spare BRM actually being the one he has raced all season, while the spare Ferrari was the one Andretti has raced on occasions.

PRACTICE TIMES

No.	Driver	Car	Thurs- day	Friday	Satur- day
2	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	1. 38.39	1. 38.41	1. 37.90
3	R. Wisell	Lotus 72D/R6-Cosworth V8	1. 40.25	1. 40.35	1. 38.95
4	J. Ickx	Ferrari 312B/2 No. 6—flat-12	1. 38.27	1. 39.49	1. 39.68
5	G. Regazzoni	Ferrari 312B/2 No. 5—flat-12	1. 38.27	1. 38.55	1. 38.40
6	M. Andretti	—	NON-STARTER		
7	G. Hill	Brabham BT34/1-Cosworth V8	1. 43.72	1. 39.55	1. 38.70
8	T. Schenken	Brabham BT33/3-Cosworth V8	1. 39.75	1. 38.50	1. 38.64
9	D. Hulme	McLaren M19A/2-Cosworth V8	1. 38.88	1. 38.95	1. 39.98
10	J. Oliver	McLaren M19A/1-Cosworth V8	—	—	1. 44.22
11	J. Stewart	Tyrrell 003-Cosworth V8	1. 37.65	1. 38.50	1. 37.88
12	F. Cevert	Tyrrell 002-Cosworth V8	1. 38.61	1. 39.26	1. 37.86
14	J. Siffert	BRM P160/03—V12	1. 38.72	1. 39.21	—
15	H. Ganley	BRM P160/04—V12	1. 44.17	1. 42.89	1. 39.46
16	H. Marko	BRM P153/07—V12	1. 40.99	1. 40.12	1. 39.80
17	R. Peterson	March 711/6-Cosworth V8	1. 39.17	1. 39.99	1. 39.01
18	A. de Adamich	—	NON-STARTER		
19	N. Galli	March 711/4-Alfa Romeo V8	1. 39.54	—	1. 42.41
20	C. Amon	—	NON-STARTER		
21	J.-P. Beltoise	—	NON-STARTER		
22	J. Surtees	Surtees TS9/004-Cosworth V8	1. 41.31	1. 40.69	1. 40.37
23	P. Gethin	BRM P160/01—V12	1. 40.73	1. 39.99	1. 39.67
24	R. Stommelen	Surtees TS9/001-Cosworth V8	1. 40.14	1. 41.20	1. 39.08
25	H. Pescarolo	March 711/3-Cosworth V8	—	—	1. 39.09
26	N. Lauda	March 711/1-Cosworth V8	1. 46.13	—	1. 43.68
27	M. Beuttler	March 711/2-Cosworth V8	1. 41.46	1. 41.79	1. 42.17
28	J. Bonnier	McLaren M7C/1-Cosworth V8	1. 42.88	1. 43.03	1. 41.66
6T	G. Regazzoni	Ferrari 312B/2 No. 7—flat-12	—	1. 39.56	1. 37.90
11T	J. Stewart	Tyrrell 001-Cosworth V8	1. 39.04	—	—
14T	J. Siffert	BRM P160/02—V12	1. 41.75	1. 39.08	1. 37.44
6T	J. Ickx	Ferrari 312B/2 No. 7—flat-12	—	1. 38.87	—

The start of the race was not due until 3 p.m. on Sunday, but another scorching hot morning brought the crowds to the circuit very early, a great number having camped overnight. The morning was taken up with a further 50 minutes of practice for the Grand Prix cars, this session being untimed and called *Informationstraining*. No

STARTING GRID

14 (14T) J. Siffert (BRM V12) P160/02 1 min. 37.44 sec.	11 J. Stewart (Tyrrell-Cosworth V8) 003 1 min. 37.65 sec.	5 (6T) G. Regazzoni (Ferrari flat-12) 312B/2 No. 7 1 min. 37.90 sec.
2 E. Fittipaldi (Lotus-Cosworth V8) 72D/R5 1 min. 37.90 sec.	12 F. Cevert (Tyrrell-Cosworth V8) 002 1 min. 37.86 sec.	4 J. Ickx (Ferrari flat-12) 312B/2 No. 6 1 min. 38.27 sec.
9 D. Hulme (McLaren-Cosworth V8) M19A/2 1 min. 38.88 sec.	8 T. Schenken (Brabham-Cosworth V8) BT33/3 1 min. 38.64 sec.	7 G. Hill (Brabham-Cosworth V8) BT34/1 1 min. 38.70 sec.
17 R. Peterson (March-Cosworth V8) 711/6 1 min. 39.01 sec.	3 R. Wisell (Lotus-Cosworth V8) 72D/R6 1 min. 38.95 sec.	24 R. Stommelen (Surtees-Cosworth V8) TS9/001 1 min. 39.08 sec.
25 H. Pescarolo (March-Cosworth V8) 711/3 1 min. 39.09 sec.	15 H. Ganley (BRM V12) P160/04 1 min. 39.46 sec.	23 P. Gethin (BRM V12) P160/01 1 min. 39.67 sec.
16 H. Marko (BRM V12) P153/07 1 min. 39.80 sec.	19 N. Galli (March-Alfa Romeo V8) 711/4 1 min. 39.54 sec.	22 J. Surtees (Surtees-Cosworth V8) TS9/004 1 min. 40.37 sec.
26 N. Lauda (March-Cosworth V8) 711/1 1 min. 43.68 sec.	27 M. Beuttler (March-Cosworth V8) 711/2 1 min. 41.46 sec.	28 J. Bonnier (McLaren-Cosworth V8) M7C/1 1 min. 41.66 sec.

* Did not start.

Ferraris, no Lotus and no BRMs appeared, but the rest went thrashing round and round, Hulme and Oliver doing a vast number of laps and even Stewart and Cevert put in quite a few laps, the leading Tyrrell still being in its normal wheelbase length. Oliver was making up for lost time, his car repaired all right, and Pescarolo made the most of the extra time. Just before the 50 minutes was up Gethin put in some laps as his BRM would stop working on 12 cylinders when it got hot. The rest of the time before the start was filled in with some National Saloon Car and Formula Vee races, bands, parachute jumping and a parade by 11 507 BMWs, the shapely V8 two-seaters of the mid-fifties. By the time 3 p.m. approached the hills round the circuit were covered by solid masses of spectators, an estimated 130,000 turning up on this beautiful sunny day in the lovely Austrian countryside. More than 100,000 tickets had been sold before race day, and there is no doubt that the *Osterreichring* is popular with spectators for the viewing facilities are wonderful. The 22 starters lined up in pairs on the "dummy grid", rather a long way back from the starting line, over which a Mobil banner was displayed. There were, in fact, only 21 cars on the grid, for Bonnier's McLaren had sprung a leak in one of its fuel tanks while still in the paddock. At the 30 sec. signal the cars moved forward and by the time they reached the starting line the 30 sec. had ticked by and the Austrian flag was dropped while everyone was still on the move so that it was quite a good rolling start for all except Beuttler whose engine would not start. While Siffert's BRM led the pack away the red March 711 was wheeled into the pit road where it lost two laps before getting going. From the moment the 12-cylinder BRM beat the blue Tyrrell off the line and up the steep hill after the start it was Siffert all the way, with Stewart desperately trying to hang on. In only four laps they had opened a gap between themselves and the rest of the runners, but it was already obvious that a gap was appearing between the BRM and the Tyrrell. Behind them Regazzoni's Ferrari was in third place followed by Cevert's Tyrrell, Ickx's Ferrari, Schenken's Brabham with its full-width nose cowling, and then Fittipaldi and Wisell in the Lotus 72s and Hill in the BT34 Brabham. On lap 5 Cevert got by

Regazzoni and took third place, but only for a lap, and Ickx meanwhile was dropping rapidly down the field, his engine sounding very rough. On lap 8 Cevert was back in third place again and on the following lap Regazzoni's Ferrari engine died on him out in the country and that was the last of the Ferrari challenge for the day. By this time it was clear that Stewart was not going to catch Siffert, but more important was the fact that he was not keeping up with him. Hulme had already retired with a broken engine on lap 7 and Ganley had been in and out of the pits since the first lap with an obscure ignition fault in the engine of his P160 BRM, thought to be somewhere deep down in the flywheel distributor pick-up mechanism.

By 10 laps the race had settled down with Siffert in a commanding lead, followed by the two Tyrrells, but neither of them any danger to the Bourne car which was sounding strong and healthy. Stewart was in slight trouble with his car understeering too much for he was using narrower Goodyear tyres on the front wheels than he normally uses and the decision to experiment was a wrong one. He lacks the inspired ability to make up for such tactical errors like a Nuvolari, a Fangio, a Moss or a Clark would have done, so it was second place for the little Scot. Behind the two Tyrrell cars Schenken and Fittipaldi were engaged in a great battle, the Brabham being faster on the fast parts of the circuit and the Lotus being faster on the slower parts so that they finished each lap nose to tail with the turquoise Brabham always in front and in fourth place. Then came Wisell and Hill, their cars in the same situation, so that they, too, were having a good race, and after that Pescarolo was leading all the March cars, and Ickx was back amongst them in 11th place and getting nowhere at all. Surtees disappeared on lap 13 when his Cosworth engine broke and by this time some hazy clouds were appearing and obscuring the sun so that the temperature dropped considerably. There was nothing that Stewart could do about the Flying Swiss and as he failed to make any impression on the BRM he started to relax and Cevert closed on him, going by into second place on lap 23, but not gaining on the BRM, for Siffert had just set a new lap record. The two Brabham versus Lotus battles were still in progress, with Tauranac's cars leading each pair, and Pescarolo was alone as the last of the serious runners, those behind him either being uninspiring or in some sort of trouble, like Gethin whose BRM engine was sounding flat and Ickx in the slowest Ferrari we have ever seen. Marko and Oliver were bringing up the rear apart from Beuttler and Lauda, the former having lost so much time at the start and the latter having had a pit stop to change a front tyre.

At half-distance Siffert was as firmly in the lead as ever and the BRM engine sounded strong and healthy and the two Tyrrells looked to be outclassed, but nevertheless were still in second and third places. Still the Brabhams were leading the Lotuses but on lap 29 Wisell got by Hill as one of the Brabham's Goodyear tyres was beginning to deflate, making the handling tricky. At the same time Fittipaldi was screwing his courage together to try and get past Schenken for he felt sure that once past he could pull away, but the lanky Australian was not giving way easily and the rugged little Brazilian was going to have to find his own way by. This happened on lap 32 as they started the descent from the top straight, for Fittipaldi had been looking for an opening for a lap or two and Schenken was not so tidy on the Bosch-Curve as he should have been on that lap and that was all the Lotus driver wanted. Once past he pulled steadily away from the Brabham, consolidating his newly-won fourth place. He had not been there for long when it became third place for on lap 36 the left-rear wheel on Stewart's Tyrrell parted company with the car on the left-hand bends in the middle of the circuit. The short stub axle, which takes most of the loading on this circuit which has some very fast right-hand bends, had broken and Stewart ended his race in a cloud of dust. Although another Tyrrell was in second place it was not very sure for Cevert was having trouble with his gearbox and Fittipaldi was closing on him. By 40 laps the trouble was so bad that it was only a matter of time before Cevert dropped out and this happened right in front of the pits on lap 43 when the engine blew up in a cloud of smoke, due to the gearbox jumping out of gear and letting the engine get overstressed. This put Fittipaldi in second place, with Schenken a strong third, followed a long way back by Wisell and Hill, then came a lonely Pescarolo, and an equally lonely Stommelen and the rest had been lapped by Siffert. These were Peterson, Oliver, Marko, Gethin and Galli, the last named struggling along to finish with a very sick-sounding Alfa Romeo engine. At about this time Siffert was becoming aware that his BRM was beginning to feel a bit odd on the fast right-hand bends and after a few more laps he was very conscious that his left-rear tyre was

losing air, but he had sufficient lead over Fittipaldi to stay in front, providing the tyre did not go completely flat.

In the closing 10 laps there were no changes in position apart from Gethin passing Marko, to move up to 10th place, but Fittipaldi was closing rapidly on the slowing BRM, though no one really knew why at the time, only Siffert knowing what was happening. For the last three laps the BRM situation was precarious as the Firestone tyre lost more and more air and the Swiss driver was having a really bad time on the right-hand bends, though everything was fine on the straights. Not until after it was all over did anyone know just how fraught Siffert's last lap was, nor that the car was virtually uncontrollable on the slowing-down lap. Fittipaldi was a bare four seconds behind at the finish and had the race been 55 laps long he would have won. He may also have won had he passed Schenken earlier, but "ifs" don't win races, you win them the way Siffert and BRM did; fastest practice lap and lead the race from start to finish, no matter what happens once the chequered flag has fallen. It was a great victory for the BRM team and the "Mexican Bandit" sitting up in Valhalla must have been proud of the "Crazy Swiss" and all the lads at Bourne.

Once the BRM had crossed the line the crowds went wild with excitement and Swiss flags appeared from all quarters and the whole circuit was completely flooded by enthusiastic spectators, for Joseph Siffert is exceedingly popular with European crowds, and Austria and Switzerland have a much closer affinity than just being neighbouring countries. Long after darkness had fallen the beer tents behind the paddock were still lit and joyous community singing could be heard right across the valley until late in the evening. It had been a wonderful day and most of the 130,000 spectators must be looking forward to visiting the *Osterreichring* again in 1972.—D. S. J.

Results :

THE 9th AUSTRIAN GRAND PRIX—Formula One—54 laps 319.2 kilometres—Warm and Dry

1st	: J. Siffert (BRM P160/02)	..	..	1 hr. 30 min. 23.91 sec.—212.92 k.p.h.
2nd	: E. Fittipaldi (Lotus 72D/R5)	..	..	1 hr. 30 min. 28.03 sec.
3rd	: T. Schenken (Brabham BT33/3)	..	..	1 hr. 30 min. 43.68 sec.
4th	: R. Wisell (Lotus 72D/R6)	..	..	1 hr. 30 min. 55.78 sec.
5th	: G. Hill (Brabham BT34/1)	..	..	1 hr. 31 min. 12.34 sec.
6th	: H. Pescarolo (March 711/3)	..	..	1 hr. 31 min. 48.42 sec.
7th	: R. Stommelen (Surtees TS9/001)	..	..	1 hr. 32 min. 01.33 sec.
8th	: R. Peterson (March 711/6)	..	..	1 lap behind
9th	: J. Oliver (McLaren M19A/1)	..	..	1 lap behind
10th	: P. Gethin (BRM P160/01)	..	..	2 laps behind
11th	: H. Marko (BRM P153/07)	..	..	2 laps behind
12th	: N. Galli (March 711/4)	..	..	3 laps behind
13th	: M. Beuttler (March 711/2)	..	..	10 laps behind—Not classified.

Fastest lap : J. Siffert (BRM P160/02) on lap 22, in 1 min. 38.47 sec.—216.28 k.p.h. (new record).

Retirements : J. Bonnier (McLaren M7C/1), fuel tank leak, at start; D. Hulme (McLaren M19A/2) on lap 7, engine; G. Regazzoni (Ferrari 312B/2 No. 7) on lap 9, engine; H. Ganley (BRM P160/04) on lap 6, ignition; J. Surtees (Surtees TS9/004) on lap 13, engine; J. Ickx (Ferrari 312B/2 No. 6) on lap 32, engine; J. Stewart (Tyrrell 003), on lap 36, broken rear stub axle; F. Cevert (Tyrrell 002) on lap 43, gearbox and engine; N. Lauda (March 711/1) on lap 20, engine.

22 starters — 13 finishers.

Notes on the Cars in Austria

The BRM team cured their electrical coil trouble by mounting the unit on the left side of the engine instead of on the crash-bar stay as previously. They had four P160 models at the race, Gethin in 160/01, Siffert in 160/02 and Ganley in the brand-new 160/04, while 160/03 was using the latest engine with larger cylinder bores and shorter stroke. Siffert began practice with this car, but changed to the earlier one, which he used for the race. The aircraft-like air intake box was tried on 160/02 in practice, but discarded on the last day and for the race. Marko drove a 1970 car P153/07, which is not the car normally driven by Ganley, that being P153/06 which was still complete back at the factory.

Stewart's Tyrrell 003 did the first two practice periods in long wheelbase form, this being achieved by inserting a large alloy distance piece between the engine and gearbox, thus moving the gearbox and the rear suspension some four inches further back. To achieve this a longer gearbox mainshaft was required, an extended clutch-operating mechanism, longer rear-wheel radius arms and longer mounting struts for the rear suspension sub-frame. The effect was not only to lengthen the wheelbase but also to alter the weight distribution and the polar-moments of inertia which are so critical to handling. On the last day of practice everything was put back to normal and it remained that

Continued on page 900



Most spark plugs are made for average

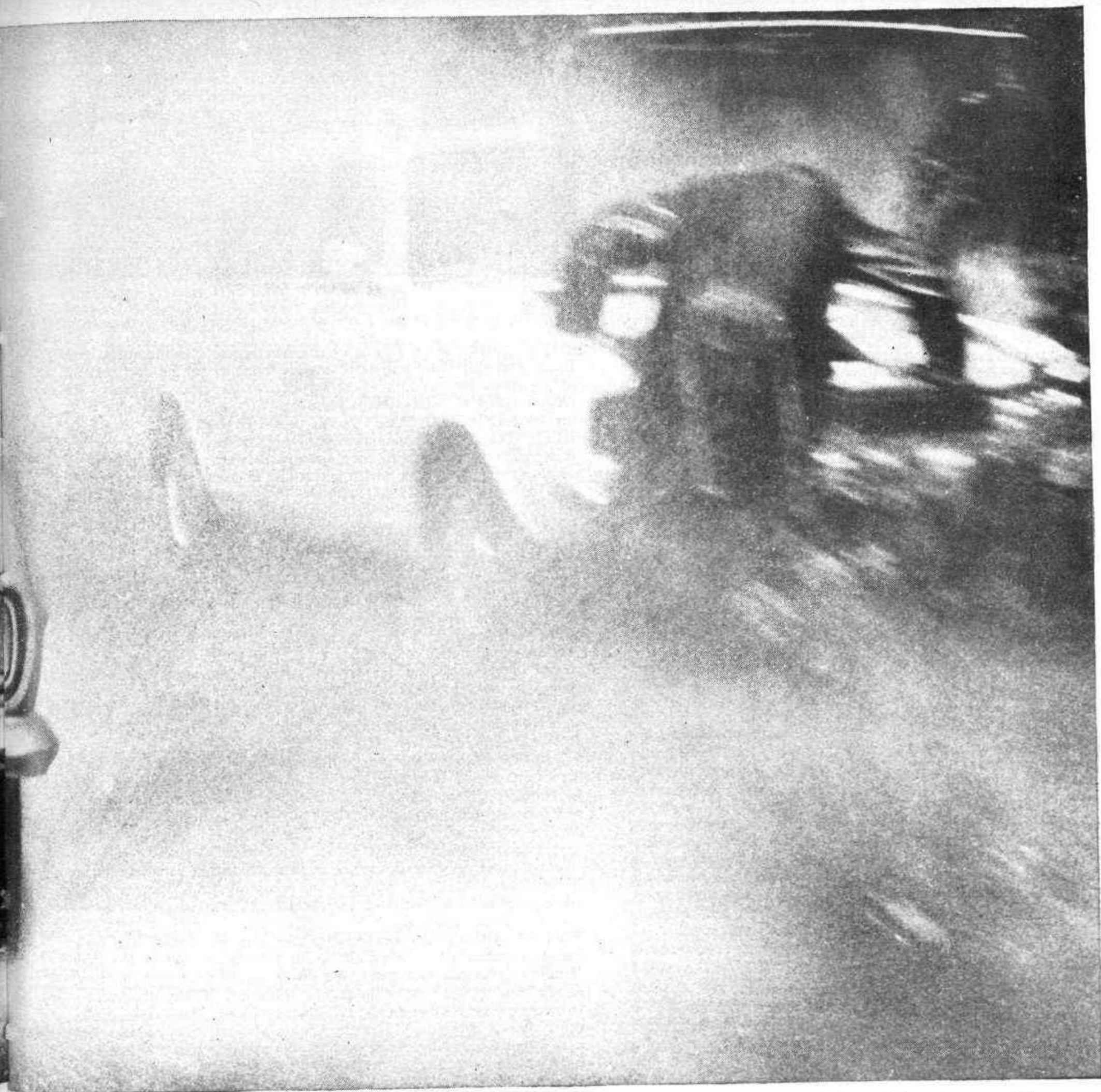
Average driving? It would be nice if there were such a thing.

But as we all know, driving consists of starts and stops, sudden bursts of acceleration followed by sudden down shifts, traffic jams, bad weather and varying grades of petrol. All murder on an engine and death to spark plugs.

That's why you need efficient, dependable plugs.

Plugs like Motorcraft. With their special powertip to prevent fouling in stop-go traffic, and to check pre-ignition in fast motorway driving.

Plugs containing heavy nickel-chrome electrodes so they last longer.



driving. Too bad there's no such thing!

Plugs copper-glass sealed to prevent leakage.

Tough plugs, proven on the world's race tracks where they gained fame under their former name "Autolite".

So don't forget. Motorcraft plugs are not made for "average" driving.

That's why they're above average.

Spark plugs.
Filters.
Ignition parts.
Ignition
'tune-up' kits.
Fan belts.
Wiper blades
and arms.
Bulbs.
Radiator and
heater hoses.
Hose clips.
Thermostats.



Quality parts to make cars run better

AROUND AND ABOUT

Comment on the Racing and Club Scene

Tobacco Race in South Africa

SOUTH AFRICAN motor racing centres around the annual Formula One Championship which comprises about eight keenly-contested races held mainly in South Africa itself but others in Rhodesia and Mozambique. In the last three or four years the whole thing has centred round two men—John Love from Bulawayo in Rhodesia and Dave Charlton who lives just a couple of miles from the Kyalami track outside Johannesburg.

John Love, who raced extensively in Britain in the early 1960s, has won the championship several years running, but in 1969 had to fight off a considerable challenge from Charlton who, like Love, had obtained a Lotus 49.

A big battle was undoubtedly on for 1970 and Love decided to replace his well-worn Lotus with a new March 701, while Charlton's car was updated to Lotus 49C specification. For once everything went right for the bearded 34-year-old Yorkshire-born driver and he took the title from Love, who experienced quite a lot of trouble with the March, including wrecking it at Kyalami.

Love's racing efforts have long been backed by the Gunston tobacco firm, who have claimed excellent promotional value from the exercise, while Charlton had a private sponsor by the name of Aldo Scribante. But for 1971 Charlton was able to obtain additional sponsorship from Gunston's big rival, Lucky Strike. Charlton, of course, drove a works Brabham BT33 in their colours in the South African Grand Prix, but continued to race the Lotus in South African Championship races, and seemed to have the edge on Love. In an attempt to remedy the situation Love replaced the March with one of the latest Surtees TS9s. Charlton beat the new car first time out but the heat was obviously on and Lucky Strike, well pleased with his efforts, gave him a cheque and told him to come to England and make sure he bought a car which would beat the Surtees. Charlton plumped for a Lotus 72D and along the line got the chance of driving a works Gold Leaf-Team Lotus Formula One car. Although he was entered in two races he sadly finished up with just one lap of the British GP to his credit due to unbelievable misfortune.

However, back in South Africa, the big confrontation between Love in the now well-sorted Surtees and Charlton in the ex-Wisell Lotus 72 was scheduled for the Rand Winter races at Kyalami in early August.

Charlton took pole position but Love was close behind and it was the Gunston man who smoked into the lead. However, Charlton soon passed him and started to pull away, but Love continued to try hard but with nine laps to go had the throttle of his Surtees stick open as he lifted off for Clubman's Corner and this caused an incredible accident. The car finished up wedged in between the upper and lower Armco rails with poor Love trapped in the wrecked Surtees. Miraculously he was removed from the car uninjured, although whether the game 46-year-old will continue to chase Charlton in the future is difficult to tell. Charlton won the race and broke Kyalami's outright lap record, and he is now well on the way to his second South African Championship. Charlton would still very much like to race for a European Formula One team and it will be interesting to see if Lotus give him another chance.

• Formula Two has been the domain of Brabham, Lotus, March and Tecno during its last year of the 1,600-c.c. regulations and of these firms March Engineering have been particularly successful both from a results and production point of view, having built over 20 712Ms. Probably spurred on by this record both McLaren and Surtees have already announced their intention to build racers for the new 2-litre Formula which comes into effect on January 1st. McLaren, who built F2s in 1967 and 1968, re-enter the fray with a new car designed by Ralph Bellamy, the man who was responsible for the latest McLaren F1. Production cars will, of course, be built by Trojan, who have issued an official statement to the effect that they will also be building McLaren 3-litre sports cars.

Surtees, who have previously concentrated only on Formula 5000 and Formula One, also have a Formula Two car on the stocks, this being the work of Mike Pilbeam, a former Team Lotus and BRM designer. Meanwhile, March have every intention of holding their lead and already have next season's 722 built and will be conducting a test programme in the near future.



DAVE CHARLTON in his ex-works Lotus 72D pictured winning at Kyalami. The Lucky Strike colours will also be seen in England soon on the Merlyn Formula Three of South African Jody Scheckter.

• With 10 of the 16 rounds of the Monoposto Championship run Brian Toft was upholding front-engined honours for his fast driving of the Anco has put him at the top of the championship table. He has a total of 63 points, just eight more than Chris Featherstone with his 1966 Lola T60. Mike Irons is presently third with a Brabham BT15. The Anco has featured in Monoposto racing for some years now and Toft, along with the Cowburn brothers, have continued to develop their home-built device in the face of some sophisticated rear-engined machines. Incidentally, Mrs. Phyllis Hood has relinquished her post as Monoposto secretary and the task has now moved to Peter Knott, 60, Baird Avenue, Basingstoke, Hants.

• Further to our paragraph last month regarding the Formula Ford tyre situation, we gather that, after representation from the RAC and to comply with the spirit of the Formula Ford and Formula F100 regulations, Firestone has announced that until the end of the year the discount allowed to competition licence holders purchasing Torino Wide Oval tyres has been increased from 40% to 50%. This means that a set of tyres will cost about £25 and a modification to the mould should mean that the drivers will get better wear rate than in past months. Having criticised the properties of the tyres for road use we will be interested to learn the findings of a Standard House staff man who has just had a set of Torino Wide Ovals fitted to his BMW 1600.

• In October a new motoring programme for the family will commence on Independent Television entitled Drive-In. The once-a-week programme will include items on practical maintenance, the latest in new cars, the teenage motoring scene (whatever that may be?) and a small amount on the sporting side. Thames Television are producing the programme, although it is not yet certain whether it will be screened purely in their own region or networked. The programme will be introduced by Shaw Taylor who, according to a Thames Press release, has been "25 years an average driver". Presume it will be an average sort of programme!

• We felt it was a very retrogressive step when the BRDC ran their annual Clubman's Championship on the Silverstone Club rather than Grand Prix circuit last year. We always understood that the idea of this meeting was to give the regular Silverstone Club circuit racers an opportunity to drive on the full circuit which, if they raced something like a Formula 1200 or Clubman's car, they would not normally have. Therefore it is good news to see that this meeting is back on the full three-mile track this year and that only drivers who have raced on the club circuit during the current season are eligible to race. The main event will be the final of the Triplex Saloon-Car Championship with supporting races for Formula Ford, Formula Vee, Formula Four, Formule Libre, Clubman's Formula, 750 and 1200 Formulae, GT and Modified Sports Cars. In fact, a packed programme. The date is October 9th.

• Following the success of the initial Senior Service-sponsored Hill-rally in Wales news comes of an International event along similar lines again with backing from the cigarette manufacturer. This time there are changes, the most important being the expected participation of several French competitors and the fact that there will be two routes. Route A will be for 4-wheel-drive vehicles and those 2-wheel-drive vehicles with good ground clearance and Route B will be less severe but far rougher than a rally special stage, according to Clerk of the Course Tony Ambrose. There is a prize fund of £1,200 and good spectator viewing is promised. The event covers the weekend of September 25th and 26th and rally headquarters will be the Metropole Hotel, Llandrindrod Wells.

Le Mans in the Lanes

THE sound of open racing exhausts disturbed the peace of the Derbyshire countryside a few Sundays ago when the Assistant Editor was allowed to try his hand at the wheel of two classic sports cars which have distinguished themselves at Le Mans. The two cars came from different eras, a 1955 Jaguar "D"-type and a Ford GT40, but both proved equally exciting to drive.

Both cars have been completely stripped and rebuilt during the past year by William Green Garages of London Road, Derby, this firm specialising in the restoration and sale of high-performance equipment. William Green himself was really born too late, for he is rather in the mould of the latter day drivers like Mike Hawthorn and decries the whims of the dedicated young professionals. Nevertheless he has scored a fair degree of success in sports and saloon car racing both at International and club level and now races various cars belonging to the Anthony Bamford collection, including the Jaguar "D", a Dino Ferrari, while a Maserati Tipo 61 will soon join the list when a rebuild on the car is complete.

Green offered to let me drive the cars in one of those pub conversations that is usually forgotten. But the following day the phone rang and he said: "Meet me at the garage in half an hour." The "D"-type and the Ford GT40 were both in immaculate condition and were just waiting to be driven.

However, his garage had plenty else of interest to offer for the birdcage Maserati made a most interesting study stripped down to its incredibly intricate chassis. My eyes were also caught by a line of rather dusty engines propped up against the wall. Apparently Anthony Bamford had bought a "job lot" of engines from Maranello and there, before our eyes, were several V6 Dino engines of varying capacities, a Formula One V12 engine probably used as late as 1969 and three V8s which Green said came out of the Lancia-Ferraris raced in 1956.

I drove the Ford first, although I was certainly not the first journalist to do so, for this particular car was built as a road-going example and was on the Ford press and demonstration fleet for some time. After Green bought it the car was completely stripped and rebuilt and the standard engine replaced by a full-race example complete with steel crank, special rods, modified heads and all the goodies. This engine gives something like 360 b.h.p., which is pretty exciting even when driving through the 11-in. diameter rear wheel (9 in. fronts are fitted), with Dunlop racing tyres.

D.S.J. has already described in detail his experience in a GT40 so there is little that I can add apart from saying how impressed I was with the general comfort and ride. Naturally, with the full-house engine, the cars tend to be very noisy and there is an enormous surge of smooth power as the engine comes on the cam. To keep the revs above 3,000 r.p.m. it is necessary to play tunes on the five-speed ZF box but this only added to the general fun. With the present engine and final drive Green estimates the top speed at around 180 m.p.h. Recently he used the car to go down to Monaco and this was the one that D.S.J. and Jacky Ickx spotted in the Casino Square as related in Continental Notes recently.

With myself in the Ford and Green in the "D"-type we must have made an impressive sight as we drove up the A6 and then into the minor roads of Derbyshire. At one stage one of the local Formula Ford drivers in an Elan SE joined in the convoy and was cornering on



TWO CLASSIC sports cars. The GT40 and the Jaguar "D"-type driven by the Assistant Editor are pictured in the Derbyshire countryside.

the door handles to keep up as we set, what appeared to us to be, a fairly leisurely pace, although Green put on some displays of opposite-lock motoring every so often.

Then it was my turn to try the "D"-type (2 CPG), which is one of the most famous Jaguars of all. This is the car which Hawthorn and Bueb drove to victory in the tragic 1955 Le Mans race. After that it was retained by the works mainly as a development car and was fitted with various rear-suspension lay-outs, including a De Dion rear-end. As late as 1958 the works still retained the car and in that year it did a big mileage at MIRA testing tyres at an average speed of over 130 m.p.h. Later Duncan Hamilton purchased the car and it passed through various hands until Anthony Bamford bought it last year and had it stripped to the last nut and bolt by Green's talented staff.

I had only been driving the car for a couple of minutes along some narrow lanes that were completely new to me when a light rain started to fall, which soon turned into a heavy shower. Not the ideal conditions to explore the handling of this 290-b.h.p. machine which was on 5-in. rims fitted with old Dunlop green spot tyres. After frightening myself a couple of times by daring to prod the accelerator when the car was not pointing absolutely straight, I decided that discretion was most certainly the better part of valour.

However, I was amazed at the tremendous torque of the engine, which pulled from 1,500 r.p.m., unlike the GT40, while the gearbox was also a delight to use. It was a fantastic experience to sit in that cockpit on that hard leather seat with the tail fin behind my head and imagine I was Mike Hawthorn. The roar from the open exhaust was almost deafening, yet a beautiful sound, and all too soon the run was over with the rain now pelting down.

It was a Sunday afternoon I shall long remember and one that I am sure thousands of MOTOR SPORT readers would love to have shared. My thanks to William Green and Anthony Bamford for the loan of the cars.

• In almost every sport opportunities exist to represent one's own country but by its very nature motor racing does not lend itself to team effort, and thus such opportunities are few and far between, although Jackie Stewart's performances are obviously good for Scotland (or is it Switzerland?).

However, an exception is the annual Europe Nations Cup for Formula Three which will, for the second year running, be held at Thruxton and organised by the efficient BARC. The race is made up of teams representing various European countries, each fielding three cars and the cumulative results of the best two drivers' results produce a victorious country. Since the competition was inaugurated in 1967 it has always been a great honour amongst Formula Three drivers to represent their country. The nations where F3 is popular usually field two teams (Britain, France, Sweden), while Switzerland, Germany and Austria can also expect to be represented. Britain has never won, for the Swiss were victorious in 1967 and 1968 and the Swedes won in 1969 and 1970. The race is on September 19th and there is an excellent supporting programme of Group 5/6 sports-car racing, a saloon event and an additional F3 race for the British drivers who do not make the team.

• The councils of two of the longest established motor clubs, The London Motor Club and the North London Enthusiasts' Car Club, with the consent of their members, have decided to merge. The new club will be known as the London Car Club Ltd. and Graham Hill has agreed to act as President. The Secretary of the amalgamation is George Stones, of 66, Pattison Road, London, NW2 2HJ.

• A popular poser that we are often asked to solve comes from racing competitors whose regular tow car has broken down and who need something to get them to the circuit at the weekend. Now a firm called Hawker Engineering are offering the hire of a long-wheel-base Ford Transit and are willing to transport racing cars to both British and Continental circuits. This supplements their Continental car recovery service which has been in operation some time. Details from Hawker at 335, Kilburn Lane, London, W9. Tel.: 01-969 5917.

• The GKN group announced last month that Graham Hill has joined the company in a consultative capacity, although, of course, he will continue to lead the Brabham Formula One and Rondel Formula Two teams. He will be involved with GKN's automobile sub-groups, including the Castings and Forgings sub-division, the Birfield transmission division and Vandervell Products.—A. R. M.



IN OUR LAST article in this series the misconception was created that Ensign were the only West Midlands company presently engaged in producing racing cars. All too late the mistake was realised but before there was time for an angry 'phone call from Allan Taylor, Managing Director of Alexis Cars of Coleshill, Warwickshire, we met at Brands Hatch and the situation was explained.

Coleshill would suggest that Alexis live deep in the heart of the "Black Country" but in fact their spacious premises at Halloughton Grange, Whitacre, are in pleasant farming country. Until last March the firm were at Ward End in Birmingham but their move followed a major policy shake-up in the Company which severely affected the finances and from which Alexis are still recovering.

The origins of Alexis go back to the 1950s and the trials cars of a successful Birmingham building contractor by the name of Alex Francis who had constructed his own Ford 10-engined specials. In 1959 he met up with an Australian by the name of Bill Harris who had a reputation both as speedway rider and as a racing mechanic-cum-designer. Their meeting resulted in the first Alexis, a front-engined Formula Junior car, which they both drove.

Another car followed in 1960 and then in 1961 two rear-engined FJs were constructed and for the first time the name Alexis started to appear on the results sheets, mainly thanks to the efforts of Peter Proctor who was now driving the works cars. Thus, gradually, Alexis were becoming accepted as a *bona fide* racing-car manufacturer and Bill Harris took on more staff. Trials cars were also produced and were, in fact, successful and provided a considerable challenge to the Cannon supremacy during the period 1961-1965.

Right through to 1967 Alexis continued building two or three cars a year, usually running them as a works team and selling them off at the end of the year. Names like Roy Pike, Can-Am McLaren driver Peter Revson, David Hobbs and Paul Hawkins all drove for Team Alexis. There were the high spots too, particularly the victory in the Eifelrennen Formula Two race at the Nurburgring by Hawkins.

During this period, mid-1965 to be exact, Harris decided to return to Australia and his place was effectively taken by Allan Taylor, a local racing enthusiast who was in the wholesale meat trade and gave Alexis a hand every so often. Taylor joined the firm full-time and he was later to play a major part in the future of the Company.

The big breakthrough came in 1967 when Alexis were just about the first Company to realise the potential of Formula Ford and soon had a model for sale. A marketing deal was set-up with Jim Russell and during the later part of 1967 and through 1968, under Taylor's supervision, Alexis production sky-rocketed to such an extent that they sold well over sixty Mk. 14s, many of which are still being raced today. Claude Bourgoignie won the 1967 British Formula Ford Championship with such a car and in 1968 Australian Dave Walker collected the Scottish Formula Ford Championship amongst his many victories in a Mk. 14. During this time a few Formula Three cars were also built but raced with little success.

The Russell deal came to an end in 1968 but with the improved Mk. 15, plus a lot of success with the previous models, Alexis fortunes remained high and a further 70 cars were built for sale all over the world.

Mass racing-car production was hardly what Alex Francis had envisaged ten years earlier and was something with which he did not want to be involved because his other interests took too much of his time. Another factor was possibly that, although a great number of cars had been built, the market was so cut-throat in those early days of Formula Ford that the profit margin was ridiculously narrow compared with the turn-over. So towards the end of 1969 Francis thought of closing down the business but Allan Taylor managed to get the finance together to buy out Alexis Cars although he remained in Francis' premises until the move last October.

Now at 32, and with a good deal of experience behind him, Taylor

says he has found the going very tough and the financial burden particularly heavy, but by sheer hard work he has kept the firm in business and now the future is starting to look bright once again. Taylor admits he had made a good number of mistakes since he moved into the racing-car construction business almost by accident. He says he trusted far too many people, was perhaps too idealistic. By 1970 the Formula Ford bubble had more or less burst for manufacturers, but even so the firm produced a further batch of a dozen or so of the attractive wedge-shaped Mk. 18s which are still in production, and now there are 24 of them in existence. A batch of five Formula Threes were built but less successful was the Formula F100 car, of which only two were built. In fact it was the first ever non-single-seater Alexis bar the early trials cars.

Now firmly ensconced in the Halloughton Grange factory, where one of the best Staffordshire cheese was made, Taylor sees the future mainly in the new Mk. 20 car for Formula Three, Formula B and Formula Atlantic applications. The prototype Mk. 20 is nearing completion and should be racing before you read this. Along the way Taylor has picked up the art of racing-car design and this new tubular reinforced monocoque with side-mounted radiators looks his best effort to date.

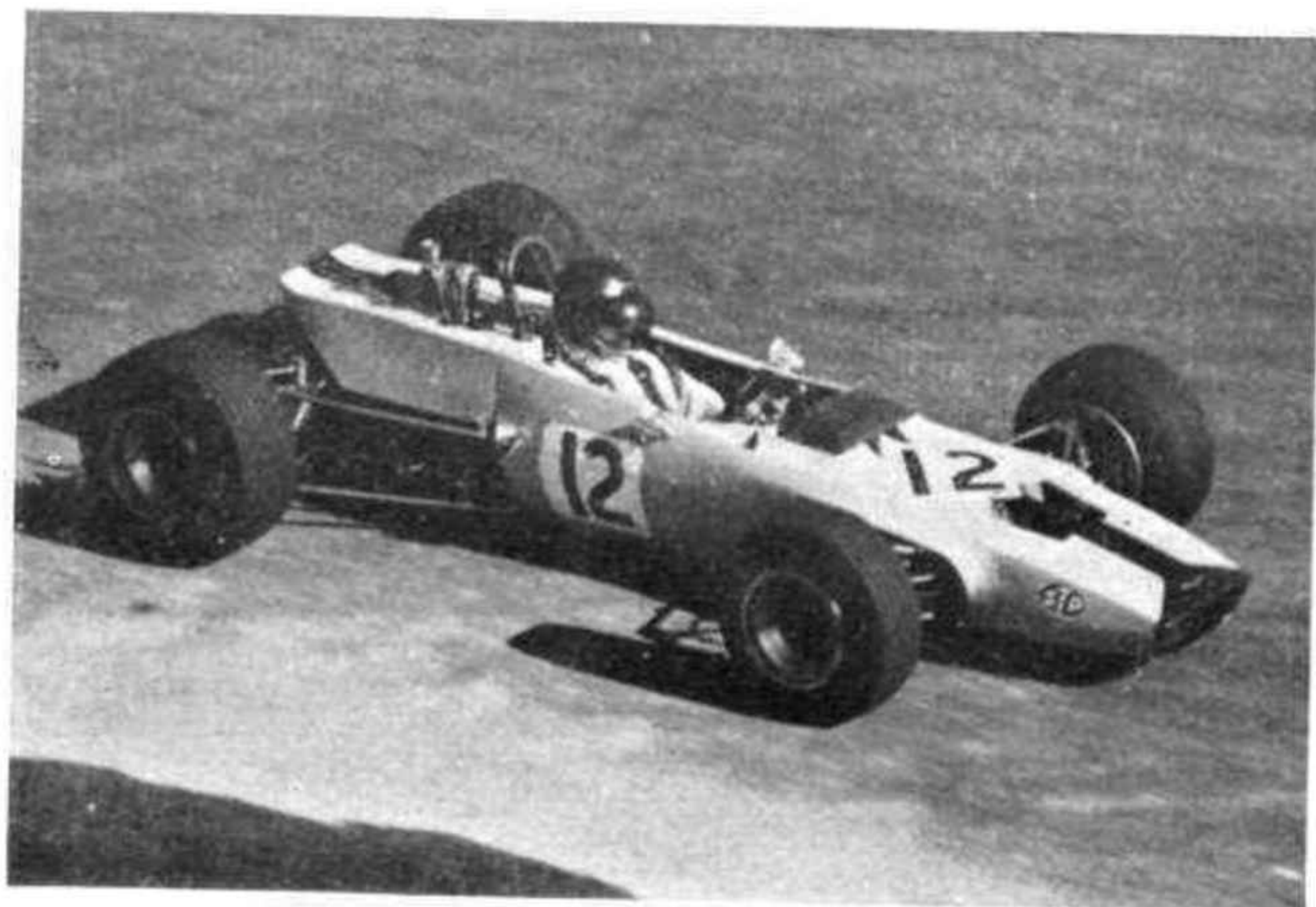
Alexis produce a far greater part of their cars than do most manufacturers, including the chassis and the fibreglass bodywork. Taylor's co-director is Doug Christie, who has been with Alexis for several years and looks after machining and also preparation of Formula Ford engines.

During the slack mid-season period Taylor has endeavoured to keep the company busy with non-motor racing work. The engineering facilities are considerable so general machining work is being taken in, there is a good line in exhaust systems and also quite a lot of fabrication work is now being undertaken for motorcycle racing, all of which keeps the staff of about ten busy.

The Team Alexis title continues as Allan Taylor believes strongly in running a works team and being available at the meetings to help private owners. The present works driver is Dick Barker who scored a lot of success with a private Alexis FF back in 1969 and has been performing well in Formula Ford this year with the works car. But he is just itching to try the Formula Three Mk. 20, having raced in this category with a Brabham and a March in 1970. Taylor is presently looking for a sponsor to help defray the costs of the racing team. He also has the occasional race himself having tried his hand at everything from Formula Two to Formula Ford.

So the future undoubtedly does rest with the new car, plus the continuing progress of the Formula Ford. Taylor with his recent move has set himself the task of establishing a greater professionalism within both Alexis Cars and Team Alexis and his plans for the future are ambitious to say the least. While he hopes to keep the friendly attitude that has always existed between Alexis and its customers he feels that no longer can he offer charity for the poor chap who has just knocked off a corner and can't afford the full price of a new upright.

The new policy is certainly a step in the right direction and if Barker can start putting the Mk. 20 Formula Three car amongst the front runners with any regularity, and Taylor firmly believes he will, then 1972 could be quite a year for the West Midlands' other racing-car constructor.—A. R. M.



WORKS DRIVER Dick Barker pictured in the Alexis Mk. 17 F.3 car. The new monocoque Mk. 20 F.3 car was due to be tested as we went to press.

LETTER FROM EUROPE

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

Dear W.B.,

Last month I mentioned how European high speed motoring can suddenly come to a grinding halt due to someone doing something stupid on an Autobahn, like the occasion when I sat in a solid traffic block for three hours because a VW had tangled with an articulated oil tanker. On that occasion the tanker had jack-knifed and fallen on its side and then caught fire. The irony of the whole thing was that it was a Shell tanker and I was on my way to a small Shell gathering, so that I arrived after it was all over, but I took great delight in blaming my lateness on my hosts! Recently I had what I can only describe as a near-miss for I was zooming up a long incline on an Autobahn in Southern Germany at a quiet 80 m.p.h., passing a string of heavy commercial vehicles that were nose to tail on the inside lane. As I passed a large lorry towing a four-wheeled trailer I heard a loud bang (I had the Jaguar hood down at the time) and I thought "that was odd, that lorry must have hit the one in front of it." By this time I was a fair way ahead and I looked in my mirror and was staggered to see the lorry and trailer from which the noise emanated, crossing the Autobahn at right-angles and drive head-on into the centre crash-barrier. When you are cruising along at 80 m.p.h. no matter how fast your brain thinks you have gone a long way before you can react, and by the time the scene in my mirror had registered I was way out of sight and over the hill. My natural inquisitive nature suggested I changed over to the other carriageway at the next intersection and go back to find out what it was all about, but commonsense said no, for if there was a long traffic jam I'd be at the back of it when I tried to resume my journey. I eased off for the next ten or fifteen miles but no traffic appeared in my mirror so I can only assume that there was an unholy blockage on the Autobahn. I would still love to know what actually happened, whether the driver of the lorry and trailer fell asleep, rammed the one in front and in the confusion turned across the road, or whether his steering broke, or his accelerator pedal suddenly failed in the open position, or whether the driver had an epileptic fit or a black-out, or just went berserk. I shall never know, but it was definitely a near-miss for had I been cruising at 75 m.p.h. instead of 80 m.p.h. I might have been rammed amidships. Equally, had I been cruising at 100 m.p.h. I might have been 50 miles further on when the incident happened. I am a great fatalist as far as accidents are concerned and I work on the principle that if I get involved in someone else's accident it is my fault because I was going too slow. Had I gone faster I would have been "long gone" when the incident occurred. If I have an accident of my own volition that's another matter. When people complain to me because they had an accident at a crossroads with another car my reply is that it is their own fault; if they had been going faster they'd have been over the crossroads and gone before the other chap arrived. Wasn't it Sir Henry Segrave who said something about the safest way to go over a crossroads was at 200 m.p.h. because you then spent such a small amount of time actually on the crossing that the chances of an accident were negligible. Mind you, he did not add the footnote that if you did have an accident it would be a big one.

While on the subject of Autobahns you might be interested to know that the German police are making more and more use of helicopters to survey the traffic and also for taking medical aid to an accident, which seems a very sensible thing to me. In Sicily during the Targa Florio the army and the police patrol the whole 44-mile circuit with helicopters so that they can be on the spot very quickly if there is an accident and an injured driver can be flown back to the pits or away to a hospital as the case requires. Motoring on the German Autobahn system at the height of the summer it is worth keeping an eye on the sky, for quite often you can see the traffic coming to rest a long way ahead although you cannot see why, but if there is a low-flying "whirly-bird" way up ahead you can be sure the blockage is a serious one. Sometimes if you are quick enough you can dive off the Autobahn at an intersection before you get in the jam, and can make a detour on the country roads, or failing that I have been able to pull into a shady parking bay and sit and write a letter to the Editor while the traffic sits and boils in the jam. Of course, this would not suit a lot of people for they must see the cause of a traffic jam, especially if it is an accident.

Just at the moment, with the European racing scene coming to a close, there are lots of discussions going on in the paddock, and no doubt in the board-room as well, among people who have a business interest in motor racing; the people who used to be called "backers" but are now referred to as "sponsors". What most of them are trying to decide is whether they have had any tangible returns for their financial outlay, whether they have handled the whole business in the best way or whether some rival concern has made more out of their sponsorship than they have. One firm that must be well satisfied is Gulf Oil, especially with their backing of the JW Automotive team and their Porsche 917 cars, for the light blue and orange cars have been very much to the fore in long-distance racing and the name "Gulf-Porsche" has been used by everyone, unless you happen to live in Stuttgart near the Porsche factory, for then you talk about Porsche-Gulf cars. However, the good sponsor does not stop there, he goes on to make use of the team's successes, and this year in those European countries where Gulf have petrol stations they have been running a publicity campaign based on the fact that development of normal Gulf petrol and oil benefits from the knowledge gained in racing, and their slogan has been "Gulf are racing for you". This is backed up by a large coloured poster of a Gulf-Porsche 917 which catches the eye long before you are aware of the brand-name at a petrol station. Last year ELF ran a similar campaign throughout France on their association with Matra and there were full-size plastic silhouettes of a Matra Grand Prix car at all the petrol stations, and some of these, when standing on a suitable grass bank or gravel forecourt, looked most realistic as you approached. Other sponsors like Yardley cosmetics with BRM, Players Gold Leaf Cigarettes with Team Lotus, Brooke-Bond Oxo with Surtees, STP with March, and so on must all be reviewing their association with motor-racing and deciding on the benefits they have derived. On the other side of the fence motor racing has no complaints, for any money and support that keeps a team going is more than welcome. ELF, Goodyear and Ford, who are behind the Tyrrell team in more ways than money and advertising, must be the happiest sponsors of all at present, just as Players Gold Leaf were last year when Lotus and Rindt were World Champions.

I am writing this on the eve of the Austrian Grand Prix at the splendid *Osterreichring* slap in the middle of Austria, the hilly circuit running through green fields on the fir-clad slopes of the mountains north of the small town of Zeltweg. Although this is only the second Grand Prix to be held on this brand new circuit an audience is rapidly building up which is following the same trend as the Nurburgring. With the sunshine pouring down on the heart of the Austrian countryside it is a marvellous place to spend a weekend, even if there was not a motor race taking place, and Italians, Swiss, Germans and Yugoslavs have been pouring into the area, which must be excellent for local trade, for everyone must buy food and drink and petrol, to say nothing of souvenirs. At the moment the roads to Zeltweg are not good, but there is plenty of road-work going on, and eventually the Autobahn from Vienna will pass through the Zeltweg plain on its way south-west towards Italy, where it will join up with the Autostrada from Venice and Udine and then the future of the *Osterreichring* will be really assured. It is pretty good already, even though it was only opened in 1969 and there are still lots of detail amenities to be finished off. Anyone thinking of designing and building an artificial road-racing circuit would do well to visit the Austrian one before cutting the first sod.

Yours, D.S.J.



"... Gulf are racing for you ..."

Rothmans Gold Cup

OULTON PARK, August 21st.

JOHN SURTEES scored his second successive win in the annual non-championship Formula One Rothmans International Gold Cup race held a week after the Austrian Grand Prix. Driving the latest 004 Surtees TS9 in the Brooke Bond-Oxo colours he broke the outright circuit record set by Rodriguez and Gethin in the Spring Cup race earlier this season. It was far from a runaway win, although Surtees had a 12-sec. advantage over Howden Ganley's BRM after the end of the two short 20-lap (55-mile) parts.

The entry of Formula One cars was down to an all-time low of eight for this well-established event, although, as usual for non-championship Oulton Park races, the field was bolstered by a full squad of Formula 5000s contesting their own Championship within the race. Last year's Gold Cup marked the debut of the Tyrrell with Jackie Stewart at the wheel, but this year there were no attractions of this nature, although the few F1 cars there were attracted a sizeable 25,000 crowd.

As mentioned, Surtees came with just the one Formula One car, Yardley BRM had the same P160 for Gethin as he raced in Austria, while Ganley was back in his regular P153. Frank Williams brought along his two Marches under Motul and Politoys sponsorship. Pescarolo was in the regular 711, while Tony Trimmer drove the 701. Mike Beuttler was in his regular semi-works March 711. The remaining two Formula One drivers were both making their debut in this category of racing. Experienced sports and saloon-car driver Chris Craft took the wheel of the ex-works Brabham BT33/2, while French F2 driver Jean-Jarier was in Hubert Hahne's silver March 701.

Gethin was fastest in Friday's practice with a 1 min. 24.6 sec. lap, 0.4 sec. under the existing record, while Pescarolo and Ganley both equalled it. In the first part Pescarolo made a fine start and was chased by the two BRMs and Surtees, but Gethin made an early pit stop to investigate a suspect front tyre. So Pescarolo ran out the winner from Ganley, who just held off a late challenge from Surtees. Gardner's futuristic new Lola T300 led home the 5000s and Gethin recovered to take fifth place ahead of the Surtees TS8s of Hailwood and Rollinson.

In part two Surtees rushed into an immediate and determined lead with Pescarolo (despite a problem with the rear brakes) managing to hang on, which was all he needed to do to win overall. Gethin dropped out after three laps when he rammed Pescarolo at Lodge Corner and damaged the BRM's steering and then Pescarolo threw it all away when he lost control and crashed at Knicker Brook on lap 7, without injury. It was a bad day for Williams, as Trimmer had creased the monocoque of the 701 in the first part. So Ganley finished second in the heat (and overall) with Gardner third in this heat (and overall) and Rollinson taking aggregate fourth ahead of Craft in the Brabham F1 after Hailwood damaged his suspension when he went off course. It was an enjoyable little race but in no way significant.—A. R. M.

Results :
ROTHMANS INTERNATIONAL GOLD CUP—Oulton Park
Two 20-lap (88.8 km.) races—177.6 km.—Dry and sunny

1st :	J. Surtees (3.0 Surtees TS9-Cosworth V8)	57 min. 38.6 sec.—185.01 k.p.h.
2nd :	H. Ganley (3.0 BRM P153-V12)	57 min. 50.0 sec.
3rd :	F. Gardner (5.0 Lola T300-Chevrolet V8)	58 min. 46.6 sec.
4th :	A. Rollinson (5.0 Surtees TS8-Chevrolet V8)	59 min. 15.2 sec.
5th :	C. Craft (3.0 Brabham BT33-Cosworth V8)	59 min. 30.8 sec.
6th :	M. Walker (5.0 Lola T192-Chevrolet V8)	60 min. 18.2 sec.
7th :	F. Saunders (5.0 Crossle 15F-Rover V8)	36 laps
8th :	J.-P. Jarier (3.0 March 701-Cosworth V8)	34 laps

Fastest lap : Surtees, 1 min. 24.8 sec.—117.21 m.p.h. (new outright record).
Fastest F5000 lap : Gardner, 1 min. 26.0 sec.—115.58 m.p.h. (F5000 record).

FORMULA 2 REVIEW

THE LAST two months have provided March Engineering with a pretty successful spell in Formula Two, for as well as their works driver Ronnie Peterson winning the European Trophy qualifiers at both Rouen and Mantorp Park, their private owners have been getting into the results as well.

After Spring Bank Holiday's Crystal Palace meeting there was a two week lull before a couple of Italian non-championship events took place. Francois Cevert arrived at Rome's Vallelunga circuit for the first, his Tecno now sporting revised suspension and inboard rear brakes, to face plenty of opposition from privateers. Wilson Fittipaldi's Bardahl March proved to be Cevert's strongest opponent, winning the first heat by dint of some crafty blocking tactics, only for the Frenchman to show him the way in the second heat and secure aggregate victory.

The following weekend at the Monza Lottery Dieter Quester proved that the idea of a fast BMW motor in one of the efficient 712M chassis was a winning combination and Peterson took his first ever Formula two win at Rouen a week later. This time Quester followed him home in second place while the young Austrian Niki Lauda was fourth. It was very much a battle amongst Brazilians at Imola in July where, after Cevert's Tecno retired with damaged valves (a malady which put it out of the Trophy race at Mantorp Park a few weeks later) Carlos Pace took the laurels for Frank Williams' team. It was Pace's first ever win in Formula Two. Finally Peterson won on home ground at Mantorp Park, although Cevert had his measure before the Tecno retired and again at Kinnekulle on August 22nd.

Certainly March seemed to have a dozen or so extremely satisfied customers racing their cars regularly in Formula Two this year, a pleasant contrast to 1970, although an increasing number of Brabham BT36s are appearing as the season passes. In fact Peterson tried the Rondel car usually driven by Schenken in unofficial testing at Mantorp Park and by all accounts (even though he remained tight-lipped on the subject) seemed favourably impressed.—A. H.

FORMULA 3 REVIEW

WITH only four rounds remaining in the Shell Super Oil F3 series for the MOTOR SPORT Trophy, Gold Leaf Team-Lotus driver Dave Walker has all but clinched the championship. At the most recent round at Oulton Park on August 21st he was, for the first time this season, beaten fairly and squarely. The man who did it was the former Anglia driver Roger Williamson in the Wheatcroft March 713M and he now lies a strong third in the points table. Still in second position in the Championship, but having a most unhappy second half to the season, is the very experienced Hampshire driver Bev Bond. He crashed the works Ensign in practice for the Championship qualifying race at the British Grand Prix and subsequently left the team. He then acquired a brand-new March 713M for the Oulton Park Gold Cup race only to crash that heavily and now looks unlikely to catch Walker. The leading positions before the next round at Mallory Park on September 26th are as follows:

1st, Dave Walker (Lotus 69) 68 pts.; 2nd, Bev Bond (Ensign LNP) 47 pts.; 3rd, Roger Williamson (March 713M) 35 pts.; 4th, Colin Vandervell (Brabham BT35) 20 pts.; 5th, Patrick Depailler (Alpine) 15 pts.; 6th, James Hunt (March 713 S & M) 13 pts.

—A. R. M.

AUSTRIAN GP—continued from page 893

way for the race and the results of the experiment seemed inconclusive. It is interesting that McLarens tried a similar experiment in private testing some while ago with equally inconclusive results. When the Hewland gear cluster is put in the space between the engine and the differential housing the results may prove more worthwhile. The second Tyrrell Team car was 002 running in normal form and 001 was used briefly by Stewart as it has had no buyers since it was put on the market.

The Lotus team consisted of just the two latest Type 72 cars, Fittipaldi in R5 as usual, and Wisell in R6, the sale of R3 to Dave Charlton's South African team being rewarded with a win at Kyalami as soon as he got home (see "Around and About"). Ferrari had the three 312B/2 cars, numbers 5, 6 and 7, and Regazzoni used number 7 for the race, while Ickx retained number 6 which he regularly drives. Schenken and Hill were in their usual Brabham cars, the former having the full-width nose cowling on BT33/3, as tried experimentally at the Nurburgring. Of the March 711 cars, 711/1 had been converted to a Cosworth power unit and hired to Lauda, 711/2 was again being driven by Beuttler, 711/3 had been rebuilt completely, with a new monocoque and Pescarolo was driving it for Williams, 711/4 was driven again by Galli and 711/6 was Peterson's car, Barber having taken 711/5 back to America. As already explained, Surtees gave TS9/001 to Stommelen and used TS9/004 himself, while TS9/002 was in the transporter as a spare. TS9/003 recently had a bad crash at Kyalami with John Love driving, but proved to be a very strong car. Hulme drove McLaren M19A/2 as usual and M19A/1 had been fitted with the rear suspension layout to the 1970 M14A pattern, for comparison tests, but the delay in arriving and the instant accident that Oliver had, ruined the whole plan. It was rebuilt for the race with new M14A parts for the rear end.—D. S. J.

CAN-AM — Two for Revson

ROAD ATLANTA, July 11th.

THE THIRD Can-Am round at Road Atlanta, 50 miles north-east of Georgia's state capital, was intended as the rubber match between Team McLaren and the works L & M Lola T260 of Jackie Stewart. Hulme had won the Mosport opener in the Gulf-sponsored M8F, but Stewart evened the score at Mont Tremblant two weeks later in convincing fashion, albeit at the expense of a sickly Kiwi team leader who had been laid low by a virulent 24-hour 'flu bug. That Eric Broadley's latest product was not quite right in the handling department was evident from the complete rebuild that the front end had undergone during the ensuing two weeks, including revised suspension pick-up points, a new steering rack and general stiffening.

To Peter Revson was given the privilege of introducing into the 1971 J-Wax Series the latest version of the Reynolds-developed, all-aluminium Chevrolet V-8 engine without the customary cylinder liners, which put forth a shade less than 8-litres (480 cu. in.). It produced the same b.h.p. as the 8.1-litre engines currently in use by the McLarens, but higher up in the rev range accompanied by less torque. That such a combination was chosen for Road Atlanta's diving and partially-blind 2.52 miles was of questionable merit, yet the final result bore out the wisdom of the decision.

A change was made in the qualifying procedure whereby the entry list was divided into three groups, based on performance in practice, and each was given two separate half-hour attempts on the track, with all laps timed. The result saw Team McLaren snatch the front row virtually unopposed, as Stewart's L & M Lola was unable to keep pace, despite its front mods and a change in the position of the rear-mounted airfoil—now a full six inches farther to the rear. Hulme recorded 1 min. 17.7 sec. (116.90 m.p.h.) to take the pole position, Revson managed 1 min. 18.0 sec. for second quickest, but Stewart languished seven-tenths behind. Jackie Oliver was next up in the Mark II Shadow (1 min. 20.7 sec.) after it also had undergone unseen improvements—the repositioning of the fuel feed piping into the airstream for better cooling, plus revised geometry at the front to offset undesired lift at high speed.

Three newcomers made their 1971 Series debuts: Vic Elford, Tony Adamowicz and David Hobbs. Elford was in a production-line M8E McLaren entered by Roy Woods' American Racing Associates of California. The car was powered by Al Bartz' supposed first attempt at building an 8-litre Chevy. Adamowicz took over Oscar Koveleski's 1969 Series-winning M8B McLaren, following the latter's announced retirement from competition, while Hobbs replaced Chuck Parsons in Tony Dean's ex-works McLaren M8D.

At the start Hulme hung back, giving Revson his head to lure Stewart into an early dice. The Scot gladly obliged and took the lead on lap 7, where he remained until a punctured left rear tyre and a recalcitrant starter dropped him second from last on lap 13. He rejoined the race to pick up eight positions by lap 27, only to be forced into the pits once more with brake trouble and a badly torn right front wing—the result of some incredible overexuberance. With Stewart so far behind, Revson had the lead to himself, and his lap times quickly dropped from the 1 min. 19 sec. bracket into the mid-20s. Motschenbacher held down third with little trouble in the ex-works M8D McLaren.

Hobbs' engine let go on lap 31 and Elford retired after 34, with a deteriorating oil leak situation after having driven the previous 24 laps minus his clutch. He had only been able to start the race after Woods had acquired a replacement 8-litre engine from Tony Dean, when the team's only power plant let go during Friday's practice. After his second pit stop, Stewart leap-frogged into eighth place and certainly would have finished in the top five had it not been for a broken right rear damper mounting on lap 63, but his respective charges through the field had been the highlights of an extremely hot and humid afternoon. From then on it was all McLaren, but the final touch was left for Revson to supply—on the next to last lap the driving pegs on the left rear wheel sheared and the Kiwi's number two coasted across the finish line 20.6 sec. ahead of Hulme to win his first-ever Can-Am race.—J.M.

CAN-AM—Round 3—Road Atlanta—82 laps—199 miles

1st	: P. Revson (McLaren M8F-Chevrolet)	1 hr. 42 min. 09 sec.—111.17 m.p.h.
2nd	: D. Hulme (McLaren M8F-Chevrolet)	1 hr. 42 min. 26 sec.
3rd	: L. Motschenbacher (McLaren M8D-Chevrolet)	74 laps
4th	: T. Adamowicz (McLaren M8D-Chevrolet)	72 laps
5th	: M. Minter (Porsche 917)	71 laps
6th	: D. Durant (Lola T163-Chevrolet)	68 laps
Fastest lap: Stewart, 1 min. 17.42 sec.		

WATKINS GLEN, July 25th.

NOT SINCE September, 1968, when Mark Donohue won the second Can-Am race of the year at Bridgehampton, had a native North American taken the championship lead in the annual Johnson Wax-sponsored Group 7 Series. But at Watkins Glen Peter Revson, in a works M8F McLaren-Chevrolet, did just that as he won his second consecutive event of the young season, leading his team-mate, Denis Hulme, to McLarens' third 1971 1-2 sweep. Revson completed his task comprising 82 laps over the Glen's 2.428-mile circuit in the exceedingly short time of 1 hr. 32 min. 54.137 sec. at an average speed of 128.58 m.p.h. Hulme won \$1,000 and the Ballantyne beer trophy for setting the fastest time of the day on lap 69—1 min. 06.083 sec. (132.276 m.p.h.)—following hard on his unscheduled pit stop to replace his left rear wheel which had started to crack up. The shortness of the event brought unfavourable criticism from a few of the holdovers from the previous day's World Championship endurance race, three of whom finished in the top ten—Sam Posey (sixth in the NART 512M Ferrari), Andrea de Adamich (seventh in the enduro-winning T33-3) and Gijs Van Lennep (ninth in a Gulf-Porsche). For his epic run Revson had at his command an enlarged version of the Reynolds-developed, all-aluminium sleeveless engine boasting no less than 510 cu. in. (8.36-litres)!

The race marked the debuts of some highly interesting machinery—Jo Siffert's STP Porsche-Audi 917-10 and Mario Andretti's 7-litre Ferrari. The latter was in reality nothing more than an engine test bed, since the big V-12 had been hurriedly shovelled into a re-worked 512 chassis onto which had been affixed a slab-decked after-skin. Andy Granatelli's STP Corp. was pleased to announce its involvement with the speedy Swiss for the remainder of the series, but the future participation of SEFAC Ferrari will depend upon the results of the post-race appraisal by Mauro Forghieri and the chaps at Maranello. That the two cars finished third and fourth, however, with Siffert 20 sec. ahead, augurs well for the weeks to come.

Practice and qualifying took place alternatively with the Group 5 and 6 cars on hand for the final endurance race of the year, and Team Gulf McLaren set the pace from the opening period with both cars bracketed at 1 min. 05 sec. Stewart had a moment on Friday when the right rear radius rod pulled loose from its mounting point, and the 1969 World Champion had to settle for fourth fastest at 1 min. 06.5 sec. behind Hobbs' 1 min. 06.4 sec. in Tony Dean's ex-works M8D McLaren-Chev. Amid rumours that Eric Broadley was alternating cars for Stewart without notice, the latter ended the time trials with his second pole position of the season, an untouchable 1 min. 05.113 sec. (134.241 m.p.h.).

Despite the jump on the field that Stewart managed at the start, there was little to choose between the quickest three up front after the opening laps. Revson kept Stewart within easy reach, bothered by turbulence whenever he closed on the Lola, while Hulme seemed content to maintain a relaxed station in third place. Andretti easily held on to fourth after edging past Hobbs, while Siffert continually threw up a dust cloud attempting to overtake first Mark Donohue in the Kirk F. White-Roger Penske Ferrari, then Derek Bell in the Gulf-Porsche, both of whom finally succumbed by lap 13. During this interval Motschenbacher blotted his copybook by running out of road in the final 90-degree right-hander on lap 8, collecting three chain link catch fences before finally coming to rest unhurt but through for the day. Hobbs followed three laps later, having blown good and proper Dean's 494-cu. in. Chevrolet. Motschenbacher was unhappy at his team-mate's disinclination to allow him to get past.

Stewart's pit stop with a punctured left rear tyre on lap 28 let Revson into the lead, which he never relinquished, though the Scot put on a brave show with the T260 model that is slowly beginning to come right in the handling department. Rejoining the race, Stewart easily collected Andretti, but was unable to gain on the leader, his day finally coming to an end after 56 laps with no drive in the gearbox.

After four races the standings show Revson in the lead with 67 points to Hulme's 65, Motschenbacher third with 32 and Stewart fourth with 20.—J.M.

CAN-AM—Round 4—Watkins Glen—82 laps—189.09 miles

1st	: P. Revson (McLaren M8F-Chevrolet)	1 hr. 32 min. 54.14 sec.—128.58 m.p.h.
2nd	: D. Hulme (McLaren M8F-Chevrolet)	82 laps
3rd	: J. Siffert (Porsche 917-10)	80 laps
4th	: M. Andretti (Ferrari 712)	80 laps
5th	: T. Adamowicz (McLaren M8B-Chevrolet)	79 laps
6th	: S. Posey (Ferrari 512M)	79 laps
Fastest lap: Hulme, 1 min. 6.083 sec.—132.276 m.p.h.		

WATKINS GLEN 6-HOURS

Alfa Romeo Makes it Three

WATKINS GLEN, NY, July 24th.

THE MIGHT of Stuttgart bowed to the dogged persistence of Alfa Romeo in the final round of the 1971 International Championship for Makes at the Watkins Glen race circuit when Andrea de Adamich and Ronnie Peterson handed Ing. Carlo Chiti's Autodelta Racing Team their third victory of the year in the last event to be run under the 5- and 3-litre Groups 5 and 6 rules. Though it was de Adamich's second trip to the winner's circle this season, after having partnered Henri Pescarolo in the BOAC 1,000 Km. on April 4th when Alfa recorded its first international triumph in 20 years, the race marked the first such win for Sweden's Ronnie Peterson to add to his 1971 tally of Formula Two victories and high placings in Formula One races.

Though there was little at stake in the season-closing endurance race, since Porsche had already taken the title by virtue of eight wins in the ten preceding races, the outcome doubtless provided much in the way of encouragement for Milan to get on with it for 1972, when their pretensions to the crown will be contested by a renewed effort from Ferrari, possibly a strong challenge from Matra-Simca, plus the various Cosworth DFV-powered machines.

The final round of the year afforded ample opportunity for a full-scale test of the Glen's preliminary revised configuration, which saw the circuit lengthened from 2.3 to 2.428 miles and widened to a uniform 36 feet. Included in the overall renovation scheme, which will see an additional mile of macadam added in time for the GP in October, were the grading of the uphill section between turns 1 and 2 to provide better vision for overtaking, the replacement of the former Fast Bend by a left-right *chicane*, and the tightening of the final turn which has been more recognisably banked. Upon completion the computer-simulated average speed of an F1 car over the total 3.37 miles will be 121.38 m.p.h., with the maximum attainable 178 m.p.h. at the end of the long front straight. Almost ready for occupancy are fifty 15 x 14-ft. enclosed pits bordering on a concrete apron adjacent to the pit lane, which is separated from the finishing straight by a three-tiered guard-rail, behind which is a raised signalling footpath. Though many drivers criticised the closeness of the rail to the running surface, particularly at the end of the back straight, most agreed that the result is very functional.

An encouraging complement of works entries was on hand to complete the 1971 schedule, with the exception of Matra and, of course, the Martini and Rossi 917s. Twin Gulf-Porsches were fielded for Siffert/Van Lennep and Bell/Attwood (Van Lennep replacing Oliver in the team), a trio of T33-3 Alfas was on hand for Pescarolo/Stommelen, Galli/Elford, and de Adamich/Peterson; and the much-repaired 312P Ferrari was entered by SEFAC for Jacky Ickx and Mario Andretti. Adding spice to the line-up was the experimental Tubolare T33-4 which Chiti fondly hoped would make its first start.

Heading the list of private entrants was a horde of 512M Ferraris, not the least of which was the immaculately prepared, Sunoco-sponsored car of Roger Penske and Ferrari dealer, Kirk F. White. Mark Donohue and David Hobbs were the drivers. Luigi Chinetti's North American Racing Team (NART) car was in the hands of Ronnie Bucknum and Sam Posey; Alain DeCadenet's Ecurie Francorchamps machine was entered for himself and Lothar Motschenbacher; Gregg Young and Jim Adams were on hand to run the former's mount which had been rebuilt following its fiery accident at Sebring, while Canada's George Eaton partnered Herbert Müller in

the latter's Rolanafflor-sponsored entry. The sole private Porsche 917 was that of David Piper and driven by Mario de Cabral and Tony Adamowicz. This last had a true international flavour—a German car entered by an Englishman and handled by a Portuguese and a Pole! There followed the usual (and dangerously slow) pack of 911s, Corvettes and Lolas.

Almost as anticipated, the Penske-White 512M took the number one starting position after Friday's time trials. Several days of unofficial practice had resulted in surface eruptions, but the Glen's Executive-Director, Mal Currie, was confident that the situation that happened in 1970, when the final turn took on all the characteristics of a ploughed field, would not again prevail as great pains were taken to see that the necessary patching would withstand two solid days of pounding by the sports and Group 7 cars alike. Eight-tenths of a second behind Donohue's 1 min. 07.74 sec. (129.22 m.p.h.) came the first of the Wyer cars—Siffert at 1 min. 08.51 sec. (127.71 m.p.h.). Ickx managed to split the World Champions with his 312P Ferrari, besting Bell's 1 min. 08.64 sec. to 1 min. 08.97 sec. The NART 512M followed and the eventual winners qualified on the outside of the third row in 1 min. 09.22 sec.

The weekend soured somewhat for Autodelta when Nanni Galli virtually wrote off the Tubolare during practice. He tangled with Peter Gregg's 911 Porsche driven by Hurley Haywood in the short uphill stretch between turns 1 and 2. Both cars became airborne and Haywood's vaulted the inside guard-rail coming to rest upside down. Incredibly, neither driver was injured and, though the shunt pointed up the speed differential that has been the subject of some considerable notoriety this year, the feeling was expressed that perhaps Galli should have backed off since there was nothing at stake at the time.

Under the threat of rain, the race began with Donohue setting the pace in the royal blue Ferrari. Ickx was relegated to fourth as the Gulf-Porsches stormed into the runner-up spots. This quartet soon outdistanced Posey in the NART 512M. It took only 13 laps, however, for Ickx to hound his way into second place, providing the unusual sight—for 1971 at least—of the titleholders forced to play catch-up. By the end of the first hour the Penske Ferrari had built up a 9 sec. lead over Ickx at a cost of a 110.435 m.p.h. average, Bell was 2 sec. back, but the first of several punctures in the left rear Firestone had dropped the team-leading JW Automotive car to fifth. Already the race had produced unwanted drama for, faced with the need for a phenomenal avoidance to escape a pack of gyrating Porsches in turn 1 on lap 18, Müller tangled with the 911 driven by Michael Keyser. The former rode the outside Armco 75 feet before scraping to a halt with the Rolanafflor 512M very badly bent.

Shortly after the second hour began Bell parked his JW Porsche opposite the start-finish line with a broken throttle pedal. Fifteen minutes were lost as Bell disputed with himself over packing it in or stumbling to the pits after being unable to remedy the deficiency. Choosing the latter course, and with the aid of some fancy footwork, he slowly returned to an anxious crew where repairs were hurriedly made and the car rejoined second from last. In the meantime, the demise of the Penske car with a broken tie-rod bolt on lap 54 immediately produced a cut-throat struggle for the lead, which was held by Andretti for two laps (54 and 55), then Peterson for four (laps 56 to 59) in the leading Alfa Romeo. Forced to stop for fuel on lap 60, the latter surrendered the lead to Van Lennep as the

Continued on facing page

Results :

WATKINS GLEN SIX HOURS—Groups 4, 5 and 6—Watkins Glen—279 laps—1,401.76 km.—Dry turned to rain

1st	R. Peterson/A. de Adamich (Alfa Romeo T33-3—3-litre V8)	Group 6	Entrant: Autodelta S.p.A.	6 hr. 00 min. 25.06 sec.—181.45 k.p.h.
2nd	J. Siffert/G. van Lennep (Porsche 917—5-litre flat-12)	Group 5	Entrant: JW Automotive Engineering, England	2 laps behind
3rd	D. Bell/R. Attwood (Porsche 917—5-litre flat-12)	Group 5	Entrant: JW Automotive Engineering, England	10 laps behind
4th	A. de Cadenet/L. Motschenbacher (Ferrari 512M—5-litre V12)	Group 5	Entrant: Ecurie Francorchamps, Belgium	16 laps behind
5th	J. Greenwood/R. Johnson (Chevrolet Corvette—7-litre V8)	Group 4	Entrant: John Greenwood Racing, USA	50 laps behind
6th	H. Haywood/P. Gregg (Porsche 914/6—2-litre 6-cyl.)	Group 4	Entrant: Brumos Porsche Audi Organisation, USA	51 laps behind
7th	D. Heinz/D. Yenke (Chevrolet Corvette—7-litre V8)	Group 4	Entrant: O. Costanzo, USA	58 laps behind
8th	W. Schumacher/R. McClure (Chevrolet Corvette—7-litre V8)	Group 4	Entrant: Iroquois Racing Associates, USA	69 laps behind
9th	B. Everett/R. Beasley (Porsche 911T—2-litre 6-cyl.)	Group 4	Entrant: Locke Development Corporation, USA	111 laps behind
10th	P. Keating/L. Pentecost (Porsche 911S—2-litre 6-cyl.)	Group 4	Entrant: Baker Motor Co., Racing Division, USA	117 laps behind

Fastest lap: D. Bell (Porsche 917), in 1 min. 08.297 sec.—205.8 k.p.h.

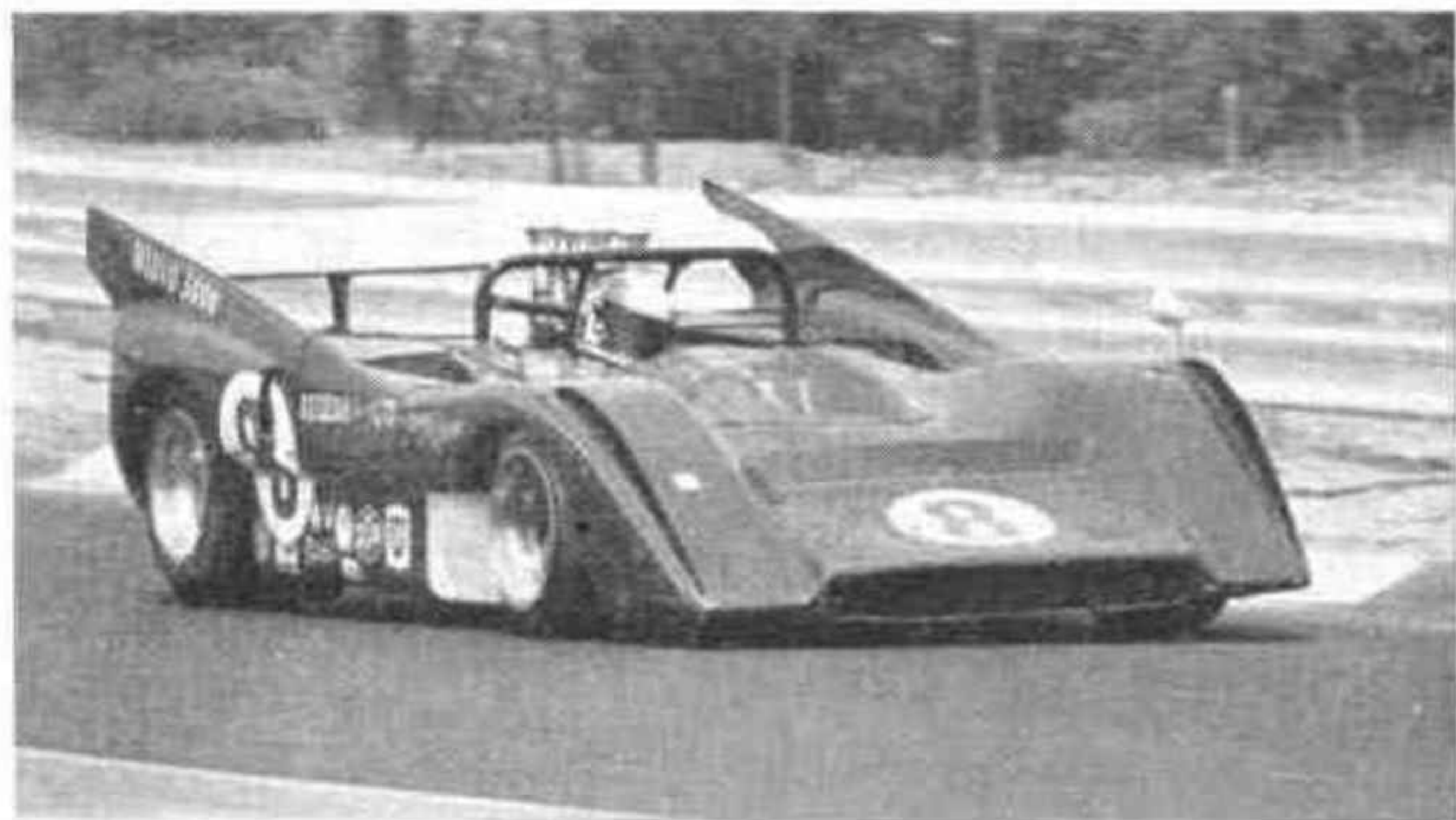
Retirements: N. Galli/V. Elford (Alfa Romeo T33/3), accident; P. Harrison/T. Fraser/R. Rinzler/S. Barber (Lola T212), accident; M. Cabral/T. Adamowicz (Porsche 917), electrical; M. Rahal/H. Wise/H. Kröll (Porsche Carrera 6), not classified; S. Posey/R. Bucknum (Ferrari 512M), withdrawn; H. Kleinpeter/T. Belcher (Lola T212), engine; H. Pescarolo/R. Stommelen (Alfa Romeo T33-3), suspension; R. Baechle/M. Summers/F. Kepler (Chevrolet Corvette), engine; J. Ickx/M. Andretti (Ferrari 312P), starter motor; M. Donohue/D. Hobbs (Ferrari 512M), steering; A. Dean/S. Matchett/C. Parsons (Porsche 908), fuel pump; J. Locke/R. Bailey (Porsche 911S), suspension; H. Müller/G. Eaton (Ferrari 512M), accident; M. Keyser/B. Jennings (Porsche 911S), accident; J. Greenwood/R. Hoffman/F. Cipelle (Chevrolet Corvette), suspension; R. Ormes/R. Brown/R. Bondurant (Lola T70 Mk. 3 GT), throttle.

AMERICAN COMMENT

BRITAIN'S David Hobbs clinched the L & M Continental 5000 Championship on August 1st at Edmonton, Canada, with his fourth victory of the series out of six starts. The former JW and Team Surtees driver earned his first major North American crown at the wheel of the Carl Hogan McLaren M10B powered by a Traco-built 5-litre Chevrolet, and his latest win gave him a total of 95 points, 40 more than his principal adversary, Sam Posey, of Sharon, Connecticut. His last year's McLaren is the same machine which John Cannon drove to championship victory last season. Up till the sixth round in Western Canada Posey, who drives a Surtees TS8, had a mathematical chance of overtaking the lanky commuter from the little Warwickshire village of Upper Boddington, but a second heat spin-out into an earth bank put paid to any hope of a fight to the finish.

The eight-race schedule started on a bad note for the 1971 titleholder, who failed to appear in the points column in the season opener at Riverside in California on April 25th. One month later, however, with two consecutive victories safely tucked away, Hobbs took over the points lead and could not be headed. His talkative nemesis from Connecticut tried desperately to overhaul the likeable Englishman, but to no avail, despite a close win at Mid-Ohio on July 5th. Two straight Hobbs' successes followed, culminating in victory and the coveted title at Edmonton early last month.

On paper the series was certainly not the runaway it appears, for the Sports Car Club of America likes to think it is the most competitive of all its professional schedules. Regrettably, it has not been given its due either by the enthusiast or the daily Press, despite the best efforts of the makers of L & M cigarettes to influence otherwise. Before the Championship Car Division of the United States Auto



BRITAIN'S David Hobbs is certainly busy in the USA. As well as winning the Continental Championship and driving for Roger Penske he also races this ex-works McLaren M8D in the Can-Am series for Tony Dean.

WATKINS GLEN—continued from facing page

second hour drew to a close with the average nudging 120 m.p.h.

An expired starter dropped the SEFAC 312P out of the race on lap 56 when the car refused to come to life after a routine stop. A 15-minute fiddle was futile, and the rest of the day belonged to the Milanese. Of the three cars that started, however, only the winner made it to the chequered flag as its sister cars were eliminated in a pair of shunts that irreparably damaged the suspension systems. Pescarolo and Stommelen, after running foul of the Locke-Bailey 911S on lap 98, and Elford 21 laps from the finish after ramming Skip Barber's Lola T212 off the road, having been unable to see in the rain which came down in buckets during the closing stages.

Opting to start the race on intermediate Firestones, de Adamich and Peterson were able to postpone their inevitable stop for "wets" until the skies had well and truly fallen, though, by that time, the decision was academic as a 2-lap lead was more than enough to see off the last of the 10 official finishers. The winning car completed 677.412 miles (279 laps) at an average speed of 112.772 m.p.h., but Bell prevented a complete rout by setting the fastest time of the day—1 min. 08.297 sec. (127.98 m.p.h.)—on lap 36 in the third-placed Gulf-Porsche.—J. M.

Club, SCCA's ConChamp pales, as few drivers of either national or international importance deign to give it much thought. All of which raises doubts of the series' future. It is one thing to be called Champion. It is quite another to go unrecognised as such, irrespective of the dollars involved.

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Faced with an ever-increasing need to gain a competitive edge, Peter Bryant is expected to remodel his version of Don Nichols' Advanced Vehicle Systems Shadow Mark II Can-Am challenger for the fifth Can-Am round at Mid-Ohio on August 22nd, a front-end redesign was anticipated, featuring a return to conventional-sized front wheels, which will more than likely bring the car into line—at least visually—with the much-lamented Ti22. The team stoutly maintains that little trouble, if any, has occurred with the front Goodyear tyres overheating, so the problem appears to relate to the lack of sufficient rubber to stabilise the handling properties.

Bryant, a well-travelled journeyman mechanic, will be best remembered for his burst upon the Group 7 scene with the now historic "Mornin' Afta" special in 1969, which featured extensive use of titanium. Jackie Oliver's fine performance in the 1970 Can-Am opener at Mosport when he stole the lead from Dan Gurney in a works M8D McLaren, paid tribute to Bryant's hitherto unsung design abilities.

Oliver will retain his association with the Universal Oil Products entry, for, judging from Bryant's recent remarks, he has more than a passing interest in the car's success in Group 7 competition.

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The live telecast of the Watkins Glen Can-Am race appears to have survived the viewing test of the nation's motorsport enthusiasts. The overall reaction has been generally good, with favourable remarks having been passed on the transmission of much of the action downfield instead of a dull lap-by-lap repetition of the leader's position. Road racing is perhaps one of the most difficult spectacles to convey adequately over the tube, with enormous production costs having proved insurmountable for many a stalwart company in the past. Should the Arunoff Enterprises venture succeed, the Sports Car Club of America will have struck gold, drawing many millions into the fold, which can do nothing but benefit the sport at a time when sponsor participation is becoming increasingly hard to obtain.

* * *

Success in America for New Zealander Bert Hawthorne who has raced extensively in Britain in Formula Three cars. At the end of last season Hawthorne, a former works Brabham mechanic, seemed to be at the end of his racing career with no money left in the bank and no offers of drives despite several good performances. A chance meeting at the Racing Car Show brought him a job at an American racing drivers' school. He brought with him a one-off Formula car called the Tui built by a fellow New Zealander Alan McCall, which Hawthorne had raced in a few F3 events. The school helped him with an engine and now Hawthorne is just about the fastest man in American Formula B racing. With three recent wins, including two in Mexico, he is now a close second in the SCCA Formula B Championship while for McCall it looks as if there will be a demand for further TuIs in the USA.

* * *

NASCAR's all-time super star, Richard Petty, recently added another record to his ever-increasing list of successes in the big stock saloons. Atlanta International Raceway was the scene of the Dixie 500 on August 1st, and Petty's 15th victory of the year pushed his career earnings past the magic \$1 million figure for the first time in the history of Bill France's organisation. Late model saloon racing in the NASCAR mode is virtually unknown outside the United States, but in 14 years Petty has made it his own special preserve.

Though he began racing on the Grand National circuit in 1958, his first win didn't come until 1960. Since then he has paraded into victory circle on 134 occasions, far outdistancing the previous mark set by his father, Lee Petty. Of the 551 races in which he has started he has been placed in the top ten on 386 occasions and in the top five 321 times. A total 94,044.6 competition miles have produced an average purse of \$3,399.56 aggregating \$1,017,853.

Starting life as a tobacco farmer in his native North Carolina, the famous citizen of Randleman took his first ride at the tender age of 20 and has never looked back. He has won more races in a single season than anyone else (27) and his latest win in Georgia pushed his season earnings to \$189,295.—I M.

THE 33rd GERMAN GRAND PRIX

Tyrrell Double Again

NURBURGRING, GERMANY, August 1st.

THERE WAS no doubt in my mind that the return of the German Grand Prix to the Nurburgring after its brief removal to the Hockenheim Motodrom was popular, for the movement and race fever was already evident when I arrived at the circuit the day before practice began. By the time race day arrived the Eifel mountains were like a human ant-hill, and though no official figures were given for the attendance the scene was reminiscent of the early post-war years and I have not seen crowds like it for ten or more years. A promise of superb weather for the weekend and the return of the Grand Prix to its only possible home seemed to arouse enthusiasm throughout Western Germany and the neighbouring European countries, so that the result was memorable; the only sad thing was that the race did not turn out quite as expected. There was no lack of support for the first Grand Prix on the "new look" Nurburgring, for all the teams were entered, Ferrari, March, McLaren and BRM with three entries apiece, and Tyrrell, Surtees, Lotus and Brabham with two entries each. Matra were reduced to one entry, for the affair of the Giunti/Beltoise accident in the Argentine last winter had arisen again in FIA circles and Beltoise had been banned from driving for a further period of time, so that Amon was left on his own to defend the French colours. To complete the list there were the private entries of Frank Williams' March 711 for Pescarolo, the Clarke-Mordaunt March 711 for Beuttler, Bonnier with a McLaren, and the 1970 Surtees TS7 "hire-car" that Dieter Quester was arranging to borrow, but the financial arrangements fell through at the last minute, causing Surtees to remark something about "If Quester drove like he talked he'd be a World Champion".

Of the three-car teams Ferrari were undoubtedly the strongest on paper, with Ickx, Regazzoni and Andretti in the three 1971 Ferraris, with a 1970 car as spare. The BRM team had co-opted Elford into their ranks to drive the late and much lamented Rodriguez' car, with Siffert leading the team and Ganley being the third member, while McLaren were reduced to the two entries of Hulme and Gethin due to a shortage of engines caused by the Cosworth factory being on holiday, so it was Oliver who was dropped. The STP-March team had Peterson, Galli and de Adamich in their cars. The situation is rapidly developing where one Tyrrell car is bad enough for the opposition but two cars are twice as bad, and if Tyrrell ever enters three cars there will be a lot of people who will feel like giving up. His two entries were, as usual, Stewart and Cevert, while Lotus had their usual mixed-double of Fittipaldi and Wisell, and Surtees and Stommelen were in the Edenbridge factory cars, while Hill and Schenken were in Tauranac's Brabham cars.

The major changes to the machinery being used were confined to March and Lotus, for the STP-sponsored team had rebuilt 711/4, that Galli had driven at Silverstone with a Cosworth V8, and converted the back-end to take an Alfa Romeo V8 engine, while the Gold Leaf-sponsored team had built a new Type 72 to the latest D-specification, for Wisell to drive, this being R6, while his old car R3 had been refurbished and Charlton had taken it back to South Africa in place of Rob Walker's R4, which had been the original choice. The minor changes involved the re-making (I cannot say re-designing) of bits that broke at the British Grand Prix, such as the coil mountings on the P160 BRMs, and the addition of proven parts such as a full-width nose-piece on the spare Tyrrell car, while new minor details included a full-width nose-piece on Schenken's Brabham BT33/3, German Bilstein shock-absorbers on Peterson's works March as well as a cold-air box on its Cosworth engine, some experimental drilled brake discs on Hulme's McLaren, revised air-collector boxes for the Surtees cars, and a solitary CSI/GPDA regulation rear light on Bonnier's old McLaren, which was almost a new McLaren as it had been rebuilt with the monocoque being re-skinned.

Practice was arranged pretty fairly, with two sessions of one-and-a-half hours each on Friday and a two-hour session on Saturday. The first session started at midday on Friday with the Eifel mountains on their best behaviour, the sunshine bringing out large crowds very early in the proceedings, and everyone who had not taken part in the ADAC 1,000-kilometre race last May was keen to find out about the cleaned-up Nurburgring. Although the widening, smoothing out and

resurfacing met with Stewart's approval, it was soon evident that the Nurburgring was still one of the best challenges to Grand Prix car designers and builders, and to drivers, for speeds were higher everywhere and road-holding and suspension as well as bravery and skill were at a premium. Those teams that were not trying to stop the undersides of their cars scraping on the ground in the dips were trying to keep the wheels on the ground over the humps or trying to make their cars handle on the multitude of differing corners, both horizontal and vertical. More work was being done on shock-absorbers, springs, roll-bars, tyres and ride-heights than on engines or gearboxes, and those that were not trying to solve these problems were picking cars off the edges of the circuit or replacing broken engines. When the last German GP was held at the Nurburgring, in 1969, it was over 14 laps—a distance of 319.69 kilometres—and Ickx won with a Brabham in 1 hr. 49 min. 55.4 sec., he making fastest lap in 7 min. 43.8 sec. For some unaccountable reason that no-one would admit to, this year's race was reduced to 12 laps, a mere 274 kilometres. (We must forget the "bad old days" of Ascari and Fangio when they raced for 22 laps of the Nurburgring to find out who was going to win the German GP, for I am told that that is not progressive thinking.)

With two years' advance in power and road-holding, to say nothing of the two years' advance in the glory, the estimate of laps at 7 min. 20 sec. was reasonable enough, especially taking into account the widening, smoothing and resurfacing of the circuit, and in the first session Stewart took his Tyrrell 003 round in 7 min. 21.9 sec., to set a new standard. Just what some of the other drivers, engineers, designers, team managers, mechanics and helpers were doing is hard to appreciate when you look at the list of best laps recorded during the first practice session, while some of the slowest laps of which we never hear must have been remarkable. For some people there were good explanations, such as the fact that Wisell never left the pit area as his Lotus 72 was so new it was being finished off as practice began, so he confined himself to laps round the short pit loop and never set off round the full circuit. Beuttler did not get far before he crashed his March 711 into an Armeo barrier and Bonnier was presumably doing an official tour of inspection in his McLaren on behalf of the GPDA. Later Marko set off for a lap in this car but ran out of petrol! Stommelen blew up the engine in his Surtees car TS9/002 and Galli broke the Alfa Romeo engine in the March 711/4, while Pescarolo ended practice with his March monocoque bending in the middle and creasing the outer panels. Ganley's P153 BRM broke its gear-change linkage but Siffert was recorded by the timekeepers at 7 min. 22.4 sec.,

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday
2	J. Stewart	Tyrrell 003-Cosworth V8	7. 21.9	7. 19.0	7. 22.0
3	F. Cevert	Tyrrell 002-Cosworth V8	7. 31.4	7. 24.0	7. 23.4
4	J. Ickx	Ferrari 312B/2 No. 6—flat-12	7. 35.8	7. 22.9	7. 19.2
5	M. Andretti	Ferrari 312B/2 No. 7—flat-12	7. 58.5	7. 31.8	7. 31.7
6	G. Regazzoni	Ferrari 312B/2 No. 5—flat-12	7. 31.8	7. 31.8	7. 22.7
7	J. Surtees	Surtees TS9/001-Cosworth V8	7. 58.8	7. 38.2	7. 36.7
8	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	7. 43.0	7. 52.7	7. 27.5
9	R. Wisell	Lotus 72D/R6-Cosworth V8	no time	7. 45.4	7. 40.0
10	C. Amon	Matra-Simca MS120B/06—V12	7. 50.7	—	7. 37.3
11	—	—	—	—	—
12	R. Stommelen	Surtees TS9/002-Cosworth V8	8. 05.4	—	7. 44.2
14	H. Pescarolo	March 711/3-Cosworth V8	7. 43.0	7. 30.3	7. 33.0
15	R. Peterson	March 711/6-Cosworth V8	7. 44.4	7. 32.3	7. 26.5
16	A. de Adamich	March 711/1-Alfa Romeo V8	7. 44.5	7. 44.4	7. 41.7
17	N. Galli	March 711/4-Alfa Romeo V8	7. 51.2	—	7. 47.8
18	D. Hulme	McLaren M19A/2-Cosworth V8	7. 40.0	7. 31.2	7. 26.0
19	J. Oliver	McLaren M14A/2-Cosworth V8	—	—	—
20	P. Gethin	McLaren M19A/1-Cosworth V8	7. 45.6	no time	7. 41.4
21	J. Siffert	BRM P160/02—V12	7. 22.4	—	7. 25.5
22	V. Elford	BRM P160/01—V12	7. 49.2	7. 40.0	7. 42.1
23	H. Ganley	BRM P153/06—V12	7. 49.5	—	7. 36.6
24	G. Hill	Brabham BT34/1-Cosworth V8	7. 39.6	7. 36.1	7. 38.9
25	T. Schenken	Brabham BT33/3-Cosworth V8	7. 49.2	7. 37.2	7. 29.8
26	D. Quester	Surtees TS7/001-Cosworth V8	—	—	—
27	J. Bonnier	McLaren M7C/1-Cosworth V8	9. 10.1	8. 18.2	8. 17.0
28	M. Beuttler	March 711/2-Cosworth V8	8. 42.5	—	7. 52.6
29	J. Stewart	Tyrrell 001-Cosworth V8	—	no time	no time
10T	C. Amon	Matra-Simca MS120B/04—V12	—	7. 41.7	—
31	G. Regazzoni	Ferrari 312B/1 No. 4—flat-12	—	7. 27.6	—
32	J. Siffert	BRM P160/03—V12	—	7. 51.0	—
33	J. Surtees	Surtees TS9/004-Cosworth V8	—	—	—
12T	R. Stommelen	Surtees TS9/004-Cosworth V8	—	7. 34.7	—
27T	H. Marko	McLaren M7C/1-Cosworth V8	—	no time	—

a time that a lot of people doubted as he was the only driver to break 7 min. 30 sec. apart from Stewart. There was no practical reason why Stewart should be so much faster than everyone else, except that he was working hard for the people who pay him, as he always does, and the Tyrrell team are on such a winning streak at the moment that their air of efficiency and quiet calm is psychologically demoralising everyone into a state of depression that seems to make them stop trying, especially if they are trying to race with a Cosworth engine. There were five training cars standing by but none of them were used during this first practice session, these being the 1970 Tyrrell for Stewart, No. 4 of the 1970 Ferraris for the Maranello drivers, the first of the 1971 Matras for Amon, the latest P160 BRM for Siffert and the latest 1971 Surtees for Stommelen or the owner of the team.

In the late afternoon there was another hour-and-a-half of practice and needless to say Beuttler was missing, as was Galli, but Stommelen practised in the spare Surtees while another engine was installed in his regular car. Siffert's car was also undergoing an engine change so he used the spare BRM, and Ganley was missing as his gear linkage was being repaired. Amon changed to the spare Matra-Simca V12 and Stewart went out in the old Tyrrell only to have the engine break. He returned on the pillion of a motorcycle and promptly went out in the 1971 car and set fastest time of the day with 7 min. 19.0 sec., which demoralised everyone even more. Regazzoni landed all wrong in his Ferrari after aviating over a new hump at *Pflanzgarten*, the jump being caused by the previous bends having been made smoother, and the Ferrari damaged its right rear quarter; he returned to the paddock and went out in the spare Ferrari. With Stewart getting below the estimated 7 min. 20 sec. it was not unreasonable to expect most of the reasonably good drivers to get below 7 min. 30 sec., but only three managed this during the afternoon. These were Ickx, as was expected, with 7 min. 22.9 sec., Regazzoni in the old car with 7 min. 27.6 sec., which keeps one's sense of proportion straight, and Cevert with 7 min. 24.0 sec. in the Tyrrell 002. This last performance caused quite a flutter for it meant one or all of three things, either Cevert had one of the Stewart "special" engines, the Tyrrell car was outstanding on the Nurburgring, or the young Frenchman was developing into an ace-driver under the tuition of Stewart and Tyrrell. Your association with Grand Prix racing affected your choice of reason for this performance by Cevert and the only team that was not worrying was the Tyrrell team, they were very happy with their number two driver, while Cevert himself was overjoyed and well satisfied with his performance. Slower than the 7 min. 30 sec. mark were ex-World Champions, new rising stars, old hands and hopefuls.

At midday on Saturday there was a final two hours of practice for honour to be retrieved by those embarrassed by Cevert, for potential winners to try and challenge Stewart, and for those in mechanical trouble to try and get themselves sorted out. Stommelen was back in his normal car, Pescarolo's March had been cleverly strengthened inside the monocoque, Stewart had another engine in his spare car, Regazzoni's 1971 Ferrari had been repaired, as had Beuttler's March and Ganley's BRM, while Galli's March and Siffert's BRM were ready with new engines. In fact, the amount of work that mechanics had done in the paddock in rather poor conditions during Friday and during the night was quite phenomenal, and if the GPDA want something to turn their good intentions on it might be double pay for overtime by their mechanics and some better lighting and bench facilities in the paddock garages. After spending many millions of Deutschmarks on the circuit to appease the drivers it is pathetic to see their mechanics working in crude lock-up garages with a single 40-watt bulb in the ceiling, just as they did twenty years ago. The daily thrash round the Nurburgring got under way with quite a rush as people realised it was now or never and a number of drivers got well below the 7 min. 30 sec. time, and Ickx joined Stewart in the "super-ace" category with a 7 min. 19.2 sec. lap, a mere two-tenths of a second away from Stewart's pole-position time. Cevert proved that his Friday performance was not a fluke by improving to 7 min. 23.4 sec. and Regazzoni beat him with 7 min. 22.7 sec., which seemed only right and proper in view of the time Ickx recorded. Siffert dispelled the Friday doubts with another good lap well below bogey time, and Hulme and Fittipaldi joined him in the elite class, while Schenken scraped in by two-tenths of a second, which was praiseworthy enough when you looked at some of the drivers who did not reach bogey time. The STP-March team were confident that Peterson was well in the elite category so were rather taken aback when the official practice results gave Peterson's best lap as 7 min. 32.4 sec. The number one talker of the March concern soon went round the other teams and found three of them had recorded a similar mid-20-sec. time for Peterson, the Swede being one of the drivers who other teams

STARTING GRID

	4 J. Ickx (Ferrari-flat-12) 312B/2 No. 6 7 min. 19.2 sec.	2 J. Stewart (Tyrrell-Cosworth V8) 003 7 min. 19.0 sec.
6 G. Regazzoni (Ferrari flat-12) 312B/2 No. 5 7 min. 22.7 sec.	21 J. Siffert (BRM V12) P160/02 7 min. 22.4 sec.	3 F. Cevert (Tyrrell-Cosworth V8) 002 7 min. 23.4 sec.
8 E. Fittipaldi (Lotus-Cosworth V8) 72D/R5 7 min. 27.5 sec.	18 D. Hulme (McLaren-Cosworth V8) M19A/2 7 min. 26.0 sec.	15 R. Peterson (March-Cosworth V8) 711/6 7 min. 26.5 sec.
12 R. Stommelen (Surtees-Cosworth V8) TS9/002 7 min. 34.7 sec.	14 H. Pescarolo (March-Cosworth V8) 711/3 7 min. 30.3 sec.	25 T. Schenken (Brabham-Cosworth V8) BT33/3 7 min. 29.8 sec.
10 C. Amon (Matra-Simca V12) MS120B/06 7 min. 37.3 sec.	23 H. Ganley (BRM V12) P153/06 7 min. 36.6 sec.	5 M. Andretti (Ferrari flat-12) 312B/2 No. 7 7 min. 31.7 sec.
16 A. de Adamich (March-Alfa Romeo V8) 711/1 7 min. 41.7 sec.	22 V. Elford (BRM V12) P160/01 7 min. 39.98 sec.	7 J. Surtees (Surtees-Cosworth V8) TS9/001 7 min. 36.7 sec.
28 M. Beuttler (March-Cosworth V8) 711/2 7 min. 52.6 sec.	20 P. Gethin (McLaren-Cosworth V8) M19A/1 7 min. 41.4 sec.	9 R. Wisell (Lotus-Cosworth V8) 72D/R6 7 min. 39.96 sec.
		17 N. Galli (March-Alfa Romeo V8) 711/4 7 min. 47.8 sec.

Not qualified: J. Bonnier (McLaren-Cosworth V8—M7C/1), 8 min. 17.0 sec.

keep a stopwatch on during practice, so armed with this information he attacked the organisation after practice and eventually a new time was issued for Peterson; 7 min. 26.5 sec., and everyone was happy.

Stewart had settled at 7 min. 22.0 sec. and before he could re-assert himself in the fastest time of day position rain clouds swept across the Eifel mountains and practice fizzled out very suddenly as the rain poured down. At one moment the pits were full of photographers photographing, Press pressing and hangers-on hanging on, and it was almost impossible for anyone to do any serious work. Within seconds the whole pit area was clear except for the racing cars and the mechanics and one or two enthusiastic followers of Grand Prix racing. To everyone's amazement, not the least mine, Hulme went out in the pouring rain and did a full lap of the circuit and returned wet but laughing at all the open mouths that greeted his return as if he had taken leave of his senses. He said that his 7 min. 26 sec. lap in the dry with a bog-standard Cosworth V8 engine had put him in a good mood. Stewart, Schenken and Surtees all had a splash round the short pits loop, and Wisell skated back to the paddock on Firestone "slick" tyres. As practice ended under rainy skies Pescarolo's March was being retrieved from out on the circuit where it had landed in a heap after yet another rear hub casting had broken.

The start of the German Grand Prix was due at 1 p.m. on Sunday and even early in the morning it seemed that most of the spectators had camped out overnight to be sure of a good vantage point, yet the traffic flowed in continuously until well after lunchtime and the Nurburgring was as full as it has ever been. The only difference was that this time the paying public could really see something for the safety improvements have benefited the spectators almost more than the competitors. The morning was fully occupied by races for Formula Vee and Super-vee, a rousing demonstration lap by Ford's Transit Supervan, displays by dancing girls and a variety of race-followers both in and out of the paddock that reached an all-time high. The race rules said that no cars would be allowed through the tunnel that leads from the paddock to the pits later than ten minutes to one o'clock, and that a warm-up lap of the short pits loop would be made by everyone before lining up on the dummy-grid. When Hill's Brabham BT34/1 was started up in the paddock there was a depressing shortage

of fuel pressure, so a lot of the mechanical bits were torn apart to find the trouble and it was cured and reassembled in a mad rush to beat the paddock gate closing time. When Pescarolo tried to leave the pits his engine would not run properly and it was suddenly realised that in the flap of rebuilding the rear suspension the engine had not had a new set of plugs fitted, so this was done in haste while everyone else left the pits to go to the start. As most of the drivers joined the circuit from the concrete pit lane they stopped on the tarmac and did a practice start, and for the spectators in that area it was liked a non-stop drag-race meeting as car after car took off in a cloud of tyre smoke. The modern 3-litre Grand Prix car presents an impressive sight as it accelerates away leaving 16-in. wide black lines on the tarmac. At the very last minute Pescarolo joined the happy throng on the grid, at which point Hill and Wisell were suddenly very unhappy for the Brabham's throttle linkage had fallen apart and Wisell's engine had developed a vapour lock in the fuel pump. Consequently only 20 cars roared away when the German flag was lowered, with Ickx beating Stewart to the first corner by a few feet.

The cars had been lined up in pairs, with Stewart on the right at the front, Ickx alongside and Regazzoni and Siffert behind them, so once again the Scot was the only Cosworth-powered and Goodyear-shod runner in the forefront, which pleased his sponsors no end. As they rounded the South Curve and raced up the straight behind the pits the leading Ferrari had the blue nose of the Tyrrell almost touching its exhaust pipes and the little beady eyes of the Scottish driver had a very hard and determined look in them, for with only two-tenths of a second between him and Ickx on practice times he could not afford to hang about. Back on the grid a shrewd blow in a strategic place had cured Wisell's lack of fuel pressure, and he joined the race as the tail-enders were still down at the South Curve. Poor Hill was not so fortunate for his trouble was due to a vital nut being left off during the last-minute panic in the paddock, and the leaders were over half a lap away before his throttle cable was refixed and he could start racing. It was clear that Stewart was not going to stand any messing about from Ickx as he forced his Tyrrell into the lead on the North Turn before they were even out of sight of the pits. Although Hulme had made a good start from the third row, following the two Ferraris, he was passed by Siffert and Peterson during the opening lap. With the official lap record standing to Ickx from 1969 it was no surprise that Stewart's standing lap at 7 min. 37.7 sec. was a new record, nor that his first flying lap was also a record, at 7 min. 29.9 sec.

Stewart ended the first lap with a commanding lead over the Ferraris of Ickx and Regazzoni, who were followed by the BRM of Siffert, the March 711 of Peterson, Hulme's McLaren and Andretti's Ferrari, then came Cevert, Schenken, Fittipaldi and the rest, except for de Adamich's March-Alfa Romeo which had already expired with fuel-injection trouble. Hulme was already in trouble with a leaking petrol bag tank, the petrol getting on his feet, and both Andretti and Cevert went past him on the second lap. With a clear road ahead Stewart was putting as much distance as he could between his Tyrrell and the Ferraris, and as Ickx swept up through the climbing right-hand turn at *Wippermann* he spun off the track, across the dirt safety area in a cloud of dust and clouted the Armco barrier with the back of the car. Regazzoni took avoiding action through the dust cloud and before he got himself sorted out he had an excursion off the track which let Siffert nip through into second place and caused the Ferrari to damage its exhaust system under the engine. A very disgruntled Ickx was getting out of his derelict Ferrari, the impact with the Armco not only putting a very large dent in the new steel wall, but bending the left rear suspension and top radius arm of the Ferrari, and wiping off the battery and all the ignition and charging system that is mounted on the rear of the gearbox. This little contretemps by the Ferrari team meant that Stewart ended lap 2 some 15 sec. ahead of Siffert's BRM and once again all hope of a Grand Prix race was gone. Regazzoni's Ferrari followed, then came Peterson's March, followed by Andretti's Ferrari and Cevert's Tyrrell side-by-side, the young Frenchman getting ahead at the South Curve. The rest went by one after the other in the order Hulme, Fittipaldi, Schenken, Pescarolo, Stommelen, Gethin, Elford, Surtees, Ganley, Beuttler, Galli and Amon, the Matra driver really suffering as his V12 engine was popping and banging. A long way back came Wisell with Hill even further back and when it had all gone quiet at the pits de Adamich arrived to complete his first lap. Amon's practice had gone from bad to worse and all the good Matra engines were used up, so that he started the race with a car cobbled-up from the front half of MS120B/06, a rather tired old engine, and the rear end off MS120B/04 with the earlier rear suspension layout. Altogether he would have rather have gone home

than try to race. Going along the straight behind the pits Ganley suddenly found oil pouring into the cockpit of his BRM and switched off in a cloud of smoke before the whole engine broke, so with the race hardly begun we were down to twenty runners of which Hulme and Amon had little hopes of finishing, and de Adamich was too far back to get anywhere even had his Alfa Romeo engine been made to run properly.

The end of lap 3 saw Stewart with so much lead that he was passing by the back of the pits as Siffert arrived at the front of the pits, and Hulme had dropped out of the running as the fuel leak had become impossible. He drew into the pits, drip trays were put under the leaking McLaren and he removed his petrol-soaked shoes and socks and sat and watched the race. In the meantime Beuttler had got a flat right front tyre on his March as he passed the back of the pits and rather than try and drive a full lap on the flat tyre he turned off into the loop at the North Curve and came back to the pits, entailing immediate disqualification. It was unfortunate but there was no other way for he would not have got far on the flat tyre, so "now there were only seventeen little Grand Prix drivers" for de Adamich had given up. Almost without being noticed Cevert had overtaken Peterson and was in fourth place on lap 3, and on lap 4 when Stewart lapped in a new record time of 7 min. 27.2 sec., Cevert did 7 min. 27.9 sec. At the same time Siffert's BRM engine began to misfire which caused him to drop back so that the BRM, Regazzoni's Ferrari and Cevert's Tyrrell ended the lap in close company, and during lap 5 both the Ferrari and the Tyrrell passed the ailing BRM. This left Stewart with 33 sec. lead, aided by a lap in 7 min. 25.5 sec. and Siffert passed the pits in fourth place pointing at his front suspension. From the mid-field Pescarolo stopped at the pits as his March seemed to be falling apart again, and a short trip round the pits loop confirmed his feelings for the front suspension was bent and the rear suspension was coming away from the chassis. After a mere six laps the race was halfway through and Stewart's lap record run was down to 7 min. 23.6 sec., while Cevert was trying hard to get past Regazzoni's Ferrari which was sounding bad and was 500 r.p.m. down on maximum due to the damaged exhaust system. Siffert took the short loop back into the pits as his engine died on him with a defunct coil, entailing immediate disqualification, which he did not mind as his right front lower wish-bone member was coming adrift from the chassis. Amon was long overdue and arrived late at the pits with signs of a private accident with a barrier on the right-hand side of the car, so "now there were only thirteen little drivers left," for Gethin had also gone, having spun gently off the track on the left-hand bend at *Metzgefild*, just in front of Surtees and Elford, the McLaren sustaining a bent rear suspension. To add to the carnage Galli was black-flagged as the March-Alfa Romeo's rear aerofoil was falling off, a trouble that Peterson had experienced in practice, so he drew into the pits after seven laps to have it removed, and Fittipaldi was already there as his Lotus was losing oil and had broken its front anti-roll bar. Cevert had got in front of Regazzoni but the Ferrari driver was doing his best to keep up, and just had not got the speed of the Tyrrell along the main straight.

Stewart covered lap 8 in 7 min. 22.9 sec. and Peterson dashed into the pits to have a damaged fibre-glass cover removed from one of the side-mounted radiators of his March 711 and this dropped him from fourth place to fifth behind Andretti, but safely ahead of Schenken who was sixth. Galli returned to the pits with broken engine mountings on the March-Alfa Romeo, probably the reason for the aerofoil falling off, and as nothing could be done he limped away to try to finish. Fittipaldi also came back to the pits, this time for good as all his oil had leaked away from a split tank, so this left eleven fairly healthy runners and one sick one, and by proper Grand Prix standards the race was barely under way, but by mini-Grand Prix standards it was fortunately nearly over. The ninth lap saw Regazzoni driving really hard to stay with Cevert, but on the next lap the Tyrrell number two driver did an inspired 7 min. 20.1 sec. lap, which even Stewart did not improve upon, having done 7 min. 21.8 sec. on that lap. As Elford went by the back of the pits his BRM engine stopped as the ignition coil failed, as had Siffert's, and while the leaders were ending the race he got another coil from the pits and fitted it to the engine and got going again, finding that the engine went better than it had done since the start. Stommelen made a quick stop at the pits to say that his Surtees felt a bit odd, but as nothing was visibly wrong he went on. As Stewart was a comfortable 40 sec. ahead of his team-mate he was able to take things easy by his standards, and went round in 7 min. 20.8 sec., not knowing that Cevert was holding the lap record. The number two Tyrrell driver could not relax for the swarthy Swiss Ferrari driver had not given up the chase and was hounding the pretty young French lad unmercifully, though without hope of regaining second place

unless Cevert made a mistake, which was unlikely as he has the ability to concentrate to the full even when under pressure.

Stewart cruised home to another undisputed victory to the joy of Tyrrell, Gardner, Elf, Ford and Goodyear to say nothing of J. Stewart Incorporated and Cevert finished a strong second to the absolute joy of Monsieur Francois Cevert himself and Regazzoni was a hard-working third. Then came a rather uninspired Andretti, an ever-improving Peterson and Schenken, the Australian having a trouble-free run this time. Surtees followed with the two late starters Wisell and Hill behind him, and the Brabham driver just failed to make up his handicap on the Swede. It had been a short and sweet German Grand Prix run in perfect conditions and everyone seemed well satisfied to see it back on the circuit where it rightfully belongs, for the Nurburgring is still the Nurburgring and one of the finest Grand Prix circuits ever built.—D.S.J.

33rd GERMAN GRAND PRIX—Formula One—12 laps—274.02 kilometres

Very warm		
1st :	J. Stewart (Tyrrell 003) ..	1 hr. 29 min. 15.7 sec.—184.2 k.p.h.
2nd :	F. Cevert (Tyrrell 002) ..	1 hr. 29 min. 45.8 sec.
3rd :	G. Regazzoni (Ferrari 312B/2 No. 5) ..	1 hr. 29 min. 52.8 sec.
4th :	M. Andretti (Ferrari 312B/2 No. 7) ..	1 hr. 31 min. 20.7 sec.
5th :	R. Peterson (March 711/6) ..	1 hr. 31 min. 44.8 sec.
6th :	T. Schenken (Brabham BT33/3) ..	1 hr. 32 min. 14.3 sec.
7th :	J. Surtees (Surtees TS9/001) ..	1 hr. 32 min. 34.7 sec.
8th :	R. Wisell (Lotus 72D/R6) ..	1 hr. 35 min. 47.4 sec.
9th :	G. Hill (Brabham BT34/1) ..	1 hr. 35 min. 52.7 sec.
10th :	R. Stommelen (Surtees TS9/002) ..	1 lap behind
11th :	V. Elford (BRM P160/01) ..	1 lap behind
12th :	N. Galli (March 711/4) ..	2 laps behind
Fastest lap : F. Cevert (Tyrrell 002) on lap 10, in 7 min. 20.1 sec.—186.8 k.p.h. (<i>new record</i>).		
Retirements : J. Ickx (Ferrari 312B/2 No. 6), accident, on lap 2; A. de Adamich (March 711/1), injection trouble, on lap 3; H. Ganley (BRM P153/06), engine, on lap 3; D. Hulme (McLaren M19A/2), fuel tank leak, on lap 4; M. Ecuttler (March 711/2), puncture and disqualification, on lap 4; H. Pescarolo (March 711/3), suspension breakages, on lap 6; P. Gethin (McLaren M19A/1), accident, on lap 6; C. Amon (Matra-Simca MS120B/06), suspension and steering damage, on lap 7; J. Siffert (BRM P160/02), ignition, suspension and disqualification, on lap 7; E. Fittipaldi (Lotus 72D/R5), oil leak, on lap 9.		
22 starters — 12 finishers.		

Reflections in the Eifel Mountains

THE NURBURGRING is still the Nurburgring and though one or two bits have been altered it is still a great driver challenge and with a lap speed of nearly 115 m.p.h. for the 22.8 kilometres (14.1 miles) of ups and downs and twists and turns, the only flat part being in the start area, it must represent Grand Prix racing in one of its best aspects, along with Monaco for street-racing and Francorchamps for high-speed racing. The maximum speed reached at the Nurburgring today is about 175 m.p.h. and this is not achieved on the undulating main straight but on the long left-hand sweep down from the *Flugplatz* to *Aremberg* before the sharp descent into the *Fuchsrohe*. After the race Stewart wrote in his column in the "Daily Excess" that he had not driven a perfect race and had made a number of mistakes during his 12 laps. He went on to say that he thought no one could ever be perfect all the way round the Nurburgring as it was too long and too complicated. Presumably he is too young to know about Ascari, Fangio and Moss who all reached instant perfection on the Nurburgring. I say "instant" because with such a complex circuit a car's characteristics must change during a race as fuel loads diminish and tyres wear or change temperature, and by the time a driver returns for the next race some technical improvement must have been made to his car so that he has another set of standards to achieve. In 1952/3 Ascari must have come as near to the ultimate perfection on the Nurburgring as anyone, as did Fangio in 1957, and in 1961 Moss put in a number of laps in succession within tenths of seconds of each other, and on the limit as well, for he had the whole Ferrari team chasing him, the Italian cars having far more horse-power than his Lotus-Climax four-cylinder had.

For me Stewart did not do the perfect race for he was not the fastest in the third practice session and he did not lead into the first corner, nor did he make fastest lap; but it was not far from perfect. It is interesting that a lot of people are singularly unimpressed when Stewart runs away from all the opposition and they make remarks like "boring", "dull", or "unimpressive". When Clark did the same thing in 1965 everyone said it was marvellous and he was the greatest driver. A few years earlier when Moss also did the same thing everyone sang his praises all the time, even when he lapped the entire field during a race. Why don't the same sort of people say the same thing about Stewart? Is it that they are very discerning people and can see that the overall standard of Grand Prix driver today is pretty low by some standards we have seen? Or is it something personal against Stewart's character, or his attitude to motor racing in his publicity business, or a reaction to his apparent desire to alter everything to suit his own ends, or is it that he has abandoned his native Scotland to reside in the no-man's land of Switzerland? I am not talking about the people who know him, work with him or employ him, but you and you, who watch it all from the public enclosures or on the Television, or merely read about Grand Prix racing; ordinary readers who I meet outside the pits and paddock, and I do meet an awful lot of them. The sort of people who were all round Brands Hatch during the Race of Champions and who cheered loudly when Regazzoni took his Ferrari past Stewart and into the lead; the sort of people who used to cheer Brabham when he got into the lead of a race or cheer when a BRM did well and who went berserk when dear old Graham Hill won at Silverstone. These people are the real racing enthusiasts

who will always be at races long after the high-pressure glamour boys have moved on to some other sort of sport, the sort of people who will still support motor racing when it sinks to a very low ebb, the real racing enthusiasts. Why, I ask myself, are they not over-enthusiastic or appreciative of the fact that Stewart and the Tyrrell team are dominating Grand Prix racing in the same way that Clark and Lotus dominated it in 1965?

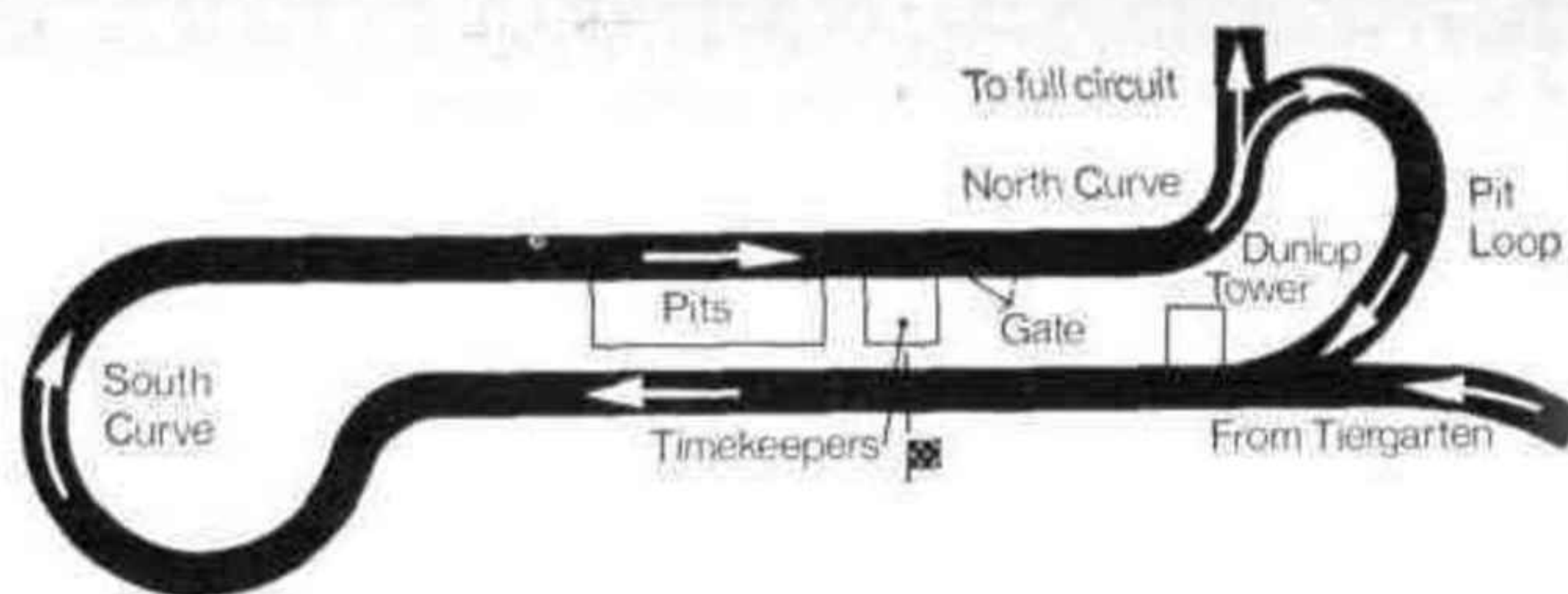
I understand that Ken Tyrrell and his designer Derek Gardner are not over-enthusiastic about their domination either, even though they have now achieved a 1-2 in the French GP and the German GP. I should say over-confident, for this is a point on which we actually agree. Stewart's victories with the Tyrrell car are without question, but Cevert's two second places were inherited rather than won. I am not denigrating Cevert's achievements, far from it, for he has done a splendid job in just over 12 months of Grand Prix racing and has proved an ideal pupil for Stewart and Tyrrell to mould into a strong number two driver. The day cannot be far off when Cevert achieves second place on the grid alongside Stewart and the two dark blue Tyrrell cars run first and second from start to finish. When they do that they can be considered to have dominated the scene, and at that point Tyrrell and Gardner will be satisfied that they have done a perfect job. If it happens a second time then I hope Tyrrell will tell Stewart to ease up on the last lap and let Cevert win, like Fangio did with Moss in the 1955 British GP at Aintree, for the young French boy will have earned such rewards. Before leaving the Elf-Team Tyrrell it was said at the Nurburgring that the prototype Tyrrell car, 001, was for sale, but the suggestion that you could have 100,000 Green Shield stamps or two March 701 cars thrown in as a bonus was not true. Looking at the large blue Ford signs that are becoming more and more evident in Germany you are suddenly aware that they are in Tyrrell Team blue; or have I got that the wrong way round?

At one time the practice arrangements at the Nurburgring pits was such that you could set off from your pit, go round the South Curve, up the straight behind the pits and then turn sharp right through a gateway back onto the pit apron so that you then passed the timekeepers' sighting line. As you did this you raised your arm to indicate that you were about to set off for a full lap and wanted to be timed. At the end of your lap you crossed the line at full speed, continued on round the South Curve, up behind the pits and back through the gate to your pit. If you did not do this you could set off from your pit and do the 22.8-kilometre lap before you crossed the timekeepers' line, and if you came into the pits at the end of that lap you still were not registered officially and many drivers in the past were bewildered when told they had not done a practice lap. Recently an Armco wall has been built along the front of the pits so you can no longer come through the gate and onto the start and finish apron, so now you go a bit farther up the straight behind the pits, turn left at the North turn, and then sharp right onto a loop road that runs round behind the Dunlop tower and joins the start and finish straight on the brow after the *Tiergarten* bends. To the timekeepers all cars now appear from beyond the Dunlop tower so they record all their passages. If they come by again in a couple of minutes it is obvious that they have merely been round the pits loop, but if the time gap is in the order of seven or eight minutes they have obviously done a full lap. This

pits loop circuit is very useful as a driver can go round and round on it until he has everything warm and to his liking, and then he can set off round the full circuit by taking the North Curve and going straight on over the bridge instead of turning sharp right onto the pit loop. Once over the bridge you are committed to the downhill plunge to *Hutzenbach* and the whole 22.8 kilometres of the Nurburgring—there is no turning back. Watching drivers in practice it was interesting to try to decide at which point they would make the decision to set off into the unknown, a decision they would presumably make as they braked from 140 m.p.h. for the North Curve.

All this works perfectly well except that it could confuse the timekeepers if a car was stopping and starting in and out of the pits on the pits loop, and two passages over the finishing line happened to be 7 min. 45 sec. apart. Timekeepers can only concentrate on time of passage and car numbers, and the timekeepers' clerks can only go on the figures they are given, so that behind the scenes a time subtraction could give a reasonable lap time for someone who never actually went all round the circuit! Throughout practice there were discrepancies in the timekeeping and they may well have been caused by use of this pit-loop circuit. Equally they may have been caused by poorly-sited numbers on the cars, for a number might be quite clear when seen from ground level but not so clear when seen from the height of the timekeepers' box. It was interesting that when Peterson was given a grid position further forward at Zandvoort than he should have had the STP-March team did not say anything. When he was put further back than he should have been at Nurburgring there was an awful scream from STP-March. I think this is what people are referring to when they talk about "the professional approach".

At the French GP a BRM dropped from second place when an ignition coil packed up; at Silverstone they lost another second place when a coil-mounting broke and at Nurburgring a coil failure lost them second place. It was all put down to vibrations from the tyres either breaking the mounting or shaking the innards of the coil to pieces. Now they think that the cause may be high-frequency vibrations coming from the engine so the coils should be repositioned for the Austrian GP and perhaps we shall learn more. These tyre vibra-



tions, which are this season's phenomena, having had "acquaplaning", "Black-box failures", "dropped valves", "injection pump troubles", "high-pressure fuel pump troubles", "drive-shaft failures" in previous years, are producing some interesting reactions. After the German GP Regazzoni was saying that the vibrations were still bothering him, while Andretti, in a similar car, was asking "What vibrations?" The Regazzoni supporters countered this by saying Andretti wasn't going fast enough to suffer from them. The Andretti supporters said it was probably because he was used to driving turbo-blown four-cylinder Offenhauser-powered cars, so that anything else seemed smooth by comparison. One thing is certain and that is that the previous three Grand Prix races to the German GP had lulled the teams into an air of complacency. Zandvoort was too wet to learn much, Paul-Ricard and Silverstone too smooth and too flat to need much thought, so that the steep dips and humps of the Nurburgring found everyone wanting in the springs, shock-absorbers and strength of chassis components departments and there were a lot of headaches. As the March cars broke up or fell apart it was explained that March had never been to the Nurburgring before, but then neither had the Tyrrell team with the Tyrrell cars, though they did have a lot of Matra MS80 knowledge to draw upon. If all the Grand Prix races were run on Paul-Ricard-style billiard-table circuits we would not learn much, would we? Perhaps today's racing engineers don't want to learn anything, or perhaps they know it all already. I am sure that last remark is not true.—D. S. J.

RALLY REVIEW

THE MONTHS of high summer have always been regarded as the close season for rallying; not for the same reasons as cricket isn't played in the winter nor grouse shot in March, but because of a desire to cause little inconvenience to people not connected with the sport.

In Britain, for instance, most one-night rallies are confined to wintertime, and not only because conditions then are more difficult than they are in summer. The real reason is that nights are longer and organisers are better able to provide routes of worthwhile length without adding to the congestion of daytime roads. Daytime rallies, and those longer events which run throughout day and night or several days and nights, are invariably those which confine the daytime parts of their routes to special stages on private land, with public roads being used merely to link the private ones. The RAC Rally is one such event.

In 1970 the RAC Rally of Great Britain was the best supported event of the year, indeed of more years than most people care to remember, reflecting the esteem in which the rally is held. Since it abandoned acceleration, braking and manoeuvring tests and replaced them with tough special stages on loose-surfaced roads its reputation has soared. To most team managers winning the RAC Rally has become more desirable than winning the Monte Carlo Rally.

Adding to the attraction of the event is its total ban on practising. Most Continental events allow practising, and to have any chance at all of success a crew must spend several weeks making accurate notes, a wearying and costly business. In Britain the roads of the State forests are made available only for the rally and not for recceing. Indeed, in any given forest it is not possible to work out beforehand which of the network of tracks will eventually be used for the stage, and that is as it should be, for the element of the unknown is then at its greatest.

The RAC Rally is the biggest international event to take place in Britain. It covers the entire country and attracts crowds far bigger than any Wembley, any Wimbledon or any Silverstone or Brands Hatch for that matter. But it is only in recent years that its publicity potential has been realised. The attraction of up to a dozen profes-

sional factory teams is considerable; this and the prestige which the rally brings to the country has resulted in a degree of co-operation between organisers and other parties which has never before been achieved.

The event's reputation owes much to the use of forest roads which are near perfect for rallying. If anyone ever considers constructing his own special stage I would suggest he takes a course of instruction from Forestry Commission engineers. But these roads are expensive. A fixed fee, based on the number of cars starting a rally and the total forest miles used, has to be paid in advance as an insurance against damage which may be caused to road surfaces. These fees are not returnable, nor are they reduced if the damage is slight.

Finding other suitable roads is not easy, but this year various landowners, including municipal corporations and owners of stately homes, have offered their estates. Furthermore, some of them have generated their own publicity and have taken steps themselves to cater for spectators, building grandstands and providing car parks. It is too soon yet to detail the various arrangements, to outline the route of the rally and to talk of the competitors themselves. Depending on how soon the information will be available, the November issue of *MOTOR SPORT* will either contain a guide to the rally or will indicate how the information might easily be obtained. Basically, the rally will consist of two legs, the first being largely confined to the North of England and Scotland and the second to Wales and the West Country. Start, half-way and finish will be at Harrogate. It will be an event well worth watching somewhere or other.

* * *

British organisers and advisors are renowned the world over for their ability to produce competitive rally routes seemingly from a hat, and many a regular British competitor has been asked by foreign organisers for advice. Spain's International Sherry Rally (September 21st-23rd) will have a 1,800-kilometre route translated into road-book form by none other than Henry Liddon. With a prize fund of more than £7,000, the rally is one of the richest in the world and is expected to attract a strong field of competitors, many of them British.—G. P.



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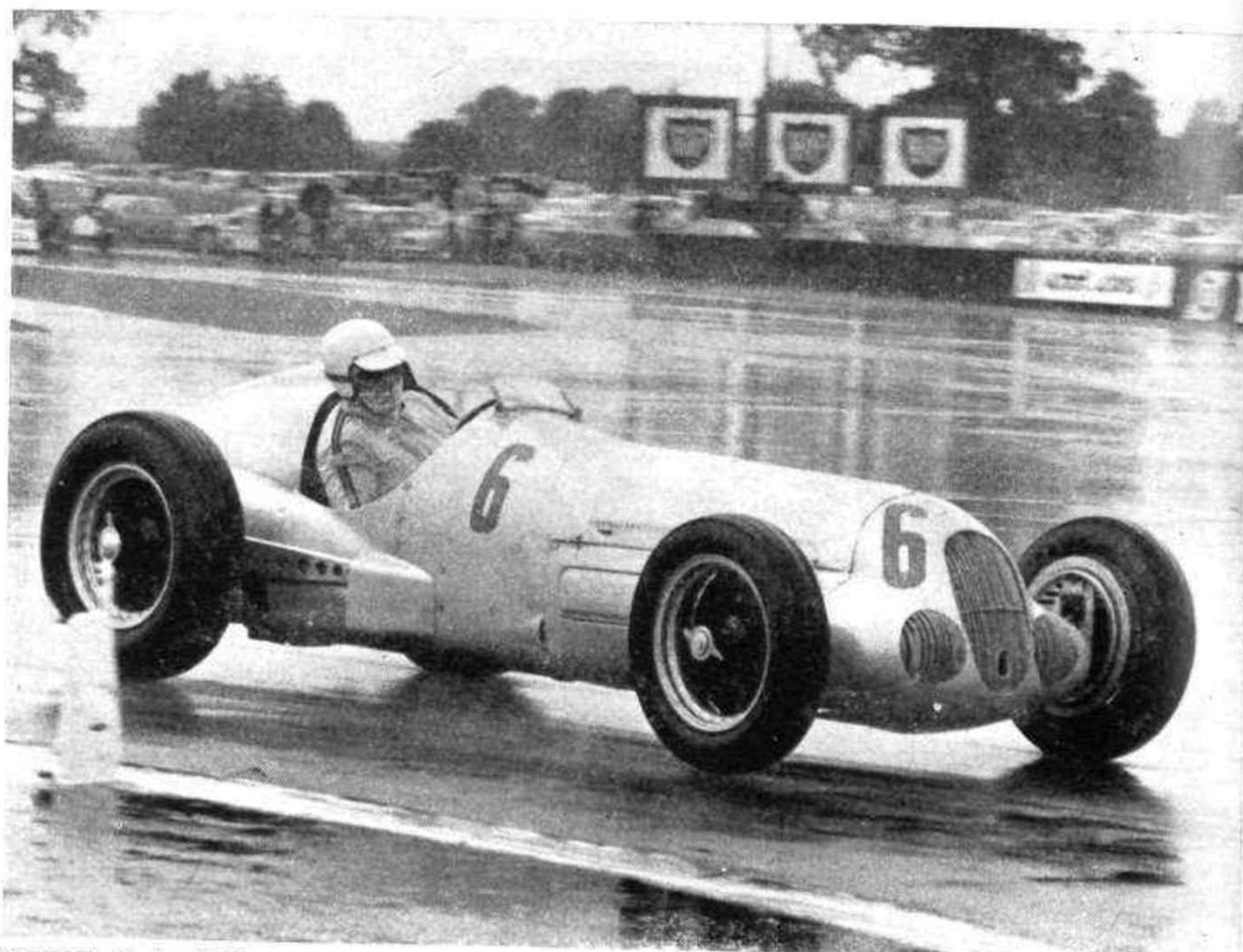
VETERAN —

EDWARDIAN —

VINTAGE

A Section Devoted to
Old-Car Matters

COLIN CRABBE exercising sensible restraint in the rain at the VSCC Silverstone Meeting, where his W125 Mercedes-Benz finished second in the Hawthorn Trophy Race. The power of the 5.6-litre car made it a real handful on the wet track and its driver kept it down to around 4,500 r.p.m. on this miserable occasion.



THE VSCC SILVERSTONE RACE MEETING (July 24th)

THE SECOND Vintage SCC Silverstone Meeting of 1971 was a rather special occasion because it was the last at which Tim Carson, popular Secretary of the Club, was on duty, prior to his retirement after holding this position for 35 years. As a mark of appreciation a special effort had been made to get a good Edwardian entry and some of the shorter races were deleted to enable a handicap for over-3-litre sports cars to be held. The STD Register also had a special car park and a Parade of selected Wolverhampton Sunbeam, Roesch Talbot and Darracq cars to mark the founding of this organisation 21 years ago by Winifred and Bill Boddy.

Spectators filled the Woodcote grandstands as the cars came out for the first 5-lap handicap. The cars came out, but Flitcroft didn't, although his Riley was on the grid, so it had to be pushed away. Brown's 2-litre Lagonda led for the first two laps, then Poynter's Lea-Francis and Blishen's fabric two-seater Lagonda Rapier got through, the latter nearly rammed by the bigger Lagonda at Woodcote on lap 3, as it spun on a track perhaps made slippery by rubber slick from the previous Saturday's British GP. The Avon-Alvis was somewhat tail happy and Graham's scratch 3-litre Delage, a replica of the pre-war Gerard car, was overheating. It was Blishen who won, with fastest lap, from Tovell's Treen Riley and the Lea-Francis. The slippery track made the next 5-lap handicap exciting, both Trainer's Frazer Nash and Barbet's Riley spinning at Woodcote and Morgan nearly losing his blown Rapier. An early duel between Fletcher-Jones' Rapier and Mrs. Pilkinton's 1750 Alfa Romeo was swamped by the back-markers, of whom Fairley's Frazer Nash Six won from Morehen's 2-litre Speed Model Aston Martin and Alexander's 4½-litre Lagonda.

The 10-lap Boulogne Trophy Race for vintage racing cars was something of a surprise, because after Llewellyn's 8.3-litre Bentley, which we had tipped to win, had led rather smokily for two laps, it was passed by a very determined Rippon in his yellow GP Bugatti, the Bentley then retiring, giving second place to Williamson in the 10½-litre V12 Delage, the brakes of which must have been tuned, or something, for its intrepid and muscular driver hurled it round in this position for lap after lap. Indeed, although a concentrating Rippon pulled away, the giant Delage finished second, ahead of Kain's

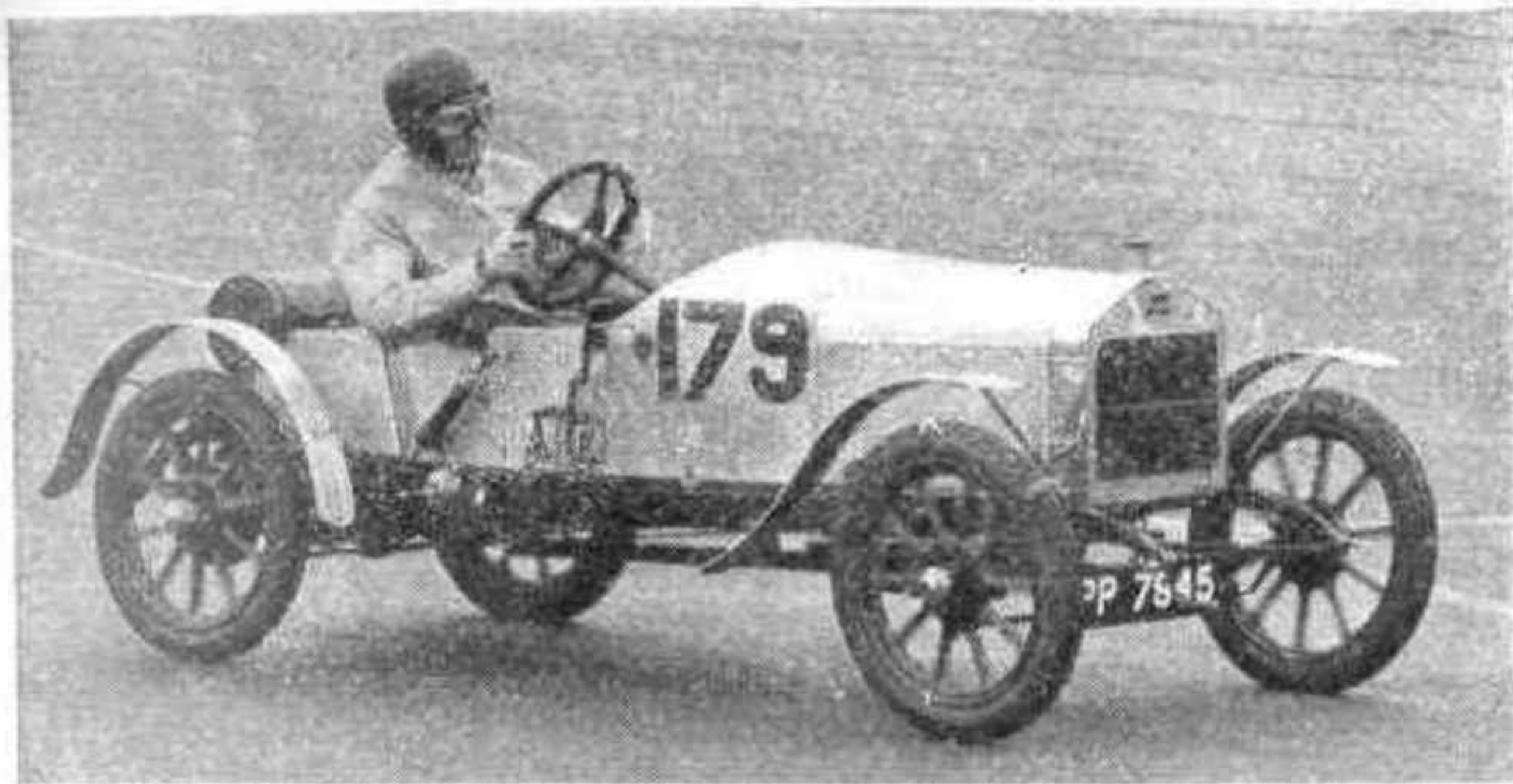
ailing Bugatti and St. John's Bugatti, the 35Bs swapping places on the last lap, as St. John's began to misfire. Rippon pulled out fastest lap on the damp track, at 76.77 m.p.h. Class winners in this scratch race were Rippon, Williamson, Dean's 37A Bugatti and Miss Moores in her father's alcohol-consuming blown Ulster Austin. This time Posner spun his Bugatti at Woodcote.

The next 5-lap handicap proved difficult to follow, especially as the PA-system was mercifully dead, because it included the Edwardian shoal, with credit laps in some cases. The pre-1914 cars were a fine sight, the best sound coming from Goddard's chain-drive 1911 10½-litre Cottin et Desgouttes. Both Club President Mann in his 1914 GP Mercedes and Barker on his 1908 11½-litre Napier found the course unduly slippery at first but, recovering from early misdemeanours, went well, particularly the very brave Napier pilot. At the opposite extreme, Barry Clarke's "new" 1913 Singer Ten, on 700 x 80 tyres, with bolster tank and the square-shouldered radiator, went splendidly, in very "Lionel Martin" style, Mitchell's pointed-prow 1914 GN flapped its belts, and Ryder-Richardson's 1910 Adler and the aforesaid GN fought it out grimly. Corner was racing his 1914 TT Sunbeam and, from the scratch mark, was seen to overtake Shoosmith in the 1921 TT Sunbeam, the latter having difficulty with clutchless gear-changes. It transpired that Fletcher-Jones had won in his Lagonda Rapier from Poynter's Lea-Francis and Mann's Straker-Squire, Mann also winning the Edwardian section, in which Corner lapped fastest and the 1903 12-litre Itala broke a transmission brake shoe. Fitzpatrick's Maybach-Metallurgique was present but, alas, not competing.

The highlight of the afternoon should have been the 15-lap Hawthorn Trophy Race for Historic racing cars but torrential rain fell, making it difficult for the drivers to see and for Crabbe to extend the Mercedes-Benz W125, which was the most exciting car present. Corner demonstrated his mastery by leading from start to finish, under extremely unpleasant conditions, in his ERA R4D. No-one bettered his quickest lap of 75.77 m.p.h. Wilks kept his Lotus in second place until the Mercedes came alongside him at Woodcote on lap 8, whereupon, from inside position, Wilks spun, which let Cottam's 2-litre Connaught into third place. That is how they finished. Cameron-Millar was well up in his Maserati 250F but the rain ruined the race's real potential.

STD PRODUCTS ON PARADE.—Some of the cars which took part in the special STD Register Parade at Silverstone to commemorate 21 years of this organisation and display a cross-section of Sunbeam, Talbot and Darracq history. The cars, from left to right on strip, are Olorenshaw's 1913 Sunbeam Coupe de l'Auto Replica, Shoosmith's 1921 3-litre TT Sunbeam, with MOTOR SPORT's Editor in the mechanic's seat, a couple of 1922 Strasbourg 2-litre GP Sunbeams.....





EDWARDIAN LIGHT CAR.—Barry Clarke going well in his "new" 1913 Singer Ten at Silverstone. It seems possible that the engine is a racing power unit from the Lionel Martin era—or is it Barry's tuning ability which made the car so quick?



EDWARDIAN CYCLECAR.—A. R. Mitchell's 1914 GN was one of the attractions at the July VSCC Silverstone, driving belts flapping as it corners with determination. Note the "streamlined" tanks.

The Sunbeam "Tiger" was not *au point*, so non-started, although it ran in the Parade.

Following the STD Parade it was dry, but with a damp track, for the 8-lap Pre-War Allcomers' Race. Corner was again invincible in the black 2-litre ERA, now lapping at 80.18 m.p.h. He pulled away from Curtis in Martin Morris' ERA and the race was more notable for interesting cars, such as Goddard's twin-rear-wheeled ex-Fane Frazer Nash single-seater, than incidents, although there was quite a close battle for third place between Pat Marsh's ERA and Venables-Llewelyn's ERA. The Multi-Union was sick in its engine but no-one retired.

An innovation was an 8-lap handicap for the bigger sports cars reminiscent of those held at Brooklands during the early part of the 1931 season. Blight in Talbot BGH 23 had the dubious honour of being on scratch and having to give Black's Monza Alfa Romeo ten seconds, Tony Jones' 30/98 a start of 90 seconds, which was probably the penalty of good authorship as much as driver prowess! He drove very fast indeed, the Talbot's small headlamps turned back-to-front, but to no avail. It looked as if the Roesch reputation would be upheld by Brooking's smoky Team-90 replica, however, but in the last few yards Morten's 4½-litre Bentley, which had started 50 sec. later, came through to win. It also made fastest lap, at 73.46 m.p.h. The Monza Alfa was third, ahead of Densham's 30/98, which upholds the Tim Carson-tradition.

After some delay the final 5-lap handicap commenced. Peter Moores, his Alta engine rebuilt after the Oulton Park starting-line debacle, came very neatly through the field from the 15-sec. mark, to win from Kain's 35B Bugatti and Clinkard's Alvis. The Alta did the best lap, at 76.77 m.p.h., the same as Rippon's Bugatti in an earlier race, but, as if to maintain this make's reputation for frailty, seized its preselector gearbox as it returned to the Paddock.—W.B.

Results :

Boulogne Trophy Race :	1st : A. W. Rippon (Bugatti) ..	74.27 m.p.h.
	2nd : J. T. Williamson (Delage).	
	3rd : B. D. D. Kain (Bugatti).	
Hawthorn Trophy Race :	1st : E. N. Corner (ERA) ..	73.47 m.p.h.
	2nd : C. Crabbe (Mercedes-Benz).	
	3rd : A. S. Cottam (Connaught).	
Pre-War Allcomers' Race :	1st : E. N. Corner (ERA) ..	77.86 m.p.h.
	2nd : S. G. Curtis (ERA).	
	3rd : C. P. Marsh (ERA).	
Sports-Car Handicap :	1st : H. A. Morten (Bentley) ..	71.33 m.p.h.
	2nd : A. H. Brooking (Talbot).	
	3rd : W. D. A. Black (Alfa Romeo).	
First 5-lap Handicap :	T. Blishen (Lagonda) ..	61.77 m.p.h.
Second 5-lap Handicap :	D. M. Fairley (Frazer Nash) ..	65.90 m.p.h.
Third 5-lap Handicap :	D. F. Fletcher-Jones (Lagonda) ..	59.00 m.p.h.
Fourth 5-lap Handicap :	P. Moores (Alta) ..	74.25 m.p.h.

Fastest lap of the day: Corner (ERA), 80.18 m.p.h.

SILVERSTONE SCENES

The STD Parade was led by Lord Montagu's 1912 Coupe de l'Auto Sunbeam and contained nine other racing Sunbeams and eight team or racing Talbots, plus Brooking's Team-90 replica. It was

....Blight in his 1937 Talbot 110 tourer keeping an eye on Mike Couper, re-united with Talbot 105 Alpine Team-car BGH 23, George Mackie in Talbot 105 Team-car GO 52 and Lord Essendon (formerly the Hon. Brian Lewis) in Talbot 105 Team-car GO 51



splendid to see Lord Essendon and Mike Cooper driving team Talbot 105s, pathetic to note that neither Chrysler's Sunbeam "Cub" nor Lord Montagu's 350-hp Sunbeam single-seater would run and had to be paraded on lorries. Olorenshaw had a 1913 Sunbeam Coupe de l'Auto replica two-seater and Crabbe put in a 24/70 Sunbeam. The President went round in A. S. Heal's delightful 3-litre twin-cam Sunbeam (Heal, of course, perpetuated Sunbeam history long before the Register was formed) and her husband cadged an exhilarating ride in Shoosmith's splendidly rebuilt straight-eight Sunbeam which ran in the 1922 TT. The Register's Talbot ambulance retains its elusive reputation but the London Ambulance Service sportingly drove an example round the track.

* * *

Footitt has rebuilt his well-known AC/GN into more of a racer, and has dispensed with its Hampton cooler.

* * *

The most exciting car present was Crabbe's Mercedes-Benz. It starts without fuss and has been carefully rebuilt with even such details as upholstery and bonnet fasteners in authentic style. It is prepared by Cyril Atkins, one-time Vanwall and BRM mechanic. Whereas most British vintage cars rely on Dunlop for their tyres, the Mercedes is shod by Firestone, a very good advertisement for them. The back ones were made in a tractor mould, the smaller front ones in a lorry mould, but the treads are of racing rubber.

* * *

The yellow-and-black striped GN Wasp was being towed round the Paddock, a reluctant runner, and Archie Butterworth himself was administering to the swing-valve air-cooled flat-four engine of Woollett's 1952 Aston Butterworth, to no avail. Russell was racing the Mk. 2 version of the 1948 Laystall-Cromard, with dirt-track 1.7-litre Lea-Francis engine, but a union pulled out.

* * *

Clutton's Type 43 Bugatti had recovered from the *auto da fee* which happened to it *en route* for Shelsley Walsh earlier in the month, and Merrick was making it move, just about holding Blight's Talbot through Woodcote. Potter was driving the ERA-Delage with enthusiasm.

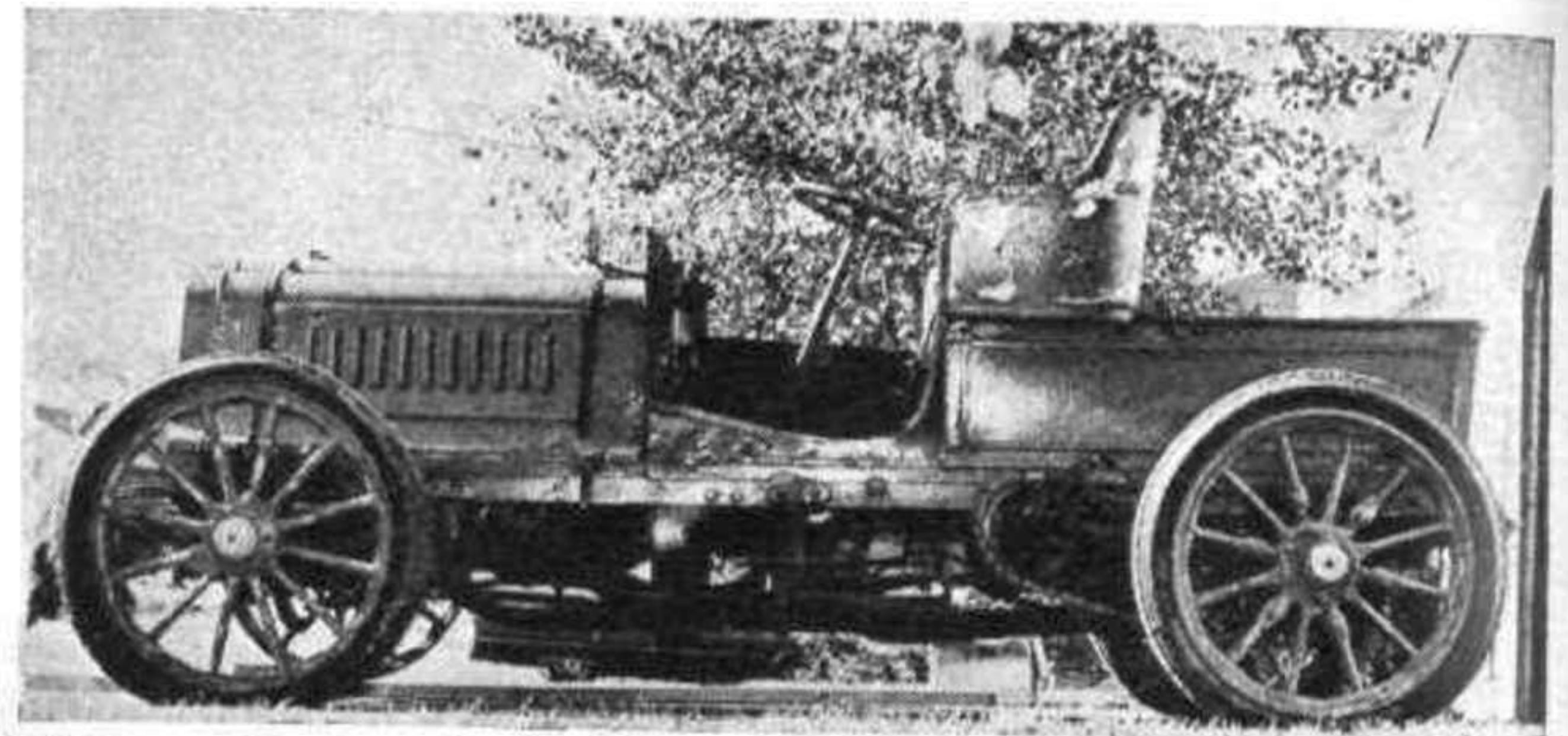
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There was, indeed, much variety, from Peter Brewer's arrival by helicopter to the marshall's presentation of a pot and bubbly to Tim Carson.

Colour albums of veteran and vintage cars are pretty prolific and now there is one devoted to such vehicles which reside in New Zealand. A Caltex book by Mollie Anderson, it runs from 1895 Benz to 1938 Type 57C Bugatti and contains useful data about the NZ veteran and vintage car movement. The publishers are A. H. & A. W. Reed Ltd of Wellington.

V-E-V Miscellany.—At this year's Royal Welsh Show the exhibition of pre-war motor vehicles, organised by the Rhayader & Dist. MC & LCC, had the merit of sensible protection of the vehicles, which were displayed in a marquee, roped off and properly guarded. The Judges were R. Fernie, D. Woodman and W. Boddy, and they awarded the highest accolade to J. Thomas' 1909 Alldays & Onions. The sole veteran was a 1901 Progress Voiturette from Llandrindod Wells. The vintage class was won by Geoff. Probert's 1928 Mulliner-bodied Austin 12/4 two-seater, the post-vintage class by Graham Probert's 1934 Talbot 75 sun-roof saloon, although a 1933 Rolls-Royce P2 Park Ward Continental Sedan de Ville ran it close. Specially commended was G. Phillips' 1937 Vauxhall Tickford Salmon drophead, in average-regularly-used condition after 115,000 miles. Of the vintage motorcycles, a 1923 Raleigh from Rhayader was judged the best but a 1928 Brough-Superior "Grand Alpine" 998-c.c. solo was specially commended. Several of the exhibits by R. R. Worthing, including Model-T Fords and a 14/40 Vauxhall Princetown tourer were not judged, as their owner wished others to have a chance! The show ranged from a 1918 Austin farm tractor to a Speed Six Bentley chassis. The Weybridge Museum, Church Street, Weybridge, Surrey, can supply a set of three black-and-white reproductions of original post-cards depicting scenes at Brooklands between 1907 and 1914 for 10½p post free, or 2½p each to callers. They also have some views of the 1929 BARC Autumn Meeting, which they will supply for 50p per whole plate, 30p per half-plate photograph, also post free.

It is pleasing that J. Box of the Jowett CC has built a replica of J. J. Hall's 1928 12-hour record flat-twin Jowett. Rumour suggests that a pre-war GP Peugeot stands in a barn on flat tyres, somewhere in America, this being additional to the Peugeots of Rothwell and Briggs Cunningham. Don't all emigrate at once! George Symonds, of R-type MG and GN Spider memory, has returned to this country from Africa and Kay Petre is back here from Canada. One of the most exciting discoveries of recent times has been that of a 1902 9½-litre Paris-Vienna Mors, probably the car driven in that race by Fournier,



which went to America in 1903, was discovered there last year languishing in a barn, and is now being restored, it is hoped for next year's veteran events (see picture above). The owner is anxious to learn more of the car's early history, and its correct colour, etc.

The well-known Leyland clock on Shap Fell is to be removed, although the reason isn't apparent and the lady who winds it has offered to go on doing so "for love", if it's a case of another BLMC economy. This famous landmark was erected in 1927, together with four others in different parts of the country. Three remain but all are likely to disappear soon. Remembering the great Rolls-Royce Company Goodwood parade of 1967, the R-REC and BDC is reviving something of the old glamour with its "Mini-Goodwood" at Englefield House, near Theale, Berks., on September 19th, starting at 11 a.m. Cars will be arranged in model-groups, and simple driving tests will be held. Admission will be by sticker only, costing 50p per entrant, £1 per spectator and tender car. Details from Lt.-Col. Barrass, Lincroft, Montacute Road, Tunbridge Wells, Kent. Englefield House, where red deer roam, is not normally open to the public but W. Benyon, MP, has permitted it on this occasion, proceeds to go to the local Norman Church Fund.

THE VSCC AT PRESCOTT (August 8th)

FINE weather, a good entry, big crowds and three new class records made this year's Vintage SCC hill-climb at Prescott a happy occasion. The course was opened by Tim Carson in Barker's 1908 Napier. A. S. Cottam in his 2-litre Connaught AL 10 made f.t.d., in 43.83 sec., only 0.27 sec. outside his 1966 record climb. Pilkington's tubular-chassis Mk. II Cooper-Bristol was runner-up. Incidents were few, being confined to Jones' Treen Riley running mildly out of road, the HM Special breaking its gearbox, Footitt going harmlessly through Allard's gap at the Semi-Circle in the AC/GN, and D. S. J. losing a chain after Orchard corner from the Semmence Special.

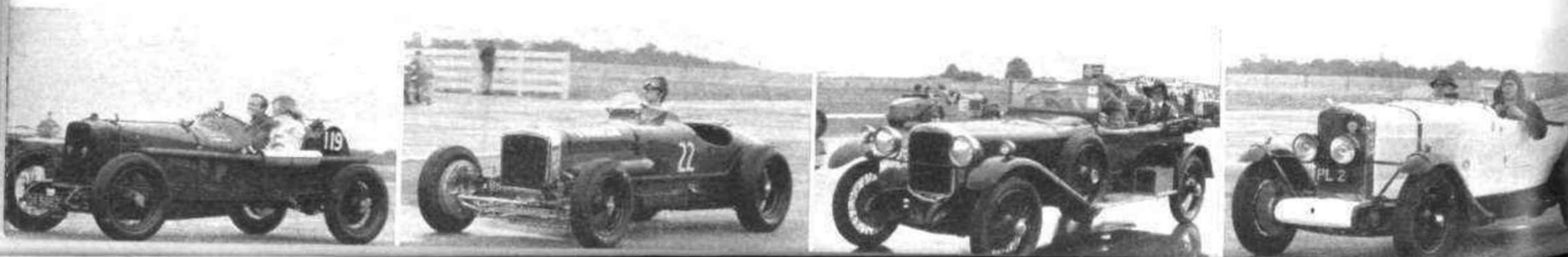
The 1,100-c.c. Sports Car class was a walk-over for Jack French in his conception of a 1971 vintage Austin 7, twin SUs, four exhaust pipes and hidden mysteries giving a time of 50.97 sec., perhaps a case of "adding lightness". This disposed of Ely's Riley and Fletcher-Jones' Lagonda, as well as the vintage runners-up, the Ulster Austins of Nice and Eyre. French set a new class record.

Fastest of the 1,101-1,500-c.c. sports cars was Stephenson's Frazer Nash (52.55 sec.), which beat Tony Jones' i.f.s. Frazer Nash "Patience" and Elwell-Smith's 1928 International Aston Martin, the Aston Martin taking the vintage prize from May's Frazer Nash and Poynter's unblown Hyper Lea-Francis. The 1,501-3,000-c.c. sports-car section was won by Rogers' AC Special (50.64 sec.), from Upston's Frazer Nash and Oddie's 328 BMW. Hill's Alvis tourer was best vintage car, appreciably faster than Vessey's Lancia Lambda and Woodley's very smart, but re-bodied 2.2-litre OM. Hamish Morten set a new class record for the big sports cars, his 1928 4½-litre Bentley climbing in 48.88 sec., taking this vintage honour from Williamson's Bentley. Second place went to Llewellyn's 8.3-litre Bentley, third place to Blight's Talbot BGH 23.

The Edwardian Handicap went deservedly to Clarke's nicely turned-out, ex-"works" Singer Ten, from Rowley's Talbot 25, but the Itala was fastest, in 59.25 sec. In the absence of the Lightweight Special Morgan's multi-blower Lagonda took the 1,100-c.c. racing class in 50.82 sec., from the best vintage car, the Hardy Special. Merrick was far faster than Sandy Murray in ERA R1A, to win the 1½-litre racing class in 45.55 sec., Gibson's ex-Aitken *monoposto* Frazer Nash second, Joseland's Frazer Nash Anzani "Terror II" third and with a new vintage class record to its credit, of 48.65 sec., which bettered the 1948 Norris Special time by 0.15 sec. Cottam and Pilkington dominated the 3-litre class, pursued, as it were, by Lockhart's Rover, the vintage division going to Wall's single-seater 35B Bugatti, which tied for fastest vintage time in 47.51 sec. with Perkins' odd-looking twin-rear-wheeled 35B of the low-hung gas-works. The big racing-car class saw Clutton tactless enough to go faster (2.63 sec. faster—a matter of weight?) than the President, in the President's 1914 GP Mercedes, and with an alarmingly slidy approach to Orchard on his first run, into the bargain. The vintage section was won by Harvey Hine in the oversize 8-litre Bentley, his 48.22 sec. breaking Arnold-Forster's 1965 vintage time in the Delage by 1.77 sec. Ann Shoosmith was second, in her cut-and-shut 1936 4½-litre Bentley. Light relief was provided by Smith's Alvis Speed 25-engined Frazer Nash; he chased our photographer on the grass at Orchard, saying "Sorry!" as he drove on—commentator Tubbs suggested he really meant "Pardon"—the next corner he had to take! He made no such error on his next run, winning the class in 46.96 sec.

Incidentally, in spite of a terse letter last month saying that Edwardian Rolls-Royce clutches don't squeal, that of Howard's 1913 Silver Ghost did so on both its take-offs. Finally, as Prescott must make a nice profit for its owners, couldn't something be done about the filthy state of the girls' loo?—W. B.

.....the Corner 1914 3.3-litre TT Sunbeam driven by Sears, with Mrs. Corner as his passenger, Corner's 1925 4-litre V12 Sunbeam "Tiger", Crabbe's 1924 Sunbeam 24/70 sports-tourer and Stephenson's 1930 Team-90 Talbot.



THE MOTOR TRICYCLE

TO MOST PEOPLE the motor tricycle, as distinct from the 3-wheeler car, is an unknown quantity, or something completely forgotten, a form of transport obscured in the mists of antiquity. Yet at the dawn of practical motoring these vehicles were much in evidence. Indeed, prior to the turn of the century, it was the tricycle, not the motorcycle, which took precedence in touring and sporting circles.

The reason had to do with the prevailing state of the roads, which were rutted by iron-tyred horse-drawn vehicles and made very slippery by mud in winter. Two-wheelers were too unstable to be safely ridden in such conditions. Apart from which the petrol engine was still a novelty and it must have seemed easier to hang the appurtenances it needed, such as spirit tank, oil container, silencer, accumulators or platinum hot-tubes, not forgetting the spare fuel can, a supply of oil, tool boxes, extra tube, etc., onto a tricycle than onto a bicycle frame. So the motor tricycle preceded the motorcycle, a fact which Charles Jarrott prescribes to De Dion Bouton, who made the only reliable i.c. engines for road transport at this period of history, preferring them.

The first De Dion tricycles were of $\frac{3}{4}$ -h.p., the engine being hung behind the back axle, which it drove through gearing and a differential, a bicycle chain and pedals enabling the rider to start the engine and give it human assistance up hills. Jarrott had one of these and says, in "Ten Years of Motors and Motor Racing", his 1906 book which MOTOR SPORT had the initiative to reprint in 1928, "I do not remember anything worth relating in connection with my first ride. It was a very simple machine to manage, and after the first little intricacies of regulation of gas taps and sparking lever had been mastered was quite easily controllable".

Riders were not content with these low-powered machines, which required much light-pedal assistance. More powerful tricycles soon appeared, culminating in some very fast and fearsome racing models. Jarrott found he could travel "really long distances" on a $1\frac{3}{4}$ -h.p. De Dion and his friend S. F. Edge had his first ride on a $1\frac{1}{4}$ -h.p. tricycle of the same make, from H. J. Lawson's British Motor Syndicate premises at 40, Holborn Viaduct to Canterbury and back, a 120-mile run without any trouble. Edge was so pleased that he acquired a fleet of tricycles, including, as his book reminds us, "one or two De Dions, a Phoebus-Aster, a Clement and . . . one of the most diabolical tricycles ever manufactured, in the form of a 6-h.p. De Dion geared so high that it was almost impossible to drive under 20 m.p.h. At every explosion, when going slowly, the front wheel gave a leap in the air and someone said it fired once per county". Edge, of the Dunlop Company, was also a Director of the Ariel Company and rode one of their racing tricycles, which housed the engine between instead of behind the wheels and had quieter gears and a stronger frame than most.

Motor tricycles flourished, but possessed shortcomings of their own. If the gearing was sufficiently low for easy starting it entailed furious leg-work on hills. Electric ignition being useless in wet weather, the hot-tube was reintroduced, which added to the risk of fire if the rider capsized. On the poor roads of the 1890s a two-track machine was more uncomfortable than a car or motorcycle, especially as a tricycle's back wheels were unsprung. The last version Jarrott used for touring, a $2\frac{3}{4}$ -h.p. De Dion, had the refinement of a clutch but if this was abused or was out of adjustment the rider was apt to fall backwards with the machine on top of him as he engaged it.

In spite of these drawbacks the machines were no sluggards. Edge timed himself between mileposts in 2 min. 52 sec. on his little $1\frac{1}{4}$ -h.p. job and Jarrott was to set the hour record at over 42 m.p.h. on a 1902 8-h.p. De Dion, timed by F. T. Bidlake at London's Canning Town cycle track.

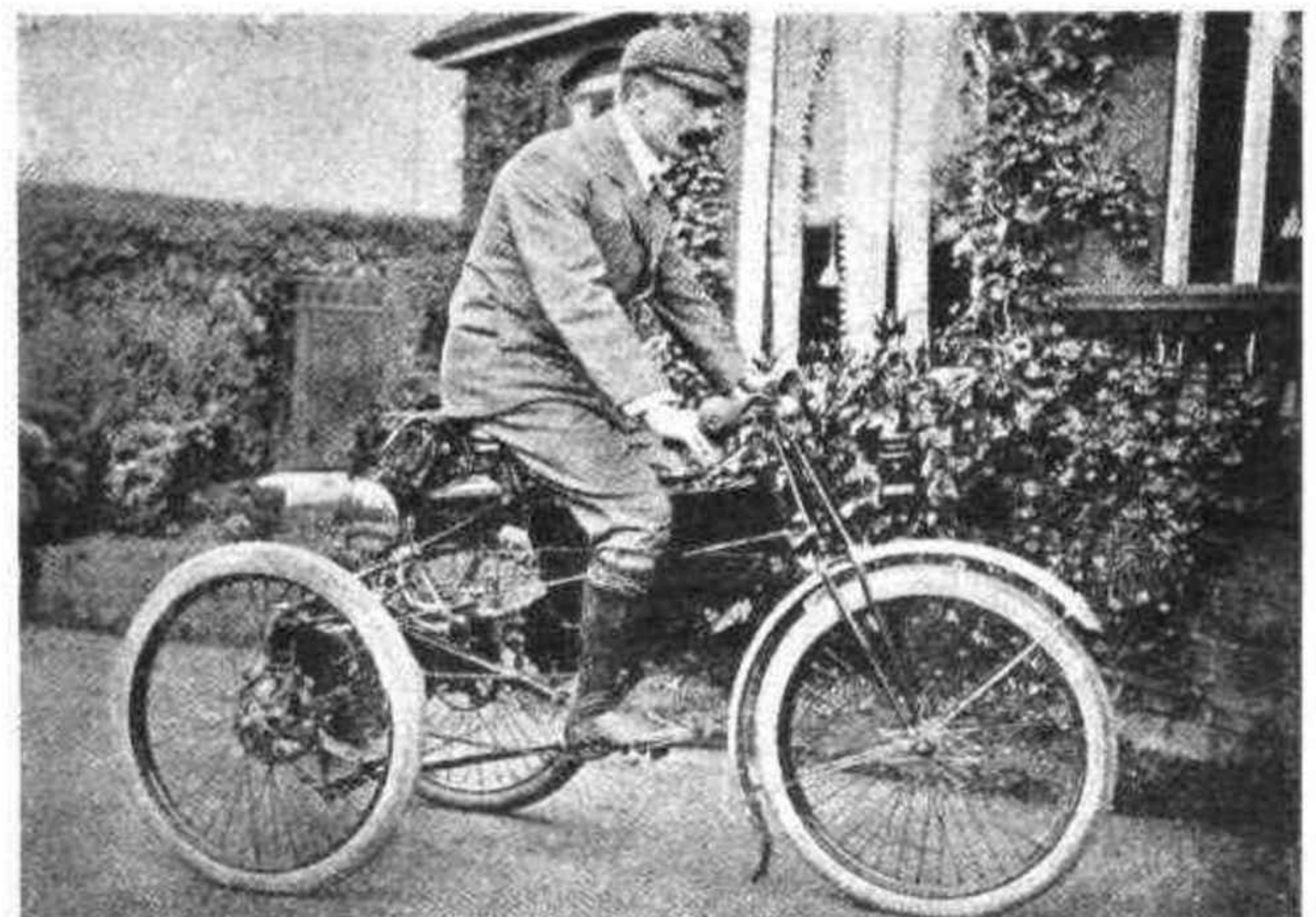
Racing at these banked tracks was good sport. At places such as Sheen House, the Crystal Palace, New Brighton near Liverpool and the Aston track in Birmingham (do any survive?) Jarrott, Edge, Stocks, Wridgway, Sangster, Gorton, Moyle, Brun and Buck, etc., used to ride in close proximity on their stripped, unsilenced big racing tricycles, each rider leaning heavily on the inside wheel to maintain his balance. As the lap distance was about $3\frac{1}{2}$ to 4 laps to the mile

it was exciting stuff and not without risk. Jarrott had a front spindle break at 40 m.p.h. but jumped off backwards before the machine somersaulted but when this happened to Cecil Edge while he was racing Jarrott's old 5-h.p. tricycle he came rolling down the banking, his machine dashing into the wooden palings at the top of the track, to be "shattered to pieces". What with incidents of this nature, a twin-cylinder motor in a Phoebus-Aster, Edge's aforesaid 6-h.p. racing De Dion and Jarrott's 8-h.p. De Dion which he described as "unsuited for anything except very fast road work or track racing" (it was sent to Canning Town track in a van, probably horse-drawn), there was plenty of drama about this pre-1900 tricycle racing. To quote Jarrott again: "The speed at which the big De Dion travelled the first time I took it round appalled me and I found it was only with difficulty that I could negotiate the bends . . ."

Moreover, it wasn't only in short races that motor tricycles were used. They dominated the motorcycle classes of the great town-to-town contests of the time. Several tiny De Dions had been used to reconnoitre the course of the Paris-Marseilles-Paris race of 1896 and five competed, of which three finished, Viet beating every other competitor on the outward journey, to come in third, having averaged 14.9 m.p.h. for the 1,062 $\frac{1}{2}$ miles. Power was promptly increased, and the class winner of the 1897 Marseilles-Nice-LaTurbie race, a 1-h.p. De Dion, managed 15.9 m.p.h. for the 149 miles. A $1\frac{3}{4}$ -h.p. De Dion won Paris-Dieppe that year at 22.4 m.p.h. for the 106 miles. A Phoebus tricycle so powered achieved 22.5 m.p.h. in the 1898 Paris-Amsterdam-Paris race, over no less than 889 miles, and by 1899 we find the racing De Dions up to $2\frac{1}{4}$ h.p., which enabled the fastest of their riders to beat all but three of the cars and average 26.5 m.p.h. for the entire 1,350 miles in the Tour de France. Then, in the Paris-Ostend, Barras, astride a $2\frac{3}{4}$ -h.p. De Dion, won outright, covering the 201 miles at no less than 32.8 m.p.h. faster than Giradot's 12-h.p. Panhard and Levegh's 16-h.p. Mors, and by 1900 Teste's 6/7-h.p. De Dion covered 837 miles at 35 m.p.h. in the Paris-Toulouse-Paris race. All of which caused Gerald Rose to remark ". . . the little De Dion tricycles (of 1896) showed that . . . they were very far from being the playthings some people considered them to be".

Incidentally, both the British pioneers Jarrott and Edge ordered new racing $2\frac{1}{4}$ -h.p. De Dions for the 1899 Paris-Bordeaux race, a splendid event in which, if legend is not lying, the starter simply announced: "This is Paris. That (pointing) is Bordeaux. Get there!" Although their respective books carry strangely differing accounts, it is clear that the De Dion Bouton "works" riders were given priority of preparation, as so often happens to amateur customers for racing machinery, and that neither Jarrott nor Edge attained the finish in time. Indeed, adventures innumerable left them utterly exhausted. Jarrott has written "Tired to death, aching all over, and my eyes causing me the most excruciating pain (his goggles were primitive) I flung myself down in the road by my machine and lay there oblivious of everything." Edge was in much the same state. He laid his "head down on the saddle and with both arms stretched out to the handlebars dragged himself along, pushing the machine regardless of where it went", so that to Jarrott it appeared riderless . . . It was the

Continued on page 915



1896, when motor-tricycles were taken seriously. S. F. Edge is seen on his fearsome 6-h.p. racing De Dion Bouton.

5 facts we discovered about Barclaycard holders.

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- * **79% own their own home**
(National Average: 49%)
- * **39% have a tape recorder in the home**
(National Average: 19%)
- * **8% have a colour TV set in the home**
(National Average: 3%)
- * **26% have two or more cars in the household**
(National Average: 7%)
- * **6% buy table wine at least once a week**
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Harvey Morgan, of Huddersfield, is a member of the Development Group of an international oil company. "I'd say I made fairly regular use of it—for hotel accommodation, petrol and drawing cash. And I sometimes buy major items with it. For example, I have bought a lighter for my wife, watches for the children, plus a stereo kit for myself. I think it's a very good thing that a British bank should have done something adventurous like this."



Jeffrey Thomas, a work study engineer, from Swansea. "I use my Barclaycard mainly for clothes and also for travel and I find it very useful for drawing cash. I used it once to settle a hotel bill when I was short of money too. Yes, I do use the extended credit facilities—they're less formal than ordinary HP and you know just how much interest you're paying, whereas interest is difficult to work out in most HP agreements. I bought my washing machine on extended credit—it is useful to pay what you want when you want."

Diana Burns, from Ewell. "I applied for a Barclaycard two or three years ago because I dislike carrying cash around and the card seemed to be a solution. At first I used it for buying the children's clothes. Later I used it for my own clothes too, and for the car running expenses—it is a very convenient way of keeping track of my personal expenditure over the year."



Norman Mosby, of Wakefield, partner in a firm of solicitors. "I had my pocket picked in Calcutta many years ago and I've never liked carrying money since, so it was a relief to me when credit cards in general—and Barclaycard in particular—came into being. My wife and I find ours very useful for chance shopping as we're able to get things while we happen to be there.

"I sometimes use extended credit, but usually because I forget to pay! I find my Barclaycard extremely useful and the fact that there's a bank I know behind the operation gives me confidence."

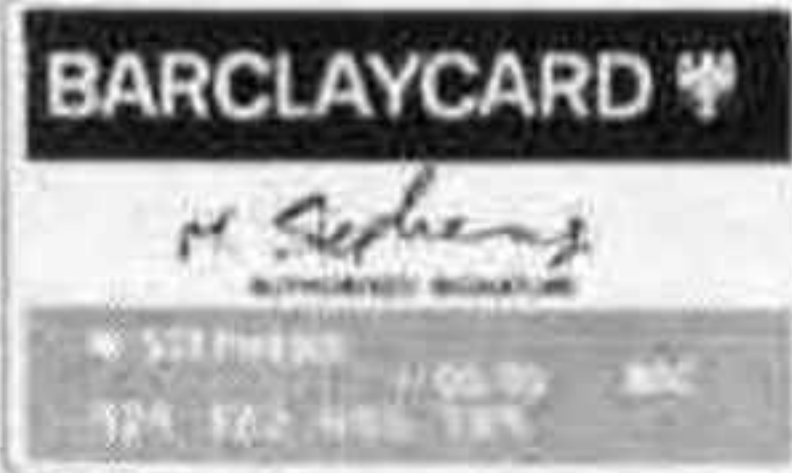




Patricia Hunt, a clerical officer, from Hampton Hill. "I started to use my credit card to buy petrol, clothes and household linen. It certainly saves on cheques too—you can settle up with one a month, instead of using six or eight.

"Occasionally I use the extended credit facilities—they're very good. It never seems to cost very much extra if I happen to let the balance run over a little from month to month.

"I'm now considering arranging for my daughter to become a joint card user."



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Joseph Ratcliffe, an electrical engineer, from Ongar.

"I first used my Barclaycard when I had a puncture and needed a tyre replaced. No garage seemed to trust cheques, but they trusted my card. That was my initiation. Since then I've used it for various purposes—petrol, general shopping and so on.

"I find the extended credit facilities quite useful—I sometimes spread repayments over a period of time."



M. Cooklin, an import agent, from Ilford. "I applied for a Barclaycard because I thought it would be a generally handy thing to have, especially as I travel. I often buy my rail tickets with my card—also air tickets—and I pay the occasional hotel bill with it. I also use it a good deal in restaurants when I entertain customers."



Seventy-five years later—the Editor's wife about to launch an Ariel-3, protected by a pre-war ACU crash-hat and those excellent Stadium goggles.

THE MOTOR-TRICYCLE—continued from page 913

"works" rider, Bardin, who won the class.

The foregoing sets the motor tricycling scene in the pioneer days. After 1899 the motorcycle took over. The tricycles disappeared and have long since been forgotten, although St. John Nixon rode an 1898 1½-h.p. De Dion in the 1933 Brighton Run and Triumph Ltd. still own a veteran tricycle to this day.

Then, last year, BSA Ltd. re-introduced motor tricycling, with the Ariel-3. Having intrigued myself with the foregoing history, I felt I had to sample one. After all, in its time MOTOR SPORT has reported on two-wheelers, tricars, trucks and cross-country vehicles, etc., so it isn't all Ferraris and Lamborghinis, and as neither my wife nor I can do anything with a push-bicycle other than fall off it, exploitation of an Ariel-3 seemed singularly appropriate.

The Ariel-3 has a tiny fan-cooled two-stroke engine behind the back wheels, transmission is by toothed belt and chain and the clutch is centrifugal—no gears. Pedal assistance, and a dog clutch for easy pushing about, are provided. There are two proper and efficient lever-operated 4-in. drum brakes, and 6-volt lighting and horn while the engine is running. I had no problems with "gas taps and sparking lever" but starting was dependent on correct use of the twist-grip decompressor and choke lever. S. F. Edge found his 1897 De Dion "exceedingly easy to manage, providing one had experience in ordinary tricycle riding". This may not apply to the Ariel-3 because (a) tricycle riding is no longer an ordinary experience and (b) twin torsion bars permit the rear end to pivot, so that the bicycle part cants over, while the track is very narrow—only 15 in. However, the pivot provides the suspension which was absent on the early primitives and whereas Edge had to rely on a dry battery for ignition the Ariel has a flywheel magneto; his fuel tank held about ½-gallon of chemist's benzoline, that of the 1971 trike takes six pints of any good modern two-stroke mixture. The 40×38-mm. (49-c.c.) engine of the 1971 offering is not all that much bigger than some of the engines which powered model hydroplanes in my schooldays but 1.7 b.h.p. is claimed for it at 5,500 r.p.m., which compares favourably with the ¾ h.p. that the 50×70-mm. (137-c.c.) four-stroke De Dion engine of 1895 developed, albeit it ran at only about 1,500 r.p.m. The Ariel weighs 126 lb.; the 1897 racing 1-h.p. De Dions scaled 165 lb.

Thus there is some affinity between these tricycles of veteran and modern times, although the former did not have as extras a wind-screen, spare wheel, anti-thief lock, etc., nor, I assume, were they available in bushfire orange, everglade green or Pacific blue finish. Nor, perhaps, were their tyres as dependable as the Ariel-3's 12 in.×2 in. Dunlops, all the wheels of which are detachable.

This is not to say that I would want to ride one to Marseilles from Paris and back, especially at the speeds Viet attained over the sort of roads he must have endured 75 years ago. And as the Farnham pioneer J. H. Knight said of the touring motor tricycles he knew, so with the Ariel-3, "It is not intended that the engine should do all the work, except on level ground; uphill the rider must exert himself and assist by pedalling". (BSA PRO Ivor Davies, who brought me

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BOOK REVIEWS

"Such Sweet Thunder", by John Blunsden and David Phipps. 224 pp 8½ in. × 5½ in. (*Motor Racing Publications Ltd.*, 277-279, *Gray's Inn Road, London, WC1.* £2.50)

This is the story of the Cosworth-Ford Grand Prix engine, which arrived in time to resuscitate Formula One motor racing when Coventry-Climax decided that they could not afford to make any more GP power units, after spending between £500,000 and £1,000,000 on the project. The manner in which Clarke's Lotus won the very first race in which the new Duckworth-designed Ford V8 was used, at Zandvoort in 1967, is now receding into history and it is time the full story was told, even though the brilliantly successful Ford-financed Cosworth venture was well written up soon afterwards, and has been afforded full colour coverage by *MOTOR SPORT*.

This book sets the whole, bold experiment, which has meant so much to Ford and to modern Grand Prix racing, in perspective. Blunsden appears to have written the history of racing during this highly successful Ford V8 era, following a brief introduction about the state of racing engine supply and technique at the time of Ford's courageous dive off the brink, Phipps to have filled in the technicalities, after interviews with Keith Duckworth, some of whose words, his characteristic philosophy, are reproduced verbatim.

How much in this book is new material depends on how much you have read elsewhere about the Cosworth F2 and F1 engine projects. However, it constitutes a readable history of GP racing under the 3-litre Formula to the end of 1970, with a lead-in from the previous 1½-litre racing. It describes the rather remarkable way in which Duckworth, Costin, Brown and Rood came together and fused into the Cosworth firmament. It is most interesting, without being in any way over-dramatic, about how Stanley Gillen was approached by a Colin Chapman-prompted Walter Hayes, less than a week after he had arrived here from the USA as Ford of Britain's new Managing Director, on the matter of Ford financing and helping to build (aided by men like Chief Engine Designer Alan Worters, Foundry Manager Tru Hayford, Manufacturing Directors Taylor and Rees, etc.) a Ford Grand Prix engine. And how easily Gillen consented, after conferring briefly with Harley Copp, Ford's Engineering Vice-President, to spending £100,000 minimum on the venture. It is "old hat" now that the cautious Duckworth first elected to complete his Cortina-based F2 engine undertaking, which absorbed £25,000 of the sum allocated to building Ford racing engines. Incidentally, considerable as these expenditures may appear, they have to be compared with the £500,000 French Government loan to Matra to develop their racing V12 engine, and the astonishing £10,000,000 which, the book says, it cost Ford to put synchromesh on the bottom gear of the Cortina. This, logically I feel, causes the authors to comment that Ford of Britain's 1965 investment of rather over £100,000 on the design, construction and development of the initial batch of 3-litre V8 GP engines (five were scheduled, seven in fact produced) must be "the bargain of the decade." (In terms of horse-power, too, what a bargain! Over half this sum has been paid for one show-jumping horse, whereas Ford got around 2,800 horses for their outlay!)

Certainly Ford's close association with so many branches of motor racing, from the Mexico Championship to Le Mans and Formula One, puts the entire Ford empire, in my opinion, that much ahead of its bigger US rival, General Motors. Ford cars are good, are pleasant to drive, are backed by a comprehensive servicing network. (OK? I shall now inevitably receive a few letters from isolated dissatisfied customers). The fact that Henry Ford himself built and drove big racing cars, that his grandson Henry Ford II steered the Company to their Le Mans and Indianapolis victories in the 1960s and that Sir Leonard Crossman, Chairman of Ford of Britain, maintains a stable of fast cars are factors which rub off on the cars which roll from the Ford factories and on the outlook of those who use them.

"Such Sweet Thunder" is the story of just one of these successful Ford competition projects. It is useful publicity for Ford. But it is not written in the dramatic, lurid style of a PR blurb. It is a sober account of how Ford embarked on a rather new venture, goaded by Chapman who needed engines for Team Lotus, and how they soon had it all tidied up, and sealed with Sir Patrick Hennessey's blessing (it was, incidentally, Lord Beaverbrook who recommended Hayes to the Ford Chairman), so that, with the Cosworth V8 in series production from 1968, the Ford DFV engine took part in 45 World Championship

events in four seasons, and won 34 of them. It might be expected that having achieved some successes Duckworth would be a bit superior, even pompous, when interviewed about his engine. To expect that, however, is not to know this remarkable engineer, who seems to have stepped straight out of the dubious Austin 7 Ruby saloon he sold to Bill Brown into creating World-beating GP engines. His approach to DFV technique is modest, even self-effacing, although K.D.'s comments on other people's engines are a rare treat. He realises that financial backing favours Ferrari, that manufacturing problems beset the Weslake V12 and the Eagle V12 and that in 1967 only Honda made the 4-valve head work for them. He saw a basic error in the BRM H-16, abandoned the BMW pent-roof head because of ignition and installation complications, and says "Hacking around with files and scrapers isn't really on nowadays". It might be instructive to compare his reasons for DFV engine failures with those invented by the journalists.

Perhaps the most interesting chapter of this opportune book is No. 11, entitled "Improving the Breed", which describes the development of the DFV engine, with power and fuel consumption figures, etc. But of great topical and historical import is the first appendix, quoting delivery dates, customers and history of the 89 DFV and DFW engines made between April 1967 and May 5th, 1971. The second Appendix gives a World Championship scoresheet for those using Cosworth-Ford engines between 1966-70 but I would have preferred a breakdown of how each engine fared in these races, for the World Drivers' Championships is an artificial theme involving many factors. If other criticism is warranted it is that the only sectional views of the engine are those on the end papers, that the photographs, while adequate, including as they do the personalities involved and mechanical parts of the DFV engine, are not prolific and that the impression is conveyed that the Coventry-Climax flat-16 engine to the 1½-litre formula was never built, whereas, although it was too late to be raced, it ran, for the current *BARC News* refers to it giving just under 250 b.h.p. at 14,000 r.p.m. And, as with so many modern books, no-one has gone to the trouble of providing an index. Otherwise, first-class!—W. B.

"The Alvis 12/50 Engine", by Michael Radford. 200 pp. 11in. × 8½ in. (*J. B. Associates*, 52a, *Bell Street, Henley-on-Thames, Oxon.* £3.90, plus 35p postage)

There have been plenty of books about the Alvis, culminating in Peter Hull's masterful history of the vintage and near-vintage 12/50 and 12/60 models. This is something different. It is a book devoted to the engine of the 12/50 Alvis, that stout-hearted yet simple power unit, scorning water-pump and fan, which still propels many pre-1933 Alvis cars with commendable reliability and willingness. The author did the entire book himself, and it covers his own 12/50 experiences, and maintenance and interchangeability data, together with descriptions of the engine's components and the subtle differences between the different years and types—a modern, far more comprehensive version of that article by the late John Cooper in a war-time issue of *MOTOR SPORT* which introduced these older Alvis cars to a new generation of drivers and opened their eyes to the merits of 12/50 motoring.

Only 500 numbered copies of this unique "handbook" by an obvious enthusiast have been produced. It could be they have all gone. But those who seek real knowledge and useful advice about these great Coventry-built cars should make haste to enquire whether any are left.—W. B.

BOOK BITS

Very welcome is republication of one of the more comprehensive of the great range of one-make books, "Maintaining The Breed" by John Thornley, which deals with every MG model from the first Kimber Special and subsequent production versions and the M-type and other Midgets, through to the MG TF and MG-A. Because the book was written by the man who *was* MG, Lt.-Col. John Thornley O.B.E., Director and General Manager of the MG Car Co. Ltd., from 1956 until his retirement in 1969, the book is 100% authentic—and it deals with all that successful racing and record-breaking the Abingdon make indulged in, including Nuvolari's TT victory. The whole account is packed with power curves, technical data and the like, and it concludes with MG's part in the tragic 1955 Le Mans race. This original and comprehensive MG history is otherwise little changed, and represents one of the most detailed of all one-make histories

second only to, and of lesser bulk than, Anthony Blight's Talbot tome. It is republished for the third time since it first appeared in 1950, by MRP Ltd., at £2.80.

* * *

The book "Jackie Stewart, World Driving Champion" by Lyle Kenyon Engel is now available in the UK from the New English Library. It is somewhat out of date, covering Stewart's career only up to his Matra-Ford days.

* * *

"The Design and Tuning of Competition Engines" by Philip H. Smith, F.I.MECH E., M.S.A.E., has gone into a 5th edition, edited and revised by T. C. Millington, B.A. This 468-page book is published by G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, at £4.95.

* * *

Some outstandingly good pictures are a feature of the "International Motor Cycle Racing Book, edited by Tom Macauley and published by Souvenir Press Ltd., 95, Mortimer Street, London, W1. at £1.00. If you think F1 is getting dull, just thumb through this one!

CARS IN BOOKS

OBTAINING a copy of "How To Make Enemies", by Ronald Duncan (Hart-Davis, 1968), after having read a favourable review of it in a back issue of *The Field*, I wasn't altogether astonished that it contained some references to cars, although it is the autobiography of a poet, playwright and Devon farmer, because this is the case with so many non-motoring books and the reason for the very long run this column has had. Nevertheless, to come upon a motoring item on the very first page did constitute a mild surprise.

The vehicle concerned is described as "an old Sunbeam lorry", which had stopped on "the steep hill in Devon running from West Mill (where the author farmed) to Mead", about a quarter of a mile long. The reason the Sunbeam is mentioned is because it stopped, ran backwards, and overturned at the bottom. My interest lies in the fact that although the Sunbeam Motor Company of Wolverhampton did make commercial vehicles, even to having an advanced, inclined-overhead-valve engine for them (as I discovered when researching the subject of power units with hemispherical heads but *sans* overhead camshafts, as in BMW, Lago-Talbot, Peugeot and a few others, for MOTOR SPORT some years ago) they didn't make very many. So what was this luckless Sunbeam lorry to which the whimsical Duncan alludes? At first I thought he might have encountered an ex-Kaiser War Sunbeam with lorry body. But the episode occurred during the Second World War, so this is highly unlikely, and I am still wondering whether the ill-fated lorry was a Sunbeam car converted to carry goods or whether it was a genuine Sunbeam commercial continuing to serve into the war years, in which case it would be something of a rarity.

About the only other motoring aside in this entertaining autobiography, with its accounts of Lord Beaverbrook (and other celebrities), free love, Glyndebourne, illness, and Cambridge in the 1930s, concerns "a small Volkswagen" hired in Holland, which Duncan's wife Rose Marie called "a wretched Feuchtwangler". There is, however, a piece about flying out of Idlewild and two of the air-liner's four engines catching fire. . . .

I felt I had to read "We Danced All Night", by Barbara Cartland (Hutchinson, 1970), because it is devoted to, and defends, the 1920s. I felt sure cars would figure in it. In fact, the book is more a collection of facts and memories of the period than autobiographical. There are rather garbled references to motoring, although I applaud the authoress's recollection of "the musty leathery smell of the high-roofed taxis", which plied for hire in London at that time; when the debutantes "sat in the rows of taxis at Hyde Park Corner, a gentle kiss was all that 'happened'"—to Barbara Cartland, who also confirms that a man with a car topped all the desirables in a girl's life. This leads her on to this topic, but I find it incredible that in that era of horse-drawn cabs and horse-draws Segrave should actually be summonsed for *slow* driving in Bond Street, nor can I trace that he was ever at Cambridge, for after leaving Eton he joined the RFC. And why should the Duke of Westminster be "fined for driving a motor car at 19 m.p.h." in 1912 when the speed limit was 20 m.p.h.? And in

saying William Rhodes Moorhouse was the first to fly the Channel there is a surprising ignorance of Bleriot. The "Bentley Boys" get brief mention and Segrave's death is attributed to broken propeller blades on *Miss England*, whereas these were intact when the boat was salvaged. To say that few women except Lady Diana Cooper drove cars in 1921 is wide of the mark, but some lines devoted to Bentleys at Le Mans are correct. In saying Sir Malcolm Campbell's father was a diamond merchant the writer has probably become confused with Woolf Barnato, "a broad-shouldered, dark South African with eyes like betel-nuts", who is said to have been responsible for London's traffic-lights.

What I did find interesting was the mention of George Henderson, who formed the Henderson School of Flying at Brooklands, taking Barbara Cartland out "in his enormous car which was just an engine covered with iron plate and mounted on a chassis with two bucket seats taken from an aeroplane", also described as "an extraordinary car made from an old aeroplane engine, an ugly, open, noisy car, which he called 'Barbed Arrow', a somewhat obscure play on my name", because this unquestionably refers to Henderson's Napier chassis with 250-h.p. Rolls-Royce V12 Falcon aero-engine, which he drove on English and Continental roads. The book reminds us that Henderson was piloting the Junkers aeroplane which crashed, killing all the occupants, at Meopham in 1930. The Prince of Wales' Burney Streamline car, and how it stalled on a hill near London, is mentioned, as are "a fleet of Hispano-Suizas" used by Sir James Dunn, and King Alfonso driving another Hispano-Suiza at 80 m.p.h. at Deauville. Amongst the prolific names-dropping the Marquis de Casa Maury is described as "slim, pale with large sad eyes . . . proudly Castilian in ancestry, Cuban by nationality, educated at Beaumont College in England, and he served in the RFC during the war. He was an ace driver, racing in all the Grands Prix driving Bugattis" (*sic!*). After the Wall Street crash he is said to have opened the Curzon Cinema; he married Paula Gellibrand. Rolls-Royce enthusiasts may be intrigued to learn that Barbara Cartland designed the body for the new R-R her husband ordered in 1927, which, she says, "was the first Rolls with a white body, black wings and a black hood. The following year the coachbuilders copied my colour scheme and won the *Concours d'Elegance* at Monte Carlo. I have my daughter's pram painted the same, and in 1929 Raine has the smartest pram in the park". There's satisfaction for all owners of white and black Rolls-Royces!

Barbara Cartland says Claude Graham-White "owned the first petrol-driven motor car in England", recalls Lady Dorothe Plunket as wanting to be a nurse, "but instead she took to driving her car very fast round Brooklands", and has much to say about Lt. Glen Kidston, RN, including reference to a speed record (*sic!*) he made in 1925 by attaining 96½ m.p.h. in a 1,990-c.c. Bugatti—perhaps she places undue faith in Press cuttings! Incidentally, the book confirms that Michael Arlen had a yellow Rolls-Royce, although the novel which made his fortune featured an Hispano-Suiza, remarks on a body for a Rolls-Royce designed by Lord Portarlington, who "has done a great deal for the motor trade", and refers to an unnamed racing driver whose wife, whom he was divorcing, flung champagne in his face at the "Bat" in Albemarle Street. "He didn't even flinch." The race which Miss Cartland was asked to organise at Brooklands in 1931 between lady drivers, all in supercharged MGs, is one piece of Track history I know very little about but which I was just going to investigate before I saw her reference to it. It sounds like a much criticised stunt by society girls to which the real racing ladies strongly objected.—W. B.

FIREPROOF OVERALLS

THE fire hazard in modern motor racing has directed attention to the effective fireproofing of driver's overalls. FPT claim to have reached a new stage of effectiveness in this direction with FPT fabrics which only change colour in an 800°C flame, when the new fabric is said to exude a compound gas which absorbs oxygen so that the fabric becomes self-extinguishing. This also fills the space between overalls and inner coverall, forming an insulating and heat-resistant layer. Formed of three spun and woven fibres having each a different thermic behaviour, FPT material, created by Nereo Chiarotto, is said to resist for an extended period the worst flames. Details are available from Linea Sporto, Piazza de Agostini 3, Milan.

THE BIRMINGHAM ROAD RACE

The Problems and the Politics

OVER THE LAST few weeks there has been a flood of publicity for the proposed road race on a section of the new Birmingham inner ring road, including the section around the new Bull Ring. This is certainly not the first proposal of this kind and since the last war there have been several schemes for races on Britain's public roads, including the much dreamed of Hyde Park Grand Prix, a race in the Peak District, and also an event in the wilds of Scotland. At the time some of these looked to be a distinct possibility but all floundered. What hope is there in the nineteen seventies of a race in Birmingham's city centre when road racing in Europe is dying out and even historic circuits like Pau have their future in the balance?

On the face of it the answer would obviously be that it is all a pipe dream of that effervescent Birmingham night club owner Martin Hone trying to drum up publicity for himself and his ventures. But when MOTOR SPORT visited Birmingham recently to find out if the plan had any possibility at all we quickly realised that this is a serious project. There are problems, plenty of them, there is an argument as to who had the original idea, while even party politics, within the Birmingham Council, rear their ugly heads.

One thing is certain and that is that opinion in Birmingham is heavily weighted in favour of the race right from the Council Chamber to the man in the street. The possibility of the race is further enhanced by the fact that Basil Tye of the RAC Motorsport Department has visited the circuit and feels that, unlike many other proposed road circuits, this one could be made safe without too much trouble. In fact, in conversation with Dean Delamont, the Director of the Motorsport Department, recently it seemed that the RAC were actively in favour of the race and in becoming personally involved with the organisation.

The big crunch really comes in October when a specially convened meeting will be held involving various members of the Birmingham City Council General Purposes Committee (which includes the very important Entertainments Sub-Committee), the Watch Committee and the Public Works Committee. Amongst the gentlemen present will be the City Surveyor, the Chief and Assistant Chief Constables, Councillor John Silk (who is very much a key figure), and Councillor Harold Evans of the Public Works Committee, one of the few people who, though not against the scheme, has expressed serious doubts about its feasibility. But Martin Hone, the man who had stirred up so much interest in the race, is naturally not on the Committee as he is not a councillor.

The various dignitaries due to meet in October are presently carrying out a feasibility study into the various aspects of the race. Following their deliberations a decision will be made at the meeting whether to go ahead or not with the plans to stage the race. If the verdict goes in favour of the race then it seems certain that other problems will be surmounted and the race will be on. If the meeting decides the Birmingham race is a non-starter then, to all intent and purpose, one can forget the Birmingham Grand Prix as a nice idea that never quite saw the light of day.

A go ahead from Birmingham Council, which will provide generous financial support, will overcome some of the problems but certainly

leave plenty to be solved. Basically the problems can be lumped into three categories—political, environmental and legal.

First, however, it is worth investigating the history of the race, and one soon discovers the political problems, plus a clash of personalities.

Who conceived the original idea? Martin Hone of the Opposite Lock Club says he did. Councillor John Silk, Chairman of the Entertainments Sub-Committee of the Council's General Purposes Committee, says that it was the idea of one of his Committee members, Councillor Peter Barwell, with whom he has helped to formulate the idea.

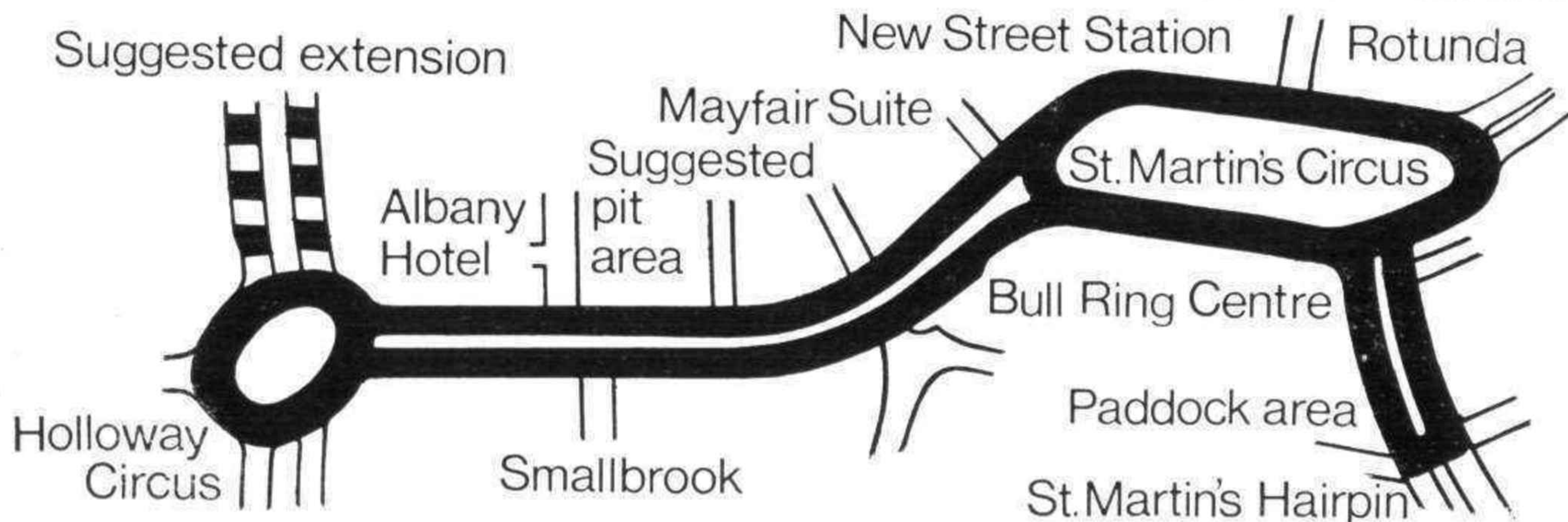
We went first to see Martin Hone, who has been responsible for the great amount of publicity the race has received, publicity that Councillor Silk says is out of place until the race receives the official go-ahead. Hone heads a so-called "experts committee" which is not officially approved by the Council but does include another prime mover for the race, none other than the Lord Mayor, Alderman Victor Turton. Alderman Turton is a Labour mayor in a Conservative-controlled Council and Silk is of course a Conservative. The machinations do not need to be elaborated.

Martin Hone is a bearded, 32-year-old who admits to having "quite an ego". He was in the carpet business but converted an old warehouse into the popular Birmingham night spot, the Opposite Lock Club, some five years ago, and by sheer hard work and a flair for gaining publicity made the Club a success. He is also well known as a broadcaster in the Midlands area, has a weekly motoring programme on Radio Birmingham, and has been involved on various other committees concerned with entertainment and commerce in Birmingham.

He says the idea of a race around Birmingham roads had been idly going round in his head for many years but he really started giving it some thought around the time of the 1970 Birmingham Festival. Silk's Committee run each autumn a festival of entertainments lasting two weeks and each having a specific theme. When in November of 1969 the Committee had to decide on a theme for the following year they selected from several ideas floating about one from Martin Hone for a motoring pageant. Hone was appointed as the Festival Liaison Officer and, as such, he put the accent on the sporting side of motoring having raced Porsches with some success in the mid-sixties and basically was a mad keen racing enthusiast.

By all accounts the 1970 Festival was one of the more successful with the public and amongst the ideas dreamed up by Hone was to deck the streets out as a racing circuit with all the appropriate banners and have the City sponsor a race meeting at Mallory Park. But the master stroke was a parade of various unsilenced single-seater racing cars through the City streets. Traffic was not stopped but at the discretion of the Chief Constable the cars were allowed to run in what would normally be considered an illegal state—no lights, horn, tax, etc.

At the winding-up meeting of the Festival the possibility of an actual race was discussed, with both Hone and Barwell speaking on the subject at some length. Quite who had the idea first it is hard to tell but on the face of it this hardly mattered one jot; the important thing was that



everyone seemed very much in favour, particularly John Silk.

One presumes that subsequently Silk discussed the matter in Committee and spent considerable time weighing up the possibilities. Meanwhile Hone was completely besotted with the idea and, in his usual enthusiastic manner, threw himself whole-heartedly into the project. He sounded out the feelings of local Aldermen, talked to the Police and the RAC, and then went specially to the Spanish Grand Prix in Barcelona's Montjuich Park to see just how things were done there. He compiled a dossier of photographs and on his return produced his "White Paper" entitled "Proposed Major Tourist Attraction for Birmingham City Centre Devised by Martin Hone".

This proposal was circulated to leading citizens in Birmingham and outlined all the benefits offered by a race. It cited the tourist attraction, the publicity value, the benefits to local trade amongst the advantages, underlining that such a venture was particularly worthwhile for a City steeped in the Motor Industry. But perhaps most important of all, Hone had laid down a definite route for the circuit.

The proposal also suggested that Hone formed an Experts' Committee including Lord Mayor Turton who had shown a great interest in the plan, having inherited his enthusiasm from the previous Lord Mayor. This Committee was formed and includes Geoff May, a former Secretary of the Porsche Club of Great Britain, Brian Fox and Roy Mitton, both leading members of the BRSCC Midland Centre, who organise races at Mallory Park, Mike Broad, a local travel agent and Press Officer of the Association of West Midlands Motor Clubs, and Norman Austin who is Area Manager of the RAC.

But, as Councillor John Silk, a local solicitor in private life, told us, "If this is going to happen, it's going to happen through the City and its proper channels with or without the assistance of other people". Clearly Silk feels that the race should be the responsibility of his Sub-Committee and not of other self-appointed special race committees whether the Mayor is a member or not. Silk is a man who carries considerable weight in Birmingham civic circles and it is obvious that it would be very much to the benefit of the whole project if his Sub-Committee could work in harmony with Martin Hone's group. Silk feels that all the problems should have been sorted out and the plan received the Council's general approval before the flood of publicity, but Hone is in direct variance with this idea, saying that if this race is to get off the ground it has got to be given tremendous publicity and enthusiasm whipped up. He further feels that without his efforts the whole business would have become lost in the Council Chambers and would never have been heard of again. Once the idea receives the official go-ahead then Silk says it will obviously be a job far too big for the Entertainments Sub-Committee and a Liaison Committee will have to be formed, but he still obviously wishes to keep the whole thing very much under his jurisdiction. He says that the various aspects of the race "will be put out to tender" including the promotions and organisations, and has already turned down an offer from Hone to be Race Director. One can but hope that the various political in-fighting has reached a peaceful settlement by the time the race looks a reality, and a date in 1973 is envisaged by Councillor Silk. Hone reckons things could be pushed through in time for next year.

The environmental problems are quite considerable but nevertheless surmountable, and Birmingham's City Centre definitely does have a lot of advantages as a race track compared with earlier schemes. We did several laps of the proposed Hone circuit and were later shown by another local racing driver, who has particular experience of road circuits on the Continent, a possible extension to the Hone circuit which would certainly add a lot more interest and give greater viewing facilities.

The Hone circuit is fairly simple for it basically uses the interestingly curved section of the Ringway and the islands at the Bull Ring Centre and Holloway Circus, connected by this strip of wide dual carriageway. It also takes in a leg off the Bull Ring down to St. Martin's hairpin. This hairpin is exceptionally tight, certainly tighter than the similar corner at Mallory Park, and thus would undoubtedly cause a lot of problems for drivers. The circuit passes such landmarks as the Rotunda and also passes right past the door of the ultra-modern New Street Station. There are countless underpasses along this section of road, which would make it very easy for spectators, with Monaco-type "circulaire" passes, to visit different parts of the 1½-mile circuit. Excellent hospital facilities are close at hand and the amenities are tremendous. There are many multi-storey car parks within the area and plenty of restaurants, public conveniences and so on. The Police have already confirmed that they feel there will be little disruption of traffic, particularly as there is little activity in the City Centre on a Sunday when the proposed race would be held, and that schemes to by-pass the area would be easily implemented. The excellent train

service to the door of the circuit would prove an attraction to race-goers from out of Birmingham although free passage of non-race rail-goers would still be possible thanks to the fortunate siting of the vehicle entrance. There are also adequate areas for the paddock and trade compounds.

Hone estimates the attendance would be something in the region of 80,000, although quite where he thinks they will all stand or sit we are not sure. There are some excellent natural viewing facilities and several spots where grandstands could be erected. But, if his 80,000 figure is realistic, and it could well be an under-estimate when one considers that Birmingham has a population of 1.2 million, then, if only to accommodate the spectators, a larger circuit would be a better bet.

The present circuit also has limitations regarding the start and finish line and the positioning of the pits, as the original sitings for both were not approved by Basil Tye and Hone and his Committee are now considering other positions, the allocation of adequate pits being somewhat of a problem.

Hone says that he is sure that his circuit is the only feasible one, but the extension we were shown which travels north from Holloway Circus, up to and around Paradise Circus and then back to Holloway would offer a much better circuit from both the drivers' and spectators' view and increase the length to about 2½ miles. It would require, however, a certain degree of civil engineering work including the cutting back of some kerbs, re-location of a couple of walls and removing dividing strips. But if Birmingham are going to go into this then they should do so wholeheartedly, and if work of this kind can make for a better circuit then it is undoubtedly worthwhile.

There are only few local residents, in this mainly business area of Birmingham, mainly in the high rise flats near Holloway Circus. Hone has already canvassed some of these people, all of whom have been enthusiastic. The local papers have also covered the proposed race in considerable detail and one letter against the project was quickly followed by a spate of correspondence from ordinary citizens enthusing over the project.

The factor which has finished off so many road circuits, some quite recently in Ireland, is one of safety. But the Birmingham circuit is comprised of recently built roads where the accent has been on separating the pedestrians from the road by the use of walkways and concrete retaining walls. The proposed circuit is of sufficient width to satisfy the RAC. Armco barriers would have to be erected in several places on which Mr. Tye has advised, and it seems that this would in no way be an unsurmountable problem for the Public Works Department.

The final hurdle is the legality of the whole thing. Does Birmingham Corporation have the right to close the roads and run a race on them? At first Hone thought that it would be possible to have the roads shut at the discretion of the Chief Constable. This would not be a precedent, for last year the Chief Constable of Leicestershire authorised a section of the A46 to be closed to enable the running of a cycle race. However, Birmingham's Town Clerk has raised the point that while Chief Constables can order the roads to be shut they cannot legally rescind the 30 m.p.h. limit without an Act of Parliament—presumably the cyclists did not exceed the legal limit! Whatever, there is no doubt that the Town Clerk is adamant that an Act of Parliament will be necessary for Birmingham's race, and it was this sort of problem that brought to a halt the efforts of the group attempting to organise the Hyde Park race. But Birmingham do not see that an Act of Parliament will be a major obstacle. Both Hone and Silk thought it could be easily overcome by adding a clause on to one of the several Bills concerning Birmingham which pass through the House from time to time.

So what is the future and possibility of the scheme? It all rests on the meeting in October, and if Birmingham Council give their approval it looks very much as if road racing will come to Britain. The enthusiasm for the race by Councillor Silk, plus the added incentive given by Hone's ginger group, could well carry this through to fruition.

From then on there would have to be a tremendous amount of hard work and solid planning. Already Hone and Silk agree on the format of the racing, which would be a Formula Two event (the noise will be fantastic), supported by possibly a saloon and/or sports-car race. A date in May or September would seem best and the admission would probably be under £1. Birmingham would put the necessary capital into the race but with sponsorship deals and the assured huge attendance they would expect to make a profit. Projected in the future from 1973 the idea would be to run the meeting annually.

Birmingham is to be congratulated on the progress so far and MOTOR SPORT's colour pages are already reserved for what will be some very sensational motor-racing photographs.—A. R. M.

Summer Holiday

YOU CAN HAVE EVERYTHING.—To choose between the Dino Ferrari 246 GT sports car and the 750-c.c. BMW motorcycle was no easy task, especially when the summer was at its height.



THIS IS ONE of those articles that was easy to write but for which it was difficult to find a suitable title. I had thought of hackneyed things like "Variety is the spice of life", or "From the sublime to the ridiculous", or "If it's got wheels, let's have a go" and also such titles as "You *can* have everything" or "As luck would have it" and even "At times I felt like Fangio" and all of them would have been appropriate, but I finally realised that it was all involved with activities other than race reporting and it all took place in England, so "Summer Holiday" was the only possible title.

The thought began after the French Grand Prix at Castellet when three journalistic friends were explaining how they were going to have a few days' holiday in the South of France before returning to England for the British Grand Prix. They had all borrowed cars from various branches of British Leyland so as to incorporate a road-test into the visit to Castellet and the subsequent holiday. Two of them were rather unhappy as their road-test cars had broken down before they had reached the sunny south, and the third was a little perturbed by the amount of money he had spent on petrol, his new super-car doing a mere 13 m.p.g., but proving very pleasant and reliable. They were talking about their holidays and asked what I was going to do, and I explained I was returning to England for a holiday and taking my E-type Jaguar back home as it was time it had a wash and polish and an oil change, and to make it a real holiday I intended to go to the Vintage Sports Car Club's Meeting at the Shelsley Walsh hill-climb. I was not in a great hurry to return northwards through France so I ignored the Autoroute and travelled on small by-roads through some really splendid French countryside. While passing through a small town in the heat of the early afternoon my attention wandered for a moment, at walking pace, and I drove the E-type very gently under the back of a Berliet lorry that had stopped in front of me. The lovely wrap-round Jaguar bumper and the over-rides were completely unmarked, but one of the headlamps was a very funny shape! As I was on my way home with the express intention of borrowing some vintage cars, a new motorcycle and a new Ferrari, I instantly thought of the phrase "as luck would have it".

Putting the Jaguar into the coachbuilders for repairs, I borrowed a friend's 3-litre Lagonda for the journey to Shelsley Walsh, for the Vintage meeting, and it was a most enjoyable day, with lots of original cars and drivers visiting Shelsley once again after many years. John Goddard had the A. F. P. Fane single-seater Frazer Nash back at the hill, this car having taken the record in 1937 at 38.77 sec., and at that same meeting C. E. C. Martin climbed in 39.67 sec. in his maroon ERA 1½-litre, so it was fitting that John Venables-Llewellyn should borrow this car from Moffat for the 1971 meeting, and to add to the nostalgia the fastest time by a pre-war car was recorded by David Kegan in the ERA "Hanuman" with 39.58 sec. No vintage-style Shelsley Walsh hill-climb would be complete without Basil Davenport, and the ageless Northerner was running his 2-litre V-twin GN-Spider, with inlet valves as big as the old 2½-litre Grand Prix BRM, and burning what smelt like methylated spirits, but was in fact neat wood-alcohol, that splendid fuel that kept motorcycle sport going during petrol rationing in the dark days of 1939-45. George Dowson was there with his beautiful little Lightweight Special, which he and Issigonis built in 1937/38, and it is still an object lesson to special-builders. Just how time is passing by was brought home by the sight of Dowson's son also driving the Lightweight Special, and going

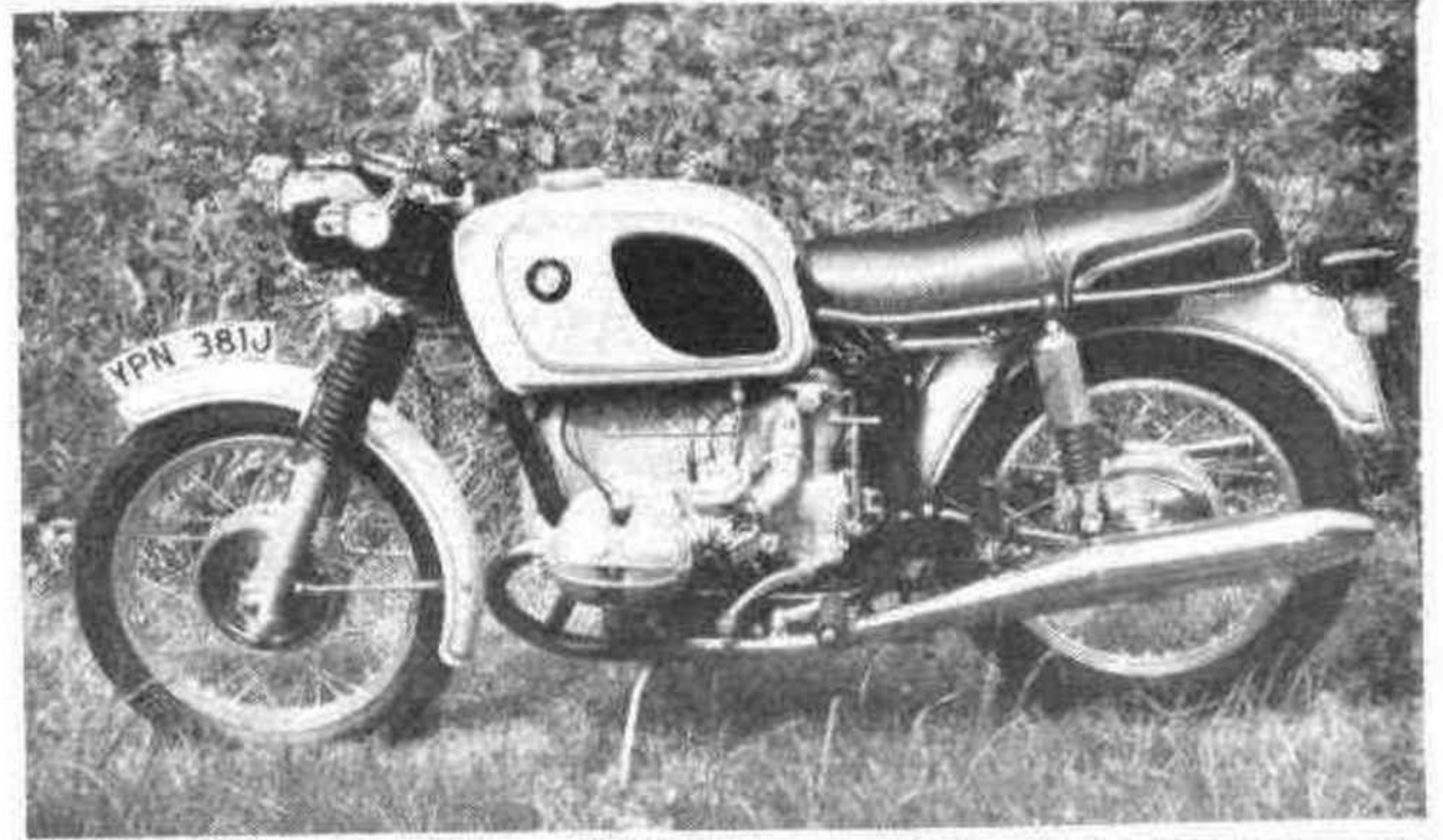
faster than dad! It was the first time that the Midland Automobile Club, who run Shelsley Walsh, had offered a full co-promotion with the VSCC and I for one rated the whole day a huge success, and I was merely a spectator. To add a little fire to the day the MAC invited a handful of modern hill-climb cars to the meeting and to see Tony Griffiths make a climb at just over 30 sec. in his rare 5-litre Repco V8-engined Brabham, with aerofoils, wide tyres, and all the Grand Prix goodies, was to keep a sense of proportion.

The return run from Worcestershire to London, reaching the Big City as darkness fell, made me realise that Summer had well and truly arrived for the traffic density even at that late hour was incredible, and driving in a high open vintage tourer made me very aware of the dreadful lack of visibility that Mr. Average Motorist has to suffer in his tin Bogmobile with all the windows wound up. Half the people you look at in tin boxes would do well to buy themselves a cushion to sit on, so that they could look over the steering wheel instead of through it. And looking at them from the open air in the Lagonda made me conscious of how they are cut off and remote from the outside world once the doors are shut. In an open car you can pass the time of day with your fellow travellers while waiting at traffic lights, providing they are similarly mounted in an open car or on a motorcycle, and this brings me to my next "holiday vehicle", a BMW R75/5 motorcycle. Earlier in the year we had a Press gathering to look at the 1971 range of BMW motorcycles, the three models being 500 c.c., 600 c.c. and 750 c.c., all with the classic horizontally-opposed twin-cylinder layout. The BMW motorcycle is expensive, desperately expensive, and always has been, for the Bayerische Motoren Werke have always built their motorcycles up to a standard and not down to a price, and today the biggest and best BMW motorcycle costs over £1,100. Realising that there was a potential market in the car world for a motorcycle that has been given the title "The Rolls-Royce of Motorcycles" by the two-wheeled world, and not without justification, BMW set out to sell these expensive luxuries on the same lines as you sell a BMW car, a Mercedes-Benz or a Bentley, and at this Press gathering many writers discovered for the first time that there are other types of motorcycle apart from the noisy racer or the weird-looking specials that people build. Here was a smooth and elegant two-wheeled machine that showed engineering quality in its design, from the large alloy brakes, the elegant cylinder barrels, the clean finish to the castings, to the all-enclosed shaft-drive; in fact, a motorcycle for the discerning motorist, rather than a motorcycle for the enthusiastic motorcyclist. As it was raining outside at the time of this private showing there was not much of a rush to take up the offer of a ride on the new BMW, apart from a few dyed-in-the-wool motorcyclists, and being heavily committed to foreign travel I put my name down for a ride in July. The real reason behind this was the fact that the British Grand Prix was to be held at Silverstone and knowing that traffic problems are worse there than anywhere, a motorcycle was the only possible means of transport. As I was staying with friends in the lovely Cotswold country to the west of Silverstone I could think of no better time to borrow a BMW motorcycle. Returning from Shelsley Walsh the BMW was awaiting collection and the English summer arrived in full force, and as I rode off I thought of the phrase "as luck would have it" once more.

When I put my name down to borrow the BMW I thought I would probably get a 500-c.c. model being a rather small fellow, so I was

a bit taken aback when I found I was being loaned a 750-c.c. model of 82 x 70.6-mm. bore and stroke, 9-to-1 compression ratio, giving 57 b.h.p. at 6,400 r.p.m. and a weight of 420 lb. The flat-twin engine layout gives the BMW a very low basic centre of gravity and I was very surprised at the nice inherent balance of the machine, even with five gallons of petrol in the large tank. I used the BMW for a week and was very reluctant to give it back at the end of the week, but I would have happily returned it after the first day! There are some motorcycles that are great fun to borrow for a quick blast up the road, but which get tiresome after a while, there are others that exude excitement but are not very practical, there are also good honest, usable motorcycles, but the BMW did not fit into any of these categories. My first impressions were that it was all right, it was very nice, but was not a super-bike in the sheer performance category, nor was it a thoroughbred born of Isle of Man TT experience in its handling and steering. However, after the first impressions had worn off and I began to use it for motorcycling rather than playing games, it began to grow on me and I could understand the enthusiasm that BMW owners exude. The more I rode it the more I agreed with the title "The Rolls-Royce of Motorcycles". If you want to explore unmade tracks you do not use a Rolls-Royce, if you want to dice round the twisty bits you do not use a Rolls-Royce, if you want to play bears up the High Street you do not use a Rolls-Royce, but if you want to travel in a refined and effortless manner, arriving at your destination unruffled and in good time, you do use a Rolls-Royce, and that is exactly how the BMW R75/5 fits into the two-wheeled world. It cruises along at 75/80 m.p.h., it wafts round open bends, it purrs through built-up areas, it sits at traffic lights with hardly a sound and the feeling of satisfaction and confidence grows on you so that you begin to realise that this is a motorcycle for motorcycling about the countryside that feels as if it will go on doing it forever in the same unruffled manner. With acceleration to 90 m.p.h. as good as an E-type Jaguar, if not better, and a maximum of an honest 100 m.p.h. plus the BMW is exhilarating to ride fast just as it is satisfying to ride slowly, and the handbook is rather interesting on the subject of maximum speed. It says "The maximum speed is decided by the size, posture and clothing of the rider"; in other words frontal area and drag are all important and they quote 102.5 m.p.h. with rider seated normally and 109 m.p.h. with the rider lying prone.

That the BMW is accepted as the Rolls-Royce of two-wheelers was very evident at Silverstone when high officials of the RAC regarded it with appreciative eyes, and I was allowed to park it in the Stewards' Enclosure to such comments as "that's a fine-looking machine" or "what a very nice motorcycle". I feel that if I had been on a screaming three-cylinder Japanese plot, or a really rorty blood-and-thunder British bike, I would have been ushered out with cries of "take that smelly motor-bike away". Even an FIA official could not resist asking to have a ride on the BMW! It was while I was back at work reporting the British GP that the phrase "I felt like Fangio" came to me, for on the first day of practice I received a message to say that a Dino Ferrari was being delivered to me, and there I was with the choice of the ultimate in road-going sports cars and the ultimate in motorcycles, and having to decide which one to leave behind. I say



BMW R75/5.—The 750-c.c. BMW motor-cycle is adjudged by many to be the Rolls-Royce of motorcycles and has a charm and fascination that grows on you the more you ride it.

I felt like Fangio, because it recalled one of his early visits to Silverstone when two rival Midlands motor manufacturers put a car at his disposal and their Press Departments both sent out photographs of the great man standing by the respective cars, with a news item saying "While visiting Silverstone Fangio used one of our cars". Both photographs were rather badly posed and nobody was quite sure which one he had used or whether he actually drove either of them. I was so torn between the two beautiful pieces of machinery that I almost funked making a decision and went off in a friend's car, but common sense prevailed and I used the Dino Ferrari on the practice days and the BMW motorcycle on race day, if only for the enjoyment I get from listening to my Press colleagues complaining about the traffic jams and then saying to them, "Traffic, what traffic?" for on a motorcycle there are no problems, apart that is from rain, clots who charge straight at you from side-turnings, punctures, forgetting to have some money in an outside pocket when you want to buy petrol, falling off, or letting it fall over and not having the strength to pick it up.

The BMW R75/5 is fitted with a powerful 12-volt starter motor and climbing aboard and pressing the starter button seemed to be cheating, especially when there were any real motorcyclists around. The day after the Silverstone meeting was one of those memorable motorcycling days returning from the Cotswold country to Hampshire, and by the time my week with the BMW was over I was very reluctant to return it. As there was some overlapping with the Dino Ferrari and the BMW motorcycle I did not get much work done in the way of journalistic chores, and at one point I was having a telephone conversation with a friend and he was moaning a bit about this and that, and finished up by saying "Oh well, I suppose you can't have everything". It was then that I looked out of the window at the Dino and the BMW and thought of the title "You can have everything", adding a footnote to say "even if you can't keep them".

Thanks to the co-operation of the MOTOR SPORT staff I keep getting bits of paper with cryptic messages on them, handed to me at all manner of strange times, and while in the Dino Ferrari I got one which said "Thrupton 9.30 a.m. Tuesday and you can drive Ford's Supervan". The Dino took very little time to get to Thrupton circuit and, sure enough, John Dale of Fords commercial vehicles section and Terry Drury arrived with a white Transit van on a trailer. It is part of Dale's job to push the sales of Ford commercial vehicles and earlier this year he was looking for a way of bringing the normal Transit range of vans to the public notice. With Drury he thought up the idea of a Supervan, and the result was a standard-looking van powered by a Ford GT40 engine, running on wide racing tyres and giving a performance and spectacle that would create interest at race meetings and shows. The result is an absolute riot and as I got out of the Dino I thought of the title "From the sublime to the ridiculous". From the moment you see the two enormous megaphone exhaust pipes sticking out from under the back of what looks to be a normal Ford Transit van you know there is going to be some fun. Drury and his mechanics took a 5-litre full-race Gurney-Weslake Ford GT40 engine and gearbox unit, fitted it into a space frame with racing suspension back and front, disc brakes, rack-and-pinion steering, wide-tread racing tyres on alloy wheels, and then fitted the Transit van body and driving cab complete over the whole assembly. You sit in the normal commercial forward-control driving position but there is no engine down by your feet, it is inside the van part of the body, sticking up through a large rectangle cut in the van floor. From the driving seat you look over your shoulder through the cab window and there are four double-choke Weber

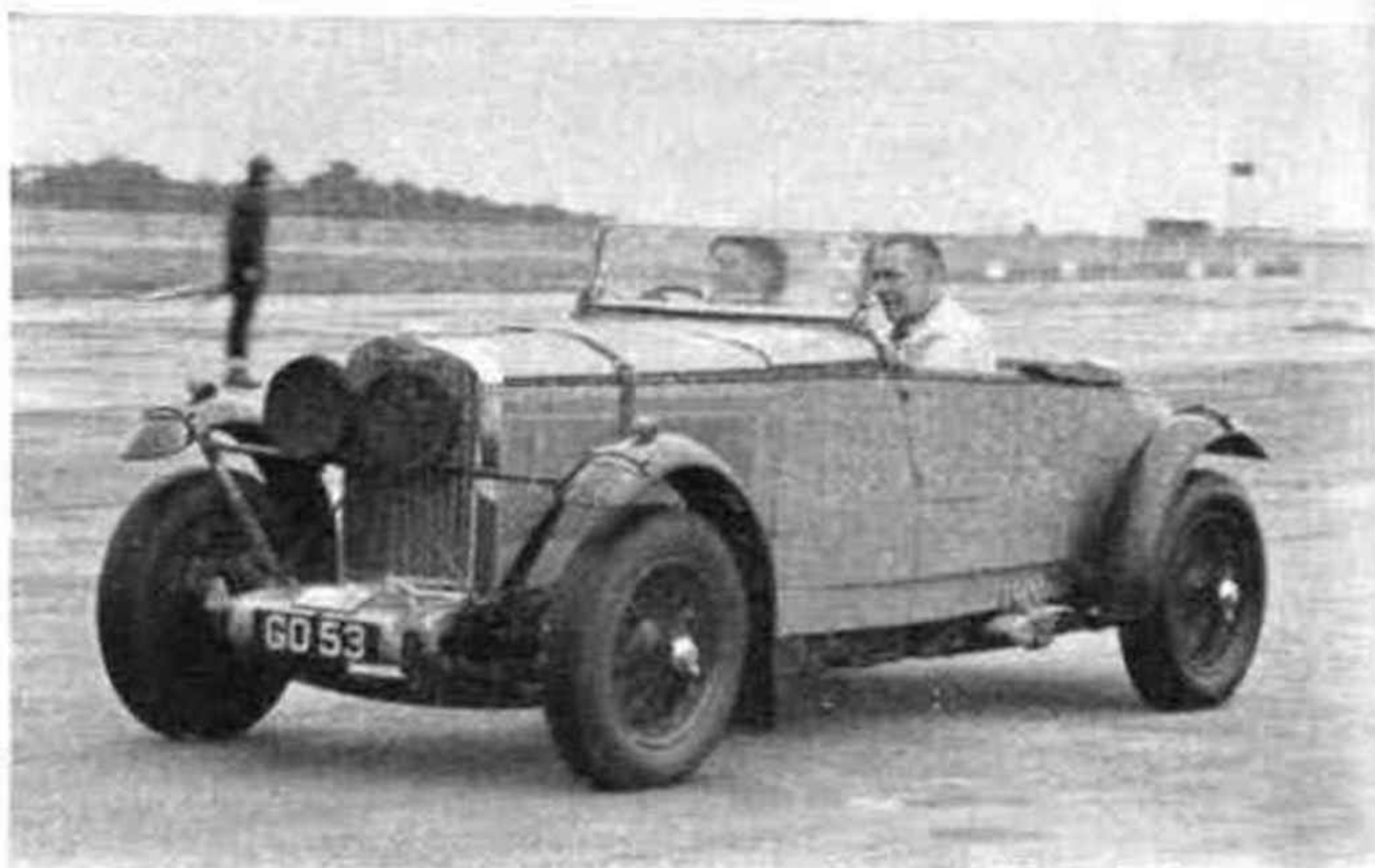


TRANSIT WITH A DIFFERENCE.—The two large open megaphone exhausts sticking out the back suggested that this was no ordinary Ford Transit Van. They came from a 5-litre Gurney-Weslake Ford V8 engine mounted amidships.

carburetters and a GT40 cross-over exhaust system seemingly lying in the back of the van. And the noise! The noise of a racing GT40 Ford enclosed in fibre-glass was exciting, but inside a steel van body it really is something else.

The object of the exercise was to do some film-making, so I took on the job of driver, charging through the Thruxton *chicane* almost out of control. The performance of this device is staggering and it lapped the circuit in times that would not have been had in a Group 2 saloon car, reaching about 115 m.p.h. on the back of the circuit. The steering was diabolically heavy, the brakes needed both feet on the pedal, and the whole thing leapt, twisted and squirmed about in what felt to be a lethal fashion but was actually quite safe, for none of its vices ever developed any further than being awful, so that I soon learned to live with it all and really enjoyed myself. After I had got the hang of it I mentioned that the steering became very light under power, and everyone hooted with laughter. Someone else drove it to let me see why and with no trouble at all you could lift both front wheels clear of the ground when accelerating hard out of a corner! It had felt much safer than it looked. This was one of the best "funnies" I have ever been let loose in, and in this rather stodgy old world of conformity and the "clinical outlook", it was a breath of fresh air and fun. It is no wonder that it attracts attention wherever it goes, on circuits, at speed trials, drag meetings and so on, and apart from achieving the object of bringing the Ford Transit range to the notice of ordinary motorists who one day might want to buy a van, it gives a lot of people a lot of uninhibited pleasure and fun, which can't be a bad thing when you look at some of the mentally sick and twisted people there are around us today who seem to be doing their utmost to drag us down into their mire with them.

There was still a weekend before I had to return to work and this saw the Vintage Sports Car Club's second Silverstone race meeting taking place. Apart from the racing there were two important occasions, one being the last appearance of Tim Carson as Secretary of the VSCC at a Silverstone meeting and the other being a grand parade of Sunbeams, Talbot and Darracq cars to celebrate twenty-one years of the STD Register which the Editor of MOTOR SPORT and his wife started in 1950. In order to take part in the parade I volunteered to drive one of Anthony Blight's team of 1931 racing Talbots, being delegated to GO 53, the Talbot 105 that the Hon. Brian Lewis had driven in the 1932 Mille Miglia, lying fourth overall when he crashed shortly before the finish, the subsequent delay described in remarkable detail in Blight's Talbot History, dropping the car to 25th place. As the three Fox and Nicholl cars GO 51, GO 52 and GO 53 were taking part in the parade with Brian Lewis, now Lord Essendon, driving the first one, it meant a trip to Cornwall to collect GO 53 and drive it up to Silverstone. I have heard tales of the holiday traffic in the West of England, but had never experienced it before; it was memorable, the memory being to never do it again. I got the impression that Cornwall, Devon and Somerset have not had any new roads since the motor car was invented, or is it that the West Country still believe the motor car to be a flight of fancy and not something that is here to stay? When the opportunity did arise to go motoring in the Talbot 105 it proved to be a very nice road car, happy to cruise along at 65-70 m.p.h., and like many other Post Vintage cars



A FAMOUS TALBOT 105.—Driving one of Anthony Blight's team of Fox and Nicholl Talbots at Silverstone with Bill Francis-James, an ex-team mechanic, in the passenger seat.

it makes you realise that the arbitrary Vintage date of 1930 was chosen rather hastily. On the way back to Cornwall after the Silverstone meeting I stopped off at the Hampshire farm of Adrian Liddell, a super enthusiast for nice cars, as he was having a champagne birthday party, not for himself but for his Silver Ghost Rolls-Royce. It had been first registered on July 25th, 1921, and now 50 years later to the very day we celebrated her birthday, taking a quiet run round the Hampshire lanes after lunch, the old car going as well as ever it did, its high Ferguson-built body imparting an air of leisure that can never return with the progress in motor-engineering that has taken place over five decades. Also assembled on the lawn of Westover Farm were five Hispano-Suizas, including Liddell's own 37.2-h.p. model, for it was also the occasion of the inaugural meeting of the newly formed Hispano Suiza Club, the Secretary being D. Brookbank, of Twitten House, Furners Green, Uckfield, Sussex, who would be delighted to hear from any Hispano Suiza owners. It was one of those splendid summer days for just "messin' about with motor cars", so that I delayed my return to Cornwall until early the following morning, there being nothing quite so satisfying as driving a famous and historic racing car on the roads before anyone else is awake. The Talbot 105 that I borrowed finished third at Le Mans in 1931 at 73.46 m.p.h., and seventh in the same year in the Brooklands 500-Mile Race at 104.23 m.p.h., as well as second in the 1932 Brooklands 1,000-Mile Race at 95.43 m.p.h., and is a full four-seater road-equipped sports/racing car of the period, original to a remarkable degree.

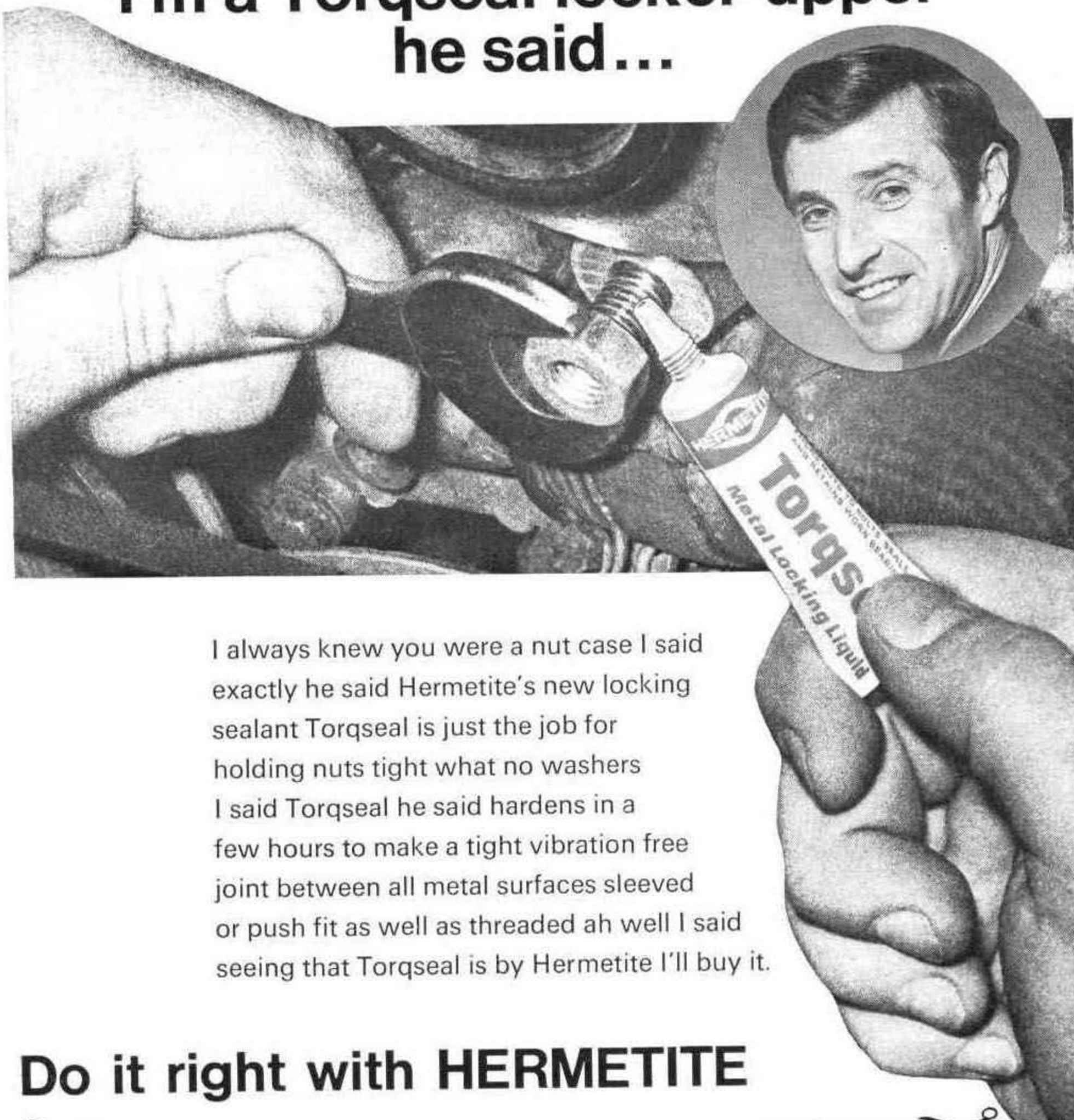
The German Grand Prix was approaching and I was due to collect the Jaguar E-type and go back to serious work, with a trip to the Nurburgring, but before setting off a friend invited me to an aerodrome where he was going to do some running-in on his single-seater Vintage racing car which he had just overhauled. There is no doubt that "Variety is the Spice of Life" and we drove this stark, functional single-seater around until darkness fell, and next morning I was away on my normal travels again, having enjoyed a very strenuous Summer Holiday. The German Grand Prix seemed a leisurely affair to cope with by comparison.—D. S. J.

V-E-V Odds and Ends.—We hear that a f.w.d. Alvis lies in a Gloucestershire breaker's yard and that a vintage Humber lives in a shed in this county, but is not for sale. Two other vintage Humbers, a 9/20 two-seater and a 14/40 with two-door touring bodywork, are active in Radnorshire. A pre-war Fiat Topolino is decaying in a Nottinghamshire scrapyards. *Multicylinder*, duplicated journal of the Pre-50 American AC, continues to contain interesting historical data. The Booker Rally takes place again this year, on September 26th at Wycombe Air Park. A rally for pre-1950 Fords, *excluding* modified, customised or over-painted cars, is scheduled to be held at Shottesbrooke, near Maidenhead, on September 5th. As a publicity move, Southdown Motor Services have put back into service, on their Brighton-Hove route, Saturdays excepted, a 1929 Leyland open-top 'bus, which they took out of service in 1950. It has a Brush 51-seater body and a six-cylinder 6.8-litre petrol engine. The crew, ticket-punch and pre-decimal tickets are of correct period and the fare is 5p halfway, 10p single for the full distance. The MoT approves of this pleasing gesture to a more leisurely age. A 1934/5 Humber Snipe, incidentally the last British car out of France when war was declared, is for sale in Kent. Letters can be forwarded.



SUPERVAN.—It was not surprising that the steering became much lighter when you accelerated out of corners. The Ford GT40 power unit really made this commercial vehicle come alive.

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LATEST FROM SPECIAL TUNING

CURRENTLY some of the busiest premises in the go-faster business belong to Britain's largest car manufacturer, British Leyland. I went down to visit their Special Tuning Department, based on the MG Abingdon factory in Berkshire, last month and found Special Tuning's 35 employees hard at work maintaining the pace on a range of equipment to match BL's proliferation of models. At first one could be forgiven for thinking that Special Tuning would resemble what W.B. would call "a soup kitchen", perhaps on a giant scale appropriate to that of a large manufacturer. However, this division does a lot more than just brew up bolt-on goodies. It takes on responsibilities that lead to some very interesting development cars, and still managing to fit in a fair share of competition preparation and service support, so that they do manage to keep in touch with the needs of those campaigning BL machinery in rallying, rallycross (which seems to have found a television weak spot in Lord Stokes' heart) and circuit racing. Support for the latter tarmac sport is limited to the factory, and not field, level but at both of the other sports one is likely to find the BL coach dominating a corner of the paddock.

Special Tuning was formed from the nucleus of the old Service Department and first came under the management of Glyn Evans in October, 1964. He left to return to his family business in Wales and the present manager of the department's fortune, Basil Wales, took over in April, 1965. Following the lead of their boss, Special Tuning staff are extremely loyal to their company, even if they may be baffled by a certain reluctance on the mammoth's behalf to try development of some of the more recent engines to emerge into the limelight. For example, one doesn't find a Stag V8 engine resting within a Triumph 2.5 P. I., even though the resultant hybrid could make quite a potent rallycar in Group 6 guise: work was carried out on the Rover 3500 by the old competition's department, but the lightweight V8 isn't yet among the comprehensive catalogues which Special Tuning issue covering all the popular Austin-Morris products, MGs and—to a lesser extent—Triumphs.

The primary aim of our visit was to see how this specialist division is getting to grips with BL's latest product, the Marina. Normally the demonstrator fleet holds four converted Marinas on the stocks: a very hot tuned 1800 and 1300, plus milder versions of both these capacities. We have now tried all four, currently using the version we thought represented the best value of all—the milder 1800 saloon.

Before grappling with the Marinas, we were able to cast our eyes around the workshops, Wales pointing out that the enormous parts store (in fact it occupies the hangar that amounted to Special Tuning's sole premises before "Comps" closure), run by Michael Cox and George Hubbard, is really the heart of the department: no parts, no customers! Supervision of technical advice and literature is by Ron Elkins, whilst the workshops are under the care of Bill Burrows.

Residing in the workshops, apart from the Marinas we were to try, we found a Stage 1 1750 Maxi, a customer's MG-C and Maxi, the four-wheel-drive Mini-Cooper S, driven so successfully on its one and only outing last year by Brian Chatfield, a Marina lying on its side and receiving the benefit of a welding torch for suspension development over the rough, a Stage 1 Spitfire, and what looked like a completely standard Cooper S. Lifting the bonnet on the latter vehicle revealed one of the most powerful Mini engines ever to take to the road, the 1,293-c.c. engine being inspired to greater things by an alloy 8-port, crossflow, cylinder head with 12-to-1 compression ratio and four very neatly arranged Amal carburettors in the "one-off" 33-mm. choke size which is not the same as sold over the counter of the nearest friendly motorcycle dealer. Before a change of camshaft, that Mini engine was giving 124 b.h.p. on the engineering test bed. It is obvious from the short test run which we enjoyed that this Amal aspiration and alloy head has enormous potential for both road and track use. With a 4.2-to-1 final drive installed we found that 8,000 r.p.m. in the fourth of the all-straight-cut gears flicked the speedometer needle round to showing 105 m.p.h. Naturally the racket from the fan and straight-cut gear teeth is considerable, but as a cobweb remover and Q-car extraordinary that Mini was well ahead of anything I have ever tried before. It's probable that a similar engine will find its way into a Midget or Marina before long, and

equally probable that it will confound fuel-injection addicts by proving to be extraordinarily tractable in what amounts to full-race form. The excellent flexibility is mainly due to the excellent airflow characteristics of the quadruple Amals, which should cost £60 or so complete with manifolding and linkage, whilst the head will cost in the region of £230.

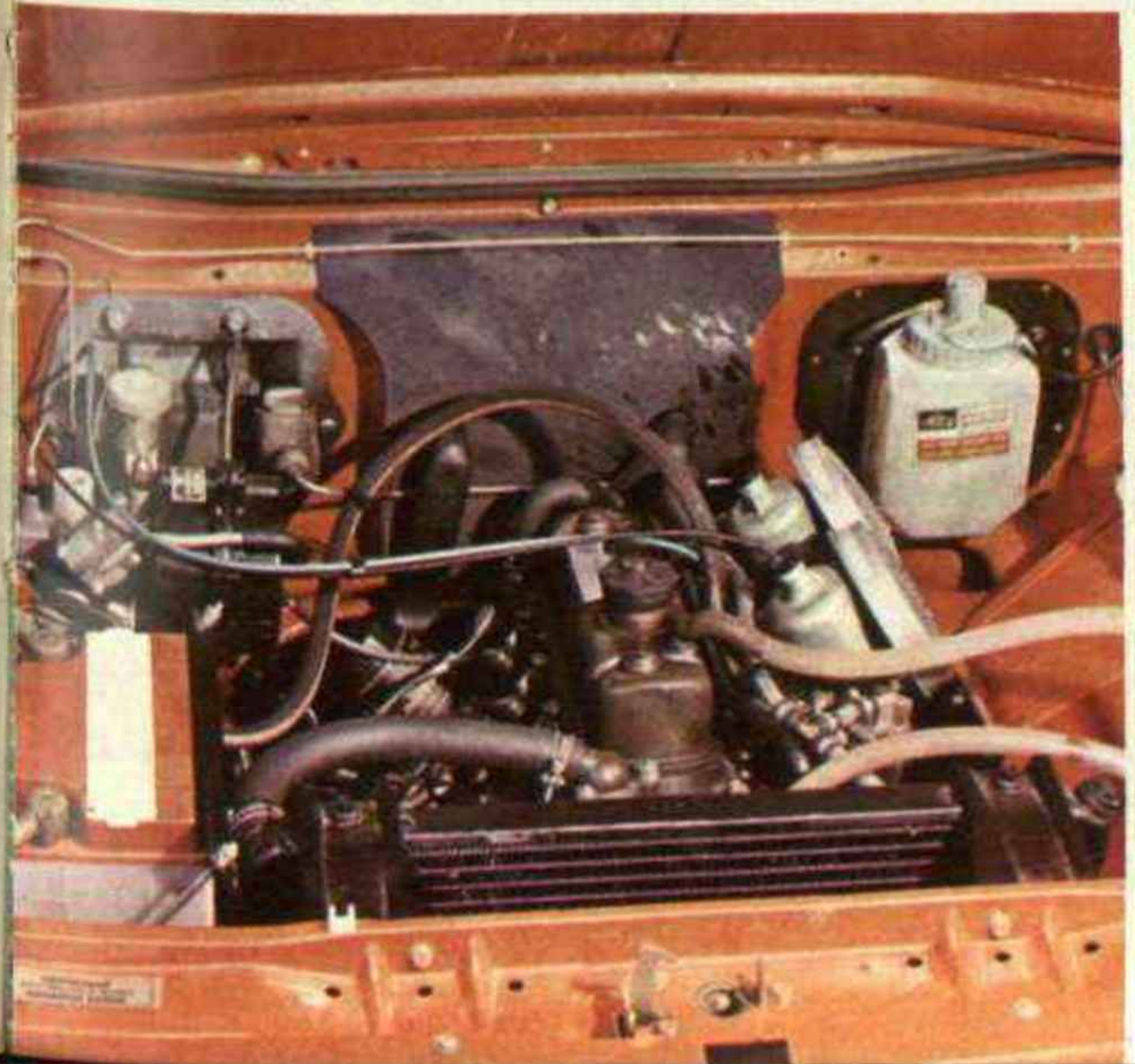
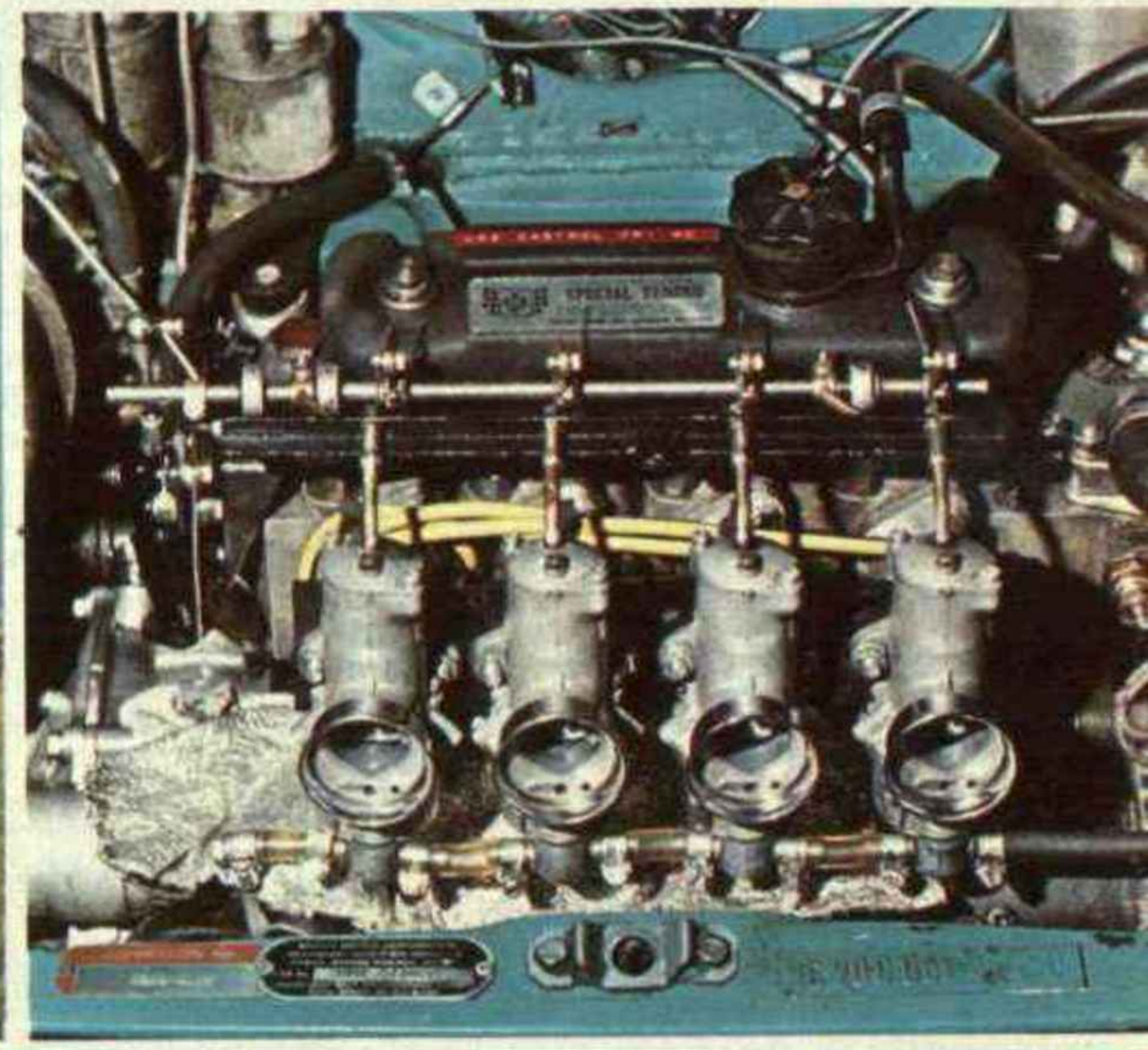
The modified Marinas we began with were at opposite ends of the performance line, a blue 1800 TC coupé with a 1.9-litre race specification power unit quoted at 140 b.h.p. was fully assessed in company with a very mildly-tuned twin-carburettor 1.3 coupé. Both these cars were slightly disappointing, though the 1.3 conversion has shown itself to be good value for money, and could possibly be marketed without affecting the maker's guarantee. The respectable performance figures we obtained for the 1.9 included a top speed fractionally over 110 m.p.h., 0-60 m.p.h. in just under 10 sec., and 0-90 m.p.h. in 28 sec. The engine work on that car (which is not illustrated) amounted to approximately £460, whereas the white and blue 1.8 saloon was a lot more tractable and only cost £100 for engine modifications which covered a 10.4:1 compression ratio cylinder head with new valves, a pair of 1½-in. SU carburettors and fresh inlet manifolding and linkages to suit the larger bore SUs. The saloon started life as an ordinary single-carburettor 1.8, but Wales pointed out that the only difference between the TC and ordinary engines is in the carburation, so on a value-for-money basis it's probably best to start off with the ordinary 1800 as the conversion process includes twin carburettors anyway. In performance the saloon managed an encouraging series of runs from rest to 60 m.p.h. in 11 sec., or less, coupled to a top speed of close to 105 m.p.h., though fuel consumption was little better than the really hot car at 25.6 m.p.g. overall.

For an afternoon spent on the long-suffering lanes of Berkshire we swapped between the 1800 saloon and the orange 1.3 coupé. The latter car has been lavishly attended to with a big-valve cylinder head (£75), C-AEG 567 camshaft (£13), twin 1½-in. SU carburettors and appropriate manifolding mated up to a four-branch tubular steel exhaust (£8.50 and £18 respectively), plus an oil cooler kit that will retail for over £20 because the "throwaway" oil filter needs special connections. As with all the other Marinas, save the mild 1.3, we found that a four-leaf spring had been fitted to the live rear axle and the front suspension adjusted to also lower the ride height by approximately 2 in. and incorporate some negative camber. An exclusive feature of this car were some experimental wide steel wheels offering 5-in. rim width. Inside we found a 14-in. diameter steering wheel, bucket seat with cloth insert section, reclining passengers' perch and the three-dial instrument pack that normally comes with the 1800 TC models.

With preconceived ideas about the 1800's handling I had assumed that the 1.3 would be considerably quicker along the lanes than the following white saloon, but that was far from the case for the 1800's extra power and tail-happy handling was more than enough to put the saloon ahead of its smaller coupé brother. The fact that this Marina could be made to powerslide at all was a bit of a surprise, but that was nothing to the jolt we received when we realised that driving this Marina saloon was actually fun! The steering was given a more sporting and approachable feeling by the substitution of a tiny 13-in. diameter Moto-Lita steering wheel, only a small change to be sure, though when combined with the revised suspension it's enough to transform a Marina's handling.

In conclusion we felt that the 1800 saloon at £989, plus £116 for the mechanical bits fitted by Special Tuning, represented by far the best in "Marining", but take note of that smaller steering wheel at roughly £10 or so, for it really is a worthwhile addition. Now I'll just sit back and wait for the first roty XJV12, Stag V8 and Range Rovers to come along . . . happy dreams!—J. W.

OPPOSITE.—Three of the four Marinas we have tried. From left to right they were the surprising 1800 saloon, the highly-tuned 1.3 coupé with prototype wide-rim steel wheels, and the slower 1.3 coupé with twin 1½-in. SU carburettors and raised compression ratio. The head-on view of the 1.3 and 1.8 shows the negative camber angle of the front wheels with lowered suspension, whilst alongside is the effective quadruple Amal-carburetted Mini with a crossflow alloy cylinder-head having separate porting for both inlet and exhaust tracts. At the bottom of the page is the hottest 1,275-c.c. Marina engine and general view of the workshops showing the Marinas in company with a Stage 1 Spitfire, a customer's Maxi, the tail of the 4-w-d rally-cross Mini and a Mini-based pick-up which is an old research project, also with 4-w-d.



THE FERRARI DINO 246 GT

It Goes Like it Looks



Ferrari version, such as the light-alloy wheels, but the two cars are as different as Lotus and Cooper used to be. Ferrari's "little jewel", for that is how the Dino has been described, is a very sleek and smooth two-seater coupé, the steel-panelled body being to the design of Pininfarina, and it must surely be one of the best designs to come from that firm. It is built by Scaglietti in Modena and mounted on a

EVER SINCE I experienced the 904 Porsche, with its mid-engine layout, I was convinced that this was the right formula for a sports car. Since then I have experienced so many mid-engined coupés that I am more than satisfied that my first impressions were correct. This does not pre-suppose that putting the engine in the mid-position automatically makes a perfect sports car, for I have driven mid-engined cars that have been pretty awful, due to having all the wrong weight-distribution or the wrong suspension geometry, but if the layout is done correctly then the end result is the nearest thing to a racing car and the ultimate, as we know it at present, in ride, handling and stability. The highest point in my road-going mid-engine experience must still be the Ford GT40, but this was a pure racing car adapted for road use and not practical for everyday long-duration use, but the ultimate road car for sheer pleasure. Very high on the list and the nearest thing to the ideal mid-engined road-going coupé was the experimental Rover BS6, which Lord Stokes seems to have killed, thus depriving the British Industry of a chance to show that it can make cars as good as anyone. In all my mid-engine enthusiasm there was one serious gap of experience, and that was the Dino Ferrari. I watched the development of this car from the first racing models, through the first production racing models, to the completely revised road-going production models, and saw it gradually grow up and mature into a very sophisticated sports car. I watched Italian owners suffering the pangs of growth with the early models, in the days when it was the thing to do to sidle up to the owner of a Dino Ferrari as he was about to drink his coffee and innocently enquire "How's the Dino?" Nine times out of ten he would spill his coffee as he hastily snapped "Why?" Early Dino owners were very touchy about the fact that they had paid an awful lot of money for a car that was still having teething troubles.

Those days are long since past, and the Dino owner today cannot wait to tell you what a wonderful car it is, yet I was never able to get first-hand knowledge for one of those strange reasons that afterwards seem quite illogical. I suppose I was never in the right place at the right time, but at last this gap in my mid-engined experience has been filled, thanks to Maranello Coucessionaires of Egham, Surrey, who look after Ferrari imports. Without reservation it has gone down in my special list of the unbelievable, along with the GT40, the Rover BS6 and the Mercedes-Benz C111, but the outstanding thing is that the Dino Ferrari is a production car, even to the point of being available with right-hand steering for the insular English, whereas the others were one-off models and racing cars. Before we get too carried away it should be noted that I am talking about the FERRARI Dino, not the FIAT Dino, for the Fiat car is an orthodox front-engined two-seater roadster or coupé, which is pleasant in many ways but not an outstanding motor car. It uses a similar 2.4-litre V6 four-overhead camshaft engine and various bits and pieces in common with the

square-section tube chassis frame, with independent suspension to all four wheels by wishbones and coil-spring/damper units. The 65-degree V6 engine, of bore and stroke 92.5 x 60 mm.—2,418 c.c., is mounted just ahead of the rear wheels and in an east-to-west direction, or transversely as it is called. The 5-speed gearbox is integral with the sump and driven by a transfer gear train on the left, the primary gear on this train being in line with the crankshaft and after the clutch. A spur gear from the gearbox drives the differential unit and jointed drive-shafts run out to each rear wheel. This results in a remarkably compact power unit taking up very little space, so that there is a large luggage boot in the tail of the car without unnecessary overhang. The four overhead camshafts are driven by chains from the "front" of the crankshaft, which is of course on the right side of the car, and in the vee of the engine are three Weber 40DCF carburettors fed by an air box which gathers air from a large filter which in turn is fed by an air duct just behind the left-side door. The V6-cylinder block is in cast iron, all other parts being in alloy, and a duct by the right-side door feeds cooling air onto the ignition system. The front three exhaust pipes wiggle down under the engine unit to join the rear three exhaust pipes, and there are four pipes protruding from under the tail of the car. The 2.4-litre engine revs to 7,600 r.p.m. for a power output of 195 DIN horsepower, and it does this on a 9-to-1 compression ratio. It will run to 8,000 r.p.m., and all the best journalistic road-testers seem to get 8,000 r.p.m. in 5th gear, which is a theoretical 151 m.p.h. I found that the r.p.m. instrument was so badly sited, having been put in position by a stylist, that the needle disappeared from view at about 7,400 r.p.m., and by leaning forward I could just see it nudging 7,500 r.p.m. in 5th gear. Without doing a timed run through electric clocks you cannot really quote a true maximum for a car like the Dino, but it will no doubt do an honest 145 m.p.h. under favourable conditions, and I would expect it to record about 142 m.p.h. for a *two-way run* through the traps at the Elvington Speed Festival. The fuel tank is on the left side of the car, to the rear of the door, and in the nose of the car there is the spare wheel and tools with the radiator right at the front, the temperature being controlled by two electric fans operated thermostatically.

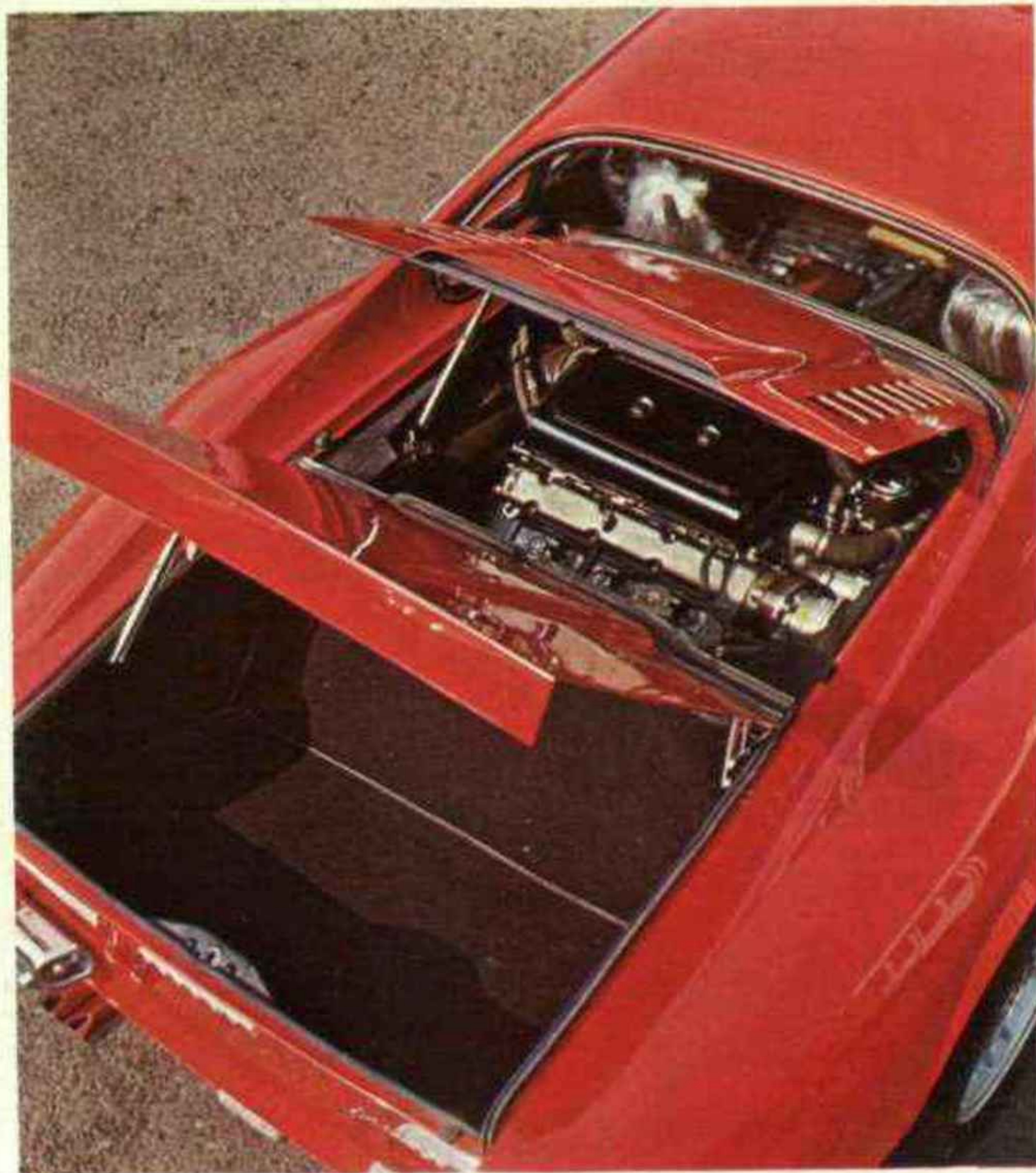
Unlike some mid-engined coupés the Dino Ferrari presents no problem of entry or egress, the doors being wide and the opening unobstructed. The bucket seats look first class, but are in fact about the only weak point of the car, for they are very well shaped if you happen to be built to that shape, but tend to be too small for large drivers, which is a pity, for the fore and aft adjustment is so good that there is adequate room for all sizes, from 5 ft. 2 in. midgets to 6 ft. 4 in. giants. My main criticism of the seats is the fact that it is not possible to alter the angle of the back of the seat, a very necessary adjustment on any car that is going to be used for serious motoring. Of the driving position itself and the visibility there is no criticism at all, and the rear

and rear-three-quarter views are excellent, thanks to a low line on the engine compartment cover and a very clever rear window that is curved at its ends to flow into the body sides. Not only does this rear treatment look good but it is remarkably effective in providing all-round vision, and at no time during using the Dino was there any embarrassment with rearward vision. A disappointment was the very ineffectual layout of the instruments, as they appear to have been put in place by a stylist and not a motorist, for with an engine like the Dino V6 the r.p.m. indicator is all-important, not because you have to keep it buzzing all the time like a 911S Porsche, but because it revs so freely and the car has such superb gear ratios that the needle rushes up into the red sector on the tachometer incredibly easily. A car like this needs a large clear tachometer in the centre of the panel in front of the driver and other instruments should be secondary, as on a 911S Porsche; the Dino has matching speedo. and rev.-counter laid out to make things look pretty. The three-spoke dished steering wheel is nicely tucked away out of the line of vision and the long central gear-lever operates in a functional and clear gate, the five forward ratios being beautifully spaced so that as you accelerate hard through all the gears the music of the V6 engine seems to remain constant at all times. Considering that the engine is just behind your head the noise level is very low indeed and you can converse quite normally at 100 m.p.h. and with all the windows shut there is no noticeable wind noise.

The shape of the Dino was evolved in the wind-tunnel at the Turin Polytechnic Institute and the results would appear to be very satisfactory on three counts, the aforementioned low wind noise, the fact that a day of 100-m.p.h.-plus motoring left very few dead flies on the nose, and the remarkable way the car maintains high speed if you lift off and snick into neutral. The gear gate is laid out with 1st and reverse on the left, 2nd and 3rd in the centre, and 4th and 5th on the right, the gate being typical Ferrari, leaving no question of doubt as to which gear you are in or where the next one is. The lever has quite a long and deliberate movement, not terribly quick, but a real joy to use, and even though the 2.4-litre engine pulls cleanly from tick-over right through the rev.-range, you tend to keep the engine revving for the sheer pleasure of using the gearbox and listening to the dynamo-like music behind you.

The gear-lever is spring loaded into the centre of the gate so that it automatically lies opposite the 2nd and 3rd ratios and with the right-hand driving position you push it away and back for 1st and pull it towards you against the spring for 4th, forwards, and 5th backwards.

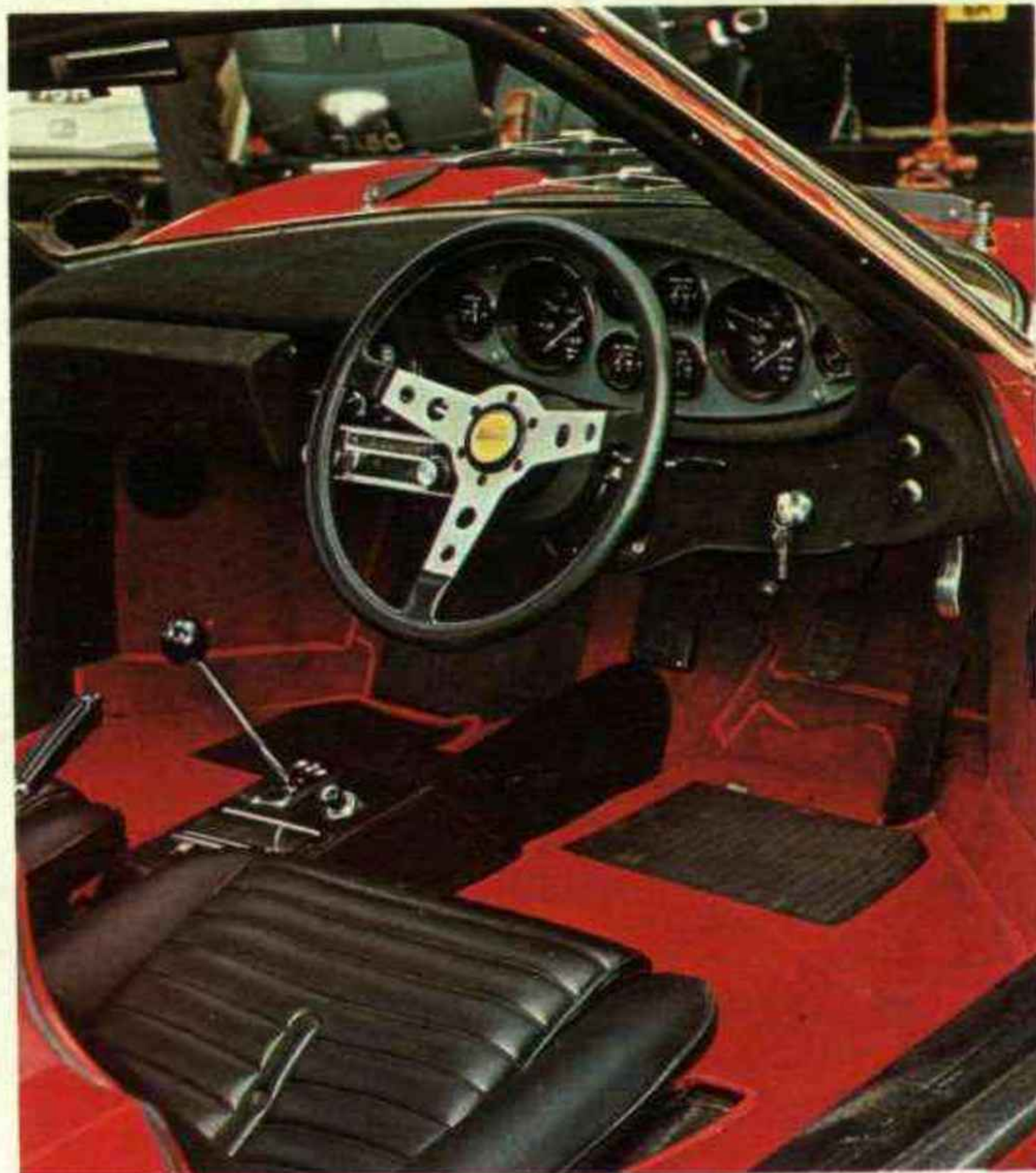
THE TRANSVERSE ENGINE layout of the Dino leaves plenty of room for luggage space, as shown here. The curved rear window offers excellent rear visibility.



This makes changes from 4th to 3rd under heavy braking a real driver's joy of heel-and-toe movement on the pedals. The rack-and-pinion steering gear make the steering just about perfect at any speed, particularly up at the top end of the performance, while the suspension is absolutely in character with the performance as well. In towns the ride seems a little harsh, but once over about 50 m.p.h. it really starts to work, and the faster you go the more impressive becomes the ride and stability, so that 130 m.p.h. comes up on any reasonable stretch of road and 100 m.p.h. is an effortless amble. The way the wheels stay on the road is truly impressive and to change direction through an 80-m.p.h. ess-bend over camber changes at the same time makes you purr with satisfaction and say to yourself, "Marvellous, why can't all cars handle like this?" In road motoring at any sort of pace the ride and stability result in a very "flat" feeling and you think there is no roll, but a few laps of the Thruxton circuit, admittedly on road tyres and road tyre pressures, produced quite a lot of roll on corners and made me realise that this Dino was a standard road-going production model, superb in its role as an everyday sports car, but not a racing car. At the 1,000-kilometre race at the Nurburgring last May there was a production Dino trying to compete against fully-race-prepared 911 Porsches and it was pathetic, but as a road car compared to a production 911S Porsche, the boot is on the other foot and the Dino is supreme.

Of all the mid-engined cars of which I have had experience the Dino stands head and shoulders above the rest, with the exception of the GT40 Ford, which was a pure racing car, and the BS6 Rover V8, which was an experimental one-off, remarkable for producing brilliant results from unsophisticated components. While I had the Dino on loan people were continually asking me what it was like, and the simplest answer was to ask the questioner what he or she thought the Dino looked like. The reply was invariably "It looks marvellous", or beautiful, or fabulous, or any other popular adjective, to which my simple reply was "That's how it goes". After discussing the car at great length with a friend he remarked that if my only two criticisms were the position of the tachometer and the lack of an adjustment to the seat back, it must be a very impressive car. He was absolutely right, it is a very impressive car. If you have never driven a good mid-engined car then you cannot start to really appreciate the handling, the ride, the stability and the feel that such a car imparts, but once you have experienced it it makes all front-engined or rear-engined cars obsolete. As a production car selling in England for £5,252 it must be the ultimate sports car.—D. S. J.

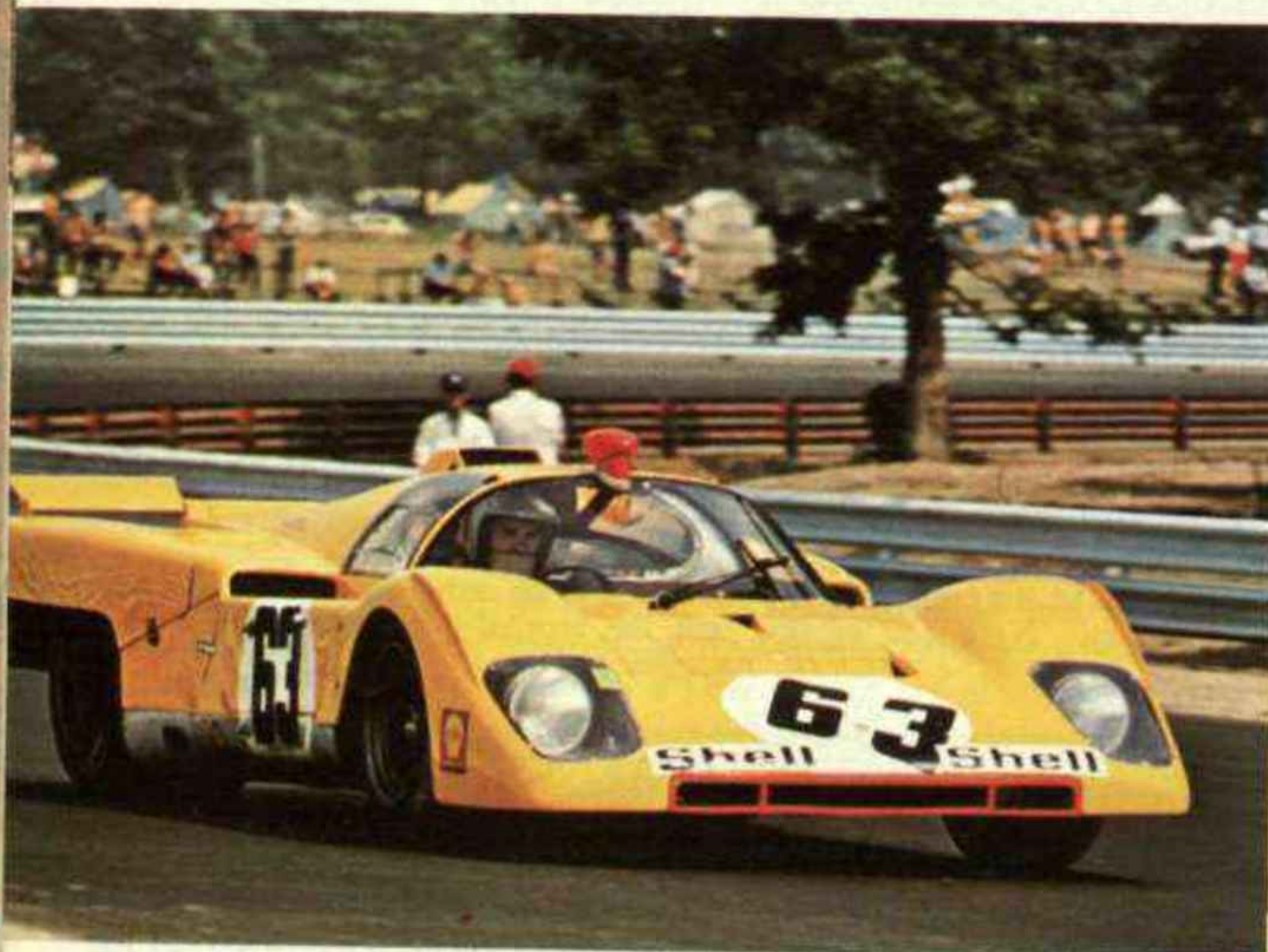
COCKPIT LAYOUT.—One of D. S. J.'s few criticisms of the Dino was the seating. Note also in this shot the typical Ferrari-type gear-gate and the instrument layout.





**WATKINS GLEN
6 HOURS**

THE SUNOCO/ROGER PENSKE Ferrari 512M of Mark Donohue/David Hobbs (No. 6) takes an immediate lead in the Watkins Glen 6 Hours but again failed to finish in its last opportunity to collect Championship points. Here the Ferrari noses ahead of the Siffert/van Lennep Porsche 917 (No. 1), team-mates Bell/Attwood (No. 2), the works Ferrari 312S (No. 40) and the rest of the field, including eventual winners Peterson/de Adamich in Alfa Romeo T33 No. 30.



BRITISH PRIVATEER Alain de Cadenet was partnered by Can-Am driver Lothar Motschenbacher in the former's Ecurie Francorchamps Ferrari 512M. They finished fourth some 26 laps behind the winners.



PROLONGED PIT STOP for the works Ferrari 312P shared by Ickx and Andretti. The latter waits patiently as mechanics attempt to coax the car back into life, but their efforts failed.

VARIETY of the kind shown here has been a feature of the three American qualifying rounds of the World Manufacturers' Championship. Rolf Stommelen's Alfa Romeo roars past the gaily painted Chevrolet Corvette of Don Yenke and Dave Heinz. The Alfa retired but the Corvette finished seventh overall. Corvettes also filled fifth and eighth places out of the ten finishers.





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 **DUNLOP SP SPORT RADIAL**



THE SECOND PART of the "double header" programme at Watkins Glen was the fourth round of this year's Can-Am series. A second consecutive victory was scored by Peter Revson and above, in car No. 7, he leads McLaren team-mate Denny Hulme (No. 5). Several of the 6-Hour cars also took part, and we picture the Penske Ferrari (No. 6) leading Jo Siffert's Can-Am Porsche 917 Spyder (No. 20) which ran to third place. Jack Oliver was out of luck again with the new Peter Bryant designed Shadow (pictured right), while another possible McLaren shaker is the new Ferrari 712 (No. 50) which Mario Andretti drove for the first time at the Glen. However, Jackie Stewart's L & M Lola T260 remains the biggest threat to the McLaren domination and at Watkins Glen it took pole position. The bottom photograph shows it on the pace lap heading the field with Peter Revson's McLaren.





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MASTER of the Nurburgring at the German Grand Prix was Jackie Stewart who drove to his fifth World Championship victory of the year in the Tyrrell-Cosworth. Above he is pictured racing through the famous Karussel, one bend that has not been altered by the changes at the circuit. After the race there are the spoils of victory.

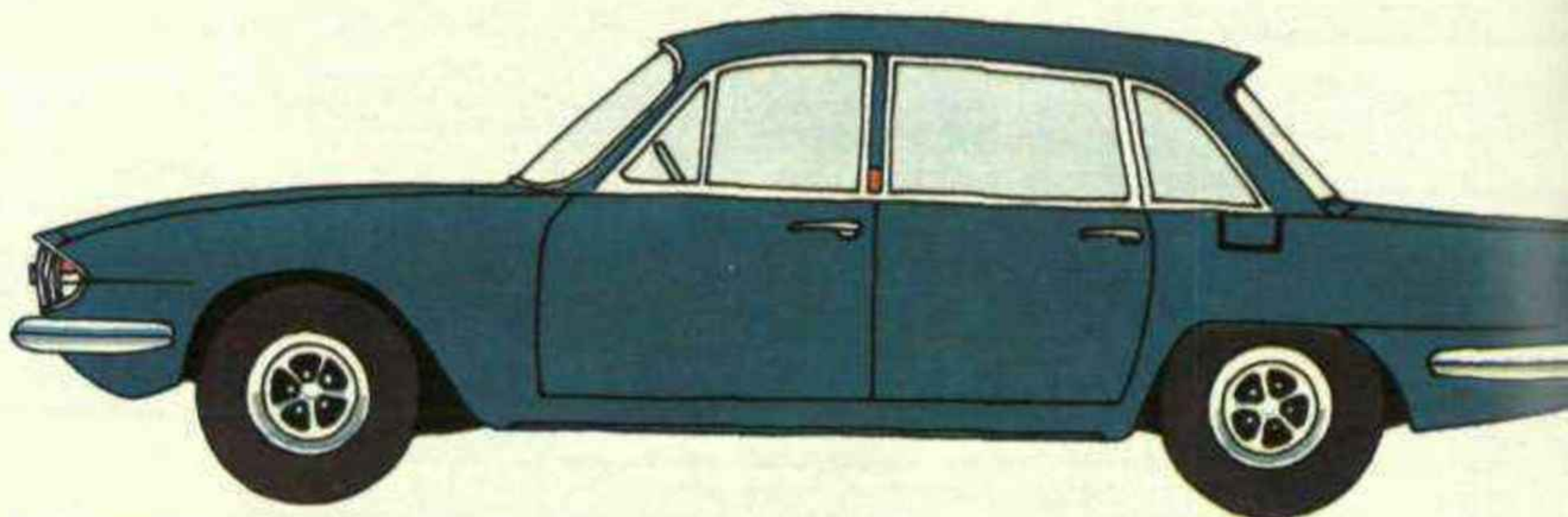
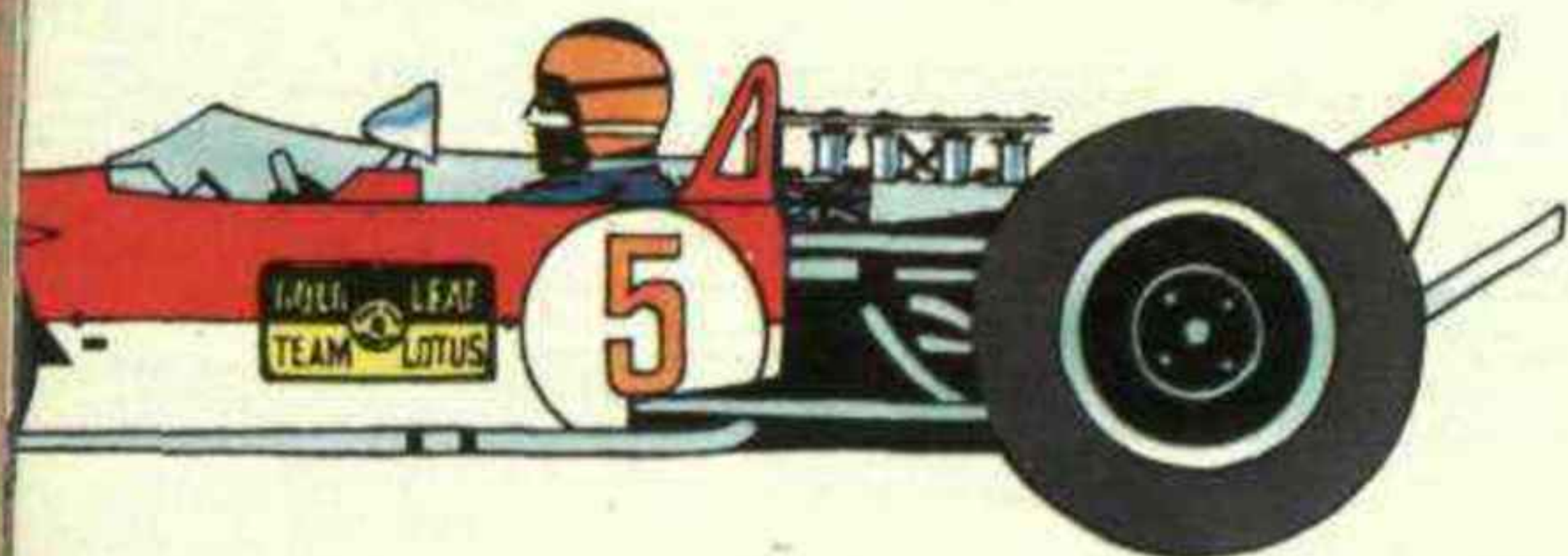
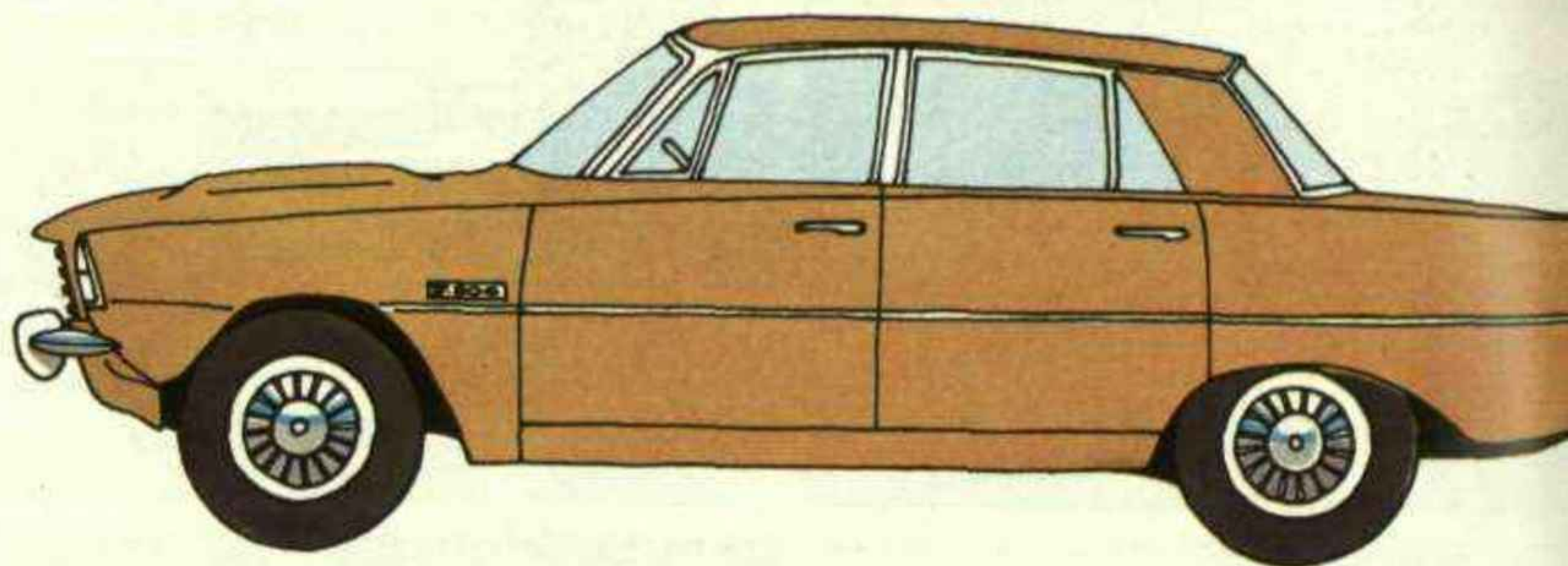
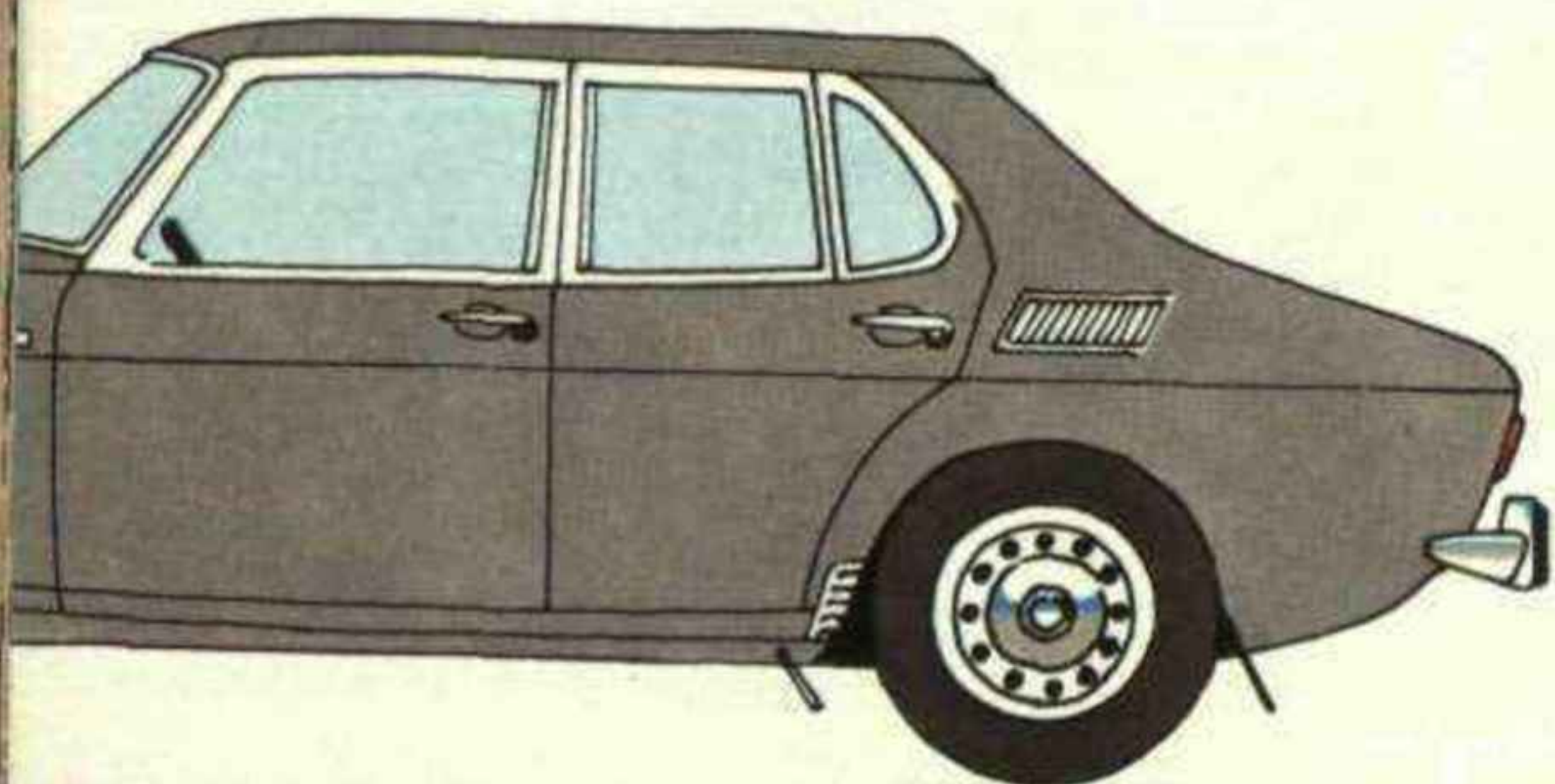
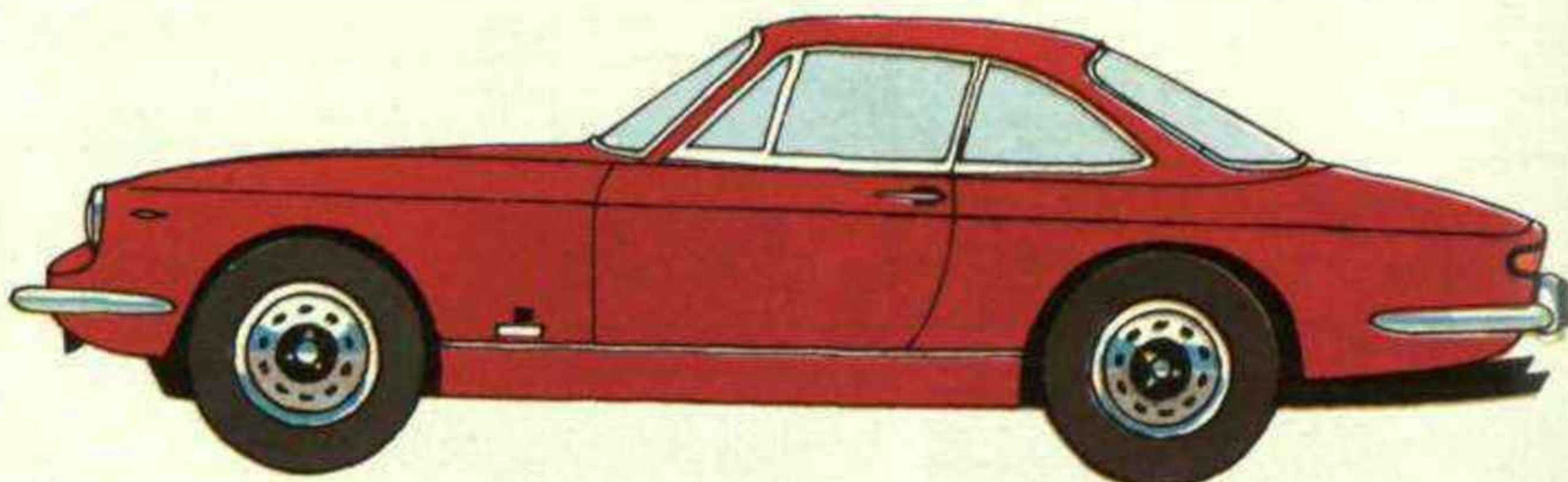
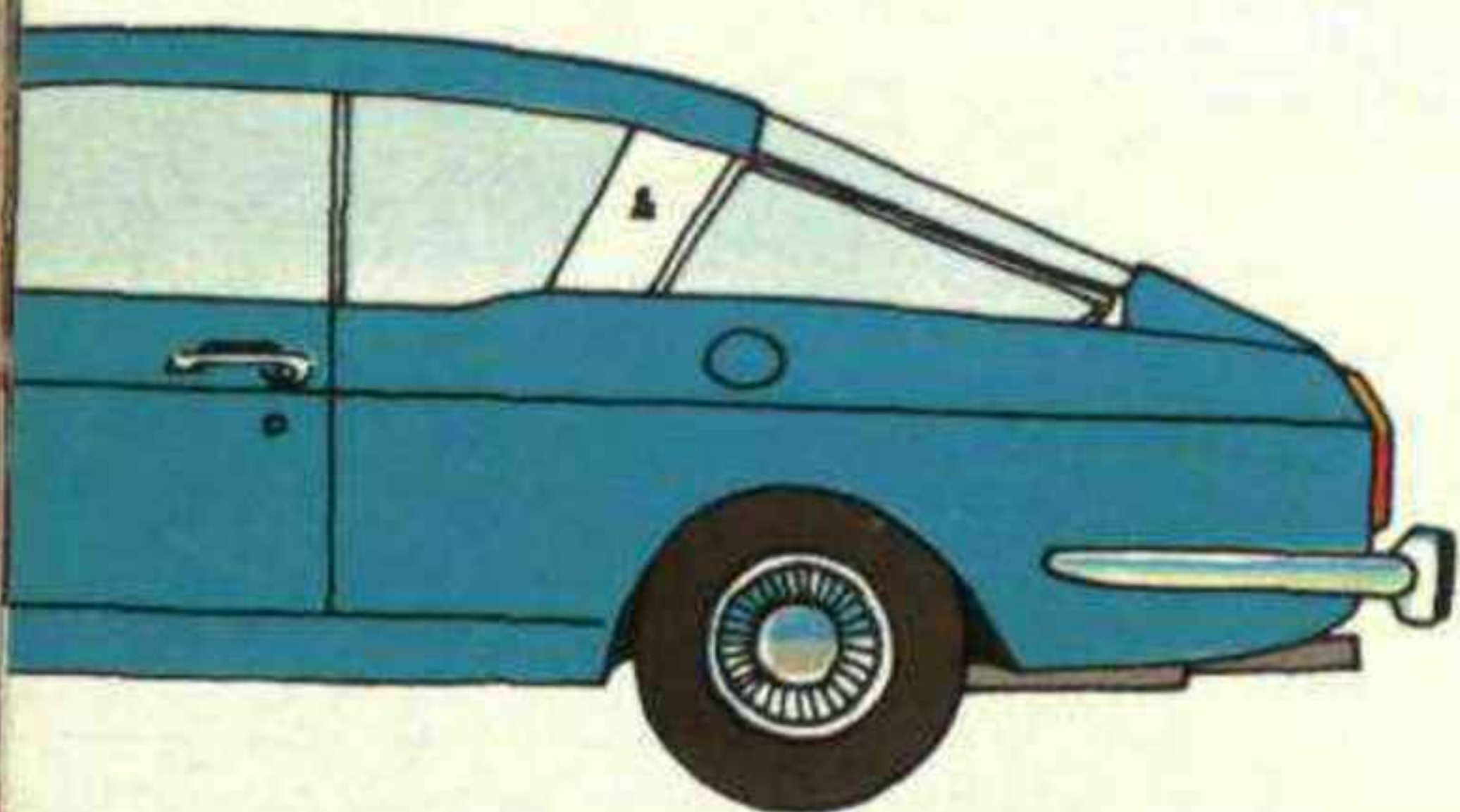
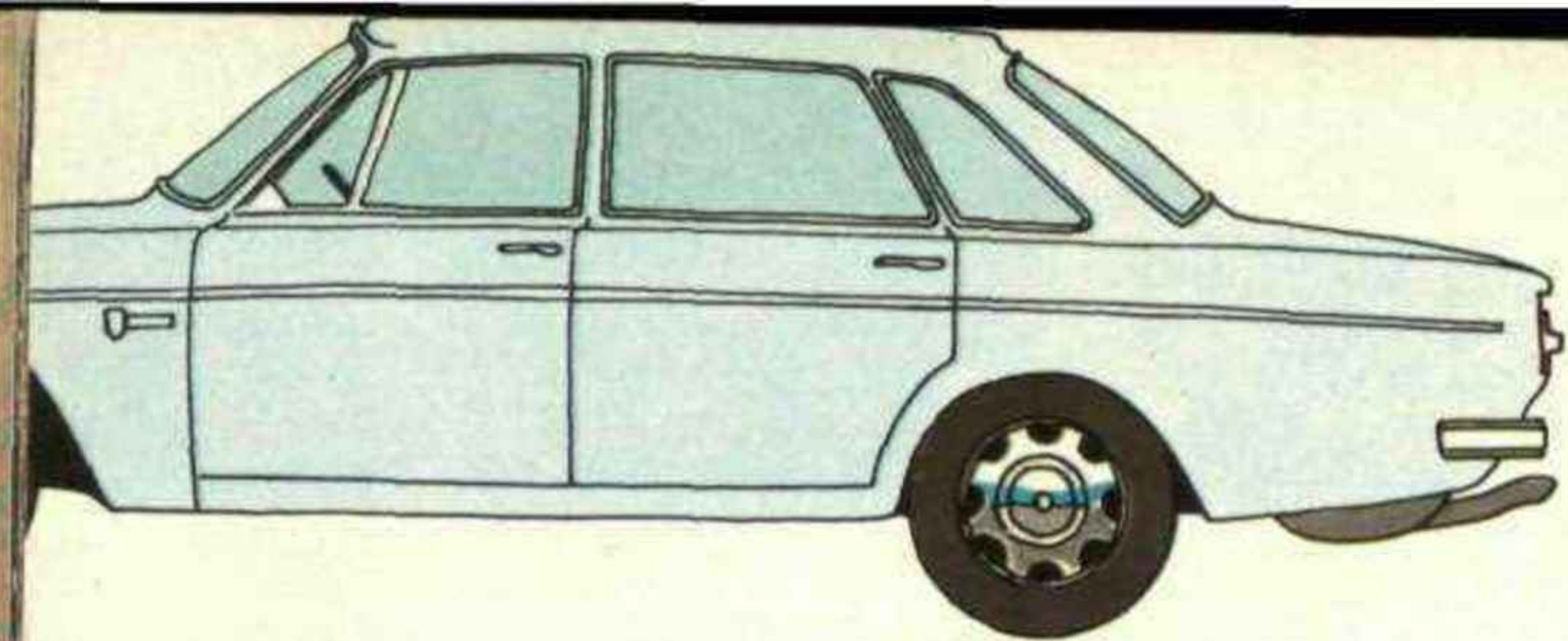
FIRST-LAP traffic jam as the field sweeps into the South Curve. Ickx and Stewart have disappeared out of the photograph as Denny Hulme and Jo Siffert jostle for third position, while Francois Cevert and Ronnie Peterson are also well placed.

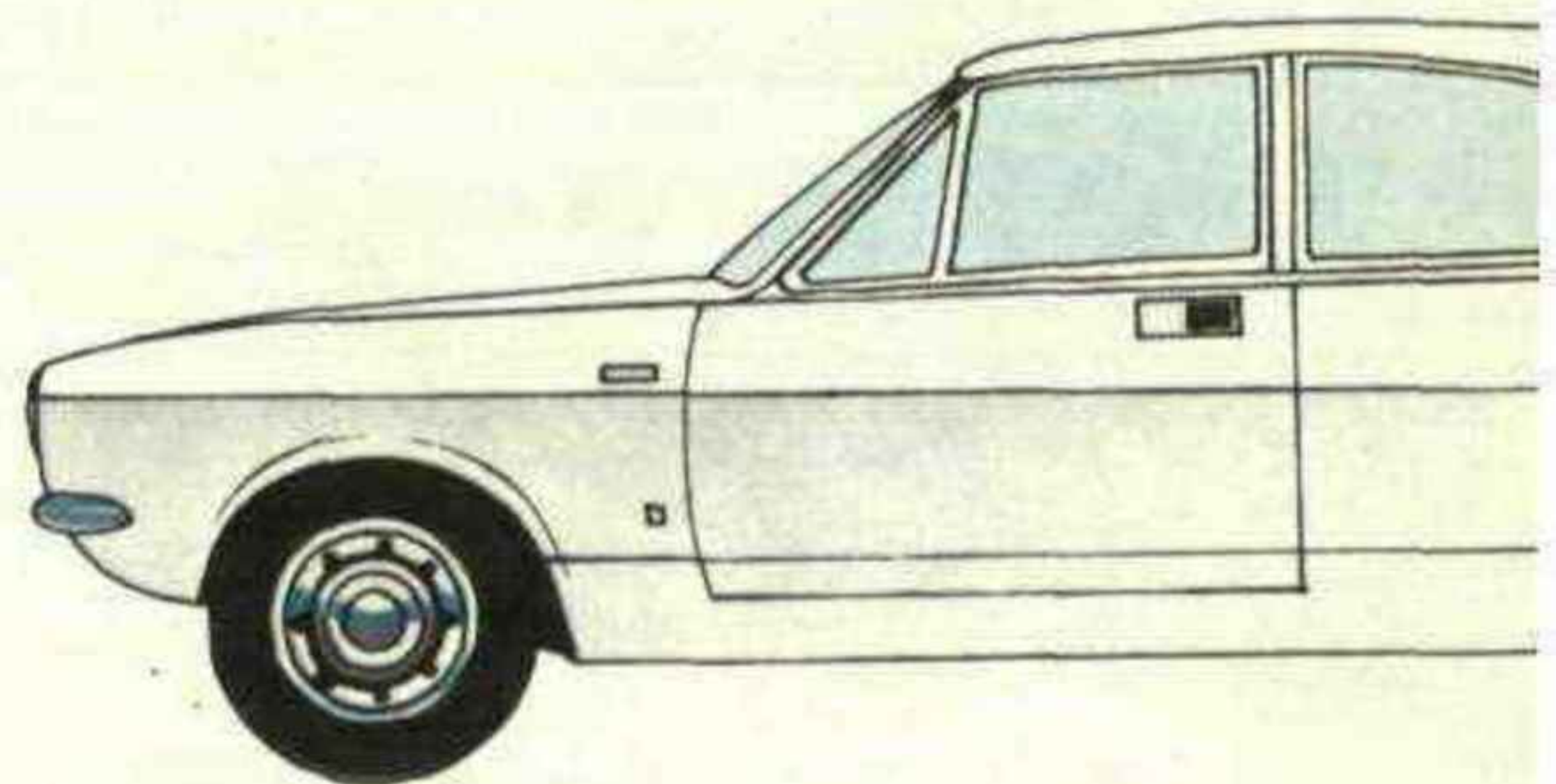
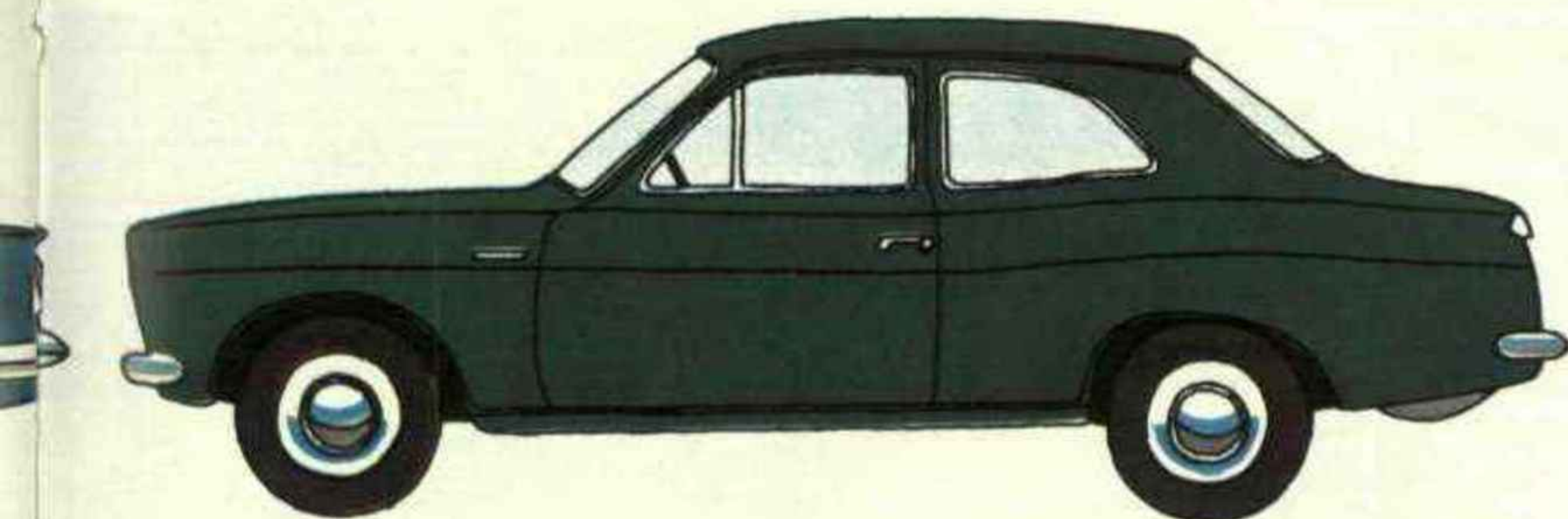
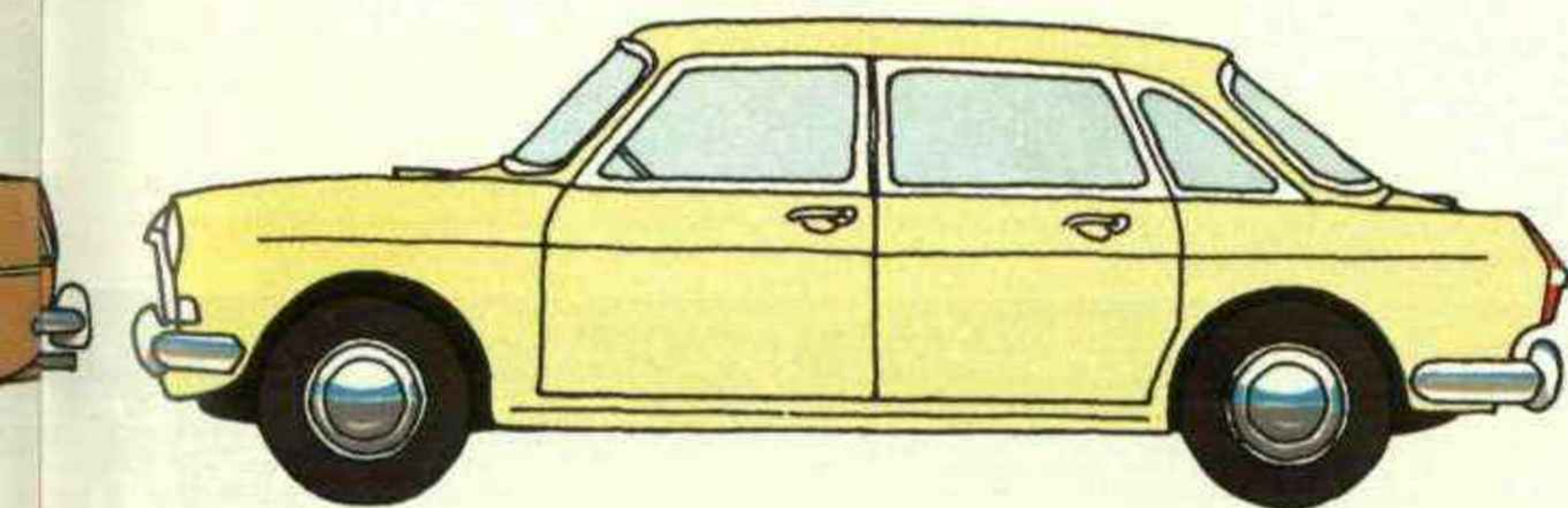
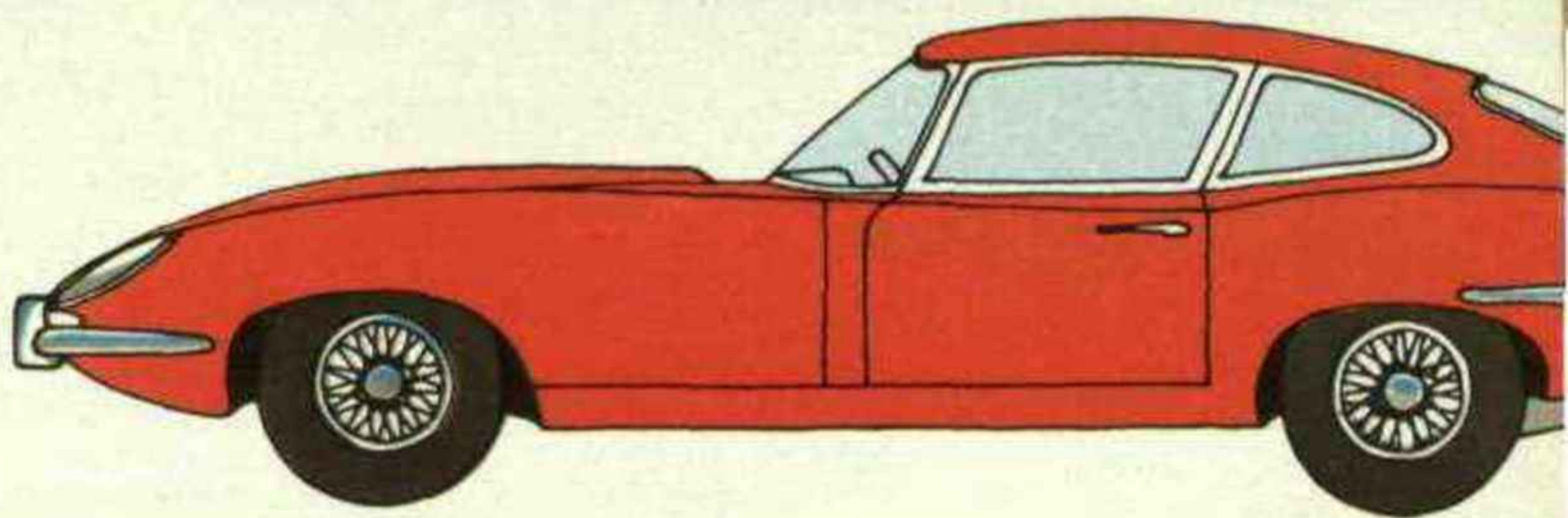
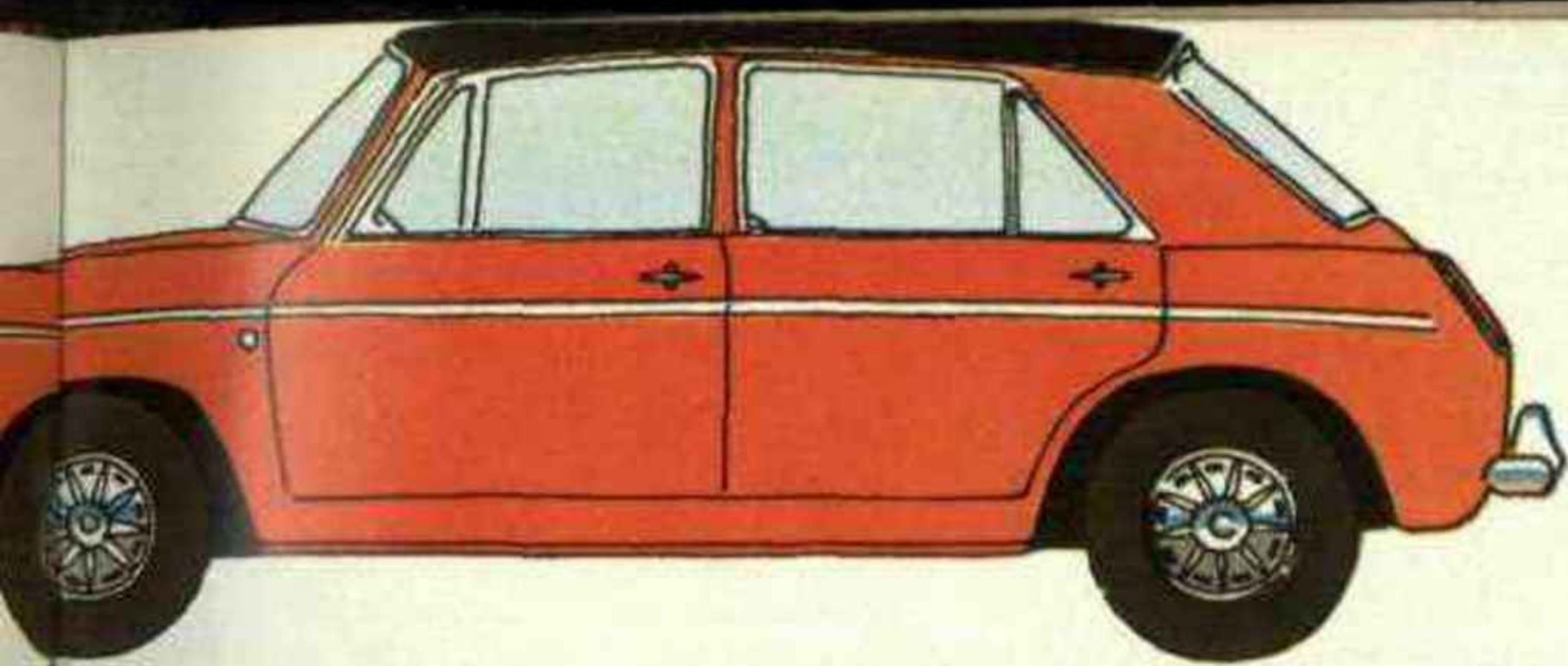


GERMAN GRAND PRIX

RACING AT THE 'RING is Ronnie Peterson in his STP March leading a close battle between Hulme, Andretti and Cevert, while the other three works Marches in the race were nearer the back. Our picture shows de Adamich in the black helmet ahead of Beuttler (blue helmet) and Galli (yellow helmet). Our cockpit close-up of Henri Pescarolo's Frank Williams March shows how little of a current Grand Prix driver the spectator can see. John Surtees in the Brooke Bond Oxo entry finished seventh and dived with Vic Elford who was making his return to Formula One in the BRM team. Mario Andretti returned to the Grand Prix scene after missing a couple of races and finished fourth in his Ferrari, while Graham Hill made a late start with the Brabham and again failed to score any points but he still got the BT34 airborne.







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**HILL-CLIMB
SCENE**

A NEW COMBINATION in the Shell/RAC Hill-Climb Championship is Mike MacDowel in the Team Cusmac Palliser powered by an F1 Repco V8 engine. MacDowel, seen bursting over the bridge at Wiscombe Park, finished third in this event, with his best result so far this season being his third consecutive victory at Doune.

ROY LANE, seen here leaving the line at Shelsley Walsh, was so impressed with the McLaren drives he had last year, that he is now using an M10B with the 5.5-litre engine from David Good's 1970 mount. The highlight of Lane's season so far was when he scored maximum points with a record-breaking climb at the opening meeting at Prescott.





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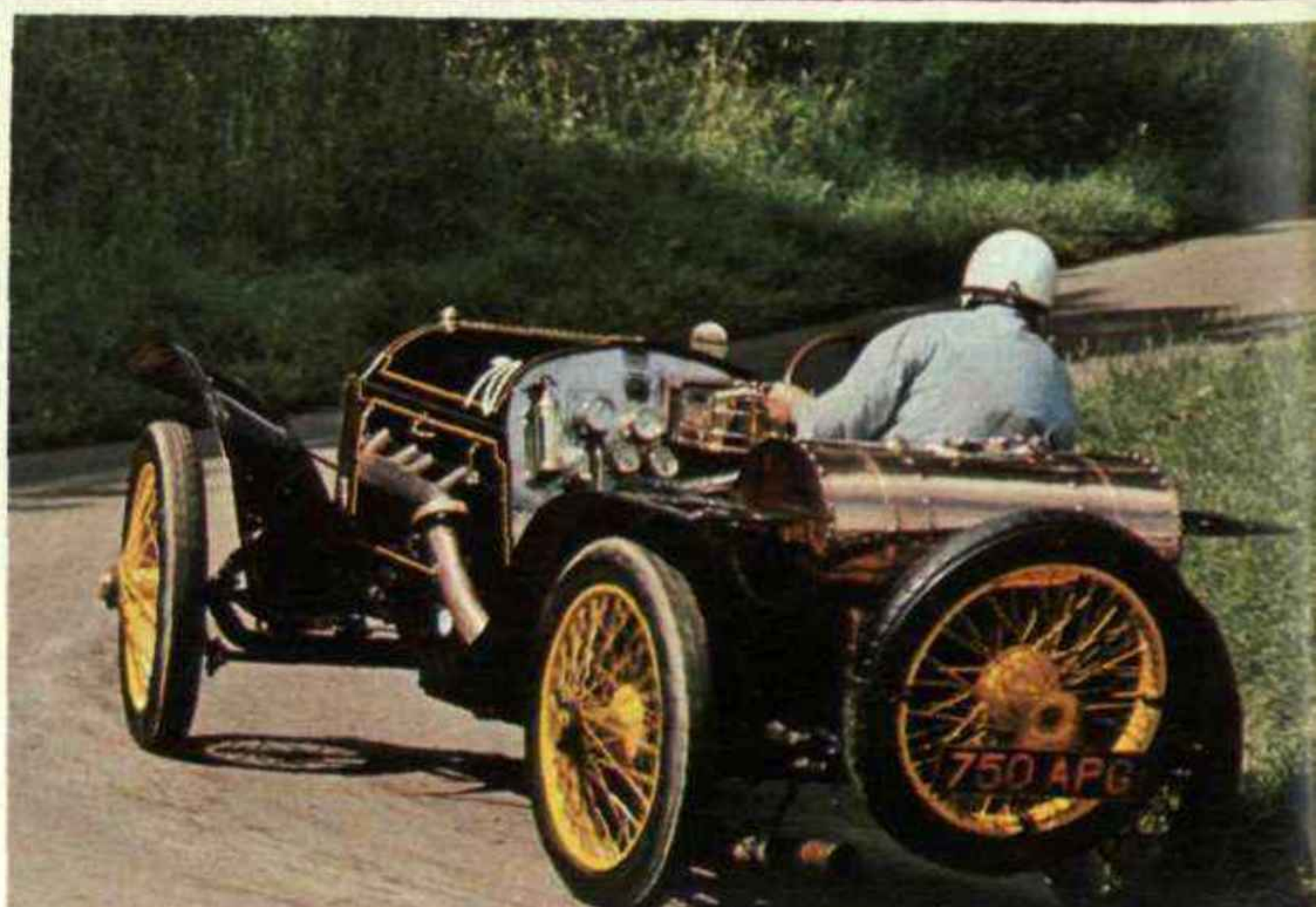
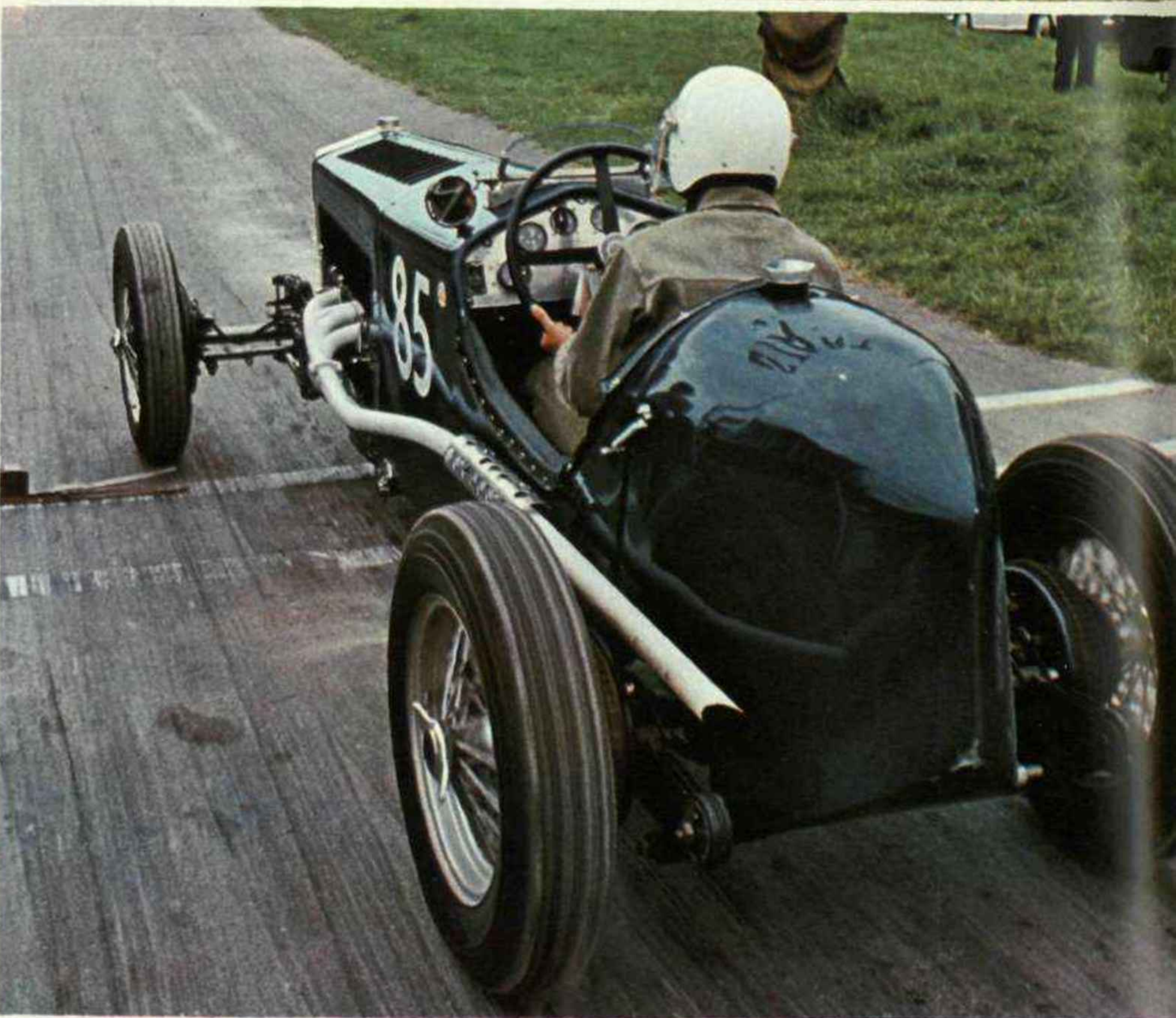
DUCKHAMS OILS/SUMMIT HOUSE/WEST WICKHAM/KENT BR4 OS.1



TIM CARSON, about to open the course on Barker's 1908 Napier, in the year of his retirement from the Secretaryship.

VSCC PRESCOTT

The President's 1914 GP Mercedes (No. 69) climbing in 59.62 sec.; Jane Hill ready to go in the supercharged Anzani Frazer Nash "Terror II" (No. 85) in which Joseland had set a new vintage class record of 48.65 sec.; Cottam getting off to FTD in his 2-litre A-type Connaught, in 43.83 sec., and Goddard cornering his throaty 1911 10½-litre Cottin et Desgouttes in the Edwardian class, its copper fuel tank glistening in the welcome sunshine.

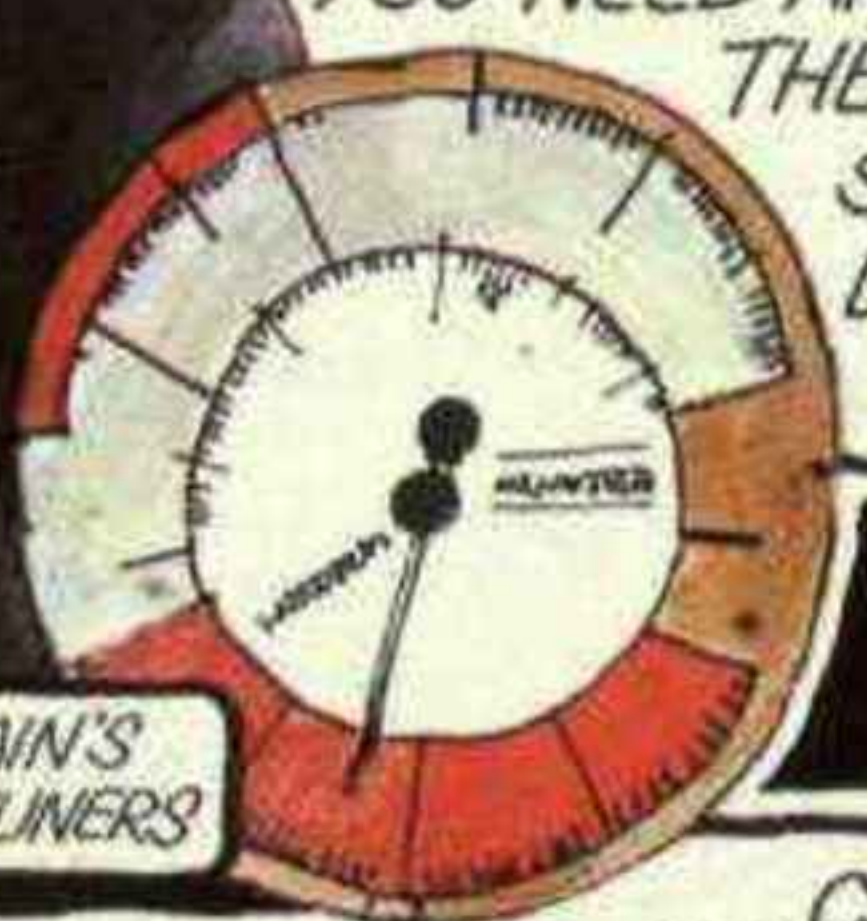


Ralph Broad tells how Castrol helps him beat the big boys.

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...CASTROL GTX, WITHOUT ANY HESITATION. IT'S A HIGH PERFORMANCE OIL ALL RIGHT, AND IT HAS ITS OWN DETERGENTS AND DISPERSANTS PRECISELY BLENDED IN TO ALLOW YOUR ENGINE TO OPERATE AT MAXIMUM EFFICIENCY, ALL YEAR ROUND, HOWEVER HARD YOU DRIVE... CASTROL'S ALWAYS

BROADSPEED

TAKEN CARE OF MY ENGINES SO YOU CAN RELY ON IT TO DO THE SAME FOR YOURS."



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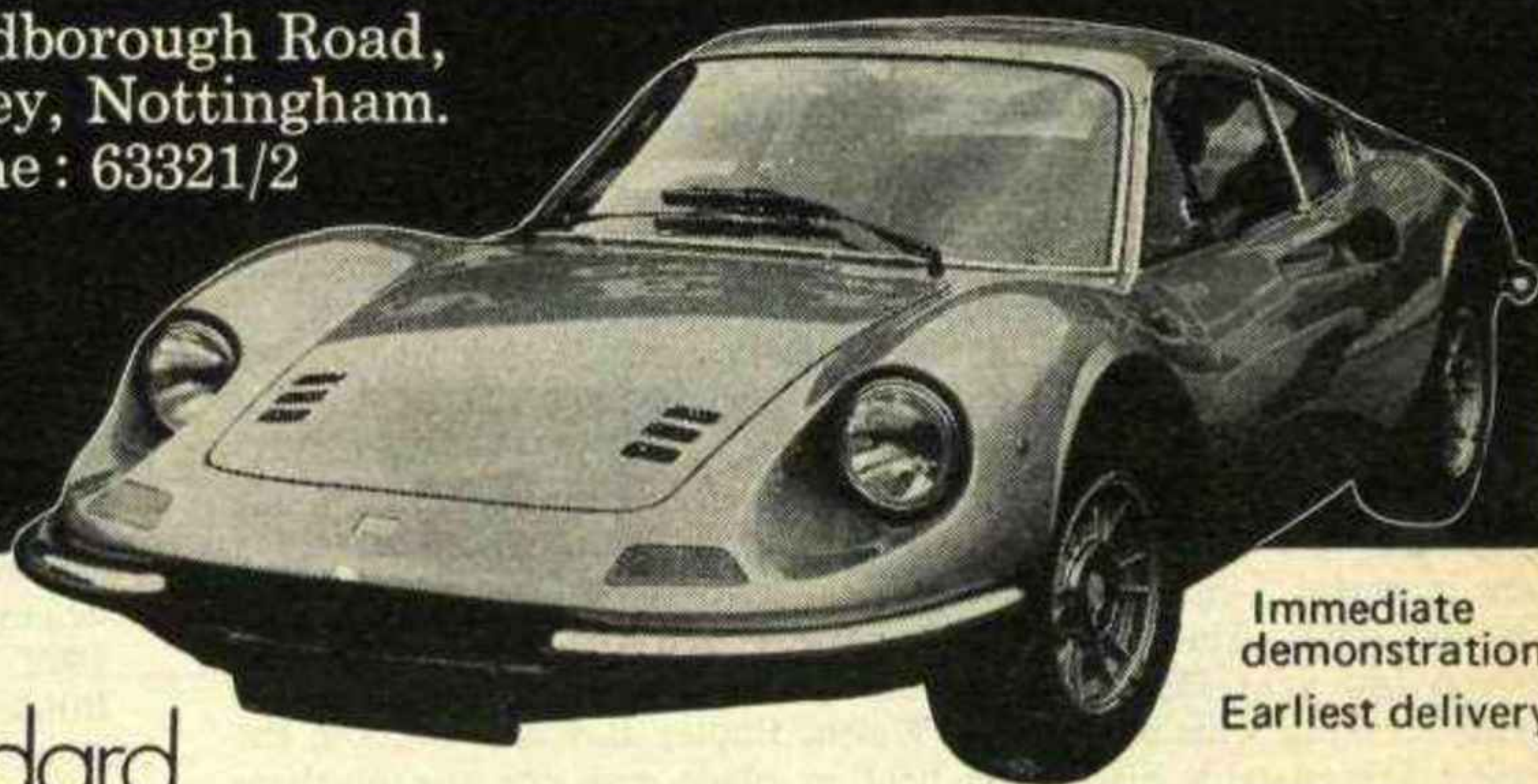




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British Hill-Climb Championship

IT IS ALMOST as if contestants try a little harder during a Jubilee year (remember McIntyre's 100 m.p.h. TT lap?) for in the seven events so far held towards the Shell/RAC Hill-Climb Championship, now in its Silver Jubilee year, the course records have been broken at every hill with the exception of Doune where the rain proved the winner. Indeed David Hepworth's Bouley record was gained in spite of sporadic outbreaks of rain which left the track damp in parts. It is now 25 years since MOTOR SPORT reported Raymond Mays' Championship victory in great detail and although since then hill-climbing has fallen behind circuit racing in popularity it is still a sport with some very impressive machinery and some very loyal followers.

Of the five original hills four are still in use but there are now thirteen rounds, held as far apart as Doune in Scotland, Craigtlet in Ireland and Bouley Bay in Jersey. One hill, the BARC's Gurston Down in Wiltshire, has joined the Championship for the first time this season. Quite a number of drivers are concentrating all their efforts on these rounds with some of the best and most competitive cars ever seen on the hills. Whereas once there were set ideas as to what constituted the ideal hill-climb equipment, matters have now changed and nearly every driver has a different formula for getting to the top as quickly as possible.

The end of last season saw nearly all the top drivers change their mounts with one notable exception, David Hepworth, whose loyalty to his last year's car has paid off with a very commanding lead in the Championship. He is still using the Hepworth Special that brought him the Championship in 1969 which uses a one-off Ferguson 4WD system, designated P159. The Championship-winning Oldsmobile engine was discarded at the beginning of last season in favour of a more powerful 5-litre Chevrolet which, with its Weber carburettors, gives 400 b.h.p. Having come a narrow second to Sir Nicholas Williamson last year Hepworth is making no mistakes this time, with record-breaking wins at Shelsley Walsh, Bouley Bay and Barbon, the latter achieved with his engine held in place with the use of three Jubilee clips after an engine mounting had been damaged during the class runs. The Shelsley record was particularly notable, for ten years after Tony Marsh had become the first man to get below 35 seconds on this historic hill, Hepworth, on the last run of the day, broke the half-minute barrier—the first driver ever to do so.

Hepworth's main challenger is the reigning champion Sir Nicholas Williamson who, after a year of throwing a McLaren around, has returned to a small Brabham; this time a BT35X with a Cosworth FVC engine. This car is particularly suited to the tricky hills as Williamson's victory at Great Auclum (where he beat Hepworth by a mere 1/100th of a second) showed. However the start of the baronet's season was marred by the habit the car had of breaking its drive-shafts. This meant that he was unable to get into the Championship runs at Prescott, although at Shelsley Walsh when they broke during the class runs he was able to replace them in time. His record-breaking run at Wiscombe was all the more creditable as they were breaking up at the time and he only risked one run.

The first man to use the 1800-c.c. Cosworth FVC sports-car engine on the hills was Tony Griffiths who is another Brabham BT35X customer this year. However, he has now got a very exciting motor in a lightweight 5-litre Repco, originally intended for the BT17 sports racer, which had been lying around Brabham's workshops for a long time. The whole car—basically an F3 chassis—weighs only 1,100 lb., with the engine giving 480 b.h.p. Outright success has so far eluded the chairman of the Midlands Automobile Club but he came very near to challenging Hepworth on the MAC's own hill at Shelsley Walsh.

Another interesting and quick Repco-powered car is Mike MacDowel's. This ex-works Cooper F2 driver has now gone into partnership with former 4WD BRM driver John Cussins to form Team Cusmac, MacDowel doing all the driving. Their unique car has a Formula Atlantic Palliser chassis suitably modified to take a 740-series 3-litre Repco V8, producing 330 b.h.p. After winning both the Doune rounds last year MacDowel did it again in the wet in June, this being the Palliser's best result to date. MacDowel escaped what could have been a nasty accident at Barbon when, as he was about to go out for his Championship runs, a spectator noticed that a bottom wishbone had cracked, and warned him. Another Palliser will soon join the hill-climb circus for Ferrari exponent Jack Maurice is having a similar car prepared to accept the engine and gearbox from the Tony Marsh 4WD Special which he has heavily crashed.

However, currently ahead of all these except Hepworth is Roy Lane who has, so far, scored in every round. Having "hitched" lifts last year in both Williamson and Bob Rose's McLarens, Lane was sufficiently impressed to replace his unreliable 4WD TechCraft with an M10B. This smart orange car is powered by the Alan Smith-tuned 5.5-litre Chevrolet V8 from David Good's M10B. Good's car is now in the hands of Richard Thwaites who showed much promise last year in a Brabham-Buick BT18 and is now handling this large car very creditably. Thwaites has sponsorship from Halifax workwear specialists Packmail. Lane's experience means, however, that he is currently the fastest of the McLaren drivers (Bob Rose still has the one he used last year). His season started off in fine style with a win at Prescott since when the competition set by Hepworth and Williamson has been just too quick. But he has turned in some very creditable performances being adept at greatly improving on his second runs especially at Bouley where he was appearing for the first time and at Great Auclum where his handling of the McLaren was a tribute to his skill on this incredibly tight 440-yard hill.

The list of competitive machinery extends probably further than it has done in the history of the Championship, Tony Harrison and Jonty Williamson, vintagent and large car exponent, is running. The former's car is surely not suitable for this kind of event but Harrison has taken over the mantle of Phil Scragg in trying to get a sports car as high in the table as possible. The car in which he is currently lying ninth is a Can-Am type McLaren M12 powered by the 7.2-litre engine which was used in last year's works reserve Can-Am car. It is painted a similar hue to the works ones and McLarens have their eye on the jovial Harrison, Mrs. Pat McLaren accompanying the team to a non-championship event at Gurston. Jonty Williamson, vintagent and large car exponent, is running the ex-Martin Brian Cooper-Chrysler T81B, scoring at Prescott and Wiscombe. Other contenders include two Brabham pilots both of whom have been out of hill-climbing for some time and have chosen 1971 to make a comeback. Malcolm Eaves has chosen a 3.5-litre Buick to power his BT21C and this is usually good enough to net about sixth or seventh place for him, his most disappointing event being Great Auclum where he was half a second slower than his old times. Nevertheless this friendly Birmingham driver is going very well considering that he has been out of the sport for three years. Mike Hawley, another Midlander, has decided that, like Williamson, a small Brabham suits his temperament; not for him the "big bangers". He is proving this for in the two rounds since his return he has taken nine points and shown why he used to be such a force in hill-climbing. His mount is basically a Formula Atlantic car, comprising a Brabham BT35, powered by a Brian Hart-tuned twin-cam with a claimed 184 b.h.p.

These then are the men who are following in the footsteps of Mays, Allard and Abecassis. This year may appear to be turning into a two-horse race but in terms of record breaking and hard driving it is one of the best. The days of the Cooper twins have gone for ever and b.h.p. has become an all important factor. Hepworth is currently showing that the addition of 4WD helps but there are surprisingly far fewer of these cars on the hills now, especially now that Jack Maurice is turning back to 2WD. Williamson's victory last year gave some the idea that the sheer power of a F5000 car was the answer but Brian Nelson's win at Craigtlet last year in his F2 car gave rise to the present Williamson/Hawley school of thought that a small good 'un was perhaps it. Whatever the answer, this year's cars are some of the most exciting and the competition has become so fierce that to stay at the top the really quick men are being forced to break records week after week. There is little chance for those who cannot, as was shown at Barbon where four drivers, Hepworth, Griffiths, Lane and Thwaites, got below David Good's existing record. This is all the more amazing when it is considered that two of the top runners weren't even in the Championship runs, Williamson having given this event a miss and MacDowel's cracked wishbone having prevented him from getting to the line. The Championship looks to be going Hepworth's way but only the best eight results from the thirteen rounds count and at the moment Williamson, having scored in two fewer rounds, is 19 points behind. As there are ten points to be gained from a win and an extra bonus for getting below the old record Williamson, although in third place, must be looked upon as Hepworth's most dangerous challenger as second-place man Roy Lane is 13 points behind Hepworth, having scored in as many rounds. Now sponsored by Shell for the third year running this year's Championship is one of the best. Let us hope that the next 25 years follow in a similar vein.—I. R. W.

THE FIAT 124 1600 SPORT COUPE

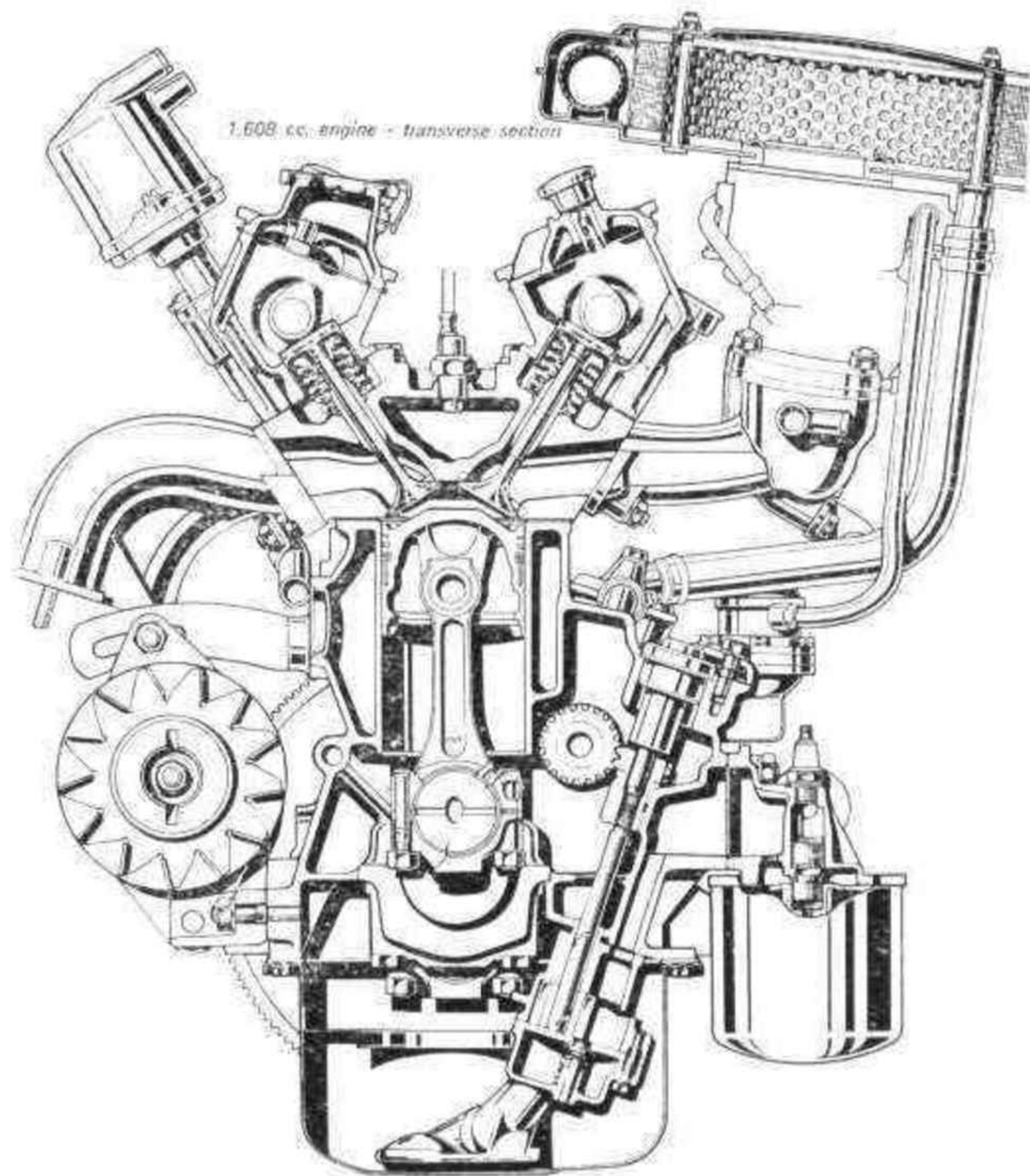
FIAT MAKE a most intriguing range of cars, as they have almost throughout their history (a history I hope Michael Sedgwick will soon provide for us, for the full story of this most prolific of Italian makes has yet to be properly chronicled). Today they are making increasingly good use of twin-cam engines. We had to miss the "Alfred Woolf Mille Miglia" from Dover to Scotland to introduce the Fiat 124T because it was postponed for a week and clashed with the French GP—the 124T being a d.o.h.c. version of the Fiat 124 saloon which normally has a push-rod engine. The 124 coupé is twin-cam and now another Fiat twin-cam engine, as used in the 125S saloon but with freer breathing, is available in this very acceptable coupé, giving it somewhat enhanced performance, as capacity has increased from 1,438 to 1,608 c.c. (bore in both cases 80 mm., stroke increased from 71.5 to 80 mm. to give the latter swept volume). So here are four twin-cam Fiats, not counting the ordinary 125 and the Ferrari-powered Dinos.

I have enthused previously over the 124 coupé, a nicely-styled compact four-seater with generous window area, comfortable seats, a self-locking boot of adequate size and a dignified interior *decor*. The 1600 version is much the same car and acquaintance with this coupé model confirmed my liking for this Fiat Sport. I took it over from Fiat's latest London headquarters on the left-hand side of the Great West Road out of the metropolis, conveniently situated for attaining the M4 Motorway, a spacious depot gay with flags, generous in its ground-level and roof-top parking space, and pleasingly flanked by a canal.

Driving off into London in a blistering July heat-wave I thought how opportune it was that I was using a Fiat, for Italian cars do not usually overheat, whereas the faithful Rover 2000TC which I had left behind, while it doesn't actually boil, gets its thermometer needle precariously close to the red in summer traffic conditions, a case, I suspect, of four years' silt in its finely-meshed radiator. Thinking on these lines, I came upon an E-type Jaguar enveloped in clouds of steam outside Madame Tussauds. This caused me to glance at the Fiat's neat Veglia instruments—electronic tachometer indicating that the 110-b.h.p. alloy-head engine is safe to 6,500 r.p.m., which it readily exceeds, matching speedometer and, to the left, a clock (not a good timekeeper), olio, acqua and benzina gauges, somewhat blanked by one's left hand on the slim polished-wood rim of the slippery steering wheel. It was then that I observed that the olio gauge read zero with the engine idling at a steady, rather rattly, 500 r.p.m. This ruined the remainder of the run to the office, where I was able to confer with Mike Cotton, Editor of *Motoring News*, who regularly uses a Fiat 124. "Not to worry," he reassured me, "they never have any real oil pressure but thrive all the same." And it was so. When I got around to searching for the elusive dip-stick all was well and after 1,150 miles oil consumption had been negligible. Perhaps, however, there is something about 124s, because a few days later, in remote Radnorshire, I encountered an Alvis TE21 at boiling point, its luckless owner searching for a stream, with his shoes for a water carrier. . . . However, the thermostatically-controlled electric fan kept the Fiat's acqua at just over 90°C but below 100°C in the worst of the traffic jams.

What a charming car the 124 Sport is! In its bigger-engined form it will do not far short of 110 m.p.h. It accelerates adequately, 0-60 in 11½ sec. fashion, is comfortably sprung and accurate to control, wagging its hips somewhat on rough roads but riding straight. The five-speed gearbox is delightful, the lever movements shorter, I fancy, than those of an Alfa Romeo, although the ratios are somewhat widely spaced, giving maxima of 26, 49, 73 and 100 m.p.h. in the lower ratios if the 5-bearing engine with its belt-drive camshafts is wound up to an acceptable 6,500 r.p.m. The Fiat-Bendix brakes, disc all-round, are rather spongy.

That about sums it up. The outstanding feature of this Fiat is its docility, allied to sufficient performance. It will run happily in the geared-up fifth speed from quite moderate speeds. It is, indeed, very much a two-character car. It is quiet, smooth and unassuming if you are not in a hurry. Step on it and it responds splendidly, the engine deep-throated, the steering taut, quick and yet transmitting scarcely any kick-back (when it does, it's a vicious kick), as I found, for instance, in overtaking an Imp which was heading in the Tewkes-



The classic twin-cam engine layout which Fiat use for so many of their cars, including the 124 Sport Coupés.

bury direction out of Cheltenham one evening, driven surprisingly quickly by a young slip of a girl with a baby in the back.

There are many good aspects of this Fiat's equipment, too. The seat squabs adjust with extreme precision when their knobs are turned, though the opposite way from that expected, there are lever-operated cold-air vents on the facia supplemented by others on the console, (although the body is not vented, except by opening the side windows) the screen-wipers can be set to operate over a range of speeds or to function intermittently, the heater controls are easily reached but unobtrusive, there is a cigarette lighter, rheostat instrument lighting, a hand-throttle, a non-lockable drop-well under the facia, scuttle map-pockets, etc. The washers' button is on the facia but a stalk-control works the wipers, which unfortunately leave an unswept area on the o/s, the doors lack "keeps", the release lever for the self-propping but difficult-to-lower bonnet lid is away on the n/s, the big air-cleaner makes some of the under-bonnet machinery inaccessible and there is the irritatingly complicated Fiat lamps' control of the excellent Carello q.i. dual headlamps. But these are small disadvantages compared to the excellent "one-pieceness" of the car as a whole and it is fully equipped with boot and under-bonnet lighting (but only when the car lights are on), dipping mirror, three interior lights, stiff-to-open ¼-windows, a loud airhorn sounded from the boss of the steering wheel, reversing lamps, winker repeaters, etc. The black interior finish is nice but plastic upholstery is used, though with cloth inserts. The coil-spring suspension is perhaps softer than before, as the back anti-rell bar has been deleted from the 1600 model. However, I found the handling good, on wet and dry roads. Despite a M. Bibendum sticker on a side window, the tyres were Pirelli Cinturatos, with unhappily worn treads—the total odometer read 11,500 miles. As for economy, I got 28.8 m.p.g. driving briskly rather than very fast. I like this car, which is the most expensive Fiat sold in this country, at £1,746.87.—W.B.

There have been books about the technique of motor racing by Denis Jenkinson, Piero Taruffi and Paul Frere, etc. The latest in this line is "The Theory and Practice of High Speed Driving", by Walter Honegger, the Abarth driver, published in an English translation at £1.40 by Speed Sport Motobooks.

RUMBLINGS

■ **TWO GREAT ENGINEERS.**—Let us pay tribute to two great automobile engineers. At the end of July, Peter Wilks retired due to ill health from the position of Technical Director of the Rover Company. He held this post since 1964 and had served the dignified Solihull concern for over 20 years. His versatile achievements range from the creation of the now-so-popular Rover 2000, the Rover V8s, the unfortunately still-born Rover mid-engined coupé, industrial Rover gas-turbines, to that single-seater Rover racing car now exercised to such good effect by Frank Lockhart. The last-named Wilks built in conjunction with Spencer King and George Mackie. There is a parallel with the Lightweight Special raced by Sir Alec Issigonis and George Dowson, both Wilks and Issigonis enjoying amateur motor racing and some of the suspension features of their single-seaters being used on their subsequent production cars.

We recall being granted an interview about the light-alloy Rover V8 engine by Mr. Wilks on the eve of his summer vacation. In fact, he was flying that very afternoon to join his holiday yacht. Where? At Monte Carlo, so that he could watch the Monaco Grand Prix. Wilks is a quietly-spoken, modest engineer of rare ability, who is essentially a keen driver and a motoring enthusiast in the true meaning of this sometimes loosely-applied term. Sad that he has had to retire at the age of 51. We wish him happiness and restored health in the years ahead.

In contrast, Director Rudi Uhlenhaut, Chief Passenger Car Development Engineer of Daimler-Benz AG, was 65 last July but instead of retiring will continue his work at Mercedes-Benz. Like Wilks, Uhlenhaut was especially concerned with car safety problems. Born in London of an English mother and going to school in England Uhlenhaut spoke excellent English. He graduated from Munich University in 1931, joined M-B as a research engineer, and from 1936 was responsible for testing and development of the new generation of Mercedes racing cars. This went on until the end of 1955 when Mercedes-Benz retired from racing. Not only was Uhlenhaut able to drive the fastest F1 cars at speeds approaching those of his top-rank drivers but he is still a very fast road motorist. Many stories are told about this. Of how, with a twinkle in his eyes, he will change down and blast away into the mountains, *en route* to some ski-ing or sailing relaxation, but, coming to the outskirts of towns in which he is respected as a talented M-B engineer rather than for his ability behind the wheel, will drive sedately along, as befits the townfolk's image of this quietly-voiced, elegantly dressed, unhurried yet very busy technician. Or how, at an M-B Press test-day, Uhlenhaut would get into one of the faster models with a selected journalist friend and proceed to lap the circuit at very high speed, taking the élite of Fleet Street any way he could, on either side, into corners or out of them, to return to the Paddock with smoking brakes and walk quickly away—before any of his guests had time to realise that the grey-haired, softly-smiling Chief Engineer was the person who had out-driven them.

THE MOTOR-TRICYCLE—continued from page 915

the device to try, sensibly trailed it from Birmingham to Wales behind a Hillman Avenger!) As to economy, BSA claim approx. 125 m.p.g. of "petrol", which I didn't check. But, remembering the claim of another pioneer, Louis Lockert, that the $\frac{3}{4}$ -h.p. De Dions would attain "on a level road a speed of from 20 to 35 k.p.h. (12½ to 21½ m.p.h.)", I dug out an old ACU crash-hat (one which used to be lent to Brooklands' riders who came to BMCRC meetings without them, I believe) and put on a pair of Stadium Mk. 4 "Silver Cross" goggles (far better than those Jarrott wore for his Paris-Bordeaux ride, and highly recommended for all windscreen-less motoring activities, no matter on what kind or age of vehicle) and we paced the Ariel-3 at 25 m.p.h.; it did 30 m.p.h. at times, a precarious 35 m.p.h. downhill.

This makes this roller-and-ball-bearing vehicle with its 7:1 c.r. and 12-mm. Encarwi carburettor about the slowest MOTOR SPORT has ever tested—but impressions of the Ferrari Dino appear on pages 926-927. For those who wish to essay a return to motor-tricycling, and for the unstable and faint-hearted to whom bicycles are anemia, however, this odd little runabout, which will carry up to 50 lb. of luggage, could be of some interest. It costs £114.95, purchase tax paid.—W. B.



UHLENHAUT

VINTAGE POSTBAG

Lindsay Eccles

Sir,

Your most interesting article on Lindsay Eccles brought back many happy memories of both Brooklands and Donington for, over a period of several years, the late Hubert Papworth prepared my various Bugattis alongside those belonging to Lindsay. We both started in the same way on Type 37s, graduating to 35Bs and Cs, and then to 51s, Lindsay going on to a Type 59 which must have caused him considerable disappointment and great expense.



His accident at Dieppe was most unfortunate, but new tyres insufficiently scrubbed and melting tar were responsible for a crash from which he was lucky to escape with minor injuries.

I recall having to bring back his touring Bugatti from Dieppe, a Type 57, and the first example of this type to be imported into the UK. London, W.1.

T. A. S. O. MATHIESON.

Continued on page 946

LETTERS FROM READERS

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

HILLRALLY COMMENT

Sir,

Regarding Mr. Barry Moon's letter on the "Senior Service Hill-rally", the £10 entry fee included dinner, bed and breakfast for two people, a champagne reception at the end of the rally, a very nice car and lapel badge for each person and, of course, trophies and cash prizes.

The roll-bars, safety harness, RAC-approved helmets and RAC scrutineering were all very necessary as the accent was very much on speed.

I covered this event as a marshal for the whole two days and the speed these vehicles were travelling at warranted all safety precautions being taken.

In an event of this length a great deal of precaution to one's vehicle must be made; you also require a "back-up" vehicle to take care of breakdowns, etc. This is the sort of event where it is best for two vehicle owners to team up and enter one of their vehicles, using the other as the "back-up vehicle".

Surely £10 was a small price to pay for this excellent event—it is only £5 each for a weekend's sport.

Conway.

J. K. IRELAND.

* * *

HOODS

Sir,

As an avid "soft-top" enthusiast I would like to reply to Mr. D. J. Dee's letter. The answer is surely not the cold, or the girl friend's hair-do (most people with convertible cars go out with pleasant rosy-cheeked girls who delight in the wind blowing through their hair!) but the appalling design of hoods.

My experience has been gained with a Triumph TR3 and a Sunbeam Alpine. On the TR3 the hood removes completely and is stowed in the boot. A good idea. But if the car is fully loaded (holidays?), hard luck—and I never did succeed in removing and replacing the sidescreens in less than two hours.

Stowage of the hood on the Alpine is neat but necessitates removal of any objects on the rear seat (holidays again) and even moving the front seats forward. It is also a sad fact that constant erection and dismantling (good words when applied to hoods) promote rapid deterioration of hood and transparency materials.

Rochdale.

COLIN EVANS.

Sir,

D. J. Dee's letter would have reflected my own opinion up to the time that I purchased my MG-C last year. Every sports car or convertible that I had owned until then had a hood which collapsed easily into its own compartment.

Now I have to be quite cautious in regard to fresh-air driving. In the event of a sudden change in the weather whilst driving with the hood down I have to find a convenient parking space to enable me to go through the somewhat lengthy procedure in erecting the hood. Also if on a business call I have to consider, when having to park in the street, the time it will take to erect the hood (as a deterrent to radio thieves!) and just how dirty my hands will get in the process.

There is no doubt that as far as I am concerned the design of the hood precludes my enjoyment of much fresh-air driving.

Chelsea.

A. H. SHERIFF.

* * *

THE INSURANCE MUDDLE

Sir,

I have a vehicle which has a top speed of approximately 95 m.p.h. and a 0-60 time of 12 sec. or so and at 21 I pay £45 p.a. for fully comprehensive insurance.

My friend's vehicle has a maximum speed of 120 m.p.h., a 0-60 time of 7 sec. and at 19 he pays £19.50 fully comp. Incidentally, we both insure through the same company and have three years' no-claim bonus. The vehicles? I have a Spitfire Mk. 4 and he a Triumph

650-c.c. motorcycle, and I thought insurance was based on performance!
Wallingford.

G. M. CHILD.

Sir,

The answer to Mr. Ford's question is quite simple: some insurance brokers try harder than others. There are those who operate on a one-man-band "post office" basis; and at the opposite extreme there are those who use all the available facts (merits of each individual case) to the best advantage of their client—the man who pays the premium; in this case Mr. Ford.

Many insurance companies use a manual and quote arbitrary premiums unless "pressed" by a broker; hence the value of a good broker to a private individual.

Also bear in mind a broker works on a commission basis, therefore the higher the premium the higher the commission. Therefore I submit that Mr. Ford took the wrong decision. Assuming that the company was financially sound, he should have accepted the cheapest (or, rather, least expensive) quotation given to him—thus rewarding the brokers who did their best for him with his business.

London, EC3.

C. L. BILLSON.

Lloyd's.

* * *

INEXPENSIVE CARS

Sir,

I was interested to see that you have purchased a PWT (Post-War Thoroughbred). I have hankered after several PWTs but I have only owned an MG YB. This I bought for £55 in mid-1970 and ran for six months (3,000 miles). It was tatty, the driver's window jammed, the roof leaked, and it rattled, but it was quite the most enjoyable car I have ever driven. [Better than your 12/50?—Ed.] I sold it for a small profit early this year because it had no heater and was colder to drive than my Alvis 12/50.

I bought my 12/50 from a friend in May, 1969, for £110. It, too, is tatty but has now done about 8,000/9,000 miles in my ownership and is very reliable. I'm appalled, as your correspondent D. J. Dee is, at the number of open cars one sees shut up; the 12/50 is invariably open as it is much quieter then, and one can see what other road users are up to more easily. I only put the hood up when it rains, as raindrops on my spectacles do not make driving easy for me!

In January this year I bought a 1938 MG SA saloon. It had had only three owners and 77,000 miles behind it (confirmed by said owners). The bodywork and interior are excellent, but the bearings are shot and head gasket blown. It cost £125. I'm having the engine professionally renovated and hope it will behave as well for me as one did for L. Pomeroy before the war.

Please let us have more articles on interesting cars, particularly your splendid articles like that on Mann's Mercedes and Neve's Silver Ghost. Frankly, I never read tests on bread-and-butter cars.

Bickley.

R. BRITCHER.

Sir,

The Editor's purchase of an Abingdon-built Riley prompts me to mention my experience with a Morris which, though less of a bargain, represented better value. On a number of occasions during the summer of 1970 I had noticed a 1938 Morris 8 saloon parked at the roadside. I eventually asked the occupier of the nearest house if it was for sale. It was but "there's something wrong with the engine". I found the chassis to be good and suspected valve trouble. An immediate transaction was made on the pavement—the owner was happy to receive £3.50 and I was happy to add the Morris, which possessed an MoT certificate and two months' tax, to my stable of 1934 Morris 8 tourer and 1934 Morris 8 van.

Having got the car home, a quick inspection showed the firing order to be incorrect. A rearrangement of the plug leads worked wonders with the performance. Without any further work I was able to commute weekly between Cheltenham and Brighton in this 1938 Morris and, moreover, undertake the journey in four hours.

Not being able to purchase a maharajah's Rolls-Royce out here, I look forward to returning to my three Morris's in a few weeks time. Tiruchirapalli, India.

J. M. LOVERIDGE.

Sir,

* * *

Our £100 1950 Lagonda 2.6-litre saloon was found at Easter this year in a barn, four miles off the beaten track up the Duddon Valley, in Cumberland. I had sometimes considered that a 3-litre Tickford-bodied or 4-litre "Rapide" Lagonda would be a suitable stable mate to the old-type open Bentley which I have owned and enjoyed so much since 1952. But the older styling of the 2.6 had not particularly appealed to me in the past—certainly not at the price of £3,109 when new! It now occurred to me that I had not seen such a car on the road for years. So the visit might be my last opportunity to examine one at close quarters—the final expression of W. O. Bentley's genius as a designer of classic motor cars. The car proved original, even to the diminutive Lucas pass-lamps. The owner had gone to a lot of trouble and had charged the batteries in preparation for my visit but before I had manoeuvred more than a few yards along the steeply graded farm track or established whether even half the gears could be found in the box, I had managed to become firmly bogged. The remainder of the available time was spent getting the car out of the ditch and safely back in the barn.

Despite the abrupt curtailment of the trial, I had been able to obtain a strong indication of those pedigree qualities of the 2.6. The suppleness of the leather upholstery; the "note" and ready response of the twin-cam six-cylinder engine; the taughtness of the rack-and-pinion steering; the ride of the torsion-bar i.r.s. cruciform chassis over the farmyard cobbles and the obvious state of well-being in the electrical circuitry and instrumentation; all these in a car with a high comfortable seating position and completely flat unobstructed floor. Suddenly it did not seem to matter that the basic aluminium was showing through on roof and wing surfaces where the original black cellulose was lifting, or that the carpets were hatching a complete flying club of clothes-moths, or that the veneers were not all as decorative as the master-craftsman who fixed them would have wished. The Lagonda might be bought at a price which would leave sufficient margin for a good-class re-spray in a colour of our own choice. I could perhaps even afford to overlook my suspicion that the head gasket was leaking water into the cylinders. And the owner had by now admitted that he had no further use for the car, so he was open to offers!

The nominal figure of £100 was readily accepted when it was pointed out that the poor condition of some of the tyres posed a major problem to eventually driving or towing the car away. The deal was finally clinched by a cheque for £110 and an agreement that the owner would arrange to have the car delivered on a trailer, a distance of 95 miles, for the additional £10.

Any fears we had about the foolishness of buying so casually were quelled when a fat envelope containing the registration book, a maker's handbook and a comprehensive workshop manual arrived. There was also written evidence that money totalling three or four times that which I had paid, had been spent not long before the car was laid up, on a professional rebuild of the engine and transmission. So the unseen mechanical conditions was no longer a cause for concern. In point of fact, body condition generally, freedom from accident damage and the chrome detail work, etc., all suggested that the car had had a good home for most of its indicated 90,000 miles.

One serious criticism of the 2.6 Lagonda in contemporary road-test reports was directed at the column-type gear-change linkage, due to a David Brown Group departure from Mr. Bentley's design, for he intended to employ the Cotal electrically operated gearbox. No such criticism could be levelled at our new acquisition because it had been specially fitted with the splendid positive short-action remote centre change of the Aston Martin version. And a vacuum servo had been fitted to the brake system, which I knew my wife would appreciate. Mr. Bentley might have designed the suspension with the suburban roads of Stockport particularly in mind, although I doubt if he could have experienced the pitch and toss conditions which arise here with most small and medium size modern cars which it has been my misfortune to drive. The Lagonda can ride over this "surface" without shaking the occupants. To investigate the availability and cost of parts, I obtained a set of engine gaskets within seven days from Maurice Leo Ltd., and at a surprisingly low price. Present indications are that I and my family will still be enjoying our bargain Lagonda motoring another 20 years from now.

Heaton Mersey.

PHILIP BLACKHAM.

[The Editor remarks smugly that he was able to drive his Riley away without doing a thing to it—Ed]

VINTAGE POSTBAG—continued from page 944

The Fiat Balilla

Sir,

"D. S. J." has his wires a little crossed on the Fiat Balilla sports family.

Officially I don't think the car he photographed is a "Coppa d'Oro". The o.h.v. 995-c.c. sports model introduced at the 1934 Milan Show was made in three body styles—the *Spyder*, the "Coppa d'Oro", and the *Berlinetta aerodinamica*. The two open variants were appreciably different, "Coppa d'Oros" having lighter and narrower competition-type bodies with cycle-type wings and no running-boards, whereas D. S. J.'s Messina-registered example has the full-flow wings found on off-the-peg *Spyders*.

One hesitates to be dogmatic: by our reckoning some 1,200 of these engaging little cars were made between 1934 and 1937, and it seems unlikely that there ever was any such thing as a *standard* 508S in those days, let alone today, when spares are drying up and pieces break from time to time. I know of at least two cars which by their chassis numbers should be three-speeders with side-valve engines, but now have the four-speed synchromesh box and o.h.v., while another, which started life as a push-rod 508S goes about its business with a late s.v. unit. Far the safest way out is to call the thing a 508S, as this terminology will be understood both sides of the Alps.

And don't ask me exactly how many were made—Fiat themselves don't know, chassis numbers running concurrently with the side-valve 995-c.c. "cooking" model.

Midhurst.

MICHAEL SEDGWICK, *Hon. Historian,*
The FIAT Register.

Cars in Books

Sir,

With reference to your articles on "Cars in Books", I might draw your attention to an interesting passage in the book "Delius, As I Knew Him", written by Eric Fenby (Icon Books). The year is 1928 and I presume the car must be a Model T. I quote the passage below:

"We climbed up into the ancient Ford with its yellow curtains, a lovable old bone-shaker familiar to unknown visitors as the Delius ensign at the railway station, and were soon on our way down the station lane. This grand old chariot had never failed them. In its heyday they had toured Italy in it, but now it did no manner of work for six days, but on the seventh day, Friday, out it came to take them off to market. It remained their trusty servant until a few months before Mrs. Delius's death, when it was sold to the chauffeur. But such was its devotion to the Delius household that it had no mind to serve others, not even the little fellow who had tended it with such care for years. It had taken the hill over to Fontainebleau a thousand and one times with all the impudence of a Bluebird, but on its first outing with its new master it had not the heart to mount it. Half-way up the hill it refused to go an inch farther, and then it ran backwards, mounted the kerb, and smashed itself up on its side."

The passage comes from Chapter 2, page 11, where Eric Fenby, the composer who collaborated closely with Delius, is describing his first visit to the home of Delius in Grez, France. I was greatly surprised to find reference to a car in a book of this nature, let alone give the "make" of the car.

Davenport.

MICHAEL SHENTON.

TAILPIECE



[Photo by P. J. Livesey]

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1951 RILEY 1½-litre Finished in black with green leather interior trim; very low mileage; most original and unspoilt condition; one owner since 1954. This must be the best and most original example of this model available anywhere. J. West. Please telephone 01-845 2288. (4594)

JOWETT JAVELIN, 1952, Athena grey exterior, maroon interior, 51,000 miles; two family owners since new; excellent condition, £145, 3 Dunkeld Rd., Bournemouth, Tel.: 24710. (4602)

LOTUS 7 (April, 1970) twin-cam, Holbay tuned, Avenger blue, immaculate, £1,100. Andrew Fielding, Greenhill, Painswick, Glos. (4603)

1965 M.G.-B, British Racing Green. Good body and mechanical condition, GT hard-top, wire wheels, nearly new Michelin ZX tyres; mileage 58,000. £550. Tel.: Redhill 63398 (office hours). (4604)

1958 M.G. Varitone ZB, one owner from new; 60,000 miles; front wings need attention. £95. Tel.: Earby 2333. (4605)

ASTON MARTIN DB2/4 Mk. I, 3-litre Vantage. Rare V8L high-lift cam and large-valve engine; absolutely superb condition throughout. £600 o.n.o. Tel.: Weybridge 49422. (4606)

ASTON MARTIN DB2/4 Mk. II, 2.9-litre, B.R.G. Above average throughout; new M.o.T. £585. Tel.: Torquay 24741. (4607)

1932 R.-R. P. II Continental short chassis sports saloon, Hooper body. Exceptional condition. Offers to Spratt, Oakley House, Beccles, Suffolk. (4608)

XK1505 3.8, Immaculate, grey sunshine roof, all extras, bills, M.o.T. Box 2932. (4609)

1934 M.G. PA tourer. Present owner 10½ years; excellent condition. £950 o.v.n.o. Also spares if required. Box 2933. (4610)

GILBERT Mk. II. Many improvements. Crypton report available. Resprayed to high standard. £550. Box 2934. (4611)

1936 M.G. TA, Modified; believed two owners only; concours condition; unused since 1968 but carefully maintained. Genuine reason for selling; engineer owner 60 years of age; complete with all accessories. Absolute eye-catcher. £400 o.v.n.o. Box 2936. (4612)

1930 SINGER Porlock, running chassis with rough body. Offers. Tel.: Hythe (Hants.) 2981. (4613)

BENTLEY S1, 1956, automatic. Silver grey over green hide interior; reasonable mileage; radio; full M.o.T. Best offer secured—not expensive. Tel.: 021-440 3965 (most evenings). (4614)

LAGONDA 3-LITRE, 1932/33. Partly restored, needs touring body. £475. Write: Walton, Yew Trees, Bells Yew Green, Tunbridge Wells. (4615)

"E"-TYPE 4.2 convertible, 1965. Carmine red. Black soft-top and hard-top, chrome wire wheels, luggage grid, V.H.F. radio; much money has been spent over the past year to make this a very nice car indeed. £950 or £900 less hard-top. Bird. Tel.: 051-489 0802 (Liverpool). (4616)

A.C. 2-LITRE saloon, 1951. Not run past four years; ideal for restoration. £60. Tel.: Sheffield 65670 (Saturday afternoons). (4617)

FOR SALE—continued

AUDI 100 LS, Oct., 1969, "H" registration. Silver grey; as new; fitted radio, new X tyres. £1,355. Tel.: Wanborough (Swindon, Wiltshire) 558. (4618)

1968G M.G.-C roadster, Overdrive, hard/soft-top, radio, chrome boot rack, fog, spot lights, £875. Part exchange considered. Tel.: Newbury 5962 (evenings). (4619)

DAIMLER DART, B-type, rebuilt 1967. Beautiful motor; slightly modified; hard-top. £495. Tel.: Adderbury 624. (4620)

ROVER 9, 1927. In very good order throughout. £650 o.n.o. Tel.: Adderbury 624. (4620)

ESCORT 1600 GT (originally 1300 GT) Breasted stage II conversion; total mileage of car from new 22,000—9,000 miles since new 1600 GT engine and new 3.9 axle fitted. Undersealed, many extras; beautiful red-silver-gold paint finish; new 165 x 13 S.P. Sports tyres, taxed to Feb., 1972; used only as wife's shopping car; no competition use. Only reason for sale, large dog necessitates Estate car. £775. Tel.: Gerrards Cross 85776 after September 7th. (4621)

1949 MORGAN 4/4 coupé; special standard engine recently rebuilt, cam steering, hydraulics, new front suspension, new hood, recently repainted; many spares. Offers over £375. Lane, 23 Fitzjames Ave., Hamme-Smith, W.14. Tel.: 81-603 0962. (4622)

RELIANT SCIMITAR 3-litre with less than 5,000 genuine miles since new (Sept., 1969). Overdrive, radio, heated rear window. Silver blue with black interior; full history; trial, etc. As new at £1,400 for quick sale. Tel.: 01-352 1665. (4623)

MERCEDES 190SL d.h.c., fitted 300SL front, M.o.T. May, 1972; new hood, brakes, mechanics overhauled May, 1972; good tyres; r.h.d. £375. Part exchange—small convertible considered. Tel.: Southend-on-Sea 76025 (evenings). (4624)

1910 TALBOT open tourer. Excellent condition, recently restored. £1,500 or best offer. Send for Polaroid photo. Fausto Preysler, Moviauto, Cda Bermudez, 28 Madrid, Spain. Tel.: 253 6283. (4625)

LOTUS 7, Series 2, 998 c.c. Good engine, gearbox, etc.; new wings, upholstery, trims, wiring, rev-counter, tyres and respray, fitted wire wheels, heater, screen washers, almost new weather equipment; one year's M.o.T. Must be the best at only £465. Tel.: Blackfield 2688 (evenings). Seen weekends Hampton Lodge, Hampton Lane, Blackfield, Southampton. (4626)

AUSTIN HEALEY 3000 Mk. III, 1966; good 8800s on wire wheels; 38,000 miles; spot light; good all-round condition; carefully maintained. £795. Tel.: Tunbridge Wells 31545. (4627)

ROLLS-ROYCE 25/30 four-seater limousine. Twin sunshine roofs. Maroon paintwork; original condition; M.o.T.; engine perfect. 1950. Part exchange. Tel.: Southend 546649. (4628)

TRIUMPH GT6 Mk. II, 1969, White, 17,000 miles; S.A.H. Stage II; occasional rear seat; h.r.w.; radio, v.g.c. £900. Terms available. Tel.: Milford-on-Sea 2084. (4629)

IF YOU WANT a rugged, reliable, economic, very roomy sports car that is different and have £845 telephone Bexhill 7852. (4630)

1950 LEA-FRANCIS 2½-litre sports roadster; rebuilt over 2½ years; £500 o.n.o. Peter Bins, 21 East Ave., Stockton Heath, Warrington. (4631)

M.G. TD1, 1950. Showroom condition. B.R.G. £425 o.n.o. Paling. Tel.: Southend 555444. (4632)

M.G.-B, 1965. Attractive car in red with black stripe. Excellent condition after extensive engine and suspension overhaul 12,000 miles ago; overdrive, wire wheels, radio and many other extras; nearly three years in present ownership. £520. Peake. Tel.: 01-920 7687 (office). (4634)

PACKARD Super Eight limousine, 1936. Unbelievable but true total mileage of 29,000; gentleman owner since 1938 and stored for most of its life in coach-house; restoration needed but this is mainly confined to paintwork and plating; basically a very sound and substantial vehicle with great potential. £500. Tel.: 01-360 2197 (London). (4635)

TR4A, SEPT., 1967, "F" registration engine, manufacturer's oil pressure, bodywork immaculate; Philips radio; extra wide rear wheels, air horns, four-bore exhausts, twin spots, reversing light, racing mirrors, wood-rim wheel. £750 o.n.o. 3 Melland St., Darlington, Co. Durham. Tel.: 67366. (4636)

1930 MORRIS Minor tourer. Brass radiator; completely original; M.o.T. June, 1972, taxed Sept., 1971. £350 o.n.o. Tel.: Loneparish (Hants.) 344. (4637)

1957 DAIMLER 104, Regency grey, blue interior. M.o.T. May, 1972. £250 o.n.o. Judd, 93 Coventry Rd., Exhall, Coventry. Tel.: Bedworth 31123. (4638)

M.G.-A ENTHUSIAST reluctantly selling 1500 f.h.c.; immaculate, white; rust-free body; year's M.o.T.; five new tyres. £285. Tel.: Mattishall (Norfolk) 494. (4639)

LAST YEAR of make—Riley 1.5. Blue. Radio, underseated; M.o.T. Oct. 48,000 miles; tow bar; in good condition. £315 o.n.o. Tel.: Brigstock (Northants) 340. (4640)

ASTON MARTIN DB5. Grey with red upholstery; 12 months' M.o.T.; one Channel Island owner from new; 63,000 miles only; maintained in showroom condition. Remarkable value at £1,350. J. Gracey. Tel.: 0926 22292/3 (9 a.m.-5 p.m.). (4641)

FOR SALE—continued

FASTIDIOUSLY maintained, 1950 Morris Minor convertible with Alta o.h.v. aluminium engine conversion; radial tyres, new hood, sidescreeens; mechanically/bodily perfect; all bills over last three years available. Tel.: Keresley 2233 (weekends). (4642)

LOTUS CORTINA Mk. II, registration "F". Hand-operated suspension, powered brakes, four new radials (175 x 13), new exhaust run, magnificent performance car. Private sale. Best offer over £675. Tel.: Maidenhead 21057 (evenings). (4643)

MORGAN +4, Original 1954. Rebuilt 1967. TR4 engine, 11 in. discs, restyled interior, spots, radio, etc.; repainted B.R.G. New clutch and bell housing 200 miles; whole vehicle immaculate; new Cints. £750 o.n.o. Tel.: 021-744 4608 (7 p.m.-8 p.m.). (4644)

1938 14/60 WOLSELEY, M.o.T.; mechanically perfect; one previous owner; poverty forces sale. £150. Pearce. Tel.: Knowle 5621. (4645)

ALVIS SPEED 25 saloon, 1934. Very good condition mechanically and bodily; only available owing to death of owner. Apply Dr. Quentin Bone, Marine Laboratory, Citadel Hill, Plymouth. Tel.: Plymouth 67105. (4646)

M.G.-C GT, Red, black trim, full specification; 12,000 miles; superb order throughout. Tel.: Broughton (Northants) 383. (4647)

RILEY 1½-LITRE R.M.A., 1951. Beautiful condition; re-roofed, rechromed; approximately 1,000 miles since engine rebuilt. £275 o.n.o. or consider exchange for Triumph roadster, etc. Tel.: Cowes (I.O.W.) 3695. (4648)

MERCEDES 190SL roadster, Nov., 1958. Red. Bodywork and hood excellent; very attractive, fast and reliable. £500. Tel.: Morley (Yorks.) 3201 (evenings). (4649)

ALVIS, 1963, Park Ward saloon, rechromed and resprayed metallic maroon 1970. Daily commuting use approximately 70,000 miles, well maintained but now suspect clutch, hence price £450. Williams. Tel.: 051-227 2626 (office) or 051-342 4000 (home). (4651)

MORGAN PLUS 4 two-seater, 1955. Only 4,000 miles since a six-year painstaking rebuild; too many extras and mods to mention; needs weekend's work to make perfect. £650 o.n.o. Write: W. Jelings, St. John's College, Cambridge. (4652)

1970 COX GTM. Fully-balanced Cooper S engine, Downton head, 45 DCOE Weber, c.r. straight-cut gearbox, Spax adjustables, Bendix pump, "S" discs, 6J wheels; fully instrumented matching speedo-tacho, alternator, Motorola, leather wheel, tinted windows; designed for ultimate performance 6-50 in 4 secs., 115 m.p.h., 30 m.p.g. £750 o.n.o. Tel.: Ashford (Middx.) 56889 (evenings). (4653)

M.G.-C GT, 1968. Overdrive, Motorola, leather wheel, many extras; 26,000 miles; "G" registration. 1975. Terms. Tel.: Cheltenham 25494. (4654)

MARCOS 1600 GT, July, 1968. Yellow. Magnesium wheels, radio, adjustable shock-absorbers, taxed, etc. Professionally maintained as company director's car. Offers around £950. Tel.: Wellingborough 2704 (during business hours). (4655)

UNIQUE BENTLEY 3-litre, 1924. Elegant and roomy saloon body by Cockshoot; in excellent all-round condition; considerable work done over several years; low mileage during that time. Offers over £1,500. Tel.: Benington (Herts.) 665. (3779)

M.G. ZB Magnette, 1958. Excellent runner; radials, recent dynamo and exhaust; year's M.o.T.; tax; regretful sale. £95 o.n.o. Tel.: Crawley 28787, extension 381 (office). (4395)

MERCEDES-BENZ 300. Opportunity for sound investment in rare pillarless saloon; fuel inj., power brakes, reclining seats; taxed, tested; little body work. £240. Vienna, 71 Idsworth Rd., Sheffield. (4656)

TR6, 1969. Damon. Soft-top, r.h.d.; 24,000 miles; overdrive, radio, underseated. £1,250. Very good condition. Tel.: Wingham (Ipswich) 374. (4657)

V8 STANDARD, 1938. One of only three known examples in the world. Complete, running, taxed, M.o.T.; mechanically/bodily dilapidated but immense investment/performance potential. Unlimited inspection readily offered. £290 o.n.o. Box 2935. (4658)

ASTON MARTIN drophead DB4, 1962. Fine condition; chrome wire wheels, radio; etc. £1,200 o.n.o. or exchange DB2/4 d.h.c. Tanglewood Lodge, Common Rd., Stanmore, Middx. Tel.: 01-950 1019. (4659)

M.G. M. Rebuilt last year but sadly now needs rings and big-ends, rewired, etc., hence only £250. Apply: Tanglewood Lodge, Common Rd., Stanmore. (4659)

M.G.-C GT, 1968. Riviera silver blue; overdrive, wires, new Cinturatos, Radiomobile, Maserati horns; reluctant sale to buy house. First £850. Box 2937. (4660)

ELAN, 1967, S3 d.h.c. Yellow. New Motorola, tonneau, exhaust; taxed Jan. Part exchange may be considered. £925. Tel.: Ruislip 38518 (6-8 p.m.). (4661)

ASTON MARTIN DB3, 1958, overdrive saloon; usual extras; £400+ bills for complete mechanical and coachwork overhaul; M.o.T. taxed. £695. Tel.: 01-654 8478 or write: Keyes, 3 Twyford Crescent, Hastings. (4662)

T.V.R. TUSCAN 3-litre, Nov., 1969. Perfect condition. £1,200 o.n.o. Tel.: 01-508 4964. (4663)

1953 M.G. TD2. Good condition, new hood and tonneau, long M.o.T. £350. Tel.: Burley (Hants.) 2306. (4664)



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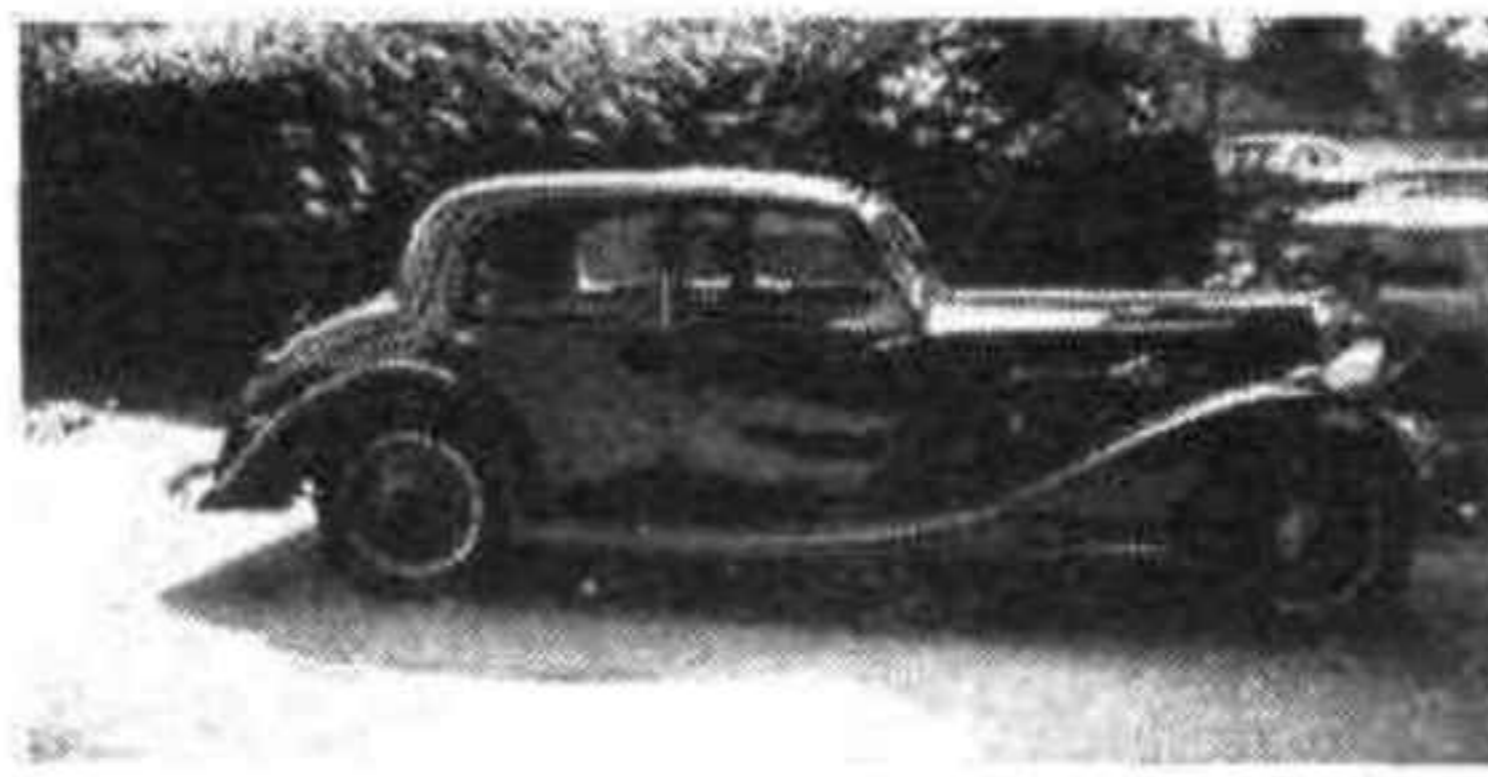
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1957 Cloud, sand over black, with red leather. Very lovely car. £1,695



Extremely rare; potentially valuable; quite presentable: 1938 Riley Big Four close-coupled saloon. Bargain, £275



Nov. 1966 CV8 Mk III, 1 recorded owner, genuine 57,000; beautifully finished in maroon; mechanically superb. £1,395

Also: 1969 Rover 3500, £1,450 : 1965 Volvo P1800 S, £795 : 1968 model Daimler Jaguar 2.5, £1,145.

FOR SALE—continued

MARCOS VOLVO 1800S, 1964. Tangerine. Recent overhaul; sun-roof, overdrive, radio, magnesium wheels, XASs, £850 o.n.o. H.P. available. Tel.: Bristol 43069 (9 a.m. to 6 p.m. weekdays). (4665)
1935 BENTLEY, registration DS 1000. Mechanics professionally overhauled, sedanca body partly rebuilt, over £800 spent. Best offer around £550 or exchange P.V.T. or vintage tourer. Tel.: Welwyn 5513. (4666)
M.G.-B, JULY, 1970; 13,000 miles; overdrive, radio, cigarette lighter, Sebring H.T., tonneau; immaculate, £1,155. Cann. Tel.: 01-890 7126 (day), 01-992 3906 (evening). (4667)
LOTUS ELAN S4 drophead coupé, registered June, 1970. Yellow. Roll-over bar, tinted windscreen, radio, £1,300. Tel.: Rhyd 50834. (4669)
1960 M.G.-A 1600 f.h.c., body and mechanics in v.g.c.; regularly serviced and maintained by specialists; M.o.T. July, 1972; taxed, £320 o.n.o. Pout. Tel.: Sunbury 85533, extension 516 (working hours). (4670)
LOTUS ELAN, 1969, S4, d.h.c. Bahama yellow. Radiomobile, electric aerial, servo; genuine 17,000; one owner, £1,025. Tel.: 01-657 7163. (4672)

FOR SALE—continued

XK120 ROADSTER, 1950. Completely dismantled, all parts in good condition. For sale as a whole, might split for spares. All chrome replated, engine rebuilt. Also available XK150S chassis frame, suspension and log book. Borg Warner automatic box with torque converter for 3.8—only one year old. Tel.: Herstmonceux (Sussex) 2270. (4671)
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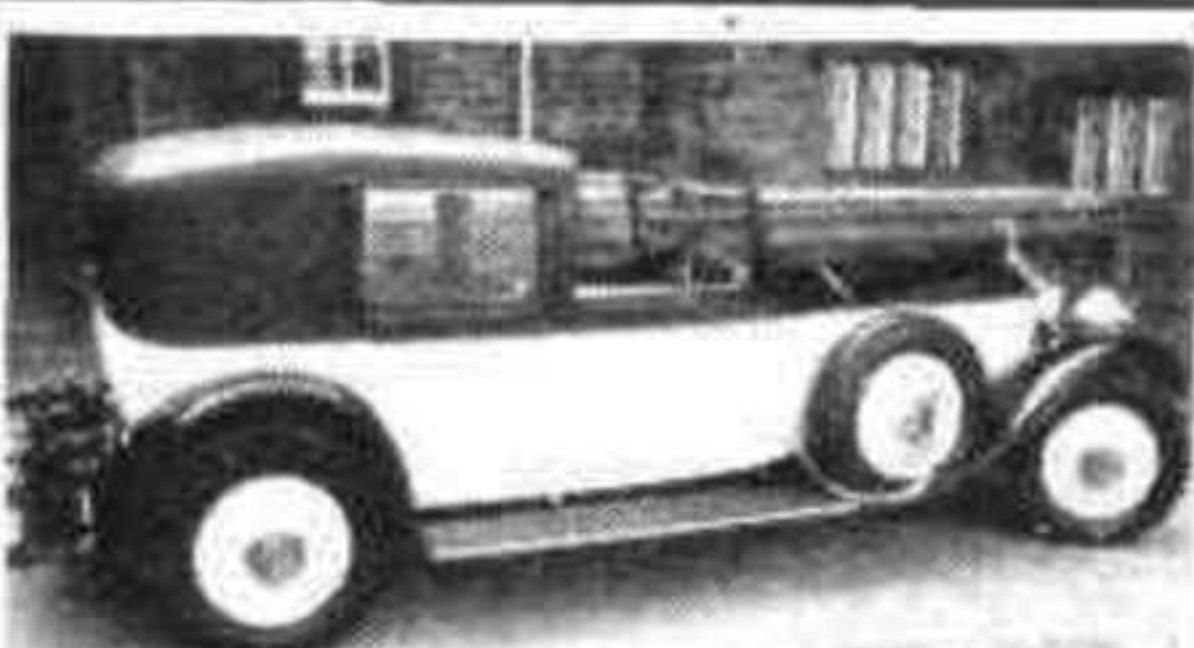
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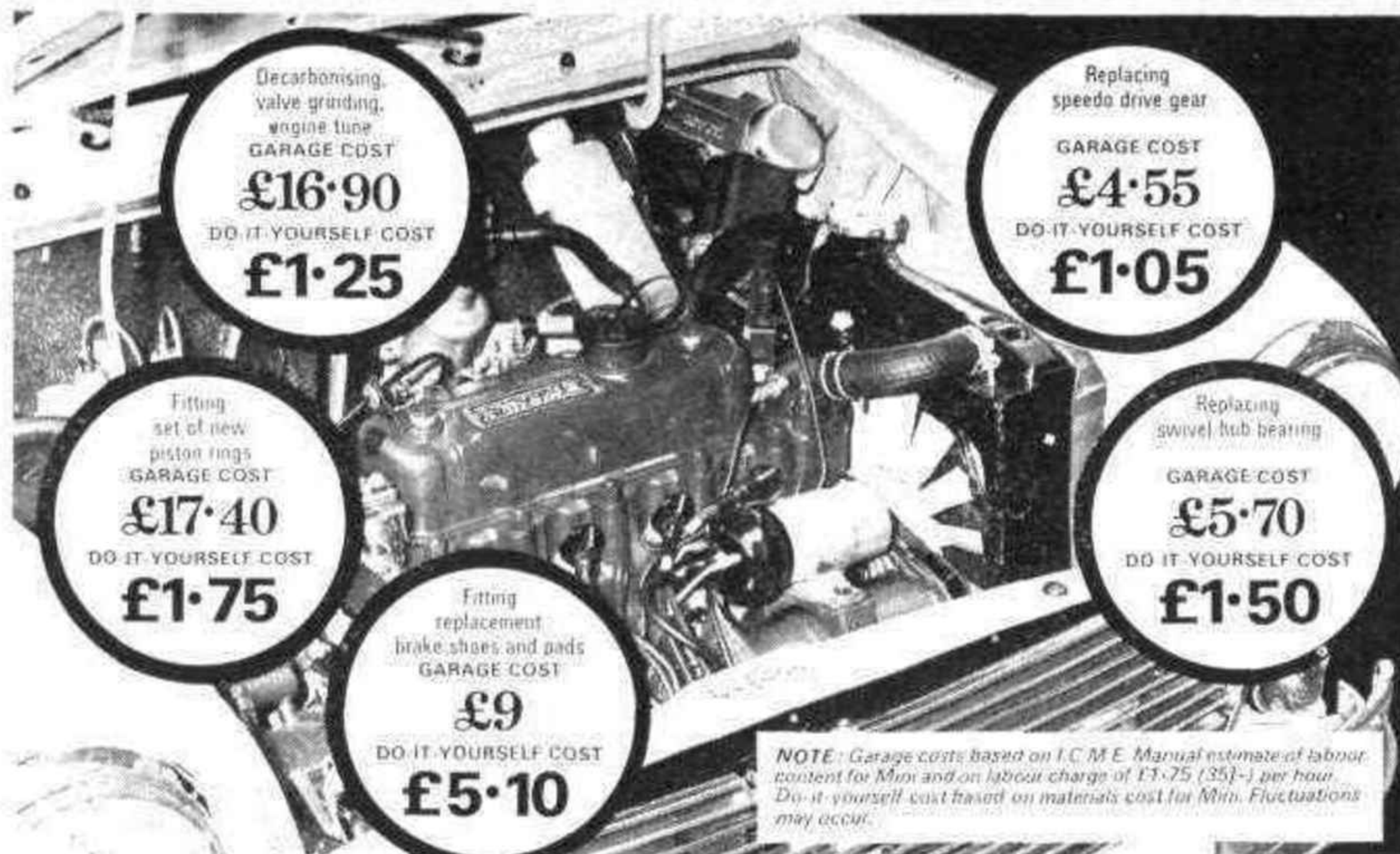
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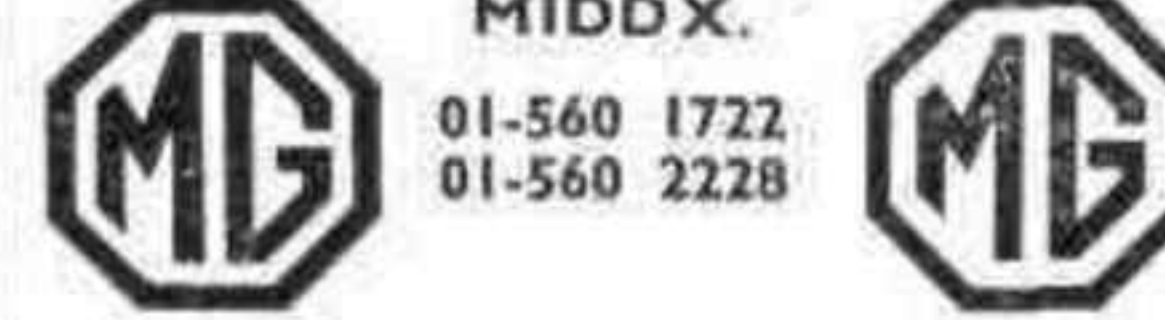
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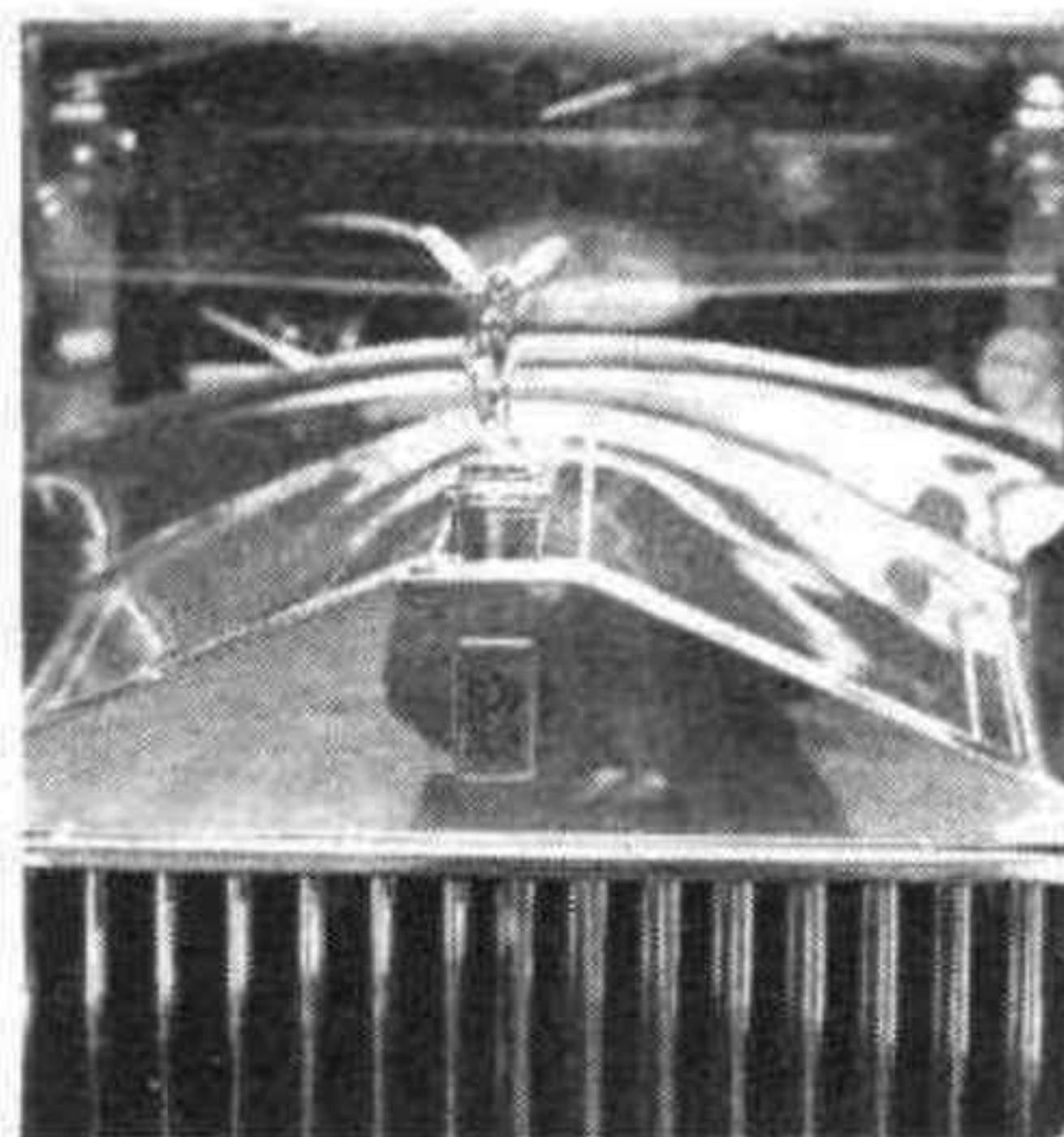
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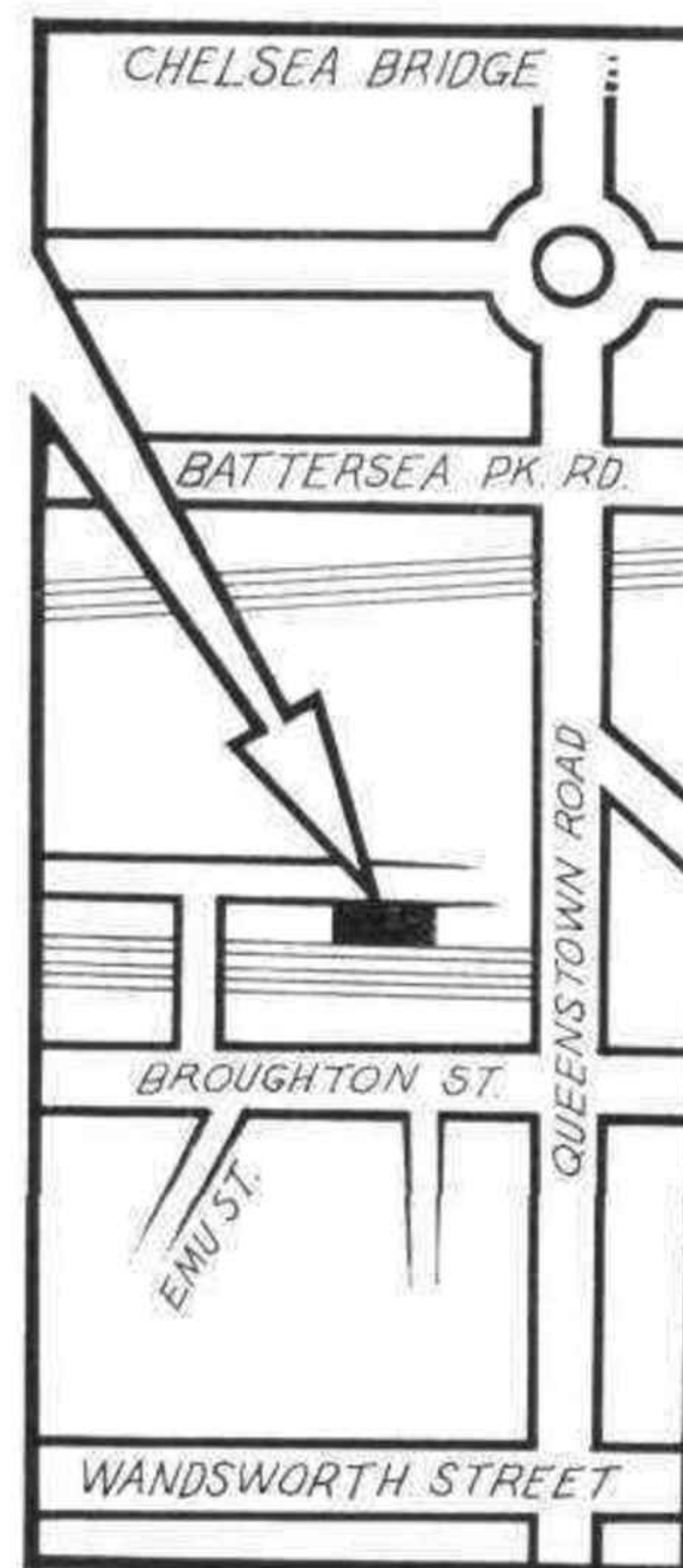
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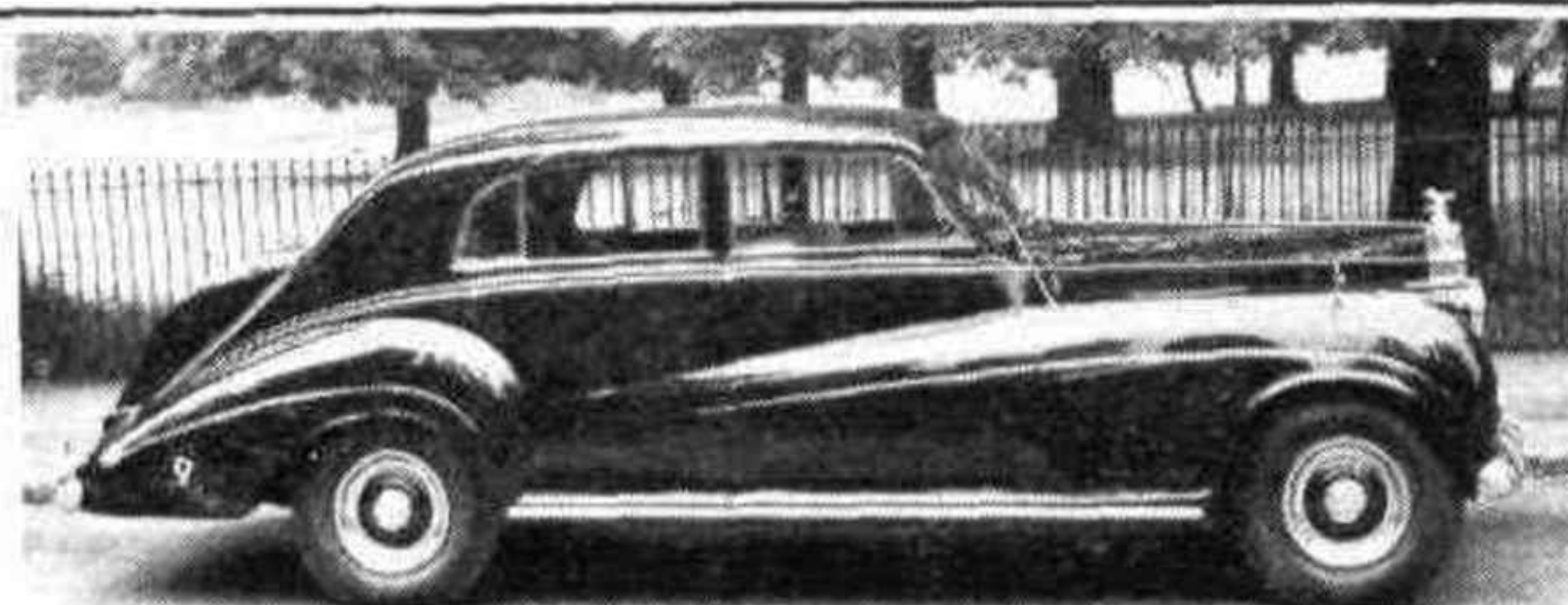
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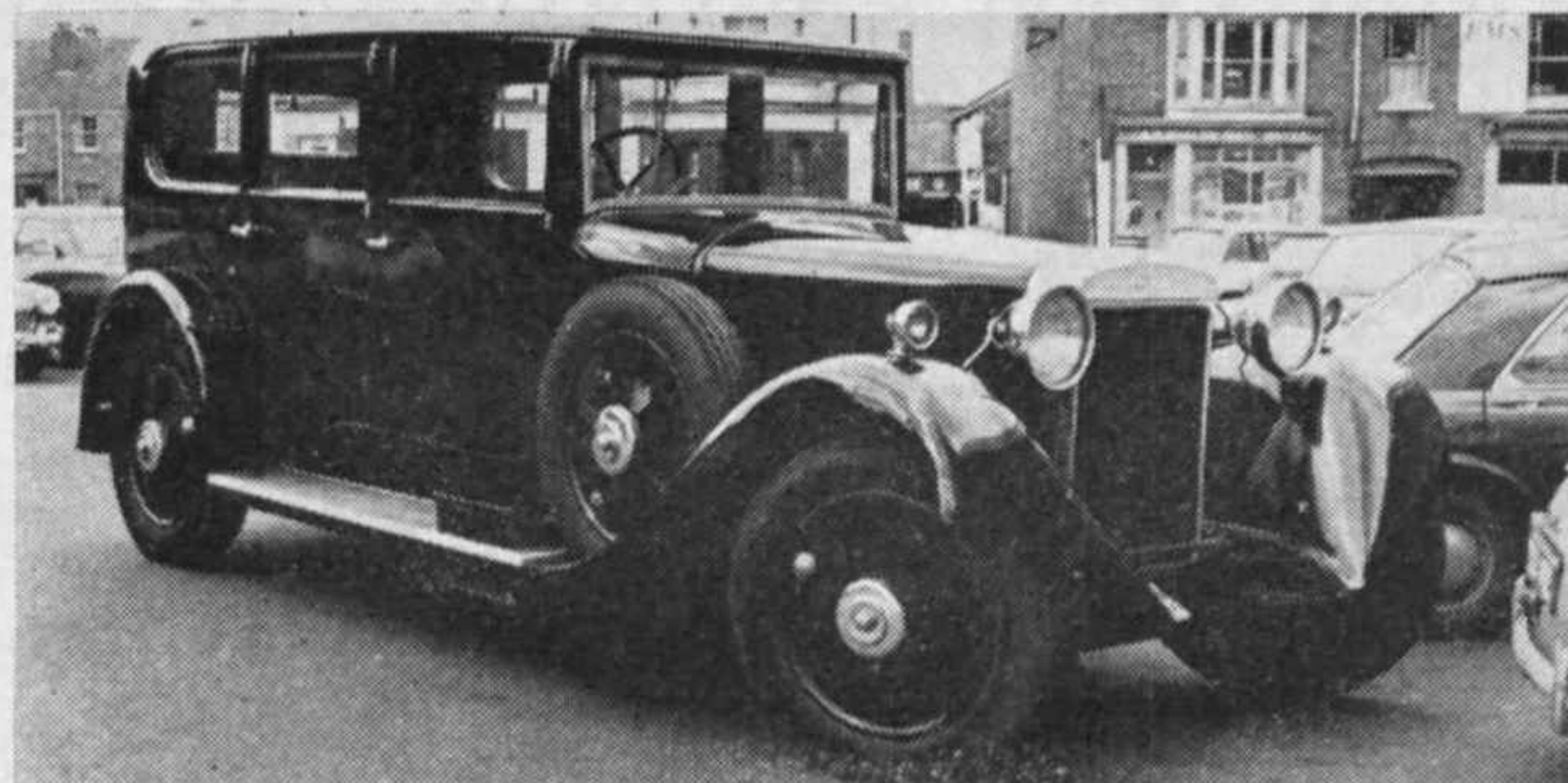
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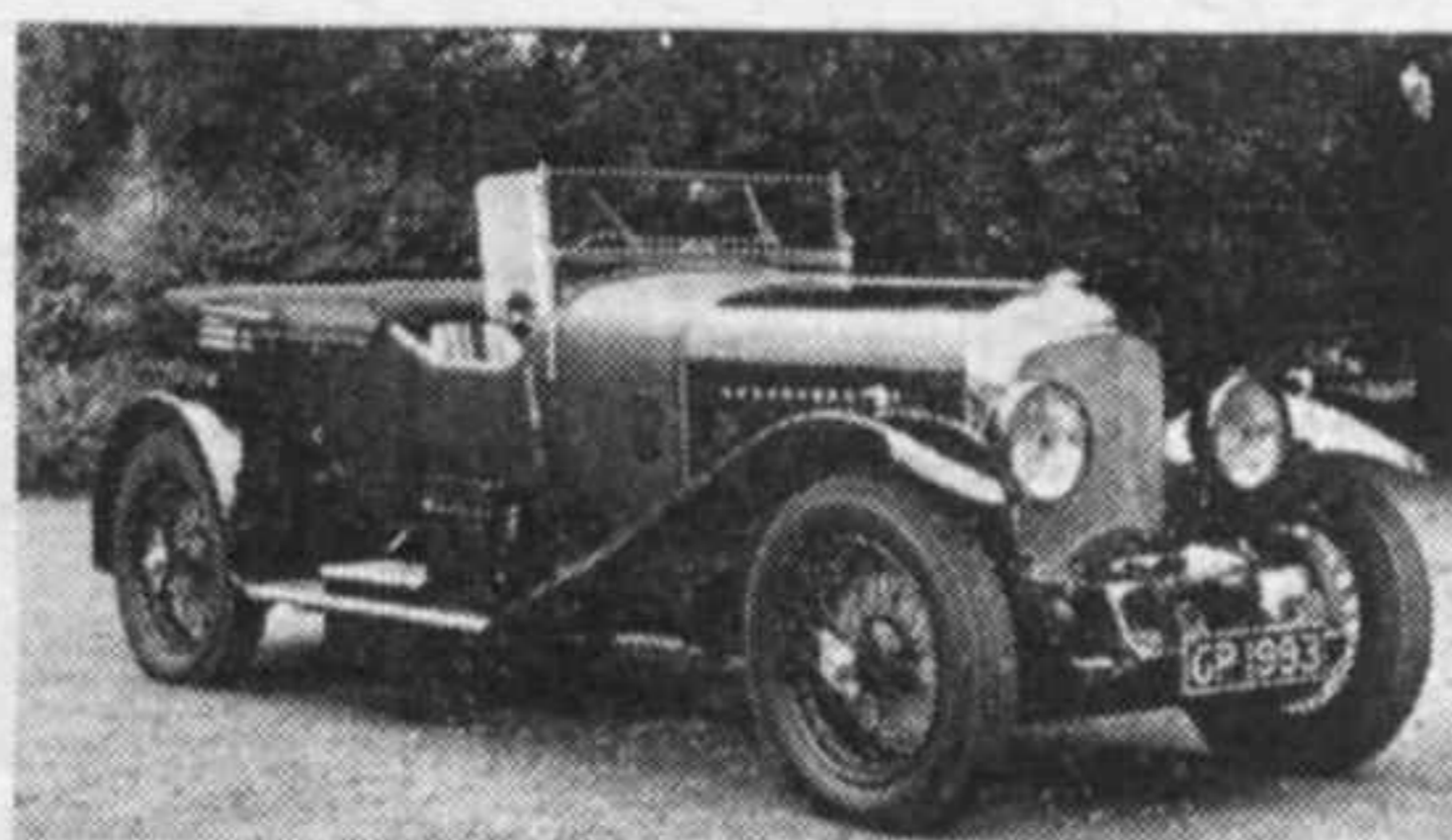
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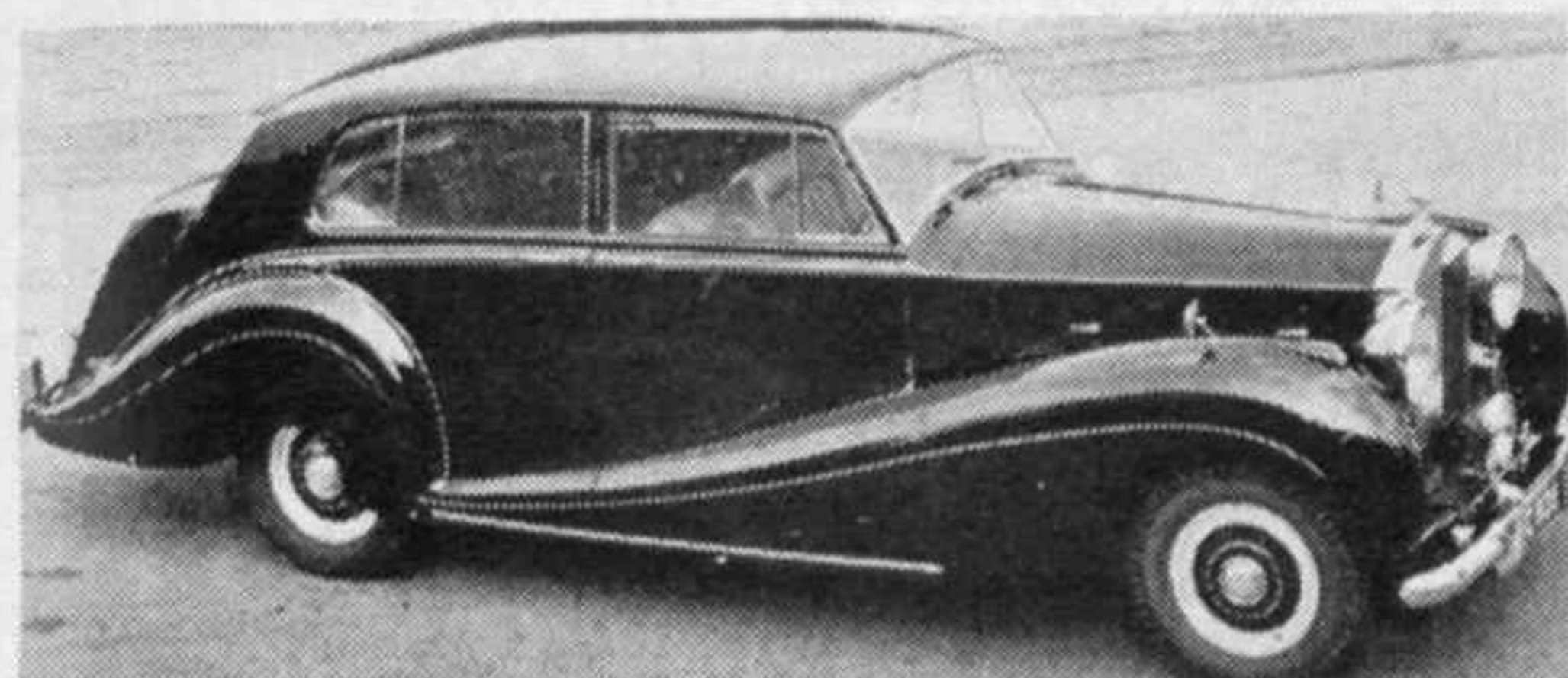
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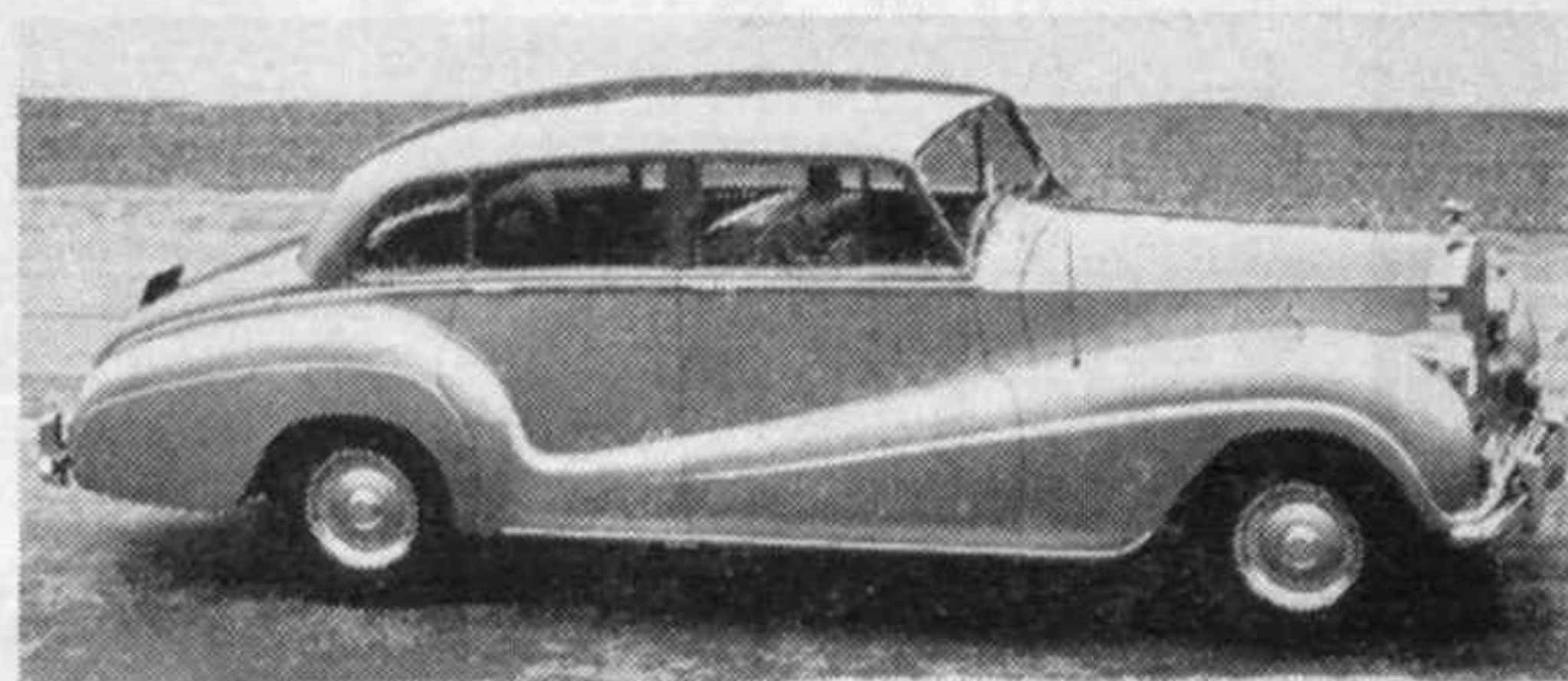
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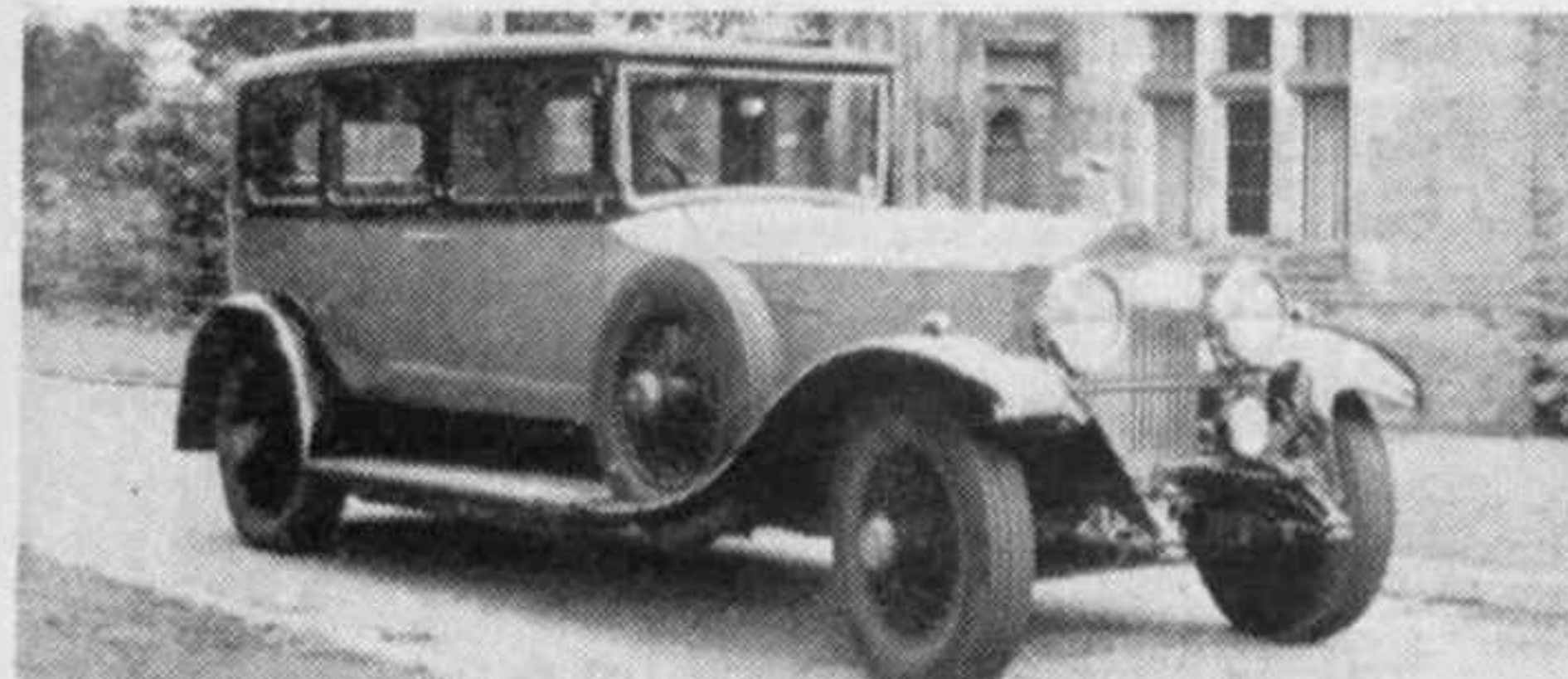
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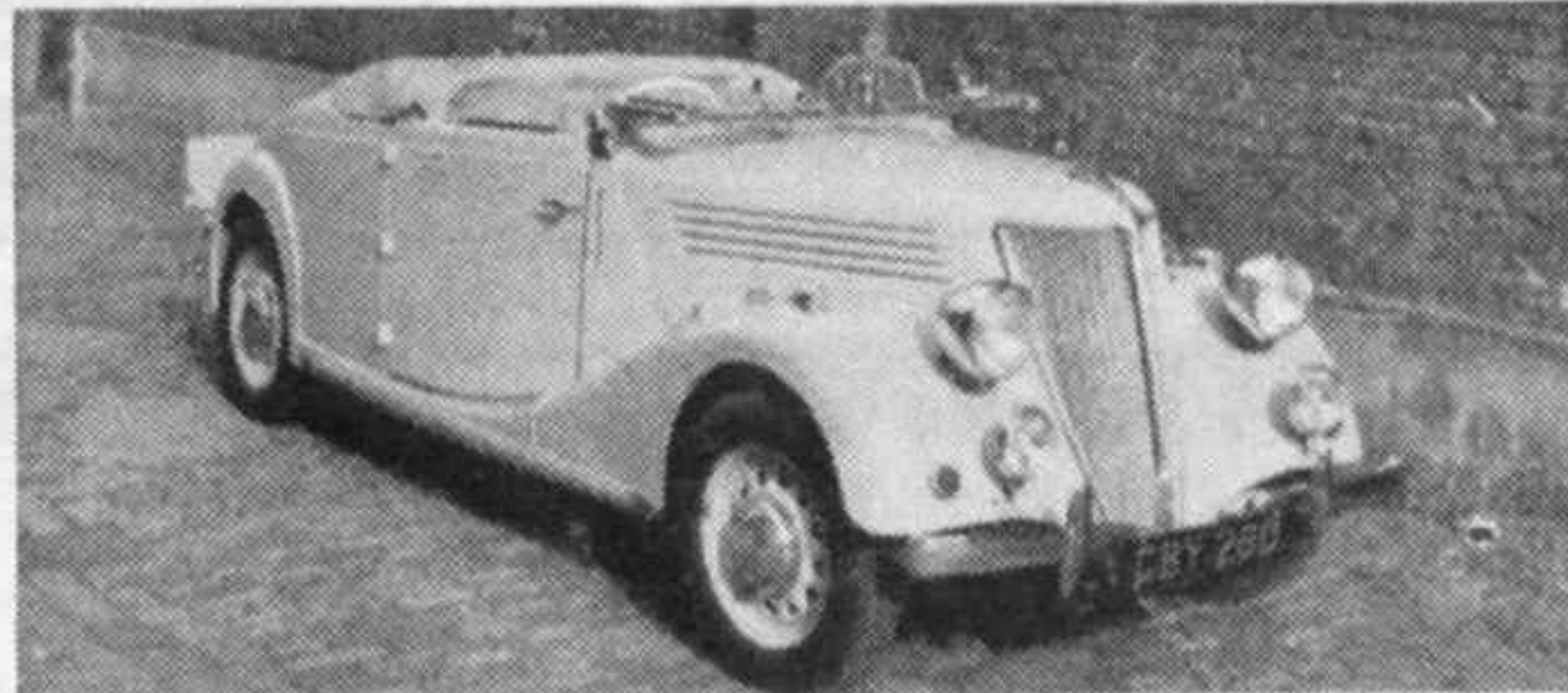
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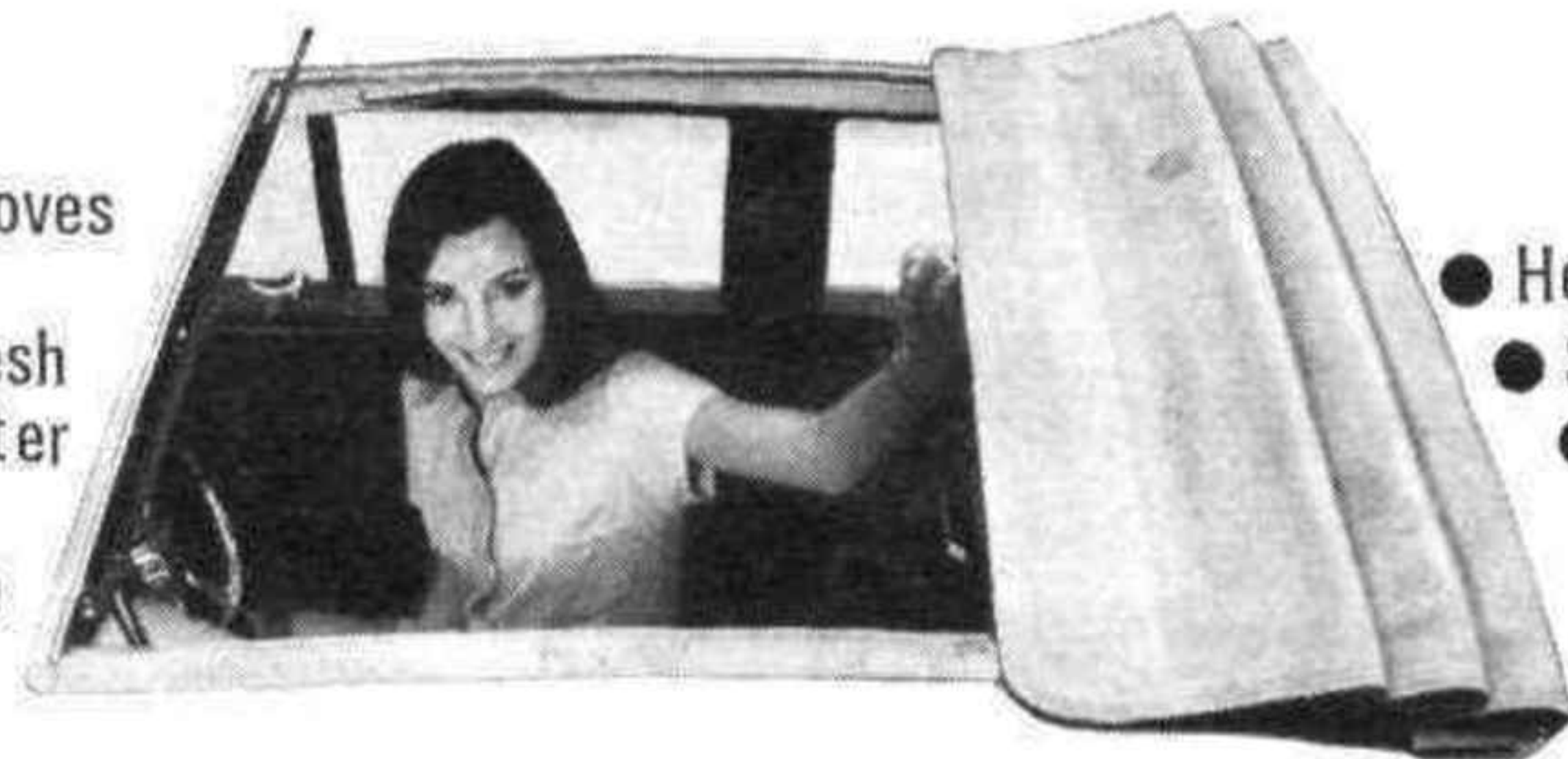
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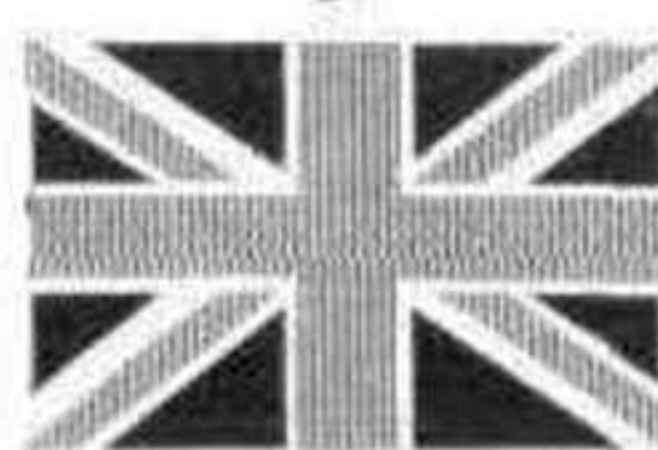


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Directions — Just south from the M1 on the A41 into London. 100 yards Finchley Road Tube.

New LOTUS Seven Big-valve, twin-cam, red, comp. form... £1,295
1969 E-Type roadster, chrome w/w., radio/cassette player... £1,895
1969(H) ALFA ROMEO 1750 GT Veloce, one owner, full history; Maranello engine modification, alloy wheels, slot stereo... £1,850
1969(H) MARCOS 3-litre, steel chassis, o/d., alloy wheels, radio, sun-roof; Bahama yellow... £1,425
1969 ALFA ROMEO 1300GT, one owner, full service history; Positano yellow... £1,385
1970 TR6, radio; one owner... £1,360
1969 LOTUS Elan DHC, S/E... £1,225
1968 LOTUS 2, red... £1,195
1968 MARCOS 1600 GT, radio, sun-roof, Minilites; tangerine... £1,150
1970 TVR Vixen S2, radio, tangerine... £1,125

1969 LOTUS Europa, yellow... £1,095
1968 LOTUS Elan FHC, S/E, radio, white... £1,095
1969 M.G.-B roadster, one owner, chrome w/w., o/d., radio/cassette player, tonneau, Bermuda h/t., white... £1,095
1969 M.G.-C GT, Auto., 1 owner... £1,095
1967 AUSTIN HEALEY 3000, o/d., w/w., radio, B.R.G... £1,075
1965 FORD Mustang conv., 4,884 c.c. V8 manual, power hood, lime green... £965
1970(H) TRIUMPH Spitfire, one owner; powder blue... £810
1967 ALFA ROMEO Spyder Duetto, l.h.d... £795

LOTUS SEVEN REGISTER

Next meeting — Thursday 16th September, 8pm, Pub Lotus.
Guest Speaker — Dave Walker.

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Directions — Just off A22 south of Purley. Telephone from Caterham S.R. Station for transport. New cars in component form for early delivery.

LOTUS 7 Big-valve, twin-cam... £1,295
LOTUS 7 1600 GT, roll bar... £995
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TVR Vixen 2500... £1,500
TVR Vixen V6... £1,635

Demonstration cars available by appointment.

1968 ELAN S4 DHC, S/E... £1,145
1967 LOTUS Elan S3 FHC, red... £845
1968 TR4A, w/w., one owner, warrants 27,000 miles; red... £845
1968 GT6, radio, royal blue... £795
1967 M.G.-B w/w., radio, blue... £745
1965 DAIMLER 2½-litre V8 saloon, one company owner; orange... £595
1966 LOTUS Cortina twin-cam, radio, white/green flash... £585
1967 M.G. Midget, w/w., blue... £545
1965 ALPINE GT H/T., blue, w/w... £445
1963/67 LOTUS Super Seven, selection from £465-£645.
1968/70 LOTUS Super Seven Series III, choice from £685.

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FOR SALE—continued

LAGONDA 2-LITRE, 4-seater tourer, 1932. Offers invited for a very rare Continental model sprayed black and white. This is the actual car featured in English Sports Cars 1925-1934. The twin has just been restored so the daily use car is now surplus, no time to complete a few outstanding jobs. Recent M.o.T.; taxed to 1972. Tel: 01-560 2038. (4738)
1935 M.G. PA, Black 2-seater, very original; restored; excellent condition. £350. Tel: 01-722 7110 after 6.30 p.m. (4737)
1927 MORRIS Cowley (flat-nose), requires body; mudguards; rear shock absorbers and workshop manual. Any other spares welcome. R. Bellville, Tedstone Court, Bromsgard, Herefordshire. (4739)
1936 FORD-Y, Probably best original in country; 2 owners and 60,000 from new; 12 months M.o.T.; spare engine, gearbox, transmission etc. £200. 20 Woodford St., Northampton. (4740)
RILEY 1½-LITRE, 1954, Dark green with Tan interior; excellent and original condition throughout. £225. Withers, Gaywinds, Veyan, Truro, Cornwall. Tel: Veyan 233. (4741)
M.G. 'M' 1930 M.o.T.; v.g.c. (Workshop manual). Any sensible offer accepted. Tel: Inghorn 45470. (4742)

FOR SALE—continued

SPITFIRE 1965, Superb condition throughout. Sensibly modified for improved performance and handling. Many extras. £130 spent on parts recently. £420. Tel: Huntingdon 4986 (evenings). (4745)
1969 'H' ALFA ROMEO, 1750 Veloce; blue; spotless; radio; mechanically perfect. £1,800. Haine, Four Bridges, LeCheringham, Woodbridge, Suffolk. Tel: Wickham Market 246. (4746)
1937 WOLSELEY, 21 hp; elegant and immaculate original condition; M.o.T. Offers over £100. Tel: Crayford 28265. (4747)
A.C. GREYHOUND, 1961, Bristol engine; overdrive; two owners; 50,000 miles; works maintained. £900 o.n.o. Tel: 01-549 3673. (4748)
XK140 DROPHEAD, 1955, Overdrive and low axle ratio. Rebuilt engine, new hood, tyres, respray, radio, spots etc. M.o.T. Investment at £625. Box 2938. (4749)
BRISTOL 400, reconditioned engine from Bristol; repainted; new chrome; new Cintratos; new front suspension, new exhaust; new lights; buying house and need room for Scimitar. Offers around £300. Tel: 01-626 5656 ext. 8045 (day) or Chesham 5773 (evening). (4750)

FOR SALE—continued

1970 MODEL Ford Escort Twin-cam; white with black vinyl roof, full black interior; including head lining; Webasto sun roof; genuine 17,000 miles; Rostyl wheels; Lucas quartz spotlights and reversing lights; as new; guaranteed. H.p. part exchange welcomed. Tel: South Benfleet 2327. (4751)
ALPINE MK. 1, 2 or 3. Must be immaculate. Tel: Crowborough (Sussex) 4870 (evenings). (4731)
AUSTIN HEALEY 3000 Mk. II, Sept., 1961, Model BT7, 2/4 seats. Red with black works hard-top, soft-top, tonneau cover, overdrive and wire wheels, X tyres; two owners only; guaranteed mileage 49,000 (vehicle laid-up and not used since Sept., 1967); rot to lower part of body only; spare new front wings. Being sold as seen. Offers to Stoke-on-Trent. Box 2940. (4752)
ROLLS-BENTLEY, 1938; 4¼-litre sports saloon by Hooper; good condition; consider exchange pre-war sports car. Also breaking 1939 Bentley, all parts, good body. Box 2941. (4753)
1965 ALFA Giulia Sprint Speciale (S.S.); r.h.d.; 48,000 miles; white with blue interior; good bodywork, but needs respray; hence £650 or offers. No part-exchange. Tel: 459 7047. (4755)

FOR SALE—continued

ALVIS, 1935, d.h.c., sound mechanically; year's M.o.T.; rust-free; needs respray. £550. Box 2942. (4754)
AUSTIN HEALEY Twelve, 1929, Good condition, runs well. £450. Box 2942 (Scotland). (4754)
ASTON MARTIN DB2/4 Mk. III, 1958. Practical everyday car; excellent mechanics; very sound, but faded paint; M.o.T. Be James Bond for only £385! Tel: Woburn Sands 2651 (day), 3578 (evening). (4756)
TR6, 1970, 'J' reg. Red, Overdrive, tonneau; 6,000 miles. £1,425. Tel: Weybridge 43856. (4757)
G.S.M. DELTA sports two-seater, Ford running gear, 1,000-c.c. road-race engine, full weather equipment; excellent condition; fantastic performance. £350. Details from: "By-ways", 32 Stanley Crescent, Uttoxeter, Staffs. Tel: Uttoxeter 3121, extension 284 (working hours). (4758)
ELAN S/E, Nov., 1967, Many extras. Yellow and black; exceptional condition. £895. Tel: Ingatestone 2570 (evenings). (4759)
ROLLS-ROYCE, 1929, Mulliner body in need of some renovation but running beautifully and will make a most attractive car. Other vintage cars also available. Tel: Abernethy (Perthshire) 302. (4760)

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ROLLS-ROYCE Silver Shadow, 1958, Park Ward
LWB saloon £2,295

BENTLEY Series 1, 1955. Complete history from new .. £1,095

TRIUMPH Spitfire, 1969. Overdrive; one owner .. £730

M.G. Midget, 1967. Cosmic wheels £495

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FOR SALE—continued

AUSTIN HEALEY 3000 Mk III, 1966. Excellent condition; white, black interior; new hood, tonneau, radio, wire wheels, overdrive, heater, Elan seats, wood-rimmed wheel, new clutch, exhaust and battery, recent engine overhaul, four new Cinturatos, £990. Tel.: 01-688 2000 (daytime). (4713)

GRAY, 1924. Very rare. Copy of Ford-T; interesting history; mechanically rebuilt—needs painting and upholstery; two spare engines, gearboxes, differentials, £550. Tel.: Clendon (Surrey) 628. (4715)

DAIMLER CONQUEST Century saloon, 1954, 54,000 miles, very good condition; M.o.T. July, 1972. £350. Smith, "Firthview", Cluney Ter., Buckle, Banffshire. (4717)

"E"-TYPE fixed head coupé, Sept., 1965, but looks 1968. Fitted latest headlamps, sidelights and bumper. Carmen red; chrome wire wheels; £180 just spent; new gearbox, XAS tyres, exhaust, suspension overhauled; registration number 1 XPE; h.r.w.; low mileage service history from new; superb car, £1,050. H.P. arranged. Tel.: East Horsley (Dorking, Surrey) 4575. (4718)

FOR SALE—continued

HUMBER ARMoured car, Rolls engine, four-wheel-drive, five-speed box, track grip tyres; condition like new; M.o.T. Townshend, Knightscode Farm, Harefield, Uxbridge, Middlesex. Tel.: Harefield 3236. (4719)

DAIMLER ARMoured Scout car. Six cylinders, five-speed pre-select, 50 m.p.h. forward or reverse, four-wheel-drive, bullet-proof tyres, complete spade, aerial, cans, etc.; very good order. £250. Townshend, Knightscode Farm, Harefield, Uxbridge, Middlesex. Tel.: Harefield 3236. (4719)

MERE OVERWORKED superlatives are no longer enough to describe a really mint condition car. My 1949 4¼-litre Bentley has a total guaranteed mileage of 45,000 and is in as new condition throughout, having been in one family ownership all its life. Probably only true corrosion-free example left in the country. Offers in the region of £1,500 are invited for this superb car. Would consider part-exchange interesting Rolls-Royce or veteran. Tel.: Southend-on-Sea 65348. (4720)

SUNBEAM SUPREME Mk. III, 1954 registered; no tax, M.o.T. or insurance; superb heater. Tel.: 021-706 3467. (4726)

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By courtesy of W. Benyon, Esq., M.P.

Sunday, 19th September, 1971

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Open to all owners of R-R and Bentley cars at 50p per car.

SPECTATORS' CARS £1

Admission by ticket only.

Details and entry forms from: Lt.-Col. E. B. Barrass,

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TUNBRIDGE WELLS,

Kent.

Tel.: Tunbridge Wells 26072

FOR SALE—continued

1275 COOPER "S" Mk. II, April, 1969. Red/black, Konis, LCB manifold with Abarth exhaust, 5 in. wheels; no competition use; hence excellent condition. £689 o.n.o. Tel.: Wroxtton St. Mary (Oxon) 473. (4721)

ROVER 14 saloon, 1938. Excellent condition; M.o.T., taxed. £210 o.n.o. Dolby, 21 Lansdowne Ave., Grimsby. Tel.: 77404. (4722)

HEALEY SILVERSTONE D22. Completely original; mechanically, bodily excellent; present owner seven years. Ballard, 134 Tilehouse Green Lane, Knowle, Salford. Tel.: Knowle 2688. (4723)

MORGAN +8, May, 1970. White with black trim; 13,000 miles; tonneau and Aley roll-bar; pregnant wife wishes to go full term, therefore must sell at £1,525 o.n.o. Tel.: Daventry 3811 (business hours), Preston Capes 656 (evenings). (4724)

1925 BENTLEY 3-litre Speed Model; aluminium body similar Barnato, Gurney, Nutting fitted 1934; engine, chassis and body in good condition; one owner since 1948; laid up last 14 years. £2,200. Tel.: 0225 28721 (Bath). (4725)

1953 CITROEN, LT15; enthusiast owned. £265 o.n.o.; M.o.T. Dec. 1971; many spares. Silver, 48 Conrad Rd., Witham, Essex. (4732)

FOR SALE—continued

1926-20/25 Rolls Royce with later body fitted. Original owner, Duke of Windsor. £1,500. 1931-20/25 Rolls-Royce Hearse in very good condition. £560. Ingham Hardcore Co. Ltd., Farnham Park, Bury St. Edmunds. Tel.: Culford 314. (4730)

1954 R-TYPE Bentley Automatic; very expensive overhaul, engine and brakes new. M.o.T. £650 or exchange. Tel.: Leeds 642052. (4733)

TR4 1963; very fine example throughout £475. Details and offers to Tel.: 01-393 1570 Hailsham 4119. (4734)

1940 MODEL, Bedford fire tender (reg. 1950); remarkably sound. £75. Tel.: Leyland (Lancs.) 22117 after 7 p.m. (4735)

TOJEIRO. This attractive aluminium bodied sports coupé, featuring a space-frame chassis; De-Dion rear suspension; twin-circuit Alfin drum; w/wheels and stage II Coventry Climax 1098 engine; was first registered in 1958 and has since completed only 33,000 miles. Full history known. £375. 111 St. Stephen's Rd., Hounslow, Middlesex after 6th September. (4736)

TR5, 1968. Valencia blue; overdrive; radio; immaculate. £895. Tel.: Stratford-on-Avon 5758. (4743)

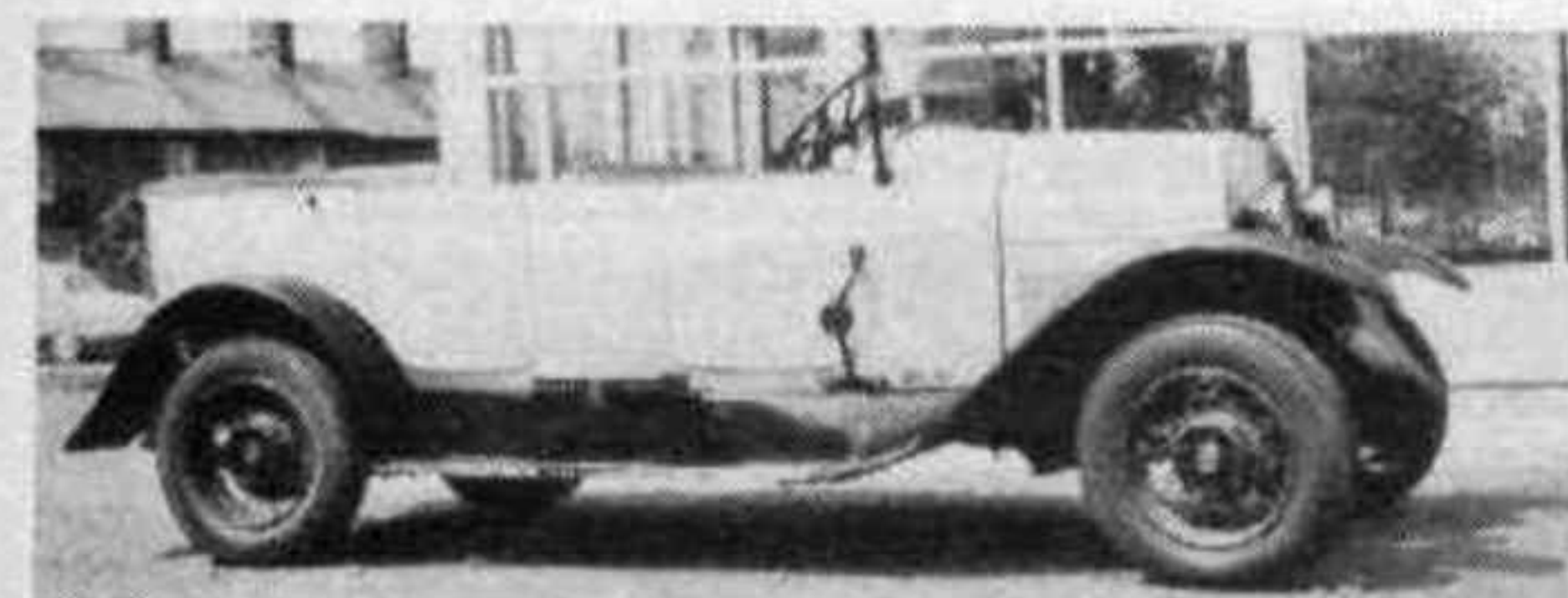
MARCOS, 1600 GT 1968. Metallic green; wire wheels; radio; sun roof; inertia belts; superb condition. £1,050. Tel.: Birmingham 793 4933. (4744)

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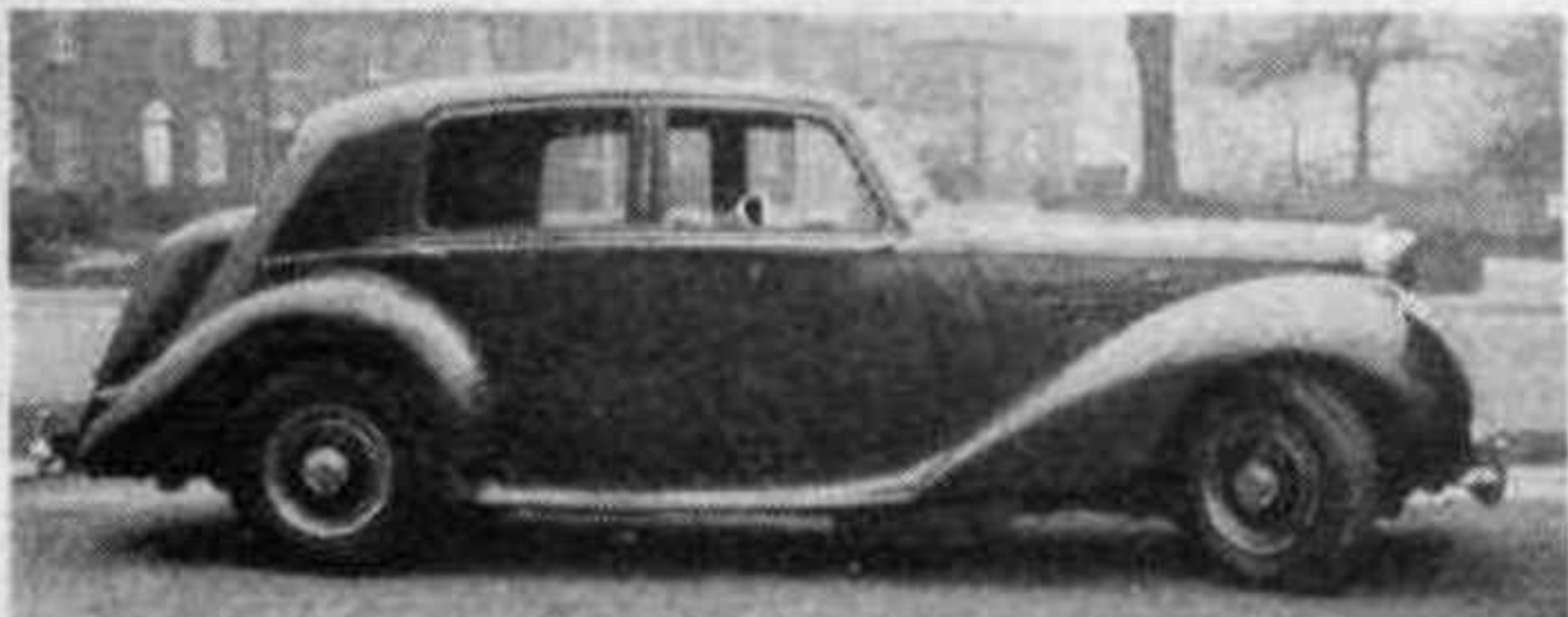
HITCHIN 3445



(Left) Rare FIAT Type 502, circa 1924, l.w.b. 6-seater body by Garavini, excellent trim and paint, very fair mechanically; we are fitting a hood and correct wheels and tyres, instruments, etc. £850



(Right) CROSSLEY R.F.C. tender, circa 1916/17, twin rear wheels, new tyres all round; believed unique and has been used in numerous films, displays, etc. Mechanically sound and with a choice of lighting equipment. £1,500



(Left) 1949 BENTLEY Mk. VI standard steel saloon, similar to this, grey, grey interior, excellent tyres, and a very fair car for its year and price. £295



(Right) Ugly (?), but probably unique TATRA rear-engined V8, circa 1937, engine rebuilt by us, excellent coachwork, only needing paint and plating. £750

ROLLS-ROYCE Silver Wraith, Oct. 1949, Mulliner full 7-seater limousine, face-forward occasionals, Edinburgh Mayoral car until 1962, 2 owners since and basically in nice order but needs some mechanical attention, i.e. brakes, exhaust etc., hence sensible price of £1,150

ROLLS-ROYCE 20/25 Barker sloping-tail sedanca, 1935, highly original car with a genuine mileage believed to be approximately 100,000. This car has been in store since 1959; we have done considerable mechanical work including a new clutch, decarbonising, wiring etc. and are currently renovating the interior and repainting, replating etc. to bring the coachwork up to the excellent mechanical standards.

ROLLS-ROYCE Phantom I — all-aluminium light-weight 2/4-seater coachwork built circa 1947 and never completed; needs glass, trim, hood and painting; chassis is very sound with a new exhaust system, new tyres and a rebuilt radiator; also a very fine pair of Grebel headlamps; this is not a "replica" but a well-proportioned and distinctive "one-off" of excellent construction.

BENTLEY Mulliner Continental, 1953, BCB Series, manual gearbox. Opalescent green, grey interior; actual Autocar Road Test Car May, 1969, paintwork very good, interior above average and an excellent chassis; we shall be carrying out a full service etc. £2,450

Rare **BENTLEY S.1** Continental by Hooper, reputed Show Model, reg. May 1959, automatic, power steering; my own car for the past two years; much work done on chassis, engine overhaul including rebore just completed, recent repaint in deep burgundy, grey interior. A very fine car. £2,750

ALVIS TD 21, 1961, manual gearbox, dark green leather; we are thoroughly servicing, the car appears to be mechanically sound and a very fair specimen for its year and must be remarkably good value at £495

FIAT 850 S coupe, 1967, car has frontal damage—not too serious, otherwise condition bears out indicated mileage of 21,000 unmarked registration book—opportunity for somebody with reasonable facilities. £210

VINTAGE:

1926 VAUXHALL 14/40 saloon, f.w.b. and 4-speed box, coachpainted black on peacock blue, good brown hide interior; highly original and practical car in good running order £950

VETERAN:

LA VIOLETTE—unusual French "baby" car, circa 1912 (cannot be later than 1914), single-cylinder water-cooled engine, friction disc and chain drive, running order, repainted, new hood and tyres, complete with spare wheel, horn and set of acetylene and oil lamps. £1,250

Immediate Hire Purchase and Insurance facilities can be arranged.

All types of part-exchange considered.

We regret we cannot entertain overseas enquiries on pre-1918 cars.

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CENTRAL SPORTS CARS

- 1970 (Dec., 'J') **MARCOS 3-litre**, Lamborghini green, auto., sun-roof, mag. wheels, radio: as new .. **£1,795**
- 1970 (July) **MORGAN Plus Eight**, ivory, black trim, mag. wheels, boot-rack, alarm; 12,000 miles; mint condition .. **£1,635**
- 1970 'J' **TRIUMPH GT6**, red, black trim, o/d. S.A.H. tuned. Mag. wheels. 9,000 miles; as new .. **£1,225**
- 1970 **CAPRI 3000 GT, XLR**, silver, black trim, radio; 1 owner, immac. .. **£1,195**
- 1970 **M.G.-B**, flame, white hard-top, black trim, radio, Rostyle wheels; low mileage, 1 owner; mint condition .. **£1,125**
- 1969 **TR6 PI**, white with black trim, overdrive, wires, radio; immac. .. **£1,295**
- 1969 **M.G. Midget**, Bahama yellow, black trim; 1 owner, low mileage; immaculate .. **£745**
- 1969 ('H' Reg.) **FORD Capri 1300 GT XL**, aubergine, black trim, Rostyle wheels; low mileage, 1 owner; immaculate condition .. **£935**
- 1968 **TR5 PI**, white, black trim, overdrive, wires, radio; immaculate condition .. **£1,025**
- 1968 **M.G.-C GT, B.R.G.**, black trim, overdrive, radio; low mileage, immaculate condition .. **£975**
- 1966 **M.G.-B GT**, blue, black interior, overdrive; excellent .. **£799**
- 1967 (Nov. 'F') **SUNBEAM Alpine**, blue, black trim, overdrive, radio; very low mileage; immaculate condition .. **£685**
- 1968 **M.G.-C**, blue, black trim, overdrive, wires, radio; low mileage, mint condition .. **£885**
- 1966 **TR4A coupe**, white, black trim, soft-top, overdrive, radials; excellent condition .. **£725**
- 1966 **M.G.-B GT, B.R.G.**, extensively modified, low mileage; radials, excellent condition, must be seen .. **£999**

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England's leading TVR Dealers.

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1971 **V12 JAGUAR 'E'-Type 2+2**. In green. Heated rear window. Manual. 1,000 miles. As new .. **£2,395** *Serious offers only*

1970 ('J') **JAGUAR 'E'-Type drophead**. In B.R.G. Chrome wires, etc. Excellent .. **£2,395**

1968 ('J' Reg.) **PORSCHE 911L Targa**. In green. L.H.D. Radio. Value at .. **£2,495**

1969 **TVR Tuscan V6**. In green. Alloy wheels, etc. .. **£1,275**

1969 **TVR Vixen S2**. In yellow. Alloy wheels. Very clean .. **£1,095**

1967 **TVR 1800 Mk. 4**. In silver and blue. Radio, chrome wires, close-ratio gears. Excellent condition for year .. **£865**

TVR Tina Prototype drophead. Steel body. In red with white trim, black soft-top. Minilite wheels, Imp Sport engine and gearbox, and running gear. Only one of its kind unregistered. Excellent investment at .. **£1,750**

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ROLLS-ROYCE BENTLEY

SPARE PARTS

We are continuing to do our utmost to maintain stocks of new and secondhand spares covering Rolls-Royce and Bentleys (not "W.O." Bentleys regrettably) 1925-1965. We will always endeavour to quote as quickly as possible if supplied with precise details together with Chassis Number. We regret that other than the lists offered below no priced parts lists are available.

EXHAUST SYSTEMS

We now supply exhaust systems for all models 1926-1965. Note that our stock includes all 'S' Series and Silver Cloud models. Prices are competitive and quality high. A customer looking at one of our pre-war silencers the other day said that he thought that it would last for ever and that we were doing ourselves out of repeated business!

The following lists and information sheets available on receipt of S.A.E.:—

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TR6, 1971. Red, overdrive, hard-top, radio and leather wheel. 6,000 miles. Perfect condition .. **£1,645**

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TR5, 1968. White, wire wheels and radio .. **£925**

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TR4A, 1967. White, overdrive .. **£815**

TR3A, June 1962. Last TR3A Built. Ch. No. TS82345'0'. Overdrive, wires, hard-top, soft-top and tonneau .. **£465**

TR3A, 1960. B.R.G., overdrive. Must be one of the finest left .. **£465**

TR3A, 1960. Blue, overdrive, leather wheel and tonneau. Modified engine .. **£385**

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FOR SALE—continued

TRIUMPH SPITFIRE Mk. III. White; soft-top; first registered Oct., 1968; 32,700 miles; recent major overhaul (bills available); extras: absolutely first-class condition throughout. 1620 o.n.o. Quentin Skinner, 41 Marlowe Rd., Cambridge. Tel.: 55547. (4761)

MASERATI Super Leggera 3500, 1960. 1/4 drive; beautiful aluminium body; silver grey/red leather; on-holes' dream to restore. 1650 or exchange smaller interesting car. Tel.: 228 1702 (mornings best time). (4762)

ASTON MARTIN DB4, 1959. Ice blue with black upholstery; maintained regardless of cost and recently overhauled and resprayed. 1750 o.n.o. Tel.: Farnworth (Lancs.) 74722 (day), Darwen 72689 (evening). (4763)

MORGAN 4/4 S3. Excellent condition; 109E engine, tonneau, Motorola. 1395. Tel.: 021-554 3954. (4764)

1934 AUSTIN 7 saloon; M.o.T. April; mechanically reconditioned, interior reupholstered/retrimmed as original, sunroof; 1250 spent. Sensible offers. Broom. Tel.: Ipswich 56021 (office hours). (4765)

BENTLEY "R"-TYPE, 1953. Impeccable original condition; duo-grey paintwork; grey leather interior; rechromed, serviced by Rolls-Royce, always well cared for. 1890. Please telephone Pete: 01-743 8649 (evenings or before 10 o'clock in the mornings). (4766)

ROLLS-ROYCE 20/25, 1934. One nobility owner from now; has done only 95,000 miles; blue and black paintwork in fine condition; mechanics very good; Hooper body with occasional seats. A very elegant motor car. 1,250. Please telephone Pete: 01-743 8649 (evenings or before 10 o'clock in the mornings). (4767)

1946 M.G. TC. Dark blue with black interior; completely rebuilt and now in original and immaculate condition throughout. 1595. Tel.: Sheffield 890233. (4769)

1965 ALFA ROMEO 2600 Sprint, Green with brown interior; 50,000 miles only. 1725 or exchange for drophead Alfa. Tel.: Sheffield 890233. (4770)

M.G. TD. Immaculate condition. Fitted 1500 engine; bodywork just reconditioned professionally; resprayed red, retrimmed completely fawn, rechromed, new hood, tonneau covers (two). 1600, including useful spares. Rae, Douglas Gdns, Mews, Edinburgh 4. Tel.: 631-225 4883. (4771)

ORIGINAL WILLYS Jeep, complete; tested July, tax'd Dec; eye-catcher, crowd-drawer. 1190. Tel.: Abingdon (Berkshire) 49. (4772)

1932 RILEY 9. Monaco saloon body on Plus-Ultra chassis; engine, gearbox, clutch, dynamo and magneto completely rebuilt and running in; sound original body, original instruments, good tyres. 12 months' M.o.T. For sale with extensive selection of spares. 1165. Tel.: 01-223 0105 (evenings). (4773)

BEAUTIFUL 1947 1½-litre Riley Spares. Nearest 180; two nearly perfect shells. 125 each. Tel.: Fulmer (Bucks.) 2607. (4774)

1600 GT ESCORT. Twin Webers; 1600s, tax'd to Dec., carpets, Lotus bumpers. Offers around 1650 or exchange cheap Mini Cooper. Tel.: 878 4182 (London). (4775)

M.G. "M"-TYPE chassis, complete front and rear axles and wheels. Offers. Frankland, 9 Wilson St., Darlington, County Durham. (4776)

HEALEY 3000 Mk. III, 1964. B.R.G. Overdrive, wire wheels, new hood, radio, tonneau, well-maintained example. 1625. Contact J. Wood. Tel.: Bristol 0272 293171 (9 a.m. to 5.15 p.m.). (4777)

AUSTIN HEALEY 3000 Mk. III, 1965. Red with red trim, 91 spots, overdrive, wire wheels, tonneau, new battery, tyres, exhaust, rear wings, sills, etc.; absolutely immaculate; genuine 46,000; two owners. 1800 o.n.o. Will exchange old banger and cash. Tel.: Blackburn 21366. (4778)

M.G.-A F.H.C., 1959. Fitted 1622 engine. B.R.G. Sensible price at 175. Tel.: Connaught Quay (Flintshire) 3228. (4779)

M.G. TD, 1952. Good engine, body fair only; excellent radial tyres; tested. 1250. Also J2, 1932. 1150. Tel.: Hardwicke (Glos.) 393. (4780)

BRISTOL 403. Finished in Rolls-Royce shell grey with beige hide upholstery; 52,000 genuine mileage from new; full history known and in virtual concours condition; extras include power disc brakes, electric fan, reclining seats, 100-B2 engine, just fitted reconditioned engine and new clutch; superb example. 1585. Exchange considered. Tel.: New Milton 613848. (4781)

STRAIGHT EIGHT Daimler limousine, 1937. Hooper aluminium body. Offers around 1350 but must sell. Tel.: Stokesley 140 (after 6 p.m.). (4782)

DAIMLER SP250, "B" specification; two owners from new; in superb condition; used as third car in summer months only; now showing 28,000 genuine miles; fitted new XASs, front and rear shockers, clutch and many other parts to keep this car in as new condition. Imperial maroon with black hard-top and beige soft-top; recent M.o.T., taxed. Growing family forces sale. Bargain. 1775 o.n.o. Tel.: 061-652 2791. (4788)

AUSTIN HEALEY 3000 Mk. III, 1967; genuine 34,500 miles only. One of the last and a truly beautiful example in ice blue metallic; wire wheels, radio, tonneau, new exhausts, excellent Cinturatos, new clutch just fitted. 11,030. Tel.: 061-973 9602. (4789)

SPRITE, "H" REG. All extras. v.g.c., taxed. 1690. Also Cortina, "F" reg.; 1,300 c.c. GT engine, wire wheels, extras; v.g.c. 1560. Part-exchange considered—cash either way for equally good cars. Tel.: Caerleon Park 419. C. S. Pavis, A.M.I. Mech. E., 19 Eastfield Rd., Caerleon, Mon. (4785)

FOR SALE—continued

M.G. TC, 1949. M.o.T. one year; resprayed 1970; many new parts. 1350 o.n.o. Tel.: Derby 50471. (4784)

1930 AUSTIN 12/6, barn-ridden, needs renovating; 1933 Austin 10; recent M.o.T.; now under restoration. Offers. P.O. Box, Tintagel. Tel.: Tintagel 214 (8-9 p.m.). (4787)

1937 BENTLEY 4½ drophead by Park Ward, maintained in excellent condition throughout. Must be among the best available. McVeigh. Tel.: Grimsby 57361 (days). (4790)

NSU TT, 1,175 c.c., late 1968, twin carbs, o.h.c., metallic blue, good clean condition; M.o.T. Aug., 1972; radio, spotlights, Hermes aerofoil, 1475 Roberts. Tel.: 01-236 2300, extension 237 (day), Waltham Cross 25947 (evenings). (4791)

JAGUAR XK150 f.h.c., 3.4; wire wheels, overdrive, twin spots; very good condition. 1425. Tel.: Oldbury (Glos.) 4617. (4792)

MORGAN 4/4, 1960. Ex-works trials car, rebuilt 1968; 1500 Cortina GT engine, just run-in; new transmission; excellent condition; fast and beautiful, in flame red. 1625. Tel.: Woburn Sands 2069. (4793)

COOPER 1293, "S"; 28,000 miles; Radford-styled interior; sun-roof, winding windows, complete panel, oil cooler, reclining seats, wide wheels, XASs, 1½ in. S.U.s; every extra imaginable; shattering performance; excellent order. 1455. G. Dix, 28 Scotfield Court, Handcross Rd., Luton. Tel.: Kimpton 472. (4794)

M.G. YA, 1947; one year's M.o.T. Offers to: R. C. Holland "Saffrey", Iden, Rye, Sussex. (4795)

1936 AUSTIN 7. Car basically original. Offers. Tel.: Bransgore 704 (after 6.30 p.m.). (4796)

LOTUS 7, tuned 1,100 c.c. engine (300 miles). Weber, new Cosmics, new 6800s, w/e. M.o.T., spare racing tyres, gearbox, etc.; showroom condition. All throughout. 1495. Exchanges. Tel.: Coventry 325059. (4797)

TURNER SPORTS. "H" registered; built 1970 from unused and thus completely rust-free Mk. II body; Shorlocks supercharged B.L.M.C. Sprite engine; fully instrumented, wide wheels, hood, tonneau, choice of diffs.; inner shell and chassis very thoroughly undersealed prior to assembly; total mileage (including engine and gearbox) less than 7,000; bronze yellow with matching carpets and black interior. Must be seen. Offers invited around 1550. For fullest information telephone Redhill (Surrey) 65285. (4798)

DAIMLER SP250, "C" specification, 1963. Excellent condition; hard/soft-tops, tonneau, manuals, servo brakes, Kenlowe fan; two-speed wipers, many sensible extras and spares. 1765. Tel.: 01-866 8447 (Mid dx.). (4799)

BRISTOL 405. A beautiful motor car maintained by an enthusiast; mechanics superb, interior all new; renewed items too long to list. Need for cash forces sale; hence bargain price. 1850. Tel.: Hockley (Essex) 2426. (4800)

ALFA ROMEO 2600 Bertone Sprint f.h.c., black with wine trim, electric windows; first registered 1965; recorded 34,000 miles; immaculate condition. 1850. Tel.: 01-462 2610. (4801)

M.G. TF. Emigration forces sale of this fine example in B.R.G. with black and red trim; completely rebuilt once since manufacture; engine just overhauled; mechanics and bodywork in very good condition; M.o.T. June. Must sell very soon. Best offer over 1550. Rosenthal. Tel.: 01-969 3212, extension 290 (office). (4802)

BRISTOL 400, 1950. Black. With exception of repray to one wing the whole car is absolutely original throughout and in excellent condition both mechanically and bodily; tax'd and M.o.T. 1350. Merrick, 1. Police Houses, Clee View, Ludlow, Salop. Tel.: Ludlow 2222, extension 7. (4803)

BEACH BUGGY. Wide wheels, etc. No reasonable offer refused. Tel.: Southport 67470 (evenings and weekends). (4804)

TRIUMPH RENOWN. New pistons, liners, bearings, crankshaft reground, rechromed, tested April, 1972. What offers? Tel.: Southport 67470 (evenings and weekends). (4805)

1933 ALVIS Speed 20 Charlesworth drophead coupé. Black. Only three owners; extensive overhaul to body and engine; rebuilt 1960-1963; low mileage; only flaws are paintwork (deep black gloss) cracked with age which needs renovation on wings and tail, also magneto needs rewinding, cost approximately 115; leatherwork original. Whole car is "collector's item category" and is 99.9 per cent. original, which is unusual with Speed 20s. 1825 o.n.o. H.P. available. Walker. Tel.: Stone (Bucks.) 419. (4806)

ALFA ROMEO Spider, 1964. Registration number ALR 2B. Needs new pistons and liners and some minor bodywork attention, otherwise good. 1165. Worth well over 1400 normally. Tel.: Waltham Cross 29759. (4807)

TR5 P. 1, 1968. Surrey top; excellent condition; exchange considered. Offers. Tel.: Gloucester 24368. (4808)

"E"-TYPE ROADSTER 4.2, 1966. Carmen red/black leather trim; hard/soft-tops, chrome wire wheels, luggage rack, radio, Motolita wheel, steering lock; 41,000 miles. 11,125. Mackenzie, 13 The Paddock, Portishead, Bristol. (4809)

M.G.-B, 1965. Red. New shock-absorbers, hood, spot and fog lamps, radio, seat belts. 1520 o.n.o. Tel.: Watford 43783 (after 5 p.m.). (4810)

A.C. ACECA Bristol, 1958. Recent engine, suspension overhaul, respray. 1725 o.n.o. H.P. available. Tel.: Rattlesden 420. (4811)

FOR SALE—continued

AUDI LS100. Very good condition; 1971. 11,650 o.n.o. Beacon, Kilm House, Farley Hill, near Reading, Berkshire. Tel.: Arborfield Cross 418. (4812)

VOLVO P1800S, 1965. Superb condition; mechanically excellent; recent expensive respray, new chrome, new battery, 1/7 spots. 5½ in. 10 months' M.o.T., three tax. Any inspection. 1785 o.n.o. Smyth. Tel.: 01-882 3360 (daytime), 021-744 3096 (week-end). (4813)

JAGUAR "E"-TYPE 2+2 automatic. This fantastic low-mileage car is finished in immaculate red with black interior, having over 1400 worth of extras, including Mini-lite magnesium wheels, heated rear window, special built-in auxiliary gauge consul by Henlys, Motorola with electric aerial, wing mirrors with built-in parking lights, burglar alarm and many more extras. Only 1,485 for this beautiful "E" type with every extra. H.P. might be possible. Cox. Tel.: Woking 5966 (day), 01-399 7450 (evenings). (4814)

S.S. JAGUAR, 1938. 1½. Excellent condition; M.o.T. 1275. Tel.: Princes Risborough 4033. (4815)

GILBERT 1800 GT, 1964. M.G.-B components, fibre-glass body, white/red trim; 61,000 miles; wire wheels, radio, overdrive. 1510. Tel.: Bristol 657622. (4816)

REGISTRATION number for sale, 5 KB, available on Morris Mini. Offers. Tel.: 0922 52226. (4817)

RAPID SPRITE, 1,275 engine, 1965. Wire wheels, new hood, tonneau, tyres; taxed. 1345. H.P. 23 Lovell Rd., Yoxall, Staffs. Tel.: Yoxall 677. (4818)

1930 4½-LITRE Bentley. Open U.D.P. Tourer, ex Kensington Gardens Trophy holder still in concours condition; minimal work required to reach championship standard; heavy crank engine; 25,000 miles since complete rebuild. Offers around 1450. Box 2943. (4819)

DAIMLER 1955, Roadster. Valid M.o.T. certificate; taxed; insured; bodywork good; tyres sound; new battery; engine needs attention of enthusiast in this make. Offers invited. Box 2944. (4820)

JAGUAR 3.8 "S" Type Automatic; P.A.S.; Special opalescent blue; chrome w/w. new tyres; Motorola; electric aerial; Col. Body Horns; absolutely immaculate; directors' car maintained regardless of cost; low mileage, 1650 o.n.o. Also wife's car, Mk. I Sprite. Mechanically reconditioned, plus 1114 spent on bodywork 3 months ago; h-top; s/ton. As original 1260. Possible H.P. Tel.: Mr. Judge, Luton (0582) 29360. (4821)

MASERATI, 1963 show car; 3500 GT 2 plus 2; ex-Count T. 191. r.h. drive; new fuel injection unit; 5-speed gearbox. 11,550 o.n.o. Tel.: Sevenoaks 54102. (4822)

ALVIS, 1934. Excellent running Firefly chassis, complete except for body. 175. Radiator and shell 1933 Riley 9, Monaco. 113. Tel.: Faringdon (Bucks.) 3659. (4823)

ASTON MARTIN DB2/4, 3-litre Vantage engine; flame red; M.o.T. Jan 1972; magnificent example, much money spent. Collectors piece. 1825 o.n.o. Tel.: Eastleigh (Hampshire) 2245. (4824)

M.G.-A, 1950, red 1959; hard-top; new soft-top 1275. Horns, Bridge Cottage, Ansty, Coventry. Tel.: 323503. (4825)

ALFA ROMEO, Giulia TI, 1967. This immaculate 100 m.p.h. Sports saloon is for sale at the low price of 1595 to obtain much needed finances quickly. 41 Fitchhamsiad Highway, Coventry. Tel.: 68703 after August 29th. (4826)

ALVIS TA14, 1948, 1250. Daimler Century, 1954, 1150. Both saloons; v.g.c. Offers. Danygraig, Upper Cwmbran Rd., Cwmbran, Monmouthshire. (4827)

BRISTOL 403, 1954. Engine excellent; body fair; one owner from new; 403 prettiest body Bristol has made. 1400. Allison, Weatherhill, Swainland, E. Yorkshire. Tel.: Hull 631563. (4828)

BENTLEY, 1934. P.W. saloon; trims; chrome; engine fully restored; body repainted and relined; discs; everything works and looks almost concours. Space needed for another rebuild, so sensible offers please to 01-254 2626 (day) or 01-653 3652 (evenings or weekends). Will demonstrate London. (4829)

ALVIS TA21, 1951. Excellent condition; five excellent tyres; M.o.T. Any reasonable offer. Tel.: Brackley 2857. (4830)

SUNBEAM TIGER, 1965. 4.2. 210 b.h.p. Hartwell; modified. Kenlowes, Konis; 6; S.P. sports; hard-top; P.B. radio; genuine mileage 38,000. 1795. Tel.: 01-959 7862 (evenings). (4831)

M.G.-C GT October 1968, overdrive; w/w; Cinturatos; spots; oil cooler; 3.3 axle; stage one tune; 29,000 miles, excellent condition, would consider exchange for slightly larger car (3-litre Scimitar?). Cowley, Hillside Cottage, Hay Lane, Horsley, Gloucester. Tel.: Cheltenham 21413 (office hours). (4832)

LANCIA APPIA, registered 1963. O.h.c.; V-4 engine. Weber carb; 2-door coupé. 1200. Tel.: Horndean (Hants) 4250 (evenings). (4833)

LOTUS ELITE, 1959. Oldest on register; full race rebuilt Climax, ZF, etc. good condition. Offers. Tel.: South Shields 2788 (day). (4834)

M.G. T.F. 1500, 1955; wire wheels; recent rebuild; spares; extras. 1750. Tel.: 01-204 0518 (evenings). (4835)

GILBERT 1800 GT, 1963 white/red; many extras. 1495 o.n.o. Tel.: Sandbach 3788 (evenings). (4836)

XK150, F.H.C. 175 respray in original B.R.G.; engine, clutch, completely overhauled; engine parts renewed (bills); Radiomobile, o/drive; belts, wires, taxed, M.o.T. 1785. Tel.: 01-368 6822 between 6-7 p.m. any night or call at 76 Myddelton Ave., Enfield, Middlesex, anytime. (4837)

FOR SALE—continued

MUSTARD MORGAN 4/4, 1967. New 1498-c.c. engine 1968; reconditioned 1971; only 32,000 miles; tonneau; rid leather upholstery plus extras. 1650. Tel.: 01-937 2127. (4838)

TR4 November, 1964. Red with black trim; hood, tonneau cover; wire wheels; overdrive; good condition. 1525. Wykes, telephone Guildford 65398. (4839)

1000 TTS 1968 "F" registered NSU Competition model, believed only about twelve imported; 15,000 miles only; never raced or rallied. Wife's car. 996-c.c. 85 b.h.p. saloon bodied 4-seater wolf in sheep's clothing. 1750 o.n.o. Tel.: Marshland Smith (Cams.) 393. (4840)

PHANTOM I, Rolls-Royce 59 RF. Square-rigged Landauette. Thrupp and Mabrey, similar page 208 Daltons; some attention required. Highest offer by 10th September accepted. Tel.: Gloster 21267, ext. 35. (4841)

1938 ALVIS 12/70. Renovation almost complete. 1350 o.n.o. Walls, 99 College Rd., Liverpool 23. (4842)

ASTON MARTIN 2/4, Mk. 3 1958 in Henry Fords well known sexy black; reg. number 6200 WB; radio; overdrive; wires; be the envy of your friends for about 1650 or exchange with pounds for Scimitar G.T.E. Tel.: Brighton 508960. (4843)

ASTON-MARTIN DB4, GT, works prototype and team car; raced by Stirling Moss 1959 also Le Mans; immaculate order. Appropriating asset. 12,500 o.n.o. Tel.: Whitby 2648 (work) 3376 (home). (4844)

PLEASE DON'T read this, unless you would like to buy my Nov. 1964 Porsche, 356 SC, one owner since 4,000 miles; blue-spot radio; ivory; never any panel damage, absolute specimen; collectors investment. Offers around 1,400. Cox, 20 High St., Sunningdale, Berks. Tel.: Ascot 22172 after 6 p.m. (4845)

ALFA 1600, Spyder 1963; engine completely overhauled regularly serviced; recently re-sprayed; new hood, excellent condition. Bargain at 1425. Tel.: Harby (Leics.) 684 after 7 p.m. (4846)

LOTUS 47, Holbay Ford engine; mag-alloy wheels; registered 1970; under 4,000 miles; superb performance, finished in orange with black trim. No room for carry cot so must be sold for 11,595 o.n.o. Tel.: Mr. Henderson, Leeds 42201 (office hours). (4847)

LANCIA AURELIA, V6, B20, GT. Very early series 1, imported 1958. R.H. drive; beautifully rebuilt; resprayed red, 16 coats; re-upholstered; new carpets and headlining; rewired; converted Lucas electric; 5 excellent Michelin "X's". Brakes relined. Complete new exhausts; new clutch; new rear drive bearings; new exhaust valves, timing gear etc. Electric screenwashers, steering overhauled; rebushed; trackrod ends etc. Valid reason for selling. 1400 o.n.o. Please telephone Stoke-on-Trent 23525. (4848)

1964 COOPER, Formula Menoposto, 1000 c.c. Janspeed unit, Knight gearbox; unbent; no time to race; can be seen at Plymouth Garage, Ivybridge, Devon. Tel.: Ivybridge 2437. (4849)

ELSE LOTUS Europa, Nov. 1970, as new, 9000 miles, 1400 Else conversion; 45 D.C.O.E. Weber; cam; exhaust; close-ratio gearbox; 5½ alloy Cosmics; Avons; Spax shocks; dual petrol tanks; aerofoil; 125 m.p.h.; bright yellow; black interior. Fantastic performance yet tractable. Financial crisis forces immediate sale. 1,400. Tel.: East Grinstead 22661 (evenings). (4850)

FERRARI 250 GTE, V12, right-hand drive, 1964 registered (1962). Very pretty 2-seater fixed-head; 6 in. Borraris; new Dunlop sports; recent crank. 11,350 or swap Morgan plus 8. AC, Daimler SP250, Aston or similar. Tel.: Woburn Sands 2651 (daytime). (4851)

LOTUS +2, Burnt Sand, extras include heated rear screen; radio; sun-dym screen; excellent condition; h.p. terms arranged. Bargain 11,395. Tel.: Hindhead 4353. (4852)

1951 BENTLEY, Mk. VI saloon. Genuine outstanding condition; full flow engine and mechanically excellent. Black with beige trim. Many extras. 1575. Tel.: Market Harborough 2156. (4854)

HEALEY SILVERSTONE for sale. 1850 o.n.o. For further details telephone 01-948 0610. (4855)

LANCIA FLAMINIA, 1962. 2,500; repairable front damage; smoking; radio; M.o.T. 1100 or break. Tel.: 01-993 1659 (Acton). (4856)

MK 8B, U2, 1600-c.c. Clubman racing car. New dry sump engine ultra close gearbox. This car has never been damaged and is in superb condition being finished in white cellulose with chrome suspension; offered with trailer and spares, 6 months sponsorship. (I will maintain it for 6 months.) 11,100. John Abbot Stable Cottage, Tecton Rd., Guilford, Northants. Tel.: Guilford 413. (4857)

JAGUAR 1½-LITRE, 1947. Perfect and immaculate bodily and mechanically; sliding roof; wire wheels; P100s; M.o.T. and taxed. 1245 including radiator mascot. Tel.: Blackpool 33639. (4858)

GILBERT GENIE, 1968, 3-litre V6. Metallic green. Overdrive, wire wheels, radio; taxed Jan., 1972. 1975. Tel.: Northampton 41258. (5123)

1926 LANCIA Lambda shortened tourer. 1895 o.n.o. Tel.: Hagley (Worcs.) 2486 (evenings). (5125)

XK150 D.H.C. 3.4, 1958. White, black hood and trim. 11,000. Tel.: Lylington 4000. (5126)

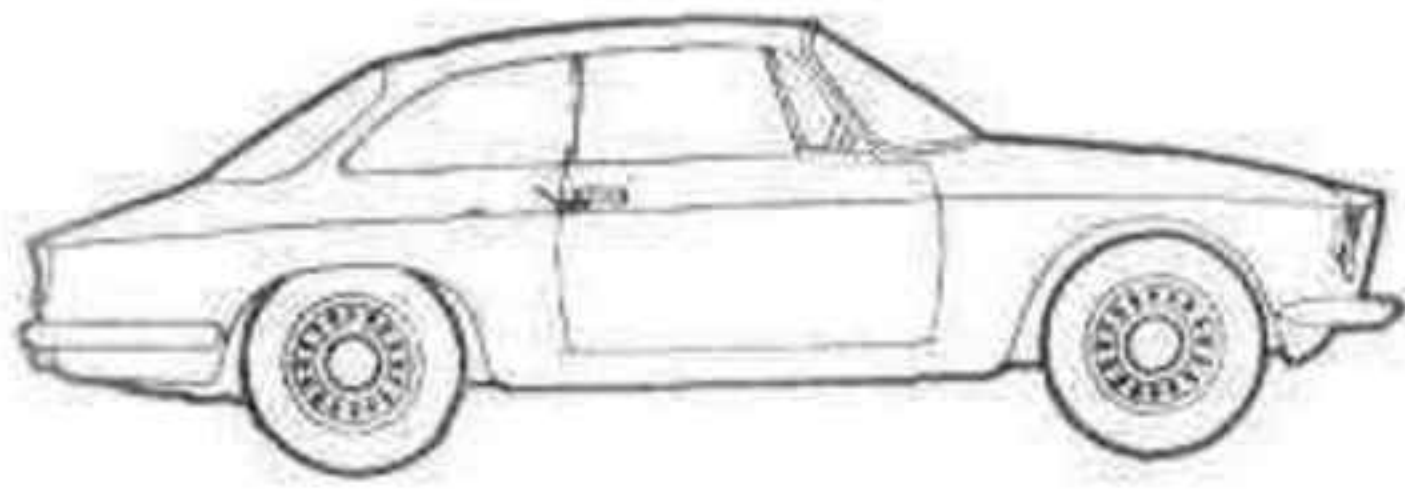
M.G. TF, 1954. White, black upholstery; 11-months' M.o.T. 1495. Tel.: Sheffield 62778. (5127)

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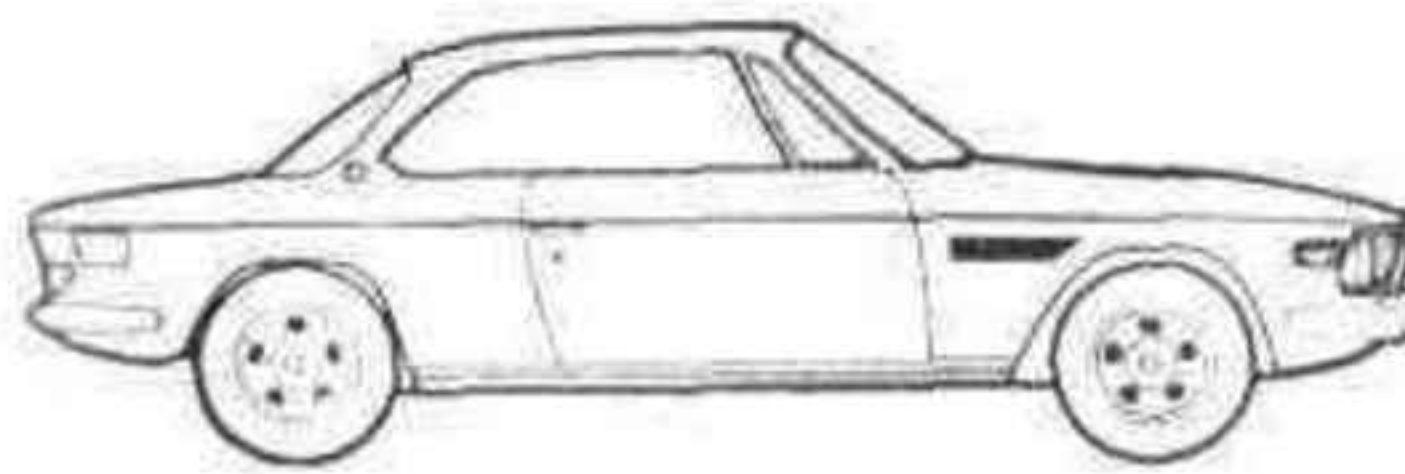


MAIN AGENTS

ALFA ROMEO

NEW ALFAS

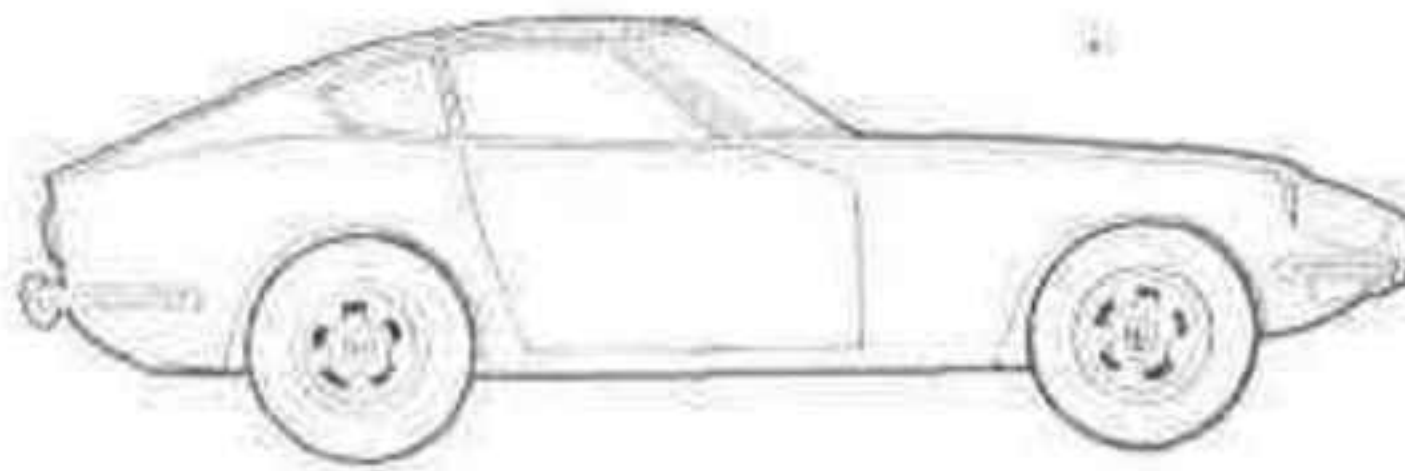
1750 GTV	RED
1750 SALOON	RED
1300 GT JUNIOR	OCHRE
GIULIA SUPER	RED



MAIN AGENTS

BMW

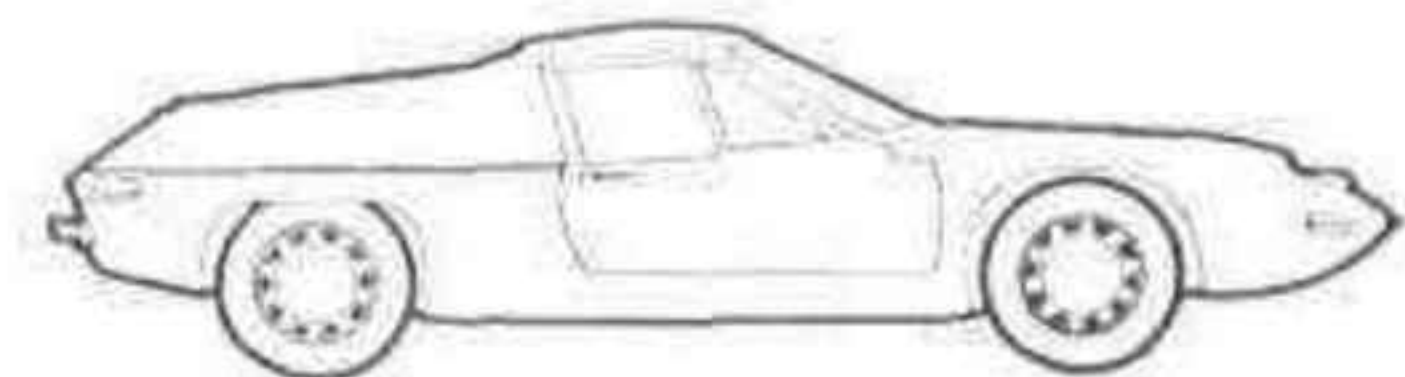
2002 ATLANTIC BLUE



AGENTS

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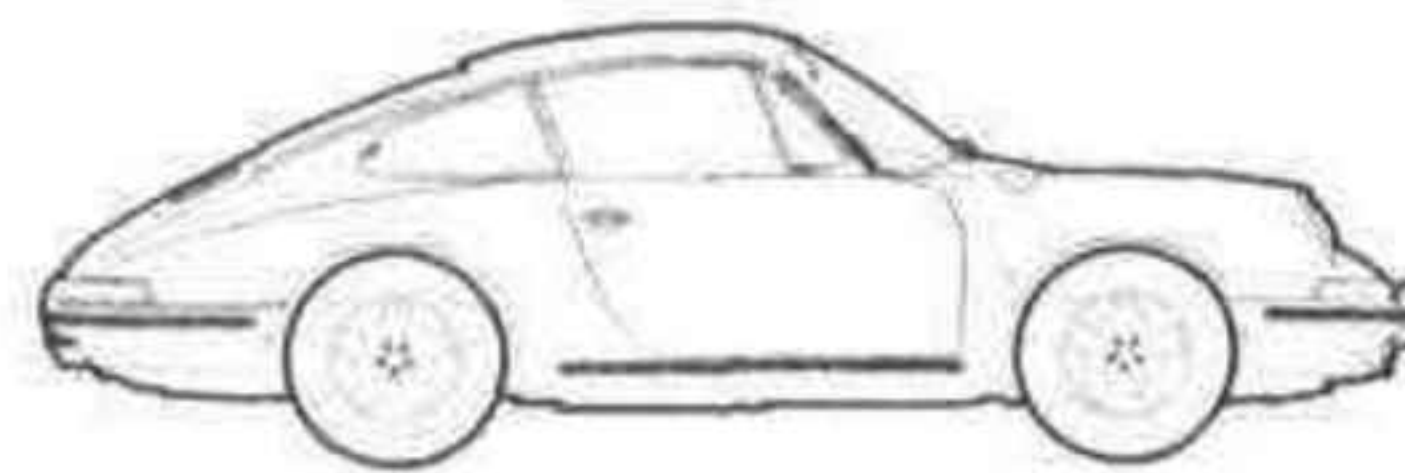
EARLIEST DELIVERY



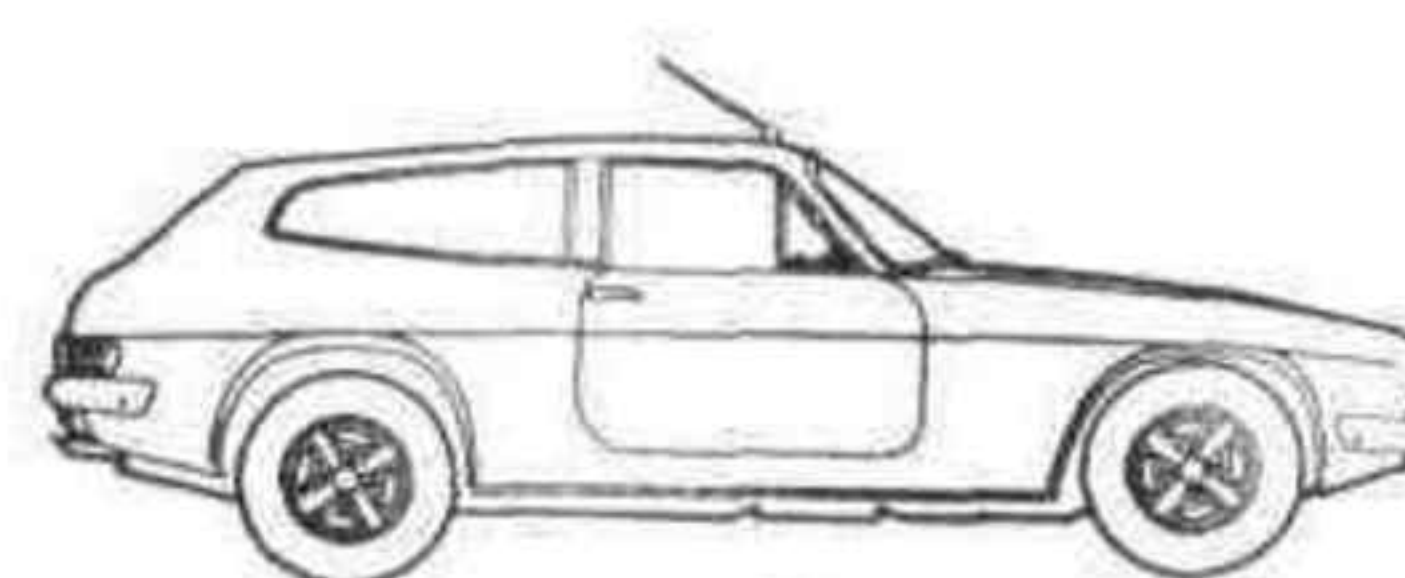
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EUROPA
130S



PORSCHE SPECIALISTS



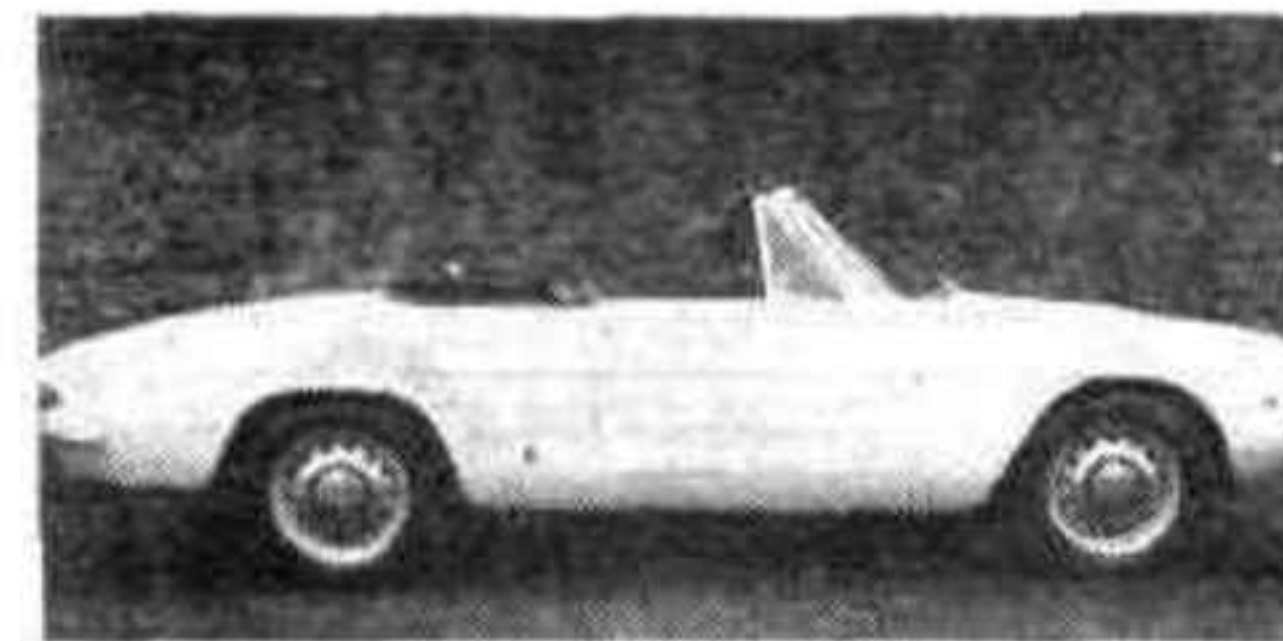
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RELIANT

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TAN



1968 ALFA ROMEO 1750 saloon (as pictured above). Finished in red with black trim. Fitted Sundym screen, radio. 28,000 miles. Exceptional. £1,295.

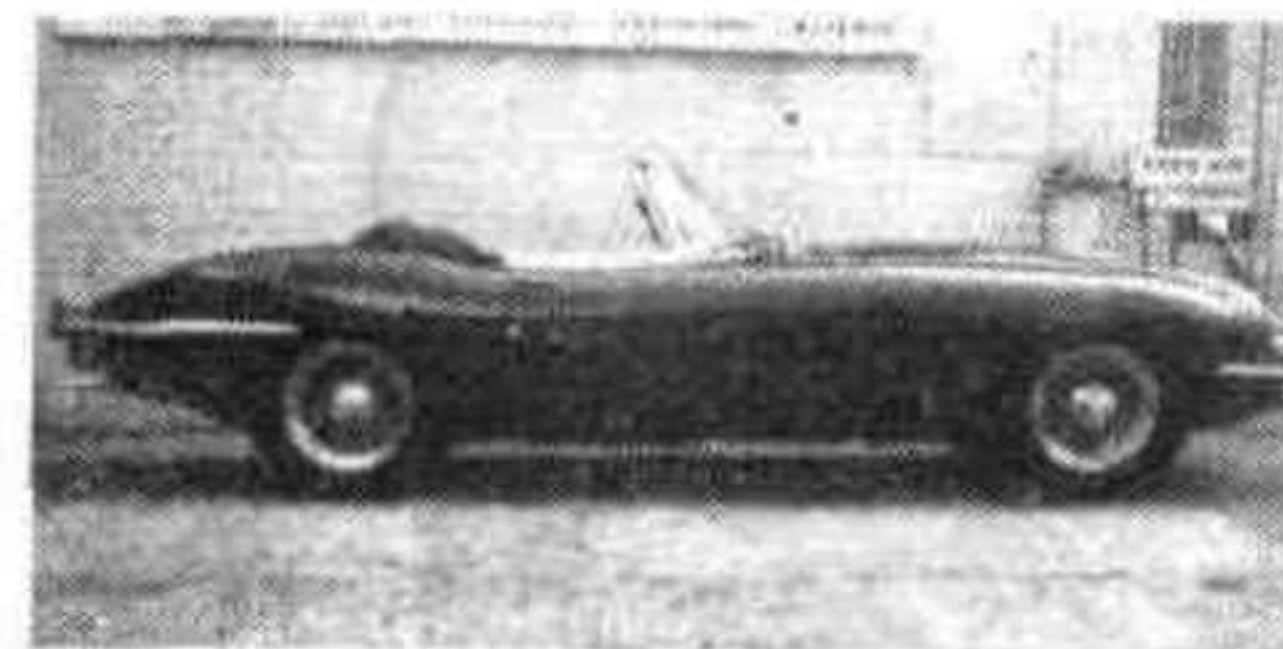


1970 ALFA ROMEO 1750 Spyder (Similar to above picture.) Finished in ivory, black trim. Fitted Minilite wheels, radio. 9,000 miles. Exceptional £1,995.

1969 ALFA ROMEO 1750 GTV. Finished in French blue, pigskin trim. XAS tyres. 17,000 miles only. £1,595.

1969 ALFA ROMEO 1750 saloon. Finished in white, black trim. Fitted with radio/stereo unit, sun-roof. £1,395.

1971 B.M.W. 1600. Finished in white with black trim. One owner, 10,000 miles only and indistinguishable from new. £1,445.

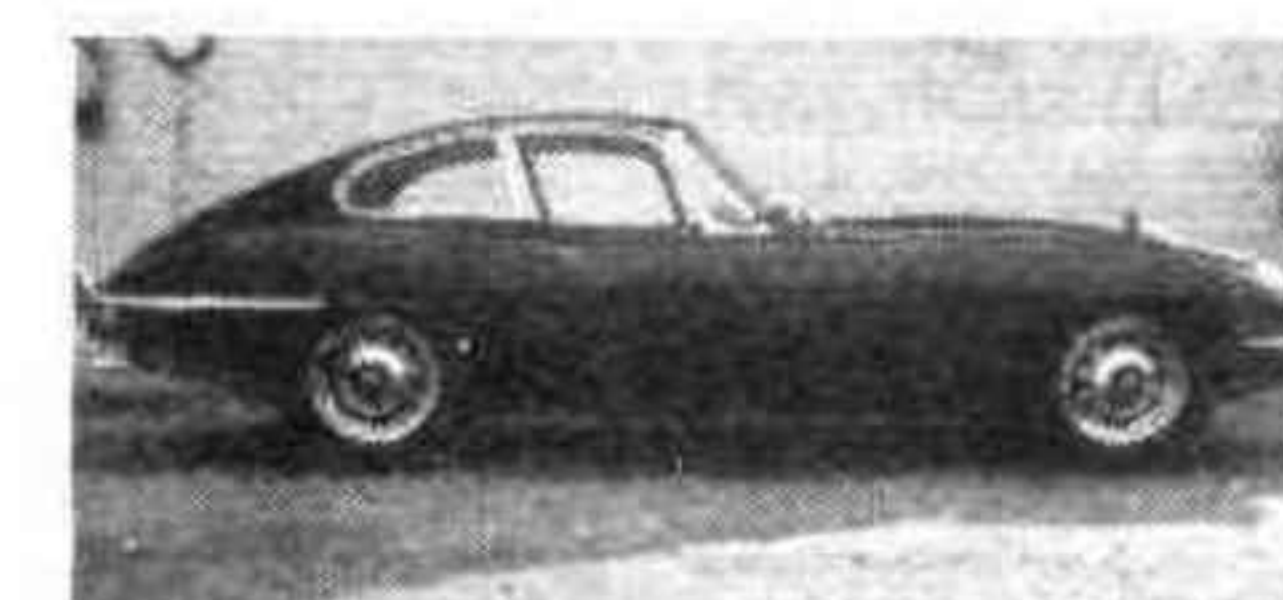


1969 'H' Reg. JAGUAR 'E'-Type roadster (similar to picture). Finished in Carmen red with black trim. Fitted chrome wire wheels. A one-owner car, just 19,000 miles from new. £2,095.

1970 JAGUAR 'E'-Type 2 + 2. Finished in indigo blue, red trim. Fitted chrome pressed wheels, h.r.w., p/b. radio. One owner, 17,000 miles only. £2,545.

1970 JAGUAR 'E'-Type f.h.c. Finished in Regency red with tan trim. Fitted push-button radio, chrome wire wheels, h.r.w. One owner, 12,000 miles only. £2,445.

1970 'J' Reg. JAGUAR 'E'-Type 2 + 2 Automatic, with power steering. Finished in Cotswold blue, black trim. Sundym glass throughout, chrome wire wheels. Radiomobile radio/stereo unit. A one-owner car, exceptional condition throughout. £2,995.



1971 JAGUAR 'E'-Type f.h.c. (similar to picture). Finished in Carmen red with red trim. Fitted power steering, disc wheels, heated rear window, push-button radio. One owner, 9,000 miles only. £2,795.



1970 JENSEN Interceptor (as pictured above). Silver grey, cherry red interior. One owner. Fitted automatic transmission, P.A.S., Sundym glass, radio/stereo unit, headrests. £5,150.

1970 'J' registered JAGUAR 'E'-Type roadster. Finished in Cotswold blue, dark blue trim. Fitted chrome wire wheels, radio. One owner, 7,000 miles only. Superb. £2,595.

1970 JAGUAR 'E'-Type f.h.c. Finished in light blue with dark blue trim. Fitted heated rear window, push-button radio. One owner, 12,000 miles. Superb throughout. £2,395.

1970 (J) JAGUAR 'E'-Type 2 + 2. Finished in indigo blue, grey trim. Chrome wire wheels, Sundym glass, heated rear window, radio. 10,000 miles. £2,795.

1970 JAGUAR 'E'-Type 2 + 2 Automatic. Finished in Ascot fawn, red trim. Fitted sun-roof, chrome wire wheels and radio. One owner, 17,000 miles. Superb. £2,695.

1970 JAGUAR 'E'-Type roadster. Finished in primrose with tan trim. Fitted chrome wire wheels. One owner, 7,000 miles only and exceptional throughout. £2,495.

1970 JAGUAR 'E'-Type roadster, 'J' registered. Carmen red, red trim. Fitted chrome w/wheels, radio, Sundym screen and hard-top. One owner, 11,000 miles. £2,595.

1968 'G' Reg. JAGUAR 'E'-Type roadster, Series 1½. Finished in Carmen red, black trim. Fitted hard-top, chrome wire wheels, radio. 18,000 miles. Superb. £1,895.

1969 'H' Reg. LOTUS 2S. Finished in Bahama yellow, black trim. Fitted chrome wheels, p/b. radio. 22,000 miles. £1,745.



1971 M.G.-B GT. Bronze yellow, 7,000 miles. Fitted overdrive, radio, heated rear window, Rostyle wheels. £1,445.

1969 'H' Reg. M.G.-C GT. Finished in mineral blue, black trim. Fitted overdrive, wire wheels, reclining seats. 17,000 miles from new and unmarked throughout. £1,245.

1969 PORSCHE 911E. Finished in Ossi blue with white trim. Fitted electric steel sliding roof, Sundym glass, heated rear window. 19,000 miles only and in superb order throughout. £3,195.

1970 RELIANT Scimitar GTE. Finished in Caribbean green, black trim. Fitted overdrive, radio. One owner, 15,000 miles. £1,895.

1968 RELIANT Scimitar GT saloon 3-litre V6. Finished in white, black trim. Overdrive, radio. One owner, 18,000 miles. Must be the nicest available. £1,145.

1970 TRIUMPH Herald 13/60 convertible. Finished in white. One owner, 8,000 miles. As new. £795.



1970 RELIANT Scimitar GTE (similar to above picture). Finished in Mexican red, black trim. Fitted overdrive, radio, heated rear window. £1,895.

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ASTON MARTIN DBS V8, Auto. Finished in Dubonnet, tan trim.

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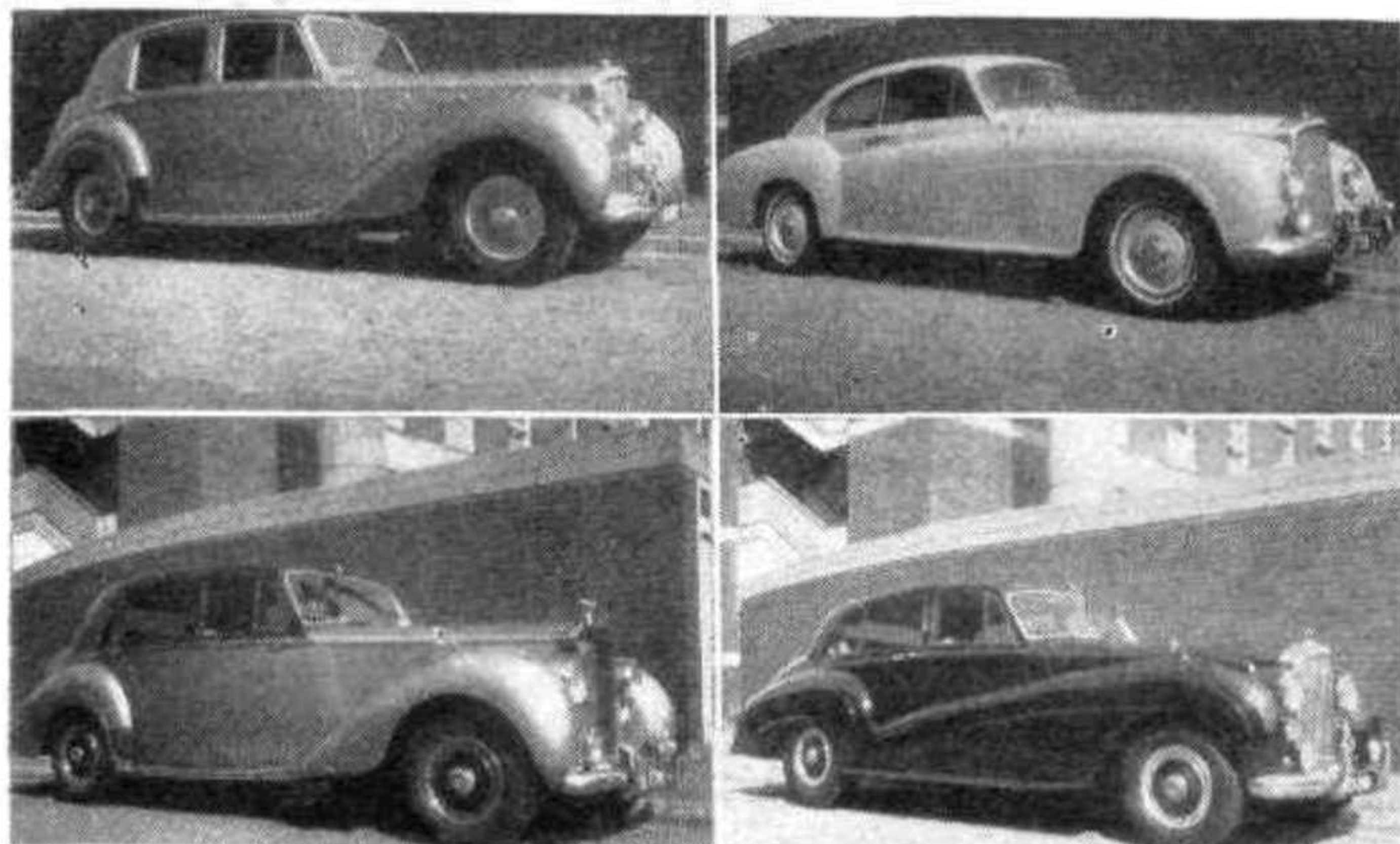


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Also in stock a selection of first class low-mileage sports cars which we have taken in part exchange.

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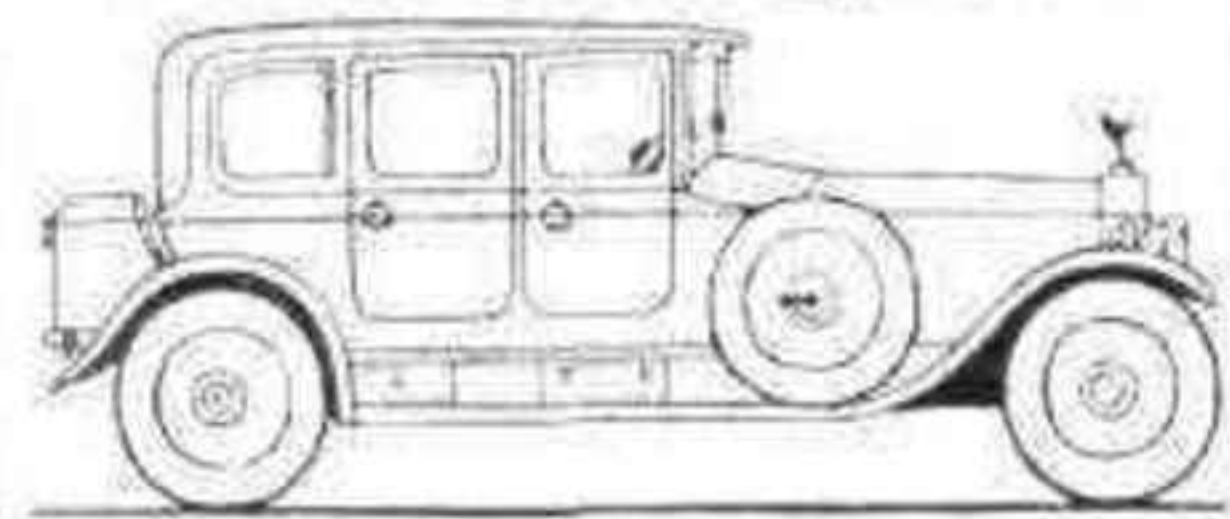
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1930 20/25 ROLLS-ROYCE. Very pretty vintage owner-driver saloon (no partition). More than £1,000 spent recently on its restoration. Price £1,450.



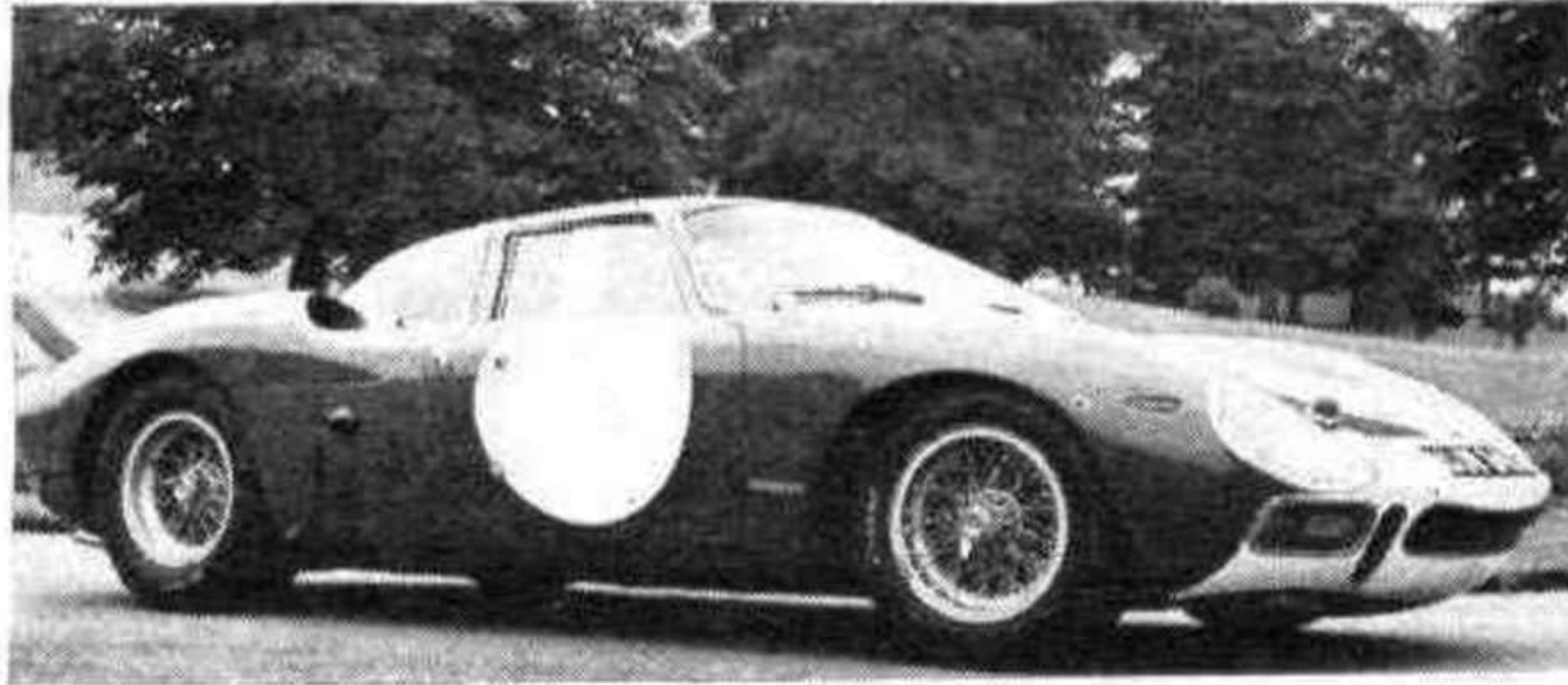
Very unusual and rare H. J. Mulliner aluminium coachbuilt HUMBER sedanca. Basically in good condition. Price £375.

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1966 FERRARI 275 GTB, aluminium body. 12,000 miles from new. One well-known connoisseur owner. Certain *concoirs* winner.

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1930 4 1/2-litre Blower Bentley V.D.P. 4-seater Open Tourer



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1962 DB4 convertible. A superb specimen of this much sought after thoroughbred. Soft-top, factory hard-top and tonneau. Overdrive, new Selectarides, Halda Speed Pilot and radio. 16-in. chrome wire wheels, new oversize R55s and a new high-ratio diff. give truly effortless cruising; 3,000 r.p.m. in o/d, top gives 105 m.p.h. Top end engine overhaul should be finished when this advert appears. Finished in red with dark blue trim. A really beautiful car. £1,275



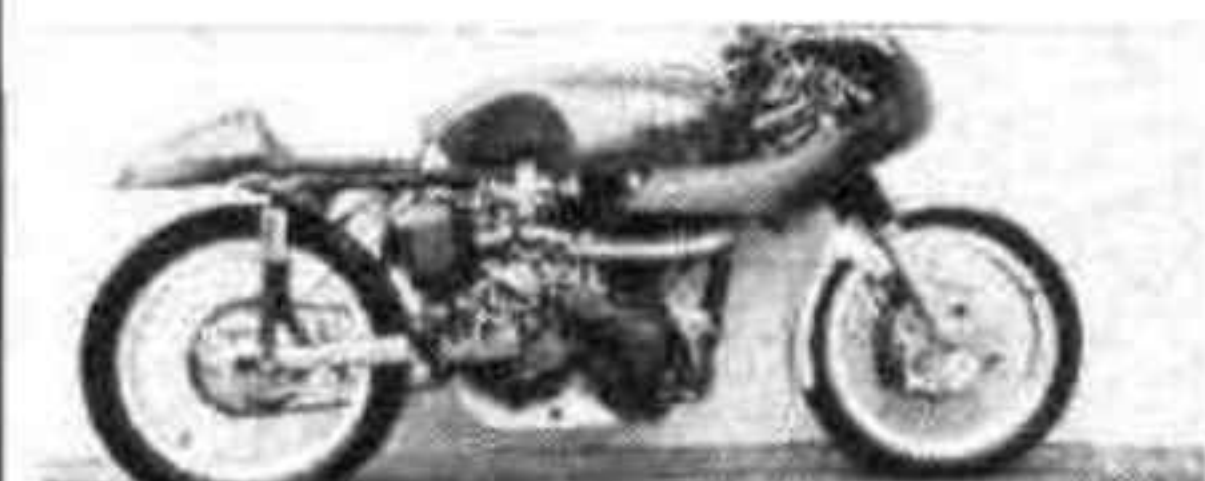
1970 ESCORT 1600 Pirana Sprint. One of the few built by Allards. 125 b.h.p., 0-60 in around 7 sec., 70-90 in 7 sec. Modified suspension, close-ratio gearbox, Boreham exhaust, thermostatic oil cooler, power brakes, etc. Host of extras, some obvious in photo. Cost new £1,500. Tremendous performance, but fully practical road car. 13,000 miles only, with no competitors, but straining at leash. Aquatic jade with black trim, and as new throughout. £975



DB4 ENGINE—not this one but sister. 10,000 miles only. Stripped and being rebuilt as a matter of course, and to ensure 100% condition. Would anyone like this tuned or supercharged? Worn-out engine taken in part exchange. Price according to specification.



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LOOKING FOR someone to love? I am beautiful, forgiving, rewarding and fast. I am a 1968 Viva GT, 29,500 miles; taxed until November. M.O.T. until June; pampered with many presents; Vynide roof; Rostyles; air horns etc. Even a new face in Goodwood Green Starmist. Come up and see me sometime, you can't say no at 1635 o.n.o. Tel.: Pirton (Herts.) 323. (4860)

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HEALEY 3000, Mk. III, 1964; immaculate; mileage 45,000; overdrive; wires. £645, no offers. Roger Shadbolt, 83 Ardingly Drive, Goring, Sussex. Tel.: Worthing 501114. (4863)

ALVIS, TD21, 1959. Saloon; red; manual; wires; new M.O.T., taxed 30th December, 1971. £230 o.n.o. Bramley, Churchover, Rugby, Warwickshire. (4864)

ALFA ROMEO, Giulia Spyder, 1600 c.c., 1964. Celeste blue; new hood; mechanically very good; M.O.T., taxed, some bodywork rust, hence price £355. Tel.: Greatford 423 (Nr. Stamford). (4865)

ALVIS TA14 Saloon, 1949. Rebuilt, re-chromed, resprayed. New wings etc. M.O.T.; see at Liversedge, Sandford Road Motors, Sandford Rd., Balby, Doncaster. Haggle £225 to Hunt, 28 Croft Rd., Balby, Doncaster 0302 853783. (4866)

1968 "G" REGISTRATION, E-type roadster, one owner, fastidiously maintained regardless of cost and finished in opalescent silver grey with light grey interior; chrome wire wheels; Waso steering lock; Motorola; Spax adjustable shockers, and underseals from new. £1,730. Tel.: Slough 21916 (evenings). (4867)

LOTUS SUPER Seven S2/3, 1340-c.c. Rebuilt 1968 to very complete specification. Full weather equipment; many extras; recent bills; genuinely excellent condition. £520. Tel.: 01-769 0185. (4868)

FERRARI 250 GT/E, Pininfarina 2+2; 1961, silver, blue hide; meticulously maintained, cherished, since shown at Motor Show; uninitiated admirers reckon three years old at most; engine rebuilt Maranello 22,000 miles; brakes; overdrive; clutch overhauled; beautiful body; performance startling (twice U.K. speed limit). Many unique features. Full history. £1,750. Dr. Guiliebaud, Royal Bucks Hospital. Tel.: Aylesbury 4411. (4869)

1961 TR3A, M.O.T.; new hood; wire wheels; exhaust; reconditioned engine. £235. Tel.: Coventry 78430. (4870)

ELVA COURIER, Mk. III, 1963. Excellent body/mechanics, new 5½/Js, 6800s; radio; heater; Konis; M.G.-A, 1622. About £300. Tel.: 01-460 0874. (4871)

BENTLEY 3½, 1934. Freestone and Webb sports saloon requires interior and slight body work; mechanically good. Offers. Tel.: Slough 27440. (4872)

1957 (MARCH) Daimler Century saloon with Pre-Selector gearbox, finished in Silver Grey with Red interior, two private owners with recorded mileage 57,560 miles; possibly genuine and M.O.T. test until May, 1972. Near Concours condition. £300 o.n.o. Reeves, The Cottage, Dag Lane, Bozeat. Tel.: Bozeat (Northants) 837. (4873)

1934 RILEY Kestral. Needs slight mechanical adjustments, saloon body. For a quick sale £120. J. G. Mellor, 6 Hampden Rd., Shaw, Lancs. (4874)

IMMACULATE, S.A.H. Triumph 2000, 1965. Full stage IV tune (Triple Webers, 15C h.t.p., C/Vc—20 w.c.), Minutes, Armstrong selenite, H.R.V., Astral; radio; twin Hella; extra instruments; reclining seats; beautiful fast ride, otherwise usual luxury. £600. Tel.: Mercer, Hollyhead 2124. (4875)

ALVIS, TD21, 1962. Park Ward body, wire wheels; auto; radio; etc.; taxed. M.O.T. 1972. £525. 15 Kings Rd., Prestwich. Tel.: 061-773 6780. (4876)

ELAN F.H.C., March 1966. Resprayed yellow; new short engine just run in; KO's; XAS electric windows; blue spot; one year M.O.T., taxed January, v.g.c. all round; genuine reason for sale. £785 o.n.o. Tel.: Bletchley 5672. (4877)

MINI MARCOS, B50 GT, 1969. Arctic white with black interior; excellent condition; many extras. £495. Tel.: Marlow 4495. (4878)

1948 TA14, Alvis concours saloon. Engine reworked; overhauled professionally; coach painted and retrimmed; genuine reason for sale. £450 o.n.o. Tel.: Woodhouse (Sheffield) 2865. (4879)

W.G.-A., 1600 Roadster, 1960. Tax, M.O.T. Restored to as new condition; bodily and mechanically immaculate; everything renewed; finished in Tartan Red. Offers around £390. For details, telephone Waterlooville (Hants.) 53754 (evenings). (4880)

RILEY, 1½, 1952. M.O.T. Mar. 1972. Sale due to bereavement. Green; excellent condition; spares available. £175 o.n.o. Tel.: 031-447 1366 (Edinburgh). (4881)

ALVIS, TD21, saloon, 1959. Completely rebuilt and renovated; chrome wires; twin spots and fogs; finished in midnight blue; immaculate condition. Offers around £670. Scott, 40 Pleckgate Rd., Blackburn. Tel.: 55803. (4882)

FOR SALE—continued

1965 SPRITE, Mk. III, White, one owner from new; 48,000 miles; many extras, taxed and M.O.T. June 1972. £375. Tel.: Ponder, South Elmsall (Yorks.) 2791 (8 p.m. to 5 p.m.). (4883)

HV 3434. Attached to a very tatty BSA 10 hp, 1933 saloon. First reasonable offer to Moseley, Treetops, Tedburn-St.-Mary, Devon. (4884)

1956 FORD Thunderbird, 2/3-seater sports car; hard and soft tops; fitted automatic box; spare manual gearbox with Holroyd shift also spare engine and other parts; L.H.D.; first registered in U.K. 1964. "B" registration. Most impressive bodywork with performance to match. A fantastic crowd puller; photos available; would consider large saloon or estate car in part exchange. A real investment at £360. Tel.: 061-437 7462 for further details. (4885)

LAGONDA 16/80, V.D.P. Tourer; complete and original; mechanically sound but requiring complete restoration. £430. Dawson, Old School, Castlemorton, Malvern, Worcs. (4886)

TRIUMPH GT6, 1968. Valencia blue, overdrive; low mileage; excellent Cinturatos; superb condition throughout, extras. House purchase forces reluctant sale at £750. Tel.: Shrewsbury 53197 after 6 p.m. (4888)

BENTLEY 3½, 1935. Breaking, all parts available; engine seen running; recent bottom overhaul; s.a.e. for list Mr. King, 28 Pyncheon Paddock, Little Hallingbury, Nr. Bishop's Stortford, Herts. (4889)

1912 REX cyclecar; restored. Brighton registration; reasonable offers, Leicester area. Tel.: Defford 2236. (4890)

DAIMLER BARKER, special sports drop-head, 1952. Excellent condition throughout, dark blue; can be seen London. £360. Anthony Richards, Castell Forwyn Hall, Abergavenny (255), Montgomeryshire or telephone 01-748 0182 (evenings). (4891)

ALVIS 25 HP, Crested Eagle, 1938. 4-light limousine, winner of A.O.C. Trophy for best in general use; M.O.T. and taxed. £600 o.n.o. Tel.: Knowle (Warks.) 5267 (evenings). (4892)

ALFA ROMEO, Giulia T1, 1964. Green/Tan; excellent throughout; radio; bells; manual. £350. Burridge, 9 Rock Close, Brislington, Bristol, BS4 4LN. (4893)

1952 JOWETT Javelin in superb condition throughout; Golden Sand; extensively renovated and overhauled. Bargain £295. For further details telephone Manningtree 2178 or write Mistley House, Mistley, Essex. (4894)

GILBERN, 1963. M.G.-B virtues without the rust. Around £450. Tel.: Chipping Sodbury 312295 after September 6th. (4895)

MORGAN, 4/4 Competition, 1966. Immaculate red paintwork and black interior; wire wheels and heater; very recent new GT engine. Regretful reasons for sale, impending marriage and house purchase. £825 o.n.o. Tel.: 01-551 6822. (4896)

COOPER, White/Black; "G" registration; body and mechanics excellent and well cared for; new tyres; seriously worth seeing. £565 o.n.o. Tel.: Dorking 730396 or 01-834 9791. (4897)

ENTHUSIAST OWNED, M.G. YB, 1953. Excellent condition; 9,000 miles since engine overhaul; sun roof; workshop manual. M.O.T. April, £200 o.n.o. Tel.: Uxminster 24229 after 4th September. (4898)

M.G.-B., 1969. "H" registration; primrose; wire wheels; overdrive; folding hood; Trico steering lock; underseal; 11,600 miles only. £1,625. Tel.: 01-950 1662. (4899)

AUSTIN HEALEY, 3000, 1960. 2+2; new hood; shockers and Cinturatos; engine good; body fair; M.O.T. £275. Tel.: Oxted (Surrey) 4331. (4900)

M.G.-C. ROADSTER, 1968. Mineral blue; overdrive; w/wheels; radio; many other extras; 35,000 miles; engineer maintained; new clutch nearly new Cinturatos excellent condition. £765. Tel.: 061-766 7168 (evenings or weekends). (4901)

M.G.-C. GT, 1968. One owner wire wheels; radio; nearly new SP41 tyres; superbly personalised in aubergine with bronze roof. Must be seen. Exchange considered. £945. Tel.: Accot 24501. (4902)

1955 AUSTIN HEALEY, 100/4, BNI; wire/wheels; excellent bodily and mechanically; long M.O.T. £200 o.n.o. Tel.: Sheffield 367496. (4903)

VIVA GT, "H" registration; 14,000 miles. Taxed to July 1972. £815. Tel.: Bitchworth (Surrey) 3103. (4904)

1929 JOWETT Saloon. Pleasant family car in nice condition. £600. Full details: Box 2945. (4905)

M.G.-B GT, "G" registration; mineral blue/black; overdrive; wire wheels; Motorola; B-track stereo; one careful owner; excellent condition; 38,000 miles. 1995. Box 2946. (4906)

AUSTIN HEALEY 3000, Mk. III, Fitted Donald Healey hard-top; white; Nov. 1964; wire wheels; overdrive; radio; soft-top; tonneau; five new SP sports; long tax and M.O.T. Body and mechanics in superb condition. Very smart and "all up together". £775 o.n.o. Box 2947. (4907)

MORRIS 10/4. Two-seater with dicky seat, driven for thirty years by the same chauffeur and maintained regardless of cost by previous titled owner, unique amongst cars of this vintage. £450. Box 2949. (4909)

FERRARI SUPERFAST; right-hand drive; concessionaire; maintained throughout. Superb condition £4,150 o.n.o. Box 2950 or telephone Miss Fernandez 01-629 8866. (4910)

1926 ROLLS ROYCE, 40/50 h.p. Phantom 7-seater, enclosed drive limousine (no division); stored 14 years. Full particulars Box 2951. (4911)

FOR SALE—continued

PEUGEOT 404, KF2, dark green; excellent condition, 37,000 miles. £500. Tel.: Aldershot 24337 (evenings). (4912)

XK 140, F.H.C., 1954. "C" type engine overhauled; body rebuilt and resprayed B.R.G.; overdrive; discs; w/w; radio. £475. Rowland, 42 St. Margarets Rd., Swindon, Wilts. (4913)

PORSCHE, 1965 model, 356 S.C. Slate grey; Blaupunkt radio; full history; not many better examples than this. Come and see for yourself. 1995 will haggle. Tel.: Birmingham 021-354 7130 (evenings, w/ends). (4914)

H.R.G. 1500, 1948. Very good original condition throughout; present owner four years, over which period professional rewire and engine rebuild; genuine reason for sale. 1975. Tel.: Dunsford (Surrey) 397. (4915)

MORRIS 10/4, 1947. Sound body; excellent engine; M.O.T. £95 o.n.o. Tel.: Edmonton 01-807 4459. (4916)

XK 150S, 1960. Chrome wheels, 5 new tyres; fixed head; excellent condition. £795 o.n.o. Tel.: Worthing 65739. (4917)

XK 120 ROADSTER, 1954. B.R.G.; new clutch, sills and floor; good original condition; 12 months M.O.T. £625. Tel.: Rochdale 70281. (4918)

ALFA ROMEO, Giulia T1, 1965. Dark blue; very good condition; engine recently completely overhauled; all new bearings. Very good Cinturato tyres; new battery. £435. Tel.: Hursley Point (Sussex) 2444 (day), 3662 (evening). (4919)

2+2 E-TYPE, 1967. Rcd, c/w/w; radio; 48,000; sound car; quick sale. £1,150. Tel.: Dunstable 61480. (4920)

LOTUS ELAN S4, White, drophead "J" registration; 10,000 miles carefully used; excellent condition. £1,285 PX poss. Tel.: 01-788 7663 (evenings, weekends). (4921)

M.G.-B GT, 1967. B.R.G.; overdrive; Rostyle wheels; radio; reclining seats. £820. Griffin, 30 Beaumont Rd., Headington, Oxford. Tel.: Oxford 62895 (day). (4922)

1928 VAUXHALL 20/60, Open Tourer; Restoration recently completed for part in famous film; immaculate and very original. Offers. Stokes, Hintonham Hall, Ipswich. Tel.: Hintonham 285. (4923)

RILEY 1931, M.O.T., taxed; protected by new hood/tonneau; propelled by rebuilt engine; four almost new tyres; spares. Special Nine Tourer. £225. Tel.: 051-608 1743 (6 to 8 p.m.). (4924)

M.G.-C GT, 1969. "H". Superb; primrose with black interior; overdrive; 27 m.p.h. per 1000 r.p.m. H.R.W.; rear wiper; Cibie Q1 spots; Q Hal. heads; 13in. leather rim; 15in. Miralites; radio; stereo tape player; reclining seats; 22,000 miles. £1,225. Tel.: Warton Bank 485. (4925)

AUSTIN HEALEY 3000, Mk. III, 1964. White; rare Abingdon works prepared; very impressively fast; third car, moving house, must sell quickly. Only £525. Tel.: New Milton 611102. (4926)

'65 II MIDGET, Red; new hood; h/top; tonneau; radio; spots; 5 good SP's; v.g.c.; 10 months M.O.T., taxed. £375. Tel.: Garston (Herts.) 72546. (4927)

ALVIS, Speed Twenty, SB, Vanden Plas; two-door, body structure in ash under construction on customers car; will repeat at low cost; fast delivery commencing September. Enquiries invited. Tel.: 01-683 8404. (4928)

ROVER low-line saloon, 1948. Meticulously maintained by 1 owner for 22 years; original beautiful bodywork with factory rebuilt "75" engine, original Rover radio and new clutch; overhauled brakes and steering. £285. Tel.: 01-603 2176. (4929)

M.G. PB, 1935. 2-seater Sports; unused since expensive rebuild, original o.h.c. engine rechromed, etc. Body and mechanics all in excellent and original condition. Offers: Green, 7 Polden Close, Howlitch, Peterlee, Co. Durham. (4930)

M.G. MIDGET, 1969. Blue; tonneau; radio; boot rack; excellent condition and a bargain at the price of £695. Tel.: 01-937 2937 (evenings) or 02-305 2245 (weekends). (4931)

ALFA 1300 GT Coupé, 1969. Superb in white; radio; electric aerial; spot and fog; new Webasto roof; 5-speed box, 23,000 miles and just serviced; wife's car and being replaced with 1750. £1,295 for quick private sale. Contact after 10th September, telephone Wraybury 2766 (near Staines). (4932)

M.G. MIDGET, "H" registration; real good condition; extras; emigration forces sale. £600. Tel.: Kimpton (Herts.) 606. (4933)

LOTUS ELITE, series II. ZF box; Webers; stage 3; excellent condition. Offers around £670. E. B. Finby. Tel.: Rochdale 44166 (day), Alderley Edge 4269 (night). (4936)

ASTON MARTIN, DB4. Superleggera, drop-head Coupé, 1962. Silver grey, ivory hide interior; exceptionally attractive car by any standard; AA inspection invited; wire wheels; Motorola radio; M.O.T. £775. Interesting car might be taken in part exchange. Tel.: 01-960 1550 (London, W.10). (4937)

MORGAN, Four-Four, 1951. B.R.G.; very good looking; fast; M.O.T. £345. Tel.: 01-960 1550 (London, W.10). (4938)

FORD CAPRI, 1963. GT. This low mileage car is in specimen condition; a vast amount of money has been spent on it to include new suspension, steering column, replacement engine radiator, clutch and gearbox. Fixed Webasto roof. £350. Porsche 326C in well above usual condition for year. A very fine well maintained car. £745. 60 Gunnersbury Ave., W.5. Tel.: 01-492 6488 (evenings). (4935)

FOR SALE—continued

AUSTIN HEALEY Sprite, Mk. IV, 1967. Wire wheels, tonneau extras; taxed; very good condition. Tel.: Guildford 75401. (4939)

M.G. TF, 1954, 1,250 c.c. Red with black tonneau; minor attention required. Best offer over £350. Tapper, Kenyhill, Land-score, Teignmouth. Tel.: 4670 (after 9.30 p.m.). (4940)

ALFA GTC convertible, 1966. Rare four-seater; Alfa red; desirable much-admired vehicle. Realistic price. £795. Part-exchange considered. Tel.: Walton-on-Thames 29405. (4941)

AUSTIN HEALEY 3000 Mk. III, 1965, in British Racing Green. Wire wheels, overdrive, radio; tax, M.O.T.; owned and maintained by engineer. Tel.: Andover 5537 (evenings). (4942)

T.V.R. VIXEN S2, 1969. Bahama/Sahara yellow. Alloy wheels; one owner; 22,000 miles; exceptionally good condition. 1960 o.n.o. 27 St. Stephens Rd., Cold Norton (on B1012), Essex. Tel.: Purleigh 412. (4943)

ASTON MARTIN DB2/4 2.6, 1953. M.O.T. Expanded family forces sale; consider exchange Mini Estate. £350 o.n.o. Tel.: Selindge (Kent) 229. (4944)

SUNBEAM ALPINE, Mk. V, 1967. Midnight blue. Hard/soft-tops; v.g.c.; 35,000 miles; £600 or exchange for 1967/1968 2+2 Elzn, plus up to £500 cash difference. Tel.: Farnborough (Hants.) 46236 (evenings) or 44451, extension 238 (days). (4945)

LOTUS 7 S4. Competition prize; unique; registered April, 1971; 1,600 c.c. Holbay; only 4,000 miles; metal flake finish; hard/soft-tops, roll bar, alloy wheels. For more details telephone 061-764 1374 (after 6 p.m.). (4946)

M.G. TA, 1938. Completely restored at considerable time and expense; receipts for over £500; M.O.T. 1972; 15 in. and 19 in. wire wheel options, leather bucket seats, engine reconditioned under 2,000 miles. Serious offers over £550. Tel.: Biggin Hill 2657. (4947)

PORSCHE beach buggy, 1,600 c.c., 1970. New tyres; taxed; needs engine tune. £500 o.n.o. Pike, Tel.: 01-997 3600 (Ealing) (after 6 p.m.). (4948)

XK150S F.H.C., 1960. Red; gray interior; 3.8-litre, overdrive; wire wheels; radio; £525. Jonathan Myer. Tel.: 01-735 8191 (office), 01-435 1536 (home). (4949)

ROLLS-ROYCE, 1933. Sedan de ville 20/25 by Hooper (1930's conversion from limousine), excellent deep maroon coachwork "D" back with trunk; first-class mechanics; always starts at first touch; recently retrimmed. £1,250 o.n.o. tel.: 01-723 5726 (Paddington) or Selsey 2250 (at weekends). (4950)

HEALEY 3000 Mk II BJ7 2+2 convertible, wind-up windows. Red, red interior; wire wheels; overdrive; seat belt, radio, fogs, badge bar, luggage grid, new R55, exhaust, battery, brake re-line, maker's oil pressure. £475. Sincok, Pond Farm, Sonning Common, Reading. Tel.: Kidmore End 226. (4951)

DAIMLER CENTURY. Wonderful condition; tax and M.O.T. Bargain, £150. Tel.: Burntwood 6764. (4952)

T.V.R. GRANTURA, Series II. White with black trim; beautiful car, £295. Tel.: Lye (Worcs.) 3640. (4953)

1968 ALFA ROMEO 1750. This fabulous four-door saloon, giving sensational performance, handling and economy, is finished in Italian red with black trim; Blaupunkt radio, belts, underseal, 38,000 miles and regularly serviced; fitted new clutch and exhaust; taxed Jan. £1,160. Private sale but consider cheaper runabout in exchange. Tel.: 01-764 2073/01-672 4979. (4954)

MINI-MARCOS, 90 per cent. complete. Cooper S race tuned engine; part assembled. S disc brakes, Mamba wheels, R7 tyres, Koni shock-absorbers. Offers. Write: D. L. Tyler, Three Tuns Hotel, High St., Sutton Coldfield. (4955)

1935 B.S.A. Scout sports. Reliable runner, many spares. £150 o.n.o. Tel.: 051-336 2501 (Cheshire). (4956)

M.G. "M"-TYPE. Complete, original, dismantled for rebuild; most components good. Offers. 28 Cringle Drive, Cheadle, Cheshire. (4957)

M.G.-A 1500 roadster. Red. Gold Seal engine; 14,000 miles; bodywork very good; many new parts. £240. Rothon, Tel.: Byfleet 45536 (9.5.30). View Wimbledon. (4958)

TR4A, 1967E. Royal blue/black. Overdrive, wires, Pirallis, power brakes, five push-button radio, security lock, electric fan and aerial, reversing lights, luggage rack, wood rim wheel, tonneau, rear seat, workshop manual. M.O.T. March, 1972. £750. Booth, 19 Steils, Coed Eva, Cwmbran, Mon NP4 4TR. Tel.: 5062. (4959)

1964 LOTUS Cortina. Stork forces sale of my immaculate Lotus. Engine bored out to 1600 and rebuilt 600 miles ago; extras include CPL2 cam, competition front suspension, Armstrong adjustables (rear), leaf springs, 1965-type grill, laminated screen, aluminium doors, bonnet and boot, Cints. as new. Offers over £400. J. Ord. Tel.: Richmond (Yorks.) 2312 (office hours). (4960)

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1964 REG, 1967, Chevrolet Corvair; very good condition; original radio; reg. KBW 752E. £350. Tel.: Bristol 558475. (4962)

ASTON MARTIN DB2/4 Mk. II, 1957. Good mechanics and body. £425 o.n.o. Tel.: Riseley (Bedfordshire) 271. (4963)

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1970 (Nov. 'J') LOTUS Elan S4, S/E, d.h.c., white; one owner; expensive radio, servo. Quite unmarked..... £1,365



1968 M.G.-B GT, primrose/black, wire wheels, leather wheel, heater; two owners. History known by us £925

1968 (Nov.) M.G.-C GT, red/black, wire wheels, radio; one owner, nice condition..... £845



1967 TRIUMPH TR4A, Valencia blue/black, overdrive, wire wheels, Cints., Surrey hard- and soft-top. Two owners only. Recorded mileage 38,085. A beautiful car..... £845

1968 TRIUMPH TR5, dark blue/black, overdrive, radio, twin spots. Two owners (one since 5,000 miles). Very well cared for..... £965

1967 (Nov.) ASTON MARTIN DB6, mink/red hide, automatic, power steering, chrome wire wheels, electric windows, Sundym glass, radio/electric aerial; recorded mileage 45,187; impeccably maintained £2,245

1962 AUSTIN HEALEY 3000 Mk. II, blue, o/d. £345

1970 AUSTIN Mini 1275 GT, bronze yellow... £765

1963 (August) BENTLEY S3 (twin headlamps) saloon, green/beige hide, automatic, power steering radio; luxurious appointments, four new tyres just fitted. Not many in this condition at..... £2,350

1968 DAIMLER Sovereign, maroon/beige, P.A.S., heated rear window, radio; beautifully kept by one owner..... £1,245

1969 FORD Capri 2000 GT, XLR Spec. One owner, 15,712 miles. White/black bonnet, Mich. 'X', fog spot, reclining seats, sports wheels..... £995

1968 FORD 1600E, silver fox/black reclining seats, fog/spot in rather nice condition..... £745

1970 GINETTA G15, white/black, one doctor owner confirmed mileage 8,220; sun-roof, Cints., discs, oil-cooler..... £825

1967 HONDA 'S' 800 l.h. coupe, silver grey radio, heater..... £425

1966 JAGUAR 3.4 'S'-Type, grey, overdrive, radio, heater, RS5s, reclining seats; beautiful (garage kept)..... £795

1965 JAGUAR 3.8 'S'-Type, green/green, overdrive, power steering, reclining seats, radio, h.r.w.... £645

1960 JAGUAR XK150 3.8 'S'-Type f.h.c., Cotswold blue, overdrive, wire wheels, Cints., discs all round, rack. £354 spent Sept. 1970 including engine rebuild at Jaguar's (£175). Mileage since approx. 5,000 £895

1960 JAGUAR XK150 'S'-Type 3.8-litre f.h.c., green, wires, rack, overdrive, radio, fog/spot; super condition..... £845

1958 JAGUAR XK150 f.h.c., Cotswold blue, wire wheels, discs all round, overdrive; two owners only, first one until 1967, confirmed mileage not more than 62,000. Outstanding condition, once sold almost impossible to replace..... £895

1970 (August) LOTUS Elan S4, S/E, f.h.c., white/black, radio, "hot" window; one owner, confirmed mileage 14,123; absolute showpiece..... £1,365

1970 LOTUS Europa, red, radio, heater; recorded mileage 16,387..... £1,175

1967 LOTUS Elan S3, S/E, d.h.c., white/black, radio, servo, knock-ons, new hood; two owners only, nice condition..... £875

1971 (Aug. 'K') M.G.-B roadster, 32 miles. Teal blue. Overdrive, servo brakes, head-rests, tonneau cover, seat belts, radial tyres. Maker's Warranty... £1,345

1971 (Aug. 'K') M.G.-B roadster, 43 miles. Blaze. Overdrive, servo brakes, tonneau cover, seat belts, radial tyres. Maker's Warranty..... £1,345

1971 (May 20th) M.G.-B GT, racing green/autumn leaf, o/d., heated rear window, Cinturatos; 715 miles only..... £1,445

1970 M.G.-B, primrose, overdrive, wire wheels, radio; one local owner; very well cared for..... £1,125

1969 M.G.-C GT, blue/black, one owner; overdrive, wire wheels, servo, reclining seats, radio and slot stereo SP68s; "hot" rear window..... £1,065

1969-68 Model M.G. Midget, B.R.G., one owner; wire wheels, tonneau cover, twin spots; recorded mileage 22,525..... £595

1968 'G' M.G.-B GT, black/red, radio, leather wheel, flasher, SP68s, Waso lock; one owner..... £945

1967 M.G.-B GT, grey/red trim, wire wheels, radio; a well cared for car..... £895

1966 M.G.-B roadster, B.R.G., o/d, drive, wire wheels, radio; tonneau cover, wood-rim wheel..... £665

1966 M.G.-B GT, black/red, overdrive, wire wheels, radio. Sold by and maintained by us for the last owner..... £845

1960 M.G.-A Twin Cam f.h.c., white/red, radio, heater, fog/spot, centre-lock wheels, discs all round, original..... £395

1960 M.G.-A roadster, G800s on 5½J wire wheels, radio, heater twin spots, luggage rack, tonneau cover..... £345

1960 PORSCHE Super 75 coupe, Monza red, radio; owned by enthusiast, in outstanding condition £595

1967 (Nov.) ROVER 2000 TC, white, two owners; radio, heater, twin spots; recorded mileage 41,270 (sold and serviced by us for the last 15 months) £865

1968 SUNBEAM Alpine Mk. 5 GT, holly green, servo, o/d.; one owner..... £745

1965 SUNBEAM Tiger, one owner; hard- and soft-top; dark blue..... £575

1965 SUNBEAM Alpine, white, hard- and soft-top, o/d, drive, wire wheels, radio, heater, tonneau cover £445

1971 TRIUMPH Spitfire Mk. IV, white/black, Cosmic wheels, XAS tyres, radio; one owner..... £925

1970 TRIUMPH Spitfire Mk. III, blue/beige; one lady owner, 4,820 miles only..... £845

1969 TRIUMPH TR6, damson, beige trim; one owner; o/d, drive, wire wheels, radio, heater, twin spots. Beautiful condition..... £1,245

1969 TRIUMPH TR6, red, one owner; o/d, drive; hard- and soft-top, radio, heater. Nice condition... £1,225

1969 TRIUMPH Spitfire Mk. IV, laurel green/black hard- and soft-tops. In most exceptional condition..... £695

1962 VOLVO P1800 sports coupe, Bahama yellow, o/d, drive, heater..... £575

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AUSTIN HEALEY 3000 Mk. II 2+2; wind-up windows; £250 spent, including engine reconditioned, balanced, brakes, suspension renewed, sprayed anbergreen, wires with Cints, and ZXs, belts, Kenlowe, etc. £450 o.n.c. Tel.: Reading 478188. (5128)

HEALEY 3000 Mk. III, 1964. New hood, suspension, head, rings, shells, exhaust, etc., q.i. headlamps, spots, radio; M.o.T.; tax; spare stripped engine, overdrive box, clutch. £650. Precious. Tel.: Worthing 39900 (217). (5129)

ASTON MARTIN DB5. All usual refinements; £450 overhaul recently completed; magnificent condition throughout. £1,550 or will consider Bentley in part-exchange. Tel.: 061-439 1896 061-483 6256 (day). (5130)

LOTUS ELITE, 1962. Excellent condition throughout; recent overhaul engine, rear suspension. Sensible offers. Ley. Tel.: Newport (Mon.) 66980. (5131)

1939 HUMBER Super Snipe. Body needs work; very good engine; taxed Sept., M.o.T. June, 1972; stored Glos. Must go, hence £60 c.v.n.o. Tel.: Aycliffe (Co. Durham) 2818. (5132)

DAIMLER SP250. Registered June 22nd, 1964; two owners, present owner from 12,000 miles; meticulously maintained and serviced; first-class condition; recently re-sprayed; brand-new tyres, wire wheels, radio, tonneau cover; M.o.T. Aug. 1980 or any serious offer. Write: F. J. Jeggo, The Ship Hotel, New Romney, Kent, or telephone New Romney 2303. (5133)

SPITFIRE MK. II. New soft-top £15 and tonneau cover £5. 36 Grazebrook Rd., Dudley, Worcs. (5134)

M.G.-B GT, 1967. B.R.G. Excellent condition; taxed, M.o.T.; radio, £840. Tel.: Slough 42138. (5135)

2 LITRE VITESSE convertible, 1968; 48,000 miles, v.g.c. £635; Gardner. Tel.: Berkhamstead 3715. (5136)

T.V.R. VIXEN, 1968. White. Wire wheels, Sundym window. First offer over £800 accepted. Tel.: Hurstpierpoint 3657. (5137)

GULLWING MERCEDES 300SL. Beautiful condition. White with red leather. £3,000. 3 Burton Walks, Loughborough. Tel.: Woodhouse Eaves 257. (5138)

B.S.A. SCOUT parts. Unused radiator, steering box, half-shafts, oil pump, U-J, unused differential worm. £20 o.n.c. the lot. Tel.: 021-705 0223. (5139)

1960 XK150 d.h.c. Carmen red. New steering joints, Konis, Springs, offset wheels, flared arches, Warren Pearce, triple carbs., "D" cams, large front brakes, stainless silencers, batteries. 56,000 miles. Many other extras; immaculate. £1,000. Nightingale, 28 White's Rd., Cleethorpes, Lincs. (5140)

TRIUMPH SPITFIRE, Feb., 1970. Red. Wire wheels, radio, £775. Halstead. Tel.: Newport Pagnell 610256 (day); 3 London Rd., Roade, Northants. (5141)

RILEY R.M.F. (2½-litre), 1953. 94,000 miles; engine rebuilt by Riley expert 9,000 miles ago; brakes just overhauled, new exhaust; excellent mechanical order; M.o.T. May, 1972, licenced Jan., 1972. Connaught green, red leather, Reutter reclining seats, wireless, several valuable spares, rev-counter, etc. View London or Tunbridge Wells before Sept. 9th or after Sept. 23rd. £245 o.n.c. Tel.: 0892 27949 or 01-242 6551 (office). (5142)

VINTAGE BENTLEY, 1934. Park Ward sports saloon; good tyres and chassis; runs well; starts on the button. £465 o.n.c. Consider exchange. Tel.: 579 3538 (London). (5143)

ROLLS-ROYCE, 1939. Wraith limousine by Hooper. Electric division and occasional; original and sound condition throughout; well maintained and still in use. £1,000 o.n.c. Collins, 50 Wellington Rd., Bilston, Staffs. Tel.: 41443. (5144)

PACE PLUS space. My 1966 GT Cortina Estate car now available. Recent reconditioned engine and gearbox, plus over £50 worth of sensible extras; bills available; good 6800s on 5½J rims; taxed, long M.o.T. First offer of £450 secures this uncommon model. Tel.: Thetford 4567, extension 48 (9-5) or call evenings/weekend at 10 Kerridges, East Harling, Norfolk. (5145)

ALFA ROMEO Giulia T.I., 1964. Dark blue. Radio, Cinturatos, M.o.T.; very good condition. £330 or offers. Tel.: Leigh Sinton (Worcs.) 724. (5146)

M.G.-C GT, 1968. Red, black trim, overdrive, sun-roof, h.r.w., radio, wires, leather wheel; exceptional condition. £975 o.n.c. 67 Belwell Lane, Four Oaks, Sutton Coldfield. Tel.: 021-236 5188 (business), 021-308 1238 (home). (5147)

THOROUGHbred SUNBEAM Alpine Special, 1954, of type used in Alpine Rally. Must go. Immaculate condition. Offers over £300. Robinson, 94 Vauxhall Drive, Woodley, Reading. (5148)

TRIUMPH GT6, "F" registration. Overdrive; 30,000 miles; immaculate condition. £715 c.v.n.o. Tel.: Stoke-on-Trent 29073. (5149)

BENTLEY MK. VI, 1951. Saloon. Sand/mink; very good condition throughout; tools, handbook, M.o.T., etc. £425 c.v.n.o. Tel.: Cobham (Surrey) 5222. (5150)

ROLLS-ROYCE, 1933. Wraith Estate car, original Park Ward body. £1,250. Tel.: 01-950 2163. (5151)

SPRITE MK. I. Last 18 months renewed, f/shockers, exhaust, battery, clutch, G-cl Seal engine, new G860, tidy body, leather wheel. £190 o.n.c. Tel.: Onbury (Ludlow) 288. (5152)

JAGUAR "E"-TYPE f.h.c., 1969. Shell grey, Sundym glass; 8,800 miles; c.w.w., h.r.w., Motorola. £1,950. Tel.: 07012-4271 (weekends). (5153)

FOR SALE—continued

LOTUS ELAN S2, 1965. drcphead, 5/E engine, c.r. gearbox—both rebuilt 22,000 miles ago—radio; taxed; excellent condition throughout. Best offer secures. £700. Sugar. Tel.: Princes Risborough 4983 (home) or High Wycombe 21124 (office). (5152)

ARMSTRONG SIDDELEY Whiteley, 1951/1952. Completely overhauled; new valves, carburettor, starter, brakes, exhaust, new tyres, retrimmed; concours condition. Offers, exchanges around £210. Tel.: 01-546 1361. (5153)

BENTLEY, 1956. S1. Immaculate condition. Charcoal and grey with red leather, new tyres. Not to be confused with usual rough examples at this price. £975. Sturgeon, 7 Longlands, Worthing, Sussex. Tel.: Worthing 201937. (5154)

1960 MERCEDES-BENZ 220 sec. convertible, registration number 8970 HX, in white with hood and red leather interior, reconditioned engine, five new X tyres, fresh M.o.T., radio and low bar. Offers for this rare and appreciating Merc. are invited. Part-exchange possible. John Hamilton, 7 Maryfield Rd., Broughty Ferry, Dundee. Tel.: Dundee 78793. (5157)

1933 AUSTIN 10. Rare four-door open touring in excellent original condition. Offers: 10 Caeddyln Rd., Whitchurch, Cardiff. Tel.: Cardiff 33807 (9-1 p.m.). (5158)

M.G. J2 Midget, 1933. Concours winner; immaculate condition throughout; completely rebuilt over four years. Offers. Tel.: 0482 642092. (5159)

SUNBEAM ALPINE GT Mk. V, 1967. Immaculate dark blue, black trim, detachable hard-top, power brakes, alternator, full instruments, radial tyres. M.o.T. July, 1972; taxed May, 1972; £700. 11 Llanrwst Rd., Colwyn Bay. Tel.: 31151. (5160)

JAGUAR 2.4-LITRE Mk. II, 1967. White with black interior; fitted with overdrive, heated rear window, radio; genuine 25,000 miles from new; condition immaculate. Must be one of the finest available. Has to be seen. Sum £900. Tel.: Stonesfield (Oxfordshire) 265. (5161)

1969 FIAT 124 coupé. Immaculate five-speed gearbox, radio; yellow with black interior. £1,225. Tel.: Bentham (Lancaster) 576 (after 6.30 p.m.). (5162)

TR4, 1962. Orange paintwork; wire wheels, Cinturatos, body and mechanics recently overhauled, recent wings, silks, hood, tonneau, battery, many spares; long tax, M.o.T. Tel.: Spofforth (Yorks.) 621. (5163)

PARAMOUNT SPORTS car. New chassis, Ford engine and gearbox, aluminium body, requires finishing. £175 o.n.c. 1935 Morris 8 two-door touring, complete but needs renovation. £40. Tel.: Preston 719762 (after 6 p.m.). (5164)

BOND EQUIPE GT45, 1966 (July). Owing to unavailability mix-up this car is again offered for sale. Golden sand, black trim, Rostyle wheels, X tyres, silent travel; original 13,000 miles; lady owned. Sorry, must be £450 o.v.n.o. Please write: Davenport, 20 Stephenson Place, Holmeigate, Clay Cross, Chesterfield, for arrangement to view this unique vehicle. Any distance travelled without obligation to meet genuine interested potential buyer. (5165)

LOTUS SUPER Seven with 1500 Cosworth, c.r. gearbox, twin 40 DCOEs, etc. Superb condition. £600 o.n.c. Tel.: Forfar 2231. (5166)

ALFA ROMEO 1600 Giulia Spider, 1964. White with red interior; 58,000 miles. M.o.T., radio, tonneau, Cinturatos. Elegant five-gear sports car but not enough space. £375. Tel.: Berkeley 502 (evenings). (5167)

LOTUS SEVEN S.2. "H" registered. Cosworth motor, recent respray and new weather equipment, stiffened axle, air horns, oil cooler; used as second car. Ban forces sale. £520 o.n.c. Tel.: Dronfield 5633 (evenings, weekends). Sheffield area, three miles M1. (5168)

TR3A. Resplendent after one year's painstaking renovation; resprayed to original colour blue; reupholstered and carpeted throughout; all suspension/steering rebuilt; new gearbox, hood, hard-top, Avanti steering wheel, Mixo horns, etc. Beautiful example of the marque. £480 o.n.c. Tel.: Barnsley 81226 (6-8 p.m.). (5169)

TR5 P.1, 1968. Overdrive, wire wheels, Motorola, spots; 31,000 miles; undersealed, superb condition; private sale. £975. Hunt. Tel.: 387 9751 (Jalington) (office). (5170)

M.G.-C GT automatic. Wires, h.r.w., radio; 22,000 miles. Haggle around £1,075. Ex-Gauntlet guaranteed car. Peter Percival, Tel.: Thornby 5123. (5171)

M.G.-B GT, 1966. 46,000. Sun-roof, overdrive; other extras; excellent condition; white, red interior. £775. Tel.: Colford (Glos.) 2143. (5172)

TR6 ONE owner, excellent condition; overdrive, tonneau. £1,325. Tel.: Bristol 681321. (5174)

JAGUAR 3.8S, 1966. Dark blue, grey interior; radio, overdrive, p.a.s., h.r.w., new clutch recently, new radials, exhaust, fuel tank; maintained in exceptional condition; M.o.T. and tax to Oct. 1965 o.n.c. Tel.: Bradford 677548. (5175)

"K" REGISTRATION Peerless GT, V6 powered. This immaculate fibre-glass 2+2 has covered under 1,000 miles since completion; fitted overdrive; q.i. lamps, Kenlowe, Konis. £650 Taylor, 1 Wernham Lane, Cheseridge, Compton, Newbury, Berks. (5176)

BEAUTIFUL VINTAGE (Royal Mews Model) Daimler, 1936. Straight Eight limousine, completely original, concours condition. Lonsdale yellow and black. Probably the only one of its marque. Offers over £1,150 to: 61 Liverpool Rd., Chester. Tel.: Chester 47011. (5182)

BENTLEY SI SERIES

Finished in shell grey with champagne interior. Fitted radio, automatic transmission, etc. This vehicle definitely must be seen at only £1,125.

1968 (July) TRIUMPH GT6, finished in dark blue with blue interior; extras. £750.

1968 ROVER 3500, auto., radio. White with beige int. £1,295.

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FOR SALE—continued

1946 M.G. TC. Extensively rebuilt over past three years (bills); a good example. £525 o.n.c. Tel.: Upwey (Weymouth) 2501.

M.G. TF 1250. Magnificent example in pearl grey. Fog, spot, heater, walnut dash, woodrim wheel, new hood and carpets; extensively overhauled with host of new parts, including carbs., clutch, pistons, main bearings, big-ends, front shockers, battery; used as second car for past 2½ years and never allowed out in inclement weather; M.o.T. till June, 1972; full history. £675. Board Tel.: Grimsby 59161, extension 216 (work) or Cleethorpes 62389 (evenings). (5178)

ALFA 2600 Sprint, 1964. Ruddspeed special engine with high-lift camshafts, three DCOE twin-choke Webers, etc., and chassis modifications 1967. Greenly, Tilly Court, Kingston, Herefordshire. Tel.: Kingston 472. (5179)

JAGUAR XK140 f.h.c. for sale; 3,800 c.c. with "C"-type head and overdrive; good condition. £550. Tel.: Woking 65226. (5180)

PORSCHE 356C with super 1,600SC engine; 1963, registered 1971; l.h.d.; M.o.T.; taxed; beautiful condition, mechanically sound. £475. Tel.: Fleet (Hants.) 3748. (5181)

TRIUMPH SPITFIRE Mk. III, 1970 (Dec.). Valencia blue with tan trim, radials, underseal, leather rim wheel. £795. Tel.: St. Albans 60438 (evenings). (5183)

MORGAN 4/4 Competition, 1969. "G" reg. Bahama yellow; extras include heater, full tonneau. £1,015. 157 Norton Rd., Stotfold, Beds. Tel.: Hitchin 730315. (5184)

DAIMLER SP250B. Condition and performance belie age; 10 months' M.o.T. tax to Oct.; Cinturatos. £530. Flanagan. Tel.: Hitchin 54286 (office). (5185)

THE ORIGINAL wolf in sheep's clothing. 1967 Steyr Puch TR II. Fiat 500 shell plus Austrian goodies for storming alps, unburntable, cruises motorways 85 m.p.h., up to 50 m.p.g., leech-like cornering from most un-Fiat-like suspension, frighteningly fast through traffic. White; 35,000 miles; five new tyres; r.h.d.; approximately half new price at £375. Waller. Tel.: Bristol 297510. (5186)

BRISTOL 405 drophead. Bristol Owners' Club concours winner; rare model in superb condition bodily and mechanically; reluctant sale. Offers. Howden Richards. Tel.: Painswick 3562. (5187)

LANCIA APPIA II. Very rare. Many spares; good condition. £285. Tel.: 01-979 3072 (evenings). (5190)

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Rolls-Royce 25/30 limousine. Bentley 4½ razor-edge Freestone, silver inlaid.

Bentley VI Freestone razor-edge.

1903 Humber Forecar, Rootes Museum. Bullnose Oxford drophead, dickey. Fire Engine—1,000 miles new, fully equipped. Daimler landaulette—reputed Queen Mary's. Graham Paige Brooks Special. Messerschmitt 108 Nord airplane, no C. of A. £25,000 or property, etc., taken part exchange.

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Barker Special Sports 2½-litre alloy coupés (as illustrated), from £500, as available.



Barker 4-seater alloy coupés, 3-position hoods, from £425.



Century 3-seater roadster (as above). Alloy body (£450 restoration by previous owner). Price uncertain but should be in stock when this appears.

Century 4-seater coupés, three in stock, one ready, £365.

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FOR SALE—continued

ROVER 60 P3, 1948. Lovely car, well cared for; seat belts and other extras; sunshine roof; M.o.T. £100. Perry, 125 Shortlands Rd., Kingston, Surrey. Tel.: 01-546 6014 (after 7 or weekends). (5187)

BENTLEY, 1935. Park Ward convertible. Recently retrimmed, resprayed and re-chromed to a high standard; mechanically excellent. £1,750 o.n.c. Tel.: 061-439 1896, 061-483 6256 (day). (5188)

1967 TR4A. Surrey top, wire wheels, radio, new tyres, dampers, exhaust; 36,000 miles; excellent condition. Offers over £750. Tel.: Preston (L772) 726136. (5189)

MORGAN 4/4, Series V, 1963; M.o.T. Nov.; Cinturatos; ½/full tonneau. £535. Clark, 4 Thomas St., Porthleven, Cornwall. (5192)

JAGUAR XK140 d.h.c.; restoration incomplete. £250. Consider exchange. 17A Liskay Hill, Perranporth, Cornwall. (5193)

LOTUS SUPER 7. Lemon chrome finish with black interior; powered by Cosworth 1,500 engine; rebuilt 1970 by tuning specialists; body rebuilding just completed. Price £675 o.n.c. Tel.: Studley (Warks.) 2295. (5194)

LOTUS ELAN S2, 1966. Carmen red; v.g.c.; soft-top, tonneau, Radiomobile, knock-ons, Sebring mirrors, air horns; two owners; gearbox recently overhauled; carefully maintained; bills and service history for last two years. £725 o.n.c. Tel.: Bourne End 22027 or Maidenhead 30497. (5199)

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1969 M.G.-C GT, in B.R.G., fitted wires, overdrive, radio, car alarm; a beautiful low-mileage example £1,025
1965 JAGUAR 'E'-Type drophead, in white with black trim, fitted chrome wires, radio, steering column lock; 47,000 recorded miles ... £1,095
1968 TRIUMPH TR5, in primrose with black trim; a very clean example, recorded mileage 32,000 ... £935
1969 LOTUS Elan Special Equipment drophead (Illustrated), in beige, full history of services, recorded mileage 27,000 ... £1,225



M.G.-A 1600 Mk. II f.h.c., in pristine condition. Collector's car ... £399
1970 LOTUS Elan Special Equipment drophead coupé, in champagne with black trim; one owner from new, recorded mileage 13,000 ... £1,345
1969 TRIUMPH TR6, in red, fitted wire wheels and overdrive; low mileage ... £1,295



1971 M.G.-B, in Bahama yellow, fitted Rostyle wheels; p.b. radio, electric aerial; one owner from new, 6,000 recorded mileage, still under manufacturer's warranty ... £1,275

SPORTSCARS WANTED CASH OR PART EXCHANGE

1967 JAGUAR 'E'-Type convertible, in dark blue, fitted chrome wires, radio; very nice specimen ... £1,395
1968 MARCOS 1600 GT, in tangerine with black trim, fitted sunroof, wires, radio ... £1,095
1968 TRIUMPH Spitfire, in Valencia blue with black trim; low mileage, a well maintained example ... £675
1968 'G' Reg. M.G. Midget, in mid-blue; one owner from new, recorded mileage 19,000 ... £685
1967 TRIUMPH TR4A, in dark blue, fitted wire wheels, radio, overdrive ... £799
1967 LOTUS Elan S3 Special Equipment drophead (Illustrated) in tangerine, low mileage ... £975
1969 TRIUMPH GT6 Mk. II, in white, fitted wire wheels; a well maintained example ... £875
1969 M.G.-B, in primrose yellow with black trim; one owner from new, fitted wires, overdrive, tonneau ... £1,029
1967 AUSTIN HEALEY 3000 Mk. III, in duo-tone blue/white, fitted wire wheels, overdrive, radio ... £1,095
1969 LOTUS Europa, in Bahama yellow, fitted radio; low mileage ... £1,095
1968 M.G.-B GT (Illustrated), in mineral blue, fitted wires and overdrive ... £995
1968 LOTUS Elan S4 S/E drophead, in Porsche orange, fitted radio and Cints. ... £1,095
1968 TRIUMPH GT6, in red with black trim, fitted wide wheels, Cints., overdrive ... £795
1967 M.G. Midget Mk. III, 1,275 c.c., in B.R.G., fitted wires £545
1968 LOTUS Elan - 2, in blue with black trim, fitted radio, sunroof; very bright example ... £1,295
1967 M.G.-B GT, in white, fitted wires, overdrive and radio £885
1966 M.G.-B, in B.R.G., fitted Rostyle wheels, overdrive, radio £685
1966 JAGUAR 'E'-Type drophead (Illustrated), in red with beige trim, fitted chrome wires, radio; outstanding example ... £1,195
1967 ASTON MARTIN DB6 Volante (Illustrated), in dark blue with beige hide upholstery, fitted power windows and hood, Sundym glass, chrome wires, Selectaride suspension, p.b. radio; recorded mileage 41,000 ... £2,850



1968 M.G.-B, in white (Illustrated), fitted wires, overdrive, radio ... £895
1965 M.G.-B, in B.R.G., fitted radio, overdrive ... £595
1966 M.G.-B, in opalescent gold, fitted wire wheels, tonneau ... £675



1967 JAGUAR 'E'-Type 2+2, in red, fitted h.r.w., chrome wires, radio ... £1,450



1969 MARCOS 3-litre, in blue, fitted overdrive, sunroof, radio, mag. wheels ... £1,295
1969 M.G.-C GT, in mineral blue, fitted overdrive, radio, h.r.w. ... £995
1968 M.G.-C roadster, in black, fitted wire wheels, overdrive, radio; a very bright example ... £885
G.P. BEACH BUGGY, fitted very wide wheels, 1,500-c.c. engine, full weather equipment, heater £495

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INFORMATION

All cars three months guaranteed. All cars checked over in our workshops. Any car, motorcycle, etc., taken in part exchange.

FOR SALE—continued

ROLLS-ROYCE Silver Shadow, March, 1968. 41,000 miles. Regal red with black upholstery, air conditioning unit, lambskin rugs to front and rear; first class throughout. Offers over £6,000. Tel.: 021-783 5931. (5195)
BARGAIN MINISPRINT. Very fast, wide wheels, new tyres, etc.; professional conversion; quick sale: £295. Also M.G. 1,500 c.c. Morris Minor. £95. Both cars year's M.o.T. 44 Oakwood Ave, Leigh-on-Sea, Tel.: Southend 524248 (after 6 p.m.). (5196)
ALVIS TD21 saloon, 1961. Grey. Wire wheels, radio, overdrive, spots, etc.; 64,000 miles. £450. Tel.: Watford 33269. (5197)
DAIMLER DART, complete 2½-litre V8 engine, clutch, gearbox. £50. Tel.: 051-632 1473. (5198)
1934 BUGATTI 3.3-litre T57, 8c. Interesting James Young lowline saloon; coachwork requires attention; seemingly excellent mechanics/history. £4,000. M.G. TF 1500, first-class basis rebuilt (much recent expenditure), reg. HNV.1, 1955. £600. Characteristic exchange considered, preferably ex/GP-type vehicle. Pinfield Lodge, Twatling, Barnitgreen, Birmingham, Tel.: 445 2551. (5202)
ABARTH ZAGATO 750/850 coupé, 1959. Excellent original condition; full history; 95 m.p.h. £485. Consider exchange four-seater. 44 York Rd., Cheam, Surrey. Tel.: 01-642 7806. (5203)

FOR SALE—continued

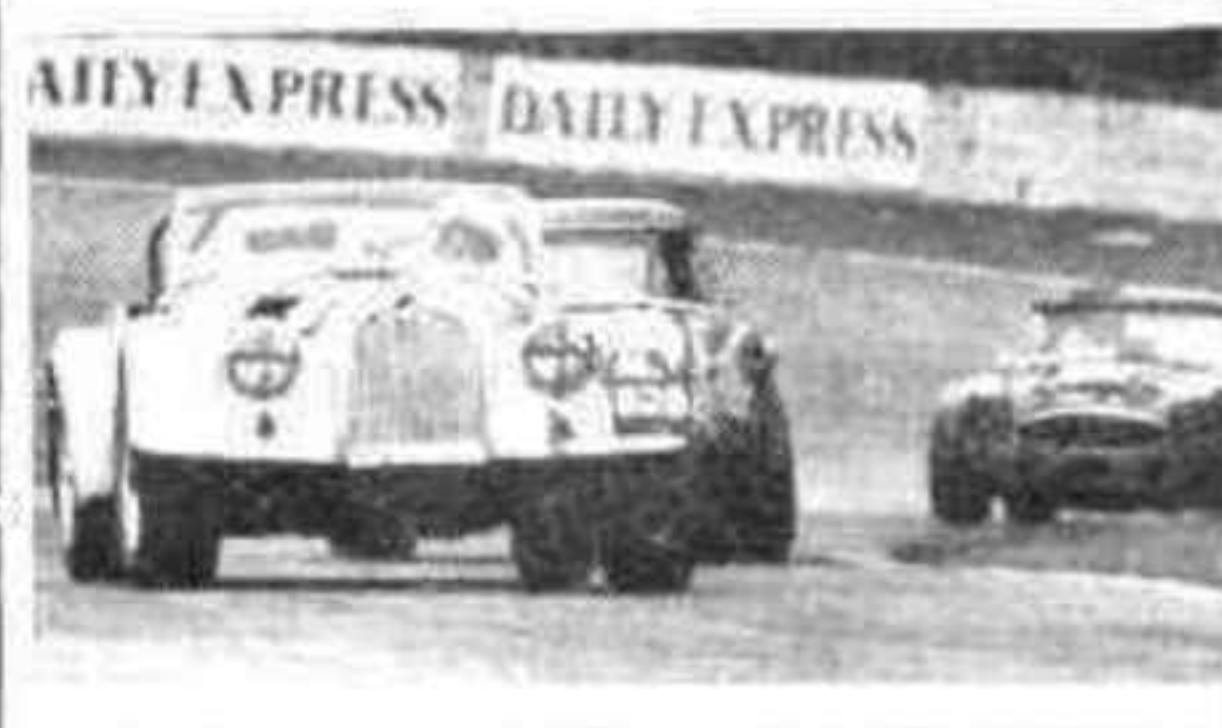
VOLVO P1800S, 1964. Sainly white with red leather; most fully equipped, except for GT badge. £650. Tel.: Ingrebourne (Essex) 48381. (5200)
A.C. ACECA, 1960, 100D2 engine; re-sprayed Burgandy; radio; over £850 spent to bring up to concours condition; genuine 67,000 miles, £695 o.v.n.o. for quick sale. Part-exchange cheaper sports car + cash. Hodge, Tel.: 01-930 5474, extension 204 (day) or 01-998 4812 (evenings). (5201)
AUSTIN HEALEY 3000, late Mk. II, B37 model, 1963; wide wire wheels, otherwise standard; white; very good condition. £525 o.n.o. Jack Scott, Tel.: Ramsbottom (Lancs.) 2616, extension 33 (business hours). (5204)
DAIMLER SP250, "C" reg. Dark blue; good condition, including new hood, gearbox, back axle, brake discs and many smaller items; original oil pressure. £610. Tel.: Hemel Hempstead 61575 (evenings). (5205)
1935 TALBOT Airline 105. Stored 10 years. £1,100 and 1933 Talbot 75 saloon. M.o.T., taxed, £275. Tel.: 01-761 0536. (5206)
E-TYPE 1963. F.h.c., white; black interior; chrome wires; radio, exceptional condition. £745 H.P., part exchange. Mr. Cooper, J. G. Cars, Tel.: Rayleigh (Essex) 73218/3132. (5208)

FOR SALE—continued

1907 ARIES, 4-seater Tourer. In excellent running order; 4 cylinder; brass age veteran that has been rebuilt entirely from the chassis up; requires upholstery and paint. Best offer around £2,000. Has cost well over £3,000. Tel.: Pett (Nr. Hastings) 2175 (evenings). (5207)
FORD MUSTANG, 1965/66. Fixed head coupé; white coachwork with contrasting red interior; economical six cylinder engine and manual transmission; mileage 69,000; l.h.d.; fitted push-button radio, heater, safety belts, etc. M.o.T. until April. Quick sale due to impending house purchase. Hence £625. Tel.: 01-856 3805. (5209)
1928 ROLLS-ROYCE "20", doctors coupé by Hooper; mechanically very good. Extremely attractive body needs restoration. £995. Tel.: 01-328 4271 (evenings and weekends). (5210)
FORD CAPRI, 3000E 1971. Tawny; sun-shine roof; manual. £1,400 o.n.o. Tel.: 061-439 1896, 061-483 6256 (day). (5211)
LANCIA FULVIA Rallye Coupé, 1968. Engine just been completely rebuilt; good working order; radio; seat belts. £785 or best offer. Tel.: 01-579 3538. (5212)
MERCEDES-BENZ 280SE, Oct. 1970. 21,000 miles, met. grey beige with beige upholstery; automatic; P.A.S. tinted glass all round; radiomobile radio with matching tape recorder; magnificent car in first class condition. Tel.: 021-783 5931. (5213)

FOR SALE—continued

M.G. TC. All mechanically rebuilt; re-sprayed B.R.G.; rechromed etc. £350 o.n.o. view Bayswater. Tel.: 01-262 6873. (5214)
SUNBEAM ALPINE, GT, 1963. Very good condition throughout; undersealed; five new tyres; hard-top; colour, green with black interior; taxed and M.o.T. June 1972. £335. Tel.: Watford 26837 (office). (5215)
RILEY 1947, 1½-litre; mechanically sound. Some work needed. £70. Tel.: Tunbridge Wells 24814. (5216)
1959 BERKELEY B95. Rare sports car with clean engine; immaculate condition; taxed. M.o.T. £140 o.n.o. Tel.: Watford 32492. (5217)
ALFA ROMEO, 1600 Sprint 1963. Excellent condition, bodily and mechanically; new exhaust; M.o.T. £315. Sanderson, Tel.: Erith 35362 (daytime), 01-852 6057 (evenings). (5218)
LEA-FRANCIS 14/70, 5-seater saloon; aluminium; i.f.s.; d.o.h.c.; brakes relined; new battery; 2 new tyres; good condition. £150. A collectors' item. Tel.: 01-435 7085 (evenings and weekends). (5219)
HEALEY 3000, 1960. Sound, original car in superb order; haggled around £450 over a pint. Johnstone, Tel.: Cheltenham 20399 (evenings). (5220)
M.G.-B GT, 1969. White with black interior; overdrive; wire wheels; h.r.w.; sunroof; spots; many extras immaculate £1,100. Tel.: Kenilworth 55915. (5226)



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The Stapleton brothers have in their little den, two +8s in red, the only difference being in the registration numbers. A 1969 4/4 4-seater in yellow with the wooden dash, Pirelli tyres and a tonneau, is next to a 1969 M.G.-B in blue with radio, wing mirrors, overdrive and tonneau cover. A 1970 4/4 in ivory with wire wheels, luggage rack and tonneau. Eian S2 of 1966 vintage in red with radio and new hood is next to a 1968 4/4 in yellow with leather interior, heater and tonneau. Two 1968 +4s, one in blue with Weber carbs, 72-spoke wire wheels, tonneau, and the other also in blue with black wings, wire wheels, tonneau, luggage rack, and heater. A black 1968 Porsche 911T next to a 1967 4/4 in yellow with a louvred bonnet, bucket seats and 1500GT engine, this car was rebuilt by the factory last year and has completed 7,000 miles since. Two 1966 +4s in yellow and orange, both with wire wheels; the yellow one having black interior while the orange one has brown interior, both cars also have luggage racks and the yellow car has a white hood and sidescreens. Fiat 2300 S Coupe with new engine recently fitted and electric windows is next to a 1954 +4 in green with somewhat little interior left or paint, but with a great TR3A engine.



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Buyer

01-546 7231-192-194 LONDON ROAD, KINGSTON-UPON-THAMES. 01-546 9292

NEW COOPER 'S'	List Price
70 (J) Mark III COOPER 'S', alloy wheels ...	£925
68 M.G.-B, o/d., wires ...	£895
66 M.G.-B, Metalflake, Cosmic wheels	£735
66 M.G.-B, wire wheels, original	£695
69 SPITFIRE, wire wheels ...	£775
67 SPITFIRE, Mark II ...	£535
64 TR4, overdrive, wires ...	£525
62 TR4, overdrive ...	£445
65 TR4A, overdrive, wires ...	£595
60 SPRITE Mark I, 'Frog-eye' ...	£255
59 SPRITE Mark I, recon. engine	£245

1971 TVR Tuscan V6, 4,000 miles only. This car is quite exceptional and in outstanding mechanical tune. **£1,475**

1971 MARCOS 3-litre (Volvo), 3,000 miles only. Not quite run-in, just set up by Marcos Cars. **£1,795**

1960 M.G.-A fixed-head coupe. Outstanding ... **£395**

70 ROVER 2000 TC, one owner. White, original. 19,000 miles ... **£1,395**
69 JAGUAR 340, Automatic, power steering. A showpiece ... **£995**
67 CORSAIR 2000E ... **£595**
69 MINI, low mileage ... **£475**
63 MINI, fantastic condition ... **£265**
64 MINI, recon. engine ... **£265**

WE ARE IN URGENT NEED OF MIDGETS, SPITFIRES, SPRITES, 1960-1968. ALSO EARLY M.G.-Bs IN GOOD CONDITION. PLEASE CONTACT US FOR THE BEST CASH OFFER AND IMMEDIATE DECISION. N.B.—WE FORGOT TO ASK FOR TR4s—YES, WE DO BUY THEM.

FOR SALE—continued

AUSTIN HEALEY 3000, 1967 ('F'). B.R.G. Many extras, including tape recorder and radio, special headlights and spots, boot rack, tow bar, overdrive, tonneau, spare hood and carpets. £925. Crossley, Highlands, Towlers Rd., Poynton, Cheshire. Tel.: Poynton 2948. (4964)

TR4A I.R.S. white roadster. Overdrive, wire wheels, leather steering wheel, Motorola radio; Cinturato tyres; taxed, M.o.T. 1966 H.P. possible. £725. Tel.: Redditch (Worcs.) 65207. (4965)

SUNBEAM TALBOT Mk. III, 1957, reg. 1958. Excellent mechanics and bodywork (actually has rear wings!), fitted new tyres and silencer, complete with sensible spares and manual. £150. Tel.: 01-452 5043. (4966)

BEAUTIFUL Alfa Romeo Giulia Sprint GT, 1966 but 'G' registered (r.h.d.). Dead right at 1720 o.n.o. Might part-exchange. Try me on Darton 2920 (after Sept. 5th). (4967)

DAIMLER SP250 Dart, specification 'C'. Hard- and soft-top. Midnight blue; recent engine rebore and crank grind, new clutch, rear springs, etc., handbook, workshop manual, plus two unused radial tyres. £550. Tel.: Luton 32255. (4968)

ALVIS TD21, 1961. Blue. Four-speed manual, Cinturato, radio. Nearest offer to £450 secures. Tel.: Uxbridge 32088. (4969)

M.G. MAGNETTE ZA, 1955. Showroom condition. A magnificent example of year; original cellulose and filaments throughout, finished in two-tone non-standard colours. 55,000 miles. A truly beautiful car. Owner recently deceased. £450 o.n.o. Tel.: Ryde 3038. (4970)

SWALLOW DORETTI. M.o.T., taxed, fast, beautiful, rare sports car. Bargain at £220. Tel.: Biggin Hill 2051. (4971)

MORGAN +4, Sept., 1968. 'G' registration. White. 29,000 miles; one owner; wire wheels, leather seats, tonneau, Kenlowe fan; beautiful condition. £1,050. Woolmer. Tel.: 01-734 2895 (office); 01-348 5867 (home). (4972)

M.G. TC, 1946. B.R.G. Fantastic car, two years rebuilding; rechromed, resprayed, re-upholstered, rewired; all-original example; one year M.o.T.; mechanically excellent; lot of spares. £550 o.n.o. Brown. Tel.: 061-773 3631 (evenings). (4973)

1930 MORRIS Minor two-seater open tourer. Immaculate maroon and black; excellent plating, un worn hood and side-screens, five brand-new tyres; sporting appearance; taxed, current M.o.T.; registration WD 702 (Worwickshire); spare engine, gearbox, starter, dynamo, wheels, etc.; returnable colour slides available; furniture van delivery anywhere. £385. No offers please. Levozley, Zermatt, Slackhead, Beetham, Milnthorpe Westmorland. (4974)

CLASSIC CAR collectors' attention! Lotus Elite, 1962; low mileage; exceptional condition. £1,200. Tel.: 458 5064. (4975)

ALPINE, 1964. Year's M.o.T. Hard/soft-tops, wire wheels, immaculate rustless yellow ochre bodywork, beautiful black interior; reconditioned engine, clutch, starter, dynamo, etc.; just fitted, excellent Cinturato tyres. £350. Tel.: 01-940 8516. Not available until Sept. 9th. (4976)

FOR SALE—continued

LOTUS 7, Series 4 S/E. Red. 'J' reg. Dec., 1970; 10,000 miles; 1600 GT; heater, roll bar, washers. £899. Tel.: 051-722 5877 (after 6 p.m.). (4977)

ELVA COURIER Spyder. Lightly tuned 1,600 c.c. engine, adjustable suspension, glass-fibre body, space-frame chassis, re-trimmed, resprayed yellow. 0-60 m.p.h. about 9 seconds; 110 m.p.h.; 30 m.p.g. £280 o.n.o. Tony. Tel.: 01-560 1620 (after 6 p.m. weekdays). (4978)

ASTON-MARTIN DB3 Coupé, 1959. Rebuilt engine; new head; carpets; tyres resprayed. £700 o.n.o. Box 2952. (4979)

ALLARD 1948. Rare L-type open four-seater; body, hood in good condition; reconditioned Ford V8; complete new exhaust sys. em. many spare parts. M.o.T. April 1972. £275. Kennedy. Tel.: 01-788 2981 (Putney). (4980)

1965 M.G.-B roadster; blue, tonneau; oil cooler; Cints. £545 o.n.o. Set 5 1/2 Dunlop wheels with 185 Grand Prix. £25. Martin. Tel.: 021-454 6951 (business); Sandon 216 (home). (4981)

LOTUS CORTINA (1966). One of the last of the Mk. I's in fabulous immaculate condition; fitted P/B Motorola; radials; Inertia reel belts; air horns etc. Completely unspoilt. £625 part exchange accepted. Paul Griffith. Tel.: Dursley (Glos.) 2533. (4982)

A.C. GREYHOUND, 1961. Bristol engine; a superb specimen on which time and money have been lavished. £1,100. Burnett. Tel.: 01-304 1538 (Boxley). (4983)

SUNBEAM TIGER V8. Low mileage, immaculate example; Roslyle wheels; soft top/hard top. £635 o.n.o. Family addition forces sale. Tel.: 061-962 6360. (4984)

VERY RARE Vanguard Estate, 1949. One owner; garage showpiece, stored in showroom since 1966. £250. Tel.: Barry 7727 part-exchange considered. (4985)

BENTLEY 3-LITRE. Complete chassis (1924). Speed model engine specification; Serck reconditioned radiator; bulkhead; bonnet; wings; wheels etc. £1,500. 14 Queen's Rd., Achford, Kent. Tel.: 0233 20552 (evenings). (4986)

TR4 1963. Reconditioned engine; overdrive; wires; Cintaratos; tonneau; radio. 12 months M.o.T. new hood; carpets; battery. £375. Cook, 17 Norfolk Way, Stafford. Contact before 9th or after 25th September. (4987)

ALVIS FIREFLY, 1933. Reconditioned chassis; engine; radiator, etc. Over £200 spent. Numerous spares. £250. Tel.: Bampton Castle 489. (4988)

SCIMITAR GTE, 1969 'H'. Immaculate white/black interior; rear wiper/washer; H.R.W. radio; overdrive. £1,775. Burnhill, 6 Quaker Lane, Hightown, Liversedge, Yorks. Tel.: Cleckheaton 2470. (4989)

DAIMLER CONSORT 1953. One elderly owner most of its life, only 43,000 miles; black with green leather, original and as new. £375. Tel.: Godalming (Surrey) 21/58. (4990)

FOR SALE—continued

ALVIS TA21, Tickford D.H.C. requires rebore; rewiring; new front wings; sills; bumpers; otherwise sound. £110. All spares available. Reasonable prices. M.o.T. December. Gilbert, 27A Kenilworth Rd., Leamington Spa. Tel.: 27347. (4991)

CUSTOM-BUILT Austin Champ. Extras too numerous to mention; £1,000 spent on this vehicle; red with black interior. Bargain £750. Tel.: Godalming (Surrey) 21758. (4992)

RELIANT SCIMITAR, 2.5-Litre, 1968. Exeter green; 32,000 miles; overdrive; radio; sun roof. £825 or will exchange Mini range similar value. Tel.: 01-890 4508. (4993)

DROPHEAD COUPE Riley 2 1/2-litre, 1951. Fabulous condition, very rare. £1,000 o.n.o. Tel.: Saffron Walden 2330. (4994)

BENTLEY 4 1/2 LITRE, 1947. Excellent interior; mechanics; original black paint-work; body needs tidying; ten months M.o.T. £225 o.n.o. Tel.: Saffron Walden 2330. (4995)

R.H.D. FIAT 850 Spyder. 'G' registration; very good condition throughout. £650. Details telephone Esher 64399. (4996)

MARCOS VOLVO 1800, 1964. Ruddspeed modification; blue; magnesium wheels; twin-Webers; excellent condition. £850. Tel.: 061-437 3823. (4997)

MARRIAGE FORCES the sale of my 1951 Riley, 1 1/2-litre; tax; M.o.T.; n/roof; spots; radio; excellent condition throughout. £225 o.n.o. Clarke, 12 Mislin Green, Llanyravon, Cwmbran, Monmouthshire. (4998)

DAIMLER SP250, 1963. Outstanding, enthusiast owned and maintained. Documented history, every extra, complete renovation. £1,050. Clarke. Tel.: Sudbury (Suffolk) 4804 or Holmes Chapel (Cheshire) 3188. (4999)

M.G.-B ROADSTER, 1965. Iris blue; w/w; radio; tonneau; properly maintained; immaculate; M.o.T. July 1972. £600. Tel.: Warrington (Sussex) 245. (5000)

ELAN 54. F.H.C. special equipment; 'G' registered; Webers; Servo; air horns; Cibie Biodes; new XAS's; meticulously maintained from new, truly excellent condition throughout. £1,060. Cooke, Sedgemoor House, Beaconsfield Rd., Dover, Kent. Tel.: Dover 548 after 6 p.m. (5001)

ROLLS-ROYCE, 1939 saloon. All aluminium body by Thrupp and Maberley; good tyres; M.o.T. tested; original leather interior. £875. Baldock, Sycamore Cottage, Ighiteam, Kent. (5002)

CITROEN Light Fifteen. Two cars would make one good runner or valuable spares. Also big six engine/transmission; any reasonable offer accepted. Tel.: 021-453 3394. (5003)

ROLLS CLOUD I, Sand/Sable; excellent condition including 2 sets near new tyres. £1,375 o.n.o. Tel.: Dawley (Shropshire) 5231. (5004)

1925 HUPMOBILE, 8 cylinder. Suitable spares/rebuild. Also 1923 Tourer. body. Tel.: Padiham (Lancs.) 72266. (5005)

FOR SALE—continued

DAIMLER BARKER, 2 1/2-litre Special Sports Coupé. One owner February 1952 to February 1970. Excellent condition all round, serious enquiries only. £500 o.n.o. Bournemouth 65397 after 6 p.m. (5006)

M.G. TF, 1250. Green; 'X' tyres; ex. condition. £450. Fox Farm, Brook Lane, Timperley, Cheshire. Tel.: 061-928 2922. (5007)

A.C. ACE, 2.6 sports roadster. Colour red; black hood; tonneau; upholstery; chrome wire wheels; first registered Sept. 1962; very low mileage 26,700; concours condition; very rare car; sensible offers. Fox Farm, Brook Lane, Timperley, Cheshire. Tel.: 061 928 2922. (5008)

AUSTIN HEALEY 100/4, 1955. Red; overdrive; wire wheels; heater; long M.o.T.; one owner last nine years; family row too large for it. £180. 353 Carter Hatch Lane, Forty Hill, Enfield, Middlesex. (Almost any time). (5009)

B.M.W. 2002, 'G' registration mid-blue; F/h coupé. £1,090. Lewington. Tel.: Helton-le-Hole (Durham) 2228. (5010)

M.G. TD2, 1953. Body rebuilt, resprayed Renault Bahama yellow; black interior; engine completely rebuilt including new crank; 75 per cent. of chrome fittings replaced or rechromed; new radiator; larger more powerful headlights; spot, fog, wipers; heater; M.G.-B wipers; M.G.-B shocks; brakes relined. New battery. £490 o.n.o. Mr. D. Ridding, 293 Soho Rd., Birmingham, B21 9SA. Tel.: 021-554 2332. (5011)

FIAT 124 Sports Coupé, 1969. Mint, Mediterranean blue; under 30,000 miles, 5-speed; sole owner. £1,250 part exchange, H.P. possible. Tel.: Walton-on-Thames 29405. (5012)

LOTUS ELAN, SE3, F.H.C., Oct. 1966. Stored 3 years in heated garage; genuine 21,900 miles only; exceptional condition and many extras. £850. Tel.: Brighton 31059. (5013)

LOTUS SE, 1969. Body and interior immaculate; 27,000 miles; Radiomobile; soft top; tonneau. At Wokingham or Hampstead. £1,195. Tel.: 01-458 4515. (5014)

M.G. ZB, Magnette 1957; good condition; reconditioned engine; Cintaratos; radio; long M.o.T. £120. Tel.: 01-440 4192. (5015)

M.G. TD, Mark II, 1953. Taxed and new M.o.T. Completely re-upholstered; hood and screens excellent; professionally maintained; business insists on estate car. £399 or exchange. Andrew Hill, Tel.: Loughborough (Leics.) 4162. (5016)

M.G.-A Mk. II, coupé de-luxe 1962. All disc brakes; leather rim; rack; investment. £365. Mrs. Hurst. Tel.: 01-995 1441, ext. 2790 after 15th. (5017)

SUNBEAM ALPINE, GT, Mk. V, 1967. Overdrive; tonneau; low mileage; car in excellent condition. Offers. Tel.: Whitley Bay 29079. (5018)



FOR SALE—continued

LOTUS EUROPA S2, 1971. Low mileage; red; Servo; excellent example. £1,400 o.n.o. Tel.: Wickford 61454 or at work; 01-550 8835, ext. 277. (5019)

ARMSTRONG-SIDDELEY, 236 saloon, 1956. Manual; cream and black; red leather upholstery; complete mechanical overhaul; M.O.T.; 70,000 miles; new Cinturatos; 2 owners; runs like a dream; with respray will be specimen item; ill-health forces sale of cherished pet. Offers over £200 (which is what has been lovingly spent on her in last year). Tel.: Dawlish (Devon) 2696. (5020)

M.G.B. GT, 1967. Two owners, low mileage. A1 condition; w/w. CINT.; overdrive, twin spots; radio; long M.O.T. £845 o.n.o. Marsh. Tel.: Lynton (Hants.) 4665. (5021)

1954 BENTLEY, R-type automatic. Good condition. £450. Tel.: Wrexham 52360. (5022)

1962 DAIMLER, SP250B. Above average condition; many works extras; sensible offers please. Edwards. Tel.: Gresford 2153. (5023)

TRIUMPH GT6, Mk. II, 1969. White with black interior; overdrive; heated rear window; map light; o.p.g.; full service record; regrettably need something bigger. £825. Bowran. Tel.: Kimpton (Herts.) 620 (evenings). (5024)

B.S.A. MOTORCYCLE, 1924, 2 1/4 h.p. side valve; round tank; overhauled; excellent; log book. £95 o.n.o. Cox. 'Hazelwood'. Sandway, Lenham, Kent. Tel.: Lenham 409. (5051)

AUSTIN ATLANTIC saloon, 1951. Black. In good condition. M.O.T., taxed. 72,000 miles; all reasonable offers considered. Gibbins, 8 Shackleford Rd., Old Woking. Tel.: Woking 4151. (5106)

1964 VOLKSWAGEN, £300; and 1960 A40, £90. Both excellent. Tel.: Rugeley 4932. (5107)

W.O. BENTLEY-designed Lagonda 2.6. Unique car with 3-litre Aston Martin engine; confirmed mileage of only 39,000 miles; all-aluminium Tickford body finished in silver with blue hide interior; near concours condition. £485. Tel.: 01-504 0259 (evenings or weekends) or write Box 2969. (5108)

A MOST unusually sound Nov., 1957, M.G. ZB Magnette Varitone. Duo grey. 10,000 miles on present engine; four almost new Avons; radio; all accessories in working order and original tools; two previous owners; 11 months' M.O.T. certificate; taxed to Nov. 30th, 1971; 100-mile trial and examination if required. £350 c.n.o. Box 2970. (5109)

1927 AUSTIN 7 "Chummy", completely restored; magneto engine; reupholstered, new hood and side screens, chassis and engine entirely restored; new tyres. £500—with spares, including blocks; gearbox, back axle, chassis, brakes, etc. Box 2971. (5110)

1954 1 1/2-LITRE Riley; 12-month M.O.T.; excellent running order; a snip at £85. Box 2972. (5111)

JOWETT JAVELIN (1948); only 7,000 miles but laid up for last two years; needs renovation but real bargain for Jowett enthusiasts. Inspection and offers invited. Box 2973. (5112)

SUNBEAM SPEED 20 3-litre pillarless sports saloon, 1934, about £250. Parkinson, Higher Cage Farm, Greenmoor Lane, Ribchester, Lancs. Tel.: Preston 57553 (business hours). (5113)

BENTLEY MK. IV, late 1949. Blue. Good condition; five new tyres, battery, exhaust pipe; any trial. £340 o.n.o. Tel.: Newnham Bridge (Worcs.) 288. (5114)

M.G.-C ROADSTER, 1968. Immaculate in original white. Overdrive, Cinturatos, radio; 31,000 miles. £750 cash. Tel.: Grimsby 56359 (evenings). (5115)

ALVIS TD21 convertible. Excellent condition; twin headlamps. £595. Tel.: 021-459 2319. (5116)

ASTON MARTIN DB4, 1962. White. 94,000 miles; recent £230 overhaul. £965. 26 Chancellors Close, Birmingham 15. Tel.: 021-454 6890. (5117)

1929 CLYNO 9 H.P. rolling chassis, engine, gearbox, rebuilt; requires coach work. Sale due to business pressures. First £100. "Cambria", Pentwyn Rd., Deganwy, North Wales. (5118)

TR5, 1968. Examinations force sale. White, blue trim, four new Cinturatos HR15s, overdrive, burglar alarm, electric aerial, variable rate wipers, etc. £975. Dr. Leach. Tel.: Reading 84551 (all hours). (5119)

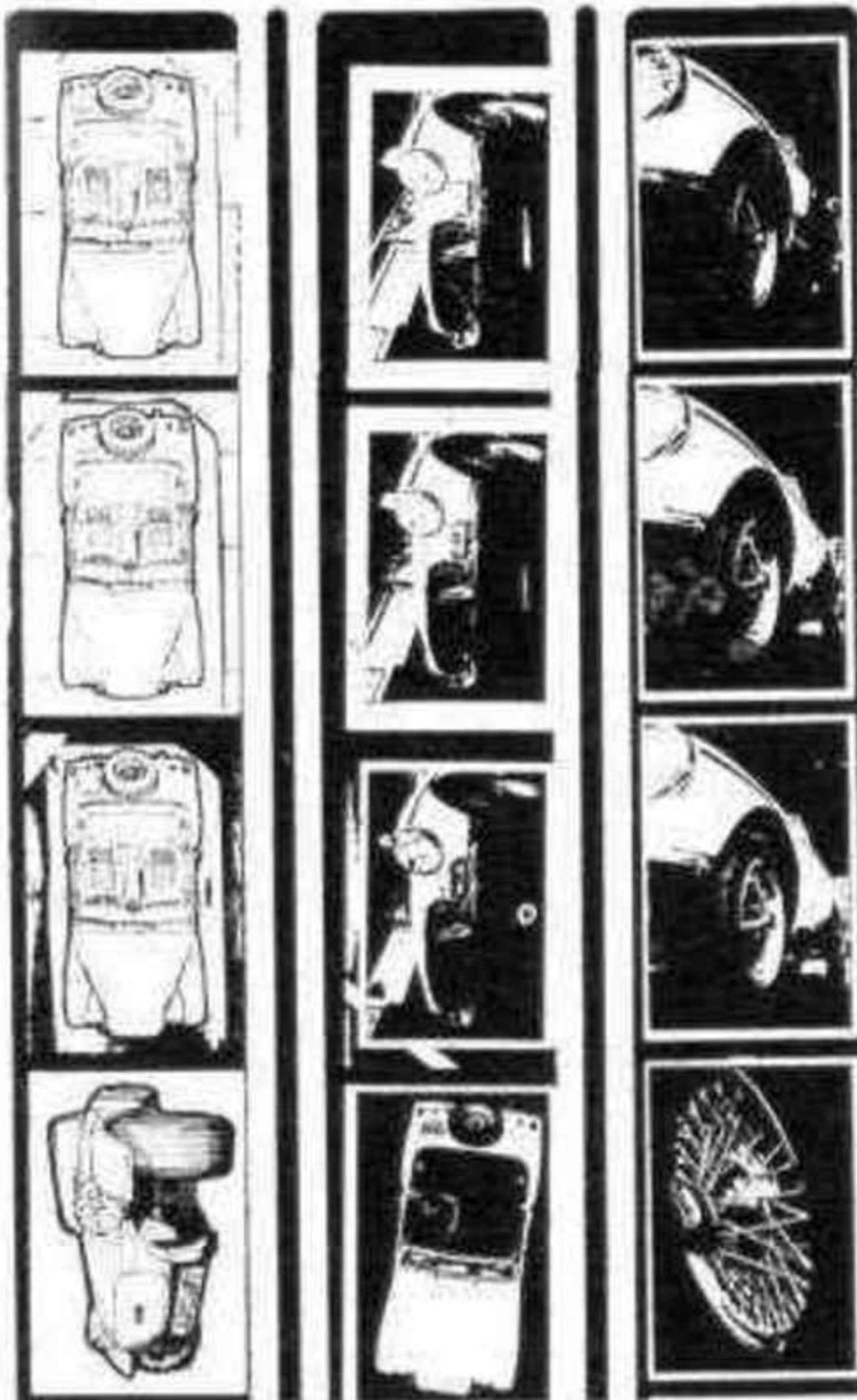
M.G. TF. Very eye-catching in Carmine red with tan trim; new chrome work; re-conditioned engine, gearbox (running-in), new tonneau—in fact, near concours and well worth £545 o.n.o. Oldnall, 11 Ofmore Rd., Kidderminster, Worcs. (5120)

ALFA ROMEO GT Sprint, 1600, f.h.c. 2+2, late 1964; low mileage; beautiful grey Bertone bodywork; superb performance; Cinturatos, radio, taxed. M.O.T. 1972; luxury motoring for only £585. Barry Hurst, Beechcroft, Staplewood Lane, Pooks Green, Marchwood, Hants. Tel.: Totton 4294. (5121)

1933 BENTLEY 3 1/2 Park Ward saloon with non-standard body; professionally re-trimmed; recent engine overhaul, new clutch, brakes and tyres. £865. Tel.: 01-734 9661 (office hours only). (5122)

"E"-TYPE ROADSTER, 1964; £140 respray to original Jaguar golden sand standard; engine rebuilt 7,000 miles ago; four new tyres, complete new brakes for M.O.T. (Aug., 1972); genuine example regrettably for sale due to owner returning to college. £860 o.v.n.o. Tel.: Northampton 39181. (5124)

There comes a time in every man's life, to choose between his car and his wife. We have several unmarried MG-Bs, mainly red, also an MG-B GT in the same colour. All have overdrive, mostly Rostyle wheels. MG Midgets and Austin Healey Sprites in Midnight Blue, Racing Green, Bronze Yellow, Teal Blue, etc. Having gone all the way with British Ley, we also possess several Mini 1000s, a Bronze Yellow Clubman, a Bedouin 1300, a Teal Blue 1300GT, some kind of a red (I think) 1300, a 1275GT and are expecting a damson Minivan. We also specialise in Personal Export



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owner, overdrive, wire wheels, radio, £930. Arkley SS, freshly built, Brooklands green, wind-up windows, 1098cc, discs, not yet finished and not yet priced. Triumph TR4A, Signal red, September 1966, overdrive, wire wheels, £775. Morgan Plus Four coupe, 1968, silver grey with a suspicion of green, £400 of extras but just in process of being exchanged for a plain Plus 4 of the same year, not sure about this but will have one or the other. Lotus Elan S3 drophead, 1967, red, knock-on wheels, radio, leather rim, SP Sports, electric windows, £960. MG-B, 1969, Mineral blue, expensive stereo installation, radial ply tyres, wooden rim, £995. Triumph TR4A Surrey top, 1966, white, overdrive, wire wheels, radio, 2 owners, £520. MG-B GT, 1967, 68F, BRG, overdrive, wires, £880 although have just taken small deposit. MG-B, 1968G, Primrose yellow, black leather, lady owner, Classic Bermuda hardtop, soft-top, overdrive, wire wheels, radio, £985. Triumph GT6 MkII, 1970, J registration, overdrive, heated rear window, radio, £1,145. Morgan 4/4 Comp., 1969, orange, wire wheels, many other extras that cost much new and are now of little commercial value but the



are offered for sale, fresh oil and filter; brake linings, exhausts, tyres etc examined and replaced if defective, not less than three separate road tests and sometimes more, we give a very good written guarantee but try to anticipate any failures so that you won't be put to the trouble of making a claim. Next week we are having a new Duckhams service bay installation and are engaging additional workshop staff so that we hope to catch up a bit on our servicing and repairs. At present bookings are running 2/3 weeks ahead, and the idea is to reduce the delay to 1/2 days. Body and accident repairs we don't do, by the way. Have also caught up with Arkley SS body production and these are now in stock once more; please send for 1971 Arkley price list, Autocar road test reprint and colour article in Duckhams Quest magazine. Having recently



taken a mould off our racing Arkley, which has wider wings set higher on the centre section to accommodate lowered suspension and 8 1/2" rims, we can sell you a racing bodysell to fit any Sprite/Midget floorpan. Eligible as a Special GT in club racing. JB 6-shaft gearknobs 70p, trade terms on 12s carded. Pair new Lotus 7 rear wings at 25% discount. 1400cc Midget racing engine with Downton big-valve head. 6" x 13" alloy wheels for Sprite/Midget etc. Later this month we shall be needing an intelligent youth in the 18 to 22 age bracket to spend his time industriously cleaning and preparing and doing some mechanical work on sports cars, plus some driving. Although this might sound a job without much to recommend it, a suitable candidate would be able to learn much by keeping his eyes and ears open, and might progress to a more lucrative position. Wanted to purchase this month Sprites, Midgets and Spitfires; for cars that have been looked after with loving care and a clear conscience, we will pay quite surprisingly high prices. Open to 7 pm weekdays, 8 pm Sats; closed all day Sunday. Our stock of cars changes from one day to the next; please phone us for the latest list to be read out to you.

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FOR SALE—continued

GILBERN GT 1800/5-B.R.G., 1966. The rot-proof M.G.-B GT; one highly satisfied owner and 40,000 miles; overdrive; o/cooler; heater; spot, fog; straps for 2 adults/2 children; Cinturatos. £750 o.n.o. Tel.: Crophorne (Worcs.) 459. (5221)

ELVA SPIDER. Race or road; engine M.G.-A; 1622 balanced polished nitrided; H.R.G. cross-flow head; twin Webbers; 40 DCOE.S.; about 120 b.h.p. Performs. £450. Crees. 66a Eastbourne Rd., Southport, Lancs. Tel.: 67903. (5222)

MERCEDES, fixed-head coupé, 220SE. Fuel injection, rare collectors model. £200 just spent on complete engine recondition; power brakes; Blaupunkt self seeking radio; saddle leather interior; taxed; reclining seats; exceptional car in every respect; service records; bills; available. £795 H.P. if required. Private sale. Tel.: Staines 57892. (5223)

ALFA 1900-cc., 1954. Aluminium body by Touring; Borrani; new chrome, recellulosed red with good blue interior. £700 available September. Details telephone Esher 64399. (5224)

MARCOS GT, 1293-cc. Cooper S. Probably the best equipped example in existence, with fully balanced tuned S-engine; race camshaft; twin 1½ SU's, etc. Zinc-plated chassis; lowered suspension; Servo; 5in. alloy wheels with new XAS radials; iodine headlamps; extensively instrumented; push-button radio; fully trimmed; tremendous performance and road-holding. A very fast car with personality, sale to good home only. £750. Details telephone Parkstone 1220 (evenings). (5225)

1966 HEALEY, Mk. III 45,000 miles; maintained as company directors vehicle until late 1969; fabulous condition. £895. Tel.: Dursley 2087. (5227)

1964 M.G.-B Tourer. New 5-bearing engine; 4,000 miles only; overdrive; tax, M.o.T.; radio; luggage rack; tow bar; good condition; well maintained. £445 o.n.o. C. Dew. Tel.: 061-236 9595 (daytime) or 5 Church View, Knutsford, Cheshire (near M6 Knutsford service) (evenings). (5228)

FOR SALE—continued

GROWING FAMILY forces sale of Porsche 356C coupé, 1964 model (Nov. 1963). Bali blue with black interior; radio; one owner. Only £695. Part exchange considered. Webber, Cropredy Lawn, Mollington; near Banbury, Oxon. Tel.: Cropredy 226. (5231)

M.G.-B APRIL 1970. Overdrive; Rostyle wheels; host of extras; immaculate condition. Wedding forces sale. £1,095. Tel.: 01-638 8751, ext. 67 (office hours). (5232)

1934 STANDARD, 12 h.p. saloon. Mint original condition. £175. Tel.: 01-761 0536. (5233)

ROVER 75, 1948. Suitable for restoration or spares. Running. Tel.: 051-334 1118. (4463)

PEERLESS 1959. Overdrive; w/wheels; red; reconditioned engine; makers oil pressure; good tyres; M.o.T. £210. Curwen. Tel.: Sheffield 66480/20911, ext. 322. (4364)

BENTLEY 'R'-TYPE, 1953, manual, exceptional condition, engine overhaul recently; history. £750. Tel.: Walton-on-Thames 42041. (5234)

1934 TALBOT BATS, special sports saloon. £325. Tel.: 01-761 0536. (5235)

1931 TALBOT 14/45 saloon, £475. Tel.: 01-761 0536. (5235)

1932 ROLLS-ROYCE Phantom II sports saloon by Thrupp and Maberly. Excellent mechanical order. Requires small amount of work to coachwork. £1,250 o.n.o. N. Harley, Townsend House Winkleigh, Devon. Tel.: Winkleigh 485. (5236)

1927 PHANTOM I chassis complete with instruments, wings, etc. £750. N. Harley, Townsend House, Winkleigh, Devon. Tel.: Winkleigh 485. (5237)

M.G. L-TYPE Magna, 1933, 6-cylinder o.h.c.; 2+2; hydraulics; spare engine, etc. Handbook. Original, immaculate, rare, so £500. Box 2979. (5238)

BENTLEY, 1925, 3-litre Speed Model, mechanically original, tourer body. Offers please. Box 2980. (5239)

RILEY 1; R.M.E., 1953. Recond. engine, new tyres, starter, clutch, battery, etc.; one owner nine years; many spares. £200. Box 2981. (5240)

ROLLS-ROYCE 20-h.p. 1928 Barker touring body. Rebuilt by Wilkinson Derby. £2,000. Tel.: Derby 361821. Box 2982. (5241)

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1934 MORRIS 10 four-door saloon. We understand this car was owned by same family till late 50s but despite one or two owners since they have quite obviously looked after the car very well. Excellent original interior trim; seats, carpets, etc., all unmarked. Original handbook, etc., many spares. £500

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Aston Martin DB5, 1964 £750
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Porsche 911S, L.H.D., 1970 £2,450
Jaguar XJ64.2 Auto., 1969 £785
Jaguar XJ6 4.2 Auto., 1970/71 ... £1,950
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1936 BENTLEY 4½-litre Mulliner saloon, stored many years; running, drivable, mechanically sound ... £445

1936 BENTLEY 4½-litre D.I.Y. kit of parts, believed complete ... £185

1935 BENTLEY 3½ Boy Racer kit, new fibreglass body in V.D.P. style, attractive; believed complete ... £475

1929 ROLLS-ROYCE 20-h.p. chassis, running ... £335

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 Also a choice of 'R'-Type BENTLEYS from stock.

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Specialising in Rolls-Royce, Bentley and Vintage cars. Re-trims, hoods, repairs.

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1971 TRIDENT Venturer V6. Special offer!

Director's personal car, built to his specification and supervised by him throughout build. Rolls-Royce regal red, tan trim. Wire wheels, Goodyear radial tyres; stereo/radio/tape with four speakers, electric aerial and windows—tinted glass, heated screen; overdrive on 3rd and top gears. Adjustable Koni front s/absorbers. Outstanding 1/mileage car. **1967 Venturer V6**, white, black trim. Works rebuild and respray. A very pretty car at a reasonable price.

1969, one owner, **SP250 DAIMLER-JAGUAR Automatic**, recent new gearbox. Met. blue. £995 for quick sale. **1969**, one owner, **CAPRI 1600 GT XLR**, metallic gold, tan trim; p.b. radio. A bargain at only £950.

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 Turret Lane, Ipswich, Suffolk.
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FOR SALE—continued

HARD-TOP, Mark I Sprite, £20. Tel.: 01-508 3755 (evenings). (5229)
PAIR BOSUN Q1 lamps, £5. Electric rear window panel, £2.50. Compact temporary windscreen, £3. Fiat Coupé engine lock, £1. Richards Allcannings, Devizes. (5230)
XK150S ROADSTER, £695 o.n.o. 1929 Singer tourer, excellent, £500 o.n.o. Tel.: Gravesend 2476. (5243)
XK150S ROADSTER, rarest bodied XK150. Excellent and original example, used regularly. £650 o.n.o. Wanted, XK150S drophead, XK140 roadster. Box 5242, London area. (5242)
1938 AUSTIN 10, M.o.T. Good original condition. Stevens, 53 Dartford, Corsley, Warminster, Wilts. Tel.: Chapmanlade 369. (5244)
HEALEY ABBOTT d.h.c. Basically sound, good mechanics. M.o.T., taxed. Used daily. £195 o.n.o. Wanted or exchange XK Jaguar. Please ring 01-460 2477 (Bromley). (5245)
ELITE, Lotus Elite Super 95, 1962. One owner since 1966. Finished Porsche Bahama yellow, black trim and carpets. Reg. COO 800. Ford 1500 unit, twin Webbers, 13-in. wheels, 8000s, spare ZF box. The interior has been considerably modified and improved, but the exterior is unaltered and the car retains the original Elite appearance. For further details, price, etc., contact Jon Woods, Tel.: 051-825 9453. Vehicle at Chester. (5246)
ALFA SPIDER, 1964. Body very good, mechanics excellent except engine top-end. Hence low price, £300. Tel.: Bridgnorth 2934. (5247)
SP250 DAIMLER, Sports car extraordinary. 72,000 miles only since 1961, this unique specimen has been chauffeur maintained as a third car since new. Grey fibreglass body, hard-top, soft-top. A collector's model plus vivid performance. First offer of £750 to ageing owner. Tel.: Mere (Wiltshire) 353. (5248)
M.G. ZB Magnette, original condition, one family owned from 1959-1970: 40,000 miles guaranteed. Tel.: Southampton 49810. (5249)
ALFA ROMEO 2600, 1965, Sprint, good mechanics and interior, needs respray. £535. Tel.: 01-647 5081 (any time). (5250)
RILEY 1j, 1946. Very good condition, original. £130. 48 Waltham Crescent, Bucks Hill, Neuteon. Tel.: 68034. (5251)
M.G. TD, Good condition, M.o.T. July 1972. 'X's, tonneau, etc. Offers cash. 4 Sandy Grove, Salford, Lancs. (5252)
PORSCHE SUPER 90 cabriolet convertible, 1962; white; 52,000 miles only. R.H.D. New hood, ski-rack, leather interior. Excellent order throughout. £650. (VW wanted.) Tel.: 01-681 1588. (5253)
ASTON MARTIN DB4S, original metallic gun-metal body, used as third car only. Middle-aged enthusiast's undreamed of virility forces safe. 1,600 since A.M. rebuild; new clutch, braking system and tyres within last month. Absolutely reliable and very fast. All usual fittings, radio, etc. Really superb condition. Don't believe me, see for yourself. A.A. inspection invited. £950, no offers. Tel.: Bristol 681954. (5254)
'E'-TYPE, 1967, d.h.c., 29,500, golden; radio, c.w.w., new hood. £1,395. Tel.: 66-22086. (5255)
M.G. Y-TYPE saloon, black. Reconditioned engine; resprayed, new tyres. All original: full M.o.T. £125 o.n.o. Tel.: Northampton 45807. (5256)
TR4 JUNE 1964. Signal red. Excellent condition throughout. Recorded mileage 46,000. Over £250 spent on new extras and mechanics. Any trial/inspection. £495, no offers. Tel.: Leeds 667200. (5257)
541 JENSEN, 1956. Very good condition inside and out. Various bits recently replaced. Used daily. Genuine offers around £450. Tel.: 01-493 9103, ext. 1; 789 8932 (evenings). (5258)
1966 ALFA ROMEO Giulia GT Sprint, 1,650 c.c. Blue/cream, radio, four new tyres. Immaculate condition. £800. Tel.: 01-804 1137. (5259)
CHERISHED COOPER Mk. II, 'G', Blue, white, undersealed, reclining seats; 29,000 fully documented miles. New Cintaratos, exhaust, drive joints. Can't afford a Morgan and a Cooper, hence reluctant sale at £540. Tel.: 01-467 8767 (after 6). (5260)
BENTLEY 'R', 1954, maroon/silver. Director's car maintained regardless of expense at R.R. agents and Crewe. £1,250. Tel.: 021-356 8001 (9 a.m. to 5 p.m.). (5261)
BRISTOL 401, 1952. 150, Walker, 110 Manygates Lane, Wakefield. Tel.: 56043. (5262)
MARCOS 1600, Nov. 1968. 'G' Reg. Alloy wheels, radio, sun-roof, rev. lights. Sub aqua marine, black interior. Inertia reel belts; new clutch, shock-absorbers. Superb condition. Offers, Tel.: Manchester, 061-973 7825. (5263)
LEA-FRANCIS 14/70 saloon, 1950. Taxed. M.o.T. Black. Twin o.h.c., i.f.s. £135. Tel.: Wareham 2732. (5264)
ALFA ROMEO 2600 Spider, 1964, 2/4 seats. Virtually one owner and very low mileage. Superb condition for year. £550, or part exchange cheaper wife-type car. Tel.: Princes Risborough 5910. (5265)
FIAT 2300S, 1964. Silver with black interior. Equipped with electric windows, radio, etc. Many new parts fitted including a short engine which requires running-in. Company car forces sale of this fast four-seater coupe. For full details telephone 01-622 4252. Available mid-September—offers required. (5266)
AUSTIN HEALEY Sprite, 1,275 c.c., in excellent condition, with radio, wires and tonneau. £500. Tel.: Chorleywood 2326. (5267)
LOTUS ELAN S2, Condition immaculate. This car must be seen to be appreciated. Rebuilt engine. Many extras. Tel.: Fernhurst 532 immediately. (5268)
ARMSTRONG SIDDELEY Star Sapphire, 1959. Well maintained. Tel.: Kenilworth (Warwickshire) 53075. £350. (5269)
DAIMLER CONQUEST Century, 1955, two owners, 56,000 miles; original tool kit, long M.o.T., taxed, £175. "Holyoke", Providence Lane, Oakworth, Keighley, Yorkshire. Tel.: Haworth 2595. (5270)
VOLVO P1800, 1962. White, red upholstery, sunshine roof, radio. £500 o.n.o. Tel.: Stafford 62013. (5271)

FOR SALE—continued

A.C. ACE, 1958, A.C. engine, v.g.c. M.o.T., taxed. £700 o.n.o. White. Tel.: Poole 2876, for details. (5272)
TR3A, OUTSTANDING condition, with overdrive, wires, hard-top, spots. A much admired car offering economical performance motoring at £375. Tel.: Darley Dale (Derbyshire) 3505. (5273)
GINETTA G15, 1969, 15,000 miles. Excellent condition. Cosmic wheels. Taxed February 1972. £825. Tel.: 01-524 0783 (after 5 p.m.). (5274)
1933 PROTOTYPE Bentley B23AE. Originally the 3½-litre streamlined Park Ward experimental car. Retained and modified by Rolls-Royce and subsequently rebodied for them by Van Vooren of Paris. Later sold in 1938 still retaining its original presentation registration number. At present in derelict condition bodily but sound mechanically. This car is probably the most historic Rolls-built Bentley. No time-wasters, only serious enquiries please to: Little, "Holly Lodge", Danesbury Park Road, Welwyn, Herts. Tel.: Welwyn 4350. (5275)
1965 M.G.-B. New engine (10,000), new clutch and new Abarth exhaust; w/w., o/d., hard-top, soft-top, tonneau, all usual extras, including Crlins, and Maseratis. £540 o.n.o. Tel.: 01-888 8510 (evenings). (5276)
ALFA ROMEO Sprint GT, red with blue trim, 1964. This vehicle requires running-in after very extensive overhaul. In excess of £600 has been spent on engine, suspension and brakes. Exceptionally well maintained, original paintwork. Can be seen at Alpine Garage, Howley, Yorks. Tel.: Huddersfield 61150. £600. (5277)
MINI MARCOS, 'J' reg., immaculate tartan red; 850 c.c. Excellent performance, does not frighten insurers; usual extras, Cibies, wide wheels, remote change, alloy steering wheel, electric clock, etc. £450. Tel.: 01-346 6336 (Mill Hill) (anytime). Radilett 4652 (after 6.30 p.m.). (5278)
1964 A.C. ACE, 2.6, Stage II. Last one produced, 48,000 miles. Dark blue. Superb condition throughout. £975 o.n.o. Tel.: 01-622 1830. (5279)
ALVIS TD21, 1959, automatic; radio, seat belts. One of the nicest available with clean bill of health. Tel.: Farmland 2777 (Brentwood). (5280)
MARCOS 3-LITRE, 1970, Bahama yellow, 7,000 miles, o/d., Kenlowe, radio, Cibie spots. Superb. £1,500. Tel.: Sevenoaks (0732) 52955. (5281)
LANCIA AURELIA GT B20, Series 6. Imported new 1957. Nardi floor gear-change, otherwise entirely original and everything works. M.o.T. to August 1972. Collector's opportunity. Around £500. Tel.: 031-225 4788 or 031-332 3033 (evenings). (5282)
UNIQUE CONVERTIBLE T.V.R. Vixen. We are just completing construction of a 1971 T.V.R. convertible believed to be only one in existence. Originally constructed by T.V.R. for American Motor Show. Expertly finished in acid green with black interior and hood. Ford 1600 GT engine and gearbox. Open to offers around £2,000. Tel.: 09-736 2727 (office hours). (5283)
TWO RILEYS. 1950 roadster, excellent original condition. £300. 1954 1½-litre R.M.E., fair condition. £75. Tel.: 061-928 2944. (5284)
AUSTIN HEALEY 3000, 1966. Reg. Nov. 1965. O/d., w/r., tonneau, B.R.G. Superb bodily and mechanically, maintained by Healey's from new, all history known. £845. Tel.: Stratford-on-Avon 67149. (5285)
TRIUMPH VITESSE, 1964, 54,000 miles, sun-roof. M.o.T. June 1972. Above average condition for year. Available from September 6th. £295. Tel.: Bristol 48905. (5286)
LOTUS ELAN S.3 d.h.c., May 1967. Light blue, recently resprayed. Enquiries and reasonable offers to Martin Holman, 3 Dyers Lane, Ormskirk, Lancs. Tel.: Ormskirk 75271 (office). (5287)
ALVIS 12/60 TK Beetleback, Maroon/black. Meticulous restoration just completed. Fine specimen most reluctantly offered at restoration cost due financial crisis. Consider exchange plus cash. Thompson, 57 Nortoof Road, Chalfont St. Peter, Bucks. (5288)
AUSTIN HEALEY 3000, July 1967. O/d., w/w.; 42,000. Truly immaculate. Daytime: R. Powell, Tel.: 021-643 9351; evenings: 021-454 7154. (5289)
ALVIS TD21, Series II Automatic 3-litre. Metallic grey/red leather. Twin-speaker Radio-mobile. 51,000 recorded miles (10,000 since 1968). M.o.T. and taxed March 1972. New discs, hoses, pads. New XAS. New exhaust systems. New front shockers. New inertia belts. Two wire wheels rebuilt. Top overhaul. Underside cleaned and resealed. Bodywork tidy and clean. Owner going abroad, will accept £695. Wheadon, 17 Sunnyside, West Lavington, Devizes. Tel.: Lavington 3234. (5290)
T.V.R. VIXEN S3, 1971, 5,000 miles, yellow, alloy wheels, tinted windows, Motorola, electric aerial. £1,200. Tel.: Maidstone 38960. (5291)
DAIMLER CENTURY, 1954. Four good 5.70 x 15 Michelin 'X'. Twin S.U. Machinery sound but no third gear. Body rotten. Tow away, £50 o.n.o. Watson, 8 Glebe Crescent, Rugby. (5292)
M.G. TC, 1947. Rebuilt, resprayed. Immaculate. Over £325. View Bristol. Tel.: Chichester 88384. (5293)
TRIUMPH GT6 September 1967, M.o.T., overdrive, wire wheels. £599. Tel.: 01-393 8568 (Epsom). (5294)
190SL MERCEDES sports, 1961, genuine 19,000 miles from new. Finished in white with red interior, black hood and hard-top. Complete with radio. Has been used purely as a second car, now replaced with new Corniche. Offers in the region of £1,500; must be a sound investment for such a magnificent car. Tel.: 01-360 5724 for appointment. (5295)
CHEVROLET CAMARO RS, 1967 ('H' regd.). L.H.D. 38,000, one careful owner. 5.4-litre V8, automatic, t/shift, p/steering, tinted windscreen. White/blue vinyl top, special wheels, wide tyres, radio, seat belts, etc. £1,475. Tel.: Wickford 2606. (5296)
ROLLS-ROYCE, 1934, Hooper 20/25 owner-driver saloon with sun-roof. Extensively restored. Finished in two shades of grey with blue interior. £1,750. Tel.: Maldonhead 21213. (5297)

FOR SALE—continued

MK. III SUNBEAM-TALBOT. Good condition. Overdrive, rev-counter, etc. M.o.T. Feb. 1972. £130 o.n.o. Lobb, Tel.: 01-958 9058. (5298)
1947 ROVER 16. Taxed. Recent decoke, brakes overhauled. Very good condition bodily and mechanically. £125. Tel.: Great Aine 454 (evenings). (5299)
SCIMITAR COUPE 3-litre, 1968G. Overdrive, radio. Excellent condition, 25,000 miles. £975. Tel.: 0745-81 2431 (day), 074-56 4737 (evening) (Flintshire). (5300)
2300S FIAT coupé, December 1963. Fabulous 120-m.p.h. hand-built car costing over £3,000 new. Luxury advanced specification includes Abarth mods (standard) Webbers, power discs, the lot. Spares no problem. Excellent condition. £750. Tel.: Watford 27457 (business), Rickmansworth 77221 (home). (5301)
ROLLS-ROYCE 20, 1929. Park Ward limousine. Fully overhauled; M.o.T. Excellent original condition. £1,450. Gregory, Pantiles, Croydon Road, Hayes Common, Kent. Tel.: 01-462 2846. (5302)
M.G.-B NOV. 1970, taxed; excellent condition. Owner emigrated. Tel.: Bishop's Stortford 724436 (evenings). (5303)
BENTLEY, 1928, 4½-litre 4-seater tourer. Harrison body. 5,500 miles since complete engine rebuild. All bills since 1948. Nelstrop, 40 Eastwick Crescent, Rickmansworth, Herts. (5304)
ALFA ROMEO GTV, 1967. Recent Milan overhaul. Green with tan inside, radio, electric aerial, air horns. Tel.: Cottesmore 445. (5305)
1934 LANCIA. Very rare, dicky seat, tourer coachwork in immaculate order. £750, with spares, or offer. Bishop, "Shylo", Birchwood Lane, Storridge, Malvern, Worcs. Tel.: Suckley 315. (5306)
CORTINA-LOTUS, "J" reg., 3-litre, sun-roof. No competitions. £850, yes £850. Tel.: Hatfield 64547. (5307)
ASTON MARTIN DB4 Superleggera. Opalescent dark blue, red leather upholstery. Very low mileage. Many extras, radio, record player, etc. Immaculate condition. £945. J. Winter, "Casetta", Hooper, Wentworth Rotherham Tel.: Goldthorpe 2212. (5308)
1966 "E"-Type 2+2 Automatic. Metallic maroon. V.G.C. Radial tyres, h.r.w., c.w.w., radio, electric aerial. Plus other extras. £1,125 o.n.o. Tel.: Princes Risborough (Bucks.) 3197. (5309)
M.G.-B, 1968 "G", wire wheels; 20,000 miles only, 5 months' tax. £855. Tel.: Park Street 3856 (St. Albans), 3rd Sept. onwards. (5310)
LOTUS S3, 1966, coupé, white/black interior. Electric windows, radio; new clutch and disc pads. Superb overall condition, genuine bargain, must be sold. Offers please over £700. Tel.: Reading 471798. (5311)
ASTON MARTIN DB5, 1965, dark blue with grey interior, all usual extras, radio, 5-speed box, etc. £1,325. Tel.: Reading 54775 (day), Bramley Green 328 (evenings). (5312)
DAIMLER MAJESTIC, 1960. Just restored, not run-in. £850 o.n.o. Exchange Dart, older Daimler, Vintage, VW, Jeep. Cash pending. For details: Harrison, 24 Jubilee Court, Dunmow, Essex. (5313)
JENSEN 541 (with overdrive), 1955. Rare opportunity to acquire this rustless thoroughbred. In splendid condition throughout. £585 o.n.o. Tel.: Reading 883281. (5314)
M.G. TD2, very original, recent "concours". £400 o.n.o. Tel.: Chelmsford 53233, ext. 2767. (5315)
1966 "J" REG. LOTUS Super 7. Immaculate. New hood, slidescreens, tyres, etc. £150 spent, 1,340-c.c. tuned engine. £580 o.n.o. Photograph available. Bertram, 81 Jenifer Grove, Newcastle-upon-Tyne 7. (5316)
M.G.-A 1600, white, f.h.c., 1959. 10 months' M.o.T. £240 o.n.o. Tel.: Southend 31156 (evenings). (5317)
GOOD INVESTMENT, XK120 drophead. £495 o.n.o. 11 Bramerton St., S.W.3. Tel.: 01-352 3224. (5318)
1953 XK120 JAGUAR d.h.c. New paint, hood, chrome, etc.; steering/brakes overhauled. Being retimed leather, repolished. Tax, long M.o.T. £495 o.n.o. Consider cheaper interesting exchange. Tel.: 01-352 3224. (5319)
1958 JENSEN 541. Restored over past two years, this vehicle is in sensational condition, sprayed metallic blue and re-upholstered in black hide. Well worth the joy of just seeing it. Offers around £1,000. Tel.: 01-985 5451. (5320)
DAIMLER BARKER Special Sports aluminium d.h.c., French blue over grey, recent respray; two tonneaux, complete chassis tool kit. Three owners effectively. New rings, bearings, valves, guides, king-pins, prop-shaft, wheel bearing seals, ignition. Well shod. Spares and service conveniently available. Undersealed at works when new; no chassis rust whatever. Suitable for lady driver. My wife loves it, but is expecting third, hence sale. Leather needs attention, so £475. Tel.: Steeple Aston 247. (5321)
CORVETTE STINGRAY. Built Dec. 1963, 350 cu. in., 300 b.h.p.; Le Mans blue; white convertible top; 19,000 miles; automatic, p.a.s., limited slip differential. AM-FM, tinted windows. Five-year, 50,000 miles warranty; one owner from new; immaculate; duty paid; unregistered. £3,490 or offer. Tel.: 021-476 3731. (5322)
SUN-YELLOW ELAN S.2, 1965, engine overhaul, drophead, perfect. £800 or best offer within £100 for quick sale. Tel.: Kelvedon (Essex) 843 (evenings or weekends). (5323)
1938 JAMES YOUNG sports saloon 25/30, original throughout. Must be seen and sold. £1,750. Tel.: 01-748 2391. (5324)

WANTED

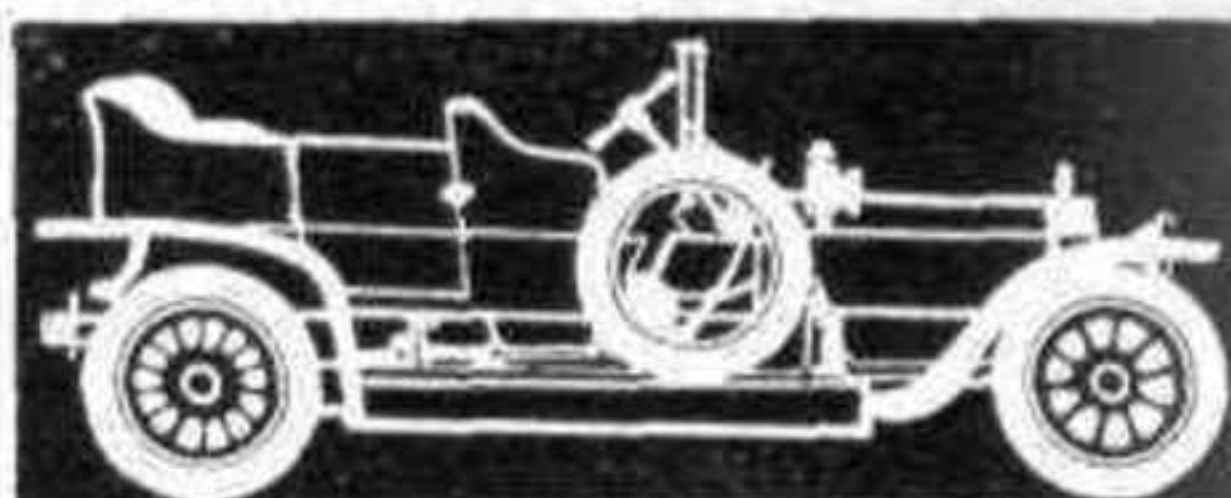
ASTON MARTIN DB4/5 wanted, reasonable condition, good M.o.T.: anything considered. Cash. Tel.: 021-440 3965 (evenings). (4614)
W.O. BENTLEY 3-litre wanted by British enthusiast. Condition immaterial! Cash payment! (No dealers.) D. Griffin, 21 Russell Gdns, Mews, Kensington, W.14. (4650)

WANTED—continued

WANTED: LAGONDA 3-litre 1931 engine or complete car. Aston Martin Mk. II, 1935, block + instruments. Talbot, 1935, 90, 95, 105, 110, all spares or complete car. Apply: Tanglewood Lodge, Common Rd., Stanmore, Middx. Tel.: 01-950 1019. (4659)
SHOCK-ABSORBERS required for M.G. Y, 1950. Top price paid for four new or re-conditioned units. Tel.: Maidenhead 26557. (4700)
XK150 OR 140 Roadster. Sensible price will be paid for genuine car. Cash available. Tel.: Hayling Island (Hants.) 3680. (4714)
LANCIA LAMBDA. High ratio 15/49 axle or just crown wheel and pinion. 60 Gunnersbury Ave., W.5. Tel.: 01-992 8488. (4935)
CARS REQUIRING attention bought for cash. Tel.: Botley (Hants.) 2102. (5025)
SILVER GHOST spares. One or two 33 x 5 Dunlop straight-sided tyres (not remoulds), early tread pattern if possible; driving mirror to fit Auster front screen, nickel finish, size 6 x 3 in.; several wheel balance weights (Dunlop); any tools to complete our set; engine oil filler cap or can we borrow yours to copy? Jonathan Samuelson, Old Grove House, London, N.W.3 6SP. Tel.: 01-435 2724. (5026)
WANTED: PIPER GT, condition immaterial, but could also be tempted by attractively-priced Elan +2. Will travel anywhere. Tel.: Guisborough 4443. (5027)
MORGAN WANTED, four-seater, good condition, pre-1965. Schofield, 3 Fenton Fold, Oakeshaw, Bradford. (5028)
WANTED: ROLLS-ROYCE Phantom II Sedanca-de-ville or drophead by private buyer. Please send full details with photograph; reply guaranteed; all photographs returned. Good price paid for genuine car or for car needing some restoration. Bcx 2953. (5029)
WANTED: HARD-TOP for Healey 100/4. Tel.: 061-432 7887 (after 7 p.m.). (5030)
PORSCHE 356A front body skin, complete or off-side only. Tel.: 01-894 3701. (5031)
WANTED: Spare parts for M.G. TC 1947. R. Ardingo, 70 New St., Altrincham, Cheshire. Tel.: 061-928 7008. (5032)
OLD ROLLS-ROYCE motor car wanted to cherish, any horse-power and style considered; prompt attention; cash settlement. All replies answered. Please write Box 2954. (5033)
M.G.'S WANTED: TAs (£85-£395), TCs (£85-£495), TDs (£100-£500), TFs (£125-£650), pre-war M.G. models (£50-£800). Smashed, dilapidated or good. Price on condition. Cash paid. Tel.: 01-521 0520. (5034)
WANTED: ALVIS TD21, Series II, drop-head coupé, automatic. Details and price to: Box 2955. (5035)
WANTED: Registrations JD T 1 or any interesting variation. Tait, 21 Whitcliffe Grange, Richmond, Yorks. (5036)
FROGGEY SPRITE. Bad bodywork, etc., no objection; sound mechanically; cheap. Details advertiser, 165 Merlin Rd., Welling, Kent. (5037)
ROLLS-ROYCE or Bentley motor car, condition immaterial, prefer tourer. Will collect anywhere. Please telephone Pete, 01-789 3875. (5038)
WANTED: ROLLS-ROYCE Silver Wraith by Hooper (1949 circa). Will vendor write his telephone number? Bcx 2956. (5038)
LAGONDA still wanted—anywhere on earth; LG 6 or V12 coupé or Rapide; cash offered or exchange for other exotic Lagonda. Schofield, Foxhill Stables, Mottram Rd., Stalybridge, Cheshire. (5039)
WANTED: Any copies "Motor Sport", 1950-1959. Cash waiting. Tel.: 021-474 5730. (5040)
WANTED: GEAR-CHANGE conversion from column to floor change for 1951 Rover 75. Stcnr, 15 Warndene Rd., Brighton. (5041)
ROLLS-ROYCE or Bentley wanted, preferably with unusual coachwork, e.g., two-door coupé or drophead, Sedanca, razzr edge or anything a little out of the ordinary; either in good condition or needing work; high price offered. Harper, Stretton House, Stretton (via Warrington), Cheshire. Tel.: Norcott Brook 411. (5042)
"E"-TYPE 2+2, 1966-1967. Cash waiting. Write: Abbott, 150 Mirren Drive, Duntocher, Dunbartonshire. (5043)
WANTED: ROLLS-ROYCE 20/25, 25/30 or Wraith. Prefer limousine but will consider other styles; interested only in bodily and mechanically sound examples; price according to condition to £1,000. Private buyer. Replies to: J. Hargrove, Homefields, Hanwell (near Banbury), Oxon. Tel.: Wrocton St. Mary 374. (5044)
VINTAGE, P.V.T., early post-war classic. Must be good; running and under £300. J. Grange Park, Steeple Aston, Oxfordshire. Tel.: Steeple Aston 606. (5045)
JAGUAR SPARES and services. All models SS1 through XK150. Classic Jaguar Association, 820 Shadow Lawn Drive, Elm Grove, Wis. 53122, U.S.A. (5046)
SPARES URGENTLY wanted for 1948 Morgan, Series I, rebuild. Any bits appreciated. Box 2957. (5047)
WANTED: Registrations JW T, JT with low or interesting numbers on old vehicles. Box 2958. (5048)
ROLLS-ROYCE P. II instruction manual required. Must be for 1929 model; condensed version most definitely not wanted. Also any workshop sheets or literature. Please specify. Dr. Cook, Elm Tree House, Alrewas, Staffs. (5049)
ALLARD J2 or J2X. Details and price please to Box 2959. (5050)
ASTON MARTIN DB3, 12 in. Alfin drums. Also DB2 bonnet, dashboard, front suspension bits, W.H.Y.? Hobson, 21 Dunlop Ave., Rochdale. Tel.: 48737. (5052)

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1969 Lamborghini Islero 5, metallic light green with black hide trim. 150 m.p.h. plus. A very fine example of this rare 4-str. classic competitively priced car. £5,250

1970 Lotus Elan +2S, in French blue with black trim, fitted radio, heated rear window, sun-roof; one owner. Immaculate. £1,795

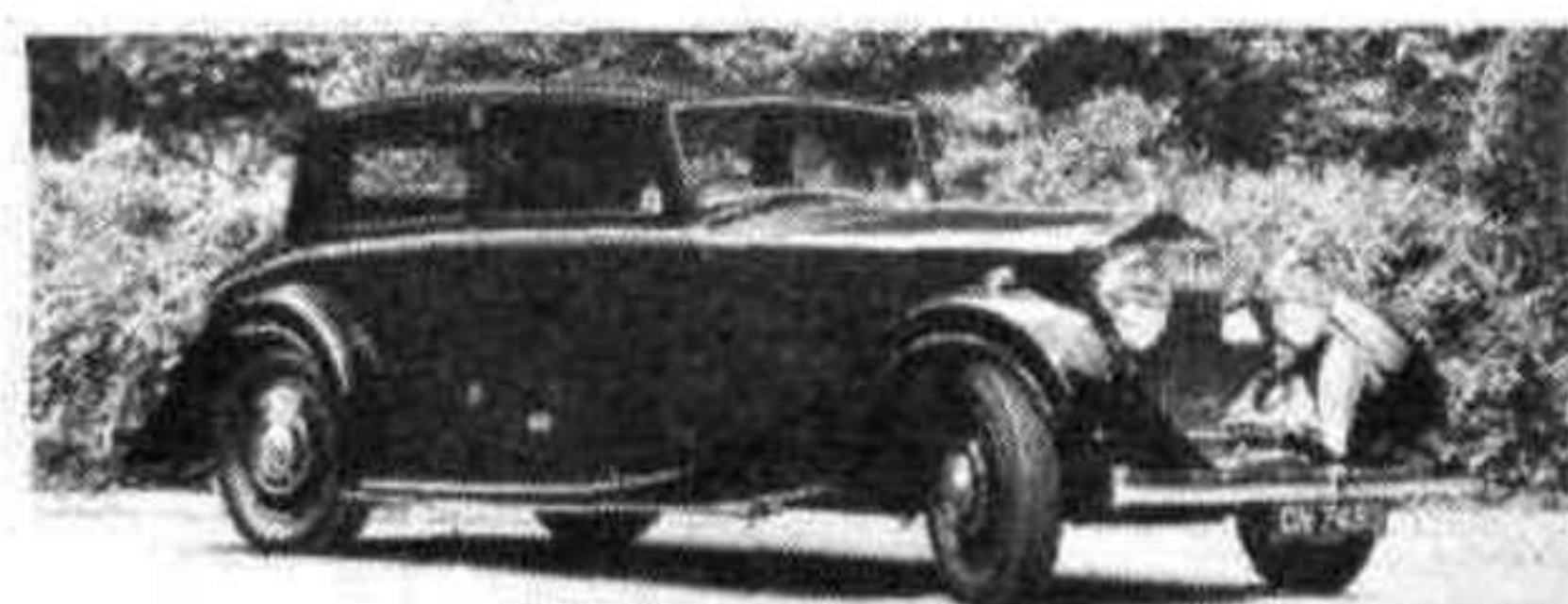
1969 Jaguar XJ6 4.2, in sable with beige trim, automatic, power steering, h.r.w., radio-cassette player. Outstanding condition. £2,175

1968 Dino Spyder, left-hand drive, 2-litre, in silver with black trim, 5-speed gearbox, radio, 8-track stereo. Outstanding example. £1,995

1969 M.G.-B roadster in B.R.G. with black trim, overdrive, wire wheels, radio; 24,000 miles, outstanding condition. £1,095

1968 model Porsche 911S, in burgundy with black trim, Blaupunkt radio, mag. wheels; one owner, full history. £2,550

1936 Rolls-Royce 25/30 Freestone & Webb razor-edge saloon—genuine two owners since new and only 53,094 miles. A most beautiful and original car, painted in black and royal blue, with brown hide interior.



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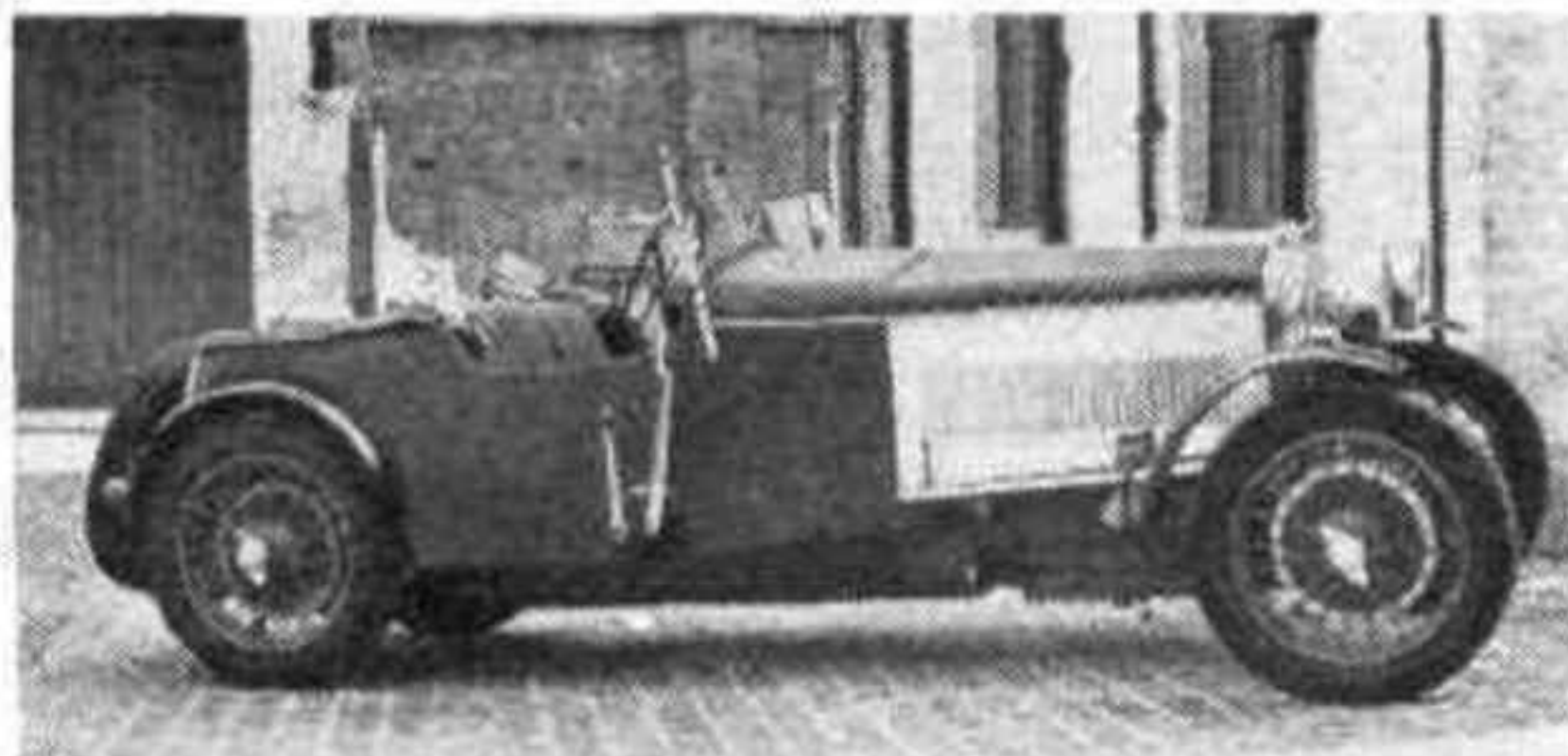
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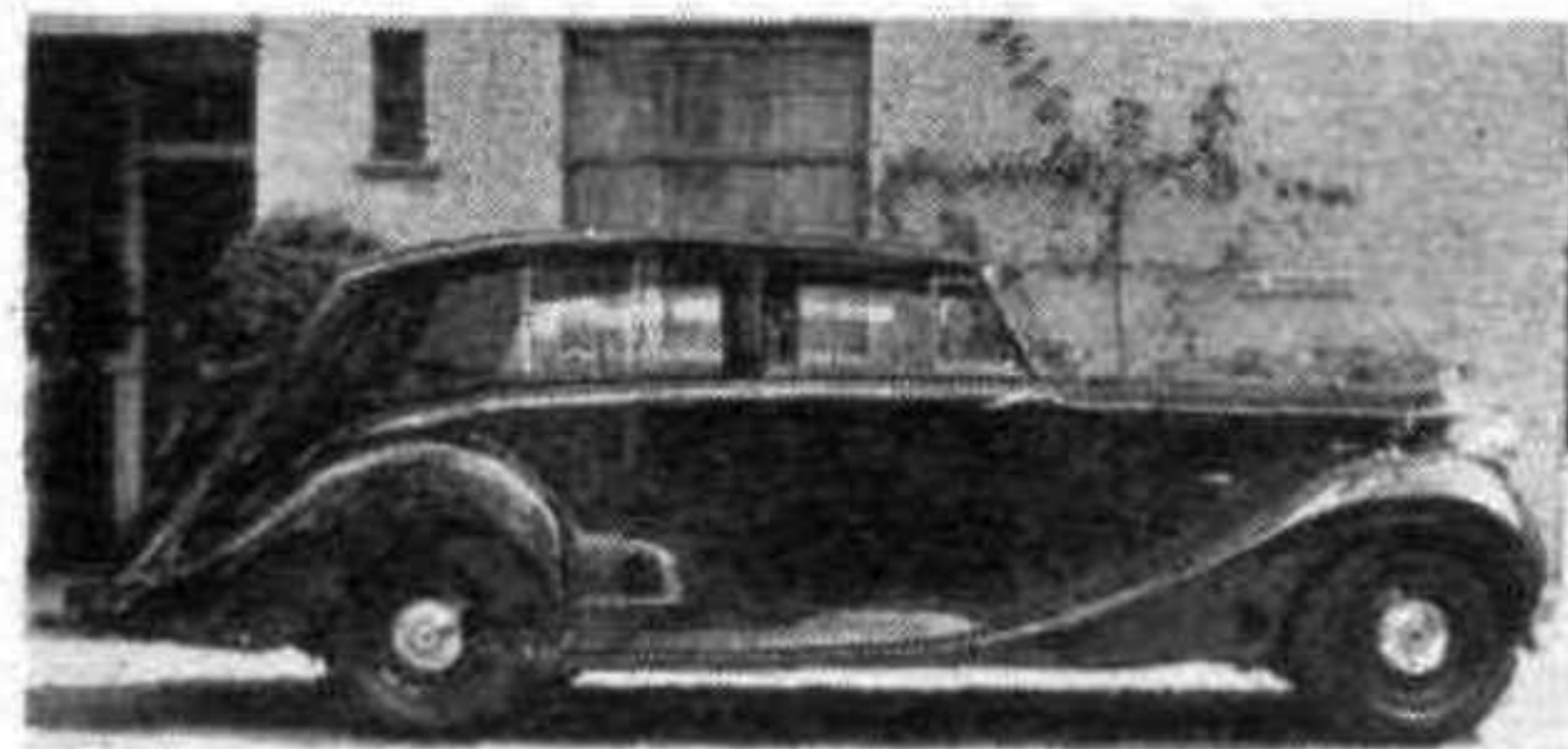
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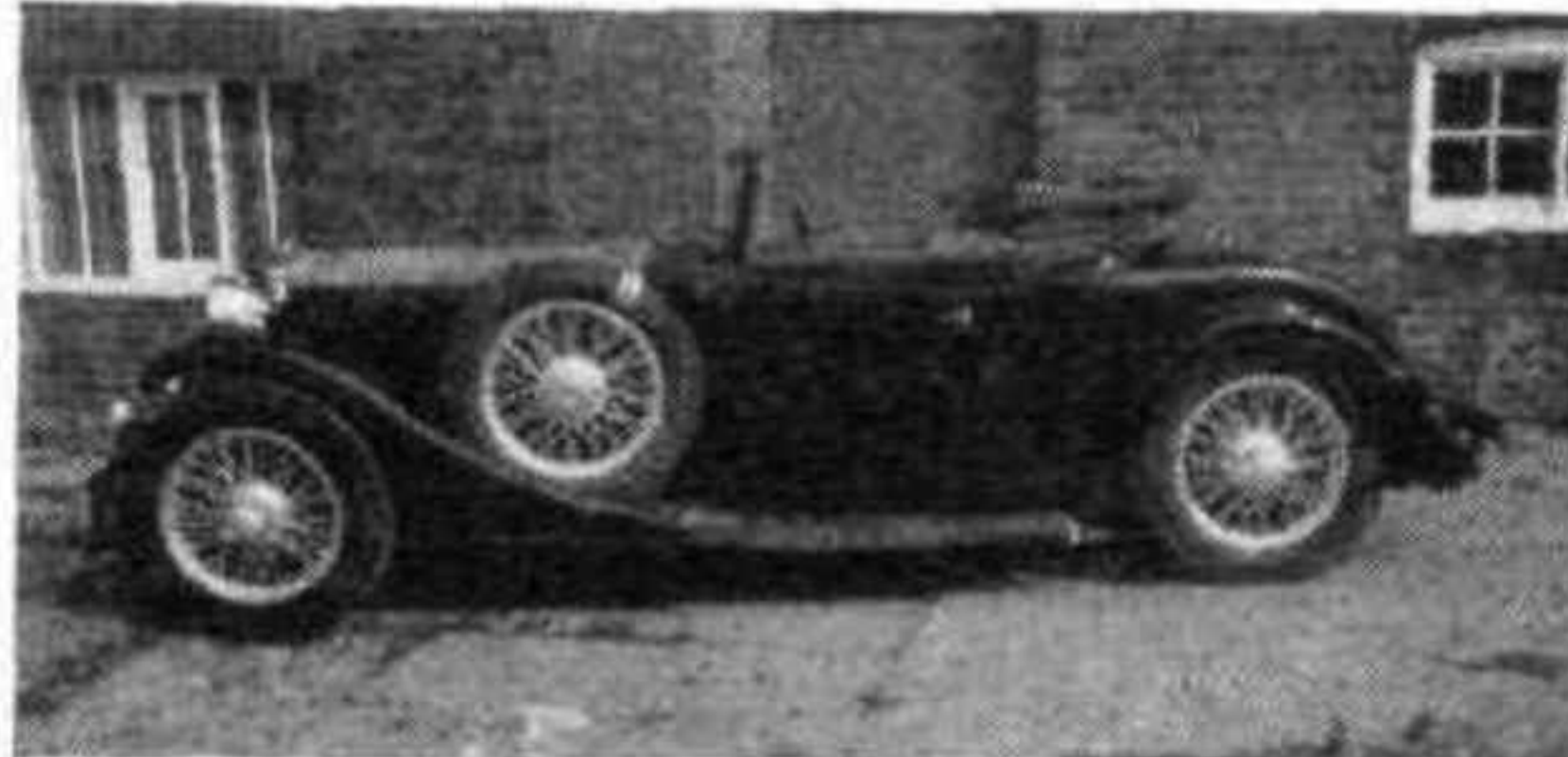
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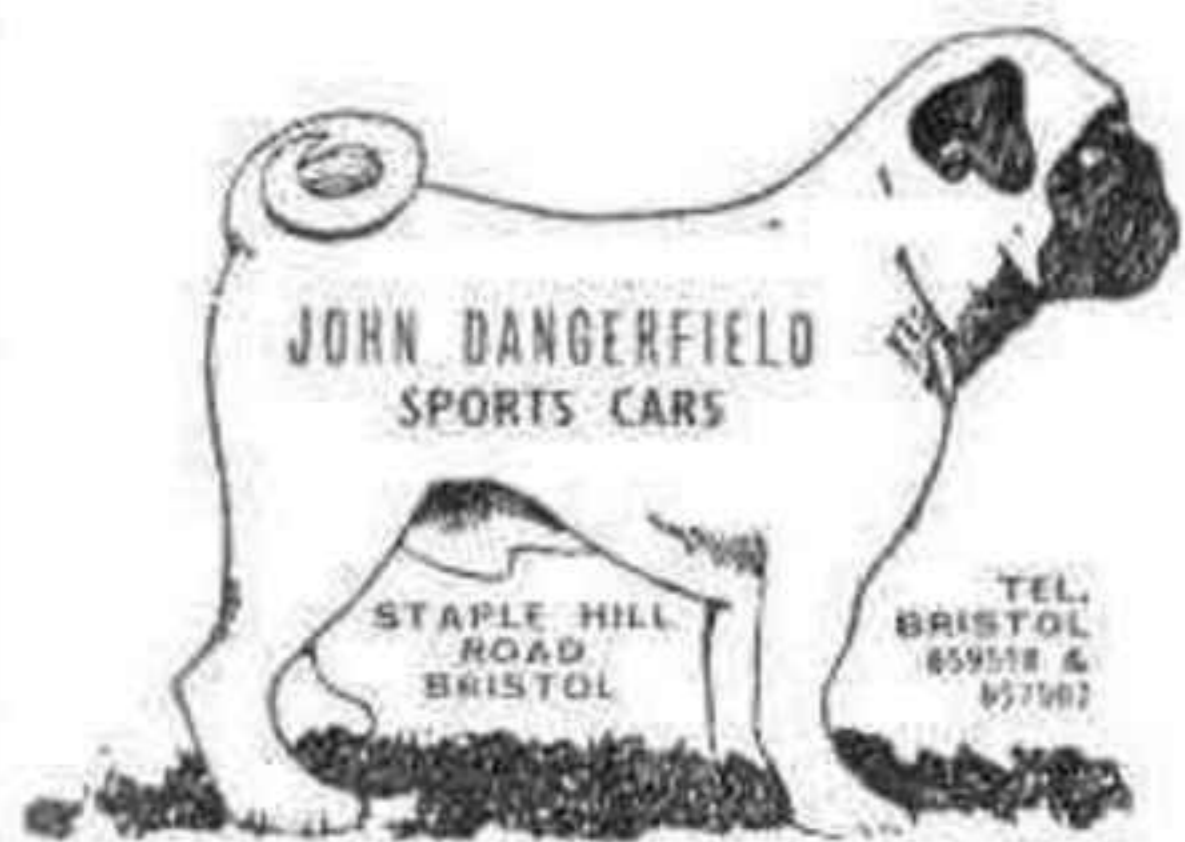
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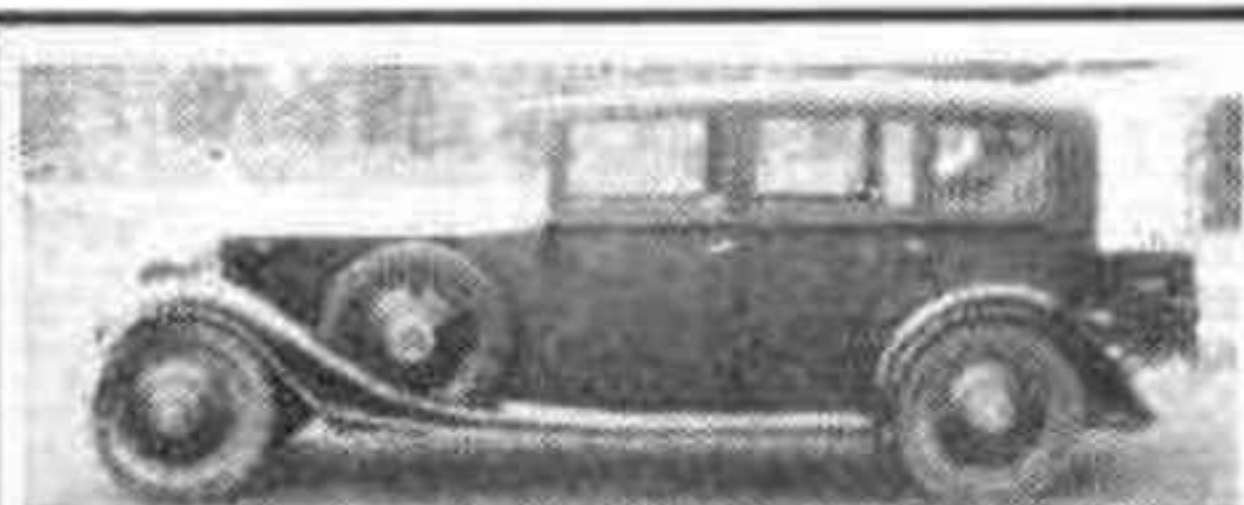
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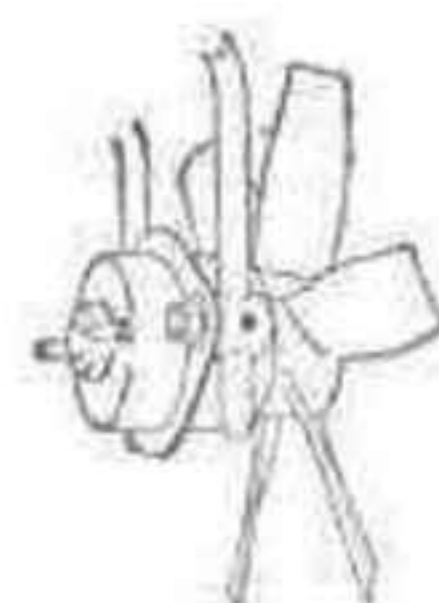
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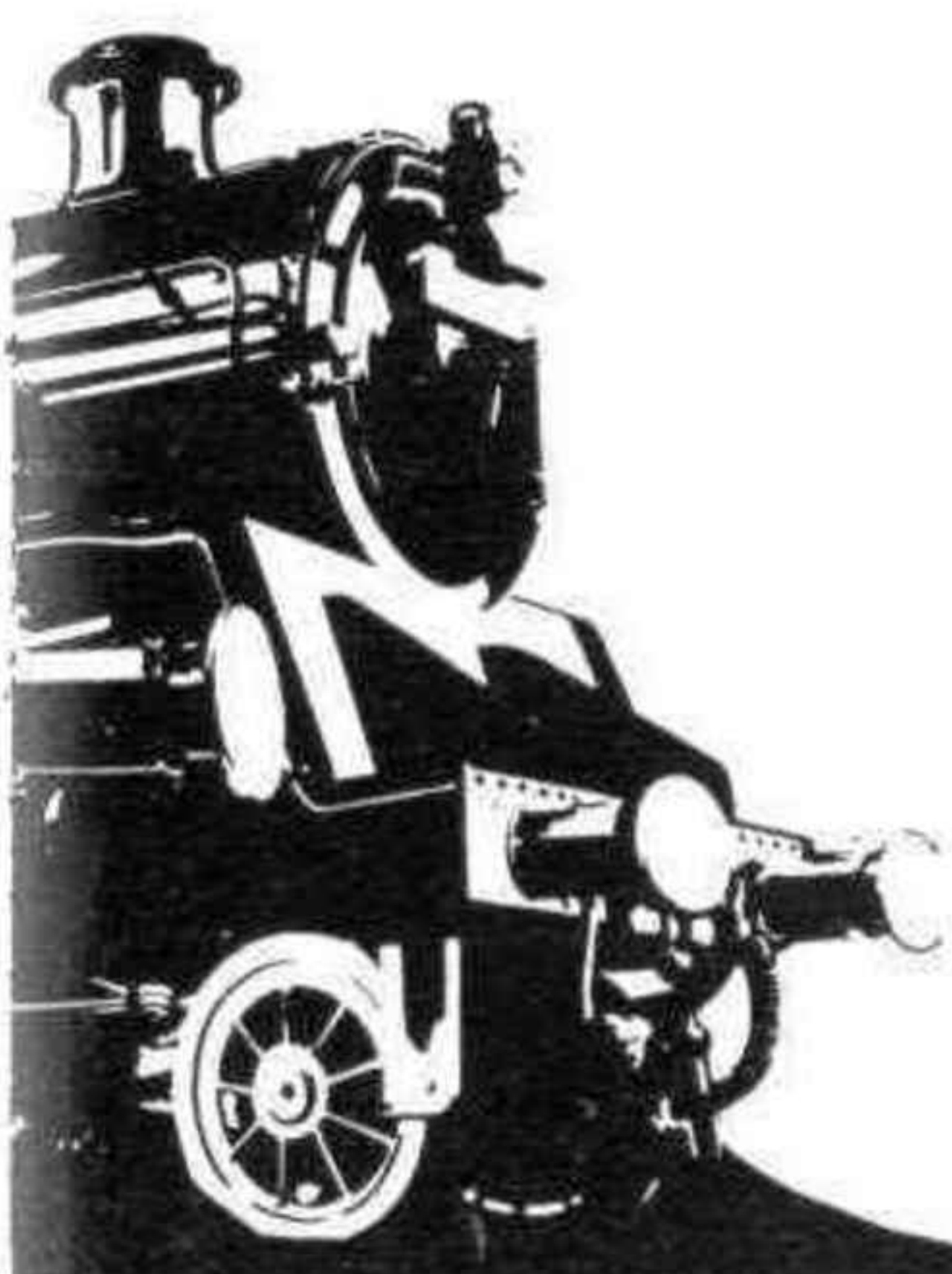
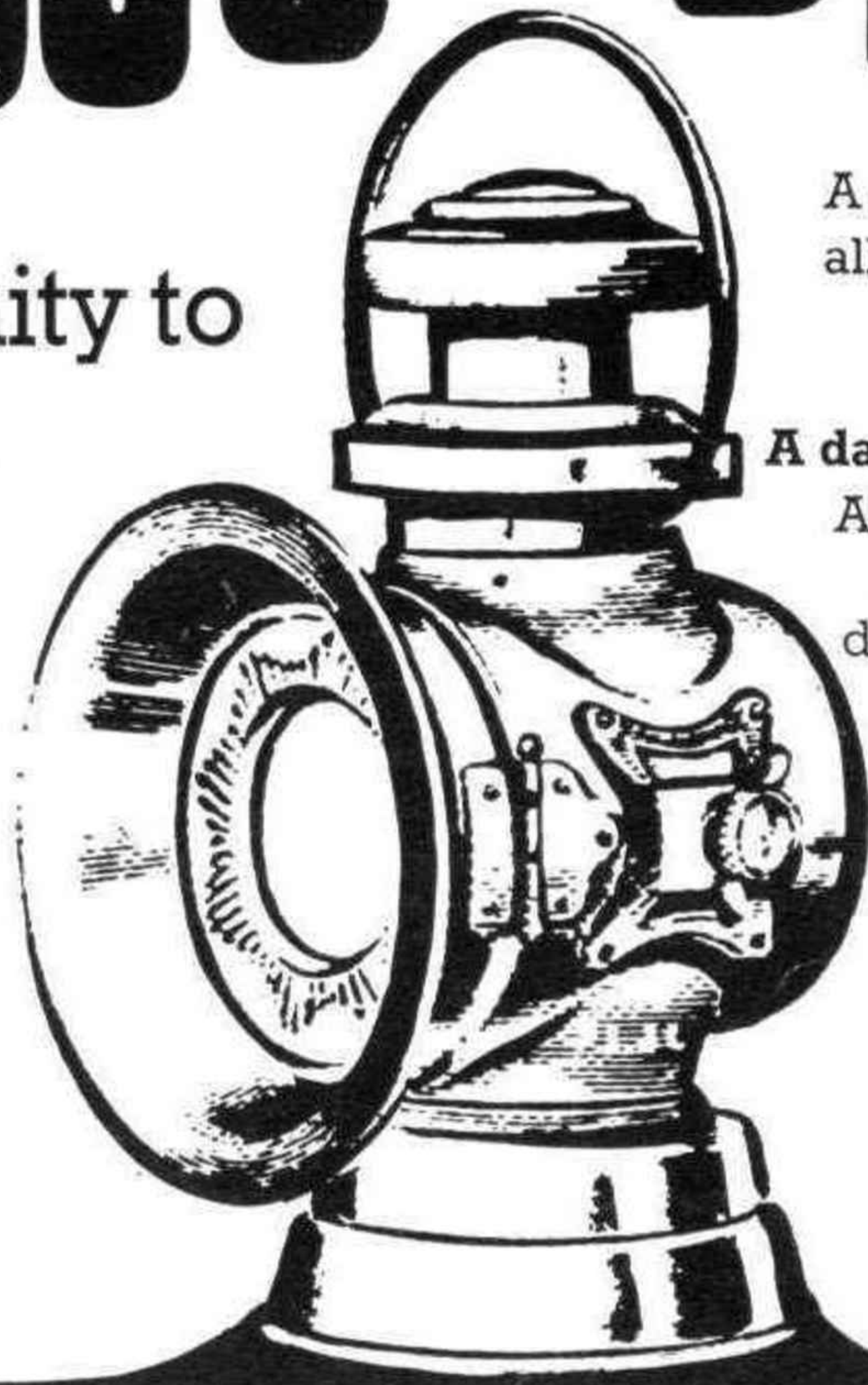
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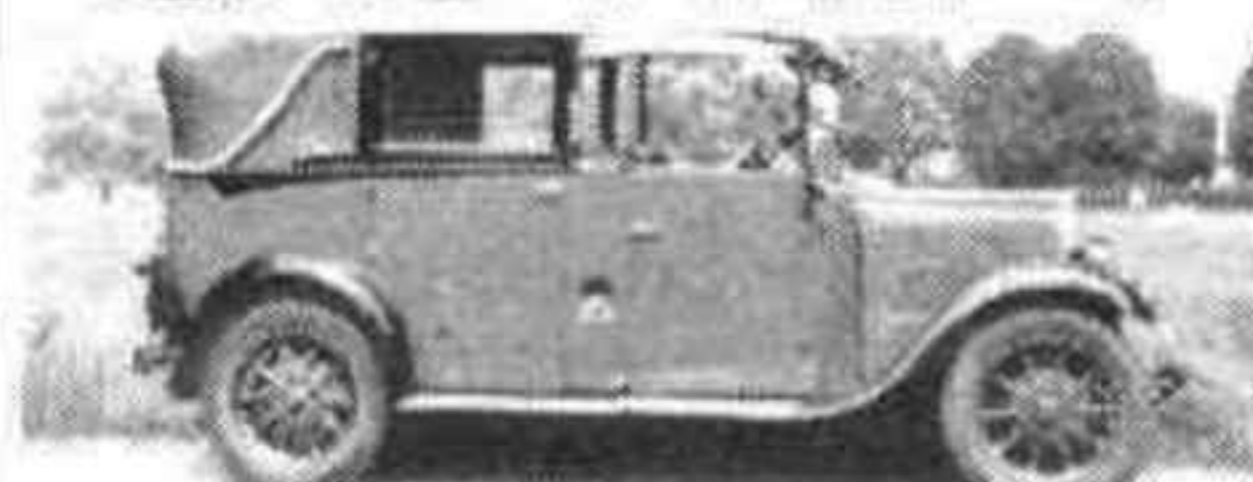
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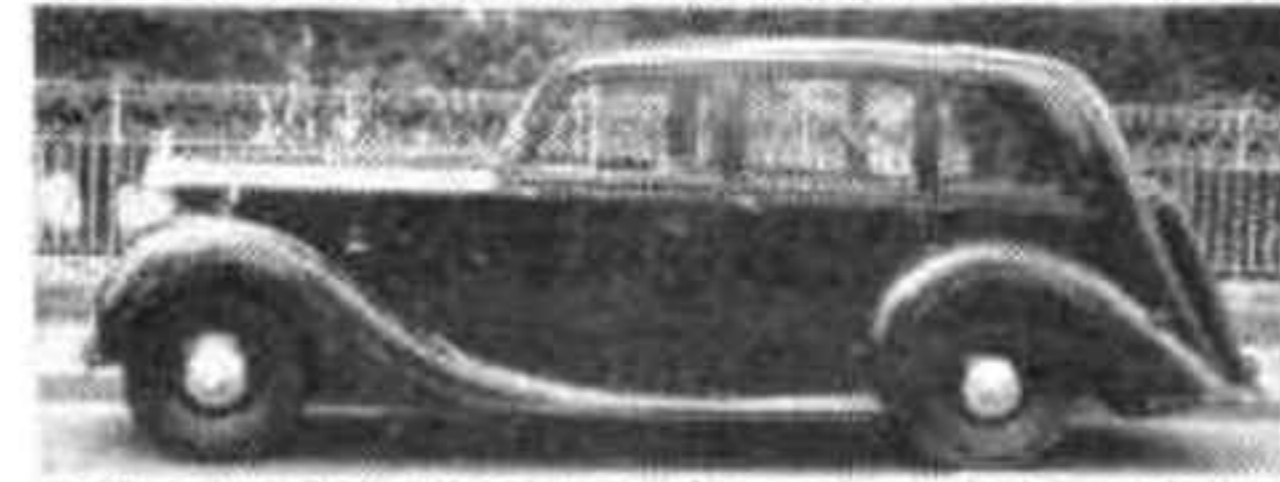
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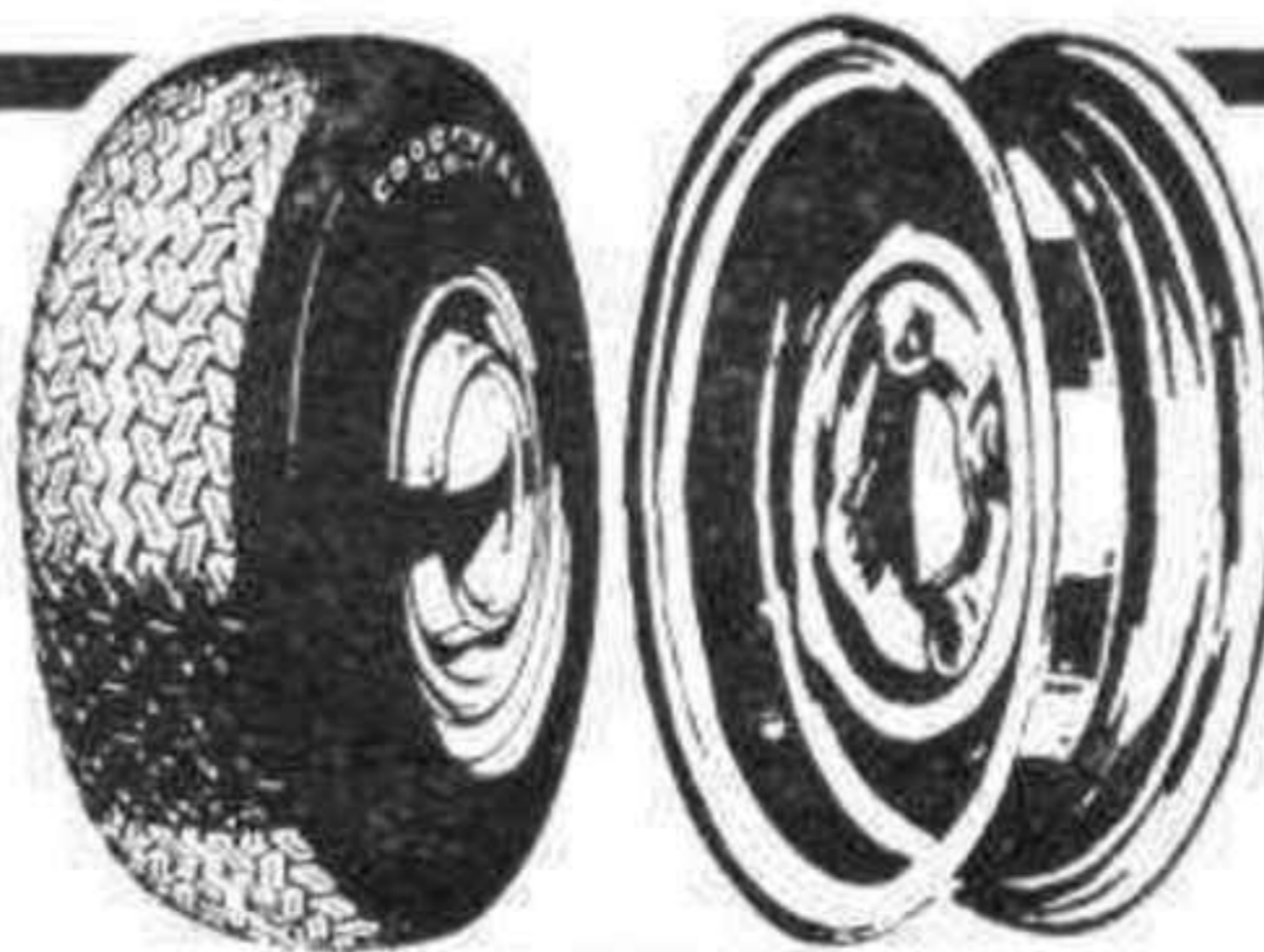
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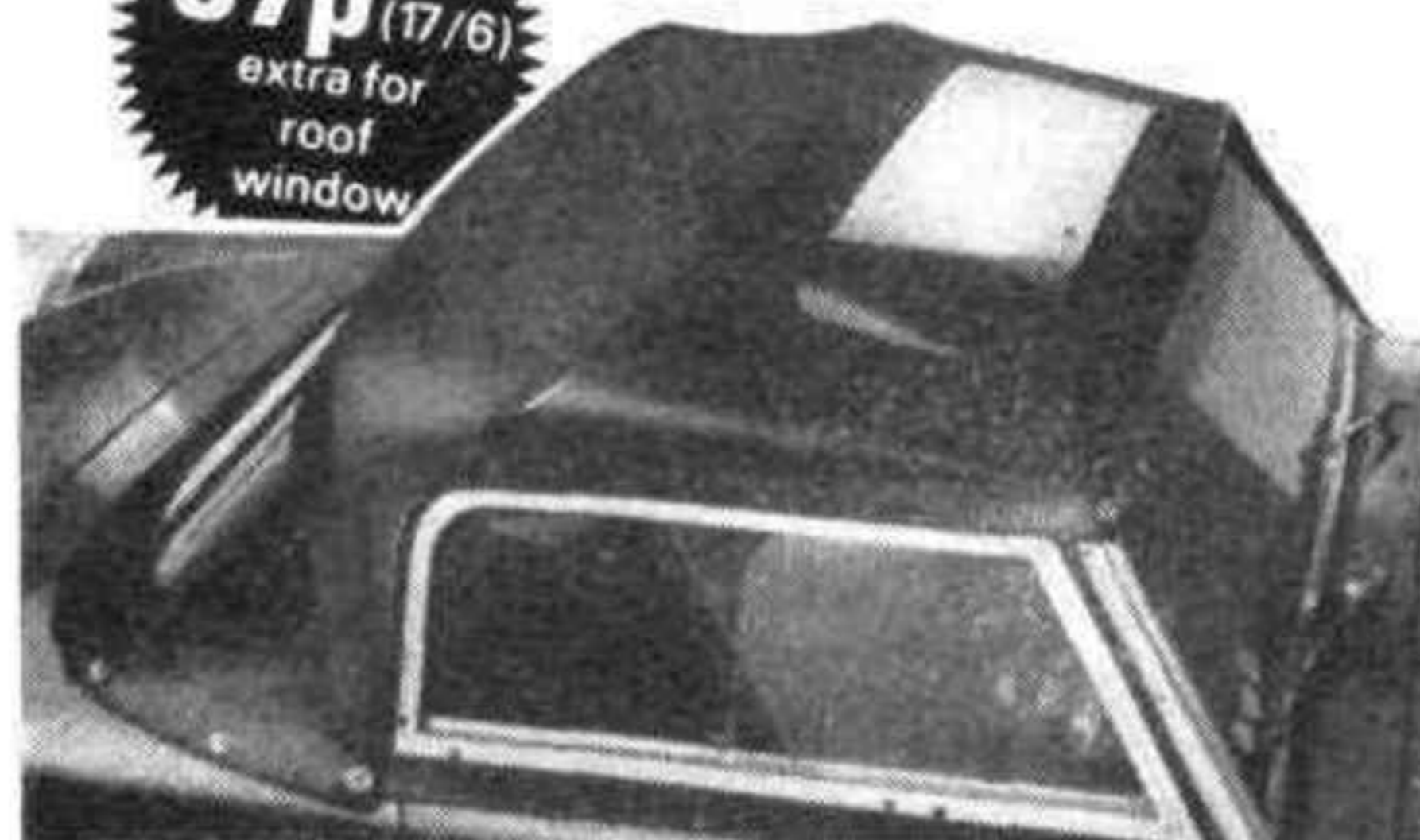
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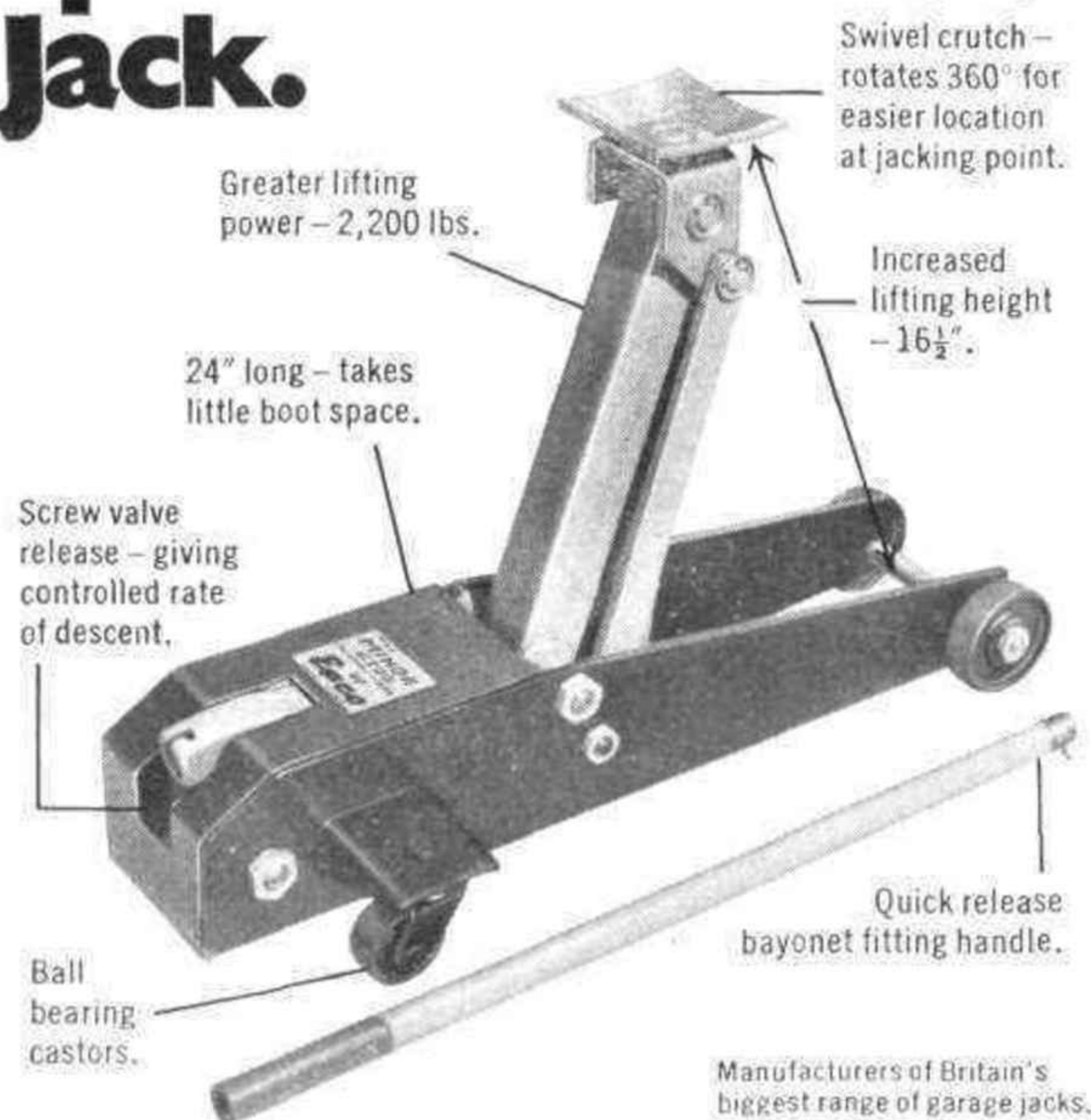
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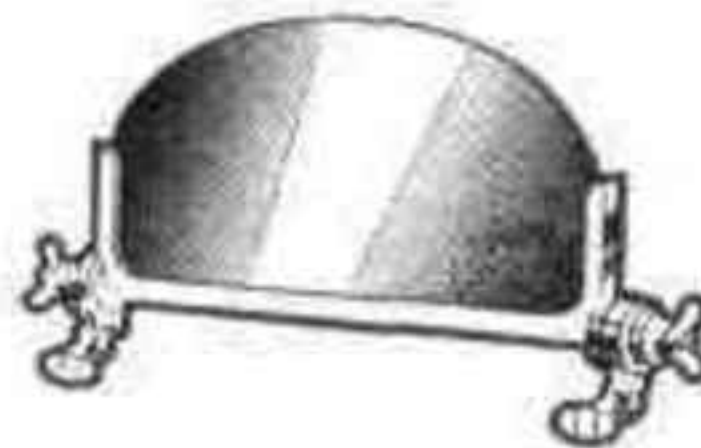
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1965 M.G. Midget. B.R.G. Excellent two-owner car with full tonneau and radio. £385

1959 AUSTIN HEALEY 100/6. Six-port head, o/d., radio; taxed; attractive in B.R.G. £345

1963 TR4 coupe. Conifer/black interior. Two owners only. Fitted o/d., p.b. radio, w/w., Cints. £475



1966 Series JENSEN CV8 saloon. Quite outstanding in shell grey with red hide interior. Tremendous performance, good history. £1,375

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1967 Healey 3000, B.R.G. 1968 M.G.-B rdstr., mineral blue, o/d., etc. 1965 Healey 3000. 1969 Midget, snowberry.

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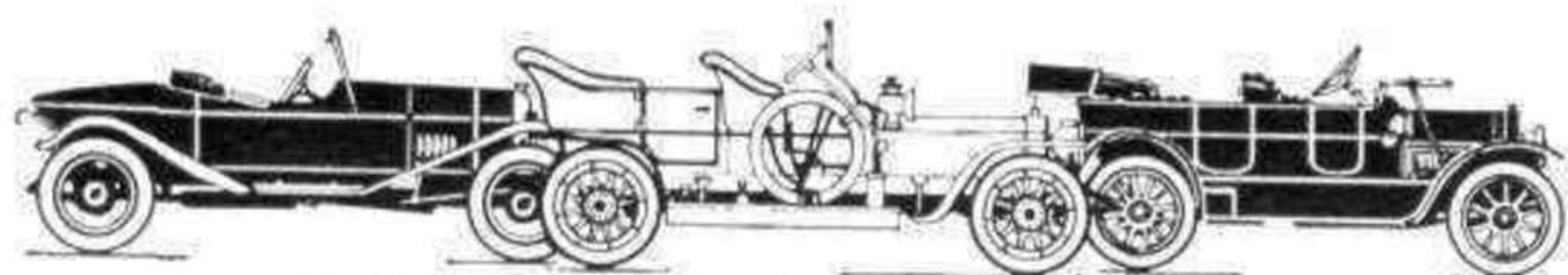
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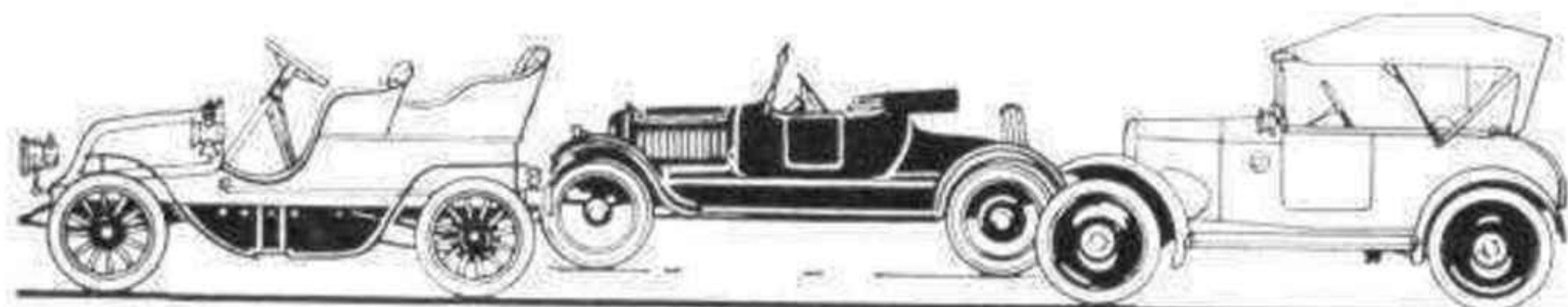
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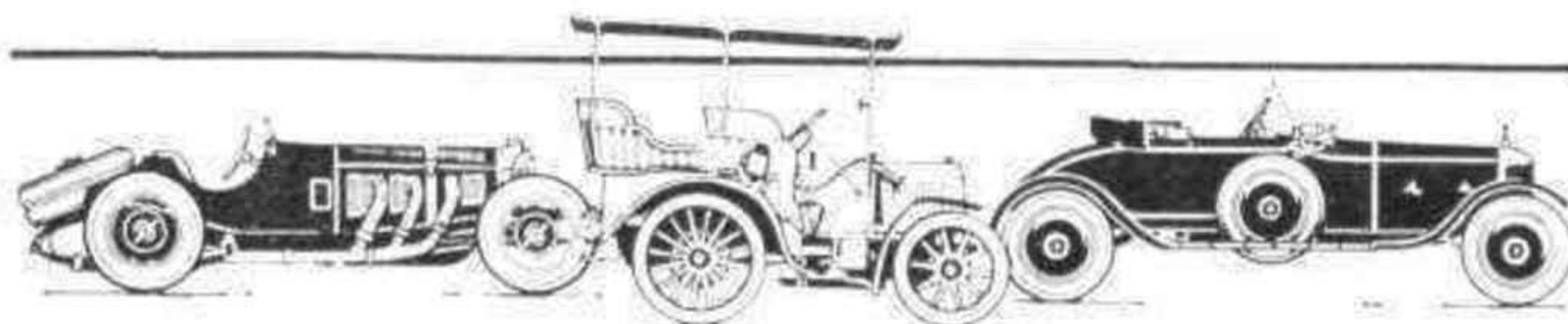
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SPITFIRE, Mk. 2, 1966. Red, hard-top, wire wheels. £495.
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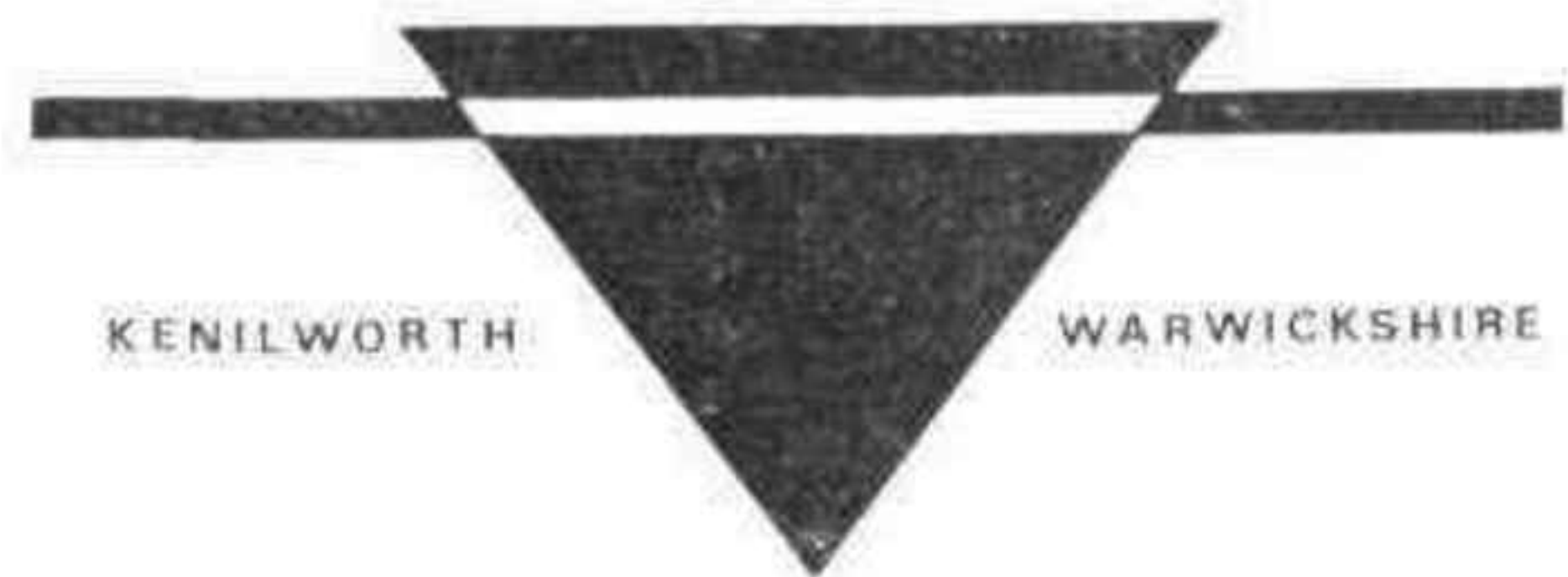
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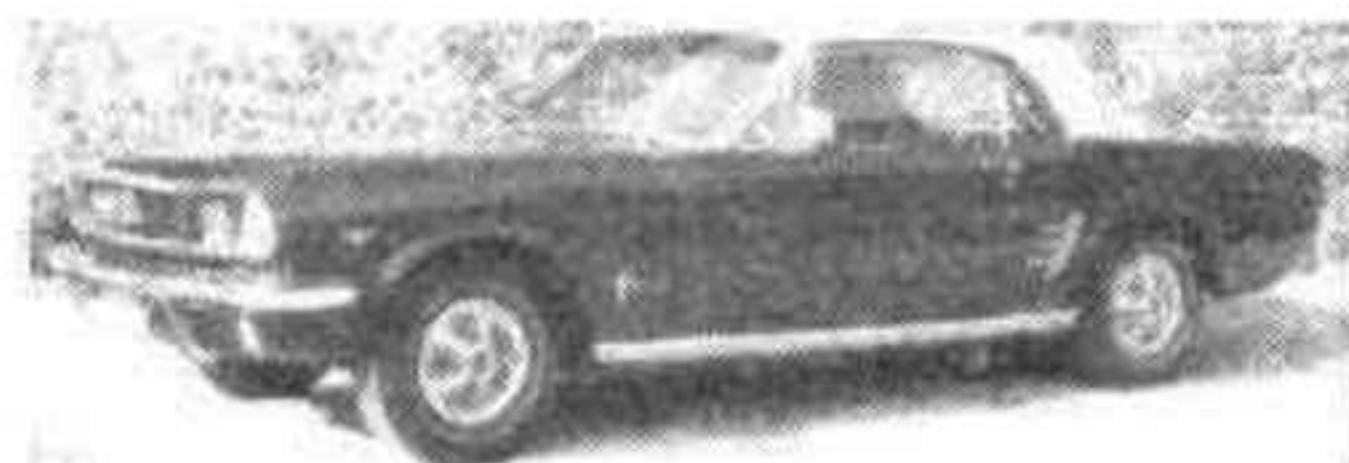
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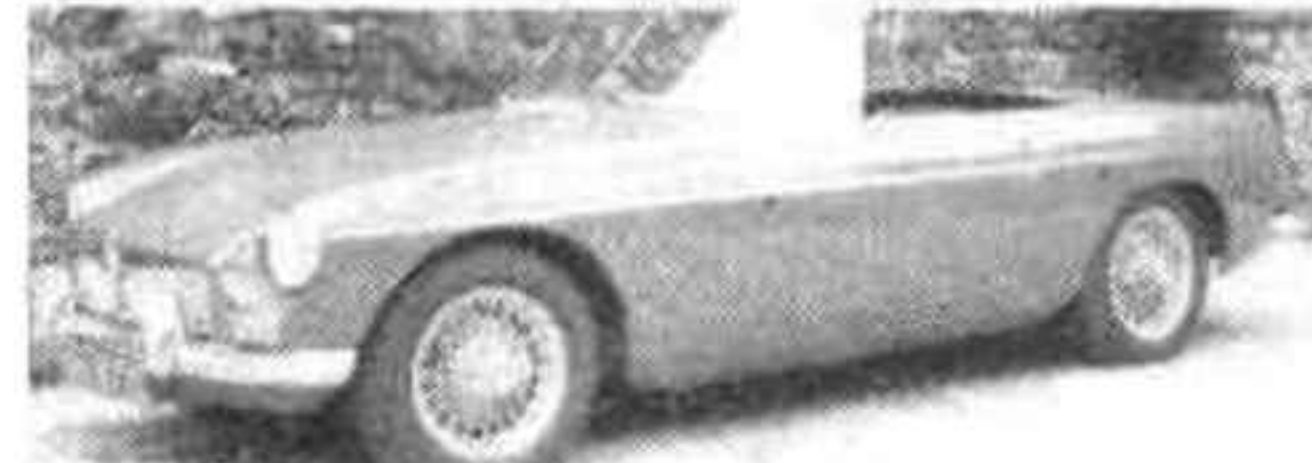


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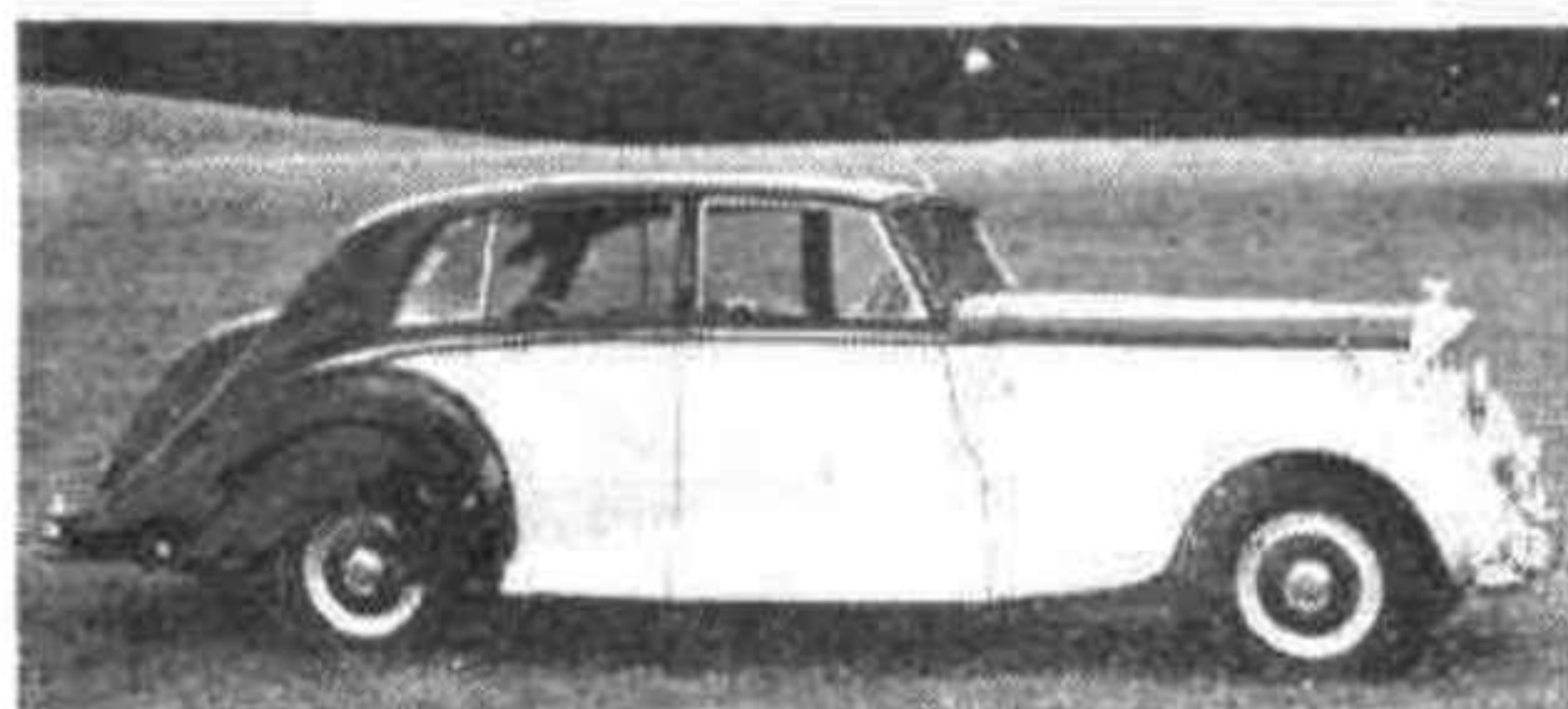
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BENTLEY, 1964 (Dec.) S3 sports saloon, ex-Mayoral car maintained regardless; magnificently painted in sand and sable with superb hide trim, electric windows.



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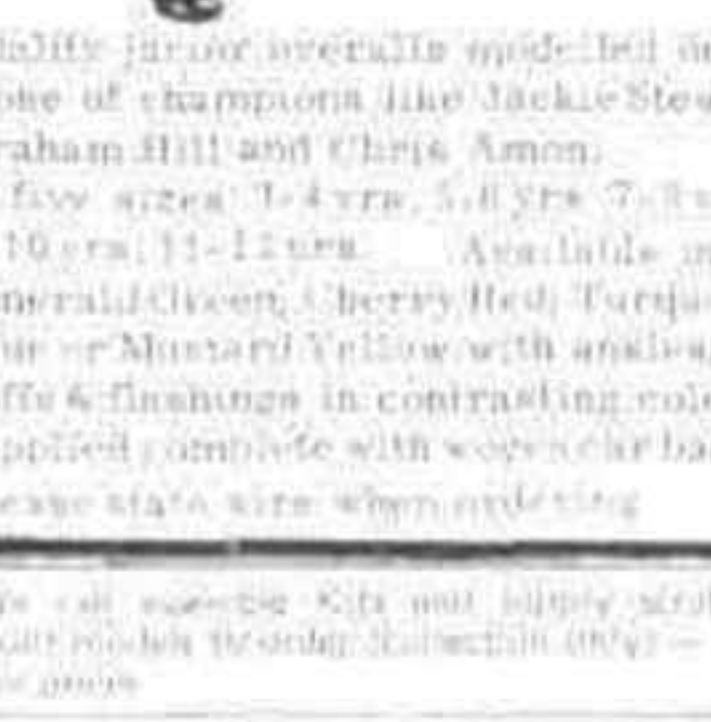
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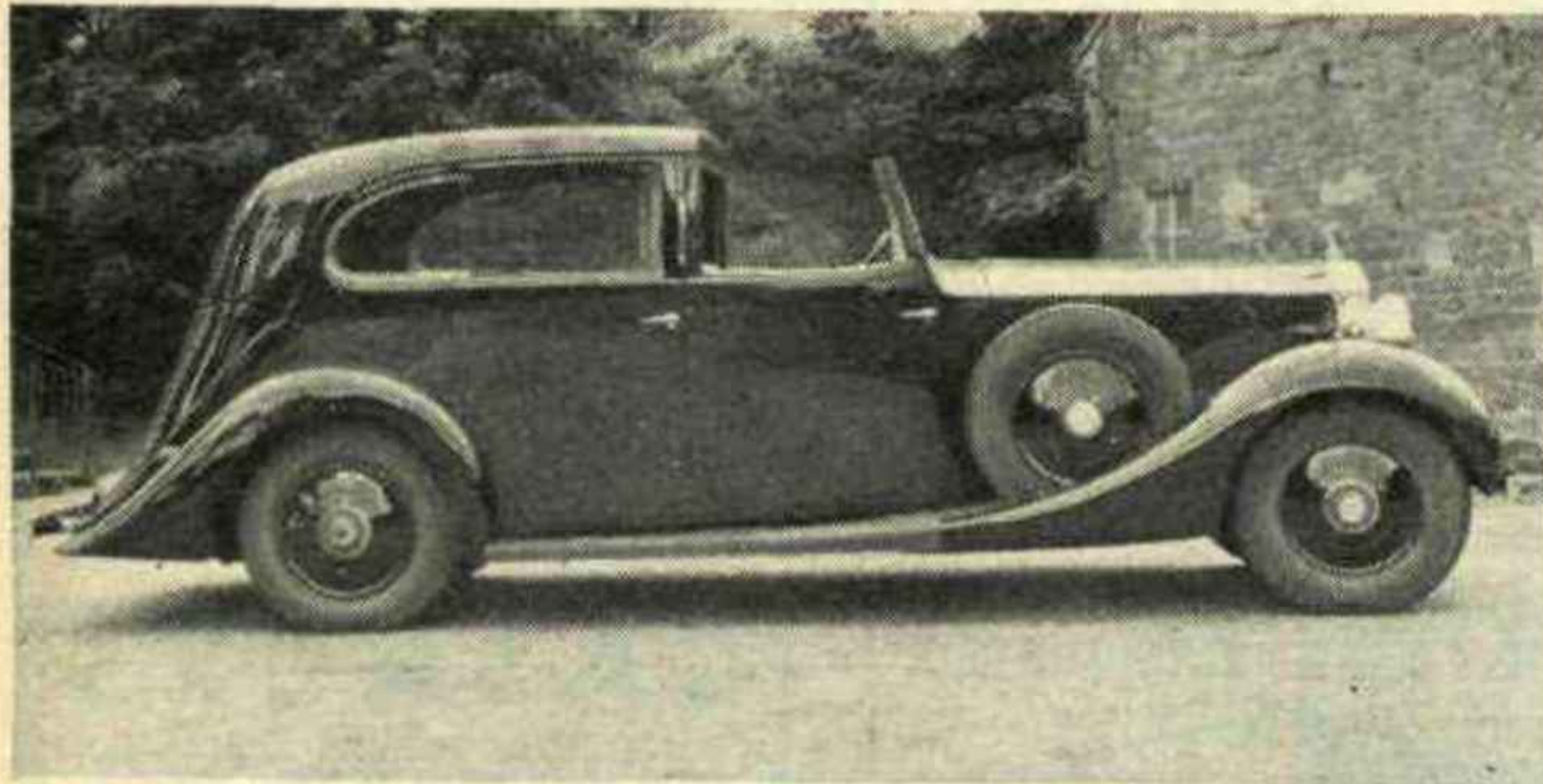
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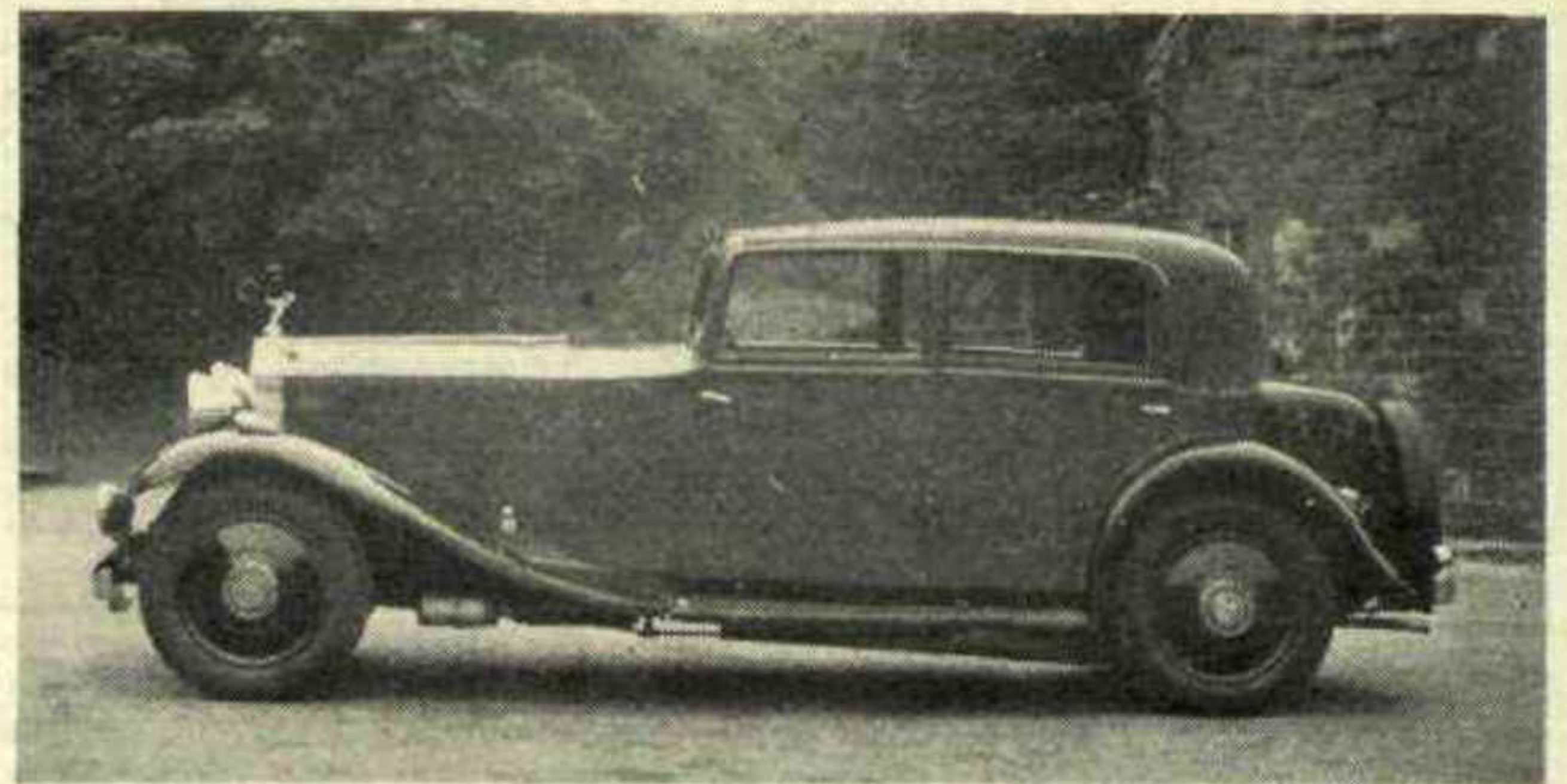
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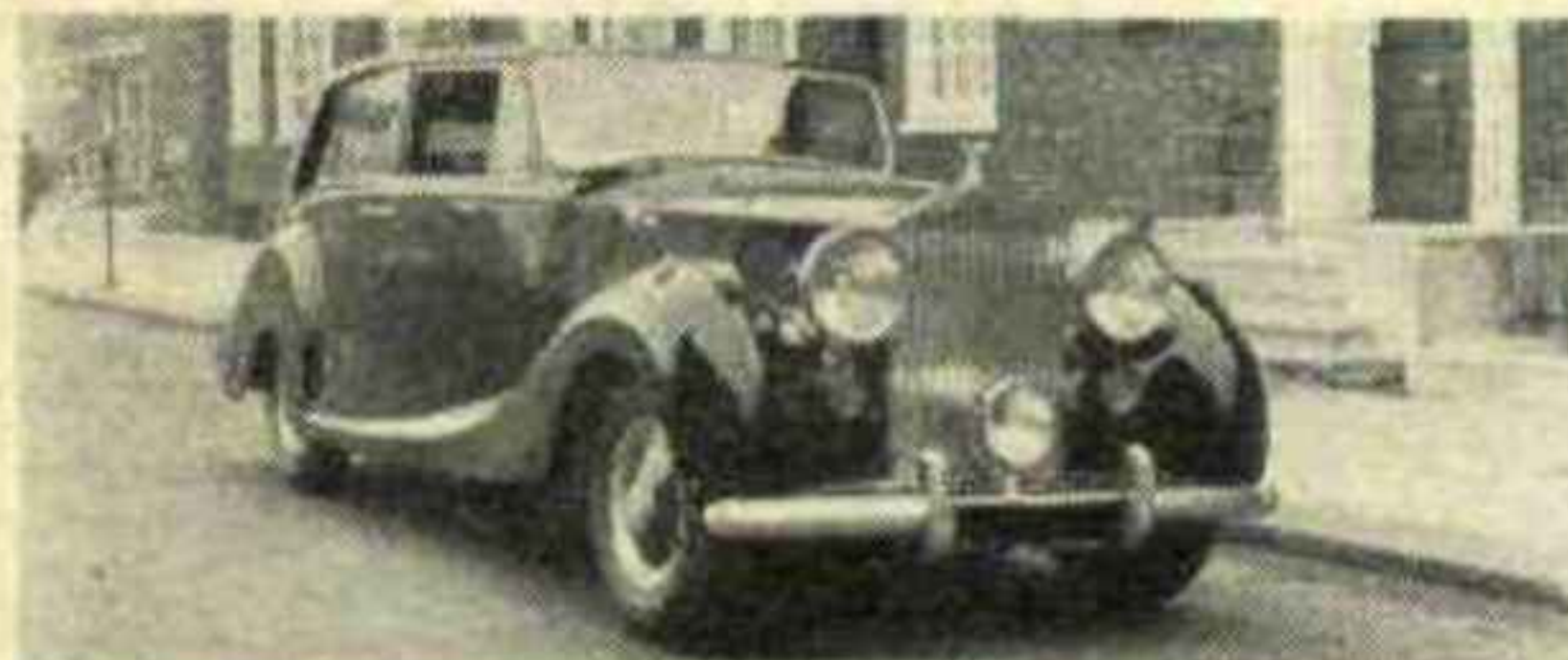
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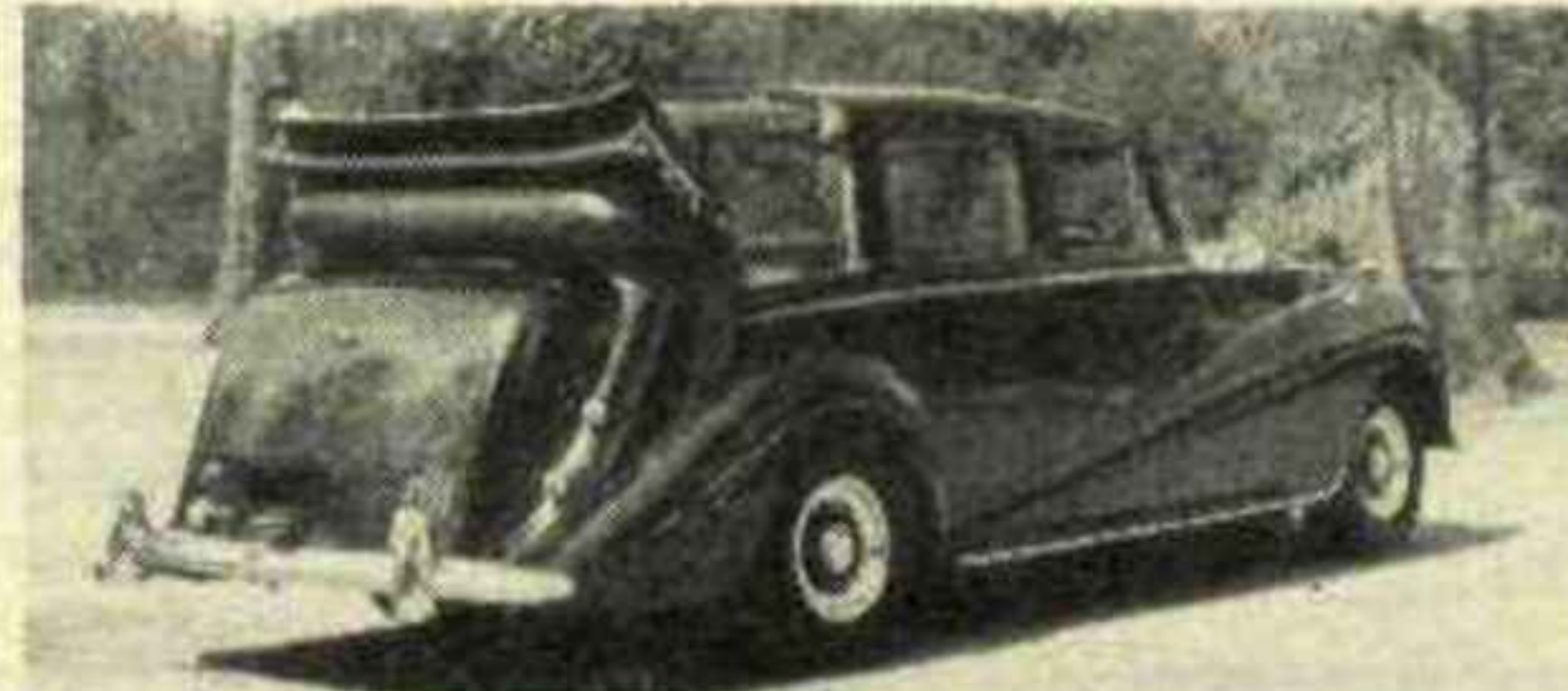
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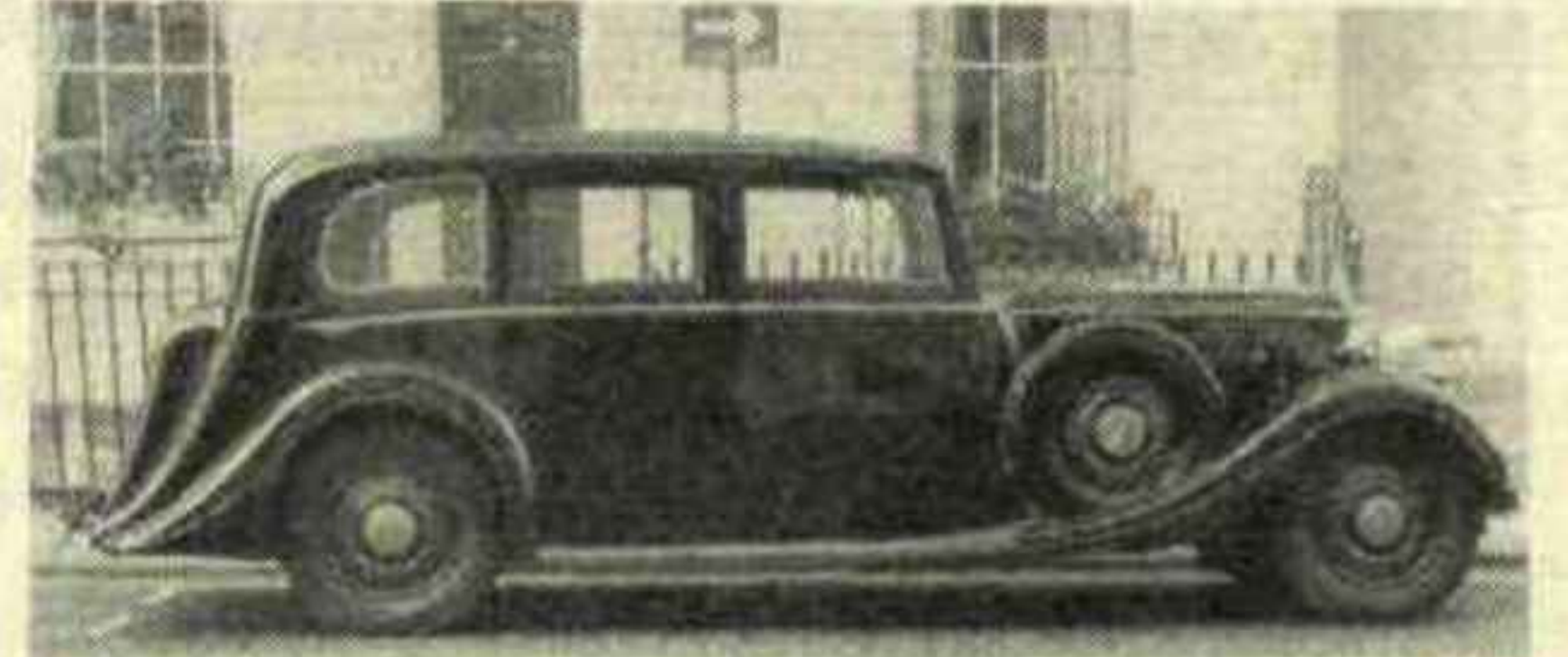
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1950 ROLLS-ROYCE Silver Wraith owner-driver by Hooper. Similar to photograph, but with detachable occasional seats, and finished in black over sand, with beige hide throughout.



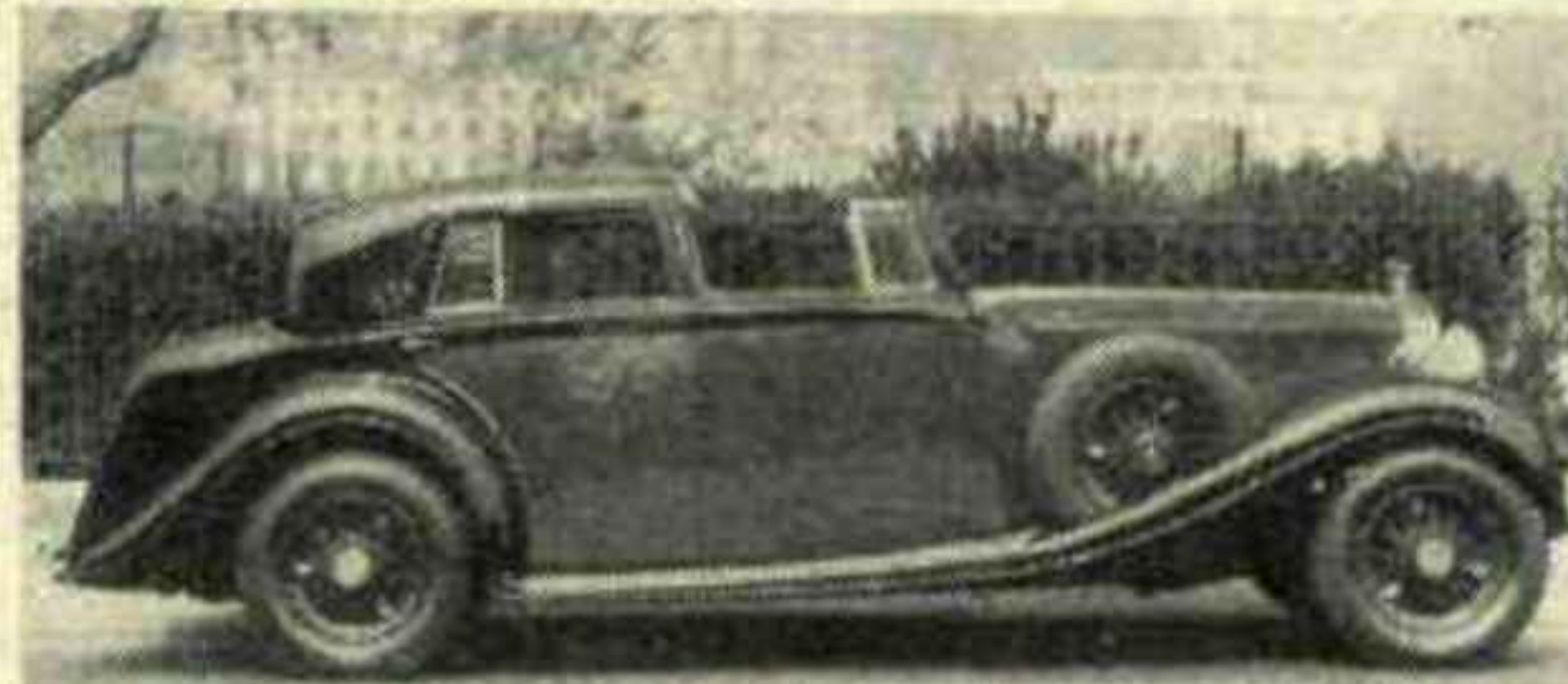
1957 ROLLS-ROYCE Silver Wraith limousine-landaulette by Park Ward. An Ambassadorial car with 4.9 engine, power steering, twin carburettors, and recorded service history



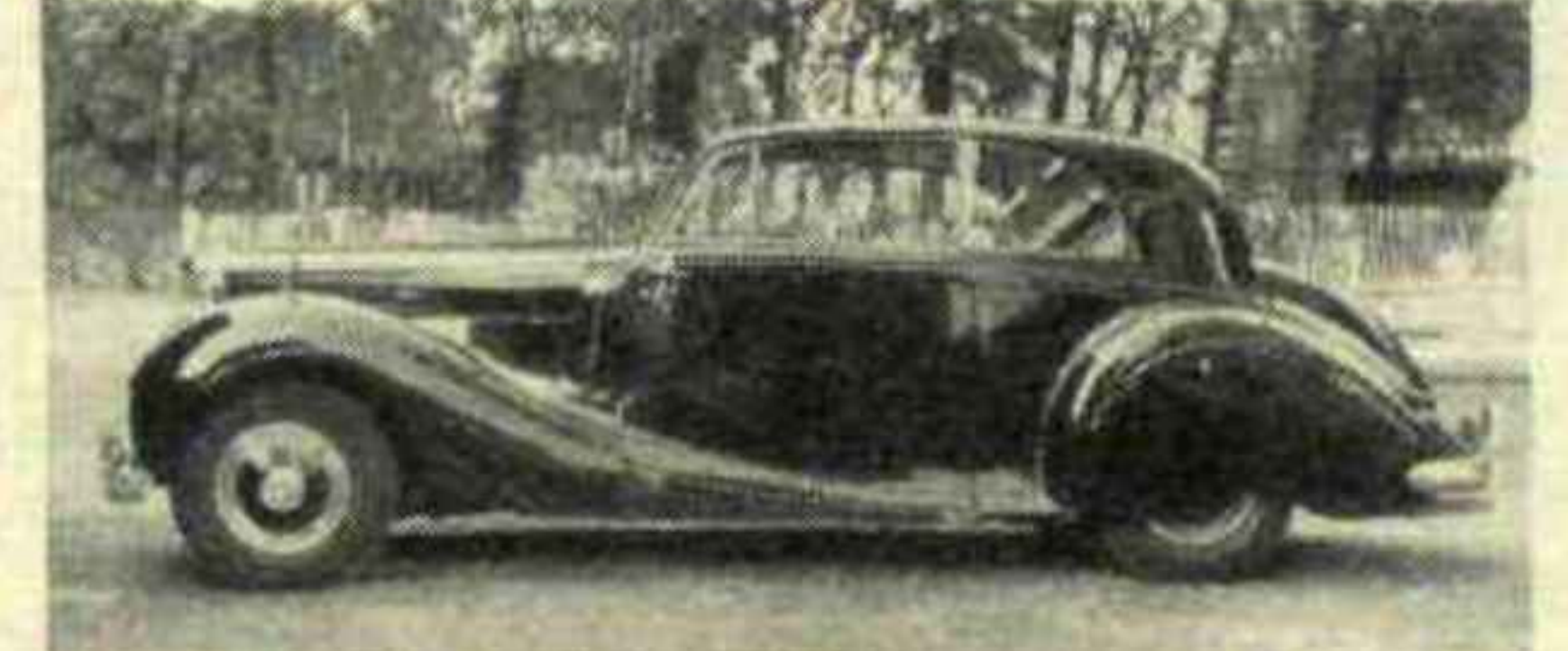
1937 ROLLS-ROYCE Phantom III limousine by Rippon; one owner until 1971, 34,000 miles recorded. Fully modified chassis and in magnificent original condition throughout.



1961 BENTLEY S. II power convertible with excellent Quad headlamp conversion. Choice of two.



1936 ROLLS-ROYCE Phantom III sporting Sedanca by Gurney Nutting. Black over burgundy, with beige hide throughout. Restored to new condition, probably unrepeatable; must be seen.



1948 BENTLEY Mk. VI Clubman coupé by Freestone and Webb. Now in black over Alice blue, with beige hide interior. A very unusual coachbuilt Bentley.

1927 ROLLS-ROYCE Twenty landaulette-limousine by Hooper. Black over olive green, fine lined in red. Concours condition.

1929 ROLLS-ROYCE 20/25 (GXO 62) Sportsman 4-light saloon—a replica body by Southern and generally of 25/30 appearance. Black with grey cord interior. Under 65,000 miles from new.

1953 BENTLEY 'R'-type standard saloon, choice of two, with automatic and synchromesh gears. Excellent condition.

1928 ROLLS-ROYCE New Phantom touring car by Hooper. As new condition, having been fully restored. Grebel lighting set and many other attractive features.

1935 ROLLS-ROYCE Phantom II sports saloon by Barker, 4-door, 4-light with large projecting boot. Just fully restored in dark royal blue with new crimson hide.

1937 BENTLEY 4½-litre Park Ward all steel saloon, black over ivory, with original blue hide. Enthusiast owned and maintained in much above average condition.

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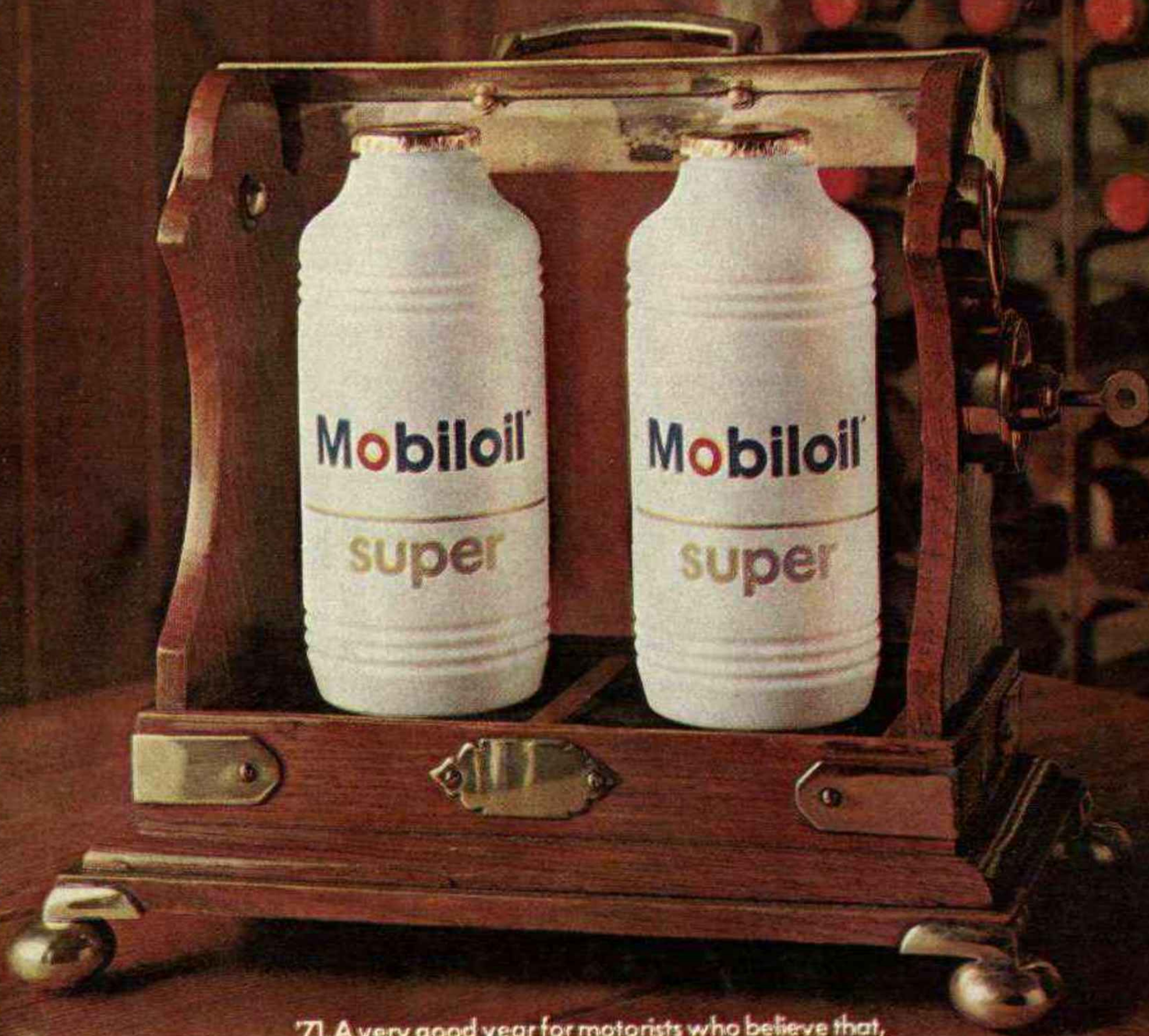
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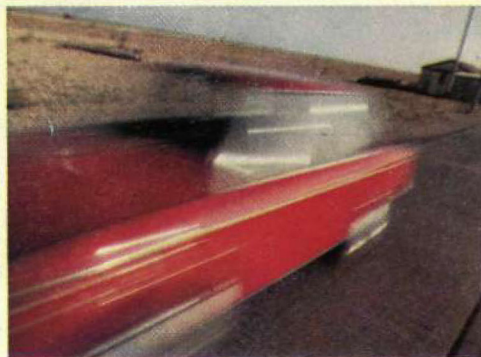
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