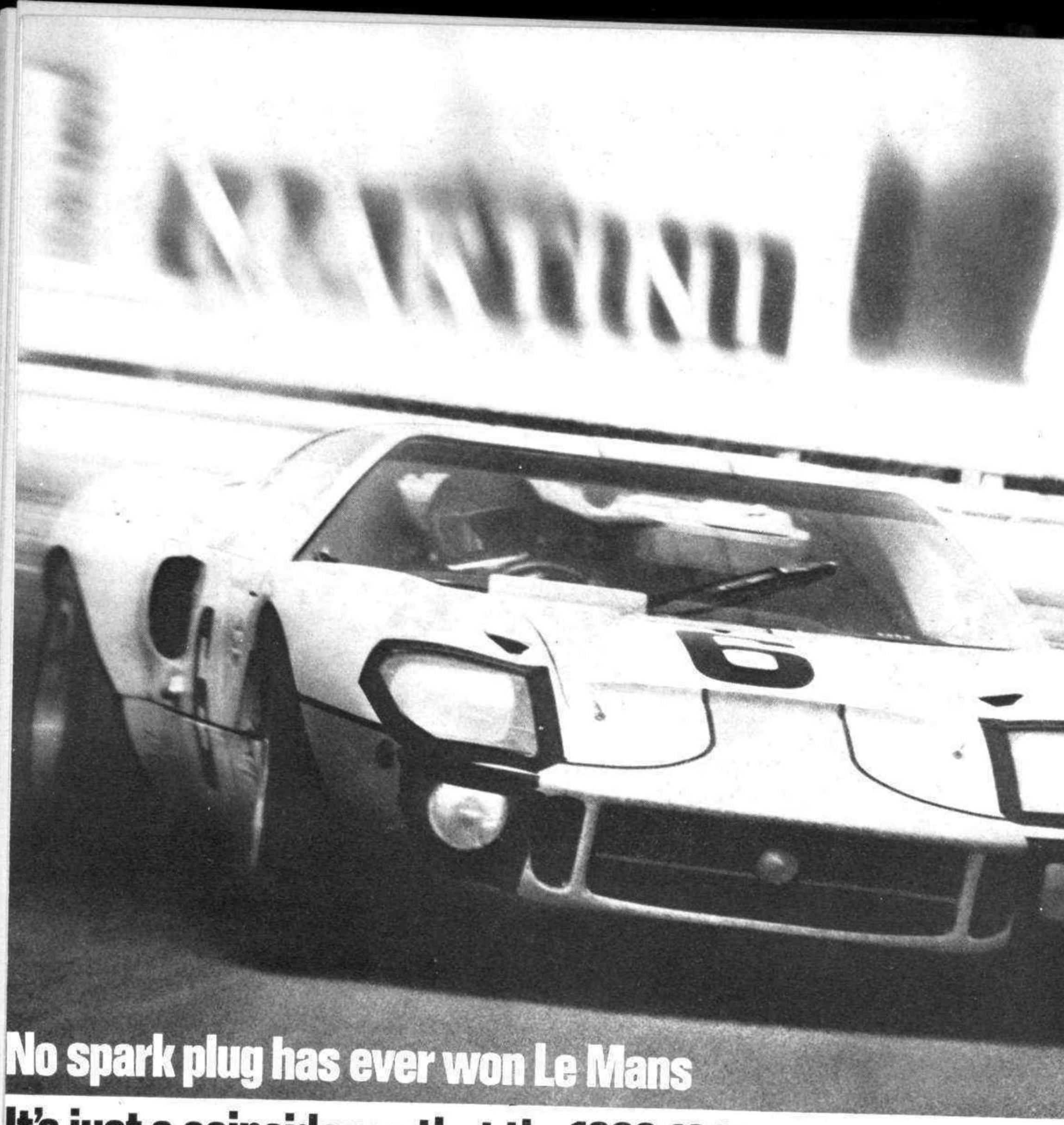
Vol. XLVI No. 6 TWO SHILLINGS AND SIXPENCE June 1970

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR





No spark plug has ever won Le Mans

It's just a coincidence that the 1966, 1967, 1968 and 1969 Le Mans winners were all fitted with Autolite spark plugs



Ford specify and approve only Autolite spark plugs – the plugs designed to give better performance in all makes of car.

Wide Safety GT the race-winning road tyre

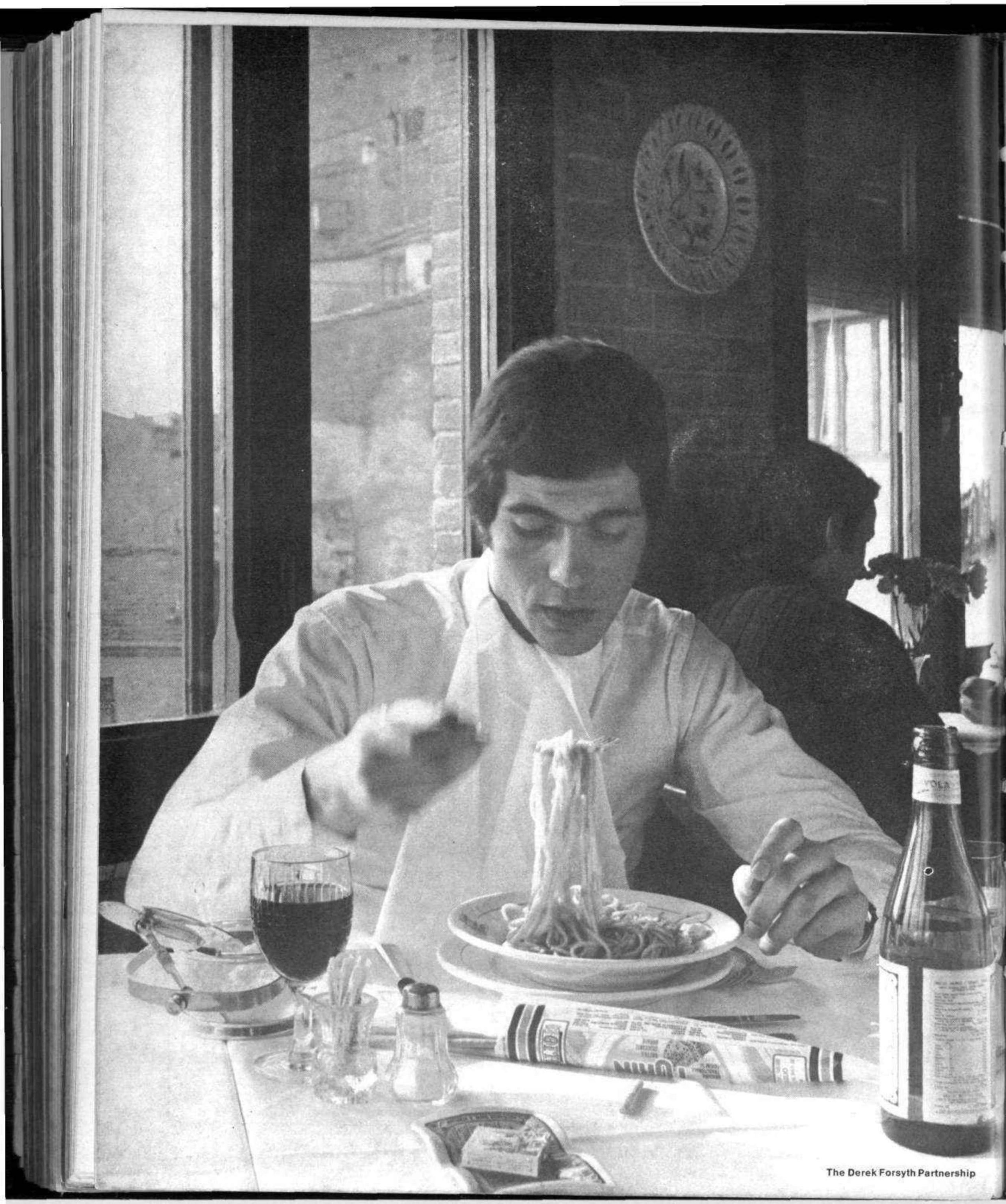


Avon Wide Safety GT (cross ply) contour moulded tyre was first introduced into the British market over 3 years ago.
Successful Formula Ford racing drivers have proved, without doubt, the reliability and superb road holding of this tyre during the 1969 European Formula Ford racing season.
This same Wide Safety GT tyre is made to fit the majority of popular cars.
Fit a set of Wide Safety GT's to your car—
and drive with the Champions.

AVON

Sooner or later you'll change to Avon tyres

Avon Rubber Company Limited, Tyre Division, Melksham, Wiltshire, England.



The Derek Forsyth Partnership

Paolo treats his tyres very badly.

But the only blow-outs he's had have been here.

Like most Italians, Paolo does things to his tyres which he'd never dream of doing to his spaghetti, or anything else, for that matter.

He throws them round corners. He screeches them down stradas.

But they stand up to it as well as he would to a free dinner at his favourite Trattoria.

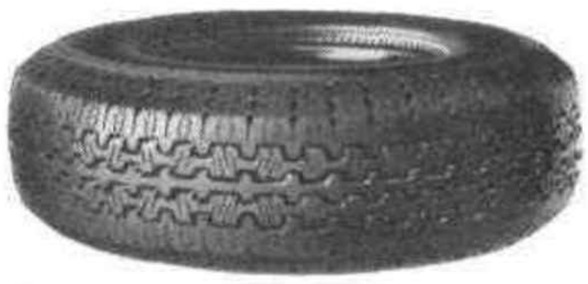
Because they're Pirelli Cinturato radial-ply tyres.

Actually, we invented the Cinturato because we felt we had to. After all, more Italians drive on our tyres than on anyone else's. And, as you're no doubt aware, the way they drive, they need something special.

Now you can have them too.

Because we've set up factories, here in Britain, allowing you to purchase the same superlative tyre, at a realistic price.

You'll probably never treat them as badly as Paolo does. You'll probably never need them as badly as Paolo does. But whatever happens, you'll be that much safer with a set of Cints under you.



PIRELLI
CINTURATO

If they can keep an Italian out of trouble, just think what they can do for you.

the extraordinary hand cleanser

safely and quickly removes extraordinary dirt – paint, beach tar, creosote and oily ingrained grime

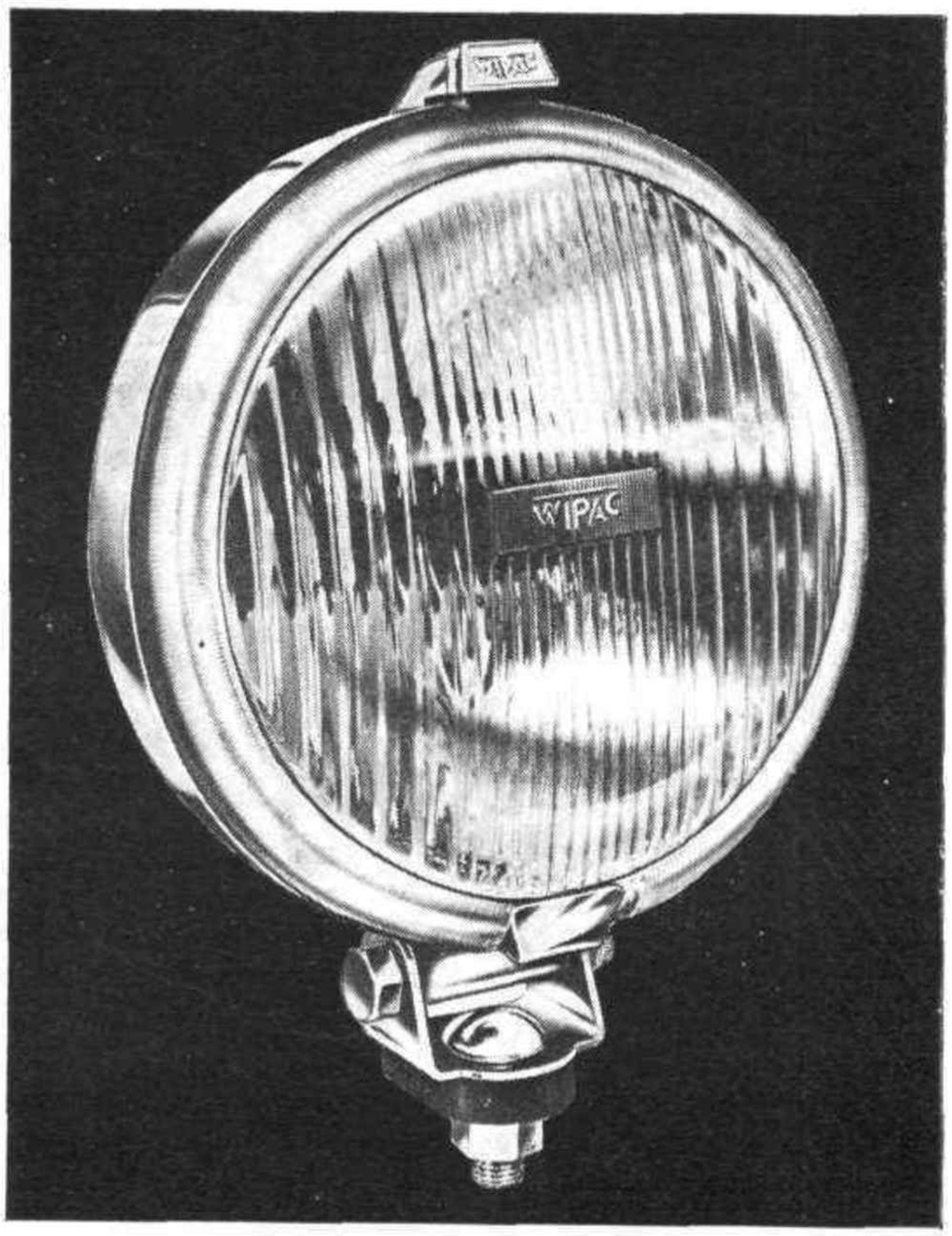


A deb CLEANSER

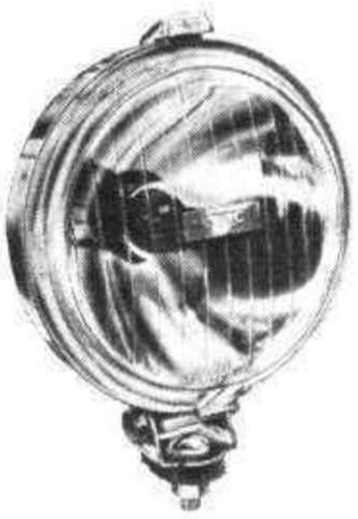
Another shining example from WIPAC . . .

DESIGN CENTRE ACCEPTED FOG AND SPOT LAMPS

as selected for the DESIGN CENTRE LONDON



Brilliant in design and brilliant in performance – the new fog and spotlamps by Wipac. Craftsmanship in stainless steel with the most powerful quartz-halogen bulbs to cut through darkness and scientifically styled lens to reduce glare.



Lamps accepted by the Design Centre. Ask for the SLIMLINE RANGE from your local dealer or Halfords. Price **102/-**.

THE WIPAC GROUP
BUCKINGHAM, ENGLAND.

WIPAC



But how will you be feeling later on...?

You start out full of vitality. Ready for a wonderful day. But you tend to feel jaded as the hours go by. The reason may simply be that driving a car involves more physical exertion than you might imagine.

Dextrose and energy: the facts.

Dextrose is the principal source of energy in the body which is derived from the carbohydrate foods you eat. Your bloodstream contains dextrose for immediate use; your muscles and liver contain reserves. And your body maintains its blood-dextrose level by continually mobilising these reserves.

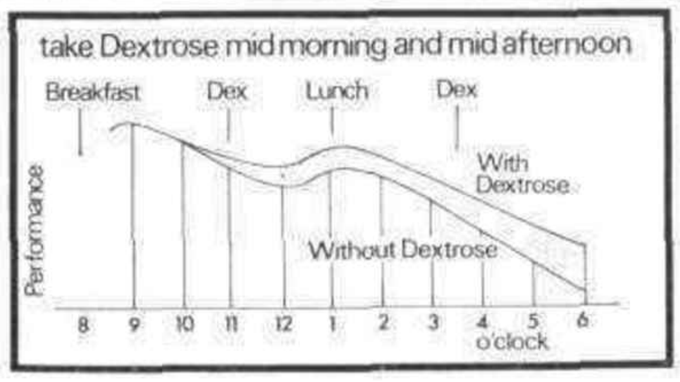
But the effort and concentration involved in driving use up dextrose rapidly. Reserves get depleted – and tiredness sets in.

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

A direct boost.

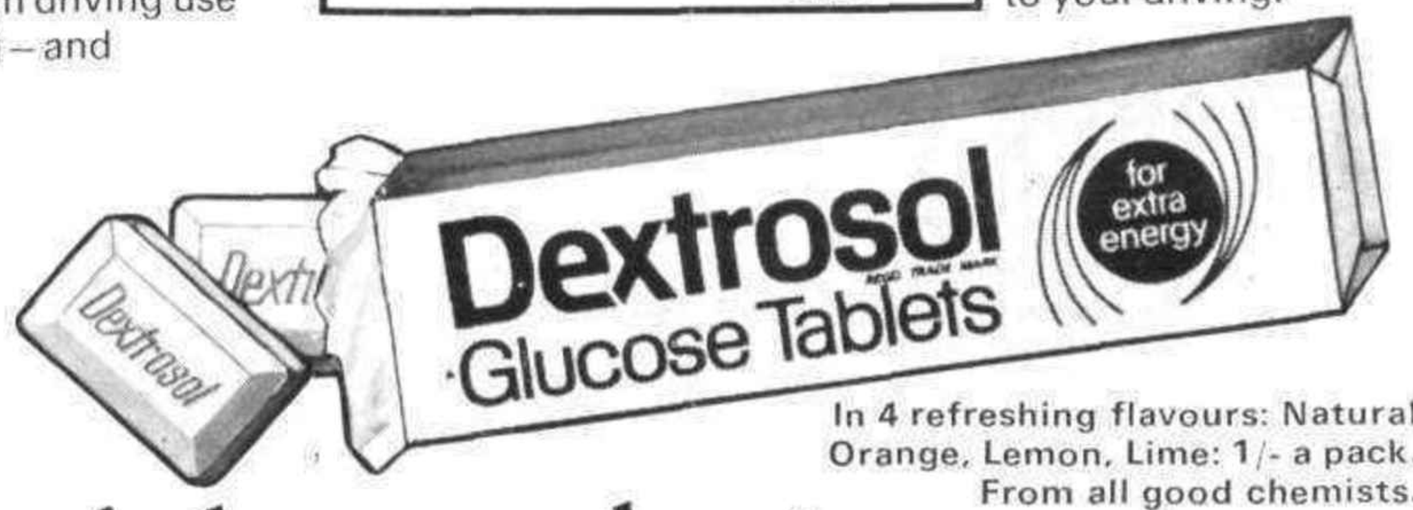
But you can counteract this problem by giving the dextrose in your bloodstream a direct boost – safeguarding those vital energy reserves. It's easily done with Dextrosol tablets: the pure dextrose goes straight into your blood.

What's more, you can time things so that you get the maximum benefit from Dextrosol exactly when you need it.



The chart shows how.

Sportsmen have been taking Dextrosol for nearly 20 years – think of the difference it will make to your driving.



In 4 refreshing flavours: Natural Orange, Lemon, Lime: 1/- a pack. From all good chemists.

Dextrosol–the energy booster

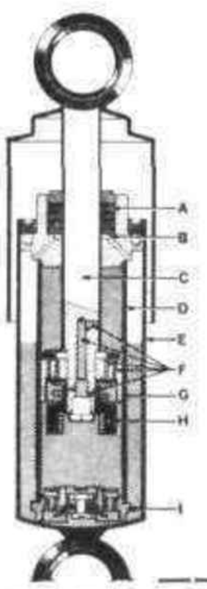


HUGGERS

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

Why are Konis such great huggers? It is because every Koni is factory tuned to each specific car model to give the safe, correct damping force. And because the Koni method of construction includes a patented system of orifices, valves, springs, seal, and air release that ensure the Koni fitted car never releases its hug of the road.

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



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

4 WHEEL GRIP WITH KONI SHOCK ABSORBERS

To: J. W. E. BANKS & SONS LTD., (Dept. K15), Crowland, Peterborough. PE6 OJP
Tel: Crowland 316.
London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-589 1166.

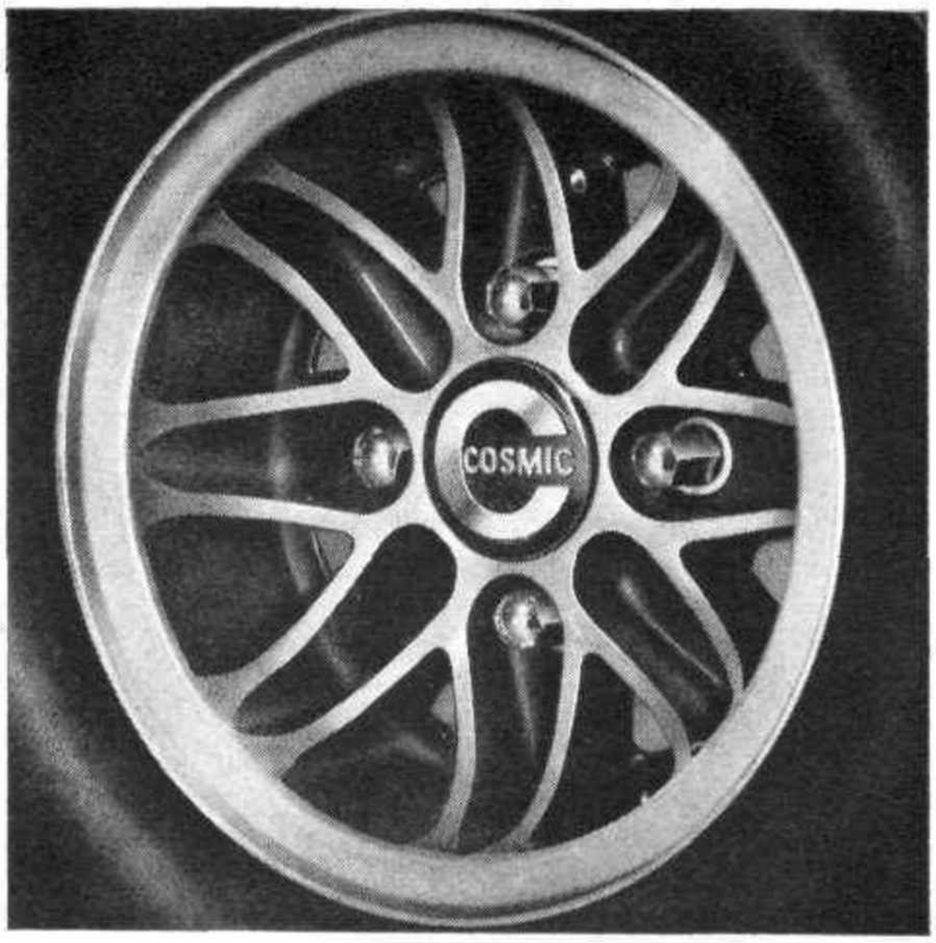
Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

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

Name .....

Address .....

.....



The Cosmic experience

has beautiful side-effects



Cosmic Wheels. Big, bold and beautiful in die cast aluminium alloy (L.M.25). Heat treated (W.P.S.) The Cosmic Experience stems from seven years of pioneering in the manufacture of aluminium wheels, exacting laboratory tests, and road tests far in excess of any likely road, rallying or racing conditions. Cast in our own foundries. Designed for performance and peerless good looks — by enthusiasts, for enthusiasts.

The biggest range of any. To fit the following:

ALFA, B.L.M.C., B.M.W., BOND, DATSUN, FIAT, FORD, HONDA, LANCIA, LOTUS, MARCOS, M.G., N.S.U., OPEL, PORSCHE, RENAULT, ROVER, ROOTES, SAAB, SIMCA, TOYOTA, TRIUMPH, VANDEN PLAS, VAUXHALL, VOLVO.
More to follow soon.

Wheel Sizes:

4 x 10", 4½ x 10", 5 x 10", 6 x 10", 5 x 12", 4½ x 13", 5½ x 13", 6 x 13", 5½ x 14", 6 x 14", 5½ x 15", 6 x 15".

Prices from £5.10.0 to £12.15.0

The Cosmic Experience covers a whole range of wheel equipment: Supatite Wheelnuts, Cosmic Keynuts, Road Wheel Spacers, Balance Weights and Wheel Spats. Also: Steering Wheel Gloves, Leather Steering Wheels, Head Rests, Sun Visors, etc.

Trade and Export enquiries invited

Send off the coupon for fully illustrated literature and prices.

Please send me your latest literature on Cosmic Quality Accessories and name of my nearest stockists.

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ADDRESS _____

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Cosmic Car Accessories Ltd.,
Bridgeman Street, Walsall, Staffs. Phone: 27188

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



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

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

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

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

Call into your Opel dealer for a demonstration or write for literature to General Motors Limited (DEPT. MS4), Stag Lane, Kingsbury, London NW9.

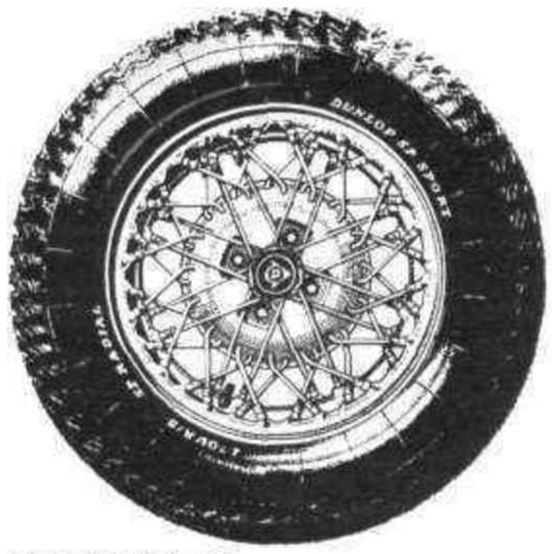
OPEL GM

"It's an Opel"





FORMULA D2
Wide rim steel wheel



FORMULA D3
Bolt-on wire wheel



FORMULA D4
Alloy/steel composite wheel

DUNLOP FORMULA 'D' WHEELS

Stylish and dependable, Formula 'D' Wheels are designed for the individualist. They fit most popular cars and are available from Dunlop tyre distributors like Marsham, Briggs and Gorrills with fitting and balancing readily available, plus easy credit terms. See them today, or send for more details by filling in the coupon below.



give your car real personality!

FORMULA D1
Light alloy wheel

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Tel: 0203-88733 Telex: 31677

Please send leaflet and Formula 'D' Wheels stockist list to:

NAME.....

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.....MS 37

We made this tyre to take practically everything in its stride.

Snow, mud, torrential rain, scorching speeds on scorching roads, every kind of lump and bump, all take their toll on a tyre's performance.

That's why we developed this super tough Radial tyre—the **Conti TT**.

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

So when it's time you bought new tyres, ask for **Conti TT** by name.

It could save you quite a lot in the long run.

Continental TYRES
A change for the better.



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

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Telephone: Bristol 557462

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

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



THE NO-DEPOSIT BOTTLE!

COMBAT CLOGGING DEPOSITS IN YOUR ENGINE!

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

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

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

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

BAR'S MOTOR PRODUCTS LTD.

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ZIP UP A MINI!



—with a Ce-Last straight through silencer. Gives extra punch, extra miles per gallon, and a sporty sound that's still within noise level limits. Write now for the Ce-Last catalogue on the ST 47 range for Minors, and the ST 57 range for Coopers under ref. MS 243.



ST 47A
oval straight-through silencer with twin chromed tails. Supersedes existing models.



ST 57
oval straight-through silencer with twin chromed ends. Supersedes existing models.



ST 47C
heavy gauge straight-through silencer with large central bore, chromed tailpipe. For centre fitting.



ST 57C
oval, chromed, single tail straight-through silencer. For centre fitting.



ST 47D
oval straight-through silencer with twin chromed tails. For centre fitting.



ST 57D
oval straight-through silencer with twin chromed tails. For centre fitting.



ST 47E
oval straight-through silencer with single chromed tail. For centre fitting.

CE-LAST

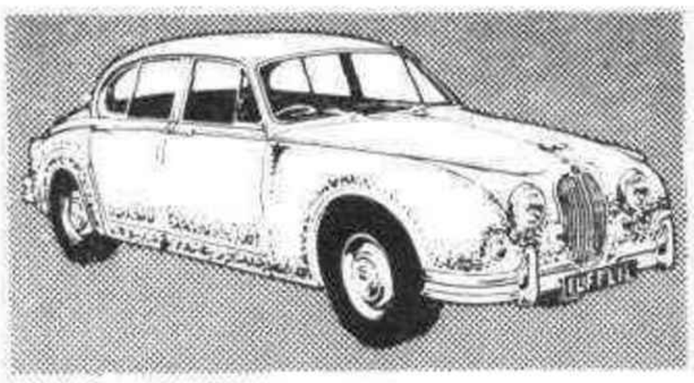
Silencers (Bolton) **Ltd.**, Lever Street, Little Lever, Bolton, Lancs, BL3 1BB. Tel: Farnworth 73835/7.

SR 243



Rust kills cars.

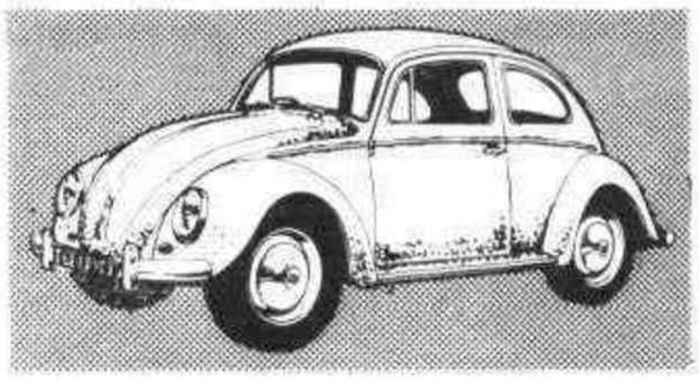
Where will it attack yours?



JAGUAR
Should rust develop on the earlier Mark II models, it is most likely to be along the sills. The underside should be regularly checked for tell-tale signs.



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



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

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Fight back with NEW Anti-Rust

Autobrite

CAR WAX

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



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

From Halfords, garages and accessory stores.



Driving high-performance rally cars gives you a real respect for precision. And a very special sense of time. That's why the watches made by Sicura of Switzerland have won the respect of the racing world. Perfect finishes. Rugged cases. Self-winding. Fly-back stopwatch action and rotating bezels to count and record laps, compute speeds with absolute accuracy. And not at runaway prices. Sicura's secret is matching Switzerland's brilliant design to quality manufacture. The result: the highest precision at the lowest price. If the watch *you* wear can't compare, it's time you changed to Sicura.

SICURA



Illustrated : *Sicura model 9116*
– from our range of 33 sports watches with a choice of bracelets or straps.

Recommended retail prices from 7 guineas to 12 guineas.
Available from leading jewellers everywhere.

QUIET CARS

(EXCEPTIONALLY QUIET CARS)



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are fitted with

ACOUSTIKITS

(The World's most comprehensive vehicle insulation sets)

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

SPECIAL MATERIAL. Acoustikits are produced from thick specially treated natural jute insulation felt, a material which is sufficiently heavy to prevent panel drumming, dense enough and thick enough (between ½" and ¾") to almost eliminate noise penetration through bulkheads and porous enough to provide a 'dead' surface which absorbs noise and prevents amplification.

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

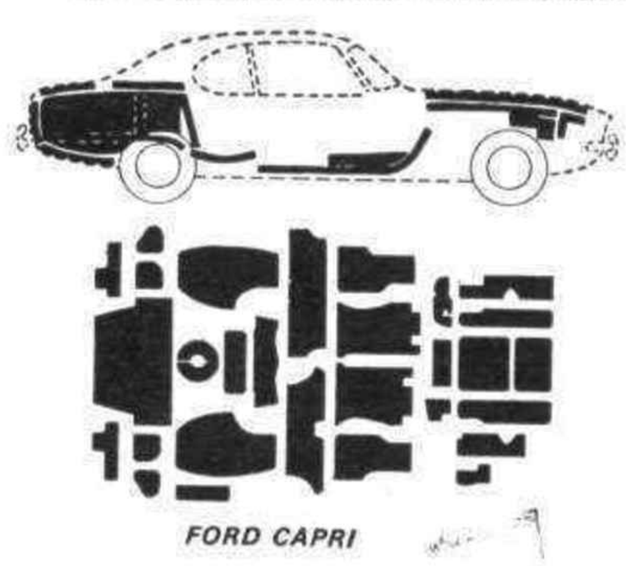
HUGE RANGE. Over 100 different standard kits are available to suit most popular cars.

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

TYPICAL SUPER ACOUSTIKIT LAYOUTS



AUSTIN MAXI



FORD CAPRI



HILLMAN MINX

***WHAT CUSTOMERS SAY ABOUT ACOUSTIKITS**

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

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

FITTING CARRIED OUT BY APPOINTMENT

PLEASE SEND ME BY RETURN ★ SUPER/UNDERBONNET ACOUSTIKIT

For.....(Make).....(Model).....(Year).....

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

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

Name.....

Address.....

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★ Delete whichever is inapplicable. Ref. MS50

Acoustikit insulation may be obtained in three forms: Super Acoustikits which insulate the complete car and provide the ultimate in noise reduction; Underbonnet Acoustikits which insulate the engine compartment only, and Basic Materials which can be cut to suit any car not catered for in our standard range.

Use the coupon to send with your order or to ask for further details. Better still call in and see us, visitors are always welcome.

PRICES Underbonnet Acoustikits shown first in heavy type. Super Acoustikits shown second. Please add part carriage charge of 5/- for Underbonnet Acoustikits and 8/- for Super Acoustikits.

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Cortina '67 on	**58**/- 190/-	Morris 1000	**52**/- 154/-	Vauxhall Victor F.B.	**42**/- -
Cortina '67 on Est.	**58**/- 194/-	Morris 1000 Trav.	**52**/- 160/-	Vauxhall Victor 101	**42**/- 187/-
Ford Corsair	**60**/- 190/-	Morris Farina Oxford	**48**/- 165/-	Victor '68 on & 2000	**62**/- 196/-
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Basic Materials ¼in. felt rubberised one side **28**/- per yd. 54in. wide. ¼in. plain felt **25**/- per yd. 54in. wide. ¼in. plain felt **18**/- per yd. 54in. wide. **Adhesive 10**/- per Quart **6**/- per pint.

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

Huge sacks of **large off-cuts, 30**/- carriage free.

Materials cut to your templates—please send enquiry.

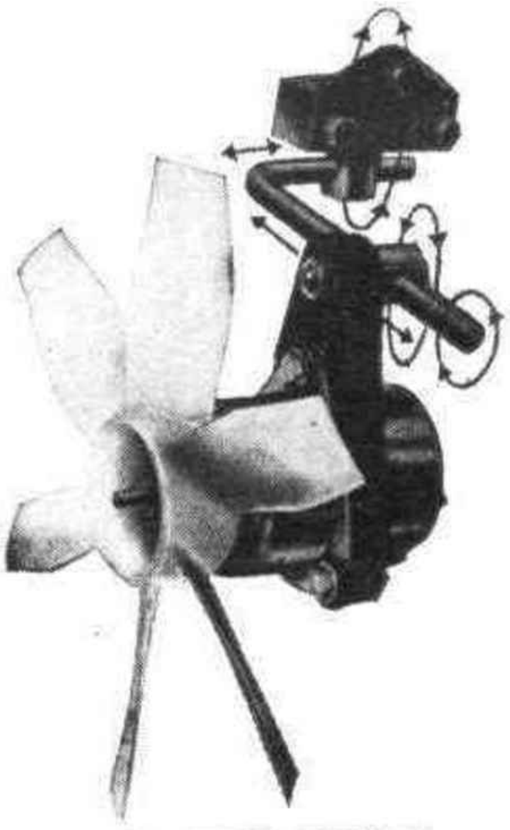
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KENLOWE THERMOMATIC ENGINE COOLING FAN

With an eye to Exports (70 m.p.h. limit makes this vehicle rather superfluous in U.K.) we have developed this fabulous Capri 5-litre V8 Xterminator. Improved suspension, coach-building detail and fantastic performance are cleverly combined, putting the Crayford Xterminator in a class of its own. For its price it has no equal for comfort, road-holding and performance. The ultimate in performance machinery. Details from:—

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HIGH ST., WESTERHAM, KENT. Tel. Westerham 3087

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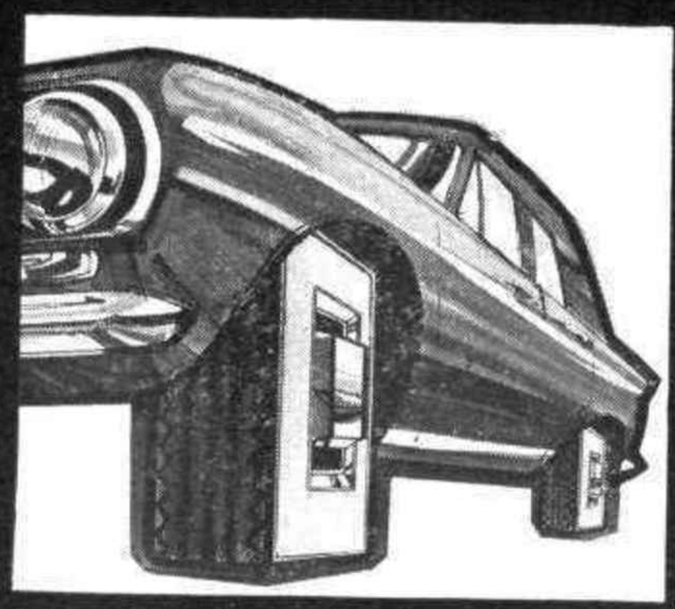
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MOTOR SPORT

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

VOL XLVI No. 6 JUNE 1970

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FRONT COVER PICTURE: CHRIS AMON in his red STP-March chases Jackie Stewart in the blue Tyrrell March during the second part of the International Trophy meeting. Stewart stayed in front but Amon's conclusive win in the first half assured the New Zealander of his first ever Formula One victory.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

IT'S ALL HAPPENING . . . .

There are compensations about being a heavily-taxed, Police-hounded motoring enthusiast. For instance, there is so much to do, so many diverse events to attend, that boredom is kept effectively at bay. Races of all kinds happen every summer week-end, with the March F1 car upholding its promise, although harried by Jack Brabham, with Rindt's old Lotus snatching a last-lap victory from him at Monaco, to maintain excitement. The World Cup Rally is creating widespread interest. But we never thought we would see famous footballers driving Ford rally cars or *Woman* entering for an International rally and devoting nine pages of one of their weekly issues to it, from which we learn with some surprise that amongst the equipment their girl drivers are carrying is "a deliciously nourishing batch of vanilla fudge" (recipe provided) and "39 pairs of disposable briefs".

All this underlines the fact that motoring sport has caught the imagination of ordinary men and women, and is no longer solely the preserve of fanatical specialists. The "Right Crowd and No Crowding" of the Brooklands days went overboard when the general public flocked to Donington Park in their tens of thousands in 1937 to see the German teams contest a Grand Prix. Public interest in racing caused support to be given to Grand Prix teams not only by the petrol, oil and tyre companies, but by food, cosmetic and cigarette firms, so that today's European racing cars carry all manner of publicity matter and look as Indianapolis specials did before the war. It is reflected in the enormous number of "championships" which engulf modern racing, at which point it is opportune to say that Tony Trimmer (in a Brabham) now leads in the MOTOR SPORT/Shell F3 Championship, and J. W. T. Crocker (Lagonda Rapier) in the MOTOR SPORT Brooklands Memorial Trophy Contest of which the next round will be contested at the VSCC Oulton Park Race Meeting on June 20th, which is one of the most enjoyable of venues at which to have vintage and historic racing.

The sensational rise in the popularity of motoring sport since the end of World War II has brought insecurity in the wake of prosperity. Grand Prix racing is affected adversely by the weight of money it carries, attendances at the smaller race meetings are dropping because the multiplication of circuits and meetings divides spectator loyalties (ending up by many of them watching at home on TV), and presumably it is the "popular" aspect of the game which has brought into race reporting such horrid words as "clubbies" (for club events), "nail" (for a hard-used competition car), "pitted" (to indicate that someone has come into his depot), cars holding "spots" instead of "places" during a race and leading drivers being referred to familiarly as Jack, John, Robin, and Pesky, etc. This acceptance of the sport by the public had its effect on the Welsh Rally, the organisers of which had to ask would-be spectators to keep out of the "stage" areas, in case the WD or Forestry Commission are prompted to ban rallies on the basis of fire-risks and the possibility of accidents to onlookers. Curious, in view of this intense interest, that BBC sound radio and ITV should have abandoned decent coverage of racing. However, BBC TV excelled itself over Monaco reportage.

Older sports than motor racing have been ruined by commercialism, avarice and politics—if "sport" means the same to you as it does to us. Nevertheless, when all is said and done, our particular interests continue to thrive, whether you follow racing and rallying of modern cars or the gentler outings of veteran and vintage machinery. In the latter context, last month saw the successful conclusion of two separate events commemorating the 1,000-Mile Trial of 1900, the event which convinced the public of the practicability of self-propelled vehicles, one by St. J. Nixon, the other by the VCC of GB. The latter marked the satisfactory debut since its rebuild of Philip Mann's 1914 GP Mercedes, about which an exclusive article appears in this issue of MOTOR SPORT.

The ever-increasing popularity of ordinary motoring brings its own special problems, as all car owners are aware. Instead of costs decreasing with the quantity of vehicles in use, they continue to rise, the Budget not sparing motorists one iota. America has introduced anti-smog design stipulations, costly to implement, and is now thinking in terms of compulsory automatically-inflatable crash bags, to replace seat belts, for all cars, by 1972. Soon, perhaps, we shall only be able to export to the US if our cars have two steering wheels, in case one falls off, and dual controls in case the first driver suffers a fainting fit . . . . . .

Too much attention, we are told, is bad for children and animals. Over-watering withers a plant. The same may well apply to the motor car, which so many of us love so avidly.

Motor Sport Fixture List For June

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
June 1st	Leinster MC	Mondello Park	Naas, Co. Kildare	Dublin GP (*NO*) (F5000)	14.00
June 6th	**Aston Martin OC**	**Silverstone**	**Towcester, Northants**	**Martini Trophy Meeting (INT)**	**11.00**
June 6th	BRSCC (NW)	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	14.00
June 6th	BARC (Yorkshire)	Shoulder of Mutton Inn	Topcliffe, Yorks.	Autotest (*R*)	12.00
June 6/7th	Surrey Sporting MC	Amoco Service Station	Whyteleafe, Purley	Rally of the Weald (*C*)	23.01
June 6/7th	Loughborough CC	Archie Moss Ltd.	Loughborough, Leics.	Moss Trophy Rally (*R*)	23.01
June 7th	**RAC de Belgique**	**Francorchamps**	**Spa, Belgium**	**Belgian GP (INT)**	—
June 7th	**ASAC de Cannes**	**Dijon**	**Dijor, France**	**Race Meeting (INT) (ETC)**	—
June 7th	BRSCC (Scottish)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.30
June 7th	Cheshunt MC	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.30
June 7th	Bugatti OC	Prescott	Cheltenham, Glos.	Members' Hill-Climb (*R*)	11.00
June 7th	Daimler & Lanchester OC	Alton Towers	Uttoxeter, Staffs.	Rally (*R*)	11.00
June 7th	Lincoln MC & CC	Caenby Corner	Bishop Norton, Lincoln	Player's No. 6 Autocross (*R*)	13.30
June 7th	Borough 19 MC	Puttenden Manor	Lingfield, Surrey	Jet Autocross Championship (*R*)	14.00
June 7th	Abergavenny AC	Llangattock Park Farm	Crickhowell, Breconshire	Autocross (*R*)	14.00
June 7th	Folkestone & E. Kent CC	Great Everden Farm	Hawkinge, Folkestone	Autocross (*C*)	14.00
June 7th	BARC (Yorkshire)	Oliver's Mount	Scarborough, Yorks.	Autotest (*R*)	13.00
June 7th	Shenstone & Dist. CC	Curborough	Lichfield, Staffs.	Sprint (*R*)	14.00
June 7/12th	**Royal Scottish AC**	**Blythswood Square**	**Glasgow**	**Scottish Rally (INT)**	—
June 13th	BRSCC (SW)	Castle Combe	Chippenham, Wilts.	Race Meeting (*R*)	14.30
June 13/14th	**ASAC Ouest**	**Le Mans**	**Le Mans, France**	**24-Hour Race (INT)**	**16.00**
June 13/14th	Synchro 68 AC	Nesham's Garage	Teesside, Yorks.	Rally (*C*)	23.01
June 14th	**CASC**	**Mosport**	**Toronto, Canada**	**Race Meeting (INT) (Can-Am)**	—
June 14th	Midland AC	Shelsley Walsh	Worcester	Shell/RAC Hill-Climb (*NB*)	12.00
June 14th	BARC	Thruxton	Andover, Hants.	Race Meeting (*C*)	13.30
June 14th	Darlington & Dist. MC	Croft Autodrome	Darlington, Co. Durham	3-Hour Relay Race (*R*)	14.00
June 14th	Welsh Counties CC	Pant Farm	Castleton, Cardiff	Player's No. 6 Autocross (*R*)	13.00
June 20th	Vintage Sports CC	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	—
June 20th	Motor Cycling Club	Silverstone	Towcester, Northants.	Race Meeting (*R*)	11.00
June 21st	**KNAC**	**Zandvoort**	**Zandvoort, Holland**	**Dutch GP (INT)**	—
June 21st	**AC Milano**	**Monza**	**Monza, Italy**	**Race Meeting (INT) (F5000)**	—
June 21st	**ASAC Vauclusien**	**Mont Ventoux**	**Avignon, France**	**Hill-Climb (INT) (EHC)**	—
June 21st	Forest of Dean MC	Chepstow Race Course	Chepstow, Mon.	Player's No. 6 Autocross (*R*)	14.30
June 21st	Lancs. & Cheshire CC	Paddington Meadows	Woolstone, near Warrington	Player's No. 6 Autocross (*R*)	14.00
June 24th	Maidstone & Mid-Kent MC	Great Elderden Farm	Chart Sutton	Aztec Evening Autotest (*C*)	19.00
June 27th	**RAC**	**Silverstone**	**Towcester, Northants.**	**Tourist Trophy (INT)**	**11.00**
June 27/28th	Carmarthen MC	Towy Garage	Carmarthen	Rally (*C*)	21.31
June 28th	**CASC**	**St. Jovite**	**Montreal, Canada**	**Race Meeting (INT) (Can-Am)**	—
June 28th	Nottingham Sports CC	Cadwell Park	Louth, Lincs.	Castrol Sprint (*R*)	13.30
June 28th	TEAC	Scotts Hall Farm	Rochford, Essex	Player's No. 6 Autocross (*R*)	13.30
June 28th	Chess Valley MC	Meadow Croft Farm	Askett, Princes Risborough	Autocross (*R*)	—
July 5th	**ASAC d'Auvergne**	**Clermont-Ferrand**	**Clermont-Ferrand, France**	**French GP (INT)**	—
July 5th	**AC Torino**	**Cesana-Sestriere**	**Turin, Italy**	**Hill-Climb (INT) (EHC)**	—
July 5th	BARC (Surrey)	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.00

RACING ON PUBLIC ROADS

THE closure of public roads for racing and rallying is common enough outside Britain, such practice resulting in fast, demanding competition of the highest order, popular with participant and spectator alike. In the British Isles, only Ireland and the Isle of Man has this facility, the huge success of the two major rallies in those island standing as proof that roads can be closed in Britain without undue hardship or strain on the legislature.

In August, Britain will host the 1970 World Cycling Championships, which will be based in Leicestershire, and we hear that certain public roads in that county and in Nottinghamshire will be closed to all other traffic whilst the road races are in progress. This is not without precedent, of course, for we remember a certain section of coast road in Glamorgan being closed for a cycle race held during the British Empire Games in 1958.

It is admirable that legislation should be thus used to facilitate the better running of a sporting event, but we do feel that the same should be offered other, major, prestige-bringing International events—the RAC International Rally of Great Britain, for instance.

The Leicestershire road closures will be made by the police after consultations with the Home Office, the Ministry of Transport and the Minister for Sport. The statutory authority, it seems, is already vested in senior policemen.

We would not wish the cyclists to be denied their opportunity to race on traffic-free roads; on the contrary, we would support their claim to such a privilege. But we do feel that no one sport should be given precedence over another, particularly as cycling would appear to be far less popular than motor racing or rallying.—G. P.

FORD ESCORT RS 1600

AEROPLANE & Motor Aluminium Castings Ltd. are now supplying exclusively aluminium cylinder head castings for the 16-valve Cosworth BDA engine. The new engine is a production version of the Formula Two FVA racing engine, and develops 120 b.h.p. at 6,500 r.p.m., a cogged belt replacing gears driving the two overhead camshafts.

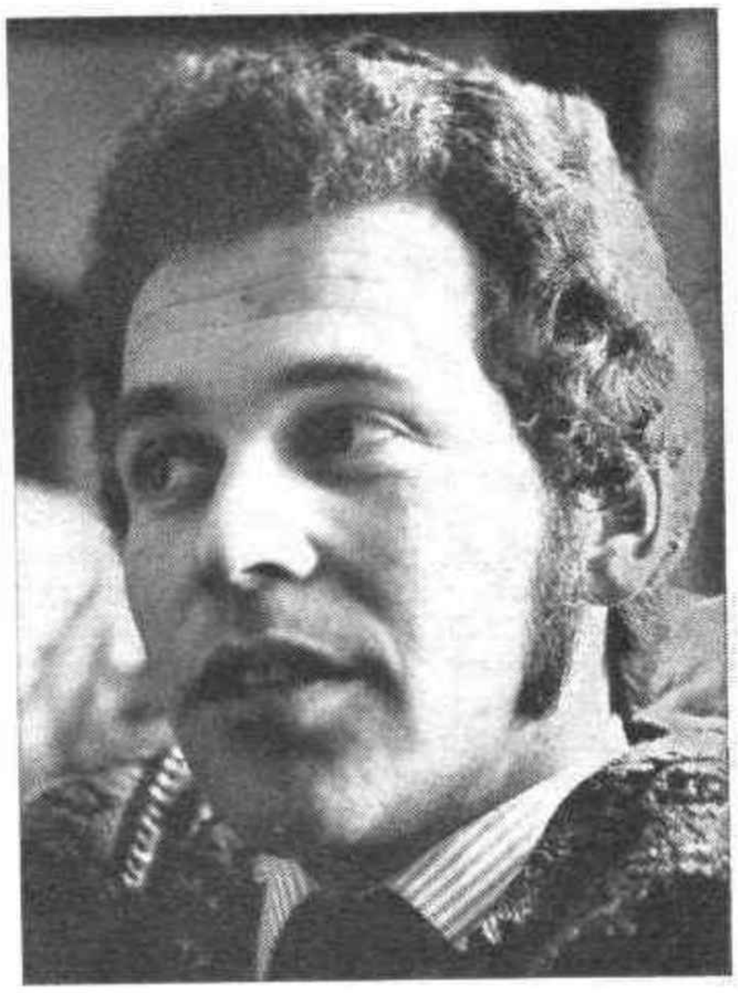
THE FAST LADY

JOYCE WILKINS has been acting the fast lady again. She won herself a Dior dress by driving a Ford fast from London to Rome. Now she has driven a BMW 2800 from the BMW Park Lane showrooms in London to their showrooms in Nice, in 14 hr. 30 min., her average speed from Le Touquet to Nice being 65 m.p.h. for the 780 miles. Mrs. Wilkins thus achieved her ambition of driving from London to the Cote d'Azur between breakfast (a rather early one, for she left at 6.40 a.m.) and dinner. The total distance was 856 miles, plus 75 miles flown by grace of British Air Ferries. From experience last year of the BMW 2800 we appreciate that Mrs. Wilkins could hardly have chosen a more restful car for her rapid journey. It disposed of 103 miles in 63 minutes, 260 miles in 225 minutes and 300 miles in 252 minutes on the Arras Autoroute and Autoroute du Sud, but lost 20 minutes in a traffic jam at Aix-en-Provence and finished with headlights on. The BMW gave 20.5 m.p.g. and used no oil. Gordon Wilkins passengered his wife, so domestic harmony was ensured from the start.

The purpose of the run was to demonstrate that in a good car such average speeds are safe and comfortable, due to the excellence of the French Autoroutes. The BMW did 100 miles in the hour on two occasions, which Mrs. Wilkins said appeared much safer than holding to 69 m.p.h. as demanded by the speed-limit on French main roads. It is interesting to compare her time with that of James Radley who got his Rolls-Royce Silver Ghost from London to Monte Carlo in 26 hr. 4 min. in 1913; he did not have an air lift across the Channel and had delays at locked level-crossings, but Joyce Wilkins did stop twice, for petrol, and again, for 20 minutes, for coffee. We see no objection to these runs, of which that by this girl in a BMW should constitute a challenge to others of the fair sex, or even to mere males.—W. B.

We are sometimes asked whether sports cars can be hired. Sports Hire Ltd., of 4a, Deodar Road, Putney, SW15, have MG-Bs, Triumph GT6s, Triumph Vitesse convertibles and MG Midgets available for those over 25 years of age.

BARRY LEE TALKS ABOUT HIMSELF, HIS CARS, HIS OIL.



From the outside, Coventry Service Station looks like any other service station. Petrol pumps, service bay, cars. However, when you walk through the doors into the service area, the true nature of what goes on here becomes clear. It's the home of the Barry Lee Rallycross Fords.

Barry Lee is 25 years old. Which sounds young, but in his twenty-five years he's managed to pack in quite a lot of successful activity.

He says that he started driving every sort of vehicle he could lay his hands on when he was very young - off the road, of course. At one stage, this even included a combine harvester.

His youthful activities also included a very successful horse-riding career, during which he won literally hundreds of rosettes, several prizes, and the South East England shield.

He's also tried go-karting and stock-car racing, but these died an early death due to the old problem - lack of funds.

We asked him when it was he really started taking racing seriously.

'When I was 18, as a speedway driver. I started as a reserve for the Hackney Wick team, became a fully-fledged driver after six months, and was doing pretty well until a fairly major accident in 1963 made me take people's advice, and give it up.'

After the accident, it was a year before Barry started racing again.

Not speedway this time, but Autocross. In a yellow Anglia that he'd built and prepared himself.

In this car he won his class in all events for 1964, 1965, 1966.

By now he was well on his way, and in 1968 and 1969 he participated in the Players No. 6 Autocross Championships and won his class outright driving an Anglia, and then an Escort.

Around this time, Rallycross started getting popular. Barry was the first person to Rallycross an Escort.

'The Escort came out on Monday, and on Saturday we had one prepared for racing.'

It wasn't long after this that Ford offered to keep him in cars, if he could keep on winning. He has, fairly regularly.

He's also done pretty well rallying, coming third in last year's Tour of Dean and first in this year's. Also, he came second in his class in the 1969 Circuit of Ireland, and eighth overall.

Barry Lee is one of those drivers who likes to do everything himself. He says that he wouldn't feel confident in a car built and prepared by someone else.

Naturally, he wants to be sure of the oil he uses, as well. He's always used Castrol, and says that he wouldn't consider using another.

We asked him what his ambition was.

'I'd like to drive for the Ford Rally Team, and become a top rally driver. That's my ambition.'

Judging by his spectacular progress from rosettes to Rallycross, we think he's got chances.

Castrol



THE 1,000 Kms. OF FRANCORCHAMPS

A Spectacle of Speed

SPA-FRANCORCHAMPS, BELGIUM, *May 17th*

THE 1,000-KILOMETRE race on the superb Belgian circuit in the Ardennes, near Spa, was the sixth round in the Sports Car Championship of 1970. After the Monza race and the Targa Florio the Ferrari team were putting everything they had into their effort, feeling that they had got the Porsche teams of JW Automotive and Porsche Salzburg, on the run. These two Group 5 Sports-car giants were obviously going to set a speed standard on the Spa circuit that 3-litre Prototypes were never going to match, and Matra and Alfa Romeo made no attempt to take part. There were three works Ferraris, all 512S coupés, driven by Ickx/Surtees, Schetty/Merzario, and Giunti/Vaccarella, with a brand new 512S painted yellow for the Ecurie Francorchamps of Jacques Swaters, making their return to racing with Derek Bell and de Fierlant driving. German opposition came from six Porsche 917 cars, two blue and orange ones from Gulf, driven by Siffert/Redman and Rodriguez/Kinnunen, both with 5-litre engines, two from Porsche Salzburg for Elford/Ahrens and Herrmann/Attwood, the former pair with a 5-litre engine in the white car and the latter pair in the blue car, with 4½-litre engine. There were two private 917s in the hands of Neuhaus/Kelleners for the Gesipa Racing Team from Germany and the yellow one of the Finnish AAW team for Laine/van Lennep, so that the big guns proportioned out four for Italy, six for Germany. For the rest there was a collection of private owners, two Porsche 908s from the Martini Racing Team for Larrousse/Lins and Dechent/Marko, the 2-litre 907 Porsche of Blatzheim/Kraus, the Lola T70 of Bonnier/Wissel, and the similar car from Team VDS for Pilette/Gosselin and the Swiss-owned one of Pillon/Morand, a 2.7-litre Climax-engined Brabham BT8 driven by Grant/Marshall, an Astra-Cosworth FVC driven by Edwards/Enever, and five British Chevrons, all with 2-litre BMW engines, two from the Worcestershire Racing Association, driven by Tangye/Ridgeway and Bamford/Creasey and the others by Humble/Humble, Clydesdale/Markey and Goodwin/Taggart. A particularly interesting Chevron was entered by the Belgian team of Vernaeve/Deprez and this was a new B16 car powered by a Mazda twin-rotor Wankel engine, running in the up-to-2-litre class. Vernaeve originated the idea and Mazda supplied Japanese technicians with the engine. In the GT class there were seven Porsche 911 coupés and an Alpine-Renault driven by Continental Club drivers.

With no works 3-litre cars to contest the issue the whole tempo was set by the Group 5 sports cars, and during practice it became very clear that it was a good thing the 3-litre Prototypes kept away. The first practice, on Friday afternoon, saw Ickx pulverise the existing lap record, lapping at over 150 m.p.h. in the 512S Ferrari, and Surtees had to sit back and watch the young Belgian set the pace. The Grand Prix lap record was set up in 1968 by Surtees with the V12 Honda in 3 min. 30.6 sec., and by the end of Friday afternoon Ickx had recorded 3 min. 24.4 sec. The Porsche teams were in a bit of a twitch, for the JW Automotive team were having trouble with their tyres creeping sideways on the rims and letting the air out. Siffert had two go down and Redman one, so Rodriguez was told to take it easy, which he did at 3 min. 27 sec.! Ferraris were using narrower rims and their Firestones were staying put. Both the Gulf Porsches were using 5-litre engines and the team had the Daytona-winning car, with 4½-litre engine, as a training car. The bigger engines with their vastly superior middle-range power and torque were really coming into their own on the super-fast circuit, while the Austrian Porsche team were not so happy. Their car for Elford/Ahrens did the first practice with a 4½-litre engine installed, but it would not handle properly, and their other car was not really being driven fast enough.

On Saturday afternoon the JW Gulf Porsches had got over their tyre problems by metal spraying the wheel rim shoulders, and Rodriguez really began to show the paces of the 5-litre engine, lapping in the 3 min. 24 sec. bracket. Surtees did most of the driving of the leading Ferrari to begin with and the injection unit had been changed overnight and the engine would not run right. Even when it eventually got going properly he was not in the same class as Rodriguez and the 5-litre Porsche. Siffert was having trouble with the fuel system on his 5-litre and lost a lot of practice time, so that Redman got hardly any practice. A more aerodynamic tail was put on the Rodriguez car, with the valley behind the engine filled in and a very low angle spoiler, and he went out and did 3 min. 21.2 sec., and then a demoralising 3 min. 19.8 sec. By this time Ickx was in the leading Ferrari and trying all he knew, and his best was 3 min. 24.4 sec., which gave him third fastest for Siffert had at last got going properly and got down to 3 min. 23.9 sec., and all these times were making the two-year-old lap record look very sick. Even the private 917 Porsche of Kelleners/Neuhaus got below the record, with 3 min. 29.7 sec. The pace of these 5-litre sports cars was really shattering. The Elford/Ahrens Porsche 917 had been fitted with a 5-litre engine during the morning, but it still would not handle and a broken chassis frame was suspected, most of practice being spent putting 80 lb./sq. in. of air pressure into the frame and looking for leaks. Everyone seemed convinced the break was at the rear of the car, and it subsequently turned out to be at the front, and it was repaired before the race.

On Sunday morning heavy mist enveloped the hills above Spa and everywhere was very damp, but nonetheless all the 35 competitors prepared for the 1 p.m. start. Shortly before midday torrential rain swept across the circuit, but then the sun broke through the clouds and rapidly started to dry everything. The whole entry went off on a reconnaissance lap and then lined up in pairs for a grid start, Ferraris and Porsches topping up with fuel after the warm-up lap, even though start-line marshals thought they should not. The circuit was drying quite rapidly and though there was a lot of cloud about the sun was doing its best to break through as all engines were started for the 71-lap race, all that is except the VDS Lola for someone had left the rubber bungs in the carburetter intakes. A mechanic whipped them out at the last moment and as the field roared away the Lola slowly coughed into life. The drivers who opened the attack for the two giants were Rodriguez, Siffert, Elford, Attwood, Laine and Kelleners for Porsche, and Ickx, Giunti, Schetty and Bell for Ferrari, and straight away Siffert and Rodriguez set the pace, leading Ickx, Giunti, Laine, Kelleners, Attwood and Schetty. As the two blue and orange Gulf-Porsches circulated together it looked as though they might already have the race sewn up, but Ickx had other ideas and got the Ferrari in between them after Rodriguez had taken the lead. The rest were left behind as these three Grand Prix drivers demonstrated what motor-racing was all about.

It was a wonderful sight to see these three big powerful cars charging round the magnificent Spa-Francorchamps circuit, never more than a few feet apart, sometimes Rodriguez leading, sometimes Siffert leading and always with the red Ferrari right there with them. Both Porsches had their headlights blazing, clearing a path through the back-markers they were lapping and the flag-marshalling was very good so that the slower cars knew these three chargers were approaching. They certainly knew when they had gone by, and even drivers of quite fast cars were visibly impressed as the three leaders went by at close on 200 m.p.h. down the Masta straight. The old Grand Prix lap record went by the board even while the circuit was drying out and the pace got faster and faster, with little to choose between the 917 Porsches and the 512S Ferrari. By rights Elford should have been in there with them, but having done very little practice, and that with a car that did not handle properly, he was now having to settle himself in to the super high speed circuit. Ferrari had started the Schetty/Merzario car on rain tyres, and as it was now very dry the car was called in for a complete change of wheels and when Elford stopped for petrol on lap 13 he also had all four wheels changed, which lost him a lot of time.

After 14 laps, or barely 50 minutes of racing, and it really was racing, Siffert was called in from the leading position to refuel. The Gulf gravity-feed system did not work too well and it was a slow stop for the JW team, but Siffert was away again as hard as he could go. On lap 15 Rodriguez and Ickx came in for petrol together and the refuelling system for this Gulf car worked better and it was away before the Ferrari, which was being refuelled from old-fashioned churns because someone had misinterpreted the regulations and thought pressure or

gravity refuelling was not allowed. The order was now Rodriguez, Ickx and Siffert and no-one else was getting a look-in, even though there was plenty of hard driving going on. Hans Laine in the yellow Porsche 917 from Finland was going particularly well, as was Bell in the yellow Ferrari 512S, and Larrousse was leading the smaller cars, while Cheneviere was holding the lead among the 911 Porsche GT cars. John L'Amie was having a splendid race in his 910 Porsche, battling nose-to-tail with Blatzheim in his 2-litre 907 Porsche and the little Astra-Cosworth driven by Edwards was running well. Rodriguez was really getting wound up and passed the 250-k.p.h. average for a lap with 3 min. 21.5 sec.—251.912 k.p.h., but Ickx was hanging on and fighting hard. Rodriguez went even faster with a new lap record in 3 min. 20.9 sec. and then his left rear tyre started throwing bits of tread and he shot into the pits unexpectedly on lap 22, catching the normally calm JW team unawares. Ickx was now in the lead and Siffert went by into second place, the tyre stop costing Rodriguez 1¾ minutes. There was little to choose between Ickx and Siffert, for on lap 23 the gap between them was 20 seconds, and on lap 26 it was 19 seconds. Preparations were being made for the next refuelling stop, and for the number two drivers Surtees and Redman to take over. On lap 28 there was 13.8 seconds between them as they both got the "Come in next lap" signal, and as they ended lap 29 Ickx was into the Ferrari pit at the head of the new pit road, and then Siffert went by down the pit road, heading for the JW Gulf pit. The Ferrari pit work was faster and Surtees was away first, with Redman soon following, both of them away before Rodriguez appeared. However, the tough little Mexican was not settling for third place, and was using everything the 5-litre Porsche had got, and put in a new lap record that made everyone wilt. He went round the fabulous spa circuit, with it steep climbs and descents, full-bore sweeps and bottom gear hairpin, in 3 min. 16.5 sec.—258.320 k.p.h. (approx. 160.3 m.p.h.) average speed. Grand Prix teams please take note.

Surtees was now in the lead by 26 seconds from Redman, thanks to the driving of Ickx, the Ferrari pit-work, and the not-so-swift JW refuelling system, but he just could not drive the 512S as fast as Ickx had been going and both Redman and Rodriguez were catching him rapidly. Redman was chopping off seconds every lap and on lap 35 he sailed by into the lead and on lap 37 Rodriguez was past the Ferrari and into second place and Ickx had to watch all his hard driving being thrown to the winds. Having got into second place Rodriguez was due in for refuelling and for Kinnunen to take over, the Mexican having driven a remarkable 37 laps of the Spa circuit and being quite unruffled by it. This let the Ferrari back into second place, 13 seconds in arrears but losing ground all the time, and Kinnunen was now 67 seconds further back but holding his own well and losing very little to Surtees. The other two Ferraris were just not in the picture at all, though both were running perfectly, and the Elford/Ahrens Porsche 917 was regaining ground after its long tyre-changing pit-stop. Laine and van Lennep were proving to be a well matched pair but their pit crew were a bit slow in refuelling. Bell's efforts were being completely negated by de Fierlant, who had never driven such a fast car as the 512S Ferrari, and Attwood and Herrmann were going steadily and reliably, but not fast enough to join in with the leaders. Behind all these big sports cars Larrousse and Lins were keeping their 908 Porsche 3-litre ahead of all the smaller cars, while the L'Amie/Nelson Porsche 910 and the Blatzheim/Kraus Porsche 907 were still within sight of one another. The Astra was in trouble with broken engine bearers, and none of the Chevron-BMWs were being very impressive, though the Mazda-engined B16 Chevron was running reliably, if not very fast.

On lap 43 Surtees stopped for petrol and then continued to drive, which seemed to be a tactical error on the part of the Ferrari team, and this stop let Kinnunen by into second place. On the next lap Redman refuelled and this time his pit crew used the petrol hose from the Rodriguez pit, which was shorter and more direct, and the stop was well up to normal JW standards. Just after Redman rejoined the race, still in the lead, Kinnunen went by a lot slower than normally, and obviously in trouble. Sure enough he only got as far as Stavelot when Porsche number 25 came to rest with a damaged gearbox, and the Ickx/Surtees Ferrari went by into second place. While this was happening there was excitement in the pits for the Ecurie Francorchamps was refuelled and a lot of petrol was spilt. When Bell started the engine the whole lot went up in a sheet of flame, but foam extinguishers got everything under control pretty promptly and no damage was done, though it was a nasty moment. After the pit stops of Redman and Surtees the gap between the cars was 89 seconds, and from there on it was all over for the "Lancastrian Lad" forged ahead and there was nothing that the "old Pro" could do about it. By 50 laps the gap was 110 seconds, and even though Surtees was not keeping up, his second place was secure, for Elford was a lap behind, as were the Giunti/Vaccarella Ferrari, the Attwood/Herrmann Porsche and the Laine/van Lennep Porsche. Everyone was due to make one more refuelling stop and a final change of drivers and all went well in both the Ferrari pit and the JW Gulf pit so that when Siffert settled back into his stride in the leading car he had nearly a lap lead over Ickx in the Ferrari, and as was shown earlier these two were very evenly matched, so it was a matter of stalemate. Ickx gained a few seconds and lost a few seconds, but the gap rested around 2 min. 50 sec. and it was all over, Ferrari had shown that he very nearly had the measure of the Gulf-Porsche team, and the JW pit work cannot afford to be below par, as it was in this race, or Ferrari will beat them. If Ferrari could produce a quartet of drivers to equal the Gulf-Porsche team, then these long-distance races would be even more wide open. The 512S is strong, as four started and four finished, whereas Porsche lost two from their ranks, as the Gesipa Racing Team 917 was crashed by Neuhaus. That the 917 Porsche is an incredibly fast and powerful car was admirably demonstrated by Rodriguez and it is doubtful whether any of the 3-litre Grand Prix cars will beat his lap record, that is if the GPDA members disdain to race on the fastest and finest circuit in Europe (or the World?). The Automobile Club of Spa deserve every credit for this fantastic race, as do all the players, and it must have been the ultimate in real motor racing, with non-union Grand Prix drivers in first and second places. Everyone else who finished seemed to have enjoyed themselves, especially the private teams in the 910 Porsche and 907 Porsche that finished twelfth and thirteenth only 5.2 seconds apart, having been that close from the opening lap, as well as the Laine/van Lennep 917 Porsche and the Attwood/Herrmann 917 Porsche, that were only 2.5 seconds apart at the finish, though neither team realised they were on the same lap, the Porsche Salzburg team being nowhere near as well organised as the Porsche Gulf team.—D. S. J.

Results :

1,000 KILOMETRES OF FRANCORCHAMPS—Group 6 Prototypes, Group 5 Sports Cars, Group 4 GT Cars—71 laps—14.120 kilometres circuit—Dry and overcast

1st : J. Siffert/B. Redman (Porsche 917—12-cyl. 5-litre) ..	Group 5	Entrant : JW Automotive Eng. Ltd., England ..	71 laps—4 hr. 09 min. 47.8 sec.—240.459 k.p.h.
2nd : J. Ickx/J. Surtees (Ferrari 512S—12-cyl. 5-litre)	Group 5	Entrant : SEFAC Ferrari, Italy	71 laps—4 hr. 12 min. 23.3 sec.
3rd : V. Elford/K. Ahrens (Porsche 917—12-cyl. 5-litre) ..	Group 5	Entrant : Porsche Konstruction, Salzburg, Austria ..	70 laps—4 hr. 12 min. 20.3 sec.
4th : I. Giunti/N. Vaccarella (Ferrari 512S—12-cyl. 5-litre) ..	Group 5	Entrant : SEFAC Ferrari, Italy	68 laps—4 hr. 10 min. 58.0 sec.
5th : H. Laine/G. van Lennep (Porsche 917—12-cyl. 4½-litre)	Group 5	Entrant : AAW Racing Team, Finland	68 laps—4 hr. 12 min. 25.6 sec.
6th : R. Attwood/H. Herrmann (Porsche 917—12-cyl. 4½-litre)	Group 5	Entrant : Porsche Konstruction, Salzburg, Austria ..	68 laps—4 hr. 12 min. 28.1 sec.
7th : P. Schetty/A. Merzario (Ferrari 512S—12-cyl. 5-litre) ..	Group 5	Entrant : SEFAC Ferrari, Italy	66 laps—4 hr. 09 min. 48.4 sec.
8th : D. Bell/H. de Fierlant (Ferrari 512S—12-cyl. 5-litre) ..	Group 5	Entrant : Ecurie Francorchamps, Belgium	64 laps—4 hr. 11 min. 55.4 sec.
9th : G. Larrousse/R. Lins (Porsche 908—8-cyl. 3-litre) ..	Group 6	Entrant : Martini International, Germany	64 laps—4 hr. 13 min. 17.6 sec.—213.760 k.p.h.
10th : J. Bonnier/R. Wissel (Lola T70—V8-cyl. 5-litre) ..	Group 5	Entrant : Ecurie Bonnier, Switzerland	63 laps—4 hr. 12 min. 59.7 sec.
11th : H-D. Dechent/H. Marko (Porsche 908—8-cyl. 3-litre) ..	Group 6	Entrant : Martini International Germany	62 laps—4 hr. 13 min. 03.0 sec.
12th : J. L'Amie/B. Nelson (Porsche 910—6-cyl. 2-litre) ..	Group 5	Entrant : Northern Ireland Carpets, N. Ireland ..	59 laps—4 hr. 11 min. 29.0 sec.
13th : H-D. Blatzheim/E. Kraus (Porsche 907—8-cyl. 2-litre) ..	Group 6	Entrant : Hans Dieter Blatzheim, Germany	59 laps—4 hr. 11 min. 34.2 sec.
14th : P. Sadler/P. Vestey (Porsche 910—6-cyl. 2-litre)	Group 5	Entrant : Road Racing Accessories, England ..	56 laps—4 hr. 13 min. 53.2 sec.
15th : Y. Deprez/J. Vernaeve (Chevron B16-Mazda Wankel) ..	Group 6	Entrant : Levi's International, Belgium	55 laps—4 hr. 10 min. 44.2 sec.
16th : C. Haldi/J. Cheneviere (Porsche 911S—6-cyl.)	Group 4	Entrant : Jacques Cheneviere, Switzerland	55 laps—4 hr. 13 min. 51.7 sec.—183.288 k.p.h.
17th : H. Kelleners/J. Neuhaus (Porsche 917—12-cyl. 4½-litre)	Group 5	Entrant : Gesipa Racing Team, Germany	54 laps—Not running at finish.
18th : E. Kremer/K. von Wendt (Porsche 911S—6-cyl.) ..	Group 4	Entrant : Kremer Racing, Germany	54 laps—4 hr. 10 min. 57.8 sec.
19th : J. Jacquemin/J. Palayer (Alpine Renault—1½-litre) ..	Group 4	Entrant : J. M. Jacquemin, Belgium	52 laps—4 hr. 11 min. 45.1 sec.
20th : G. van Butsel/R. Moerenhout (Porsche 911S—6-cyl.) ..	Group 4	Entrant : Jean-Pierre Gaban, Belgium	50 laps—4 hr. 09 min. 51.6 sec.
21st : G. Duvigneaud/G. Demoulin (Porsche 911S—6-cyl.) ..	Group 4	Entrant : Georges Durigneaud, Belgium	48 laps—Not running at finish.
22nd : T. Goodwin/P. Taggart (Chevron-BMW—4-cyl.) ..	Group 5	Entrant : Tony Goodwin, England	48 laps—4 hr. 12 min. 43.6 sec.
23rd : A. Wicky/S. Garant (Porsche 911S—6-cyl.)	Group 4	Entrant : Wicky Racing, Switzerland	41 laps—4 hr. 10 min. 53.4 sec.

Fastest lap : P. Rodriguez (Porsche 917—12-cyl. 5-litre) *in 3 min. 16.5 sec.—258.320 k.p.h. (approx. 160.3 m.p.h.)—New absolute lap record.*

Retirements : K. Grant/G. Marshall (Brabham-Climax), electrics; G. Edwards/R. Enever (Astra-Cosworth FVC), engine bearer broken; P. Rodriguez/L. Kinnunen (Porsche 917), gearbox; G. Pillon/L. Morand (Lola T70), accident; T. Pilette/G. Gosselin (Lola T70), suspension; G. Humble/P. Humble (Chevron-BMW), overheating; A. Clydesdale/J. Markey (Chevron-BMW), oil loss; J. Tangye/P. Ridgeway (Chevron-BMW), fuel pump; J. Bamford/P. Creasey (Chevron-BMW), no oil pressure; J. P. Gaban/W. Braillard (Porsche 911S); S. Robinson/J. Blanckney (Unipower); J. Rey/E. Berney (Porsche 911S).

35 *starters* — 23 *finishers.*

FRAM WELSH RALLY

GENERAL CLASSIFICATION

1st	W. Sparrow/N. Raeburn (Cooper S 1340) ..	52 min. 30 sec.
2nd	C. Sclater/M. Holmes (Escort TC 1598) ..	55 min. 09 sec.
3rd	C. Knowles-Fitton/C. Nash (Escort TC 1594)	56 min. 06 sec.
4th	J. Bullough/D. Barrow (Escort TC 1598) ..	62 min. 14 sec.
5th	R. Eyre-Maunsell/N. Henderson (Imp 998) ..	63 min. 23 sec.
6th	J. Churchill/J. Thomas (Escort TC 1594) ..	64 min. 06 sec.
7th	B. Lee/J. Coles (Escort TC 1550)	65 min. 56 sec.
8th	M. Bennett/E. Bamford (Cooper S)	66 min. 31 sec.
9th	C. Fisher/D. Spence (Cortina GT 1599) ..	67 min. 49 sec.
10th	W. Coleman/D. O'Sullivan (Escort TC 1558)	69 min. 14 sec.

148 *starters* — 99 *finishers*

OF THE four Home Internationals (there used to be five until the Gulf London Rally ceased two years ago) the Welsh Rally, with Fram Filters sponsorship, is the least publicised internationally. But that is not to say that it is easy compared with the others. It is based on some 30 special stages—seven on narrow tarmac roads, 22 on forest tracks and one on a racing circuit.

The World Cup Rally had considerable effect on the entries for the Welsh Rally, for the second half of the former started on the same day as the latter. Consequently, the factories had no time to show even a passing interest in the Welsh event. Furthermore, the event was not a qualifier in any international championship, whereas both the Circuit of Ireland and the Scottish Rally figure in the European Drivers' Championship.

The result was a complete absence of any overseas entries and a list brimful of enthusiastic British amateurs, of which 148 cars started.

I doubt whether anyone can remember a Welsh Rally taking place in sunny weather at any time during the past decade. In fact, the event has become so closely associated with rain and mist that preparations for such conditions are automatic for anyone contemplating the event. When the day of the start dawned warm and sunny it was most incongruous indeed, but tradition was satisfied later in the day when Cardiff experienced its fiercest thunderstorm for some time, soaking the tarmac roads of Mynydd Epynt—the former motorcycle circuit now an Army range and used frequently for rally stages.

Although some say that rallying is not a spectator sport, presumably because there is never any gate money anywhere, when there are special stages on forest roads those forests are thronged with enthusiastic watchers. In fact, many more people turn out to watch the RAC Rally, for instance, than several Grands Prix put together.

Spectators are a comfort to competitors—provided they do not get in the way—for they are always eager to go to the aid of a stricken car, helping to push it back to the road and acting as impromptu marshals by warning following cars of road obstructions.

Much of the atmosphere of such forest events was missing from this year's Welsh Rally because spectators were very thin on the ground indeed. Forest officials, concerned about both fire risk and the danger of irresponsible spectators being injured by passing rally cars, asked that the stage locations be kept as secret as possible and that officials do their best to discourage spectators entering the forests. Naturally this did not please the thousands of enthusiasts, but it is to their credit that there were no unruly scenes, most of them appreciating that the Forestry Commission could, if upset, deny the use of the forest roads as special stages.

Throughout the two days of the rally there were several drivers challenging for the lead, victory finally going to two young competitors who have been performing extremely well recently in British Championship events, Will Sparrow and Nigel Raeburn. These two drive a Mini Cooper S, and this must be the first time a Mini has won an international rally since Abingdon's hey-day some years ago.

* * *

AUSTRIAN ALPINE RALLY

GENERAL CLASSIFICATION

1st	B. Waldegård/L. Nyström (Porsche 911S) ..	9,016.8 pts.
2nd	H. Lindberg/S. Andreasson (Saab 4)	9,250.0 ,,
3rd	J-F. Piot/J. Todt (Ford Escort)	9,297.6 ,,
4th	A. Boyd/B. Crawford (Ford Escort)	10,038.8 ,,
5th	B. Darniche/A. Mahe (Alpine-Renault) ..	10,067.3 ,,
6th	Lux/Siebert (VW 1500)	10,530.1 ,,
7th	Wurz/Zogel (Ford Escort)	10,563.9 ,,
8th	Zelenka/Zelenka (Ford Escort)	10,727.7 ,,
9th	H. Källström/G. Häggbom (Lancia Fulvia) ..	10,734.4 ,,
10th	Russling/Eggenberger (Porsche 911)	10,816.0 ,,

51 *starters* — 20 *finishers*

THE Austrian Alpine Rally was the fifth of eight qualifying events in the International Rally Championship for Constructors. As such, it attracted works entries from Porsche of Sweden, Alpine-Renault, Lancia, Saab and Ford of Britain—despite the counter attraction of the World Cup Rally.

But the numbers were low and there were only 51 eventual starters, an abysmally low figure for an event of such standing. Competitors were not overjoyed with the running of the event, for although it was efficiently organised its style seemed to vary from a rough special stage rally to a fast road event such as the Coupe des Alpes. Furthermore, the difficult parts were mainly concentrated in the first half, leaving the second half as something of an anti-climax.

Outright winners were Björn Waldegård and Lars Nyström driving a Porsche 911S entered by the Swedish distributors. Waldegård's regular co-driver, Lars Helmér, had been taken ill during practice and his place was taken by Nyström, who was Waldegård's regular partner some years ago before he took up driving himself.

Of the five events so far held, one has been won by Alpine-Renault (Sanremo Rally), one by Datsun (East African Safari) and three by Porsche. In fact, all three victories by the German factory have been scored by Waldegård. This places Porsche in an almost unassailable position in the championship, for there are only three events left and it is very unlikely that Alpine or Datsun will win two of those.

For Ford, Lancia and Saab the championship is pretty well out of reach, and it was disappointing to learn that the Swedish and Italian teams could well give the remaining events a miss. However, Ford has not withdrawn any cars; they have two entered for the Acropolis and we would imagine that both Coupe des Alpes and the RAC Rally will have Boreham cars in their lists. Lancia will probably have just one car in the Acropolis, and we heard that they have entered two for the International Scottish Rally in June, a qualifier in the Drivers' Championship. For the RAC Rally, they will undoubtedly attempt to repeat their success of last year.

Saabs, too, have been successful over the years in British forest rallies and to have an RAC Rally without the Swedish team would be unthinkable. They plan to have cars in the Scottish Rally, but the date clashes with a rather important Swedish Championship event, so how they will split their resources remains to be seen.

The Coupe des Alpes, to all intents and purposes France's premier event, has run into a spot of bother over its date. It used to be a summer event, but moved to early September some years ago in order to avoid heavy tourist traffic in the mountains. September has become as popular as July with holidaymakers and France's Ministry of the Interior has expressed concern. Postponement for a week or two is out of the question, for then the event would clash with the Tour de France, and we have heard it said that the AC de Marseille et Provence is considering running the event in December. I must say that it will be strange indeed to have an Alpine Rally taking place in winter, with the strong likelihood of snow.

Alpine-Renault certainly intends tackling the Alpine Rally, if and when it will be held, and there is a very strong possibility that they will be in Britain in November for the RAC Rally. If nothing untowards happens, that event will be one of the most hard fought for years, with Saabs, Lancias, Datsuns, Alpines, Fords, Triumphs and perhaps Porsches all in the fray together. It is some time since so many works teams met in the same event.

* * *

GALLAHER CIRCUIT OF IRELAND

GENERAL CLASSIFICATION

1st	R. Clark/J. Porter (Escort)	566.5 pts.
2nd	C. Sclater/P. Valentine (Escort)	733.7 ,,
3rd	J. Henriksson/L. Carlström (Opel RK)	741.6 ,,
4th	R. McBurney/N. Smith (BMW)	786.1 ,,
5th	L. Jonsson/A. Quist (Saab)	830.9 ,,
6th	J. Bloxham/R. Harper (BMW)	873.5 ,,
7th	A. Boyd/B. Crawford (Escort)	878.5 ,,
8th	M. Dolan/J. O'Brien (Escort)	890.0 ,,
9th	A. Fowkes/J. O'Gorman (Lotus-Cortina)	896.3 ,,
10th	B. Danielsson/S. Johansson (Opel RK)	932.5 ,,

67 *finishers.*

APART from being a highly competitive and popular rally, the International Gallaher Circuit of Ireland also represents a carefree, island-wide, week-long social occasion. There are plenty of rallies which are tough but dour, or tame but jolly; the Circuit is one of the few which is both tough *and* jolly and therein perhaps lies its immense popularity.

It starts in the North and spends two night stops in the South,

Continued on page 577

THE 28th MONACO GRAND PRIX

The Best-Laid Plans

MONTE CARLO, *May 10th*

THE QUESTION of the qualifying race on Saturday afternoon, before the Grand Prix, found no support at all and rapidly died a natural death. Practice for the Monaco Grand Prix returned to a system used for many years now, whereby the fastest laps in practice got you into the Sunday line-up. The selected ten "ace" drivers were assured of places on the grid, and the remaining six places had to be sorted out from the remaining 11 cars that turned up for practice. Non-arrivals were Soler Roig, Bell, Andretti and Moser, which eased the problems slightly. Practice was held on Thursday afternoon, Friday morning and Saturday afternoon, interspersed with Formula Three activities, and all lap times recorded during those three sessions were taken into consideration for selecting the six qualifiers. In addition, at the end of the afternoon on Saturday the non-seeded drivers had an extra 30 minutes to themselves, during which time they could score a place in the select six, but the lap time would not count for the grid position. This was because the "ace-ten" would not be allowed out in this 30 minutes, and if conditions were extra good they would be unable to defend their grid positions, and the expected situation actually arose. Siffert qualified for the six during the last 30 minutes, and his time would have put him on the second row of the grid, for he equalled Amon's time during a period when Amon was not allowed to defend his position. Though seemingly complicated the system seemed to work out all right.

Without question Stewart was on great form, driving his usual March car, and headed Thursday's practice with ease, followed by Amon in the original works March, so the Bicester firm were pretty pleased with progress. Officially, and according to Monaco rules, the lap record stood to Courage with his Brabham last year in 1 min. 25.8 sec., though Stewart had done 1 min. 25.1 sec. in the race before he retired, but the strange rule said you had to finish the race in order to hold the lap record. As always at Monaco the first practice session raises a lot of dust around the circuit, for few cars go over 25 m.p.h. through the streets of Monte Carlo during normal times, and a sudden rush of racing cars going at 125 m.p.h. brings dust out of every nook and cranny. It soon blows away and the pace warms up, even if the weather did not on this occasion, and everyone was soon circulating. Team Lotus were not very happy, for they had discovered at Silverstone that the interesting new Lotus 72 was not really stiff enough and the rear end was doing some steering as well as the front end, a trouble that did not make itself apparent on the slow Madrid circuit. In consequence Rindt and Miles had reverted to the old Type 49 cars they had used in South Africa, and they had both been fitted with the latest type of triple-blade rear aerofoil. On the V12 Matras, Beltoise was using the latest front hubs with the brake calipers cast integral with the hub, and with deflector discs on the wheel centres to centrifuge cooling air, while Pescarolo had the old Girling caliper arrangement. BRM were back to full strength after their Spanish disaster, the destroyed car of Oliver being replaced by a brand-new one, and Ferrari had built a third 312B to replace their car lost in the Spanish race. The Tyrrell team were on full strength, with Servoz-Gavin in their latest car and the unmodified one as a spare for Stewart, and Antique Automobiles were running a brand-new March which ex-Formula Three driver Peterson was driving. Courage had the latest De Tomaso, as raced so well at the Silverstone International Trophy, and everything else was running to pattern. Stewart made a mockery of last year's lap record, official or unofficial, with a lap in 1 min. 24.1 sec. and Amon joined him with 1 min. 24.6 sec., and these two were alone, the only other fast time being Hulme's 1 min. 25.1 sec. which equalled the unofficial lap record. Siffert was in trouble with a Cosworth engine that would not run properly and was unable to get to grips with the March, which he has driven for a lot less time than he would have liked. BRM were making a poor start, for Oliver had barely got under way before his gearbox went wrong, and with Rodriguez not going properly and Eaton learning his way round, the three Bourne cars stayed at the bottom of the list.

On Friday morning gloom descended on Monte Carlo and rain came pouring down so that the hour of practice before breakfast was a complete and utter washout, though Stewart was able to demonstrate that he was still in full command, with fastest lap in 1 min. 37.1 sec., nearly three seconds ahead of the next car, but in reality very few people tried all that hard, though Hill and McLaren both managed to clout the edges of the track, which stopped their practice. Team Lotus had a Type 72 with them, running as a spare for Miles, but it did not turn a wheel in the rain, and Monte Carlo showed that it is not always the best place for a holiday, a thing it has often done in the past on the early morning practice session.

On Saturday it was not much brighter, but at least the rain was holding off. After the depressing showing on Thursday the BRM engines were converted from Lucas ignition to Marelli ignition, and now that the track was dry they were hoping for some improvement. All they seemed to achieve was to move up from a miserable-last to a reasonable-last place in the overall picture. Stewart was still on cracking good form, but this time he was on his own and the only one to get under 1 min. 25.0 sec., which he not only did with ease, but finally recorded 1 min. 24.0 sec. Ickx was very well recovered from his crash in Spain, and back on good form, vying with Brabham for grid position, and the Matras of Beltoise and Pescarolo were really singing round as 12-cylinders should, and were not only exciting the French but the many British spectators as well. Going up the slope towards the Casino Graham Hill suddenly had an accident and wrote off the front end of the Walker Lotus on the barriers, an accident for which he could not really account, and Servoz-Gavin had an accident at the *chicane* which damaged Tyrrell's latest March. The Walker Team (who now race on Brooke Bond-Oxo money) had a problem

ENTRY

No.	Entrant	Driver	Country	Car	Engine	Gearbox	Tyres	Colour	Sponsor
1	Brooke Bond Oxo Racing, England	G. Hill	England	Lotus 49C	Cosworth V8	Hewland	Firestone	Blue and white	Brooke Bond Oxo
2	Gold Leaf Team Lotus, England	J. Miles	England	Lotus 49C	Cosworth V8	Hewland	Firestone	Red white and gold	John Player & Sons
3	Gold Leaf Team Lotus, England	J. Rindt	Austria	Lotus 49C	Cosworth V8	Hewland	Firestone	Red, white and gold	John Player & Sons
4	World Wide Racing Ltd., England	A. Soler Roig	Spain	Lotus 49C	Cosworth V8	NON-STARTER			
5	Motor Racing Developments, England	J. Brabham	Australia	Brabham BT33	Cosworth V8	Hewland	Goodyear	Turquoise and yellow	Goodyear Tyre Co.
6	Auto Motor und Sport, Germany	R. Stommelen	Germany	Brabham BT33	Cosworth V8	Hewland	Goodyear	Turquoise and white	Auto Motor und Spor
7	Wheatcroft Racing, England	D. Bell	England	Brabham BT26	Cosworth V8	NON-STARTER			
8	Equipe Matra-Elf, France	H. Pescarolo	France	Matra-Simca	Matra MS120	Hewland	Goodyear	Blue	Elf Petrol
9	Equipe Matra-Elf, France	J-P. Beltoise	France	Matra-Simca	Matra MS120	Hewland	Goodyear	Blue	Elf Petrol
10	Bruce McLaren Motor Racing, England	A. de Adamich	Italy	McLaren M7D	Alfa Romeo V8	Hewland	Goodyear	Orange	Goodyear Gulf, Reynolds
11	Bruce McLaren Motor Racing, England	D. Hulme	New Zealand	McLaren M14A	Cosworth V8	Hewland	Goodyear	Orange	Goodyear, Gulf, Reynolds
12	Bruce McLaren Motor Racing, England	B. McLaren	New Zealand	McLaren M14A	Cosworth V8	Hewland	Goodyear	Orange	Goodyear, Gulf, Reynolds
14	Team Surtees, England	J. Surtees	England	McLaren M7C	Cosworth V8	Hewland	Firestone	Red and white	Firestone
15	Owen Racing Organisation, England	G. Eaton	Canada	BRM Type 153	BRM V12	BRM	Dunlop	Green and gold	Yardley Perfumes
16	Owen Racing Organisation, England	J. Oliver	England	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Yardley Perfumes
17	Owen Racing Organisation, England	P. Rodriguez	Mexico	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Yardley Perfumes
18	No entry								
19	March Engineering, England	J. Siffert	Switzerland	March 701	Cosworth V8	Hewland	Firestone	Dayglow red	STP Corporation
20	Tyrrell Racing Organisation, England	J. Servoz-Gavin	France	March 701	Cosworth V8	Hewland	Dunlop	Blue	Dunlop, Elf
21	Tyrrell Racing Organisation, England	J. Stewart	Scotland	March 701	Cosworth V8	Hewland	Dunlop	Blue	Dunlop, Elf
22	STP Corporation, America	M. Andretti	America	March 701	Cosworth V8	Hewland	Firestone	Dayglow red	STP Corporation
23	Antique Automobiles, England	R. Peterson	Sweden	March 701	Cosworth V8	Hewland	Goodyear	Yellow and maroon	Antique Automobiles
24	Frank Williams "Racing Cars", England	P. Courage	England	De Tomaso 38	Cosworth V8	Hewland	Dunlop	Red	Ward Tools
25	Silvio Moser Racing Team, Switzerland	S. Moser	Switzerland	Bellasi	Cosworth V8	NON-STARTER			
26	SEFAC Ferrari, Italy	J. Ickx	Belgium	Ferrari 312B	Ferrari Flat-12	Ferrari	Firestone	Red	Shell
27	SEFAC Ferrari, Italy			NON-STARTER					
28	March Engineering, England	C. Amon	New Zealand	March 701	Cosworth V8	Hewland	Firestone	Dayglow red	STP Corporation

that required thinking about, for Hill was an assured starter but the car was not. The Tyrrell team had a much more pressing problem, for Servoz-Gavin was in the battle for qualifying and needed a car instantly, so they changed the number on Stewart's spare car and the Frenchman was ready to go again. The final 30 minutes of Formula One practice was restricted to the non-invited drivers, and there were 11 of them: Miles (Lotus), Stommelen (Brabham), Pescarolo (Matra-Simca), de Adamich (McLaren), McLaren (McLaren), Eaton (BRM), Oliver (BRM), Siffert (March), Peterson (March), Courage (De Tomaso), Servoz-Gavin (March). They all thrashed round in a most spirited fashion, nearly everyone keeping going continuously, so that it was almost like a 30-minute race. Courage and Siffert were really outstanding, Pescarolo was in a bit of panic as a relief valve in his fuel system stuck open and the injection system could not get any fuel, so he borrowed Beltoise's car, and Servoz-Gavin was not at all happy with the gear-change on the spare Tyrrell car and could not get in the hunt. When all had become quiet once more, and the 11 qualifiers were breathing normally again, the time-keepers sorted out all their figures and found that all but Pescarolo and Servoz-Gavin had really got their skates on in this last do-or-die attempt, and Siffert was fastest with 1 min. 24.6 sec., a time equal to Amon's best. In the last rush the order came out Siffert, Courage, McLaren, Oliver, Peterson and de Adamich and Stommelen equal sixth, but Pescarolo had done a time in the overall practice period that put him equal with McLaren, so de Adamich and Stommelen were bumped off the end of the list and the 16 starters were settled, as shown on the accompanying starting grid.

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday	Saturday Extra
1	G. Hill	Lotus 49C/R7-Cosworth V8	1. 26.8	2. 05.0	1. 29.3	—
2	J. Miles	Lotus 49C/R10-Cosworth V8	1. 28.7	1. 43.4	1. 28.7	1. 27.4
3	J. Rindt	Lotus 49C/R6-Cosworth V8	1. 25.9	2. 13.9	1. 27.9	—
4	A. Soler Roig	NON-ARRIVAL				
5	J. Brabham	Brabham BT33/2-Cosworth V8	1. 25.8	1. 43.1	1. 25.4	—
6	R. Stommelen	Brabham BT33/1-Cosworth V8	1. 27.8	1. 52.0	1. 26.9	1. 26.3
7	D. Bell	NON-ARRIVAL				
8	J-P. Beltoise	Matra-Simca MS120/01—V12	1. 25.6	1. 45.7	1. 25.7	—
9	H. Pescarolo	Matra-Simca MS120/02—V12	1. 28.4	1. 52.7	1. 25.7	1. 26.6
10	A. de Adamich	McLaren M7D/1-Alfa Romeo V8	1. 27.6	1. 54.7	1. 29.3	1. 26.3
11	D. Hulme	McLaren M14A/2-Cosworth V8	1. 25.1	—	1. 29.4	—
12	B. McLaren	McLaren M14A/1-Cosworth V8	1. 26.6	No time	1. 26.1	1. 25.7
14	J. Surtees	McLaren M7C/1-Cosworth V8	1. 27.4	1. 40.9	1. 28.7	—
15	G. Eaton	BRM Type 153/03—V12	1. 30.0	1. 48.1	1. 29.3	1. 27.0
16	J. Oliver	BRM Type 153/04—V12	1. 39.4	1. 40.8	1. 27.5	1. 25.8
17	P. Rodriguez	BRM Type 153/02—V12	1. 37.7	1. 39.7	1. 28.8	—
18	—	NO ENTRY				
19	J. Siffert	March 701/5-Cosworth V8	1. 28.7	1. 47.2	1. 26.2	**1. 24.6**
20	J. Servoz-Gavin	March 701/7-Cosworth V8	1. 27.4	1. 47.7	1. 26.9	—
21	J. Stewart	March 701/2-Cosworth V8	**1. 24.1**	**1. 37.1**	**1. 24.9**	—
22	M. Andretti	NON-ARRIVAL				
23	R. Peterson	March 701/8-Cosworth V8	1. 27.4	1. 40.7	1. 26.8	1. 26.2
24	P. Courage	De Tomaso 38/3-Cosworth V8	1. 27.2	1. 47.6	1. 26.1	1. 25.3
25	S. Moser	NON-ARRIVAL				
26	J. Ickx	Ferrari 312B/001—V12	1. 26.2	1. 40.3	1. 25.5	—
27	—	NO ENTRY				
28	C. Amon	March 701/1-Cosworth V8	1. 24.6	—	1. 33.1	—
2T	J. Miles	Lotus 72/1-Cosworth V8	—	—	1. 31.2	—
21T	J. Stewart	March 701/4-Cosworth V8	—	1. 42.5	—	—
20T	J. Servoz-Gavin	March 701/4-Cosworth V8	—	—	—	1. 28.1
26T	J. Ickx	Ferrari 312B/003—V12	—	—	No time	—
28T	C. Amon	March 701/6-Cosworth V8	—	1. 50.5	1. 29.1	—
9T	H. Pescarolo	Matra-Simca MS120/01	—	—	—	1. 36.5
19T	J. Siffert	March 701/1-Cosworth V8	—	—	No time	—

This question having been settled it was now possible for Rob Walker and Team Lotus to review the Hill situation. The Walker car was too badly damaged to repair immediately so the car that Miles had failed to qualify, 49C/R10, was given a quick repaint with the Walker colours, the advertising slogans were changed over, the cockpit and controls offered up to Hill's shape, and the organisation agreed to the change-over, but FIA rules insisted that Hill moved to the back of the grid, as he had not practised in the car.

Although the rain and clouds had been hanging about on the mountains all day Saturday, the practice had remained dry apart from a few unimportant spots, and at last, on Sunday, Monte Carlo began to look like the advertising brochures. The start was not due until 3 p.m. so everyone had reasonable time for getting ready, and as Prince Rainier did an official lap in a 5-litre V8 Maserati, the 16 starters lined up on the "dummy-grid", without doing a warm-up lap. Arranged in staggered pairs, Hill's rightful position next to Siffert was left blank, and the repainted works Lotus was at the back behind the two white BRMs. Away went the 16 cars, the Monogasque flag fell, and Stewart leapt into the lead as they all roared up the hill to the Casino, the noise echoing off the buildings in a fantastic manner.

STARTING GRID

↑

21 J. Stewart (*March-Cosworth V8*) 701/2 1 min. 24.0 sec.

28 C. Amon (*March-Cosworth V8*) 701/1 1 min. 24.6 sec.

11 D. Hulme (*McLaren-Cosworth V8*) M14A/2 1 min. 25.1 sec.

5 J. Brabham (*Brabham-Cosworth V8*) BT33/2 1 min. 25.4 sec.

26 J. Ickx (*Ferrari flat-12*) 001 1 min. 25.5 sec.

8 J-P. Beltoise (*Matra-Simca V12*) MS120/01 1 min. 25.6 sec.

9 H. Pescarolo (*Matra-Simca V12*) MS120/02 1 min. 25.7 sec.

3 J. Rindt (*Lotus-Cosworth V8*) 49C/R6 1 min. 25.9 sec.

24 P. Courage (*De Tomaso-Cosworth V8*) 38/3 1 min. 26.1 sec.

12 B. McLaren (*McLaren-Cosworth V8*) M14A/1 1 min. 26.1 sec.

—

19 J. Siffert (*March-Cosworth V8*) 701/5 1 min. 26.2 sec.

23 R. Peterson (*March-Cosworth V8*) 701/8 1 min. 26.8 sec.

14 J. Surtees (*McLaren-Cosworth V8*) M7C/1 1. min. 27.4 sec.

16 J. Oliver (*BRM V12*) 153/04 1 min. 27.5 sec.

17 P. Rodriguez (*BRM V12*) 153/02 1 min. 28.8 sec.

1 G. Hill (*Lotus-Cosworth V8*) 49C/R10 No practice time

Not qualified :
J. Miles (*Lotus 49C*)
R. Stommelen (*Brabham BT33*)
A. de Adamich (*McLaren-Alfa Romeo*)
G. Eaton (*BRM 153*)
J. Servoz-Gavin (*March 701*)

As they came out of the tunnel and down to the harbour front Stewart led from Amon, Brabham, Ickx, Beltoise, Hulme, Rindt and Pescarolo; it was all wide open, with everyone in with a chance. March were in first and second places, the pacemaker Brabham was there, Ferrari was in with them and Matra were in the thick of it. It was clearly going to be a good 80 laps round-the-houses. From his back row start Hill shot past Oliver, but then found his seat harness was so tight it was restricting his movements and affecting his braking, so he dropped behind again. Nose-to-tail the 16 cars twisted and turned round the tight hairpins, up the hill, down to the sea front, through the tunnel and along the promenade. Beltoise nipped by Ickx as they braked for the hairpin where the old Gasometer used to be, on lap 2, and next time round Rodriguez took the number one BRM into the pits as the throttle slides were sticking open; the trouble was cured and he rejoined the race two laps behind. Stewart was commanding the race, with a clear road in front of him, and each time round he was a little more in front of Amon, the New Zealander still having a nose-to-tail pack behind him, though Surtees, Peterson, Oliver and Hill were not keeping up.

By lap 7 Stewart had pulled out a full five seconds' lead over Amon, which is a big advantage at Monte Carlo, and he looked safe, sure and unruffled as he drove the blue March relentlessly on. Behind Amon, and pressing hard, were Brabham, Beltoise, Ickx, Hulme, Pescarolo, Rindt, Courage, Siffert and McLaren, the rest already trailing, and this lot were so pressing that it looked as if Amon might be holding things up. Stewart was lapping at around 1 min. 26 sec., gaining ground all the time, and on lap 12 there was a break in the following procession, for the Ferrari broke its inner universal joint on the right-hand drive shaft and as Ickx came to rest Hulme, Pescarolo and Rindt who were immediately behind were slightly baulked. We now had Stewart out on his own, Amon, Brabham and Beltoise at close quarters, and Hulme, Pescarolo, Rindt, Courage, Siffert and McLaren in line-astern formation. Surtees was fading fast, and Peterson overtook him on lap 13, and then Oliver, and the ex-World Champion retired at the pits with the oil pressure in his Cosworth V8 engine disappearing disastrously. Apart from the sun disappearing behind some clouds nothing of note happened for a few laps, and the high-speed procession chasing vainly after Stewart continued, though McLaren hit the *chicane* with his right front wheel on lap 19 and damaged the suspension which put him out after one more lap, by which time Stewart's lead was 12½ seconds, but next lap the scene began to change noticeably. Brabham had had enough of fol-

lowing Amon, and was lining himself up to get by, and Beltoise was having rear axle trouble and the Matra could no longer stay with them, while at the end of the queue Siffert was beginning to close up on Courage. As they approached the Gasworks hairpin to end lap 22, with Stewart going round in 1 min. 25.4 sec., Brabham dived to the inside of Amon's March and scrabbled round in front and in second place, and Beltoise had dropped back behind Hulme and was only to last a short while longer as the transmission broke. On lap 24 Stewart lapped the last car, which was Hill's Lotus, apart, that is, from Rodriguez, whose stop had put him two laps behind, and behind the Tyrrell March, the turquoise and yellow car of Brabham led Amon's red March by two seconds. As Stewart ended his twenty-sixth lap he should have appeared before Hill's Lotus, but the blue and white Lotus appeared first, having unlapped itself, which was indeed strange. Stewart appeared and the reason was clear, the Cosworth engine was misfiring badly, and he headed for the pits. While the ignition unit was changed, and the distributor rotor as well, Brabham went by into the lead, a complete reversal of what had happened at Brands Hatch in the Race of Champions. (This one-make power-unit racing can get boring at times.) By the time Stewart rejoined the race he was a lap behind Rodriguez and three behind the leaders and those who expected to see some fantastic lap records made were disappointed, for ignition equipment was not really the trouble with Stewart's engine, for it still was not giving full power. Though he kept going as best he could he made little progress, other than to get himself on the same lap as Rodriguez, but still in last place. At 30 laps Brabham looked comfortably settled in first place with nothing that Amon could do about it and as they went by the pits, Hulme, Pescarolo and Rindt went along the Promenade behind the pits, while Courage was finding his steering getting heavier and heavier on the De Tomaso, so that he could hardly correct slides any more, and Siffert got ahead of him.

Rindt had been driving along in fifth position in a most uninspired fashion, but now seemed to wake up and feel he ought to be ahead of Pescarolo, and he forced his way by at the Gasworks hairpin on lap 36, but was not making any impression on Hulme. The struggle with the seizing rack-and-pinion mechanism on the De Tomaso became impossible and Courage stopped at the pits to give up, but the Williams mechanics started to dismantle the whole thing and put it right. At half-distance, or 40 laps, Brabham still had two seconds' lead over Amon, followed by Hulme, Rindt, Pescarolo and Siffert, no one else being on the same lap. Hill, Oliver, Peterson, Rodriguez and Stewart following, but this situation at the tail-end did not last long as Oliver's BRM engine blew up and he ground to a smoky halt on his forty-third lap. Stalemate seemed to have set in up at the front, with little hope of anything inspiring happening, although Siffert moved ahead of Pescarolo, and then Hulme began to fall back when he lost the use of bottom gear. Stewart was in a very unhappy last place, making no progress at all, and Brabham was closing up behind to lap him, which he did on lap 59, and that made Stewart give up for he could really appreciate how flat his engine had gone. As Amon came along the Promenade at the end of lap 61 the March suddenly swooped all over the track, for a rear suspension bolt had fallen out and the March was too damaged to continue beyond the pits, so Brabham was now comfortably on his own. Hulme's gearbox trouble had dropped him back to fifth place, the last one to be on the same lap as the leaders, and then Siffert's Cosworth engine began to splutter as something went wrong with the fuel system to the injection unit, a valve sticking and by-passing all the fuel away from the metering unit. All this left Rindt in second place with the old Lotus 49C, but Brabham was still drawing away from him and on lap 66 the gap measured 13.6 sec. By this time the De Tomaso had had its steering put back and Courage was circulating once more, but too far back to hope to qualify.

Brabham's lead settled at 15 seconds and it seemed to be all over, for he could maintain that lead over Rindt without straining himself or the car. Poor Siffert had fallen right back with his engine cutting out completely at times, but with the end of the race in sight he carried on in fits and starts until he was behind everyone apart from Courage. With five laps to go Brabham had the race won and was easing back to cruise home to a safe victory, for Rindt was no danger, but suddenly the Austrian seemed to wake up and respond to pit signals. Knowing Brabham well, and quite sure that he was merely easing the pace for a certain victory, Colin Chapman wondered if maybe something was going wrong with the Brabham, so just in case he urged Rindt to press on as hard as possible. There was no apparent danger to Brabham, unless his brakes were fading away or something, but on lap 77 he was unintentionally baulked by Siffert going through the Casino square and his safe nine-second lead suddenly became five seconds, and Rindt was becoming inspired. On lap 78 the two cars were in sight of each other and as they started the last lap Rindt was only a few car lengths behind, but Brabham was well aware of the situation and it all seemed to be excitement over nothing. Out of the *Tabac* corner on to the promenade Brabham was still the same four lengths ahead, and all seemed safe, but as he approached the Gasworks hairpin he passed Courage and just in case Rindt tried any tricks like driving through on the inside of the hairpin, Brabham took a line for the apex, to shut the door, rather than the normal line swinging out to the left. He braked really late, locked his wheels and slid helplessly straight on into the barriers. An amazed and highly amused Rindt took the normal line round the hairpin to take the lead and win the Monaco Grand Prix for Lotus with an old apparently obsolete car, while a red-faced Brabham trailed into second place with all the nose cowling smashed. The "old man" had goofed. Pescarolo arrived third after a splendid drive, the screaming Matra engine sounding beautiful, and Hulme was fourth, the rest having been lapped. Rindt's final lap was an inspired 1 min. 23.2 sec., almost two seconds under last year's *fastest lap*, which made people wonder if the Lotus 49 is really so obsolete.—D. S. J.

Results :

28th MONACO GRAND PRIX—Formula One—80 laps—251.6 kilometres
Warm

1st	J. Rindt (Lotus 49C/R6)	1 hr. 54 min. 36.6 sec.—131.718 k.p.h.
2nd	J. Brabham (Brabham BT33/2) ..	1 hr. 54 min. 59.7 sec.
3rd	H. Pescarolo (Matra-Simca MS120/02)	1 hr. 55 min. 28.0 sec.
4th	D. Hulme (McLaren M14A/2) ..	1 hr. 56 min. 04.9 sec.
5th	G. Hill (Lotus 49C/R10)	1 lap behind
6th	P. Rodriguez (BRM 153/02)	2 laps behind
7th	R. Peterson (March 701/8)	2 laps behind
8th	J. Siffert (March 701/5)	4 laps behind
9th	P. Courage (De Tomaso 38/3) ..	24 laps behind—Not qualified though still running.

Fastest lap : J. Rindt (Lotus 49C/R6) on lap 80, in 1 min. 23.2 sec.—136.081 k.p.h. (*new record*).

Retirements : J. Ickx (Ferrari 312B/001), lap 12, drive shaft; J. Surtees (McLaren M7C/1), lap 15, low oil pressure; B. McLaren (McLaren M14A/1), lap 20, damaged suspension; J-P. Beltoise (Matra-Simca MS120/01), lap 23, transmission; J. Oliver (BRM 153/04), lap 43, engine; J. Stewart (March 701/2), lap 57, engine; C. Amon (March 701/1), lap 61, suspension.

16 *starters* — 9 *finishers*

RALLY REVIEW—continued from page 574

by tradition at Killarney, before returning to the North for the after-rally festivities. The competition is made up of special stage after special stage, a few on forest roads but the majority on asphalt public roads which have been closed to all other traffic for the occasion.

It is always an Eastertime event, starting on Good Friday and finishing on Easter Tuesday. The holiday period enables more private entrants to find the time to take part and more marshals the opportunity to officiate. The great pity, of course, is that there is a direct date clash with the East African Safari which also runs over the Easter weekend, a fact which has kept me and a few others away from the Circuit for several years. The Safari is a Constructors' Championship qualifier, whilst the Circuit is a new inclusion in the series for the Drivers' Championship.

The pace of the Circuit of Ireland resembles that of the Alpine Rally. There are other similarities, too, but the closest one is the speed necessary on the special stages. Power and lightness are the two desirables in Ireland, not so much brute strength which a car must have for a long forest rally or something like the Safari which shuns the smoothness of tarmac.

A car which proved to be ideal was the 1.8-litre BDA-engined Escort Twin-Cam driven by Roger Clark and Jim Porter, a single works entry from Ford. Clark and Porter won the rally both in 1968 and in 1969, and they were able to utilise the power of their car to repeat the performance this year. They took the lead in the early stages, forging so far ahead that the only tussle in the rally was between the private entrants for second place, that finally going to young Chris Sclater, a very capable driver who campaigns his own Escort T-C.—G. P.

WORLD CUP RALLY

AS we go to press, the competitors are somewhere in the Andes. Next month we will be giving an interesting report, results and reflections on this incredibly expensive "Bonanza".

NOTES ON THE CARS AT MONACO

IN THE question of who drives which car, when and where, it will be noticed that some discrepancies have begun to appear since the Grand Prix in South Africa, and especially over the last two races. March Engineering seemed to be so worried about the way things have been going since the season started that their thoughts and statements have become muddled. In Spain we were assured that Tyrrell's new car was 701/6 and the STP works 20-s.w.g. monocoque car was 701/7, yet Tyrrell's new car appeared at Monaco with a plate 701/7 screwed on the instrument panel, there being no plates on the cars previously, and March now say that their latest car is 701/6, so they have reversed the information given in Spain. What is certain is that the dark red original car that Amon raced was 701/1, Stewart raced 701/2, the STP Oil Treatment Special which is 701/3 is now in America as Andretti was too busy with Indianapolis to tackle Monaco, and the Granatellis are going to take a closer and longer look at the March before going any further. 701/4 is the Tyrrell car that still has the old rear suspension and brake set-up, 701/5 is the Dayglow car that Siffert drives, 701/6 is the lighter monocoque, also in Dayglow, which practised at Monaco as 28T for Amon, 701/7 is the car that Servoz-Gavin crashed in the last Monaco practice session, and 701/8 is the new one delivered to Colin Crabbe the week before Monaco, for Peterson to drive.

De Tomaso and Williams seem to be as confused as March Engineering, maybe because they also have other things on their minds than GP cars. When the first De Tomaso appeared we were told it was 505/38/1, the numbers standing, respectively, for the car number the design type and the category. After the redesign that took place when the car returned from South Africa the figure 1 was over-stamped 2, it being basically the same car. A brand new car went to Silverstone and was used at Monaco, and it is 505/38/3, so the first statement from De Tomaso was a load of old nonsense.

The McLaren team are not much better, for they built a car to take the V8 Alfa Romeo engine for de Adamich, using a spare monocoque they had carried about in 1969 for the works M7A series cars, and having concocted a "special" could only think to call it M7D. Then at Brands Hatch McLaren's own car, M14A/1, was so badly damaged that everything was rebuilt and virtually a new car was conceived, but to simplify the paper work it remained M14A/1.

In the great fire of Jarama BRM 153/01 and Ferrari 002 were burnt out so badly that it is likely that even the hardening on the crankshafts was lost, so they can be written off. BRM already had a fourth Type 153 virtually completed, so it was no great task to finish it for Monaco, this being 153/04, which Oliver drove, and Ferrari had a third 312B nearing completion anyway, though he confused his issue by renumbering his cars from 001, 002 and 003, to No. 1 and No. 3, the middle car being the burnt one, and Ickx did not do any flying laps in No. 3. For simplicity's sake the Ferraris will remain on paper as 001 and 003.

Team Lotus, who were very early in the field of paper-work shuffling, were all straight forward for a change. The Rob Walker car, 49C/R7, was crashed in practice and must hold the World's record for accidents and rebuilds. The works car 49C/R10 was transformed overnight to look like 49C/R7, in a fine respray job and advertisement transplant, that was a credit to the second-hand motor trade, and Hill drove it in the race.

Kit-cars are bound to present problems, but it is a good thing that motor cars are not documented like aircraft, and a good thing that there is no registration and records office as at the Ministry of Aviation. Recently, two chaps bought a Ginetta G12 without an engine, with the idea of putting their own BMC engine in it for sports-car racing. Before doing so they tidied up the chassis and suspension and then felt the need to remake and redesign a lot of the parts, including the tubular chassis frame, and when they took it along to have a new body built for it all that was left of the car they had bought were the doors and the badge. A new body was built to use the existing doors, but at the last minute the body-builder decided to make new doors, so all they had left of the original Ginetta G12 was the badge off the nose cowling. They could not bring themselves to fit it so they threw it over the hedge and called the car "Jerboa", after a small desert animal, and when people say "What on earth is a Jerboa car?" the owners shrug and smile with bland looks and tell you it *was* a Ginetta.—D. S. J.

REFLECTIONS IN MONTE CARLO HARBOUR

WHAT a bit of luck that the muddle over how to select sixteen cars for the starting grid was sorted out quickly and amicably, for the race round the streets of Monte Carlo is such a classic event that it would be a pity to spoil it. During practice some French papers printed that the CSI were recommending that twenty cars should be allowed to start, but this was false information, which was unfortunate, for the race could easily support twenty starters, though whether the finances could is another matter. The Constructors and Entrants Association mean well when they say they want to encourage new people to join in Grand Prix racing, but that is as far as it goes. If an organiser said he had a kitty of £32,000 for sixteen cars, or £2,000 each, they would be happy, but if he then said he still only had £32,000 but wanted to start 32 cars, so it would only be £1,000 each, it would not be acceptable to the Association. They want to help, but only after they have helped themselves. Anyway, Monaco was all right, they limit the grid to sixteen, and the sixteen that got in were more than worthy of their places, the only unfortunate being Servoz-Gavin who crashed his car and had to borrow Stewart's spare for the last-minute dash. However, if he was going to be that fast, he could have done it in the earlier practice, as Pescarolo did, you were not forced to wait until the last 30 minutes. The Swedish Formula Three driver Ronnie Peterson did very well to get on the grid at his first attempt at a Grand Prix, and his mechanics who built the March at the Bicester factory obviously did a good job as the car finished the race without a fault.

March Engineering are only too pleased for customers to send their mechanics to the factory to build their car, once the monocoque is off the jig, as it not only eases their labour problems, but it means that the customer can really know his car before final delivery is made. This also applies to the Formula Two and Formula Three cars and recently one of the March directors, who was not closely in touch with the workshops, went to a Formula Three race and was puzzled to see so many familiar faces at the Bicester factory on the starting grid. When he said "Why are all our fitters taking part in this race?" he was told "Ahem!, they're not our fitters, they are our customers."

Oh yes, it can rain in Monaco, and over the years it is surprising how many times it has done so on the Friday morning early practice. This year the rain kept on coming back, and Saturday night was not the usual happy gala night in the Casino square, it was damp and miserable and the cafés and restaurants were packed and the streets relatively empty. On Sunday, only a few minutes after the end of the Grand Prix the rain came down as never before, which was lucky for the drivers, and not too desperate for the public and those whose work is done indoors, but it was miserable for the teams who were in the middle of packing up the pit material.

In all racing circles the number 13 is considered to be unlucky and is invariably left out of the list of competitors' numbers, though I knew a fellow who raced on motorcycles consistently with the number 13 and he was a World Champion, but normally there is no 13 in a motor race. The easy way to avoid it is to number cars on evens only—2, 4, 6, 8 and so on. At Monaco a new superstition has arisen over the number 18 and red cars, for that was the number on poor Bandini's Ferrari when he crashed and was burnt to death at the *chicane*. In this year's entry list number 18 was Chris Amon with the STP-March and when it was realised that it was a red car there was a quick reshuffle and it was renumbered 28, which made the programme a bit confusing. The absence of Andretti and the STP-Oil-Treatment-Special was a disappointment to many people, but the Granatellis and Andretti are very involved with Indianapolis and had a lot of testing to do with their new McNamara cars for Indianapolis, these having been built in a small factory in Germany, run by John McNamara, an American living in Europe. Anyone who has read Andy Granatelli's book on motor racing "They Call Me Mister 500" will know how important the Indianapolis 500 is to the Granatelli brothers. It's not the money they can win, for they have spent more money on Indianapolis over the years than winning every race would ever accrue for them. It is one of the best motor racing books I have read in a long time, and it's easy to see why they scratched from the Monaco GP in favour of working on their Indianapolis projects. It's why Ferrari tries so hard to win at Monza and why Matra must win at Le Mans.

The Granatelli family not only sponsor Indianapolis cars, but own them as well, and work on them, which is a very different thing from

the sort of sponsorship that the wide boys are drumming up for Grand Prix racing. I can't imagine anyone from the Yardley Perfume for Men firm working all night on "their" BRM to get it ready for a race, or the cigarette chaps working on the Lotus 72 to get it sorted out. The latest and best giggle yet in this sponsorship racket, for that is all it is, is "Brooke Bond OXO Racing with Rob Walker". I ask you! Who on earth is going to keep writing all that, or even saying it, as the name of a racing team? While the pits on race day were sweet smelling and fragrant with the odour of Yardley's, there was no nice Oxo brew-up afterwards when the weather turned cold and miserable. I wonder how long it will be before it becomes obvious to someone that they are being conned. Dunlop paid a lot of money for Stewart and Tyrrell, but at least their car was on pole position, and Goodyear pay good money to keep Brabham happy, and both firms are learning a lot from their association with these drivers, but Perfume, Cigarettes, OXO, Chewing Gum, or Surgical Goods, that is something else. The first time I saw this "sponsorship business" was when Indianapolis came to Monza back in 1957, but a close look behind the scenes revealed that in most cases the man who owned the sponsoring firm was a dyed-in-the-wool racing enthusiast, like Bob Wilkie and his Leader Cord Specials. His greetings card factory was at last making him big money and the tax man was allowing him to go racing on the profits, but Wilkie had been playing around with racing cars since he was a young man. Another man I met was the chap behind Coca Cola bottles, not the liquid inside, but he had been in the racing game for years. There was a car named after a long-distance haulage company, but the owner owned the car and ran the team, another was tied up with a chain-store company, he was actually driving the car. The roots of all the sponsorship went deep into the sport, and if you read Granatelli's book you will see how deep. Today people are being talked into putting money into a racing team when they have barely seen a racing car, let alone used a spanner on one, and this smacks of "getting on the band wagon", a game that is doomed to failure.

The Monte Carlo circuit is unusual in that it has no paddock, the best that can be offered is a side-street in which to park the transporters, but even that is becoming difficult. There was a time when all the teams viewed each other with a sound sense of rivalry and each one would find their own garage in town and it was fun to do a tour of all the garages to find out where everyone was busy working away, and to get into all of them you needed a smattering of at least four European languages. Gradually the scene has been changing and this year, with only two exceptions, everyone was in the same garage; it was like a big chummy club meeting, and frankly rather boring and clinical, in fact almost like a mechanical hospital. This sort of thing is all part of the changing scene that people like Lotus, McLaren and Brabham have brought back from America, consciously or unconsciously I don't know, but I remember the first time some of them returned from Indianapolis they said they thought the "Indy Guys" were a funny old lot. Old professionals who had it all buttoned up to make a comfortable living, without driving too hard, and they were naturally opposed to any European upstart who tried to upset the Establishment. That was 1961 or 1962. This is 1970, and somehow I feel the Grand Prix circus has learnt a lot from those years, unfortunately, I would add.

During the race Amon was baulked by a slow car he was lapping, during his chase of Brabham, and as the March accelerated away you could not see Amon, but a tiny clenched fist was extended vertically. He did not have room in the cockpit to move his arm, and I was surprised he managed to get his hand out. It was all rather ineffectual and frustrating for him. A lot of people talk about the good old days when you could see the driver sitting up in his car. More important, I feel, in those days, if someone baulked you you could lean out and thump him one on the ear as you went by, and then turn round and hurl abuse at him as you accelerated away. It was all good fun, and its loss is the price we must pay for progress.

Before the race started, and while the cars were on the "dummy grid", there was a gentle parade of old cars that were to be auctioned on the following day. In previous years the competitors in the vintage Paris–Nice Commemoration Rally have been welcomed to make a parade round the Grand Prix circuit, but this year they were turned away. About 70 vintage and PVT cars, typical of those that took part in the pre-war classic Paris–Nice Rally, set off from Paris at midnight on Wednesday and covered 1,200 kilometres *via* Turin and the Col de Tende (in heavy snow) to arrive in Nice on Saturday evening. Their annual parade round the circuit was cancelled at the last minute "on grounds of security", a new phrase discovered in Monaco this year, and instead a collection of old cars that had been brought down on trailer and train crept round as a travelling advertisement for the Auction Sale. What a pity money-grabbing over-rules decent sporting instincts, but it was very fitting in today's Grand Prix world. Seven cars entered for the Paris–Nice from England and all got to the finish with very little trouble; they were two Amilcars, a Salmson, a 3-litre Lagonda, a Talbot 90, a 38/250 Mercedes-Benz, and a D8 Delage, and all the drivers were very disappointed at being ousted from the Grand Prix circuit by commercialism. They didn't even get free tickets to see the race. Oh well, they enjoyed their motoring and they use their cars for fun that money cannot buy, only enthusiasm and hard work can achieve it.

Finally, the greatest reflection and the most unbelievable left lying in the Monte Carlo harbour was the great Brabham mistake, to which he admits freely. He misjudged his braking on the last corner of the 80-lap Grand Prix and lost the race to the hard-charging Rindt. It was not a simple mistake, though it may have looked like it, but was the culmination of a number of things. Undoubtedly the Brabham's brakes were tiring after 80 laps round-the-houses, and so were the brakes on all the other cars; they were bound to be. For about 15 laps, after Amon had retired, Brabham was able to gauge the pace of Rindt, who was now in second place, and the Lotus showed no signs of gaining, in fact it was losing ground, so Brabham could well assume he had got the race won. There was every justification in easing back a fraction in the last laps, his pit keeping him informed of the gap. What he did not anticipate was arriving in the Casino square just as Siffert's March died on him, so that Brabham had to come to a virtual stop until the March picked up again and he could accelerate round it. This lost him four or five seconds on that one fateful lap, and this inspired Rindt to drive the way he does in Formula Two. Brabham could now not take it so easy, for Siffert had unintentionally lost him time, and now Rindt was producing an apparent miracle, going through the Casino square in the most incredible opposite-lock slides in his pursuit of the Brabham that he thought must be in trouble. It was not, and Brabham was still safe as he ended the last lap, but he was very conscious of the charging Rindt in his mirrors. As he approached the final hairpin he made a very rare Brabham mistake. He was just lapping Courage, and was fearful that the De Tomaso would baulk him on the last corner, but Courage was keeping well to the right and out of the way. Had Courage upset Brabham's line into the hairpin it was just possible that Rindt could elbow his way through on the inside, so two things were important, one to brake as late as possible and, two, to take a straight line for the apex of the hairpin and "shut-the-door" on any possibility of Rindt diving inside, a perfectly legitimate racing manoeuvre between two such drivers. Brabham made two errors, he braked a fraction too late, and misjudged how close Rindt was, for though close there was no hope of a dive to the apex and Rindt was heading for the classic line round the hairpin and wishing there was one more lap to go. Brabham locked his wheels and in spite of working hard at "cadence" or on-off panic braking his car overshot the apex of the hairpin and slid into the barriers. Rindt went round in the normal racing line, thoroughly believing in Father Christmas, and an astonished Piers Courage watched it all wondering if it was really happening. Course marshals helped Brabham to turn round and he finished a crumpled second. Those Brabham fans who think he can do no wrong should recall the Italian GP of 1967, when Surtees put him into the loose stuff and won the race on the last corner. Old Jack Brabham is good, but not a god, and what is nice he is human about it all, cursing himself quietly but chuckling about it really. He doesn't mind his own mistakes but he can't abide other people's errors causing him to lose.—D. S. J.

1970 EUROPEAN TROPHY LEADERS

DEREK BELL is a clear leader of the 1970 European Trophy for non-graded drivers, having scored two third places and one first in the three qualifying events which have so far been held. Scoring is on the regular 9-6-4-3-2-1 system. The fourth round of the Trophy took place at Rouen on May 31st.

Positions after Barcelona are as follows:

		Points
1st	D. Bell (Brabham BT30)	22
2nd	G. Regazzoni (Tecno 70)	11
3rd	R. Widdows (Brabham BT30)	9
4th	T. Ikuzawa (Lotus 69)	6
	H. Pescarolo (Brabham BT30)	6
	E. Fittipaldi (Lotus 69)	6
7th	D. Quester (BMW 269)	5
8th	A. Walker (Brabham BT23C)	4
9th	H. Hahne (BMW 269)	3
10th	P. Gaydon (Brabham BT30)	1
	T. Reid (Brabham BT30)	1
	C. Reutemann (Brabham BT30)	1

INTERNATIONAL TROPHY MEETING

SILVERSTONE, *April 26th*

IT SEEMS that the great majority of Formula One entrants these days feel that the only incentive to take part in races is when there is the lure of World Championship points. Thus over the past four or five years the number of full-scale non-Championship races has dropped drastically to just the couple at the start of the season in Britain. An attempt to run a non-Championship race in Austria at the end of March failed, simply because a field of cars could not be attracted, although the earlier Race of Champions at Brands Hatch went off well.

However, the BRDC foresaw the situation of a small grid for their main event in the International Trophy meeting and therefore decided to add a Formula 5000 section into this race, which previously has been reserved for Formula One. The Club's major meeting has long been backed by the *Daily Express*, but further support came this year from the giant industrial group, Guest Keen & Nettlefold. So it was decided to give the spectators real money's worth by putting on a race with no fewer than 16 Formula One cars and 20 Formula 5000s.

Unfortunately the plan did not work out perfectly, for the notably unreliable F5000 contingent were unable to come up with a full 20 cars, and the withdrawal of the three BRMs, following the Jarama disaster, plus a couple of other runners cut down the F1 numbers too.

Nevertheless, there was a field of 25 cars which looked pretty impressive on the grid. Practice had been on the Friday and Saturday, with quite a bit of financial incentive to keep the cars circulating, for there were £100 prizes for the fastest man in each half-hour on Saturday. As it happened the rain torrented down most of the day, making everyone very miserable. Chris Amon and Piers Courage were at Monza for the 1,000 km.; this didn't affect Amon as he was already fastest in practice at Silverstone by virtue of his Friday's time, but it did affect Courage. His brand new De Tomaso, replacing the one written off in Spain, had been held up at a border and so he was unable to practise it on Friday. When it turned up on Saturday Frank Williams gave erstwhile F3 man Roy Pike a run and later in the day Stewart did a few laps in the Italian-built machine and was pleasantly surprised. However, Courage had to start at the back of the grid on Sunday.

Two interesting cars in the Formula 5000 section which practised but did not race, due to being uncompetitive, were the Leda Mk. 20 and the Lotus 70. The Leda is built by Len Terry and such a car has been purchased by Broadspeed, the saloon-car experts, for Chris Craft. Powered by a Boss Mustang engine, on paper this car looked a top contender in F5000 but so far has failed to show any form. Much the same can be said about the works-backed Lotus 70-Chevrolet of Alan Rollinson, which was also withdrawn after a disappointing practice.

It seems in F5000 at the moment that the only two chassis that are effective are the McLaren and the Lola. F5000's rival, the longer established Formula Two, seems to have a similar situation with Brabham and Lotus on top here. The great point about Formula One is the variety of chassis designs and fortunately this season Cosworth engines do not seem to be having it all their own way either.

Sad to say, the BRDC had decided to split the Trophy race into two 26-lap parts, with the addition of times counting for the final result. This was for the benefit of the F5000s, largely because their fuel capacity is not up to a full 52-lap race.

The Trophy meeting is always tremendously popular and despite threatening skies a huge crowd packed their way into Silverstone and showed some of the deficiencies of the circuit facilities in the process.

The grid for the main race was mainly related to Friday practice times, although Gold Leaf-Team Lotus drivers Rindt and Miles found themselves well down the grid with the still unsorted Lotus 72s, which weren't ready for the first day of practice.

On the front row of the grid was Chris Amon, well pleased with the performance of his works March; second fastest was Jackie Stewart, also in a March, this one from Ken Tyrrell's team, while two McLarens completed the front row of the grid, but not both F1s, for though Denny Hulme was third fastest in his M14A a terrific effort by Peter Gethin in the works-backed Sidney Taylor Racing-prepared McLaren M10B-Chevrolet F5000 put him alongside Hulme.

Gethin was not only on the front row but ahead of a second row comprising Jack Brabham, Bruce McLaren and Graham Hill. Unfortunately for F5000 the combination of Gethin and his well-prepared McLaren is head and shoulders above anything else and he simply wins every time out as long as the engine stays sweet. Some of the other F5000 machines looked competitive but further down the grid there was some pretty ropey machinery better suited to Club racing at Mallory Park.

The start of the first heat saw Hulme briefly take the lead, but Amon was soon through and led for the rest of the distance to score his first ever Formula One victory, although, of course, the race was really only half run. After some initial sorting out, including Hulme making a pit-stop to have a loose front wheel seen to, Brabham came through into second place. Just near the end Brabham's engine blew up disastrously, so he retired, letting a rather unhappy Jackie Stewart into second place. During Friday practice Stewart had concentrated on running his back-up March and only tried his race car on the slow Saturday session. When it came to race day he found that the rear wing section was set wrong and this, apparently, slowed him down considerably.

The works Lotus 72s of Rindt and Miles did not carve through the field as expected, for the drivers were most unhappy with the handling of these torsion-bar suspended machines. Instead Courage underlined the confidence Stewart had shown in the De Tomaso by shooting through to third place. Bruce McLaren finished fourth ahead of Rindt and Hulme, who went very quickly after his pit-stop.

The Formula 5000s were led, as expected, by Gethin, who headed some of the more senior F1 men for quite some time, while Mike Hailwood in the works Lola F5000 was eighth ahead of Reine Wisell. This Swede only moved out of F3 at the end of last year but was being given an F1 ride by McLaren in their old car after showing well in testing during the winter. Mike Walker, the 1969 Grovewood Award winner, gave a good account of himself in his McLaren F5000 by hanging on to Gethin but a late spin dropped him down the field.

Strangely, it was decided to start the second heat in the order of practice and not on the finishing order of the first heat, which meant that Courage in particular was at a distinct disadvantage.

Nevertheless, the pattern was much the same as before, despite a now damp but drying track. This time Stewart was much happier and he went into the lead and immediately started to give a spectacular display of opposite-lock motoring. At first this took him to a considerable lead but then as the track got drier Amon started to pull him in at a vast rate. Amon, of course, knew that to win overall he only had to finish within 12 seconds of Stewart. Nevertheless, he closed right up on Stewart and gave him a really worrying time. Whether he could have got by is open to debate for, a couple of laps before the end, he was badly baulked and had to drop back, so he finished a couple of seconds down on Stewart. Nevertheless, the glory was all Amon's for on the overall position he had scored a handsome win over Stewart.

Again Piers Courage drove well through the field to finish third, for just before the end Denny Hulme ran out of fuel to show that something as basic as this can happen, even in the best regulated teams. Fourth this time was Graham Hill who was running the Rob Walker Lotus under the Brooke Bond banner for the first time. In heat one he lost a lot of time having a loose steering column tightened. Bruce McLaren was fifth ahead of junior team-mate Reine Wisell, who this time finished ahead of all the F5000s.

Both Lotus 72s retired, Miles stopping with a broken throttle cable and Rindt with engine trouble. Once again, neither of them had been in serious contention.

Bad luck struck Peter Gethin, for he looked like running to another conclusive win in the F5000 class which counted towards the Formula's Guards Championship: his engine went onto three cylinders. Gethin retired and the first F5000 home was Frank Gardner's Lola. Mike Hailwood had maintained a close second and on aggregate times he won the category. Despite running out of fuel, Denny Hulme was placed 10th. So the final order was Amon, Stewart, Courage, McLaren, Wisell, Hulme, with Hailwood seventh.

As always the BRDC put on a good supporting programme of saloons, F3 and sports cars. Of these the F3 is dealt with elsewhere and the saloon event (which counted towards the British Championship) was won yet again by Frank Gardner's Ford of Britain-backed Ford Boss Mustang, from Brian Muir's Camaro and John Hine's Escort TC. Ford did not fare too well in the smaller categories however, for Gordon Spice, making a return to Mini racing, was the first 1,300-c.c. and Bill McGovern took the 1-litre class in his swift Hillman Imp.

The sports-car race which ended the day's racing saw a terrific struggle between the experienced Jo Bonnier in one of the new Lola T210 sports cars and John Burton in his Chevron B16. At one stage the quiet spoken Burton, who is a much under-estimated driver, actually

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CONTINENTAL NOTES

AS WILL be remembered, last year the Belgian Grand Prix was cancelled because certain members of the Grand Prix Drivers' Association thought this was wrong, and that was wrong, with the Spa circuit, and after discussions with the organisers, they, the organisers, said "To hell with it, there won't be a Belgian GP", and all the grumblers were safe but out of work that weekend. The Belgian organisers made the drivers the scapegoats, making them take the blame, and then it came out that certain people were looking for an excuse to get the Grand Prix away from Spa to a new circuit near Bruxelles. Later in the season the circuit owners carried out most of the safety requirements demanded by the Drivers' Association, and in August the drivers said they were prepared to race at Spa in 1970, which put the Bruxelles people on a bit of a spot, for they were planning to get the Grand Prix to their circuit, if not in 1970, in 1971, except that there was a lot of opposition to the idea from the Belgian sporting public. Back in April the GPDA changed their tune and said they would race at Spa as long as it did not rain, as if the organisers had control over the weather. Then they put a really ludicrous idea to the organisers, that if it rained in the morning the start should be delayed until the rain went away, and if it did not then the race should be called off. To which the organisers asked "and what about the 120,000 spectators who may have paid to see the race?"

After more discussions between the organisers and the GPDA representatives, and do not forget that the drivers are not unanimous on this objection to Spa in the rain, an agreement was reached. The Belgian Grand Prix will be organised and the actual starting time will be flexible, depending on weather conditions. If heavy rain starts while the race is on then the race will be stopped. If conditions are doubtful before the appointed starting time, or the roads are wet, Graham Hill will do a tour of the circuit and make the decision about starting and the drivers will accept his decision. The whole question is still a bit vague as to such details as what constitutes "heavy rain" and at what point the race will stop, and will there be prize money if it has only run two laps, and will it count for Championship points if it has not run long enough for FIA rules, and so on. If it does rain during the race I hope the organisers will wait until Ickx, Surtees, Siffert or Rodriguez have taken the lead before they stop the race. Why those drivers? Because I know they are all prepared to race at Spa under any conditions and drive accordingly, and I hope one of them (I don't mind which one) wins this year's Belgian Grand Prix. And what about the new RACB circuit near Bruxelles? Oddly enough there hasn't been a word mentioned.

So it seems that the Belgian GP is more or less assured, which is good because had it been cancelled this year it would have been the second year running and by FIA rules it would have been scrubbed from the list of Grande Epreuves. To get back on the list they would have had to hold a non-Championship Grand Prix for one year and then received FIA approval for re-instatement. The way the FIA ignore and alter rules to suit somebody's (financial) whim these days the foregoing would probably not apply. That is the Belgian question, now the Dutch are in trouble. The Dutch Grand Prix at Zandvoort on June 21st is in jeopardy as the organisers have lost a lot of money over the last two years and at the moment cannot guarantee to raise the money required to run this year's event. Wouldn't it be nice if the Drivers and Constructors were to say "We like your circuit and we like your organisation so much that we do not want to miss a Dutch Grand Prix, so we will come for half the normal amount of money and help you recoup your losses"? I always was a dreamer! What most people are more interested in is the fact that the organisers of the American Grand Prix have guaranteed even more money than last year.

It is not difficult to see why a lot of race organisers give up, like Morocco, Portugal and Switzerland, they are attacked on all sides. Some years ago the Swiss ran a Grand Prix weekend, for motorcycles on Saturday and cars on Sunday, but opposition from both sides eventually caused a rift and the FIA and FIM agreed that the two worlds should not hold *Grand Prix* events on the same weekend on the same circuit. It was all a matter of "nasty motorcycles dropping oil on the car circuit" and "nasty racing cars depositing too much rubber during practice". Now a new problem has arisen. The racing-car world has demanded so much protection around the circuits, with guard-rails and the removal of straw bales, that things are now very dodgy for motorcyclists. At the recent Eifel races a British motorcyclist crashed into a guard-rail and the steel fence severed one of his legs and he died that evening. (A very personal shock as he was an old friend of mine.) World Champion motorcyclist Giacomo Agostini has said loud and clear that the protective measures at Nurburgring are essentially to stop wayward cars, and many of them are lethal to a motorcyclist who crashes. If Rob Fitton had hit straw bales, the bales would have burst and he would probably have got away with a broken leg. The unforgiving guard-rails almost cut him in half. It is a very difficult problem for organisers, especially at the Nurburgring, for everyone wants to race there, whether on two, three or four wheels.

It is quite a time in the history of motor racing since so many decisions were made and then altered, or so many age-old accepted ideas were discarded. We are certainly passing through an age of changes, and whether they are good or bad is a matter of personal opinion. At Le Mans the traditional run-across-the-road start has now been abandoned, in the cause of that splendid new word the French have discovered, "security". The Le Mans organisers were going to replace the traditional start with a sort of circus-act, with the second-driver doing the running and turning on the master-switch. The regulations even specified that the said master-switch should be located on the left side of the car, just ahead of the rear wheel. A friend with a vintage D8 Delage touring car was highly amused by the specification, for his car has an original master-switch for the battery in exactly that place. The Automobile Club de l'Ouest have now decided to drop the circus-act and instead all the drivers will be seated at their controls, fingers on the starting buttons, and at the start signal they will press their buttons and (we hope) roar off into the race. In order that everyone shall see the start signal at the same time it will be given by a long series of lights, the length of the pits, for the cars will be lined up in the traditional way at 45 degrees to the direction of the race. Presumably the little ceremony of the boy-scouts reverently carrying the starting flag to the head of the line, and a dignitary such as Henry Ford or Dr. Porsche actually waving the flag, will be abandoned, and the starter will sit at an electronic panel and push the "Go" button. We certainly do live in times of change.

One thing that does not change is the attitude of some drivers and the excuses they make for not winning. After the Monza 1,000 kilometres there was some muttering that Amon and Surtees had been given tired old Ferraris, while Giunti and Vaccarella had the super-Ferrari. The Italian magazine *Auto-Sprint* got all the official lap times and they make interesting reading. Elford set a new lap record in 1 min. 24.8 sec. with the 5-litre Porsche 917 and Rodriguez was next fastest, with the 4½-litre Porsche in 1 min. 25.2 sec. Of the three Ferraris, Surtees was fastest in 1 min. 25.8 sec., followed by Giunti with 1 min. 25.9 sec., while Vaccarella in the Giunti car did 1 min. 26.4 sec. In his own car Amon did a fastest lap of 1 min. 26.1 sec. and in the reputedly super-fast car that he took over he did 1 min. 26.0 sec. Merzario's best lap in the Amon car was 1 min. 26.3 sec. and Schetty's best in the Surtees car was 1 min. 26.5 sec. Which all goes to show something or other.—D. S. J.

INTERNATIONAL TROPHY—continued from facing page

snatched the lead from the Lola. However, the Swede was soon back in the lead and try as he might Burton was unable to re-pass. Charles Lucas finished third in his Chevron B16 just ahead of the works B16 of Brian Redman which had started from the back of the grid. The first six cars home were all powered by the stretched FVC version of the Cosworth FVA F2 power unit.

Altogether a good day's racing, despite the changeable weather, and one that proved that for a non-Championship race like the International Trophy the idea of mixing F1s and F5000s is quite a good one, although it's a pity that a few more of the big 5-litre Chevrolet-engined cars aren't as fast or as well prepared and driven as Peter Gethin's.—A. R. M.

Results :

22nd INTERNATIONAL TROPHY RACE—Silverstone—Formula One and Formula 5000—Two by 26 laps—152 miles

1st	C. Amon (March 701-Cosworth V8) ..	1 hr. 13 min. 32.2 sec.—199.85 k.p.h. (124.19 m.p.h.)
2nd	J. Stewart (March 701-Cosworth V8) ..	1 hr. 13 min. 42.4 sec.
3rd	P. Courage (De Tomaso-Cosworth V8) ..	1 hr. 14 min. 35.3 sec.
4th	B. McLaren (McLaren M14A-Cosworth V8)	1 hr. 15 min. 16.3 sec.
5th	R. Wisell (McLaren M7A-Cosworth V8) ..	51 laps
6th	D. Hulme (McLaren M14A-Cosworth V8) ..	50 laps
7th	M. Hailwood (Lola T190-Cosworth V8) ..	50 laps*
8th	F. Gardner (Lola T190-Cosworth V8) ..	50 laps*
9th	G. Hill (Lotus 49C-Cosworth V8)	50 laps*
10th	M. Walker (McLaren M10B-Chevrolet V8)	50 laps*
11th	D. Powell (Lola T190-Chevrolet V8) ..	48 laps*
12th	T. Taylor (Surtees TS5-Chevrolet V8) ..	47 laps*
13th	P. Lovely (Lotus 49B-Cosworth V8) ..	46 laps
14th	K. Griffiths (Lola T142-Chevrolet V8) ..	43 laps*
15th	G. Spice (Kitchiner K3A-Ford V8)	43 laps*

Fastest lap: C. Amon (March 701-Cosworth V8), 1 min. 22.1 sec.—206.5 k.p.h. (128.35 m.p.h.).

Fastest F5000 lap: M. Hailwood (Lola T190-Chevrolet V8), 1 min. 24.9 sec.—199.8 k.p.h. (124.11 m.p.h.).

* Formula 5000 class.

The Escort has finally met its match.

In its brief career, the Escort has made quite a name for itself.

It has won the British saloon car championship.

It has won the German saloon car championship.

It has won the Belgian saloon car championship.

It has won the South African saloon car championship.

It has won the European Rally Manufacturers championship. Two years running.

In its brief career, the racing version of the Ford 16 valve, BDA engine, has made quite a name for itself.

It has powered the winners of the European, British and French Formula II championships *every* year since the 1600 cc formula began in 1967.

Now the Escort and the 16 valve engine have come together.

The result is the Escort RS 1600, the first of a new series of enthusiast cars from Ford Advanced Vehicles.

In standard trim, the Escort RS 1600 develops a mild 120 bhp at 6,500 rpm.

It costs £1,447.

And, welcome news to all enthusiasts, a network of specialist Ford "Rallye Sport" dealers has been set up to sell, service and maintain our new car.

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The Engine.

Our BDA engine is built around the standard Ford 1600 cc, 5-main bearing cylinder block.

It has a twin-overhead-camshaft alloy cylinder head, with 4 valves per cylinder.

These 16 valves perform wonders for the engine's breathing.

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The front discs and rear drums have been increased in size.

The suspension units have been uprated.

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There is an alternator. High output headlights.

And it comes in just one colour: white.

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Now we come to the real beauty of our new car: its sales and service back-up.

Because now, there is a special group of Ford dealers to look after the Escort RS 1600. (And all future cars from Ford Advanced Vehicles.)

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They have an Escort RS 1600 in their showrooms now.

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THE PRICE OF £1447 INCLUDES PURCHASE TAX AND DELIVERY TO FORD DEALERS IN THE U.K. (EXCLUDING N. IRELAND) ACCORDING TO STATUTORY REGULATIONS, FRONT SEAT BELTS ARE FITTED. THESE ARE SUPPLIED AT EXTRA COSTS.

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Blackpool: Thomas Motors Ltd.
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Bradford: W. Parkinson & Son (of Bradford) Ltd.
Brighton: Endeavour Motor Co. Ltd.
Bristol: Bryan Bros. Ltd.
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Lowestoft: Day's Garage Ltd.
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Middlesbrough: Nesham of Teesside Ltd.
Mitcham: John Willment (Mitcham) Ltd.
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Paignton (Torbay): Reed & Co. (Torquay) Ltd.
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Preston: Bradshaws Motor House Ltd.
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Tredegar: Gibbs Bros. (Tredegar) Ltd.
Tunbridge Wells: Stormont Engineering Co. Ltd.
Uxbridge: Norman Reeves (Motors) Ltd.
Walsall: Reginald Tildesley Ltd.
Welshpool: W. R. Davies (Motors) Ltd.
Welwyn Garden City: Godfrey Davis (Welwyn) Ltd.
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Witham: Doe Motors Ltd.

NORTHERN IRELAND
Belfast 15: J. E. Coulter Ltd.
Lisburn: Lindsay Cars Ltd.

SCOTLAND
Edinburgh: Alexanders of Edinburgh Ltd.
Glasgow S.1: Wylies Ltd.
Glasgow E.1: Croft Bodybuilding & Engineering Co.
Perthshire: Frew & Company Ltd.
Stirling: Mogil Motors (Stirling) Ltd.

Ford leads the way. Ford

FORMULA 3 REVIEW

AT SILVERSTONE

FOLLOWING the opening round of the MOTOR SPORT/Shell Championship on Good Friday at Snetterton the scene changed to Silverstone and the opening event of the popular International Trophy Meeting on April 26th. The Formula Three races at this circuit have always been exciting, for the fast Northamptonshire circuit tends to produce fast slipstreaming groups. Going quickly in an F3 car at Silverstone is a rather specialist art which can only be gained from experience and, even then, one needs to be exceptionally strong of heart to indulge in the frightening weaving bunches of the leading contenders. All good training, however, for F2 races at Hockenheim and the Italian GP at Monza.

A rival meeting at Barcelona on the same weekend attracted away a few of the British contenders, but the entry was still some 30 strong. The rain played havoc with practice so some of the top men who didn't get out early for practice had to start from the back. Fastest overall was the young but experienced Aberdonian driver Richard Scott who runs a Brabham BT28 in a most professional way from London headquarters.

Once the race was underway a group of about 12 cars broke away from the rest and were all swopping and chopping positions. Gradually the two works Gold Leaf-Team Lotus 59s driven by David Walker and Bev Bond managed to pull away from the rest, but in the process they took with them the Chevron B15 driven by Ian Ashley. Ashley, with limited help from the Rose Bearings firm, had hired the car for the day and was really giving his sponsors value for money. The works Lotus drivers managed to stay ahead, but often Ashley split them. Behind, a tense battle for fourth place was contested by a much larger bunch of cars circulating within inches of each other.

With a lap to go this bunch split up as a couple of the cars spun in avoiding a backmarker. The Chevron of New Zealand ex-Denny Hulme Formula Three mechanic Bert Hawthorne was eliminated, while Keith Jupp, who finished third in the first round, lost a lot of time recovering.

The final lap was terrific, with the verdict in doubt to the last corner. Into Woodcote the Australian, Walker, was just ahead, but Ashley managed to snatch second place from Bond. As they swept round the long Woodcote Corner, the little 1-litre 120 b.h.p. engines working overtime, Bond tried to re-pass Ashley by going wide. Unfortunately he lost control and, as Walker took the flag ahead of Ashley, Bond left the track backwards and smashed into the sleepers on the outside of the corner. The car was wrecked but he stepped out uninjured and was still credited with third place.

The rest were led by James Hunt in a Lotus 59, backed by the Molyslip additive people, followed in quick succession by Brazilian Carlos Pace, Tony Trimmer (winner of round 1), Dave Morgan in one of the new March F3s, Mike Beuttler, Wilson Fittipaldi (brother of F2 man Emerson) and New Zealander Alan McCully. The others were hardly in it.

The result put Walker into a firm lead of the Championship as he had already finished second at Snetterton. Trimmer moved down to second place, having transferred his allegiance from Lotus back to Brabham since Snetterton.

Results :

GKN BIRFIELD TRANSMISSION TROPHY—Silverstone—Formula Three
20 laps—58.54 miles—Dull but dry

MOTOR SPORT/SHELL FORMULA THREE CHAMPIONSHIP—Round 2

1st : D. Walker (Lotus 59-Holbay Ford) .. .. 33 min. 04.2 sec.—106.21 m.p.h.
2nd: I. Ashley (Chevron B15-Holbay Ford) .. 33 min. 04.4 sec.
3rd : B. Bond (Lotus 59-Holbay Ford) .. .. 33 min. 06.7 sec.
4th : J. Hunt (Lotus 59-Holbay Ford) .. .. 33 min. 21.3 sec.
5th : C. Pace (Lotus 59-Holbay Ford) .. .. 33 min. 22.3 sec.
6th : A. Trimmer (Brabham BT28-Holbay Ford) 33 min. 23.8 sec.

Fastest lap : D. Walker (Lotus), 1 min. 37.1 sec.—108.52 m.p.h.

AT MONACO

The Formula Three race which supports the Monaco GP is always reckoned to be the most important event in the Junior Formula's calendar, the one that everyone wants to win. For this reason we included the race in the Championship as the only non-British round, although, needless to say, there was a huge British contingent amongst the 60 prospective entrants. These were whittled down to the fastest 40 in practice, rain again catching out those drivers who didn't get in some fast practice times early on. With 40 selected there were two

Continued on page 588

AMERICAN COMMENT

TWO OF THE Sports Car Club of America's professional series opened on the same weekend in California, the Trans-Am Championship for sports saloons at the twisty Laguna Seca circuit south of San Francisco and the Continental Championship featuring Formula A (Formula 5000) cars at the much faster Riverside circuit east of Los Angeles.

The Trans-Am series has come a long way since it was launched in 1966. At that time there was relatively little interest shown by the manufacturers, who devoted most of their budgets to NASCAR late model stock-car racing. Shelby Ford Mustangs won the series in the first two years but then Roger Penske entered the scene with his Chevrolet Camaros driven by Mark Donohue, and in both 1968 and 1969 there was no stopping Donohue as he won the Championship convincingly for Chevrolet. The Trans-Am cars, however, have a very sporty, go-ahead image and, although their total share of the market is not large, they appeal strongly to the young driver buying a new car for the first time—and it is precisely these buyers whose loyalty each manufacturer wants to capture right in the beginning. For this reason, all the major manufacturers have now plunged into the Trans-Am series and as a result of the strong bidding for the best available talent there have been considerable shake-ups amongst virtually all the teams.

Carroll Shelby has dropped completely out of racing, but Ford is still left in a strong position with the two Mustangs prepared by former NASCAR chief mechanic Bud Moore. The cars are refined and improved versions of those used last year and Moore's two drivers, Parnelli Jones and George Follmer, are back with him, so Ford has good reason for confidence. After winning the Championship for Chevrolet for the past two years, Penske has been lured into the American Motor camp with a three-year contract reliably reported to be worth over $1,000,000. (Penske is still a Chevrolet dealer in Philadelphia and not only is he running American Motors products in the Trans-Am, he is using a Ford engine in his Lola at Indianapolis—which is as good an indication as any of both his astuteness as a business man and the confidence placed in him by the manufacturers despite the apparent conflicts of interest.) Donohue, of course, remains as Penske's number one driver and he is joined this year by Peter Revson, who drove for American Motors when they first entered the Trans-Am series in 1968 and last year was a member of the Shelby Mustang team.

The role of semi-works Camaro campaigner has been taken over by Jim Hall (though both Hall and General Motors continue to stress that GM is not in racing and that Hall is running the two-car team strictly on his own). Hall himself is driving one of the cars, the first time he has returned to competition since he was severely injured in the final Can-Am race of the 1968 season, and as his team-mate he has chosen veteran SCCA driver Ed Leslie, who drove for Penske in some of last year's races. Although not necessarily the fastest driver on the circuit, Leslie has many years of experience and will never give way during the bumping and boring that sometimes develops in these very competitive races. Hall's team is at something of a disadvantage, however, in that they have never competed in the Trans-Am series before and have to start from scratch learning some of the preparation secrets that others have gathered over the past three or four years. The other semi-works GM entry in the series are the Pontiac Firebirds of the T-G Racing (driver Jerry Titus and Canadian businessman Terry Godsall), though it appears they are receiving somewhat less "unofficial" help from Pontiac than Hall is from Chevrolet.

In addition to these four teams, Chrysler has jumped into the Trans-Am series with both feet this year after an absence of three years. Such is the rivalry within Chrysler Corporation, though, that rather than concentrate all their efforts on one team, they are entering one team each from both Plymouth and Dodge. Dan Gurney's All American Racers are representing Plymouth with a pair of Barracudas to be driven by Gurney himself and by his protégé Swede Savage. Dodge has chosen the Autodynamics team run by Ray Caldwell to campaign a pair of Dodge Challengers that will be driven by Caldwell's partner, the eloquent Sam Posey, and by Vic Elford. Elford is the first European driver to be offered a works drive in the Trans-Am series and his experience adds considerable strength to the Dodge team. Although Plymouth and Dodge are making their first serious effort in Trans-Am racing in three years, their engine programme has been shortened by the experience gained developing a Plymouth engine for one of Andy Granatelli's Indianapolis cars last year.

A number of modifications have been made to the rules with the object of both reducing costs and making the conditions the same for everyone. The first concerns the engine size limit. This was and remains 5-litres but this year any series produced engine can be used as long as it is increased or decreased in size to the 5-litre limit. Last year only Ford had a 5-litre on general sale to the public and in order to compete Chevrolet was forced to produce a special 5-litre engine in sufficient quantities to get it homologated. American Motors had to use a smaller engine, increased to 5-litres, while Chrysler's smallest engine was 5.6-litres and they could not take part. This year, however, American Motors, Chevrolet and Chrysler can all use their regular 5.6-litre engines suitably reduced to the 5-litre limit—which eliminates the high cost of producing special engines. The second change increased the minimum weight from 2,900 lb. to the much more realistic figure of 3,200 lb. Most of these cars weigh close to 3,200 lb. in racing trim but since no one could afford to give up any advantage several teams last year were going to the expense of dipping the entire bodies in acid in order to reduce the weight as close as possible to the 2,900-lb. limit.

The Bud Moore Mustangs were the favourites for the first race, which was run over 91 laps of the 1.9-mile Laguna Seca circuit. Parnelli Jones put his Mustang on the pole and then led all but three laps to win comfortably by 40.3 sec. from Donohue's Javelin. Follmer in the second Moore Mustang was third, two laps down, followed by Savage in the AAR Plymouth Barracuda, an independent Camaro, Posey in the works Dodge Challenger, and Titus in his Pontiac Firebird. This put six different makes in the first seven places and it was apparent that when everyone got their new cars sorted out, they would provide stronger opposition to the Mustangs. Some of this opposition appeared at the second race of the series, at the Lime Rock circuit, when Donohue put his Javelin on the pole with a time of 58.8 sec. around the 1.53-mile course, almost half a second ahead of Gurney's Barracuda and 1½ sec. in front of Jones' Mustang. Leslie (Camaro), Revson (Javelin) and Savage (Barracuda) all qualified within half a second of Jones, and no less than six drivers, including Titus (Pontiac), Follmer (Mustang), Posey (Challenger) and Hall (Camaro) were all tied at 60.0 sec. In the race itself, however, Jones still proved to be the strongest and, using part of the track and part of the verge, he passed both Gurney and Donohue going into the first turn and then all the way to win the 214-mile race by over a lap from Leslie's Camaro. Posey's Challenger was third, followed by Hall's Camaro and two more independently entered Camaros.

* * *

The competition in the Continental Championship was not as equally matched, at least not in the first race at Riverside. John Cannon, who won the Formula A race there last year, was the first customer to take delivery of a new M10B McLaren and he put in more than 600 miles of testing at Riverside before this year's race. The benefits of the testing were immediately apparent as Cannon qualified his Chevrolet-powered car over a second faster than the rest of the field and then led all the way to win the 102-mile race by over a lap from Dave Jordan in a Chevrolet-powered Eagle and Chuck Parsons in a Chevrolet-powered Lola T190. Last year the Continental Championship produced some of the closest racing in the SCCA but this year it is suffering from a lack of top flight drivers. Tony Adamovicz, the winner of last year's Championship, lost his ride when his sponsor found the costs too great, and is now trying to make a name for himself in USAC. Sam Posey, who finished third last year behind David Hobbs, has switched to the Trans-Am series, and even Cannon wants to increase the number of USAC races he is competing in.

* * *

In the third race of the USAC Championship, and the last before the Indianapolis 500, the veteran Lloyd Ruby drove his turbo-Offenhauser Mongoose to a close 1.4-sec. victory over Mario Andretti's turbo-Ford Hawk, with Al Unser's turbo-Ford Colt only 2.2 sec. further behind. The 200-mile race was run over 134 laps of the 1.5-mile Trenton Track.

* * *

The United States has, temporarily, lost a bid to hold two Formula One races counting towards the World Drivers' Championship. The application to hold the second race in 1971 was made to the FIA by ACCUS (the Automobile Competition Committee for the United States) for a race to be sanctioned by the SCCA and run at the new Ontario Motor Speedway near Los Angeles in March or April. ACCUS was told that the application was received too late for inclusion in the 1971 calendar but that the FIA would be glad to entertain an application for a second US World Championship race in 1972. The present US Grand Prix will continue to be held at Watkins Glen.—D. G

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South London Motors Ltd., 512 High Road, Streatham Common, **London**, S.W.16. 01-764 4444.
Len Street Engineering Ltd., 67/69 Drayton Gardens, Chelsea, **London**, S.W.10. 01-370 4114.

South East

Bell & Colvill Ltd., West Horsley, Guildford, Surrey. **East Horsley** 4114.
Camden Motors Limited, Lake Street, Leighton Buzzard, Beds. **Leighton Buzzard** 2041.
Grange Motors (Brentwood) Ltd., Brook Street, Brentwood, Essex. **Brentwood** 216161.
Hammonds & Oakwood Garages Ltd., 268/272 High Street, **Bromley**, Kent. 01-460 3262.
Kingfisher Motors Ltd., 120 Bridge Road, **East Molesey**, Surrey. 01-979 2195.
Mike Spence Limited, Eland House Reading Rd. **Henley** 4115,3219 32555/6/7.
Normand Garages Ltd., Reigate Road, Horley, Surrey. **Horley** 2257.
Tollgate Engineering (Rye) Ltd., Rye, Sussex. **Rye** 3105.
Westleigh Garages Ltd., 1339 London Road, Leigh-on-Sea, Essex. **Southend** 77789.
Wilsons Automobiles Ltd., 1/3 Dorking Road, Epsom, Surrey. **Epsom** 23901.

South West

Clifford Car Sales, 52/74 New Road, Southampton, Hants. **Southampton** 27051.
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Rob Walker (Corsley) Garage Ltd., Frome Road, Corsley, Nr. Warminster **Chapmanslade** 383.

Midlands

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THE 54th TARGA FLORIO

A Hard-Fought Battle

CEFALU, SICILY, *May 3rd*

THE PORSCHE factory has won the Targa Florio for the last five years as well as five times before that, but not consecutively, and to many people that would be sufficient, but not for Porsche. This time they came not only to win but to pulverise any opposition that might appear and the whole weight of the racing department was thrown into the attack. The subtle niceties of there being no official works Porsche team, but two privately-sponsored teams with works support, went by the board, and although JW Automotive and Porsche Salzburg were the entrants that is as far as the non-works activity went. Everything was pooled in the name of Porsche-Stuttgart and it was a factory onslaught on the Targa Florio that was unsurpassed. They knew that the first half of the circuit from the start to Bivio Polizzi was a mountain hill-climb, and from Polizzi to Campofelice was a mountain hill-climb downhill. Only the straight along the coast back to the start was scientific and aerodynamic. Consequently Porsche concocted a Targa Florio Special. Two years ago they won the European Mountain Hill-climb Championship with a Porsche 909, which was a super lightweight open car, with a 2-litre flat-eight-cylinder engine mounted well forward, with the gearbox situated between the engine and the rear axle. The driver sat so far forward that the steering column was barely 12 inches long, and the front anti-roll bar ran across the car a few inches ahead of the steering wheel. This Special was called the "Bergspyder" and it was highly successful, but was only a 2-litre. Porsche thought "now if we could get a 3-litre 908 engine into that car ?" and thus was born the 908 Mark III, especially for the Targa Florio. The original "Bergspyder" was used to test the idea and taken to Sicily many weeks before the race, for evaluation purposes, a prototype Mark III was built and tested and then four brand-new cars were built for the race. The eight drivers required were taken from all the Porsche-supported activities and three of the cars were accredited to JW Automotive and Gulf, and one to Porsche KG and they were painted in the most beautiful array of colours and designs yet seen in European racing, the main reason being to be able to identify each car from a long way off in the mountains. The team make-up was as follows : Siffert/Redman, car number 12, blue with broad orange arrows on each side of the cockpit, the points down near the bottom of the nose and the tails disappearing into the NACA ducts behind the engine. The nose opening for the oil radiator was green, as was the rear surface of the tail, and there was a Diamond on the right side of the nose. Rodriguez/Kinnunen had a similar Gulf-blue car, but with only one orange arrow, this on the left side and their recognition colour on nose and tail was orange, their motif was a Club and their number was 40. The third blue car was for Attwood/Waldegaard (the rally driver) and had a full-width orange arrowhead right across the nose of the car, the recognition colour being a rich blue and they had drawn Spades and race number 36. The fourth car was driven by Elford/Herrmann and was white with orange stripes across the nose, no recognition colour but their deal was Hearts with race number 20. The remarkable "horses for courses" had super aluminium-tube space frames, the vertical-fan flat-eight 3-litre 908 engines, the "Bergspyder" gearbox-axle layout and square bodies that almost reached the ground at the front, but left the rear end completely exposed. Aerodynamic "gimmicks" had been discarded in favour of keeping the car small, compact and functional and oddly enough they handled perfectly along the very fast straight. They carried an inflated Goodrich lightweight spare tyre in a compartment on the right of the engine, the mounting being made of fibreglass, and an enormous quick-action lever jack strapped to the rear cross-tube of the chassis, for in the Targa Florio you could get a puncture or a broken wheel a long way from the pits. For official practice and for open-road practice there were the two early cars, the original hill-climb car painted red and the prototype unpainted and by race day they were both looking very second-hand having done a phenomenal amount of work.



SELF-DISCIPLINE.—Spectators wander freely on the course between cars going by. Their discipline is such that no-one has been injured in a considerable number of years.

That Porsche were out to win was very obvious, but when you looked around to see who they were going to beat it was not so obvious. Ferrari entered only one car, for Vaccarella/Giunti, more as a sporting gesture to the Sicilians and their number one driver than a serious attempt to win, and this was an open 512S, as raced so well in the Monza 1,000 kilometres. By comparison with the Porsches the 5-litre Ferrari seemed enormous and unlikely to last the pace, an impression that was to prove to be very wrong. In contrast Alfa Romeo were out in force, and were putting enormous efforts into the race, having done a lot of practice and testing earlier in the year. They had three of their Tipo 33-3 cars, with 3-litre V8 engines and they were driven by Courage/de Adamich, Maglioli/Galli and Gregory/Hezemans, with a fourth car as a spare and practice car, as well as a bunch of GTA coupés for the drivers to use for open-road practice. While Porsche and Ferrari were established in Cefalu, Alfa Romeo had commandeered Cerda and were situated right on the edge of the circuit. The Tipo 33-3 cars looked big by the new Stuttgart standards, but at least they were rugged and robust and could prove a challenge on reliability alone. The Abarth factory entered two 3-litre V8-engined cars, both open versions, with Ortner/Merzario in one and Jonathan Williams/Casoni in the other, and while these cars were not sophisticated like the Porsches, nor powerful like the Ferrari, they showed promise last year at Imola, and in 2-litre form went well in a number of events last year. As a rearguard to all these factory machines were two Porsche 908 Mark II models, open cars with the engine further back in the chassis and the gearbox out behind the axle in normal Porsche style. These were private entries, driven by Laine/van Lennep and Larrousse/Lins, while the Scuderia Filipinetti entered one of their Ferrari 512S coupés for Parkes/Muller to drive. That was the total of big cars and potential winners, the rest of the large field being made up of 2-litre sports cars, small sports cars and GT cars, all from private entrants with the exception of the two works Lancia Fulvia entries, the Turin-based team treating the event more as a super-rally than a circuit race.

The race was due to be run on Sunday, May 3rd, and normally official practice would have taken place on the previous Friday, but that was May 1st, which is Labour Day in Italy and a national holiday, so practice was held on Thursday in perfect conditions. For any team that got cracking right away there was sufficient time available to complete five laps, and many did this. Porsche had entered a single 917 car, not with any idea of racing it, but merely to be able to run it in practice for experimental purposes. This was the blue and white car that had raced at Monza, a new engine having been installed, and Elford did a lap in it. Needless to say there were troubles in practice, Casoni crashing his 3-litre Abarth almost immediately after he had left the pits, Hezemans collecting a flat tyre on his first lap with his Alfa Romeo 33-3, the Dutch driver, van Lennep, having his right front suspension collapse on the yellow 908 and Gregory being pushed off the road by a very pressing Vaccarella, which resulted in a wrecked Alfa Romeo and quite a shouting and yelling match back at the pits, the Alfa having to be replaced by the practice car. No-one was hurt, but no doubt some spectators collapsed from sheer excitement when the Ferrari 512S made its first descent down through Collesano, while the sound of the 5-litre V12 engine on

full song at 8,500 r.p.m. along the widened and resurfaced coast straight was memorable and could be heard from five or six miles away.

The lap record for the 44-mile circuit stood to Elford (Porsche 908) in 35 min. 08.2 sec., and during practice Siffert went round in one of the new "Mickey Mouse" Porsches in 34 min. 10.0 sec., everyone being confident that the Mark III cars could easily break 34 min. in the race. Elford did a remarkable 35 min. 06.6 sec. with the 917 coupé on its single lap, while Vaccarella was on great form, getting the big Ferrari round in 34 min. 46.0 sec., and Courage was fastest of all the Alfa Romeo drivers on his first visit to the Targa Florio, with 35 min. 05.7 sec. While everyone lasted it was clearly going to be a record-breaking Targa Florio, and this proved to be true in more ways than one. With two clear days between practice and the race most people were well prepared by Saturday evening, but few were prepared for the weather on Saturday night and Sunday morning, especially the thousands of spectators who were camping out in the mountains, for rain and snow came down and the tops of the mountains were completely white. An unbelievable crowd was pouring into the circuit from all over the island, especially from Palermo, and the rain and mud around the circuit was delaying spectators in getting their cars up the grass banks and off the road. Apart from causing a lot of mud to get on the road, the delay was having a disastrous back-log effect on the main road leading to the circuit, which was becoming one enormous traffic jam, made worse by the crowds being larger than ever seen before at a Targa Florio. Undoubtedly the hard fight that Ferrari had put up at Monza the week before, and Vaccarella's creditable practice times had fired the enthusiasm of the Sicilians, and an estimated 400,000 people were lining the 72-kilometre circuit, massed on the mountain sides like swarming ants.

In order to ensure that the race lasted for more than six hours and thus complied with Championship regulations, the race distance had been increased from 10 laps to 11 laps, a total of 792 kilometres, and was due to start at 8 a.m. with the departure of the Parkes/Muller Ferrari, followed by the Vaccarella/Giunti factory car, and then the Porsches and Alfa Romeos. As 8 a.m. approached confusion reigned, for the massive traffic jam from Palermo had not only trapped the President of the organising committee and Dr. Luraghi of Alfa Romeo, who was due to start the first car, but also many of the competitors, including the Lancia team, and, most important of all, some of the official time-keepers. As things turned out this delay was advantageous, for the rain had stopped and the sun was appearing over parts of the circuit, drying the road. Officials did an inspection lap and declared the situation to be dodgy, but possible, and finally everyone was ready and the first car was away at 9.14 a.m. Instead of the usual 10 or 20 second intervals, the cars were sent away at "reasonable intervals", the time-keepers logging the exact times, so that Vaccarella left 14 sec. after Muller, with Siffert 14.1 sec. later, followed by Hezemans 15.5 sec. later, van Lennep 15:1 sec. later and so on.

All round the first lap the road conditions were bad, delicate throttle control being needed rather than bravado, and two important entries did not even get half-way round. Elford dodged a rock lying in the road and in doing so hit a kerb and either broke a suspension part or damaged a tyre and on the very next corner lost control and crashed heavily, wrecking the white and orange Porsche and having to sit with the wreckage for the rest of the day, quite unhurt, but very chastened. This was just after Cerda, a bare 12 kilometres from the start and a little farther on Maglioli lost control of his Tipo 33-3 Alfa Romeo on the slippery surface and went off the road. Even earlier Jack Wheeler, an English private entrant with his 1,300-c.c. home-built Jerboa, had hit a wall and wrecked the front end. During the opening lap Siffert got by the two Ferraris and led on the road, but Larrousse was doing some real rally-driving with his 908, as was Kinnunen from the back of the fast runners, so that the order at the end of lap 1 was Larrousse, Siffert and Kinnunen, followed by van Lennep, Courage, Hezemans and then Vaccarella. The sun was now shining strongly and rapidly drying the mud into dust, so that conditions on the second lap were vastly improved. As Siffert began his second lap, his co-driver, Redman, signalled to him that Elford was out of the race, and the Swiss relaxed, thinking that was the end of the serious opposition, overlooking all the other Porsches, and knowing he was ahead of the Ferraris, having passed them on the road. The result was that van Lennep and Courage caught up a lot of time, as did Kinnunen, and at the end of lap 2, although leading on the road, Siffert was down in fifth position. The Porsche team were not giving their drivers any positive signals, being content for any Porsche to be in the lead. As Vaccarella finished his second lap he drew into the pits to refuel, the 5-litre engine being very thirsty, and Giunti took over. Meanwhile, Siffert was on ahead, but Larrousse, Hezemans and van Lennep were closing up on the road, and when Siffert stopped for petrol at the Bivio Polizzi depot in the mountains, the three of them, and Courage, all went by, and so did Giunti with the refuelled Ferrari. This reshuffle was only temporary, for at the end of lap 3 the private Porsches and the Alfa Romeos stopped at the pits for petrol and driver changes, the cars now being driven by Lins, Laine, Gregory and de Adamich, while the other two Gulf-Porsches had refuelled in the mountains like Siffert, and Kinnunen and Waldegaard were going on for four laps before handing over to their co-drivers. As the leading group finished lap 4 there was a lot of activity at the pits as the factory Porsches all refuelled and Redman took over 12, Attwood 36 and Rodriguez 40, while Vaccarella took back the Ferrari from Giunti.

Among the rest of the entry, the Abarth challenge faded on the opening lap when Merzario had gearbox trouble, and the second car had been a non-starter. Williams had transferred to a 2-litre Alfa Romeo 33 belonging to Alberti, and was not only comfortably ahead in his class, but also the first of the smaller cars, not so far behind the 3-litres and 5-litres. In the 2-litre Porsche 911 GT class De Cadenet was going well and leading by a few seconds, but was behind Haldi, who was driving a 2.2-litre 911 Porsche in the over-2-litre class. All the time the road conditions were improving rapidly and the day was becoming quite warm, and Kinnunen finished his fourth lap with a rousing 34 min. 57.5 sec. to set a new lap record. As the Porsche co-drivers started their work, and Vaccarella had his second go in the Ferrari, the order was Kinnunen/Rodriguez, Siffert/Redman, Vaccarella / Giunti, Laine / van Lennep, Courage / de Adamich, Larrousse/Lins, Waldegaard/Attwood, Hezemans/Gregory, Muller/Parkes and Williams/Alberti, in Porsche, Porsche, Ferrari, Porsche, Alfa Romeo, Porsche, Porsche, Alfa Romeo, Ferrari, Alfa Romeo, respectively, so it was not proving quite such a Stuttgart clean sweep as anticipated. The battle was really on and the pace was getting hotter every lap. On the road Redman was right on the tail of the Ferrari, but could not get by, and on the long straight the red car forged ahead, so that as they ended lap 5 the Ferrari was in second place, with Redman third, Rodriguez actually leading on time as he had a clear road ahead of him. Half-way round lap 6 Redman made his scheduled stop for petrol at the mountain depot, so that he could go on for four laps before stopping at the main pits, and as Rodriguez did the same this temporarily let the works Ferrari get well ahead, so that it was in the lead at the end of lap 6 as it drew into the pits for fuel and for Giunti to take over again. The brief stop of the Gulf-Porsches let the Laine/van Lennep car into a temporary second place and Redman's hard driving had got him ahead of Rodriguez. On the road Redman was once more on the tail of the Ferrari, and for two glorious laps the two cars had a fantastic battle all round the circuit, and try as he might Redman just could not find a way by, and Giunti had no intention of moving over and waving him by; it was real motor racing and every man for himself. Rodriguez was not at all on form and lost all the advantage that Kinnunen had gained, the complete reverse to the usual situation with these two



TRANSPORT.—Three keen motorists with their children arriving at one of the mountain corners.

drivers, so that they were now down in fourth place, behind the Laine/van Lennep car. The Alfa Romeo challenge was fading, for Gregory had gone off the road and de Adamich was not keeping up the pace that Courage had set in the opening rounds, and they had been passed by Attwood, who was having an "on-day" and really enjoying himself.

With Rodriguez losing time he was pulled in after three laps instead of the anticipated four, and the little Finnish driver was soon back in the fray, going as hard as ever on the twisty terrain that seemed to suit his driving so well. At the end of lap 8 the Ferrari of Giunti and the Porsche of Redman were nose to tail and heading for the pits for petrol and driver changes. Redman's close proximity to Giunti on the road meant that he was leading the race by about the difference in their starting times, which was in fact 13.6 sec. and that gap in the Targa Florio is like a second in a Grand Prix race, not a commanding lead. The fight that the Ferrari drivers were putting up was impressing everyone, especially Porsche, who thought they were in for a walk-over. As the two cars were refuelled Ferrari were quick, but Porsche were quicker and Siffert screamed away from the pits with Vaccarella hard on his heels, but it was all over, that reversal of on-the-road order, obtained by slick pit work, was the deciding factor. Siffert now began to draw away, clear to run through the last three laps, while Vaccarella knew he had to make one more refuelling stop. Ferrari had fought hard but were beaten by fuel consumption and the agility of the "Mickey Mouse" Porsche. It was by no means all over, for Kinnunen was really flying, and more than making up the time lost by Rodriguez. For Alfa Romeo it was all over, for Courage had been driving hard to regain time lost by his co-driver, when, as he put it, "a tree stepped out in front of me". The last of the Alfas was wrecked, a sad finish to a great effort made by the Milan firm. It was also over for Larrousse/Lins, for a drive-shaft broke on their Porsche, and it was nearly all over for Laine when he lost a front wheel, but he drove back to the pits on the brake disc, got another wheel and carried on. The whole circuit was now in superb condition, all the mud and dust gone, and Siffert reeled off lap 10 in 34 min. 16.7 sec., but Kinnunen did 34 min. 09 sec. Although Siffert now had it all buttoned up for Porsche, the Ferrari stop on lap 10 ending all their hopes, Kinnunen was still wound up tight and completed his last lap in a fantastic 33 min. 36.0 sec. (128.571 k.p.h.) which gave him a rousing second place and pushed the valiant Ferrari back to third place, followed by Laine/van Lennep (Porsche 908), Attwood/Waldegaard (Porsche 908/3), Muller/Parkes (Ferrari 512S) and Williams/Alberti (Alfa Romeo 33).

Behind all this excitement the works Lancia Fulvia of Claudis Maglioli/Munari had gone like a train, to finish ninth, and De Cadenet and Ogier had lost their lead in the GT class when they had been forced to change a wheel. An MG-C GT, driven by Chatham/Harvey, had circulated neatly and quietly until the last lap when Waldegaard had nudged it off the road. In the ensuing scramble of the crowd to get out of the way a woman had her leg injured by the faster spectators, and that was the only casualty after 78 cars had taken part in the 54th Targa Florio over 11 laps of the 72-kilometre mountain circuit, amid a record crowd of 400,000 very excitable and enthusiastic Sicilians, and quite a large handful of people from other countries. Yet there are mutterings in Milan that the race is dangerous and should be altered. May the real Targa Florio live on for ever.—D. S. J.

Results :

54th TARGA FLORIO—Group 6 Prototypes, Group 5 Sports Cars, Group 4 Gran Turismo—11 laps—792 kilometres—Madonie Circuit—Wet to dry

1st	J. Siffert/B. Redman (Porsche 908/3—8-cyl. 3-litre)	Group 6	Entrant : JW Engineering Ltd.		6 hr. 35 min. 30.0 sec.—120.151 k.p.h.
2nd	P. Rodriguez/L. Kinnunen (Porsche 908/3—8-cyl. 3-litre)	Group 6	Entrant : JW Engineering Ltd.		6 hr. 37 min. 42.5 sec.
3rd	N. Vaccarella/I. Giunti (Ferrari 512S—V12 5-litre)	Group 5	Entrant : SEFAC Ferrari		6 hr. 39 min. 05.2 sec.
4th	H. Laine/G. van Lennep (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant : Racing Team AAW		6 hr. 44 min. 51.7 sec.
5th	R. Attwood/B. Waldegaard (Porsche 908/3—8-cyl. 3-litre)	Group 6	Entrant : JW Engineering Ltd.		6 hr. 45 min. 01.6 sec.
6th	H. Muller/M. Parkes (Ferrari 512S—V12 5-litre)	Group 5	Entrant : Scuderia Filipinetti		1 lap behind
7th	J. Williams/G. Alberti (Alfa Romeo 33—V8 2-litre)	Group 6	Entrant : Scuderia Madunina		1 lap behind
8th	"Pam"/"Gibi" (Abarth 2000—4-cyl. 2-litre)	Group 5	Entrant : Scuderia Brescia Corse		1 lap behind
9th	C. Maglioli/S. Munari (Lancia Fulvia 1.6-litre)	Group 4	Entrant : HF Squadra Corse		1 lap behind
10th	G. Virgilio/L. Taramazzo (Abarth 2000—4-cyl. 2-litre)	Group 5	Entrant : Scuderia Etna		1 lap behind
11th	P. Lo Piccolo/S. Calascibetta (Ferrari Dino—V6 2-litre)	Group 6	Entrant : Scuderia Pegaso		1 lap behind
12th	A. Nicodemi/G. Moretti (Porsche 907—8-cyl. 2-litre)	Group 6	Entrant : Antonio Nicodemi		1 lap behind

Fastest lap : L. Kinnunen (Porsche 908/3) on lap 11, in 33 min. 36.0 sec.—128.571 k.p.h.

FORMULA THREE REVIEW—continued from page 583

heats to further reduce the number to 22.

The veteran F3 ace Jean-Pierre Jaussaud (Tecno) was strong favourite for victory and he ran to an easy win in his heat. Behind there was a tremendous battle which resolved itself in a multiple accident at the *chicane*. This eliminated the Brabhams of Mike Beuttler and promising new Frenchman Bob Wollek, the Chevron of the Swiss Jürg Dubler and the Lotus of Wilson Fittipaldi. Somehow Tony Trimmer, in his Brabham, managed to avoid everyone as the non-injurious accident happened all round him and finished second ahead of Richard Scott.

The second heat provided a somewhat surprise win for the little Frenchman, Jean-Pierre Cassegrain, who has been racing F3 cars for four years or so and has suddenly started to go quickly with his Brabham BT28. Second was Gerry Birrell in the works-backed Brabham with Frenchman Jean-Pierre Jarier third. GLTL driver Bev Bond crossed the line fourth with a front wheel hanging off after a last corner bump with Jarier.

In the final Jaussaud took the early lead, but before the end of the first lap his distributor gave trouble and he stopped at the pits. This left Cassegrain in front, although he was being worried by Trimmer, and the British driver snatched the lead at the Gasworks hairpin on lap 3 and never relinquished it. Cassegrain hung on to Trimmer but never had a chance to re-take the lead.

Next were three more British drivers, Bev Bond in his works Lotus, Birrell in the Brabham (despite a spin) and Richard Scott who lost his clutch towards the end. Jarier finished sixth ahead of fellow Frenchman Jimmy Mieusset (Martini) and Silverstone winner Dave Walker in his works Lotus. Walker had trouble in his heat and only qualified on the back of the grid.

Other British finishers were Barrie Maskell (Chevron) in tenth place, Mike Keens (Tecno) 13th, Dave Morgan (March) 14th, Peter Hanson (Chevron) 15th and Ray Allen (EMC) 16th.

Trimmer's win in the Race Cars International Brabham BT28 puts this 27-year-old professional racing driver back at the top of the Championship stakes. It is also interesting to note that the first six finishers at Silverstone were all using Holbay-tuned F3 engines and at Monaco the first three. This company up at Martlesham Aerodrome has for a long time played second best to Charles Lucas Engineering, who utilise mainly Cosworth parts, but Holbay appear to have the upper hand at the moment. There seems to be little between the various chassis designs at the moment apart from the drivers sitting in them. On this score at present the Brabham BT28s and Lotus 59s undoubtedly have the edge.

Results :

12th GRAND PRIX MONACO F3—Monte Carlo—Formula Three
24-lap Final—75.5 kms.—Overcast

1st	A. Trimmer (Brabham BT28-Holbay Ford)	38 min. 00.8 sec.—119.14 k.p.h
2nd	J-P. Cassegrain (Brabham BT28-Holbay Ford)	38 min. 01.9 sec.
3rd	B. Bond (Lotus 59-Holbay Ford)	38 min. 19.3 sec.
4th	G. H. Birrell (Brabham BT28-Lucas Ford)	38 min. 28.7 sec.
5th	R. Scott (Brabham BT28-Lucas Ford)	38 min. 32.0 sec.
6th	J-P. Jarier (Tecno-Novamotor Ford)	38 min. 36.4 sec.

Fastest lap : J-P. Cassegrain (Brabham), 1 min. 33.5 sec.—121.09 k.p.h

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THE AUSTIN 7 CLUBS' ASSOCIATION

ANYONE using or restoring a 1922 to 1939 Austin 7 is well catered for, the Austin 7 Clubs' Association co-ordinating the activities of the Austin 7 OC (London)—two groups, the Bristol Austin 7 Club, the Pre-War Austin 7 Club—six groups, the 750 MC—two groups, three centres, the Southend Austin 7 Club, the Vintage Austin Register, the S. Wales Austin 7 Club, the Van Register, the Sports Register and the Swallow Register, the last four being associates. It has introduced a printed quarterly "Magazine of the Austin Seven", got up to look like a pre-war Austin 7 instruction book or spares list, which is sent free of charge to members of these clubs, and announces Welsh, Staunton Hall, Beaulieu, Doddington, Longleat and Stamford Hall rallies from June to September. The magazine has the support of such advertisers as Castrol, Esso, STP, etc. (on which one hopes all Austin 7s are run) and the first issue contains a description of a remarkable six-wheeled Austin 7, racing pictures, a reproduction of a 1929 Austin advertising poster, hints on making a 1929-32 radiator cap, etc. The Secretary is John Ward, North House, Ousterne Lane, Fillongley, Warwicks.

FORMULA TWO REVIEW

BARCELONA, *April 26th*

WITH race meetings scheduled in three different countries on the same weekend, Barcelona's Formula Two event around the scenic Montjuich circuit in the city's park might well have suffered badly. This, however, was very far from the case and in spite of a few non-starters there were 31 cars in the paddock vying for the 22 available places on the grid and points in the European Trophy.

Missing were Rindt and Stewart (in Formula One cars at Silverstone), while sports-car men Beltoise, Pescarolo and Stommelen were all racing at Monza in the 1,000 km. on the previous day. The three Monza men were all flown to Spain especially for the Barcelona race and had to qualify for grid positions on the morning of the race. They all fared differently and it was Pescarolo (the only nongraded name among them!) who came off best, for he climbed straight into Bob Gerard's Brabham BT30 with a determined set to his jaw and displaced Derek Bell's Brabham from pole position, earned in three hard days of practice. Bell replied with another fast lap, trying the car's handling with full tanks, for second best time. The front row was completed by John Watson, a 23-year-old from Belfast, who was having only his third ever Formula Two race!

One suspects that Bell feels a little overshadowed when there are top graded drivers present in Formula Two, for his performance from the moment when the flag went down was confident and assured. Even Pescarolo must have been a little surprised when the Englishman, driving an identical car, not only assumed the lead but also started to pull away, throwing the orange Brabham around Barcelona on the way to avenging a defeat at Pescarolo's hands in a Formula Three race three years earlier.

Pescarolo's engine seemed to have a slight misfire out of the slower corners, apparently caused by a fuel-pump fault, and he spun harmlessly on lap 11. This allowed his Matra sports-car team-mate Cevert to pass in his Tecno, although Pescarolo was able to make up lost ground and pass the Tecno, shortly after which Cevert made a pit stop and ultimately crashed when a tyre punctured.

Behind these three raged a long, arduous and tremendously close-fought battle. To start with, this was led by Argentinian Carlos Reutemann, with Tecno team-leader Regazzoni and newcomer Vittorio Brambilla giving him a very hard time indeed.

Brambilla is the brother of former works Ferrari driver Tino Brambilla and was having his very first Formula Two race. He is equipped with a 1967 Brabham (two years older than anything else which has raced seriously this year) which looks most untidy, as does Brambilla's driving. He was not long in falling out of the race after his gearbox broke.

Regazzoni was a bit detuned as the result of a wheel falling off his Tecno in practice that morning, so when Reutemann fell back with clutch trouble, the next to shoot through into fourth place was Tim Schenken. He came to an untimely halt when a wire fell off the condenser of his Brabham's engine.

Thus it was Brazilian Emerson Fittipaldi who battled through to lead the remainder of the pack, promoted to a fine third place on Cevert's retirement. Fourth was Robin Widdows, marginally ahead of the Austrian former saloon-car driver Dieter Quester, whose BMW went very well for a change.

Retirements included Beltoise, whose Pygmee's brakes wore themselves out in the early stages after he had climbed into the third-place bunch, and Watson, who made a miserable start. He then lost his nose cone on the first lap in a brush with a barrier and then pulled up with a petrol leak after struggling hard to make up time. Nevertheless, for one so young and inexperienced he is making a first-class impression.

Some people dislike the guardrails which now surround the entire Barcelona circuit; nevertheless, it remains one of the most picturesque venues for racing anywhere in Europe and Bell well deserves the good lead which he has amassed in the European Trophy for non-graded drivers, having scored good points in all three rounds.

Results :

5th GRAN PREMIO BARCELONA—Formula Two—Barcelona
45 laps—160.55 kilometres—Strong sunshine

1st : D. Bell (Brabham BT30-Cosworth FVA) .. 1 hr. 08 min. 07.6 sec.—141.4 k.p.h.
2nd : H. Pescarolo (Brabham BT30-Cosworth FVA) .. 1 hr. 08 min. 29.9 sec.
3rd : E. Fittipaldi (Lotus 69-Cosworth FVA) .. 44 laps
4th : R. Widdows (Brabham BT30-Cosworth FVA) .. 44 laps
5th : D. Quester (BMW 269) .. 44 laps
6th : C. Reutemann (Brabham BT30-Cosworth FVA) 44 laps

Fastest lap : D. Bell (Brabham BT30-Cosworth FVA) on lap 42, in 1 min. 29.5 sec.—151.7 k.p.h.

22 *starters* — 12 *finishers*



European Trophy leader Derek Bell at Barcelona

NURBURGRING, *May 3rd*

WHILE others were battling their way around Sicily's Little Madonie circuit in sports cars, Jochen Rindt was achieving an ambition by winning the Formula Two Eifelrennen around the Nürburgring. His serious opposition was restricted to Derek Bell and Rolf Stommelen, the latter being released from his Alfa Romeo commitments for this race on home territory. The young German, dissatisfied with his March, had changed to a new Brabham.

The race itself was one of the less exciting events in the calendar for spectators, although for drivers there is the constant thought that either their memory will fail and send them flying off into the forests or that their car might be a little fragile over the leaps and bumps.

After one dry and one wet day of practice, poleman was private Brabham-owner Peter Westbury. On a still damp track, Westbury was outbraked by Rindt at the South Curve and no one saw the Austrian again except for one or two soloists circulating gingerly at the back of the field. Westbury had an exciting spin on the first lap, but continued, although one or two others also spun round the back and were not so lucky. Crashes claimed several normally sturdy drivers and it was another calamitous day for BMW, all three of whose cars retired.

Stommelen made a poor start and started to haul in the less experienced Formula Two newcomers, many of whom were having their first race at the Nürburgring. Among these was Emerson Fittipaldi, who got away in tremendous style and managed to maintain second place for more than a lap until first Bell and then Stommelen put their circuit knowledge to good use and passed the Brazilian.

Of the several youngsters who have graduated to Formula Two from Formula Three since last season, Fittipaldi is undoubtedly the most impressive so far. Brabham nominee Schenken is dogged by trifling mechanical troubles, Wisell has only raced his Chevron twice, and Peterson, who is not happy about his March, has taken part in three meetings, starting two races without completing a single lap! At the Nürburgring his car broke a wishbone in early practice and was repaired for the second day, when he crashed. Another March also broke a wishbone in the race, although without major harm.—M. G. D.

Results :

33rd ADAC EIFELRENNEN—Formula Two—Nurburgring
10 laps—228.35 kilometres—Damp and overcast

1st : J. Rindt (Lotus 69-Cosworth FVA) .. .. 1 hr. 23 min. 54.7 sec.—163.1 k.p.h.
2nd : D. Bell (Brabham BT30-Cosworth FVA) .. 1 hr. 24 min. 14.8 sec.
3rd : R. Stommelen (Brabham BT30-Cosworth FVA) 1 hr. 24 min. 46.4 sec.
4th : E. Fittipaldi (Lotus 69-Cosworth FVA) .. 1 hr. 25 min. 19.4 sec.
5th : P. Westbury (Brabham BT30-Cosworth FVA) .. 1 hr. 26 min. 46.0 sec.
6th : R. Widdows (Brabham BT30-Cosworth FVA) .. 1 hr. 27 min. 31.9 sec.

Fastest lap : J. Rindt (Lotus 69-Cosworth FVA) on lap 9, in 8 min. 16.2 sec.—165.7 k.p.h.

30 *starters* — 15 *finishers*

WESLAKE-CAPRI 3-LITRE

REFINED YET POTENT, the privately-owned 3-litre Capri offers Jaguar standards of acceleration thanks to the Weslake-modified parts installed by Wembley Auto Transport Company. Quadruple quartz halogen lamps solve the standard lighting problem, while an electric fan cuts down engine noise at high r.p.m.



IN THEORY, Weslake-designed and manufactured speed equipment for the versatile 3-litre Ford V6 engine has been available for some time, but until last month such a car had eluded the author's road-test programme. Raceproved, the people who make the V6 Cortina-Savage, have acquired the distribution rights for the Weslake parts but we had no luck in trying to borrow their Cortina, which is said to have a 220-b.h.p. V6 engine. Dean Delamont, the controller of the RAC's sporting activities, had a Weslake-modified engine in his Reliant Scimitar; however, the last time I saw his car the engine was in bits at a London garage. After so much discouragement, we found by chance that Wembley Auto Transport Supply Co. (WATS) had a demonstration 3-litre Capri all togged up with the twin-headlamp conversion and modified engine that we described last month.

The WATS 3000 GT Special Equipment belongs to Rodney Jameson, who is this Ford dealer's Managing Director. We undertook to borrow the car for only three days and to exercise some restraint when taking performance figures. Despite these restrictions we found this to be an extremely quick car indeed, with acceleration that is as good as the Jaguar E-type 2 + 2 up to 60 m.p.h. coupled to a genuine 120-m.p.h. maximum speed and effortless cruising in the 90-110-m.p.h. range. Extracting this much performance from a competitively priced mass-production model is bound to bring with it some penalties, but the only obvious one during our brief acquaintance was a fuel consumption of less than 20 m.p.g. when the car was driven spiritedly. Otherwise those who tried, or rode in the car, seemed very impressed by its rumbling V6 exhaust note and exhilarating, though surprisingly silent, straight-line performance. No special effort is needed to record the sort of acceleration figures reproduced in our panel, for starting off gently from rest in 2nd gear we found it possible to attain a speed of 60 m.p.h. in under 10 sec.: a feat the standard car cannot emulate, even when driven to the standard limit of 5,750 r.p.m. in the poorly-spaced gear ratios, and dragged off the line with the rear wheels spinning in a haze of expensive blue smoke. Perhaps the most interesting aspect of the Weslake conversion is that the test car was in the mildest tune, giving a mere 170 b.h.p. according to the manufacturers, who also make parts for the V6 which are claimed to give over 200 b.h.p. The Capri is also the heaviest vehicle that an enthusiast is likely to want with V6 power. Therefore owners of TVR Tuscans, Marcos 3-litres, Gilbern Invaders and so on could well find themselves with the sort of performance that used to delight the few owners of TVR's Special Equipment 4.7-litre V8 Tuscan.

In fact our performance figures could be bettered, in theory, by anyone who did not have to give the car back to its proud owner in its original condition. Only once did we stray to more than 6,250 r.p.m. and on that occasion we recorded a run of just over seven seconds to 60 m.p.h. because we stayed in 2nd gear instead of changing into 3rd—which the owner has been doing anyway to record the slightly slower figures appearing in his Company's Press material. So far as I can remember this is the first time a converted car has managed to improve on the figures quoted by those associated by the project, making a pleasant change from all those "are but if you had really tried you'd have managed 132.9 m.p.h. in our SuperMugwump Mini/Escort, old boy!"

The modifications on the demonstrator are of a "full house" nature, dividing naturally into creature comforts and increased performance or handling changes. In the first group the biggest improvement comes from the rather ugly quadruple Cibie headlamp system, which was not as good as it could be, but was nevertheless welcome to someone who has had to suffer the standard system, or even on some of the so-called improvements offered by other supplementary lamp manufacturers. The headlamps were hastily changed over from Lucas to Cibie units for our test, but we think that the English manufacturer has on this occasion done a better job than the Continentals, for the dip beam of the Cibies is just not good enough in comparison to the penetrating lances of quartz-halogen illumination offered by full beam. The four Cibies cost £57 fitted, while Lucas quartz-halogen lights are five pounds less.

In the creature comfort and decoration department we found such things as the revised paint scheme (conversions are normally based on the £1,405 3000 GT XL) which includes a transverse stripe over the aggressive snout, quarter front bumpers to clear the revised number-plate mounting, electric screen-washers, properly adjusted and useful wing mirrors mounted well forward, grille and wing-mounted flashers to replace the standard units displaced by the headlamp conversion, and a deeply dished "Sports steering wheel".

The engine parts from Weslake were assembled in the WATS' workshops, to a very high standard indeed as we found there was absolutely no vibration throughout the usable r.p.m. range, only the rock-bottom tickover being too lumpy for sustained dozing in traffic jams; we were assured that the reciprocating components had not been balanced. The heads are reshaped internally, both inlet and exhaust ports receiving treatment; standard valve sizes are retained but the springs are considerably stronger than standard. Compression ratio is the standard 8.9 to 1 within those Heron principle heads. The

PERFORMANCE

Acceleration :

0-30 m.p.h.	2.5 sec.	(3.0)	0- 70 m.p.h.	10.9 sec.	(13.6)
0-40 ,,	4.3 ,,	(5.0)	0- 80 ,,	13.8 ,,	(17.8)
0-50 ,,	6.1 ,,	(7.2)	0- 90 ,,	17.6 ,,	(25.6)
0-60 ,,	7.9 ,,	(10.2)	0-100 ,,	24.0 ,,	(39.6)

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

1st	38 m.p.h.
2nd	56 ,,
3rd	86 ,,
4th	121 ,,

Speedometer : Accurate at 70 m.p.h., over-reading by 2 m.p.h. at an indicated 100 m.p.h.

Petrol consumption : 16-20 m.p.g. in normal use.

Converters : Wembley Auto Transport Supply Co., 199, Ealing Road, Wembley, Middlesex.

Price as tested : £1,742 15s. 8d.

40DFA downdraught Weber uses enlarged jets and is matched to an internally polished standard inlet manifold. A new pair of head gaskets is also included in the kit giving a more accurate fitting around the bores and water passages. The Weslake camshaft is very expensive but well profiled, leaving no apparent weak spots in the r.p.m. range.

The engine parts come to £155 including fitting charges. Peak power is up from a gross 140 plus in standard form to 170 b.h.p. measured on the Weslake dynamometer, while the torque is said to be up from 165 lb. ft. to 188, both at 3,000 r.p.m. A pair of engine accessories were also fitted in the form of a dual-branch exhaust system (non-functional, although it certainly made the right restrained noises) and a very efficient electric fan which never required the use of its manual over-ride switch, at all times keeping the coolant within normal limits.

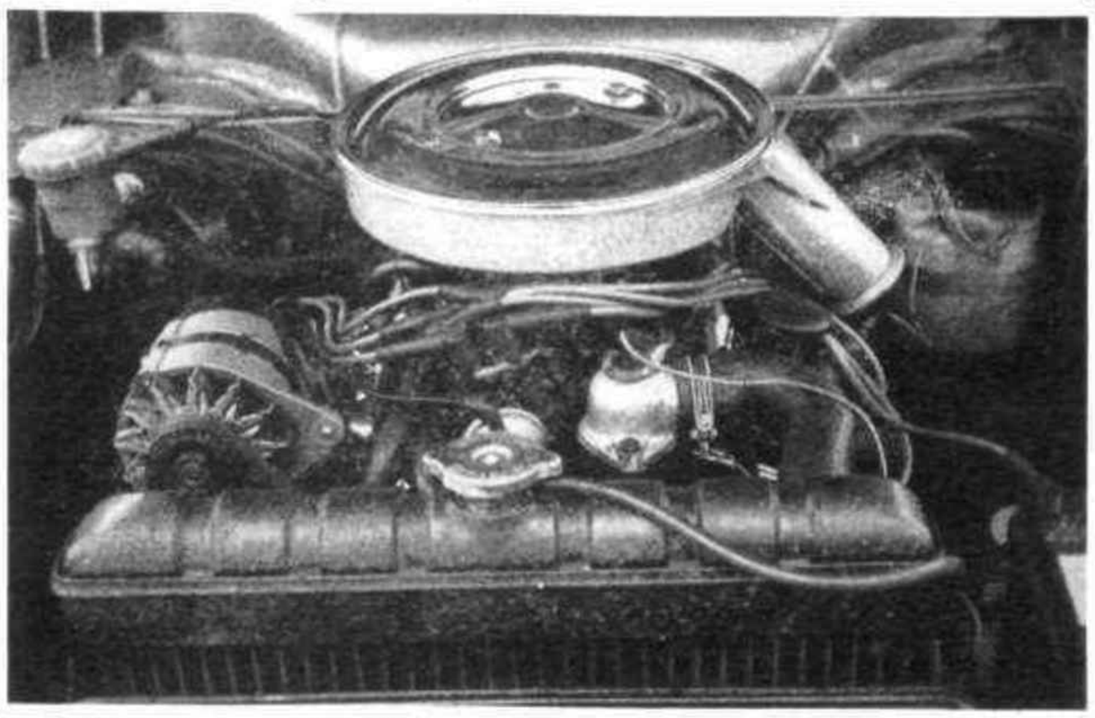
Substituting this fan for the standard belt-driven plastic monster cuts the noise level enormously at high r.p.m., but if these fans offer any reduction in fuel bills, as their makers frequently claim, then we could not detect it on our gold and black beast. Price for the complete conversion on "our" car would be £388, making the total £1,742 15s. 8d., including safety belts and a practical heated rear window.

On the road the car seems to be worth every penny with the standard 3-litre Capri disc/drum brakes and 5½-in. Rostyle wheels, plus Goodyear G800 Grand Prix rubberwear, maintaining a tenacious grip on the proceedings. There is enough power to outrun the safe limits of the standard equipment but one has to be very foolish to get near these limits on public roads. An interesting aside to the handling question is that these comparatively modest rims offer a much higher standard of road-holding than the normal 5-in. rim Rostyles used for the 2000 and 1600 GT Capris, mainly because their offset is considerably increased. In any case the GP tyres seem to offer a lot more grip under all conditions than the G800 products offered on the lesser Capri GTs.

I found main-road work the most enoyable in the converted Capri as its effortless overtaking in any situation is fun and offers the driver an exceptional margin of safety. Like the standard product, the modified car needs no stirring of the gear-lever to maintain a respectable gait. Third gear, offering acceleration from just over 1,000 r.p.m., is sufficient to pull the car round most curves. Driving hard the chasm between 2nd and 3rd gears can prove embarrassing when changing down to 2nd on a wet road. Suddenly the closest solid objects beckon one into their grasp, as the rear wheels lock. Fortunately the remedy is obvious and there are no other tricks to be mastered in the handling, understeer being the dominant characteristic. Below this country's legal limit a dose of power will help to tighten up one's course on a tight bend. The rear wheels are unlikely to lose grip, except at very low speeds or on exceptionally bumpy surfaces. Even then the rack-and-pinion steering will retrieve the car from disaster.

With the Goodyears pumped up hard we found the ride along country lanes unduly jarring, though the faster one goes the better it is for an aching back. Moulded plastic neck supports were a feature of WATS' Capri and they emphasised road shocks, although they do provide relaxing support over smooth surfaces. However, since rearward visibility is already at a premium in the Capri, the author would rather do without extra interior clutter.

We were very impressed by the docile manners and extraordinary



OUTWARDLY STANDARD.—Apart from chrome-plated rocker covers and air cleaner, the engine looks the same as a production unit.

punch offered by the Weslake parts, the quadruple headlamp system is also a good idea, and the firm should benefit from their enterprise in marketing such an attractive package.

My only quibble is on the reliability of such a conversion over 50-60,000 miles. Perhaps a reader can enlighten us on this score?

J. W.

PERFORMANCE NEWS

Nicholson Moves

FORMERLY a successful motorcycle scrambles rider and now an equally competitive circuit driver in his well-known MG-B, registered 286 FAC, "Bill" Nicholson has moved away from partnership and taken a garage of his own. The new premises are at 170, Watling Street East, Towcester, Northamptonshire, which is not very far from the previous garage. The experienced Irishman will continue to develop his own conversion equipment for the MG and Fiat ranges, probably widening his scope later in the summer.

Chris Lawrence Lives

LAWRENCETUNE Morgans used to be synonymous with circuit success a decade ago, but since then very little has been heard of the spry Lawrence who has been involved with so many intriguing yet usually unpopular products. Recently we were invited to Ravenscourt Park in West London, finding there Lawrence and friends surrounded by the fruits of the last few years' work.

Most intriguing cars were a pair of sleek four-seater *Gran Turismo* prototypes, one with steel body and an earlier car in alloy, both using road versions of the alloy 3-litre V8 Martin engine and bearing the same Berkshire registration plate!

The running gear is similar on both cars, using inboard-mounted coil-springs for the double wishbone i.f.s. and a de Dion rear. The engines are said to give approximately 210 b.h.p. in road trim using quadruple downdraught Weber twin-choke carburetters. The Mk. 2 version with steel body is now nearly ready for production, probably in France, from which country we understand the financial support came to develop the cars. Seated inside this later version we found the leather interior to be beautifully trimmed, with a stubby lever for a 5-speed gearbox by ZF, comprehensive instrumentation, four individually-operated electric windows with silent and powerful operation, a profusion of switches and cigarette lighters, plus a high-set steering wheel which operates a system mounted in line with the top wishbones. After pulling and pushing every conceivable lever we came to the conclusion that there was no hand-brake, and a subsequent check on this point proved this to be the case.

Other interesting machinery on the premises included the Intertech Steering Wheels-owned Club racing Escort and the well-used mid-engine Deep Sanderson (which qualified for Le Mans 1968 using a 1,598-c.c. Ford engine, but failed to finish the race) with fastback two-seater layout. Both these cars have Martin V8s installed at present, coupled to 5-speed ZF gearboxes. Lawrence claims to have the remaining stock of the single overhead cam per bank engines. This amounts to some 25 hand-built units of 3- and 2.8-litres, all with the fascinating forked con.-rods which allow the opposite bank of cylinders to operate with the rods passing through the fork! All in the name of a compact and light design; so far as we could ascertain these V8s weigh very little more than a Ford V4.

Peter Morgan was also present to look with interest at Brian Haslam's racing Morgan V8, its engine hidden under a shroud of carburetter chokes and Lawrence-modified manifolding. We spent a pleasant evening also looking at powerboats, a Tecalemit Jackson-injected Ford engine, an Aermacchi horizontal single-cylinder solo motorcycle and all the other projects with which Lawrence has wrestled during the past few years. Whether anything in the way of success will come to him in respect of the Martin V8, or the large GTs, remains to be seen. . . .

FORD have now announced a price for the Escort Rallye Sport 1600, an example of which we are currently testing on a long loan basis (the first part of our findings was published last month). Inclusive of purchase tax and delivery charges the Cosworth 16-valve Escort will cost £1,446 11s. 2d. We have also been asked to point out that AVO Ltd. of Dover, makers of industrial meters and gauges, are nothing to do with Ford's Advanced Vehicle Operation at Aveley in Essex; also in last month's issue we said the car was equipped with a dynamo, this is not so for an alternator is standard equipment.—J. W.

LETTER FROM EUROPE

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

Dear W.B.,

Somehow I seemed to miss the World Cup Rally as it crossed Europe on its way to Mexico, even though it almost doubled back on itself on its way to Portugal. However, I could not miss the backwash of its progress and its advertising, and Citroën certainly came out well as being the super-car for motoring fast about Europe, as many Frenchmen will confirm and almost many English tourists (including myself) as the DS21s go flashing by without a sound and levelling out the road undulations. It is noticeable how their sales are increasing in Italy, not so much because it is a good car, but because it is a different car. Just as there are people in England who enjoy owning a Citroën or a Fiat because it is "foreign", there are similar people in Italy who enjoy "foreign" cars like Citroën and Mercedes-Benz. The German cars sell well in Italy but suffer from one thing, which is similarity, for at a glance it is not easy to see the difference between the low-priced Diesel Mercedes-Benz and the high-priced fuel-injection Mercedes-Benz. The satisfaction of owning a car that is different is waning a bit, for you spend a lot of money on the best Mercedes-Benz and then find that the chap round the corner has a cheaper version that looks almost the same. For this reason the Citroën DS21 is increasing its sales, for if the other chap can only afford an Ami Six Citroën, he is in a different world. Oh yes, this car snobbery exists everywhere; if it did not we would all be content with BMC Minis or Fiat 500s.

To return to the World Cup Rally, I was interested to see the big tie-up between the French Yacco Oil Company and the works Citroën team. Yacco goes back into the dark ages in the world of oils, and I remember when I was at school being intrigued by the long-distance records set up at Montlhéry in the early thirties by the special Citroëns which were supported by Yacco, the distances going on for something like 133 days. Yacco also supported Matford in record-breaking as well, I seem to remember. Talking of Montlhéry, although they no longer hold races round the banked track alone, part of it is still used in conjunction with the various road circuits, and just as Brooklands was a little world of its own, the French track carries on in the same way, with a small Club meeting to open their season. The French vintage scene had a race and regularity meeting there recently, just before the Paris–Nice Commemoration Rally started from Paris and some of our VSCC chaps took part (and won), while quite a large group of them took part in the Paris–Nice run, a distance of 1,200 kilometres, passing through the Mont-Blanc tunnel, Turin and the Col de Tende on its route. Driving your vintage (or PVT) car in the event is one thing, but there is the sobering thought that having got to Nice you then have a similar length drive to get back home to England.

The motoring trip down to Sicily for the Targa Florio, which I insist on doing each year to keep a sense of proportion, was very satisfactory, but unusual in that there seemed to be a scarcity of exotic cars on the road. On one trip it was a matter of counting the Ferraris, then the Maseratis, and after that the Lamborghinis and the Fiat Dinos, all new and exciting things to see on the open road. This year there was a great shortage of such things and also of cars travelling really quickly, apart from a couple of 1750 Alfa Romeos and an MG-C from Switzerland that were doing 110 m.p.h. It was not until well on the way back that I saw a Lamborghini Miura, but no interesting Ferraris at all, and only one Maserati Ghibli. However, on the *Autostrada* between Modena and Bologna there was an interesting-looking white mid-engined coupé that was not immediately recognisable. It was not a De Tomaso Mangusta, nor was it one of the new De Tomaso Panthers, and it was too chunky-looking to be a new Lamborghini. By a process of elimination and the addition of some local knowledge I decided it was a new Maserati, so although they are fully occupied on their V6 engine contract for the new Super-Citroën, it looks as though the Maserati engineers are keeping up with the times in the world of exciting cars. It might have been the American Motors AMX-3, built for them by Bizzarini, but on looking at a photograph of the American mid-engined car, I decided it was not what I saw.

When you drive round the Targa Florio course you notice a great variety of paint marks on stone bollards, walls and trees, all in bright colours and with some weird and wonderful shapes. These are painted on by Sicilian racers learning the circuit, giving warning of dodgy corners or deceptive ones, though the true professional actually memorizes the layout rather than relying on such marks. Just at the entrance of Campofelice, the third of the small towns through which the course runs, there were this year two trees, one on each side of the road, with thick red bands round them. These were nothing to do with the Targa Florio, but belonged to the engineers planning the Palermo-Messina Autostrada, which will run parallel with the sea on the northern coast of the island. It is due to cross the Targa Florio road at right angles, barely one hundred yards from the last house in Campofelice, and the locals are not too sure about the benefits it will bring. A literal translation of the name of this little Sicilian town is "Pleasant Field" and its full name is Campofelice di Roccella, after the river Roccella that runs down the nearby valley. I mention this because there is another Campofelice further west and to the south of Palermo, nowhere near the Targa Florio circuit, and its full name is Campofelice di Fitalia. Though not the one the race goes through, it has racing connections, for it was from this town that Father Granatelli went to America in 1914, and his sons who were born in America became the STP-Corporation and the wild racing enthusiasts who have poured money into all manner of racing projects, including the works March team this year. A lot of people think the Granatellis come from the Campofelice on the Targa Florio circuit, but it is not so, they originate from further west, though no doubt Dad Granatelli heard about the wild motoring exploits of Vincenzo Florio and his crazy friends at the beginning of this century, for Sicily has a remarkable "bush telegraph" system. Apparently official recognition of the two towns did not come until 1928, when "di Roccella" was added to the Targa Florio famed Campofelice.

In the hotel on the morning after the 1,000-kilometre race at Monza there was an interesting little cameo. In one corner of the lounge were four men, dressed in grey suits, having a quiet conversation seated at a table and to a casual passer-by it would have meant nothing, but to the racing enthusiast it was significant. They had just been responsible for the Gulf-Porsche that had won the Monza race and were planning the next move in the JW Automotive Engineering long-distance race programme. They were John Wyer, his right-hand man John Horsman, team manager David Yorke and Arnold Stafford. They could have been four business men discussing insurance, but in fact they are the team of British brains that run the Gulf-Porsche racing with such success. What a pity they are not working for a British manufacturer, like Jaguar, Aston Martin or British Leyland, and winning the classic races for them. Although "God Save the Queen" was played at the end of the Monza race, the drivers were from Mexico and Finland, the car from Germany, the tyres from America and the petrol and oil also from America, to say nothing of the money. I see what people mean about the "brain drain" even in motor racing.

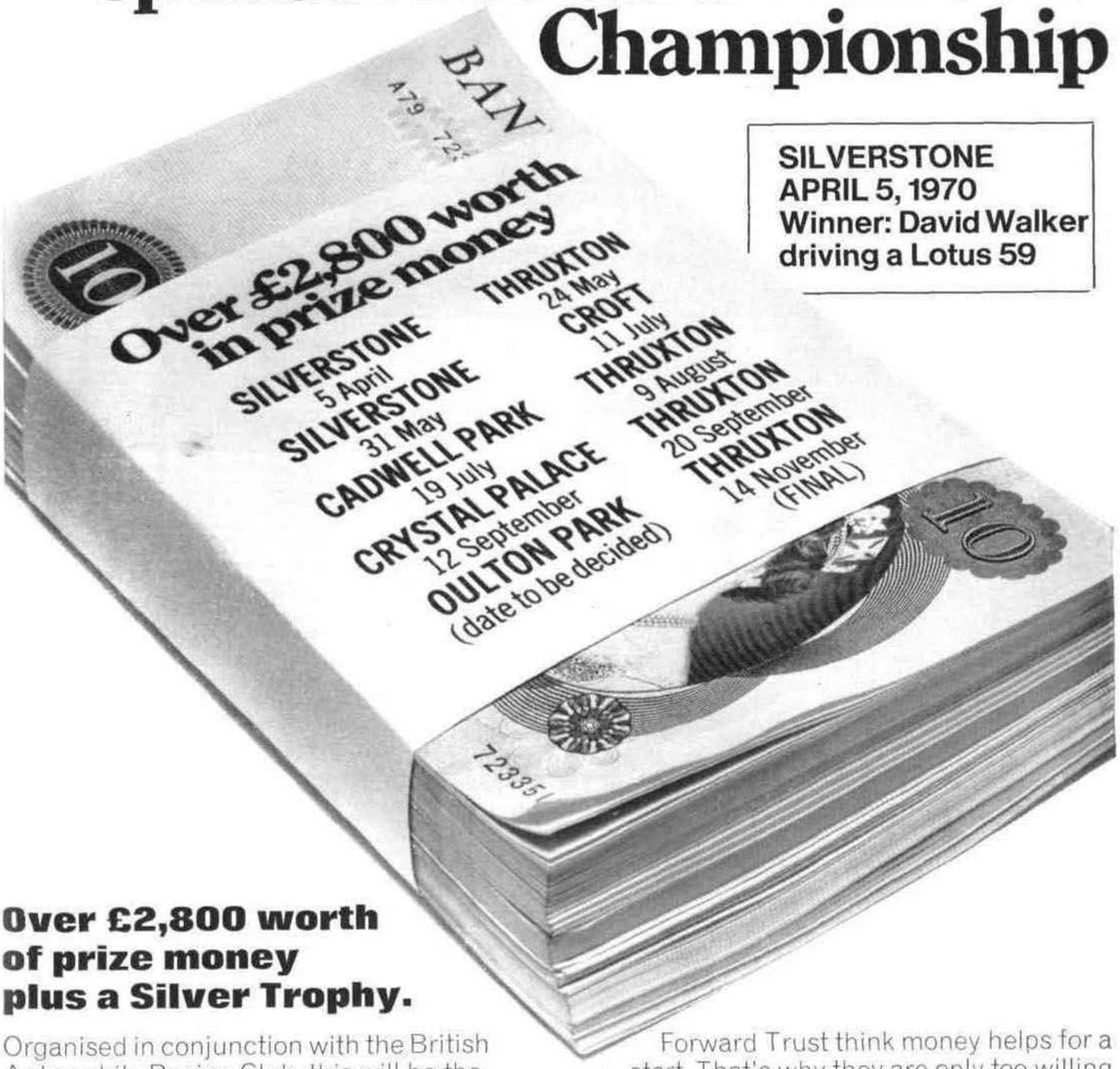
Yours, D. S. J.

PS.—I stopped the hood leaking on the Jaguar with a dirty great strip of black sticky tape; I'm not sure how I'll ever get it down again.



. . . not the STP town. . . .

Forward Trust sponsor Formula III 1970 Championship



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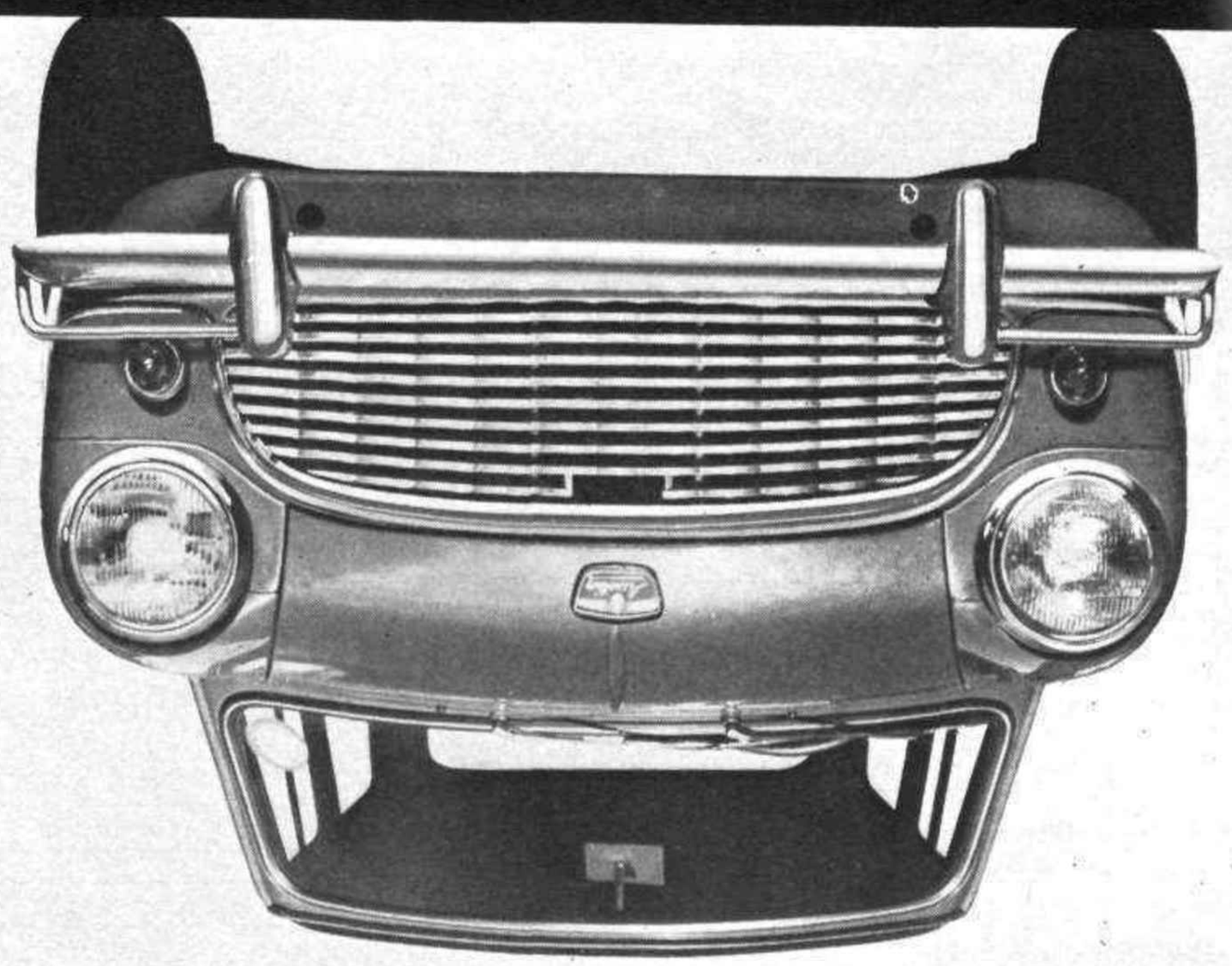


To Sammy, who turned our ideas upside down

Sammy was a kind of lizard.
A rather special kind called a gecko.

He had a particular gift. He could climb sheer walls and hang upside down on the ceiling.

And nobody knew quite how he did it. Eminent professors, learned scientific journals stated at length that they didn't know. Well, Sammy interested us at Fort Dunlop. So we had Sammy and a few other geckos flown over to us.



For a long time our people have been interested in the problem of adhesion. In finding things that would give your car a little extra 'stick' on the roads. They've done a fair bit in that direction already. Today's tyre rubbers have perhaps 50% more cling than those in use fifteen years ago. Rain used to be a killer. Today, if you drive intelligently, your tyres will keep a thoroughly firm grip on the tarmac. Even when it's raining buckets.

But frankly when our tyre design team talked about Sammy the gecko, we thought they were kidding.

After all, did we really *need* cars that would drive upside down?

Patiently, they explained to us. They'd been looking for the mechanism that gave Sammy his incredible grip on things. And finally, they'd isolated it. It was a matter of two very small vibrating hairs in parallel. And it was just possible that something similar could go into the design of a tyre.

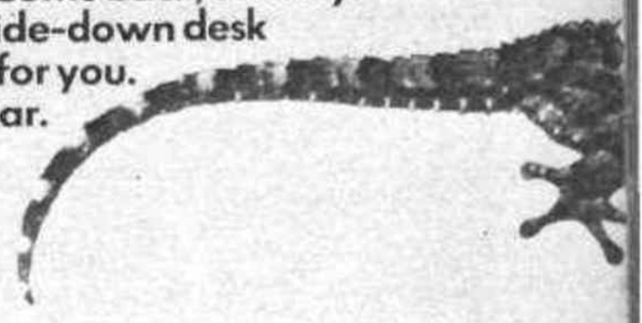
It wouldn't hold the car upside down. But it would keep it a lot steadier when it was the right way up.

So Sammy had really earned his keep. Unfortunately just at this point he decided to cease watching our conversation from his perch on the Fort Dunlop ceiling. And he disappeared through the fanlight.

DUNLOP

Get Dunlop confidence under you.

Come back, Sammy.
We've got an upside-down desk waiting for you.
And £7,000 a year.



ON SPORTS CARS

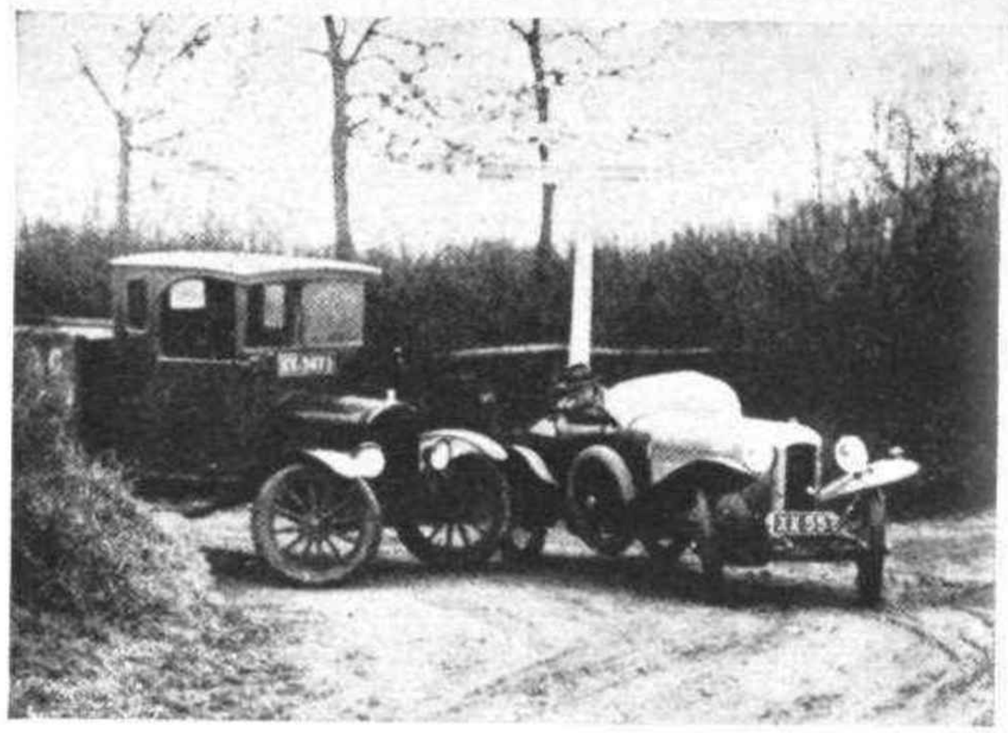
THE SPORTS CAR, almost impossible though it is to define—was it Cecil Clutton who disposed of the problem by deciding it is any motor car through which you cannot walk whilst wearing a top hat?—has been with us from the advent of the Sixty Mercedes, and is with us still. It is, or should be, the embodiment of motoring for motoring's sake and to some of us this implies something other than travelling in an enclosed saloon.

Some time ago I re-read a story by John Galsworthy, to whom the fame due has been posthumously achieved by the great success of the BBC filming of "The Forsyte Saga"—even if they blundered over some of the motor references. In this story Fleur drove out of London into the country, enjoying on the journey "the beloved tang" of the air "as the country deepened", the smoke from wood fires, in "the soft and sober glow" of a fine October day. "After an early tea", wrote Galsworthy, "she started back, in the now-closed car." That recalls admirably an age now gone, when to motor meant more than just substituting car for railway train, when enjoyment of the countryside with its many scents and sounds, smells and freshness was an essential part of travelling, those who could not, like the Forsytes, afford the expense and heavy running costs of a landaulette which could be closed up against the bad weather or cooler air of evening experiencing it in open tourers and behind the aero-screens of sports cars. Today, in an era of universal saloons, heated and vented, their windows invariably firmly closed, such joys have been lost, to the majority of car-owners.

The sports car is, fortunately, with us yet, even if it is often used with hood or hard-top up and no longer has a fold-flat windscreen, such as was deemed important when the last m.p.h. was to be extracted over the Brooklands half-mile, or forward vision retained while storming a muddy trials-hill. (Was Morgan the last make to have such a screen, apart from the ubiquitous Land Rover?)

The sports car has changed in style and conception down the years, but its purpose, the reason for its existence, is much the same. It was at its best in the 1920s and 1930s, being raced as purchased in the former decade, used in trials, after streamline tail had given way to a slab tank, aero-screen to fold-flat, during the latter years. The 328 BMW and Fiat Balilla arrived from abroad, examples of the species in more sophisticated form, but these were still sports cars.

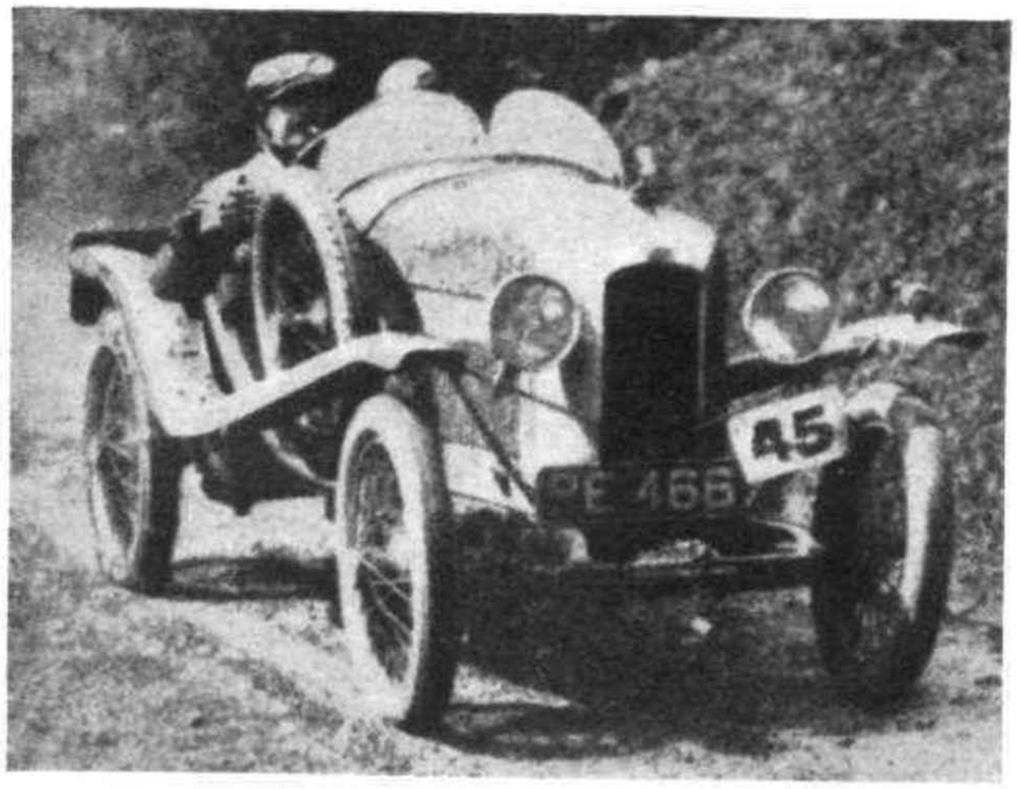
Today International sports-car racing is open to cars vastly removed from the less expensive road-going examples you and I are likely to buy, but in the 'twenties you found cars such as 12/50 Alvis, Hyper Lea-Francis, Brooklands Austin 7, Salmson, Amilcar and Frazer Nash competing in races such as the Essex MC Six Hours' Endurance Race, the JCC Production Car Race and JCC Sporting Car Race, Surbiton

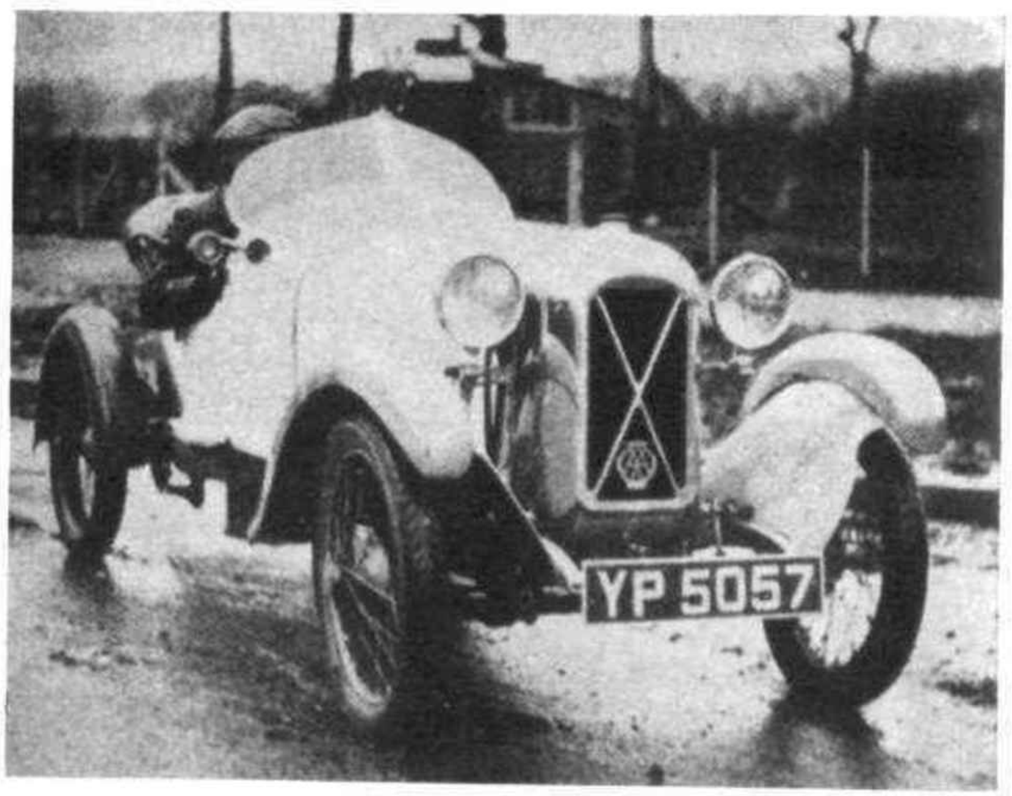


MC "150", etc., at Brooklands, and at the Boulogne Motor Week, nor could the much more important Ulster TT be regarded entirely as the preserve of the professionals, with Model-A Ford tourers running alongside (if only momentarily) 36/220 Mercedes-Benz and entries being received of Triumph Super Seven, FN, Ford V8, Gwynne Ten and other comparatively pedestrian automobiles. The outright winners may not have been strictly "catalogue" but these were cars the ordinary customer could visualise buying and driving. I remember that whereas the Aldington brothers claimed that they raced completely standard Frazer Nash cars, Aston Martin simply said that if you paid a bit over the normal price you could have an Ulster to TT specification and that it would be a quite acceptable road-car, as we proved by driving one of the team cars not long back from Ards behind the trams that still ran through Brentford and Hounslow, without oiling a plug, boiling over or being apprehended by the Constabulary.

In such cars you felt an affinity with the road, an appetite for motoring, a cut above the common run of drivers—and you either contracted pneumonia or never caught influenza, on account of all the fresh air you inhaled. . . . Women, bless 'em, can be blamed, I suppose, for the partial demise of open-car motoring. Man needs them, and they are prepared to accompany him on his outdoor sports, with reservations. They allowed him to indulge his whim for motoring, even accompanying him to see the racing at Brooklands, causing a reporter to remark in 1920 that "It would have been difficult to find a more pleasing and wholesome example of English girlhood and womanhood than that which helped to celebrate the real coming into its own again of the famous racing Track".

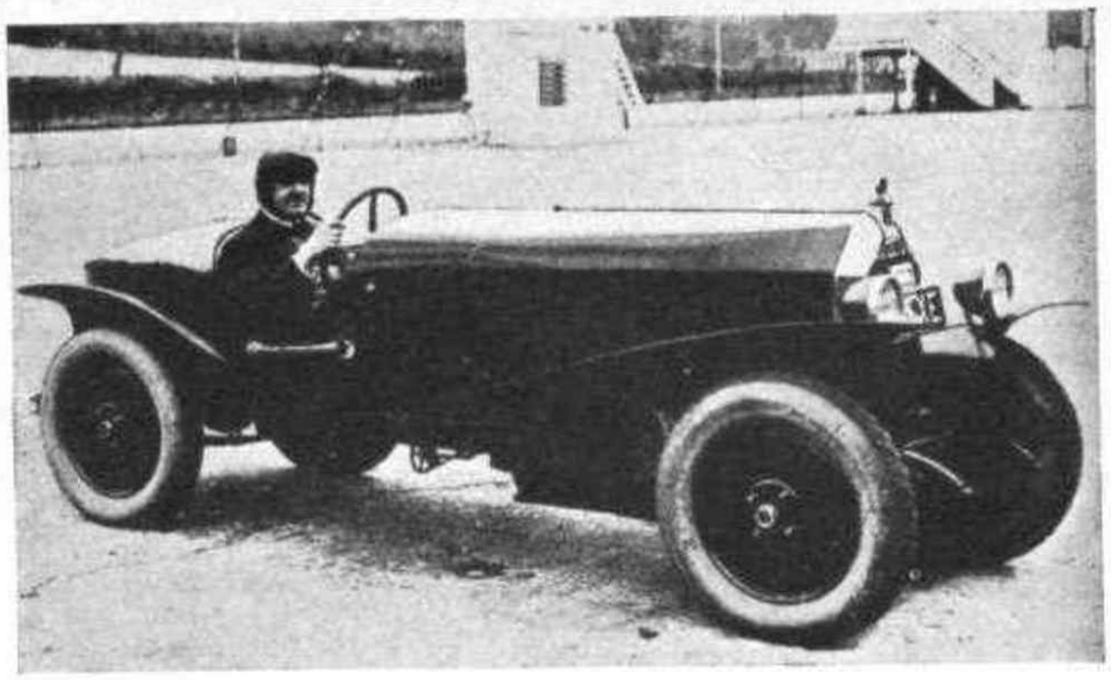
They decided that what the boy friend could do, they could do also. They must learn to drive but (not all of them being by any means





FUN AND FRESH AIR were the prerogative of the earlier sports cars. On the left the then Editor of MOTOR SPORT *(the present Editor was an avid reader!) is seen tackling the Box Hill goat-track in an Amilcar Grand Sports during the 1926 Surbiton MC Grand Cup Trial and, on the right of the page, road-testing a Grand Prix Salmson in Surrey in the same year, at the suggestion of George Newman, the London agent for these cars.*



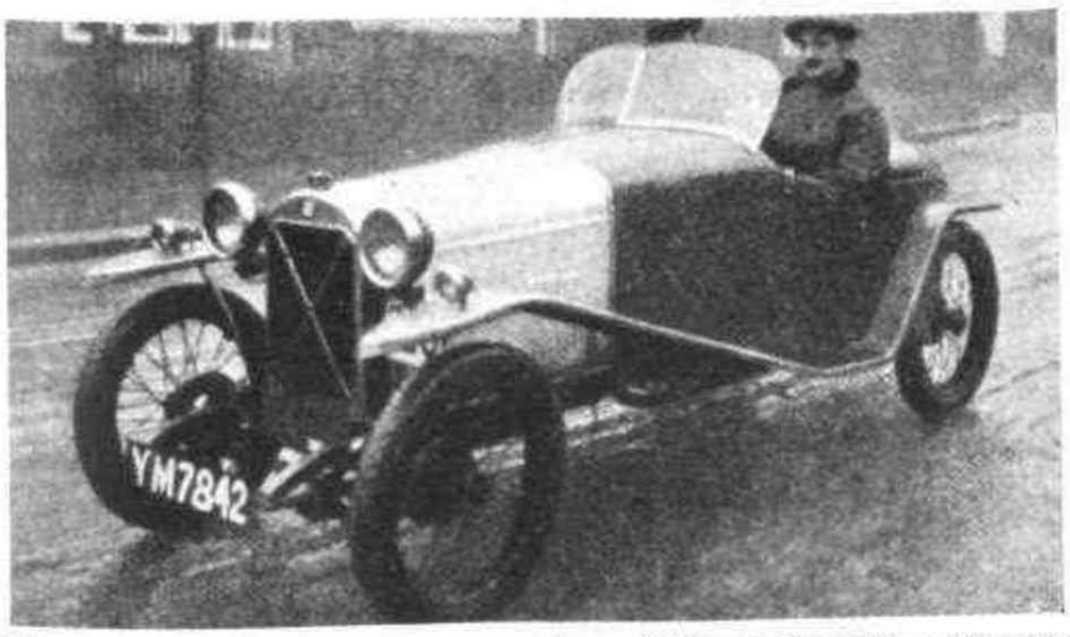


The emphasis in the accompanying article is on fresh-air. Here an ex-Editor of MOTOR SPORT *is seen enjoying lots of this health-giving commodity, on the left in a 12/50 Alvis Super Sports at the top of Alms Hill near Henley-on-Thames; on the right, in a 1925 Mathis Six at Brooklands.*

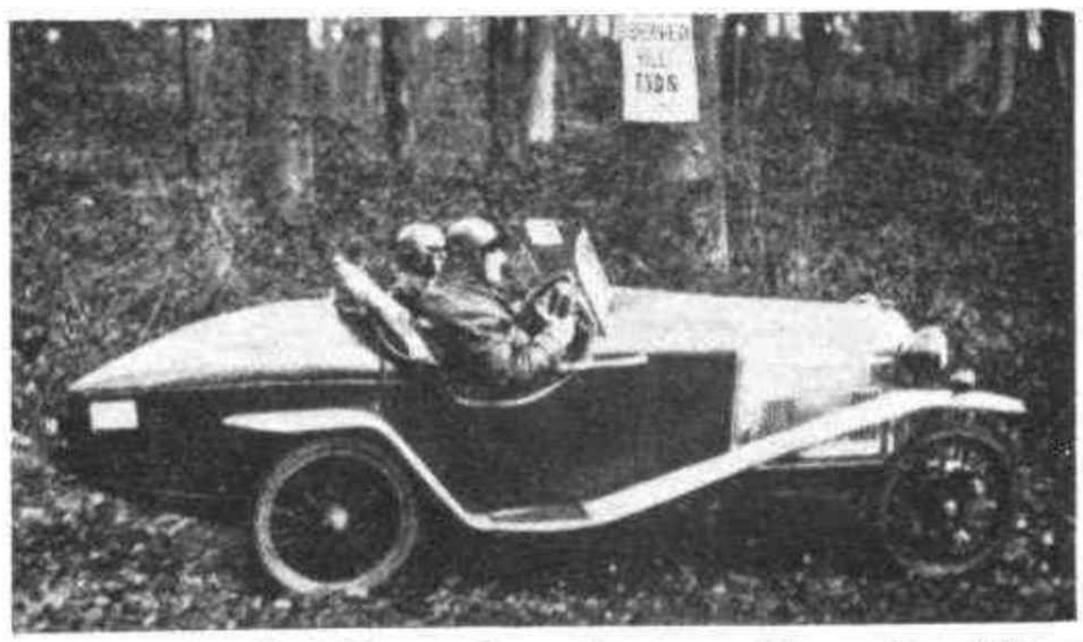
as capable as Harry Hawker's young wife who, fearing for his safety in the 350-h.p. V12 Sunbeam he was testing at the Track—her premonition was right, he burst a tyre and crashed through the fence—went out to the garage, cranked-up the temperamental, difficult-to-start single-seater racing AC and drove it from Thames Ditton to Weybridge) to do so they demanded synchromesh to change gear, windows to keep out the draught, turn-indicators to obviate opening them, a heater, power steering and so on. It is the fair sex, bless 'em, who changed the face of motoring, while contributing materially to present-day road congestion. . . .

Fortunately, for those who either resisted their charms or found the right girl-friends (like that flapper who once figured in a 12/50 Super Sports model in the vintage Alvis ads.) sports cars survived. If it surprises you that they were popular in a period when an overall 20-m.p.h. speed-limit prevailed and most of them could reach at least 50 m.p.h. above it, there is a parallel today with its 70-m.p.h. speed-limit, even if not so many cars can exceed this by a like margin!

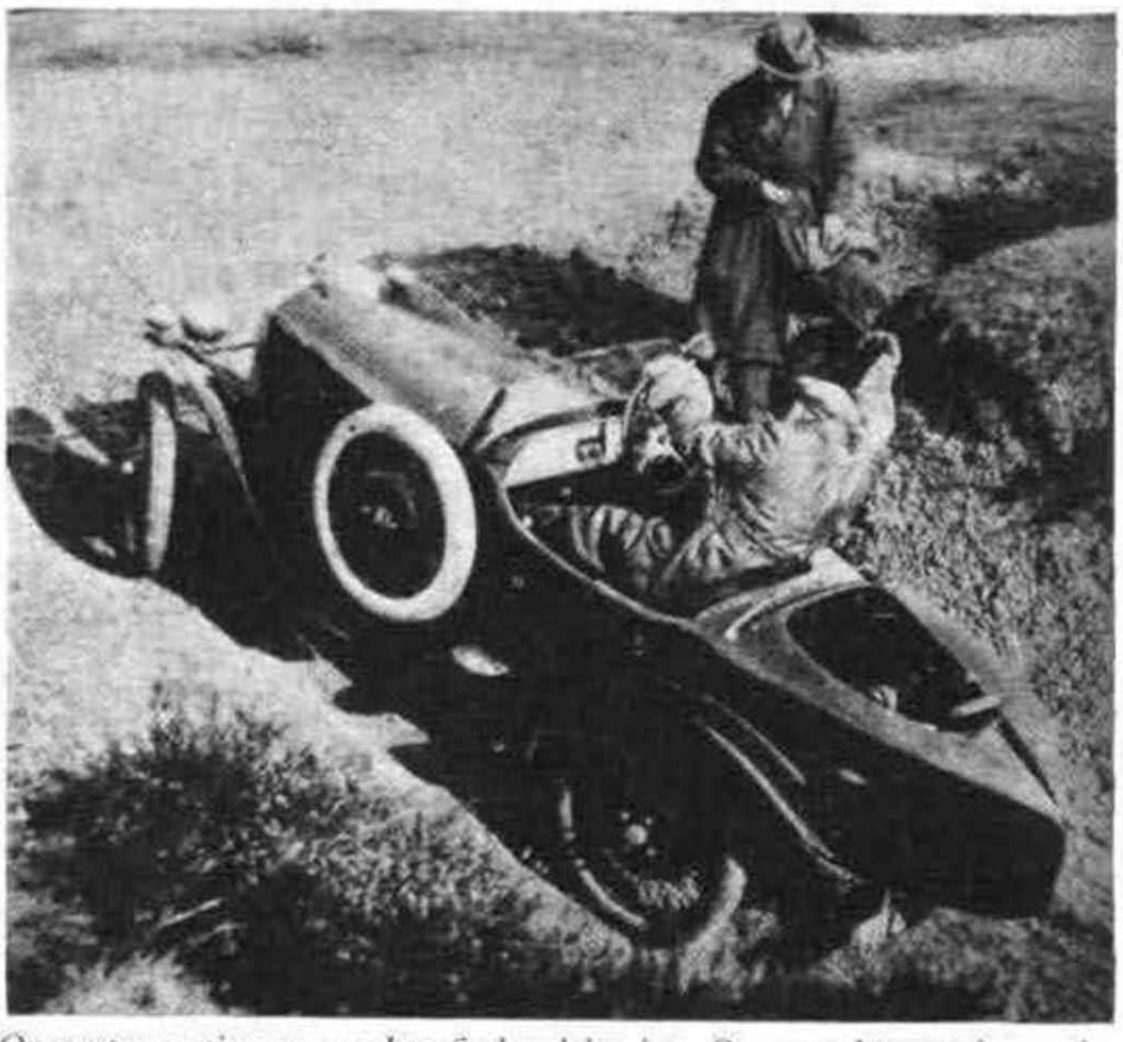
In 1927, a weekly journal managed to list 40 different makes of sports cars in its special sports number, even if a considerable proportion of these were what I would term open sports-tourers, with room for four or five occupants; some even had closed coachwork. The makers concerned were ABC, AC, Alvis, Alfa Romeo, Amilcar, Ansaldo, Austro-Daimler, Bianchi, Ballot, Bentley, Bond, Bugatti, Chenard-Walcker, Darracq, Delage, Diatto, Donnet, Frazer Nash, HE, Hispano-Suiza, Hotchkiss, Imperia, Invicta, Isotta-Fraschini, Lagonda, Mercedes, Lea-Francis, Newton-Ceirano, OM, Renault, Riley, Rover, Salmson, Star, Senechal, Steyr, Sunbeam, Th. Schneider, Vauxhall and Voisin. No wonder the roads of the 'twenties were so fascinating; it is a sorry thought that, 43 years later, only two of these makes have survived in sporting form. However, although it is sometimes thought that these vintage sports cars had very special specifications, far removed from those of the mundane models of the same make, this was far from being the case. Some, it is true, were made mainly as sports cars only, such as Amilcar, Salmson and Senechal, as with Lotus today. But of the makes named, only the twin-cam 3-litre Sunbeam and the big supercharged 33/180 and 36/220 Mercedes had engines notably different from those of the touring models, and, apart from this Sunbeam, only the 10/20 Grand Prix Salmson had d.o.h.c. Single overhead-camshafts, however, were found on Montlhéry AC, 15/60 Alfa Romeo, 18/50 Ansaldo, 19-100 Austro-Daimler, Ballot, Bentley, Bugatti, Chenard-Walcker, Diatto, Hispano-Suiza, Mercedes and Steyr—could Britain have been lagging behind? Lagonda used twin under-head camshafts. The sports AC, Amilcar Grand Sport, Bond, Donnet, Frazer Nash, HE, OM, Renault and Riley were content with side valves, the Imperia, counted a sports car in 10.8-h.p. two-door guise (!), preferred slide valves, even if the customers didn't, and the 16/50 Voisin had Knight double sleeves. The 16/50 Bianchi was called the Silent Sports, reminder that nothing is new, and claimed speeds ranged from 61 m.p.h. for the Imperia and 65 m.p.h. for the Super Sports ABC and 19/70 Austro-Daimler (but the Anzani AC had to be stripped before they spoke of 70 m.p.h.) to 118 m.p.h. for the Type 43 Bugatti (faster than the 2-litre GP model) and 120 m.p.h. for the 36/220 Mercedes, although the Renault 45 "could be tuned up to 120 m.p.h." from its normal 90-100 m.p.h. I refuse to include the 60-m.p.h. 9-15 Renault as a sports car, and the 10-25 o.h.v. Rover for which only 55 m.p.h. was claimed was admittedly given as a semi-sports! Not all that number of 1927 sports cars could do better than 70 m.p.h., however.



February, forty-four years ago—members of MOTOR SPORT*'s staff setting off to compete in the SC & NBMC Colmore Cup Trial in a sports Salmson lent by Armand Bovier—more of that fresh air!*



The man who edited MOTOR SPORT *in 1925 taking a Grand Sports Salmson through the London-Gloucester Trial. It is seen at the summit of Quarry Hill.*



Once upon a time we used to find a drive into Surrey adequate for testing even the faster cars. Here Richard Twelvetrees is elated with a quick ascent of Leith Hill near Dorking in a 1926 TS3 Senechal. During the day, however, a puncture and petrol starvation intervened; 0 to 50 m.p.h. took 21 seconds but all three occupants got plenty of fresh air!

It was being explained at this time that sports cars differed from mere touring cars in respect of better power/weight ratio, achieved by higher compression-ratios, different valve timing, larger valves, lighter reciprocating internals and the weight-saving achieved by using scanty open bodywork. Even in 1920 these were the aims, even if, nowadays, an Eric-Campbell able to reach a top speed of 53 m.p.h. and average 30 m.p.h. from Manchester to London would not be regarded as remotely sporting. . . . In those days Hillman, Aston-Martin, Calthorpe, Eric-Campbell and Mathis were, however, accepted as reputable small sports cars, but were overshadowed in due course by Salmson, Amilcar and Senechal, after which Britain moved in with Ulster Austin 7, "Brooklands" Riley 9, MG Midget, AC Ace, Singer Le Mans, BSA Scout, Triumph and similar sports cars, largely trials bred. Recalling them, and looking at the accompanying pictures, which capture rather well, I think, the fun of driving open sports two-seaters of the 1920s when they were new motor cars, makes one feel an old man, but fortunately old men are doing rather well these days; look at Jack Brabham and Henry Cooper.



In the nineteen-twenties no road-test was deemed complete unless it included a water-splash. Here MOTOR SPORT*'s representative finds one while driving a Brescia Bugatti over the route of an Inter-'Varsity trial.*

In 1970 those sports models which have survived are built from production-line components, have better weather protection, now that fresh air has gone out of fashion, while steel chassis-less hulls have diminished the power/weight distinctions between sports cars and saloons. But differences still exist. The Mk. IV Austin-Healey Sprite develops 65 b.h.p. at 6,000 r.p.m. from a 1,275-c.c. BMC engine which gives 60 b.h.p. at 5,250 r.p.m. in the Mini GT saloon having one instead of two SU carburetters, although the same power unit delivers 70 b.h.p. in 1300GT guise, and the saloon is probably lighter than the Sprite. The MG Midget Mk. III gives the same output as the Austin-Healey Sprite and weighs approx. 1,700 lb.; the Morris Mini GT saloon of like swept volume has five fewer b.h.p. but is some 340 lb. lighter. The MG-B boasts 95 b.h.p. at 5,400 r.p.m. from 1,798 c.c.; the same basic engine in the Morris 1800 Mk. II saloon develops 86½ b.h.p. at the same speed, to move an extra 105 kg. Jaguar get 265 b.h.p. at 5,400 r.p.m. from the E-type engine, compared to 245 b.h.p. at 5,500 r.p.m. from the same size power unit in the XJ6 saloon, which is about 8¼ cwt. heavier. The Triumph Spitfire Mk. 3 shares a 1,296-c.c. engine with the Triumph 1300 saloon (and 13/60 Herald) but the respective outputs are 75 (net) b.h.p. at 6,000 r.p.m. and 61 (gross) b.h.p. at 5,000 r.p.m. and the respective dry weights are 14 cwt. and 17 cwt. (Herald—16 cwt.). So sports cars, even when assembled from family-car components, have good reason for existing, even if handling qualities and cornering power between the open and closed models have drawn much closer in the last few decades.

Forget the pleasingly cheeky "Spridgets", the all-of-a-piece MG-Bs, the more sophisticated Triumph TR6 and the unchallenged Jaguar E-type if you like, but what of the Lotus Elan, limpet-like in its road-holding, with a twin-cam Ford engine giving the same power (115 b.h.p.) as the Twin-Cam Ford Escort saloon, but weighing approx. 1.8 cwt. less? Or that most genuine of modern sports cars, the Lotus 7 Mk. IV in its more potent permutations, or a lightweight "vintage-style" Morgan Plus 8 crammed full of light-alloy V8 Rover power? Sports cars such as these are still desirable properties, whether for fresh-air fun or for pressing on. GT cars are altogether different. Although these initials are applied in 1970 to sports coupés, little saloons and even to a high-speed estate-car, to me a grand touring car is essentially a very fast, accelerative and well-behaved multi-cylinder coupé with just two seats and space for the luggage below a true fast-back roof line. It is the kind of car I would want if I were able to afford a flat in Paris, a villa or a yacht at Monaco and a mistress. It would have to make that journey very rapidly indeed, with only one stop, for refuelling its occupants and its petrol tank. . . .



"Good touring cars are a different matter again"—a 3-litre d.o.h.c. Sunbeam in the Lake District.

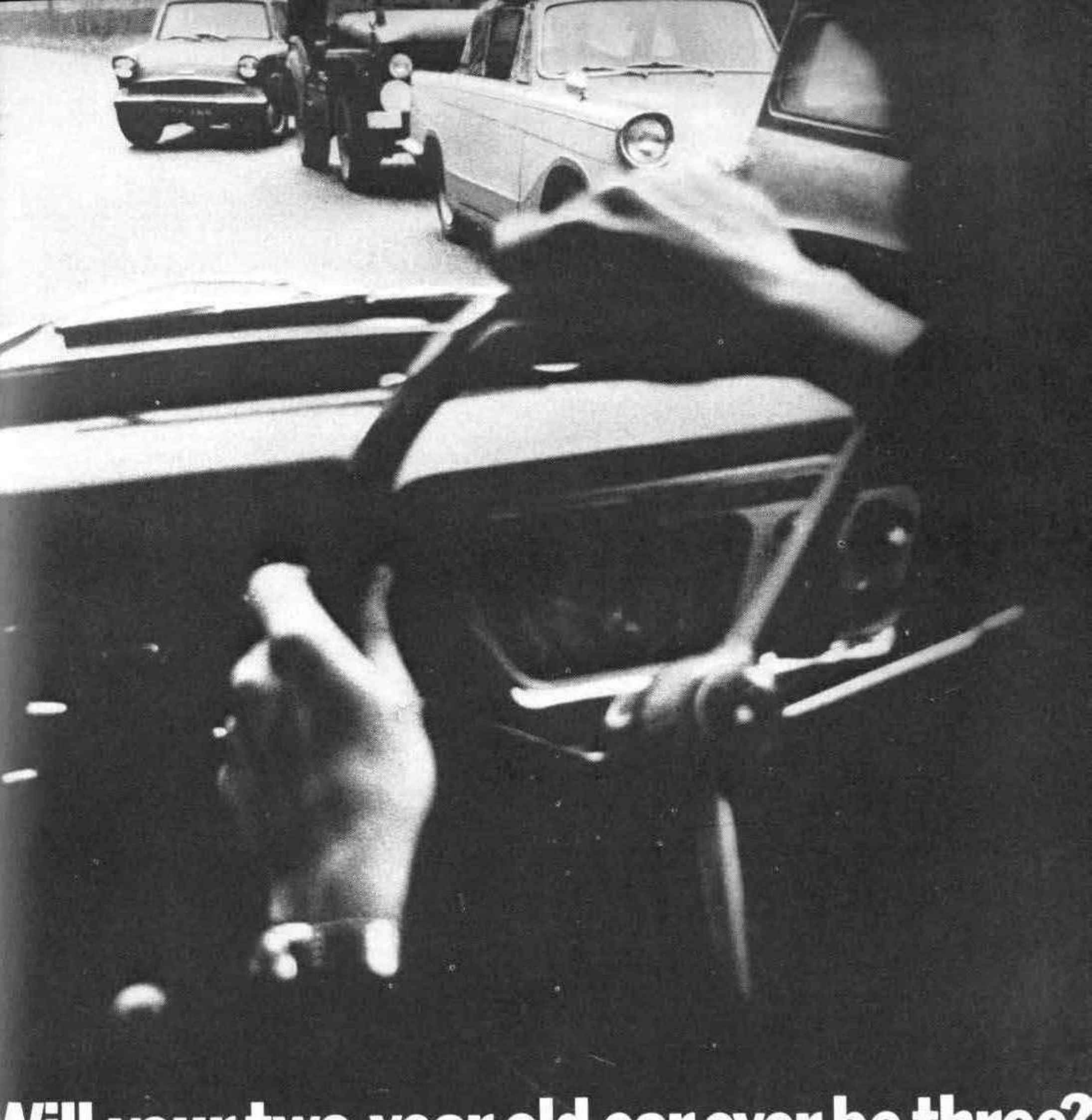
Amusingly, British Leyland's publicity boys seem very confused as to what constitutes a GT car even if they would not accept my foregoing definition of one. For they have issued simultaneously two advertisements, one for the MG-B GT (which I would call a sports-coupé) showing this car running away from a collection of GT-labelled little saloons, captioning it "It's the real GT they're after", and another, for the Austin/Morris 1300 GT, which I regard as a little shopping saloon, labelled "The one GT that just had to be" . . .!

Good touring cars are a different matter again. . . .—W. B.

CONCOURS LANCHESTER

HIGHSPOT of the Annual General Meeting of the Daimler and Lanchester Owners' Club, held on the week-end of April 18/19th at the Jaguar factory, was a *Concours d'Elegance*. This was won by Mrs. S. L. Sawyers of Walsall, with her splendidly restored 1934 Lanchester Ten. The car was acquired two years ago, in derelict condition, by Mrs. Sawyers and her husband, who is also a Lanchester owner.

Runners-up in the *Concours* were Mr. and Mrs. S. E. Thomas, of Solihull, with their restored 1954 Daimler Century.



Will your two-year old car ever be three?

Every eighteen months or so, a car needs a change.

Brake fluid.

If the fluid in your braking system is allowed to stay unchanged much longer, it will deteriorate.

And it won't do its job properly.

If you're lucky, you'll find out in time and no one'll get hurt.

And if you use Castrol Girling brake fluid, you'll be alright for another eighteen months.

Other things being equal.

If you forget, instead of pulling up safely, you could end up pushing up daisies.

Heaven is full of people who forgot.

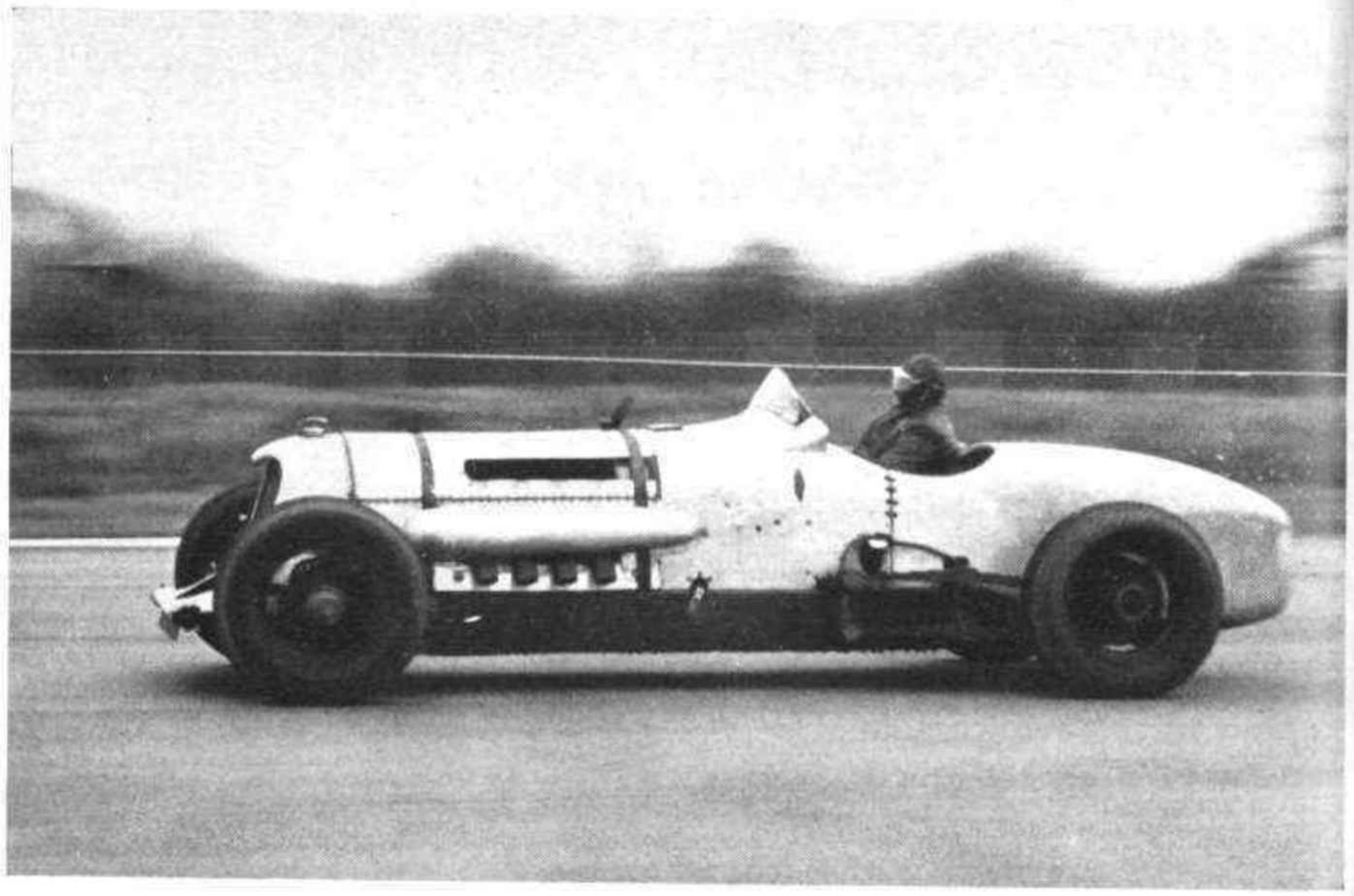
Castrol

CASTROL/GIRLING brake fluid

THE ONLY BRAKE FLUIDS APPROVED FOR GIRLING SYSTEMS

VETERAN–
EDWARDIAN–
VINTAGE

A Section Devoted to Old-Car Matters



"I had driven the car that went faster round Brooklands than any other." The Editor in the Napier-Railton at Silverstone.

A VARIETY OF ANCIENT THINGS

LATE APRIL and early May gave me an interesting variety of veteran and vintage happenings to attend to. It began one Thursday when I set off in the Reliant Scimitar GTE to intercept St. John Cousins Nixon on his 1,060-mile drive round Britain, sponsored by British Leyland, in the actual 1899 single-cylinder Wolseley which ran, as No. 40, winning a gold medal, in the 1,000-Mile Trial seventy years ago. In spite of the comment made last month, I have great admiration for Mr. Nixon, who at the age of 85 was prepared to set off nonchantly on this epic, and exacting, expedition and spend 20 days over it, protected from the weather only by an apron and rug on the Wolseley and a Gannex driving coat, following as meticulously as possible the route of the original AC of GB & I trial.

From the A4 road out of London the Wolseley was to deviate on to A321, to take in Twyford. On the approach to Twyford I parked the Reliant, set the Rollieflex and waited. As noon drew near, knowing Nixon was due in Reading by that time, I assumed he had missed out this loop and gone straight along the Bath Road, which was disappointing, because I had discovered a rusty hydrant by which I proposed to photograph the car—while waiting, camera cocked, a lady reporter from *The Maidenhead Advertiser* ran out of her house to ask what I was expecting. She informed me that this hydrant was used for watering the horses of the Bath Road coaches—it had appealed to me as undoubtedly having served several generations of traction engines and steam waggons (there is another, in a better state of preservation, further down the A4).

Just as I had given up hope a Police motorcycle, followed by a modern Wolseley topped by balloons, its headlamps blazing, came into sight and I heard the unmistakable turf-turf of a one-lunger veteran. The long-lived Wolseley and the gallant Mr. Nixon were on their way, the primitive car carrying the same competition number as it had in 1900.

Over lunch at the Caversham Bridge Hotel in Reading, to which the Police escort had efficiently conducted the Wolseley cavalcade of 1300, 16/60, 18/80 and veteran, I learned that Fred Brown, who looks after all BMC's old cars, was passengering Mr. Nixon, who rode as S. F. Edge's mechanic on a Napier in the 1900 trial and has since driven the Wolseley, the Company's first four-wheeler, from John o' Groats to Land's End and home to Oxford in 1950 and in 1960 celebrated its Diamond Jubilee by driving it over the 1,000-Mile Trial route he was now again re-enacting. The Wolseley *voiturette* was looking after itself with Filtrate engine oil, a special low-octane fuel brewed for it by Shell, and was on 30 in. × 3 in. tyres specially made for it by Dunlop, with their herringbone tread.

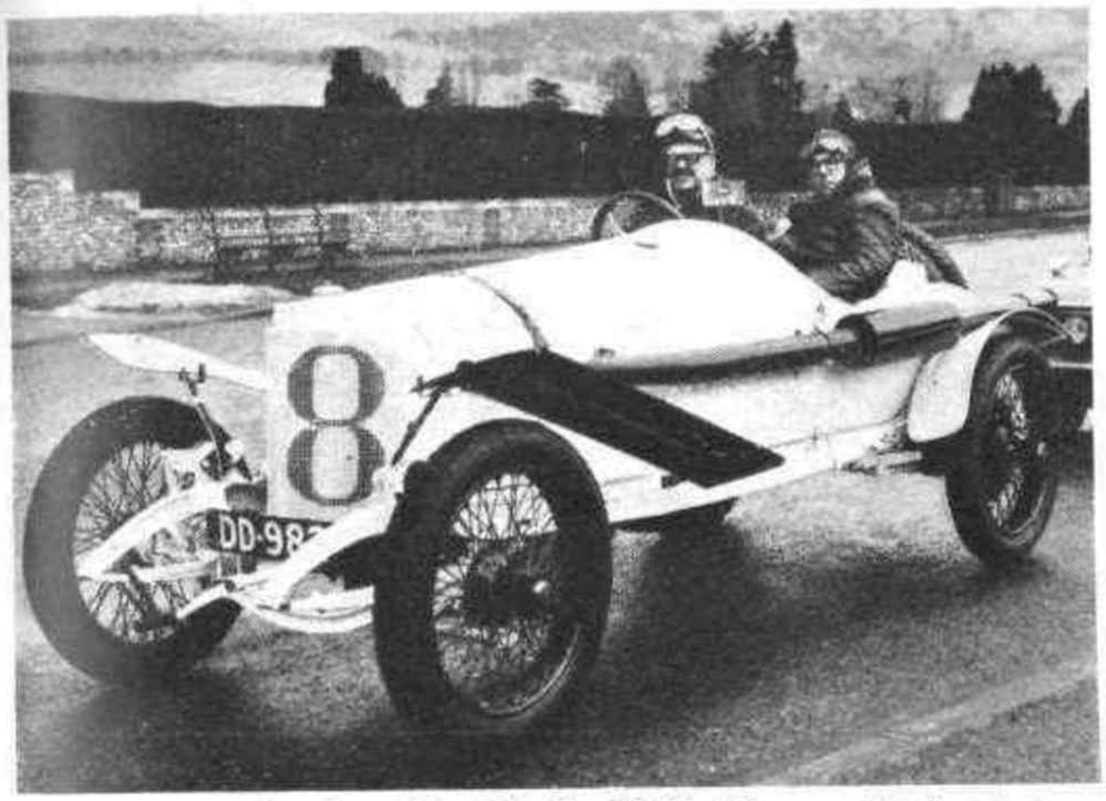
It is not an easy car to drive, being steered by tiller, the speed of its 4½ in. × 5 in., 1,300-c.c. horizontal single-cylinder engine being controlled by continual attention to a throttle lever on the side of the body, which quickly wears through a glove, and having no clutch, the engine being moved by a long outside lever to tension the flat-belt and thus disconnect or achieve positive drive. Not surprisingly, therefore, Mr. Nixon was anxious not to dally over luncheon, especially as he had only oil lamps against the darkness, but was some 1½ hours late leaving Morris Garages, *en route* for Newbury, partly due to hospitality, but delayed further when the engine resisted hand-cranking for some time. It has trembler-coil ignition, an automatic inlet valve, and drives *via* a 3-speed gearbox and side chains. When in good mood it can gallop along at as much as 22 m.p.h. at 650 r.p.m. and was expected to average 12 m.p.h. overall.

As the Wolseleys, ancient and moderns, climbed the hill out of Reading, Mr. Nixon accompanied by a 1902 twin-cylinder Wolseley with tonneau body and Peters Union solid tyres, made in Frankfurt, on its back wheels, I waited while Steve Gillman from BL's Longbridge Press Office telephoned ahead news of Nixon's progress, confident of catching it before Newbury in the speedy Reliant. This we easily accomplished, passing the other veteran Wolseley which was soon *en panne*.

Another Police escort took the 1899 car through Newbury and out again onto the Bath Road, and we fell to wondering what sort of accidents the young chaps driving the pilot Wolseleys would have when they were again able to drive at normal speeds, and what sort of fuel consumption they would record on this run. Nixon had complained of stiff steering and was looking forward to a day's respite in Bristol, when it could be rectified. But now he was pressing on gamely, in a heavy rain shower, although seldom able to engage the 2.75-to-1 top gear against gradient and headwind. The ancient car was running splendidly, an approaching modern Wolseley occasionally flashing its lamps in acknowledgement, so, after a pause for food in Marlborough (where they do a splendid cream-tea at a shop on the left-hand side of the A4) we bid the indomitable Mr. Nixon God-speed and left him to it. It was April 23rd and he wasn't due back at the RAC until May 12th. . . .

The day after I was at the Law Courts giving evidence (for what it was worth—which it wasn't) in the Chitty-Bang-Bang case. The day after that I was privileged to ride with Mr. Philip Mann on his first test-run in his 1914 GP-winning Mercedes since its meticulous rebuild. This was a memorable experience, which is described and illustrated elsewhere in this issue, but it was rather poignant that we went along the very road into Dorking over which I had travelled as passenger 15 years previously in Chitty II, driven by Peter Harris-Mayes, since that old racing car is now consigned to America. . . .

A few days later I encountered Michael Ware, Curator of the Montagu Motor Museum, driving to London in the 1914 C-type Prince Henry Vauxhall, which was to keep a Ford GT40 company at a Pyrene business conference. He stopped and bade me drive this delectable Edwardian touring car to "The Phoenix" at Hartley Wintney. I found this an easy and pleasant task, once I had mastered the suddenness of the throttle opening and sorted out the central roller-accelerator from the other pedals. The Prince Henry had a taut feel about it, the no-nonsense r.h. gear-change presenting little difficulty, retardation achieved by the outside hand-brake in preference to the foot trans-



". . . I was privileged to ride with Mr. Philip Mann on his first test-run in his 1914 GP-winning Mercedes. . . ."

mission brake, and a brass-bound oil gauge indicating a reassuring 20 lb./sq. in or so.

As the car lacks a speedometer it was only when I tailed it later in an Opel Rekord that I discovered its comfortable cruising gait to be 50, with 45 m.p.h. in 3rd gear and 60 in top easily achieved without much effort. The handsome body is a Vauxhall production and from the button-leather driving seat the view is of a square-nosed bonnet, the fine narrow-vee radiator being invisible to the driver. The facia has a row of six switches for the CAV electrics, the various dials have the Vauxhall name embossed on their faces, the big C. A. Vandervell Ltd. headlamps look impressive and fuel is pressurised by a hand-pump on the footramp. There is a foot starter button, the gear-lever lives within the body, and above the 4-spoke steering wheel are the ignition and throttle controls and a minute lever for "Extra Air". The tyres are 820 - 120 Dunlops. A *nice* motor car!

I had met this Vauxhall when on the way to the "Green Man" at Brackley in the company of an American journalist who had travelled 4,000 miles, by TWA, to drive the Brooklands lap-record-breaking 24-litre 12-cylinder Napier-Railton, owned by the Hon. Patrick Lindsay. We found the car, that evening, in the stables of a stately home, from whence it was towed to Silverstone the following day.

What an awe-inspiring racing car this old warrior is! Its 12-cylinder aero-engine has stood up to everything asked of it since Thomson & Taylor Ltd. built the car in 1933—and that includes winning two BRDC long-distance races, and twice breaking the World's 24-hour record, etc. It started promptly on the present occasion, in spite of not having been run for a couple of years or so. Napier certainly knew how to build aero-engines!

Before the stub exhausts break into a waffle, stabs of flame flashing from them as the throttles are closed, the fuel tank is charged with low-octane stuff, the 15-gallon chassis-level oil tank filled with Castrol GP50 lubricant and both radiator and rear tank of the cooling system topped up, respectively through big quick-action and small screw filler-caps. Ignition is achieved by two transversely-mounted Watford IB12 magnetos, which are advanced progressively as the carburetter throttles open. The tyres are 7.00 - 19 Dunlop Racing, podgy ones on the back.

After the car's owner had flown into Silverstone and demonstrated how to drive the big car at up to 120 m.p.h. on the Club circuit the tyros were allowed to play on Hangar straight on the GP circuit. You step on the upper of the very stiff twin cantilever springs on the o/s and slide into the wide cockpit, to be confronted by three small pedals, accelerator in the centre, a tiny gear-lever and hand-brake on your left. The gear-lever has quite a long movement between 2nd and top, bottom, which we were instructed to ignore, being to the left of the top-gear position—there is no reverse. The hand-brake, a mere foot long, is locked by gripping the ratchet-release, instead of letting it go. Otherwise, no problems! Fuel pressure has been built up from a hand-pump on the extreme right of the cockpit. Before you there is a big Jaeger tachometer, calibrated to 3,000 r.p.m. in steps of five r.p.m., except that it first reads "2", then "5". There are four small Jaeger gauges for oil pressure and temperature, fuel pressure and water temperature. There is a double ignition switch, up for off, and set low over on the left a 160-m.p.h. speedometer. There is a control, probably now inoperative, for adjusting the back shock-absorbers.

Second gear is engaged, helpers push, the clutch is fed in, the engine rumbles into throaty life, the transmission clonks as the surprised pilot hesitates before opening up, then it is foot down and you are away. The build up of sheer power is extremely impressive and if you know the car as well as Pat Lindsay does you can really accelerate, o/s back wheel spinning in a ring of rubber smoke. I contented myself with motoring up and down in the available space (which quickly got used up), changing out of 2nd at 1,500 r.p.m., although 2,200 is apparently permissible in a race. The disc rear brakes grab quite powerfully at first but we had been warned that they fade all too quickly, and speed is far higher than a driver dwarfed in this enormous car appreciates. So some caution is sensible. Yet the great beast is quite docile, poodling along slowly in middle gear, which is easy to engage if the change is taken slowly, double-declutching as you go. But it can punish the hand if punched in. . . . At low speed a cloud of rich black smoke comes back from the four exhaust stubs on the left of the cockpit but this clears as soon as the six-cam engine is opened up; then you step off impressively, in a manner which got Cobb the s.s. mile record at 102.5 m.p.h. (At the other extreme, it covered 100 miles at Utah at 168.59 m.p.h.)

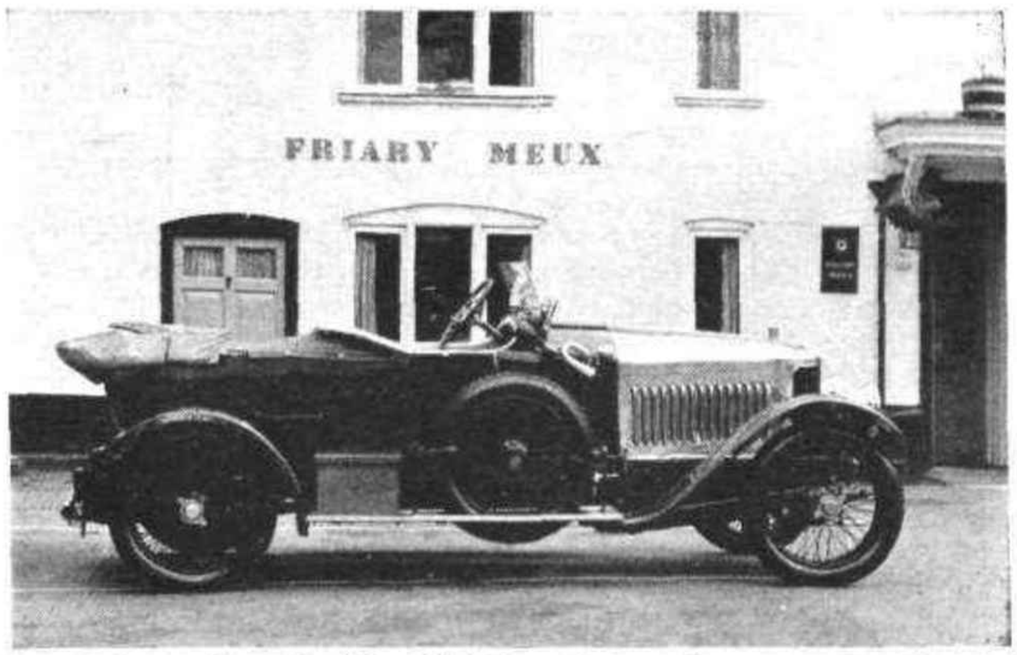
Steering lock is decidedly limited and you talk not of turns lock-to-lock, or even *turn*, for the big flexible-spoke steering wheel controls extremely high-geared steering. These impressions were gleaned after a very brief acquaintance with this famous motor car, but I drove home in the Alfa Romeo with a happy feeling of elation—I had driven the car that went round Brooklands faster than any other, at 143.44 m.p.h. for a f.s. lap. . . .

The next day I left home early, in the Alfa Romeo, to report on the start of the VCC 1,000-Mile Trial, called the V & G Trial because the Vehicle & General Insurance Group was sponsoring it, with fuel and oil donated by Mobil. This strenuous event was obviously going to be, also, a great social occasion, with the many luncheon and overnight stops, and it was supported largely by those who enjoy such things.

I picked up the route at Reading but got beyond Hungerford before encountering any activity. Retracing the route, however, I met Blackford going splendidly in his 1908 T-head 18/24 Austin with Longbridge-made landaulette body, far ahead of the others. He parked at the Mobil refuelling point in Hungerford and disappeared into an hotel before Blake's chain-drive Thomas Flyer, also a 1908 car, appeared, the Massachusetts entry on Firestone tyres, hood up, and with Solar Lens Mirror searchlights as proof against the hours of darkness. Alldays' little 1911 12/14 Alldays pulled in with the Thomas, then Mann rumbled by in his immaculate 1914 GP Mercedes, followed by Rowley's Talbot 25. The Mercedes, on its first real run, had been holding 70 m.p.h. at 1,800 r.p.m. very happily but jumped about over the bumps due to slack rear shock-absorbers.



". . . some 1½ hours late leaving Morris Garages en route for Newbury"—the courageous 85-year-old Mr. St. John Nixon in the 1899 Wolseley, accompanied by a 1902 car of the same make.



". . . bade me drive this delectable Edwardian touring car to 'The Phoenix' at Hartley Wintney."

At Marlborough the Police were being helpful, the entire centre of the main street was devoted to parking the veterans, there seemed to be nearly as many V & G Fords and Vauxhalls afoot as competitors and officials in funny hats, programme girls in funny hats and mini-skirts, and elderly gentlemen wearing the deerstalkers some of them consider appropriate to veteran-car occasions. The public were taking an intelligent interest. The Lewis/Fenton 1903 four-cylinder Panhard arrived in good time, White's 1913 Rover tourer looked very odd on 4.50×19 tyres, Richardson's 1906 Talbot had a splendid exhaust box, and after a long gap the stream began again with the arrival of a girl driving a 1911 Rover with "proper" tyres and a Viking's head mascot. Tavener was in a red Model-T Ford Tudor Sedan, Major Pitt's 1912 Rolls-Royce was covered in multitudes of little badges, Windsor's nice 1914 Austin Ten tourer was reminiscent of the later 12/4, Holland's 1904 Talbot sported the registration letter "O" and was followed in by Thompson's 1911 Rolls-Royce with the letter "X" on its number-plates. Trayford's 1915 Studebaker tourer had a two-tone bonnet and detachable rims, Wilkins' 1912 12/22 Motobloc was wearing a single gas headlamp, Morris' 1913 Humber 14 had wire wheels and leather valances, Love was driving a big 1913 six-cylinder 24/30 Wolseley torpedo-tourer with platform rear springing and a flap-valve on its exhaust tail-pipe, Bray's single-cylinder 1907 De Dion Bouton carried three persons, the all-blue 1914 Hupmobile was driven by Miss Bendall, Welch's 1901 Decauville was at Marlborough before 12.30 p.m., and there was no mistaking the single-lunger exhaust note of Estler's 1904 6-h.p. Siddeley. Jackman effected a silent change-down on his 1907 Rover 20 as he drew up, but Harding smacked in the gears of his 1913 12/16 Sunbeam. Interesting makes there were for the onlookers to examine, such as an Iris, Slater's 1915 Waverley with pointed-tail three-seater body, a 1906 40/50 Bianchi from Ireland and Gray's 1914 Lancia Theta, while the drivers took lunch at the Ailesbury Arms Hotel. Lord Montagu's 1899 Daimler, the only entry from the original 1,000-Mile Trial, was said to have been late leaving the RAC but was eagerly awaited—the other competitors had started from Hayes.

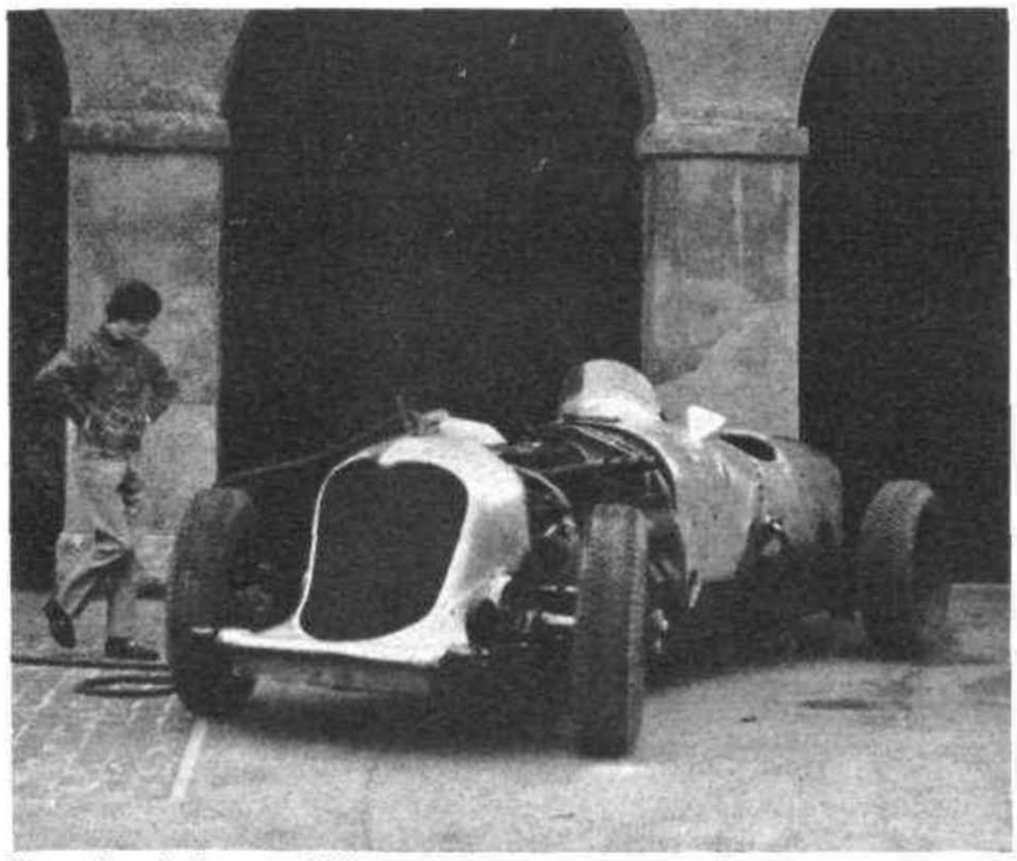
I left before they restarted, intent on looking at a pre-WW2 car advertised for sale near Taunton. It proved to be a sorry, rusty wreck but, although this was, in fact, May Day, I refused to become "an April Fool" by paying the price asked. But it was a long drive home—thank goodness I was in a car that makes light of long distances!

Next, it was to Silverstone for the AMOC St. John Horsfall Meeting, at which ten races were most efficiently run off, everyone starting on time. My main reason for going was to see the Morgan 3-wheelers. They are a madly enthusiastic and friendly clan. Where else would you find a radiator kept in place by some bunjee rubber connecting filler cap to scuttle, or hear the remark "Don't you think you are slightly retarded?"

They produced Morgans from 1930 to 1949, with JAP, Matchless, Anzani, Vincent and Ford engines. In the scratch race Shotton's Super Aero with 990-c.c. Matchless engine led all the way, winning from Caroline's Mog, a Super Aero-JAP, with Edmonds' similar model third—all vintage machines. Shotton averaged 63.87 m.p.h. and lapped at 65.34 m.p.h., for 10 laps of the Club circuit. They later had a 10-lap handicap, won by Caroline at 64.62 (best lap, 66.08), second place going to Week's well-driven 1930 Super Aero-JAP which contrived to motor into the Woodcote ditch and out of it without stopping, a fine demonstration of how safe a Morgan is, although the lady passenger may have thought it rather elaborate! Third place went to Shotton. The programme contained an Onyx advertisement surely written with the Morgan 3-Wheeler Club in mind—its opening lines read "The pits reeked of oil, burned rubber and fear. My hand was steady but my stomach shook". . . .

The big race was the Colin Crabbe Challenge Trophy for historic racing cars. It was somewhat straggly, due to non-starters and retirements, from which such races now suffer. Waller didn't run the Corner *monoposto* Alfa Romeo because he had wanted to alter the axle ratio but wasn't sure how the differential should be reassembled, and Merrick in Crabbe's 8CM Maserati, the ERA-Delage and Crabbe's own Maserati 250F soon fizzled out. Corner's DBR4 Aston Martin, never putting a wheel wrong, ran right away with it, appropriately, at an AMOC meeting. Fraser's Lotus 16 passed Wilks' Lotus 16 into second place after 11 of the 15 laps and no-one else was really in it. Martin Morris was going well for the pre-war prize, until his 2-litre ERA broke an oil pipe. The Hon. Patrick Lindsay in the ERA "Remus" had some exceedingly alarming moments when furious back-axle tramp set in under braking but he avoided the Woodcote ditch and bravely went on racing. Of the other old-car races, McLennon's MG-N beat Giusti's blown MG-TB in the Jack Emmott Trophy, neither looking like pre-war cars, but their driving being exciting. Three Jaguar D-types were in the Holland Trophy, won by Corner's, at 83.9 m.p.h., from Fellowes' Maserati 450S. Freeman was rewarded for replacing the head of his Spa Special Aston Martin (using a magneto robbed from Bishop's Speed Model and adapted to coil ignition) by winning the St. John Horsfall Trophy Race.

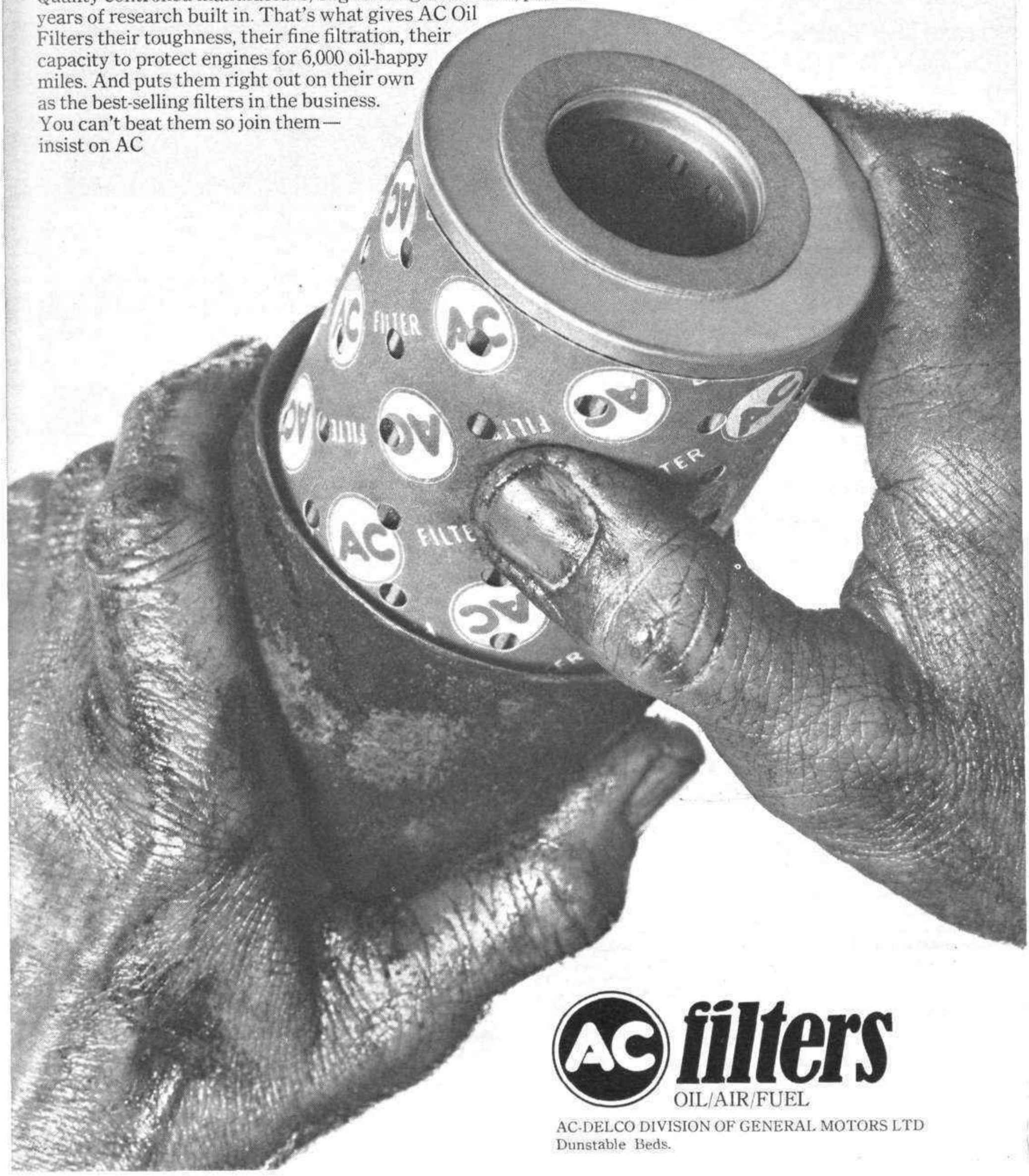
On the Sunday, by way of contrast, I rode to Brighton on a sack of coal, eyes watering from flying ash, in the back of a 1916 5-ton Foden steam waggon. We left Battersea at 6.25 a.m. and had an uneventful journey, thanks to the combined skills of Mr. Hardwicke and his stoker-cum-mate. This Foden is on Dunlop solids, 160×64 for 670 on the front wheels, bigger twins at the back, and is driven from the n/s, the driver perched on a wooden seat directly behind the exposed flywheel with its contracting band brake (which perhaps ensures restraint over engine revs.!), the little metal 5-spoke steering wheel with hand-grip controlling a centre-pivot front axle by means of a worm gear and steering chains. The driver steers with his left hand, using his right hand to work the long horizontal steel lever which controls steam admission, and puts the engine onto compound for increased power, and to juggle with the water-feed control. He has whistle and bulb-horn for audible warning of approach (!) and oil sidelamps augmenting a single gas headlamp for after-dark steaming. The flywheel brake is supplemented by contracting bands on the back axle but the wheels bear evidence, in the form of undrilled lugs, that Foden Ltd. was contemplating rim brakes when they introduced Akermann steering. In the cab the very long driving chain can be heard threshing as the engine idles, flywheel band applied, but on



Watering the brute. Filling the two header tanks of the 24-litre Napier-Railton prior to towing it to Silverstone.

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". . . to report on the start of the VCC 1,000-Mile Trial." Competitors at the checkpoint at Marlborough are L. Holland's 1904 Talbot and, behind, D. B. S. Thompson's 1911 Rolls-Royce.



"My main reason for going was to see the Morgan 3-wheelers."

opening up the blow-back of cinders which assailed us died away and the engine pulled strongly to the inimitable Foden chimney beat. The driver's mate maintains the fire, pulverises coal, inspects the big glass-tube water gauge beside the firebox, oils, signals right turns and generally assists, working in a sort of pit which serves as the cab floor. Great stuff, enjoyed with streaming eyes amid the paraphernalia peculiar to steamers, such as shovels, rakes, rag, brushes, coal bags and supplies of cylinder and lubricating oil—this was yet another version of sporting motoring! Never once did steam pressure fall below 150 to 200 lb./sq. in. and so skilful was the stoking that she sometimes blew off up hills. Mr. Hardwicke handled "The Dorset Rambler" so sympathetically that we occasioned no-one any alarm or inconvenience and, thanks to 240 gallons of water carried in two cylindrical tanks in the truck body, we arrived at Brighton on this National Benzole-sponsored HCVC run in just over six hours, including three stops, one to tighten a leaking gland, the others for oiling-up—and it isn't every entrant who provides a cooked breakfast for his passengers, *en route!* Before we were clear of the London suburbs the beautifully turned-out Foden passed the 1917 Fowler R3 road loco that had left London much earlier, towing a van and a Land Rover, and was the first steamer to arrive at the finish. It had used perhaps 4 cwt. of Welsh steam coal, carried six persons, and had never been off high-speed.—W. B.

V-E-V Miscellany.—In London two vintage Sunbeam 25s, one a saloon with a rod out of its engine, the other a very rough two-seater with dismantled engine, have come to light in a garden, together with a 1933 20/25 Rolls-Royce Hooper sports saloon in running order and the decaying remains of a Standard saloon, probably a Little Nine. These were for sale but the f.w.d. BSA Scout and Austin 7 Ruby with them were to be restored. In Dorset a Morris Commercial lorry, believed to be just post-vintage, has been found in a barn, and a Model-A van and a sad but intact *circa* 1929 Dennis coach chassis, less radiator, are reported from Surrey. A reasonable 5.00 × 21 tyre is available free to anyone who would collect it from a Harrow address. A silver ink-stand of Jenatzy driving a 60 Mercedes in the 1903 Gordon Bennett race in Ireland was auctioned recently at Sothebys and went to VCC member Mr. R. Loder for £210. It may become a Club trophy. The Railton OC holds its 14th Annual National Meeting at Finmere aerodrome, near Buckingham, on June 14th, commencing at noon. A Carless petrol sign, which was doing service as a street house-number sign in Johannesburg, has been restored by someone who wonders when the products of Carless, Capel & Leonard, who invented the name "petrol", were first imported into S. Africa. The owner of a 1924 3-litre Type 16M3S Cottin-Desgouttes wonders how many others exist, and would like to know the history of his car, Reg. No. YK 3377, re-registered in 1952 as HNR 595. There have been rumours of such cars in Scotland and Australia, there is apparently one in the Shuttleworth Trust collection, and the ex-Hornsted racing car was in Yorkshire during the war. Shell used one of their pre-war Dennis tankers in conjunction with a recent site-promotion. A 14.9 Ford engine has been in use in Lancashire driving a small boring rig.

STEAM IN ENGLAND

AS a change from going to veteran and vintage car rallies, readers may care to note that this month traction engine rallies, at which old cars are usually in evidence in any case, are scheduled to take place at Hungerford Common on the 13th/14th, at Whitecross, near Wadebridge, Cornwall, on the 20th/21st, and at Banbury and at Ardingly, Sussex, on the 27th/28th. The National Traction Engine Club lists many other such fixtures in the months that follow. Apart from these rallies, the Marshall steam-roller "Lady Jayne" has been working on road improvements in Sussex and Hereford CC is using its Aveling & Porter steam-roller No. 9166, which is No. 3 on its Main Roads fleet, in connection with road widening between Ledbury and Hereford. So serving steam still survives in Olde England. . . .

Incidentally, with the rebuilding in 18 months of a 1917 Yorkshire steam waggon which was discovered in pieces two years ago, another make has been saved. A Clayton was reported in the Midlands some time ago, a Robey was being rebuilt nearer London, there is a Tasker in the reformed Tasker's Museum in Hampshire, and we believe a Mann exists, so the rarer makes of steam waggon have survived to join the popular Fodens and Sentinels. It would be nice to see them all assembled at one rally—and if this happened, what makes would be missing?—W. B.



"I rode to Brighton on a sack of coal"—The 1916 Foden steam waggon which took the Editor on this year's HCVC London–Brighton Run—the driver, Mr. Hardwicke, is standing on the left of the Foden, with the child, and his stoker is on the right of the waggon.

"...and he was bragging as if
he'd given Fangio a few tips.
Then he asked what I drove.
I said an Alfa.
He changed the subject..."



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Probably the most widely coveted—and envied—of all high-performance sports coupes. Get behind the wheel, get the individual 'feel' of the 1750 GT Veloce, and you'll know why. It's away ahead of every other car in its bracket—you'd expect that from Alfa. You can accelerate faster, corner more swiftly and safely, hold top speeds longer—and still manoeuvre easily through town. And it's so responsive—a partnership, not a battle for power. Italian-bred elegance makes this the most luxurious, comfortable, fixed-head GT Coupe around. If you'd like a trial run, write or telephone us and we'll fix a test drive for you through one of over 100 Alfa dealers—who also provide expert, Alfa-trained service when you own the Alfa. Or the Alfa owns you.

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2-door, 2 + 2 high performance coupe with twin overhead camshafts, 132 bhp aluminium engine, 5-speed gear box, servo-assisted disc brakes all round, 0-50 in 6.8 secs. Top speed over 118 mph.

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RUMBLINGS

■ **OPEL OMNIPOTENCE.**—Opels used to be particularly very dull cars, although the post-war Kadett, seemingly made of tin and brown paper, endeared itself to quite a number of drivers because it handled so much better, with its Dubonnet i.f.s., than the then current British economy cars and got along quite well for a roomy £125 saloon. There may be other makes which have swung from the mediocre to the excellent. Opel has certainly done just that. Very good reports are coming in from the Continent about the latest Commodore saloons and coupés, with revised rear suspension and peppy o.h.c. power units.

Consequently, we were in anticipatory mood when we arrived at the office to pick up a road-test Opel, which we thought was to be the 1900 GT coupé with retractable headlamps which we had admired at Earls Court last October. Instead, there confronted us a big fastback coupé labelled Rekord 1900L on Goodyear G8s, with four Lucas auxiliary lamps to augment the big rectangular headlamps, and a heated rear window. This spacious Opel Rekord wasn't exactly our idea of a sports-coupé, which anyway it doesn't pretend to be, because it rides (very comfortably) on rather soggy suspension, although for its size it gets along surprisingly well on 1,897 c.c. Indeed, Opel's agricultural-looking cam-in-head four-cylinder 93×69.8-mm. engine gives off 102 (SAE) b.h.p. at 5,400 r.p.m. and drives through the new GM Strasbourg automatic transmission to a coil-sprung back axle located by a lateral link and upper and lower trailing links.

The whole concept is that of a well-contrived touring machine, with light controls and a smooth willing engine. It gave a commendable 29 m.p.g., used no oil in 500 miles, had a heated rear window and single instrumentation, including a clock you couldn't fail to see—maybe Opel consider the more space there is for the clock mechanism the more reliable it will prove! Anyway, in spite of first impressions, we grew to like the Rekord style of travelling and we are looking forward to trying quicker models by Adam Opel AG of Russelsheim.

Having so far refused to have automatic transmission in personal cars, the driver was nevertheless interested in Opel's approach to it. They point out that some 89% of all American automobiles have it, and that although about 90% of European cars do not, abolition of manual gear-changing is bound to come, one forecast suggesting that 75% of new European cars will be so designed by 1975.

So GM set up GM Strasbourg in November 1968, to get on with designing and making a new 3-speed automatic transmission that could handle the torque of small as well as large engines. It had to be lighter, cheaper and an improvement on other GM automatics. It was estimated that 366,000 such units, suitable with four- and six-cylinder engines, would be needed by 1971. GM had adopted the Hydra-Matic transmission used in the Oldsmobile F-85 in 1961 for Opel, Vauxhall and Holden cars, and in 1965 had installed some 41,000 Chevrolet Powerglide units in Holdens. The new GM Strasbourg transmission can handle engines from 1.1 to 3.3-litres and it is some 20 lb. lighter than the Powerglide used in former Rekords and Vauxhall Victors. Instead of being cast, its clutch drums are of rolled steel, and the pinion carriers are of steel, instead of cast iron. It is assembled from 142 different parts made by French, American and German sub-contractors, together with 74 more produced on 356 machine tools at GM Strasbourg. The torque converter, the unit's most important single supplied component, is made by GM (France) at Gennevilliers.

General Motors are obviously serious about putting automatic transmission into their smaller-engined cars. The new plant covers 247 acres and employs about 1,000 people, about 65% from the Strasbourg area. Each transmission unit is checked electronically. The biggest assembly building covers 403,000 sq. ft. and contains a 13,000-ft.-long conveyor-belt.

This has not necessarily converted us to letting our cars change their own gears, but certainly the Opel Rekord L coupé had a very smooth but harsh-sounding transmission, upward changes under kick-down coming at around 38 and 58 m.p.h., and the selector lever for P, R, N, D, S, L worked more smoothly and positively than many of its kind.

■ **JAGUAR DIFFERENCES.**—When the Jaguar Car company introduced the Series 2 E-type at the 1968 Earls Court Motor Show the obvious differences were received with mixed feelings. Headlamps and rear-light clusters had been "Americanised", as had the bumpers and the instrument panel, and switches had been made safe for nervous American statisticians and law makers. There were other modifications that were mentioned, such as fully adjustable back-rests to the seats, in place of the ludicrous two-position miniscule adjustment of the earlier seats, the horn button was moved from the steering wheel centre to the end of the headlamp flasher/turn-indicator lever, the heater and choke controls were recessed in the facia, to make them safer, but much more "fiddly" to use, and the good old-fashioned starter button was replaced by a key-starter. There were other mechanical improvements, to the gearbox, the steering column and the windscreen wiper, while the two-eared knock-off hub caps were replaced by a cap with three lobes, over which a special eared striker-ring is hooked and then clouted. Some statistic somewhere says eared hub-caps might cause pedestrian injury in an accident.

Since using a 1970 Series 2 E-type a number of other modifications have been noticed, compared to the earlier 4.2-litre E-type, and many of them have put right small faults that became apparent in 120,000 miles of hard use of the earlier car. Having cooked an alternator due to the proximity of the exhaust stub from number one cylinder, it is nice to see there is now a heat shield. Having had the complicated cross-over flow header tank rust through, it is encouraging to find an entirely new radiator and piping with no separate header tank, and after watching the old pressure cooling system blow the first pint of water out of the overflow on warming up, it is good to see that the overflow feeds into a small sealed tank on the bulkhead, which can siphon back into the system if required. The old single thermostatically-operated fan, like an aeroplane propeller, that functioned well but noisily, has been replaced by two small neat units tucked away into the radiator cowling. The rubber boot over the gear-lever, that was guaranteed to split if it was not kept pressed down at the bottom of the lever, has been replaced by a much better leather affair, and the double-vee belt driving the alternator that fell apart has been replaced by a single-vee belt. The drive on the rear of the inlet camshaft that drove the little generator for the rev.-counter broke more than once, but that trouble has been cured for ever; the rev.-counter is now energised electronically from the ignition. The universal joints on rear drive shafts on the Series 1 car were "sealed for life on assembly", but "life" proved to be 60,000 miles. They now have good honest grease nipples on them. It is rather touching to find plywood floorboards to the luggage compartment of the open roadster in 1970, but depressing to find no A/F ring spanners in the toolkit. The bonnet now hinges up on neat telescopic enclosed spring units, replacing the old open coil springs that went rusty and "clanged", but the new grille in the air outlet at the rear of the bonnet is pretty and prevents you from hooking fingers into it to lift the bonnet the first half-inch to get at the safety catch; you now have to scrabble about at the sides as best you can.

Best improvement of all is the cylinder head with redesigned valve guides and valve gear, which have changed the notorious Jaguar oil-consumption from disastrous quantities to very reasonable quantities, about 4,500 miles to the gallon. The fully adjustable seats are a huge improvement, and the mechanism has caused them to be raised slightly, improving vision. The horn button on the end of the flasher stalk is tiresome, especially when you are winding the steering wheel on mountain hairpins and are used to pressing the wheel centre button with your forearm as you take another handful of lock. The nasty little clock that used to be mounted in the rev.-counter face, and never lasted more than three months, has gone for good, to be replaced by a proper-sized clock in the centre of the instrument panel, which, by the way, still hinges downwards for access to the wiring.

For anyone who keeps his E-type for only four or five thousand miles, before it is really run in, most of these detail improvements are of little interest, and there are many Jaguar buyers like that. Those who use E-types for serious motoring must be pleased to know that the Jaguar Engineering department take note and act, even when it is not a publishable sales promotion problem.

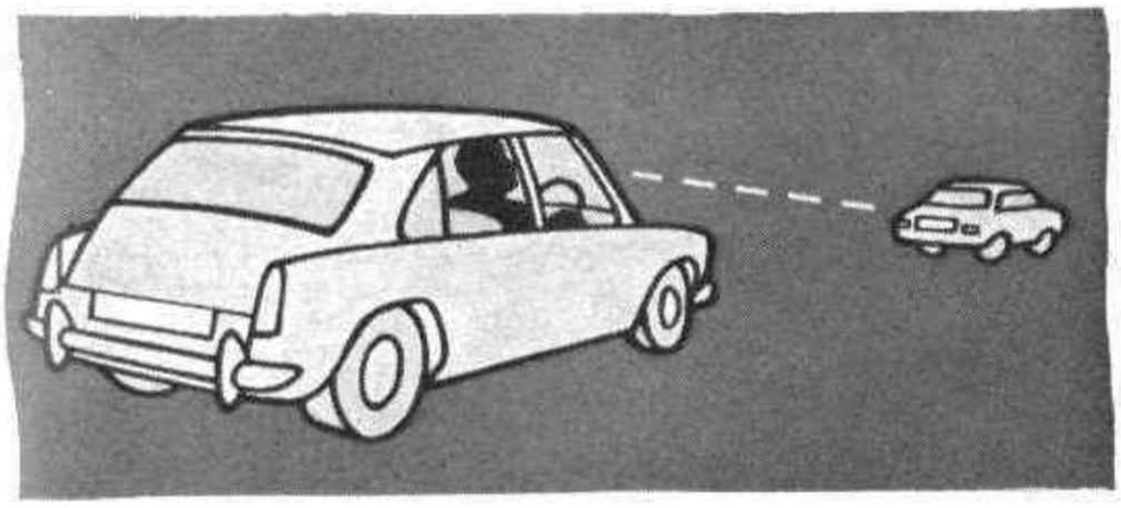
A. D. Easen, 55, Abbey Road, Warley, Worcs., is anxious to form a register for Austin Sheerline 125 and Princess 135 cars, being the owner of one of the latter.

The new Membership Secretary of the Sunbeam-Talbot-Alpine Register is C. R. Griffiths, "The Cottage", East Chinnock, Yeovil, Somerset.

A five minute quiz to help you stay alive

1. On a clear, dark night, you can see reflective safety plates at a distance of:

a) 20 yards
b) 1000 feet
c) ¾ mile



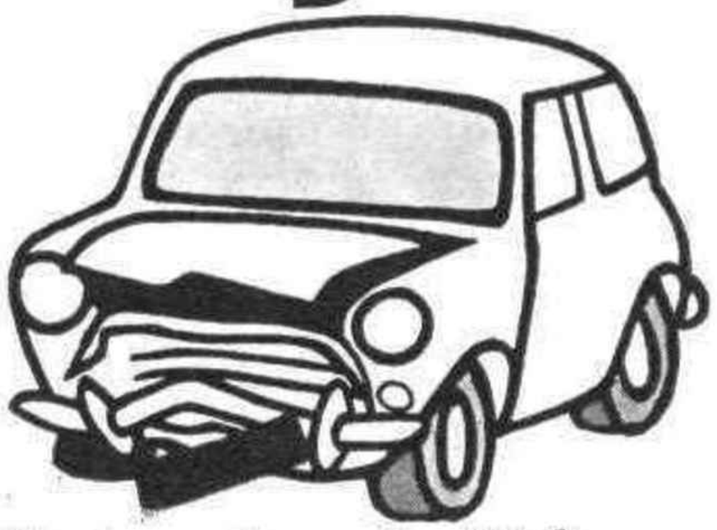
2. About how much do a pair of yellow and white reflective safety plates cost:

a) £4
b) £7
c) £13

3. If you were travelling 50 mph, how far will you go before coming to a full stop:

a) 20 ft.
b) 80 ft.
c) 175 ft.





4. What number of vehicles were involved in accidents in 1967?

a) 75,899
b) 441,110
c) 638,224

5. If you see a single headlight approaching on a dark night would this be:

a) A motor cycle or scooter
b) A car with its offside light not working
c) A car with its nearside light not working

Answers:
1)b, 2)a, 3)c, 4)b.
5) It's impossible to tell unless the approaching vehicle is fitted with a reflective safety plate.

If you would like to get a perfect score in safe driving ask your garage, accessory shop or car dealer to fit reflective yellow and white safety plates. They're durable, smart looking and quickly fitted. Do it soon—it won't kill you.

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LOOKING BACK AT JARAMA

EVEN AT this distance of time, looking back at the wrangling that went on in the paddock before the Spanish Grand Prix still makes me feel sick and very apprehensive for the future of Grand Prix racing. The trouble all stems back to a meeting in Geneva last March, and that goes back to meetings throughout last winter. The European Grand Prix race organisers got together after the end of the 1969 season and decided to take a leaf out of the book of the Watkins Glen organisation. The USA Grand Prix has been run for some years now on a system of no starting money, but substantial prize-money, the rewards going to all the starters, the last placed being guaranteed a sum that would constitute adequate starting money. The European organisers, who have formed an Association amongst themselves, with a working committee, thought this a good idea, as it meant that the further and faster a competitor went the more money he earned and a car or driver that did a miserable one lap would get paid accordingly. When this idea was suggested there was a sharp cry from the Association of Racing Car Constructors and Entrants, who justifiably pointed out that the prize-money idea was all right providing there was enough of it. Nobody had ever complained at Watkins Glen for first prize was in the order of £20,000 and last prize £1,000, and the Constructors and Entrant doubted whether European race organisers could match those figures. Of course they could not, so discussions started to decide a minimum acceptable total prize-money. Agreement was reached with a satisfactory figure based on the minimum starting grid of 16 cars, as stipulated by the FIA for the Monaco GP. Everyone was happy, the race organisers all agreed to put up a total prize-money of so many thousands of pounds, and to apportion it in agreed steps from first place to 16th place.

At this point some confusion began to arise, for first of all the Ferrari team refused to join the Constructors' Association, preferring to do private business, as regards starting money, with each individual organiser and secondly the organisers of the Italian GP did not go along with the "prize-money only" idea at all. So, on two counts, the decisions being made were not unanimous, and actually had strong opposition. Overlooking these facts the two parties continued to draw up agreements, and the Constructors said that where a circuit could start more than 16 cars, then the prize fund must be increased by agreed sums for however more cars were on the grid. If there were 20 cars, for example, then the total had to be raised to extend the prize-money down four more places from the agreed minimum figure, which would not amount to much, as 16th place was fixed at something like £700, so that four more starters would only cost about another £1,500, instead of £3,000 or £4,000 under the old starting-money system. Everyone was still happy, but then the question arose of what would happen if an organiser could only guarantee prize-money for 20 cars and there were 24 entries, or if they were down to the minimum 16 starters. The Constructors saw no problem, you took the fastest 20 or 16, or whatever, in practice, all practice being timed for deciding the grid, as Monaco have done for many years. However, the race organisers thought differently, each one knowing that his race spectators demanded certain attractions. On past records, especially 1969, and on guess-work, one organiser wanted to be sure he had a Ferrari in his race, another wanted a BRM, someone else wanted Graham Hill, another wanted Brabham, and so it went on.

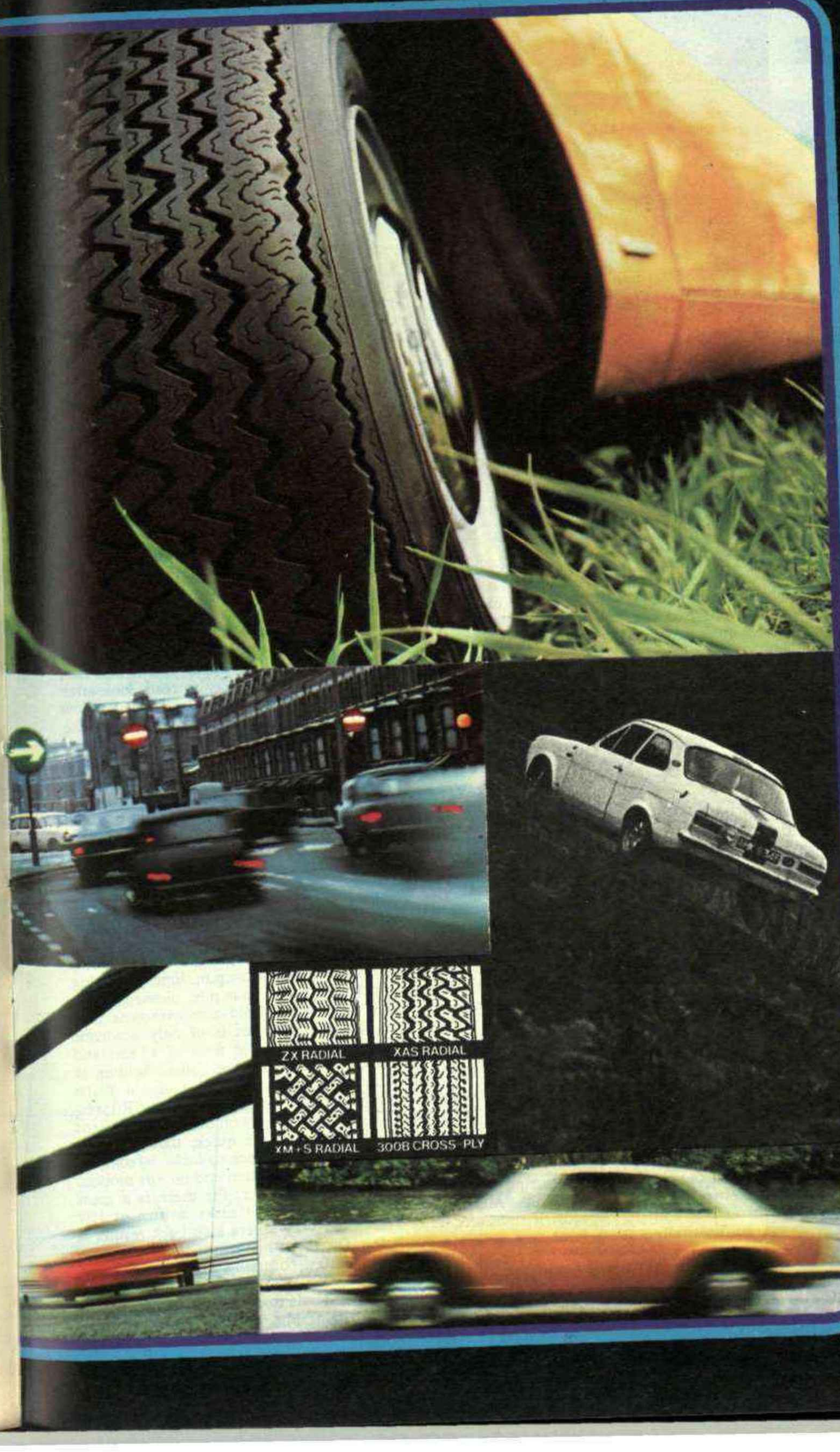
Finally, at the Geneva meeting, it was agreed that each factory team would have a guaranteed start for its number one driver, and ex-World Champions would have a guaranteed start, thus keeping all the organisers happy. A list was drawn up, comprising 10 drivers, and it was agreed that if there was a limitation to the number of starters, the remainder would have to qualify. If the organisation could raise the money and the circuit was long enough, then naturally everyone would start and there would be no qualifying other than the normal lap-time competition in practice for grid positions. All this seemed reasonable, except that Ferrari did not accept any of it, nor did the Automobile Club of Milan, but ignoring this everyone left Geneva convinced that the "Geneva Agreement" had sorted everything out. The Organisers' Association told their members and the Constructors' Association told their members, and the whole plot was offered as a *fait accompli* to the FIA, who accepted it, and thought the idea of ten "aces" being guaranteed a start was quite sound. The "chosen ten" were Amon (March), Hulme (McLaren), Ickx (Ferrari), Rodriguez (BRM), Rindt (Lotus), Beltoise (Matra), and Courage (De Tomaso), as the number one factory drivers, and Stewart, Hill and Surtees as World Champions, but when the list was written out someone realised that poor old Jack Brabham had been left off on two counts, number one Brabham driver and World Champion. There was an embarrassed pause and then the arbitrary deletion of Piers Courage, for the FIA would not agree to more than ten "chosen" drivers. Although Courage was number one driver for De Tomaso, the membership of the Constructors' and Entrants' Association was through Frank Williams Racing, as an entrant, the De Tomaso factory not being a member.

Everyone went off to South Africa, where the Geneva Agreement was not recognised and never had been, for the South Africans run their race on good old-fashioned bargaining principles. Alex Blignaut tells an entrant how much he is worth and that is the starting price, give or take a little haggling, and it all works very well. The next Grand Prix was in Spain, at Jarama, and the regulations were published stating that 16 cars would be admitted for the start. The "chosen ten" were given race numbers 1 to 10, and the remainder were given numbers 11-26, that being the total number of entries applied for. Nobody queried the line in the regulations that said there would be 16 starters, and everyone anticipated qualification for the last six places on the grid. The organisers of the Spanish GP thought they were following the "Geneva Agreement" to the letter when they arranged special practice sessions for the "non-chosen" drivers to qualify. Practice was neatly laid out. Everyone would practise for two hours, with no official lap times being recorded, then the track would be cleared and numbers 11-26 would have 30 minutes to themselves, sufficient for a good 15 laps, during which period lap times would be taken to decide the fastest six. After that the "chosen ten" would have 30 minutes to themselves, during which period their lap times would be recorded for their guaranteed positions on the grid. In this way there was no fear of Stewart "towing" Servoz-Gavin round for a quick lap, or Brabham "towing" Stommelen, and so on. On the second day of practice the same arrangement was to hold good, except that the "aces" would take the first 30 minutes and the "qualifiers" the second 30 minutes, and it all seemed very straightforward and uncomplicated, but that was before the Constructors' and Entrants' Association Secretary arrived on the day before practice began.

There was a great storm of protest from all directions and about the whole programme of practice, mostly about having two hours of practice with no official timing. The Spanish organisers did not want to upset anyone and agreed to time all the practice, but insisted on the 30-minute qualifying period for the "also-rans". Then things became really muddled, for the Constructors wanted all practice laps to count for qualification as agreed at Geneva, and the organisers said that the two-hour session could count for grid position and the 30 minutes for deciding who went on the grid. Then there was more muddle, for it was pointed out that a qualifier would probably lap faster in the special 30-minute session than he had in the two-hour free-for-all, so his best time should count. By this time arguments were flying in all directions and there seemed to be no single person making vital decisions. Practice took place in a thoroughly confused atmosphere and as it was finishing the "shop steward" representing the Constructors suddenly pointed out that there had only been a total of 2½ hours' practice and they had been promised three hours each day. The organisers, trying hard to be helpful, said they could have another 30 minutes for everyone if they wanted it, but it would not be timed. More cries of "Geneva Agreement", all practice had to be timed. In the confusion Hulme, Surtees and one or two others did not do any more practice, having gone fast enough to their ideas during the first two hours. In addition the Ferrari team manager was putting in an official protest to the FIA because once race regulations are written and accepted by the FIA they cannot be altered, except by a special meeting of the stewards of the meeting, and the Constructors' Association Secretary had been causing the rules to be altered without FIA authority. When he was told they were merely

Continued on page 632

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THE RELIANT SCIMITAR GTE

A Sports Shooting-Brake



THIS IS to some extent in the nature of a recap., because the pros and cons of the 3-litre Ford V6-engined, plastic-bodied Reliant Scimitar in normal form were discussed in MOTOR SPORT in September 1968. Shortly after this the Tamworth Company, noted maker of tricycles, with a sporting three-wheeler in the offing, announced its interesting, unique GTE, or sports shooting-brake. It is one of these that I have recently been driving.

This GTE is an imposing-looking car, with its podgy Pirellis, nose-down attitude, twin exhaust tail-pipes, and compact Ogle-styling, enhanced by good-looking road wheels. Consequently, it called forth plenty of favourable comment, especially as the paint finish on the glass-fibre body is good and the doors shut nicely, but the catch of the tail-gate was inoperative on the test car, so that a nasty rattle intruded on the otherwise quiet running qualities of this accommodating Scimitar, although spring-loaded struts held the window closed.

The GTE provides the carrying capacity of an estate-car with the lines and feel of a distinctly sporting motor car. It is an estate-car for antique furniture and camping equipment rather than for pigs, muddy dogs or rusty tool-boxes, for the floor is carpeted for its full area of 16 sq. ft., the trim is in the de luxe category, and heavy objects require to be humped up into it, there being only a ¾-tail-gate. The body is fairly narrow and elbow room restricted.

One of my earlier criticisms of the much-discussed Reliant Scimitar, namely that unless its driver adopted a racing-driver arms-at-full-stretch stance (which many of them will wish to do) the gear-lever is too far rearwards, does not apply to the present test, because the car submitted had Borg-Warner 35 automatic transmission (£122 extra), the central lever for which, controlling P, R, N, D, 1 and 2 selections, is fairly well located, although it is a big toggle-lever, and to me a toggle is something to pull up and down, not push backwards and forwards, although in this case it provides conveniently for the pinch-in reverse and hold locks. The Reliant's controls, especially the angled central hand-brake, are well placed, although the 15-in. leather-rimmed steering wheel isn't adjustable.

Between speedometer and tachometer there are the thermometer and oil gauge, with the ammeter, clock (accurate, by Smiths) and fuel gauge in the centre of the black instrument panel, which also has the flick-switches for panel lighting and rear-window heating. The white needles of ammeter, oil gauge and thermometer hang vertically when all is normal, *i.e.*, approx. 50 lb./sq. in. and 90° C on the two latter dials, and the 140-m.p.h. speedometer and the oil gauge have additional metric readings.

Apart from the fact that the faulty tail-gate catch rendered the car unlock-up-able, there were two other minor shortcomings—two of the main digits on the trip milometer only half exposed themselves and the multi-purpose r.h. control stalk did not always automatically cancel the flashers after a turn.

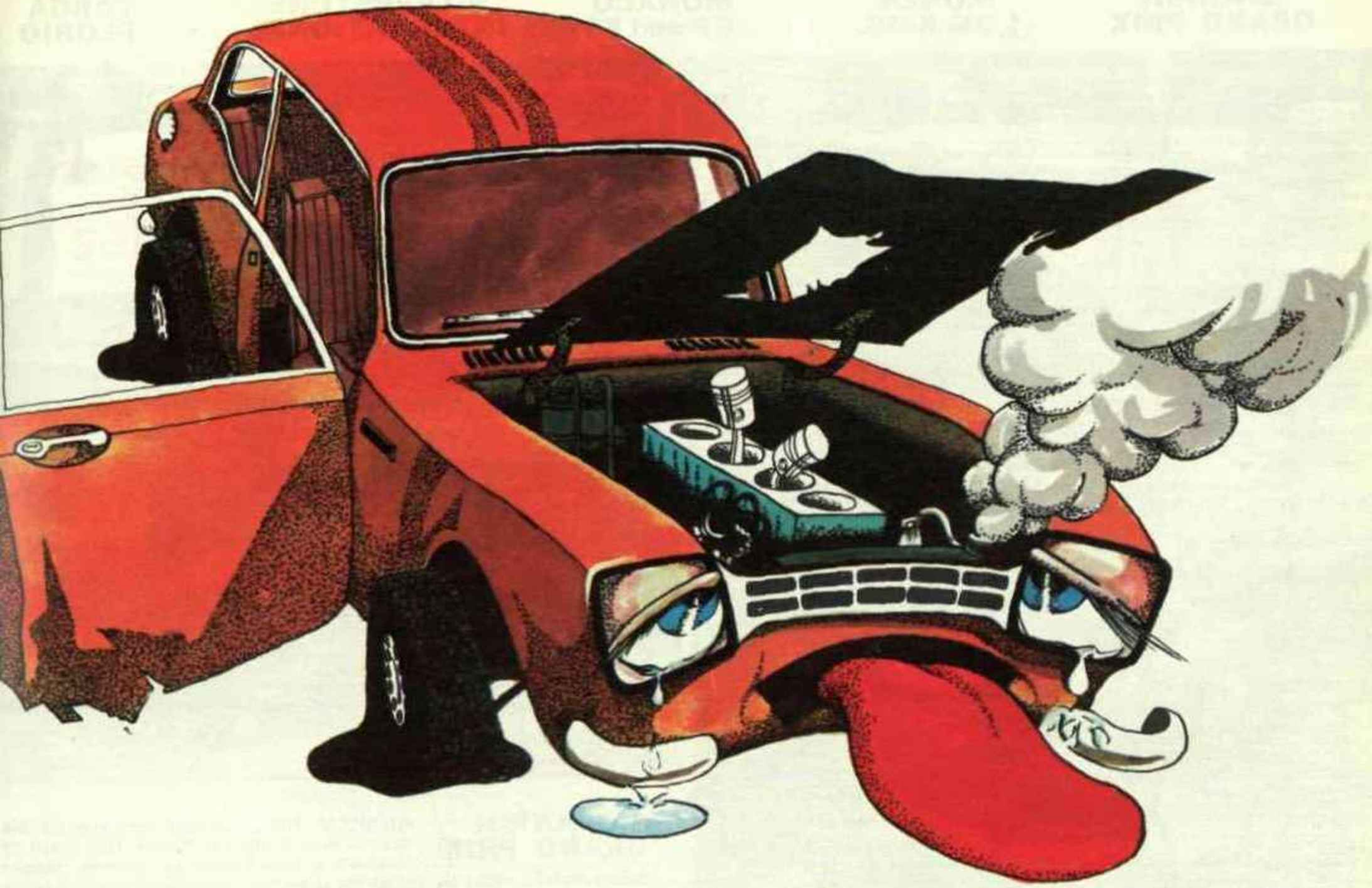
The Reliant GTE is a four-seater, with two bucket back seats and somewhat restricted leg room, these seats folding to provide the full estate-car rear compartment flat floor, and bucket front seats which are rather small and flimsily mounted on their runners but which have friction-held reclining squabs and are snugly comfortable. The black p.v.c. upholstery is matched by black facia covering and interior trim, and the lining of the roof is black, which is not acceptable to everyone. Small adjustable fresh-air vents at the facia extremities supplement openable front quarter-windows, and the body is rear vented. The central console carries the flick switches for lights and heater-fan; two rotary switches, their markings none too easy to read, look after heater settings. There are two knobs for the screen and rear-window wipers (the former two-speed) which, when depressed, operate the washers. This rear-window wiper, in conjunction with a rear-window heater, solves estate-car rear visibility problems very effectively and is an excellent feature of the GTE, used also by Volvo, Porsche etc., and originated by Lancia for their Flaminia. The facia has a deep, lockable cubby-hole, standing proud of the facia in a rather ugly manner, there is a lidded central stowage box, and a cigarette lighter and lidded ash-tray on the console.

Forward visibility is good, although the n/s of the bonnet isn't visible. The rear of the body slightly impedes vision at oblique junctions and the screen pillars are rather thick. The central rear fuel filler is of quick-action type and the engine is well screened against radio interference.

In action the GTE has a long stride, the change-up after kick-down not bringing the engine anywhere near its 6,000-r.p.m. limit yet giving very effective acceleration, although from 70 m.p.h. onwards takes longer than I expected and it pays to use hold-2 to overcome this. Top speed is in the region of 120 m.p.h. but is of only academic interest in this country, where the s.s. ¼-mile time of 18 sec. and 0 to 60 m.p.h. in 10.7 sec. is of far greater value. Road-holding is of a very high standard, aided by dual trailing-arms and a Watts linkage to locate the coil-sprung back axle, and by Cinturato SR tyres, which are 183 × 14 on the GTE, against 165 × 15 on the normal Reliant Scimitar. Roll is excellently resisted and the quick, though rather heavy, rack-and-pinion steering (3.6 turns, lock-to-lock) is complementary. There is reasonable castor return action and no lost motion. The steering is not beyond criticism, however, for there is a most unpleasant "stickiness" as one commences to make a turn at low speeds, it transmits some shake, and very severe kick-back results if a front tyre strikes a pot-hole. On the other hand, the GTE goes where it is aimed and is essentially a fast-cornering, safe car. At some speeds a transmission hum intrudes on the otherwise quiet running.

The GTE, then, is better on open roads than in heavy traffic, where transmission snatch, a rumbling engine idle, and that sticky steering

Continued on page 632



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PICTORIAL REVIEW

SPANISH GRAND PRIX | MONZA 1,000 KMS. | MONACO GP and F3 | SILVERSTONE INTERNATIONAL | TARGA FLORIO





SPANISH GRAND PRIX GRAHAM HILL (*above*) has started his season well in the Rob Walker Lotus and he finished a firm fourth at Jarama despite being man-handled by police on the grid. Rolf Stommelen follows in his Brabham.

JACKIE STEWART (*left*) in his Tyrrell March scored his first Grand Prix win since the Italian GP last year. It was the first World Championship win for March.

THE INEPT FIRE-FIGHTING force at Jarama attempt to tackle the wreckage of Jackie Oliver's blazing BRM as Henri Pescarolo takes a tight line round the corner. The road was very slippery at this point and it caught Pescarolo out.



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MONZA 1,000 KMS. ON THE OPENING LAP of the race the leading pack dive into the Parabolica with Ignazio Giunti in front with his works Ferrari. Tucked up its tail is Rodriguez in a Porsche 917, with team-mate Siffert on the outside. Then comes Vic Elford (No. 10), the Ferraris of Amon and Surtees, the Herrmann/Attwood Porsche 917, followed by the similar car of Neuhaus/Kelleners, the Pescarolo/Servoz-Gavin Matra, the Galli/Stommelen Alfa Romeo and the rest of the field.

THE FLYING FINN Leo Kinnunen partnered Pedro Rodriguez to their third major victory of the year in the Gulf JW Automotive Engineering Porsche 917. Naturally the partisan crowd was hoping for a Ferrari victory but had to be content with second place.

JOHN SURTEES (*above*) returned to Ferrari after five years and drove the 512 at Monza. Partnered by Peter Schetty they brought the car into third place. They finished three laps behind the first two cars after Schetty had a puncture a few laps from the finish.

EXCITED ITALIAN spectators watch from perilous perches as the Larrouse/Lins Porsche 908 is chased by the Zeccoli/Facetti Alfa Romeo T33/3 which is seen here flashing by an older Alfa Romeo T33 driven by "Nicor"/Dini.

THE FIRST PORSCHE 917 to appear with a full 5-litre engine was the Porsche Salzburg car of Elford/Ahrens (*below*). Behind is the Alfa Romeo of Hezemans/Gregory. Neither car went the distance.

MONACO GP and F3

SENSATIONAL WINNER.—The 1970 Monaco Grand Prix seemed to be in Jack Brabham's pocket right until the last corner, but some very on-the-limit driving by Rindt cut the margin down, enabling him to pass. The winning Lotus was not one of the latest Lotus 72s but the 1967 Lotus 49, substantially the same car which Hill used to win in both 1968 and 1969.

DISAPPOINTMENT.—Brabham seen rounding the Gasworks hairpin, the corner where a rare error cost him his second Monaco Grand Prix. TV viewers throughout Europe had a grandstand view of this incident, while Brabham was able to continue and claim second place with the front bodywork of his car damaged.

SWEDISH DISCOVERY.—Ronnie Peterson, 27-year-old former Swedish Formula Three Champion, made his first-ever Formula One appearance in the Antique Automobiles March 701. At one time it seemed that he might be in the running for World Championship points, but he was overtaken by Pedro Rodriguez's BRM and finished fourth.

RETIRED.—Both John Surtees and Jackie Ickx retired. Ickx was forced to stop in the early stages when well-placed because of a broken drive shaft, while Surtees stopped his private McLaren when the engine started to seize.

COURAGE versus SIFFERT.—Piers Courage showed that the new De Tomaso entered by Frank Williams Racing is fully competitive with the other Ford-powered Grand Prix cars, leading Jo Siffert's works March until lap 28. Courage held a consistent seventh place thereafter before falling back on lap 46 with a damaged steering rack. After a pit-stop, he continued, well out of the running.

F3 BRABHAM WINS.—Although Jack Brabham did not quite win the Monaco Grand Prix, Brabham Formula Three cars proved their worth by taking three of the first four places in their race on the previous day. This is Tony Trimmer on his way to victory, which netted him a maximum nine points in this round of the MOTOR SPORT/Shell Formula Three Championship, in which he now holds a comfortable lead.

SILVERSTONE INTERNATIONAL FOR THE FIRST TIME the Silverstone International Trophy race was for both Formula One and Formula 5000 cars. Here (*above*) Bruce McLaren, who finished fourth, holds off Graham Hill's newly sponsored Lotus while the young Welsh F5000 driver Davey Powell in a Lola T190 keeps well out of their way.

JOCHEN RINDT (*right*) did not have a very happy race with the new Type 72 and finally retired with ignition problems. It could take Gold Leaf Team Lotus some time to fully sort the car into race-winning form.

WHILE THE F1 Gold Leaf Team Lotus cars were out of luck, the team's junior Formula Three division were dominating the second round of the MOTOR SPORT/Shell Championship. Here Bev Bond leads eventual winner and Championship leader Dave Walker with Ian Ashley's private Chevron third.

TARGA FLORIO

SPECIAL PORSCHE 908s were prepared at Stuttgart for the Targa Florio, and entered by J W Automotive Limited. Siffert (*above*) with Redman won the race, which was extended this year to 11 laps of the 72-km. Little Madonie mountain circuit. Rain before the start and mud on the road made the first lap tricky.

THE BLUE AND ORANGE Porsche 908/3 cars, which had card suits on the front wings, proved agile in the mountains. Rodriguez left most of the driving this time to Kinnunen and they finished second overall. Kinnunen, an accomplished rally driver, shattered the course record on his final lap to overtake the Ferrari for second place, leaving the record at 33 min. 36 sec.

FAVOURITE FOR VICTORY, among the Sicilians anyway, was Vaccarella, who shared his works Ferrari 512S with Giunti. The red car was cheered on with shouts of "Nino, Nino" on every lap and with six tours completed was leading the race overall. Both drivers tired towards the end and Kinnunen's 11th lap record finally put the Ferrari back to third place after a splendid run.

ALFA ROMEO had a bad time in Sicily, all three Autodelta entries being put off the road by Umberto, Maglioli, Gregory and Courage. Hezemans leads two privately-entered Porsche 908s which were very competitive indeed, Larousse in the Martini car which led initially, and Van Lennep who shared the fourth-place car with Laine.

THE RESTORATION OF THE DECADE

Mr. Philip Mann's 1914 GP Mercedes—Winner of the French Grand Prix

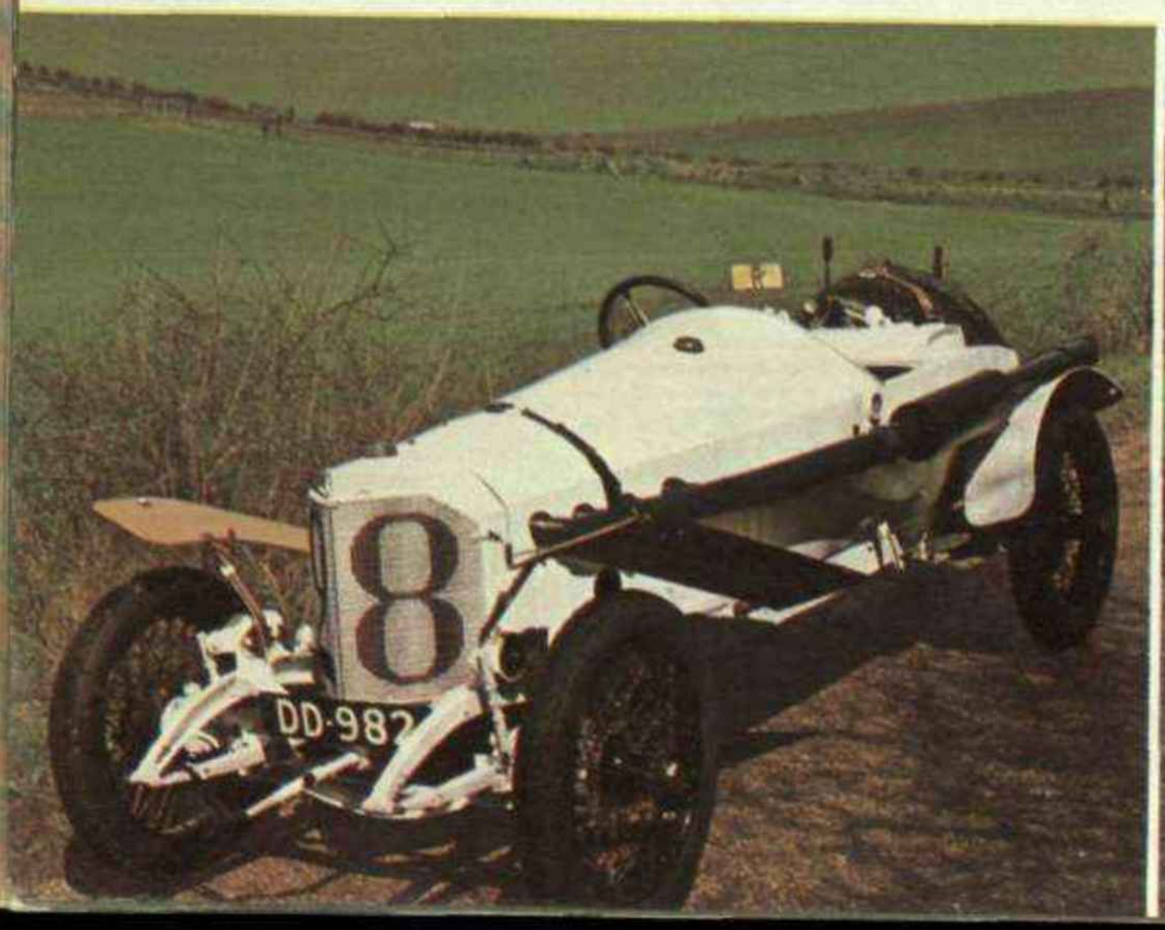


PERHAPS the most exciting discovery and subsequent meticulous racing-car rebuild of the past decade has been that by Mr. Philip Mann, President of the VSCC, of the 1914 4½-litre Mercedes with which Lautenschlager won the French Grand Prix that year at Lyons, with his team-mates thundering in to support his overwhelming victory with second and third places.

This dramatic eve-of-war race has been described on countless occasions, and Kent Karslake has aptly referred to it as marking the end of an era. The war altered many things but after the Armistice these already historic and significant Mercedes GP cars again appeared in races, recalling to survivors of the recent conflict their great conquest of the French on the eve of hostilities. Count Zborowski acquired one, running it at Brooklands. Ralph de Palma took one to America and with it won the 1915 Indianapolis 500-Mile Race, in spite of finishing with a broken valve, at the excellent speed of 89.34 m.p.h., and gained a great many other successes. Count Masetti used one of these four-cylinder 4½-litre, single-overhead-camshaft cars to win the 1921 Brescia Grand Prix, and, fitted with front-wheel brakes, he brought this car home first in the 1922 Targa Florio, averaging 39.2 m.p.h. for this arduous six-hour drive (although to confuse the issue, *The Autocar* said he drove a 7.3-litre six-cylinder Mercedes). Two more of the six cars which Daimler-Benz had prepared for the 1914 French Grand Prix ran in this race, driven by Lautenschlager and Salzer, these, too, with the addition of front-wheel brakes and, according to William Court, with revised 4.9-litre engines. Indeed, Count Masetti's car was run in hill-climbs by various drivers up to 1925. Successes were also obtained in the Semmering Hill-Climb with a 1914 GP engine in a Targa Florio chassis, Werner making f.t.d. there in 1924, and Caracciola in 1926, the latter's engine, rather astonishingly, being by then supercharged. This supercharged version, now 13 years old, made f.t.d. at the 1927 Freiberg Hill-Climb and at Klausen Hill-Climb the same year, driven by Rosenberger. It seems that as late as 1929 this Mercedes clocked over 120 m.p.h. for a f.s. kilometre during the Monza Grand Prix.

There has been a great deal of controversy about the subsequent fate of these 1914 GP Mercedes, and even confusion as to which one was which as they reappeared after the First World War. I would dearly like to attempt to sort this out, but to do so might well cause even more confusion, so, for the time being at all events, I will resist temptation (see, however, the accompanying table).

We are here concerned with the car which Philip Mann has so painstakingly restored. That this is Lautenschlager's victorious Mercedes is beyond question, and makes its discovery and re-establishment all the more exciting. It is rather droll, incidentally, that while a first class fuss was being made at the audacity of Peter Clark in selling





his rebuilt 1914 GP Mercedes to America in 1950, the *winning* car was still reposing, unused, in England, unknown to the VSCC! It is also nice to be able to record that, as soon as Daimler-Benz were convinced that the car Philip Mann had discovered was the 1914 French GP winner, they issued a statement to the effect that the exhibit so described in the Daimler-Benz Museum at Stuttgart is clearly not entitled to that honour and that, in their revised opinion, this car is a hybrid, assembled from parts of the two cars they had entered for the 1922 Targa Florio.

For the classic 1914 Grand Prix at Lyons Mercedes built six cars. One was a reserve car, the others were driven by Lautenschlager who won at an average speed of 65.3 m.p.h. for the 466.6 miles, Wagner who finished second, at 65.1 m.p.h., Salzer who came in third at 64.6 m.p.h., Sailer who made fastest lap at 69.65 m.p.h. but retired while in the lead, on lap 6, with a broken con.-rod, and Pilette who retired with a broken propeller shaft on lap 4. The works numbering of these cars was, respectively, II, IV, III, I and V, and their race numbers were 28, 40, 39, 14 and 41. In this titanic struggle Peugeot and Delage used four-wheel brakes, but Mercedes relied on transmission and rear-wheel braking; Peugeot fitted long-tailed bodies but Mercedes were thought to prefer short tails, containing the fuel reservoirs. These are now classic comments on this historic race but the word "preferred", applied to the manx-like Mercedes tails, is perhaps ill-chosen in the light of subsequent knowledge, for Philip Mann has shown me a works drawing dated 3/3/'14 of a body with streamlined tail (the chassis drawings were made on 24/2/'14, so the cars were presumably finalised in the very brief space of just over four months). The fact that all the Mercedes came to the starting line with manx tails Mann ascribes to nothing more sinister than lack of time to make the more complicated tails specified in the drawing—Wagner's car started with scarcely any tail at all, Sailer's with a noticeably abbreviated one, but Lautenschlager's had a rather higher tail. Except on Wagner's car, however, two spare wheels were carried in the well behind the petrol tank.

Whatever mystery the fate of the cars may constitute collectively, there is no confusion about the subsequent history of Lautenschlager's winning No. II car. It returned to Stuttgart along with two others, believed to have been those of Wagner and Salzer who contributed to the Mercedes 1-2-3 victory, and was sold after the Armistice to Count Louis Zborowski. It is thought that the Count went to the Continent, either to the factory in Germany or some other inspection point, either convenient to him or where the car then was, and purchased the car. This bears out what the late Lt.-Col. Gallop recollected of the transaction when we discussed it. The car was shipped to England and, in spite of Zborowski's preoccupation with his Mercedes Maybach hybrid, Chitty-Bang-Bang, he did some purposeful racing with it, after registering it, receiving the Canterbury Reg. No. FN 3392.

At the Easter BARC Meeting of 1921 Zborowski drove his new possession in the Lightning Long Handicap and, lapping at 95.59 m.p.h., won from the 350-h.p. single-seater Sunbeam, and, later that afternoon, his friend J. Hartshorne-Cooper drove the GP Mercedes and finished first in the Senior Sprint Handicap, the Count, in Chitty, being close

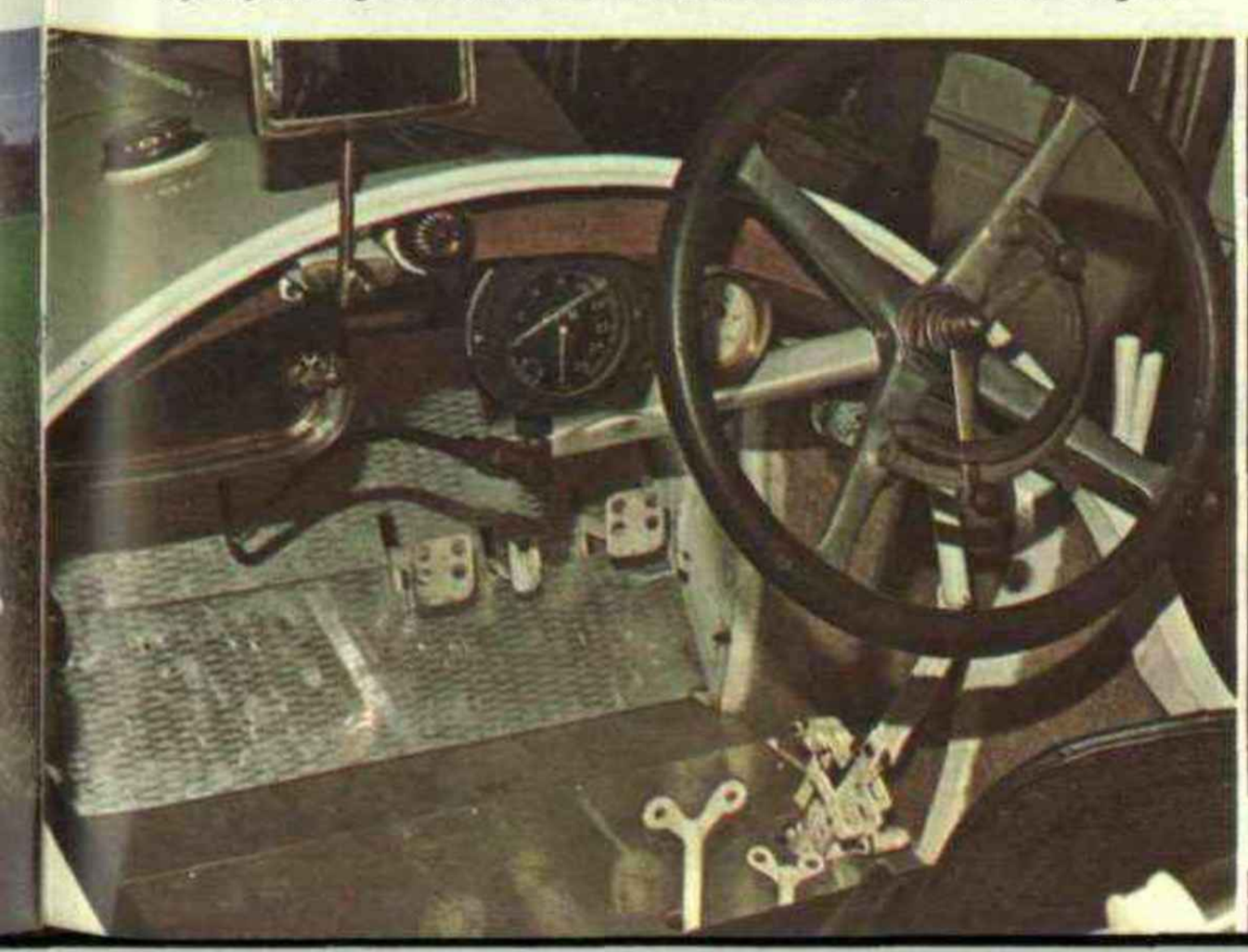


The 4½-litre four-cylinder single o.h. camshaft engine of the Mercedes. Note the Zenith carburetter and beautiful copper inlet manifold.

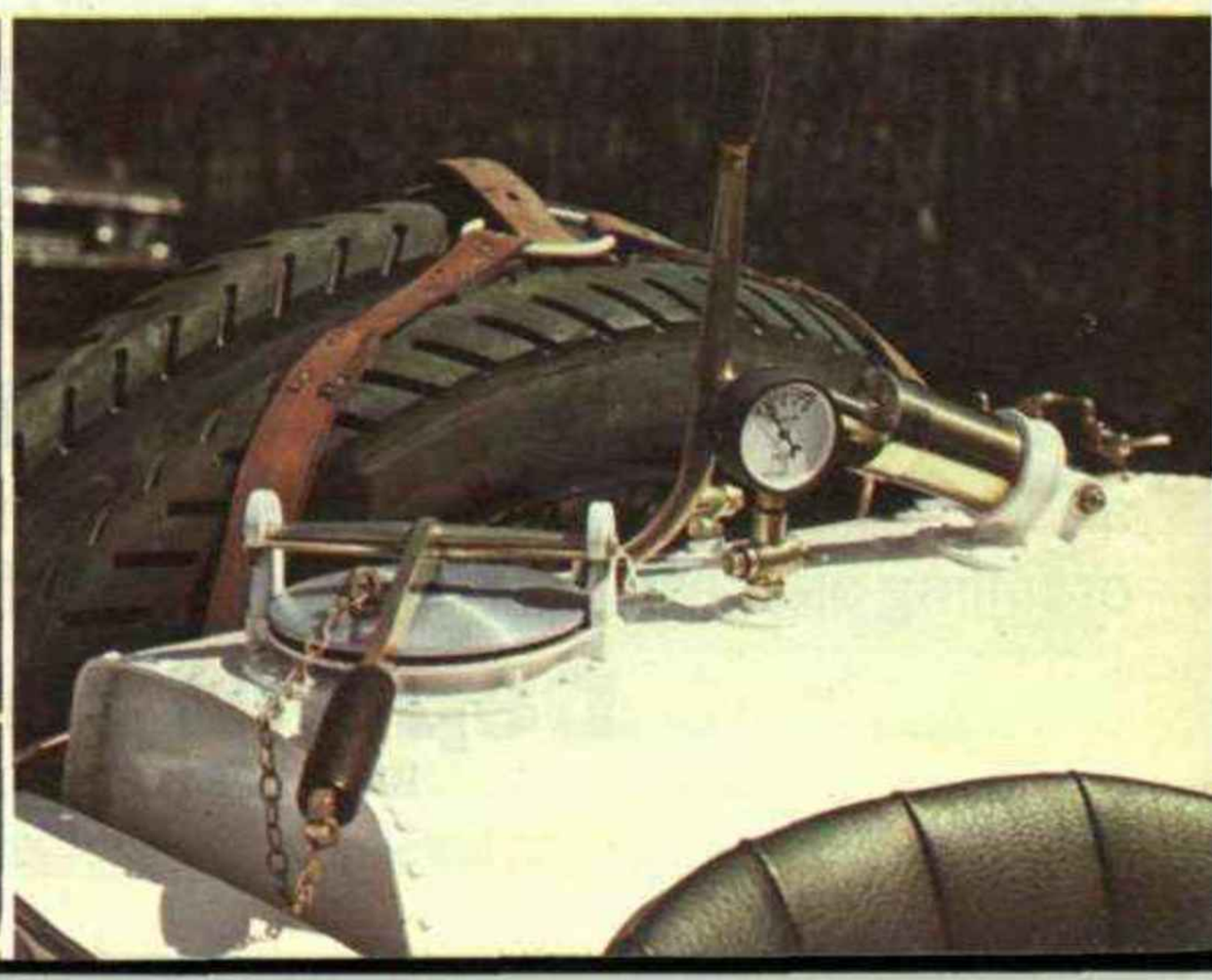
behind over the finishing line, baulked by his own car. Zborowski had, previous to this, allowed J. H. Cooper to drive the 1914 Mercedes in the Lightning Short Handicap, which he won in Chitty, the smaller car finishing third, on its first post-war appearance, with a lap at 98.62 m.p.h. At Whitsun Zborowski lapped at 102.69 m.p.h. to finish third in the Lightning Long Handicap. At the Summer Meeting the Count got it round at 104.63 m.p.h., its fastest Brooklands lap, but lost a tyre on the next lap. Bringing the car out again for the 1922 season, he finished second in the Whitsun Private Competitors' Handicap, behind Brocklebank's 5.8-litre Peugeot, from the same mark, after lapping at 104.19 m.p.h., and after being unplaced in the "100 Short" he won the "100 Long", Thomas' Leyland being unable to make up 3 sec. on the white Mercedes.

Zborowski then sold the car to the Robinson brothers, who had raced larger Mercedes cars, and they continued to run it, but never got its lap speed above 99.01 m.p.h., although this gave A. W. Robinson second place in the August "100 Short", only Kaye Don's scratch Wolseley Viper passing the Mercedes. It did not appear at any of the 1923 BARC meetings, having reputedly thrown a rod, repaired by

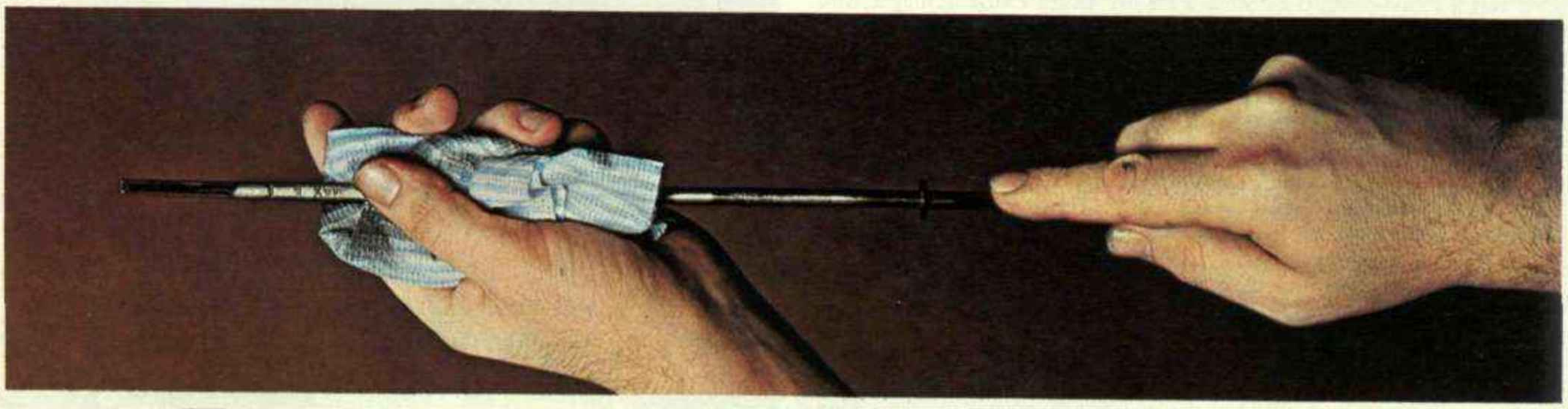
Cockpit of the 1914 GP Mercedes, much as Lautenschlager saw it at Lyons, although the tachometer and water thermometer are not original.



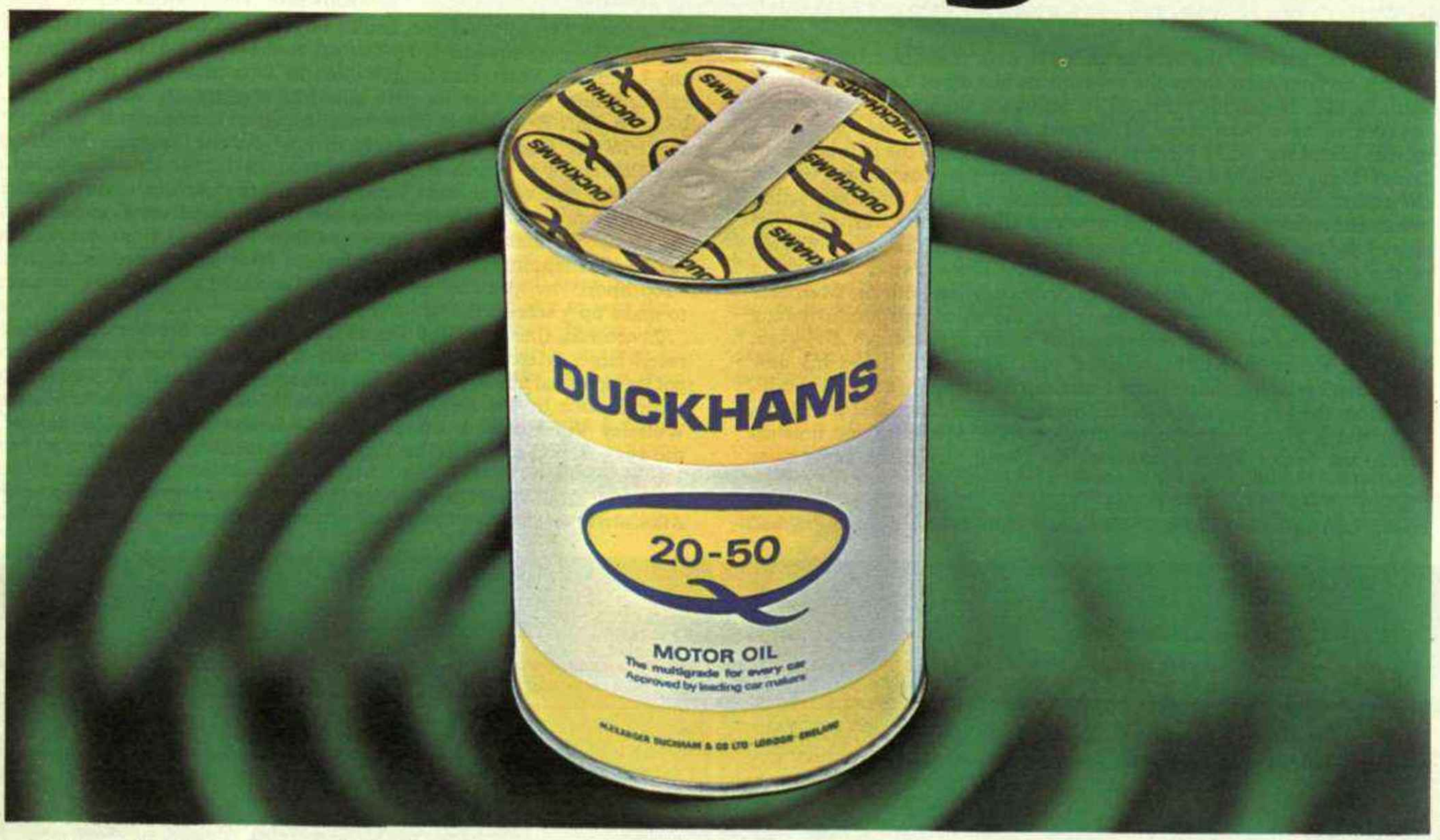
Fuel-feed details—the quick-action filler cap, hand pressure pump and Manometer on the petrol tank can be seen in this view of the Mercedes.



Using more oil than you should?



then change to

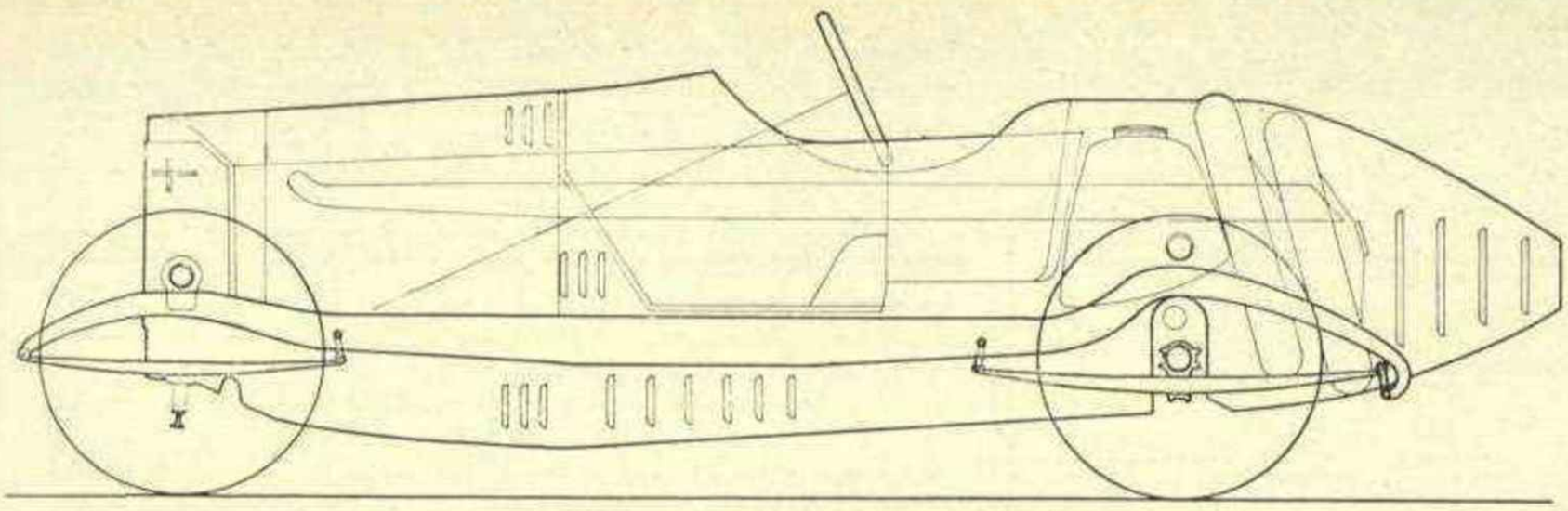


and enjoy peace of mind motoring without the worry of rising oil consumption or falling oil pressure. Your guarantee of engine protection from new and for life.

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An interesting picture, taken from a works drawing dated March 3rd, 1914, showing how the bodies of the 1914 Mercedes team cars were apparently intended to look—see text. It may or may not be significant that the 1914 GP Mercedes used by Ralph de Palma to win the 1915 Indianapolis 500-Mile Race had a rather similar pointed tail.



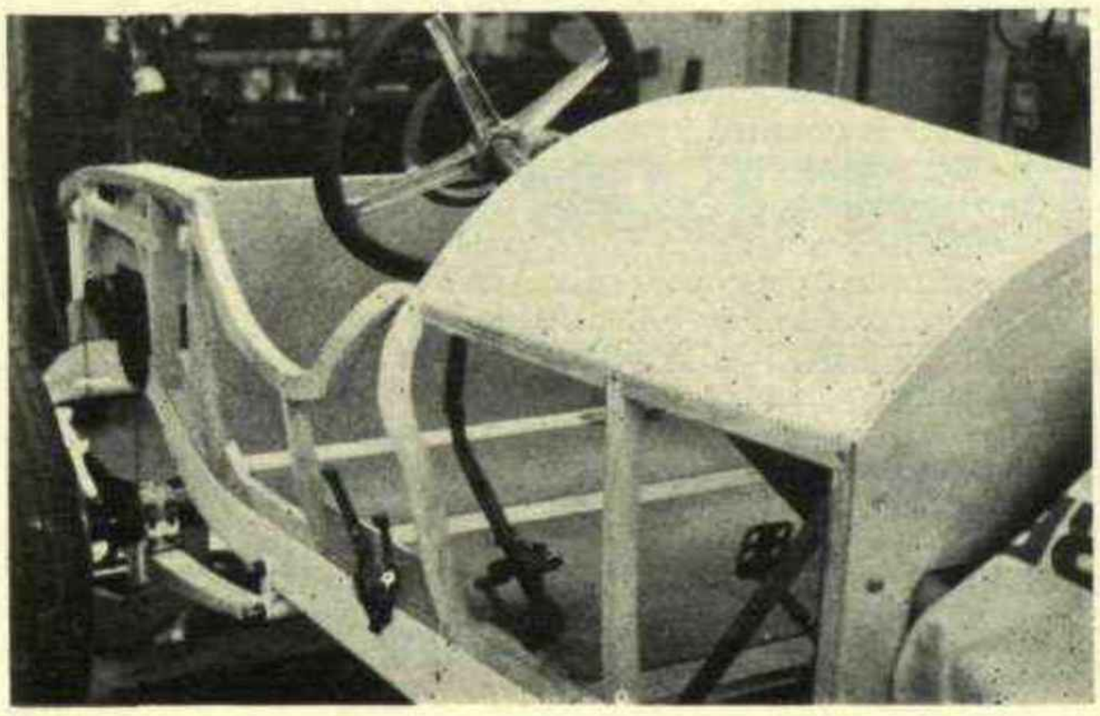
Line Bros., but, to replace his 1913 GP Peugeot which had been wrecked in the crash which killed Capt. Toop, C. G. Brocklebank later acquired the Mercedes. He tried it on the Track but never raced it and around 1927 seems to have converted it into a road car by installing the engine and body from a Berliet which was in his possession, the work probably being done by L. C. Rawlence & Co., who had worked on the Peugeot. Later still Brocklebank disposed of this hybrid touring car to Capt. G. Fane, who had been Godfather to his son. This gentleman re-installed the Mercedes engine and, without anyone remarking on it at the time, used the winner of the 1914 French Grand Prix on the road until 1932, after which it was laid up.

Now occurred a most fortunate train of events. Philip Mann became anxious to trace the whereabouts of old racing cars and asked me to assist, so that a register could be drawn up on behalf of the VSCC. This led to Mr. Mann enquiring about the ex-Brocklebank Mercedes but as it was not for sale, its whereabouts were not disclosed. However, by some patient detective work Mr. Mann eventually tracked the car down, in 1961, to the stables of Mr. Fane's house in Kelvedon, Essex. The Berliet body was still on the car and it was re-registered DD 982, presumably when the Robinsons, or Brocklebank, acquired it, though why this was done is obscure and, it would seem, illegal. After much persuasion, and impressed by Mr. Stanley Sears' splendid collection of old racing cars, Mr. Fane agreed to sell the Mercedes to Mr. Sears, and, as its finder, Mr. Mann staked a part-claim to it. Mr. Sears moved to Bermuda and relinquished his share in the historic car to Mr. Mann. The car had already been partly restored from its very sorry state by the expert work of H. J. K. Townshend. Later Mr. Mann moved the car to his own garage at Betchworth, where its splendid restoration has been completed, under the care of Dick Knight, who used to race Brough Superior motorcycles.

There was an enormous amount of work to do. Fortunately Mr. Townshend met Lautenschlager before he died and the old racing driver provided engineering drawings which proved very helpful. The front axle, to which front-wheel brakes had been fitted, was in poor condition, so a new axle was forged and machined. When details of the brake-actuating gear on the rear wheels, all of which had to be remade, proved baffling, Mr. Mann was allowed to inspect that on Briggs Cunningham's car (the ex-Peter Clark car) when he was in Los Angeles. The engine, gearbox and back axle were in very good order, but the base of the water jackets had to be strapped and the bearings were naturally replaced. A new aluminium-panelled body on a new ash frame had to be made and an entirely new polished copper inlet manifold was required, an enthusiastic coachbuilder trained as a coppersmith and introduced by John Bland who reassembled the engine, making a copy of the complex Mercedes Y-shape four-branch piping with its big-bore integral balance-pipe, to prove he had lost none of his skill.

I accompanied Philip Mann on his first test run in the Mercedes after its nine-year rebuild, less than a week before he set out on the VCC 1,000-Mile Trial in the virtually untested car—which displayed his great confidence in it and in those who had helped in its restoration. It is an impressive motor car indeed, in its gleaming white paint, the wide scuttle, devoid of any sort of windscreen, tapering to the finely-pointed radiator. It stands on 820×120 Dunlop tyres at 60 lb./sq. in. pressure on black Rudge-Whitworth wheels. The centre-lock hub caps had to be newly fabricated, but bear the authentic "Daimler Mercedes–Untertürkheim" inscription. The original Mercedes shock-absorbers were scrapped before the car was used at Brooklands but André Hartfords have been adapted, correctly linked to the front axle by dual coupling arms, to damp the rear-shackled half-elliptic springs. The radiator stoneguard bears the famous racing number 28, painted by Roy Nockolds, and the fuel tank in the tail has been made up to the correct shape and dimensions, all its special ancillaries also being faithfully reproduced—the big "manhole-cover" filler with the long lever for what must have been one of the first quick-action devices, the air release valve, the two fuel feeds, the pressure pump and its long operating handle, and a manometer recording 1, 2, 3, 4, 5 Hg./Cm.

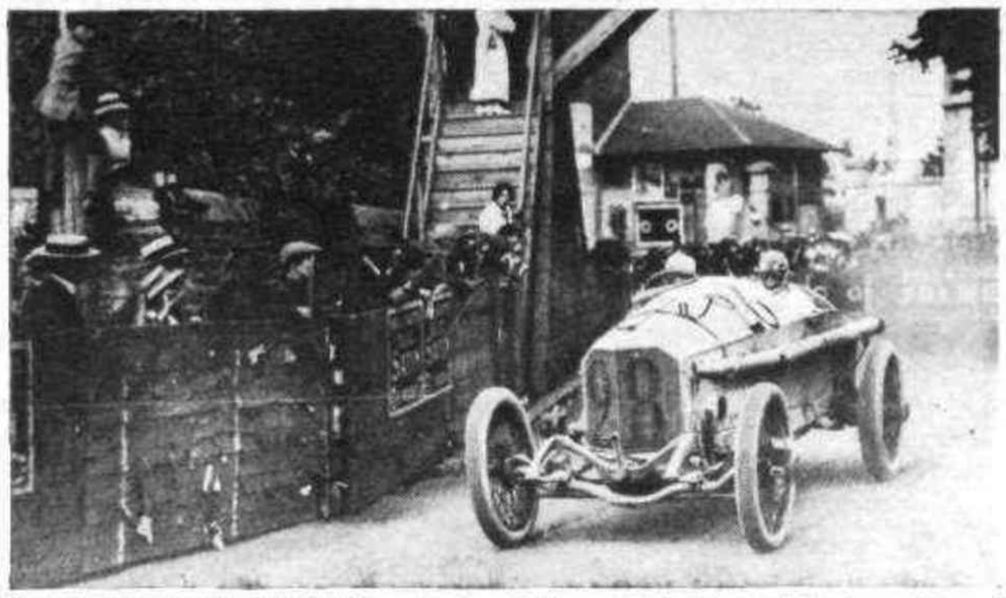
The cockpit is quite cramped; the temporary seats therein are soon to



Making a new body for the Mercedes.



The old Mercedes as it was when Philip Mann discovered it.



HISTORIC VICTORY.—Lautenschlager winning the 1914 French Grand Prix in Mercedes II, No. 28.

be replaced by more authentic ones with button upholstery. Instrumentation consists of a big Eliot Bros. Mk. IV tachometer calibrated every 300 r.p.m. from 600 to 2,600, which replaces the original under-scuttle rev.-counter but will be retained for the time being because it also shows m.p.h., and a Cambridge thermometer which will be discarded once the working temperatures have been ascertained. Oil pressure is recorded on an English-made gauge reading from 0 to 60 lb./sq. in. and bearing no name. On the floor two apparent clock-winders stick up near the driver's feet—in fact they adjust the brakes, the big one the foot transmission brake, the smaller one the cable-operated rear-wheel brakes. There is also a floor-mounted Pyrene fire-extinguisher.

The drilled r.h. gear-lever works in a conventional open gate inside the body, reverse to the left of the lower forward speeds, but the hand-brake is external. A brass-framed mirror sticks up proud of the scuttle and a screw-down pump on the n/s wall of the body feeds grease to the engine's water pump. On the floor on this side there is a foot-pump which can be rotated through 180 degrees, to feed oil either to the base of the separate cylinders and the o.h. cam-gear, or to gearbox and differential. A tap in the feed lines, under the bonnet, isolates the supply to the valve gear, if desired. Audible warning of approach is provided by a hand-cranked polished brass Klaxon outside the car, and the ignition switch on the scuttle is a period, fluted double-action tumbler. The foot pedals, accelerator in the centre, are drilled, a fly-deflector is to be fitted to the scuttle as on the car in the Grand Prix, and on the steering wheel, which is the original, are two fine-toothed quadrants, for the advance and retard and hand-throttle controls. The car is wired for the minimum of electric lighting, switched on from a fluted tumbler switch on the left side of the body, but there is no dynamo.

The engine of this historic Mercedes is an impressive piece of engineering. In spite of eschewing the then-classic Henri twin-cam method of actuating inclined o.h. valves, in favour of a single o.h. camshaft and rockers, Mercedes claimed an output of 115 b.h.p. at 2,800 r.p.m. from this 93 × 165 mm. (4,483 c.c.) power unit, which gave a top speed of about 112 m.p.h. The valve stems and springs are exposed but rocker boxes cover the rest of the valve gear. Each one is stamped with the number "2" and this number was found throughout, even on the gear teeth, proof that this is indeed Lautenschlager's car. The single overhead camshaft is driven by a vertical shaft and bevels at the back, like a Bentley engine turned about-face, the similarity to 4½-litre Bentley and Straker Squire Six (examples of which Mr. Mann owns) being quite significant! The horizontal water pump lives at the front of the engine and from a cross-shaft at the back are driven the two Bosch magnetos, one a ZU4, the other an eight-spark instrument, so that there are, in all, 12 active sparking plugs, these being long-reach Lodge. Below the splendid manifold on the o/s there is now a Type 48 Zenith carburetter. The four exhaust off-takes feed into an enormous exhaust pipe running the length of the Mercedes on the n/s. Sump oil level is checked by opening the drain tap, from a control on the n/s, the lubrication system being wet sump, continually replenished from a reservoir up under the left of the scuttle. The three-unit oil pump comprises a sump scavenger, a very small scavenger drawing from the oil tank, and a feed-pump supplying the plain white-metal main and big-end bearings and the little-ends *via* pipes running up the con.-rods. A small oil filler on the scuttle connects with the tank. The sump holds rather less than a gallon of lubricant but the

Continued on page 632

THE HISTORY OF THE 1914 FRENCH GP

MERCEDES TEAM CARS

Car. No. I.—Driven in the GP by Sailer. On show in Mercedes concessionaires in Paris on outbreak of war. Requisitioned by military authorities. Saved from active service by Baron Petiet, Inspector of Motorised Troops. Believed to have been purchased in 1934 by Daimler-Benz after Sailer discovered it in the Baron's possession while at Montlhéry with the Mercedes-Benz team for the French GP.

Car No. II.—See text.

Car No. III.—Driven in the GP by Salzer. Thought to be the car shipped to America and used by Ralph de Palma to win the 1915 Indianapolis 500-Mile Race. In this race, interestingly, it had a streamlined tail. (See text.)

Car No. IV.—Driven in the GP by Wagner. Made available to Count Masetti for competition work, and won 1922 Targa Florio, etc., painted Italian red.

Car No. V.—Driven in the GP by Pilette, Mercedes' Belgian agent. Thought to have been sent to Brussels to be put on display, but to have been hastily railed back to Germany on the outbreak of war. Possibly one of the two works entries, fitted with f.w.b., in the 1922 Targa Florio.

Car No. VI.—Reserve car for GP. Sent to London for display and taken from Long Acre showrooms on the outbreak of war for Rolls-Royce to strip and examine, possibly being driven up to Derby. Meanwhile a Major Veal had paid a deposit against its purchase. However, it seems that immediately after the race it had been bought by an American, a Mr. Harrison. It seems likely that the transaction was done at Lyons and the car driven to Le Havre, probably to be delivered to America after a suitable publicity stay at Long Acre. Some accounts say the car was shipped to Mr. Harrison in America in 1919 but returned to England in 1922 for a "softer" camshaft and a touring body to be fitted. It was found at Hoopers, under a dust-sheet in 1925, and at last passed into Major Veal's ownership, with two-seater tourer bodywork (MOTOR SPORT, October 1940). Is it not logical to wonder whether, a deposit having been taken by Long Acre on a car already sold to an American in France, the Mercedes may have been the subject of litigation, and been interned here from 1919 until 1925? There are some objections to this theory, such as its reputed journeying back and forth across the Atlantic and its alleged ownership by the well-known Mercedes fancier, Mr. Edward Mayer. But at all events it was bought by Mr. Peter Clark in 1939, and rebuilt with a replica GP body (MOTOR SPORT, October 1941). After appearances in VSCC and other suitable events it was sold to Mr. Cameron Peck in America and in 1952, after his death, was bought for the Briggs Cunningham collection.

There is a car in the Daimler-Benz Museum at Stuttgart, believed to be a hybrid built up from various parts, around the two cars entered by the factory in the 1922 Targa Florio, *i.e.*, car No.V and another, the identity of which constitutes a pretty mystery. There is also an engine in the Deutsch Museum in Munich, built up from spare parts. The identity of these Mercedes is obscured by the fact that the race number of the winning car was painted on several of them, for publicity purposes, after the GP, although Sailer's car seems to have retained its own number. An example of how confusion arises occurred when the No. 40 on the radiator of Masetti's car was taken as proof by one writer that it had been Wagner's in the GP, until T. A. S. O. Mathieson pointed out that this was in fact Masetti's number in the Targa Florio and that the No. 19 it also carried was put on for the subsequent Consuma hill-climb—although that does not rule out the possibility that Masetti asked for No. 40 in the Targa Florio for sentimental reasons! Readers who wish to adopt the cloak of Sherlock Holmes and attempt to take the matter further should read a most interesting article on this fascinating subject, by Mr. R. H. Johnson, which appeared in the journal of the Mercedes-Benz Club of June/July, 1968.—W. B.



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

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

CHAMPION

Fit new Champions now–get Champion performance

THE 1,000 KILOMETRES OF MONZA

A Hard-Fought Race

MONZA, ITALY, *April 25th*

THE ITALIAN long-distance classic race is held on Liberation Day, April 25th, and this year it was on a Saturday, with practice on the two previous days. This year the 5.75-kilometre road circuit was used, as for the Italian Grand Prix, for time and weather have caused the concrete-banked track to deteriorate and the AC of Milano cannot afford a resurfacing programme yet awhile, so all the fun of the *chicanes* before each banking and the pounding round the banking itself were gone from this year's race and it was a straightforward high-speed dice round the Grand Prix circuit, at comparable speeds. Minimum practice speeds were specified, in order to weed out some of the slower cars, and 40 were destined to start, in three groups: GT, Sport and Sport-Prototypes, which are Groups 4, 5 and 6, but in fact only 38 cars were ready by 10.30 a.m. on Saturday morning. Practice soon showed that the 3-litre Group 6 Prototype cars were hopelessly outclassed by the 5-litre Group 5 "Production" sports cars, all of which made a mockery of FIA rules and regulations, and Siffert's fastest practice lap of 1 min. 25.21 sec. with the leading Gulf-Porsche 917 fitted with the latest 5-litre flat-12-cylinder engine, was only one hundredth of a second off the Grand Prix lap record. This with a car that is ostensibly on sale to the sporting public. The fastest 3-litre car in practice was the Alfa Romeo 33-3 works car of de Adamich/Courage, in 1 min. 27.88 sec.

Being on home ground Ferrari put everything he had got into the battle, fielding three 512S models, one "spyder" and two coupés, the open car driven by Giunti/Vaccarella, and the closed ones by Amon/Merzario and Schetty/Surtees, the last-named making a welcome return to Maranello. There were two customers with coupé 512S Ferraris, the Scuderia Filipinetti with drivers Mike Parkes/Muller and the Italian Scuderia Picchio Rosso with drivers Manfredini/Moretti. Porsche were out in even greater force, with four factory-supported 917 coupés, two for JW Automotive Engineering's Gulf team and two for Porsche Konstruction Salzburg. Each team had a new 5-litre engine which they tried out in practice, the JW team in the Siffert/Redman car and the Salzburg team in the Elford/Ahrens car, the little German driver being back in action again after his recent "testing" accident. Both teams found that the extra torque of the 5-litre engine, over the normal 4½-litre in the Porsche 917, gave them better acceleration out of the corners and allowed them to take the Parabolic Curve in third gear, instead of second gear. The extra horsepower at the top end did not make much noticeable difference to top speed. During practice both engines suffered obscure oil leaks and while the Salzburg one was repaired the JW one had to be abandoned and a 4½-litre engine installed. In strong support were the second cars of each team, both 4½-litres, with Rodriguez/Kinnunen in the JW car and Herrmann/Attwood in the Salzburg car, the latter still in its blue and white colours as raced in America under Audi sponsorship. In addition there were three privately-owned Porsche 917 cars, driven by Piper/Adamowicz, Laine/van Lennep and Neuhaus/Kelleners. The five big Ferraris and seven big Porsches made a stirring sight as they came out on to the two-by-two grid, the Ferraris greeted with patriotic shrieks of delight from the huge crowds and the Porsches greeted with whistles and cat-calls, all in good sporting spirit of serious rivalry.

The Group 6 Prototype 3-litre cars were completely overshadowed by the incredible display of muscle-power from Stuttgart and Maranello and one felt rather sorry for the puny little Matras and Alfa Romeos. Their race was to be equally serious, for Matra had two 650 Spyders in the hands of Beltoise/Brabham and Pescarolo/Servoz-Gavin and Alfa Romeo had four cars to oppose the French team, all being the latest Tipo 33-3 and driven by "Nanni Galli"/Stommelen, Gregory/Hezemans, Facetti/Zeccoli and de Adamich/Courage. In the same class were two privately-owned Porsche 908 cars, which last year were main factory contenders and are now little more than International Amateurs' mounts.

Starting the 174-lap race were Siffert (917), Amon (512S), Elford (917), Giunti (512S), Rodriguez (917), Surtees (512S), Neuhaus (917), and Herrmann (917), so quite a battle was expected during the opening phase of the race. For the first half a dozen pairs the start was rather poorly given, for the remainder it was a shambles, but everyone got under way, and as the solid pack of big sports cars thundered away towards the *Curva Grande* it made Grand Prix racing seem a bit tame. There was little need to look to see who was leading out of the *Parabolica* for the vast concrete grandstand nearly shook with the noise of the crowd. It was Giunti leading with the open Ferrari, hotly pursued by Rodriguez, Siffert, Elford, Amon and Surtees and this bunch of fearsome 5-litre sports cars was more than enough. Herrmann was following the star runners, and right in his slipstream was Pescarolo with his Matra 650, leading all the 3-litre Prototypes and some of the 5-litres as well. After only three laps the leaders were lapping the Porsche 911 GT cars at the tail of the field and "travelling *chicanes*" were being spread all round the circuit to keep the top drivers right on their toes. After five laps Giunti's glory was over, for Rodriguez took the lead and then Siffert moved up into second place, and the blue and orange Gulf-Porsches now looked as if they were going to dominate the race, but there was a lot of traffic about and the four leading cars indulged in some real cut-and-thrust motor racing in and out of the slower cars. By lap 8 there was a complete reshuffle and the order was Siffert, Giunti, Elford, Rodriguez, and on lap 10 Elford was up in second place. These four had left everyone else behind, even the two professionals Amon and Surtees, who were running in fifth and sixth places. Pescarolo was holding a valiant eighth place, ahead of the Parkes/Muller Ferrari 512S, which was just ahead of "Galli" in the first Alfa Romeo, who was followed by Brabham in the second Matra 650. On lap 11 as Siffert rounded the Lesmo corners he had to brake hard to dodge a slower car, and the blue and orange 917 spun and hit the kerb with the right rear wheel. This broke the bottom wishbone and the neighbouring chassis tubes, and while Elford, Giunti and Rodriguez roared on, poor Siffert had to limp slowly back to the pits, where the JW mechanics set to work replacing the wishbone and bolting in replacement chassis tubes. Elford now began to use the superior torque of the 5-litre Porsche to pull away from Giunti and Rodriguez, and in and out of the traffic he was lapping at just under 1 min. 30 sec. At 20 laps the 5-litre Porsche had some eight seconds lead over Rodriguez in the 4½-litre, who was just ahead of Giunti. Already dropping back, Amon was leading Surtees, both running steadily and strongly, leaving Giunti to play the rabbit role. As Elford finished his 27th lap, Siffert rejoined the race with his repaired Porsche, 16 laps in arrears, and as Elford finished his 33rd lap he drew into the pits for his first refuelling, while Giunti also brought the leading Ferrari in. This let Rodriguez into the lead briefly, for he refuelled on lap 35, and as Amon came in on the same lap it actually left Surtees in the lead of the race, but only briefly, for he, too, came in for fuel. All the pit-stops were done without trouble and while Elford continued to drive the big Porsche, and Rodriguez continued to drive the Gulf-Porsche, Giunti handed over to Vaccarella, Amon to Merzario and Surtees to Schetty, and when things settled down the order was: Elford (917), Rodriguez (917), Vaccarella (512S), Schetty (512S), and Merzario (512S), with Herrmann still following and the Matra of Pescarolo, now driven by Servoz-Gavin, still leading the Prototypes. The 3-litres went 10 laps longer than the 5-litres before needing to refuel, and during this difference the Matra moved up into fourth place overall, but it was only temporary.

By 50 laps there was less than a second separating the two Porsches and it looked as though a deadlock had been reached, and they were not far off lapping the third of the works Ferraris. The pace was now fantastically fast, and on lap 62 Elford set up a new lap record in 1 min. 24.8 sec.—244.103 k.p.h., approximately 151½ m.p.h., nearly half a second faster than the Formula One lap record set up last September by Beltoise in that memorable Italian GP. This effort gave Elford a slight but positive lead over Rodriguez and on lap 65 he shot into the pits for his second refuelling stop and handed over to Ahrens. Before the 5-litre Porsche rejoined the race, Rodriguez and Vaccarella had gone by, so Ahrens was in third place but he knew the others were due to stop. Then Schetty and Merzario stopped to refuel, and while they were in the pits Vaccarella was also called in and the Ferrari mechanics were worked overtime with all three cars in together. In something of a flap they refuelled all

For the first time this season a new racing formula will be exciting crowds at circuits all over the country. The formula is called F100.

The new category is named after the Firestone F100. This tyre is a family car radial but due to its amazing performance has seized the imagination of racing drivers. In the last few years it has dominated Formula Ford racing.

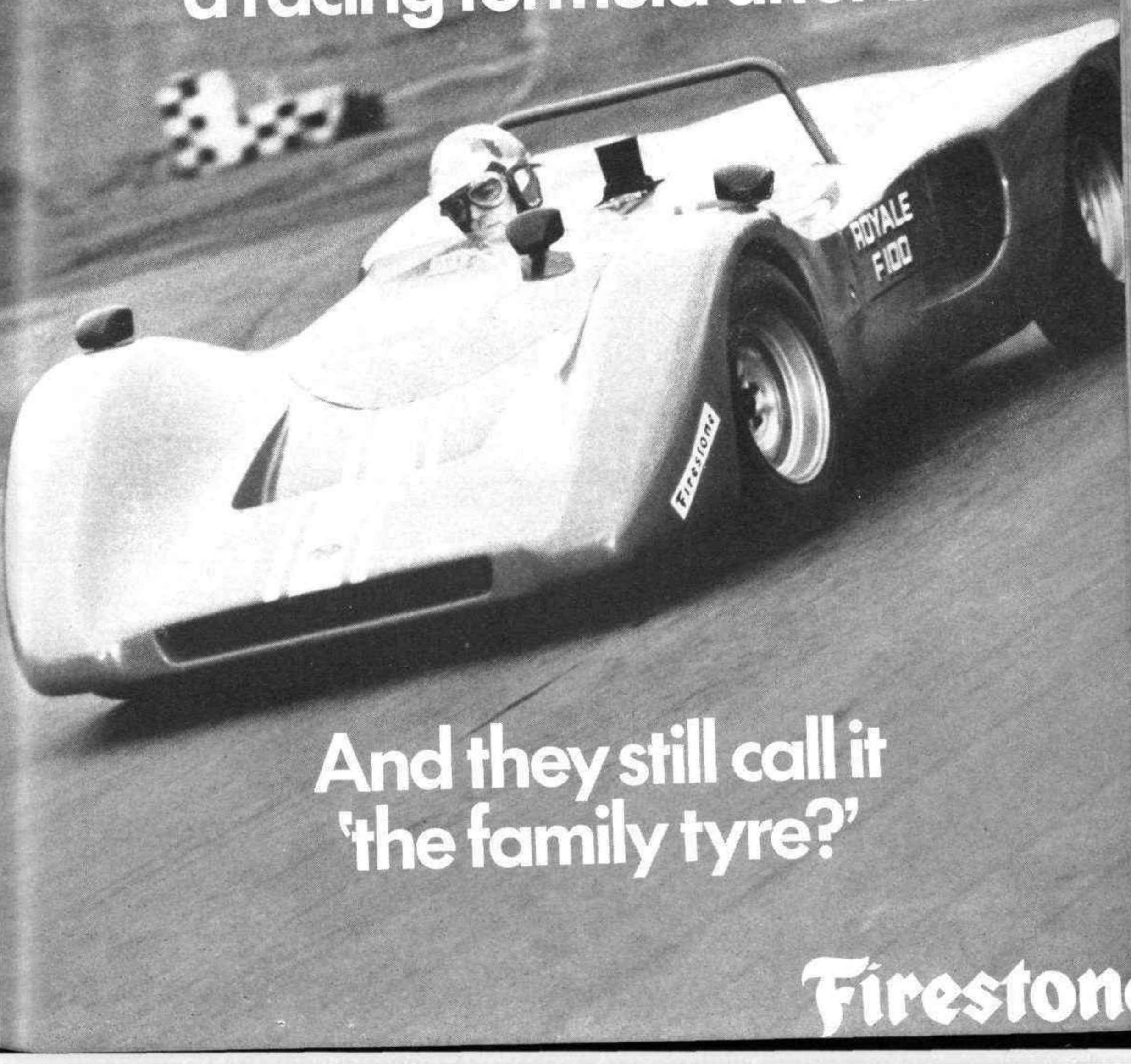
Tyres on racing cars take more punishment in an hour than ordinary motoring hands out in a month. So when you've got Firestone F100's on your car you've got a lot of mileage to put in before they wear out. And you've got a lot of grip, in the wet or dry, to keep you safe.

And *that's* why they call F100 the 'family tyre.'

The family tyre that goes racing

Firestone build strong tyres.

F100 Radial: the tyre so good they named a racing formula after it.



And they still call it 'the family tyre?'

Firestone

three cars and changed drivers and all got safely back into the race, behind the Elford/Ahrens Porsche, which was behind Rodriguez, who had yet to make his second stop. This he did at the end of lap 71, while Ahrens was leaving the *Lesmo* corners, and as the white 5-litre 917 appeared out of the *Parabolica* the Gulf-Porsche shot out of the pits and back into the race, still in first place, now with Kinnunen driving. While all this was happening the blue and white Salzburg Porsche 917 had refuelled and Attwood had taken over, but he did not get far for the engine had already broken its valve-gear and that was that, this mishap letting the Pescarolo Matra 650 into a solid sixth place ahead of the second French car, now driven by Beltoise. Well down the field but going strongly was the second Gulf-Porsche of Siffert/Redman, but they had a lot of lost ground to regain. After the Salzburg Porsche had stopped the Piper/Adamowicz Porsche 917 was in trouble with gear selection and eventually withdrew, but all five Ferraris were still running strongly. Although Kinnunen was going well in the leading Gulf-Porsche, it was not good enough, for Ahrens was making full use of the extra half a litre in the white Salzburg car and was hauling in the leading car, passing it on lap 82.

At half-distance, or 87 laps, Ahrens led by five seconds from Kinnunen, and though the Stuttgart factory give strong support to Porsche Salzburg and the Gulf-Porsches there was no question of the teams collaborating in the race, they were as strong rivals to each other as was the Ferrari team, and each was running its own race, the Salzburg team using works personnel in the pits and the Gulf team using John Wyer's personnel. On lap 92 Kinnunen appeared on his own, the white 5-litre Porsche was missing, and Giunti in the open Ferrari was not far behind. As Ahrens was going into the *Curva Grande* his left rear tyre burst, which tore away the bodywork and as he slowed and tried to drive back to the pits the ruined tyre damaged the rear suspension and split the oil tank, so he was forced to abandon the car by the track side. Giunti was gaining fast on Kinnunen and as the distance grew shorter excitement in the stands grew louder. At 100 laps the Ferrari was only two seconds behind and this was reduced to one second after two more laps; next time round the Ferrari was in the slipstream of the Gulf-Porsche and it seemed he must take the lead, but he was due in for fuel and on the next lap the Porsche 917 was alone as the Ferrari headed for the pits to refuel. This let Kinnunen breathe freely again for a bit, but he could not relax for he was due in soon. While the Ferrari pits were refuelling Giunti's car, the other two Ferraris were signalled in and once more pandemonium reigned as the mechanics refuelled all three cars at the same time. After 107 laps the Gulf-Porsche refuelled and Rodriguez took over again, the pit work being stupendously quick so that the blue and orange car was accelerating out of the pit lane before the Ferrari appeared out of the *Curva Parabolica,* and next time round there was the length of the straight between them. While the Gulf car was safe, it could not relax, for the length of the straight was not much of a lead with nearly a Grand Prix distance still to run. Slowly but surely Rodriguez built up his lead to more than 15 seconds, but even that could be easily lost in a pit-stop by one mechanic faltering in his work. At 137 laps the Gulf-Porsche was 20 seconds ahead, and the Ferrari was in for another refuel and now the Ferrari team made a tactical move. Realising that Rodriguez was going to drive through to the end of the race with only one more fuel stop, and that neither Giunti nor Vaccarella could catch him, they put Amon into the car as he had just handed over his car to Merzario. As the New Zealander started the engine of the open car there was a flash of flame from underneath and everyone scattered. Firemen doused the fire instantly with foam and the car was wiped clean and once more Amon started and a well-meaning fireman let fly with another squirt of foam all over the windscreen, even though there was no more fire and by the time the car was wiped again and rejoined the race the Gulf-Porsche was over a lap ahead. The Ferrari pit was using a pressure refuelling system with a quick-action bayonet fitting but no cut-off valve, and fuel had overflowed from the far-side filler that was acting as a breather, and a flash from the starter motor electrical circuit had ignited the spilt fuel. The prompt action of the firemen saved a catastrophe, even though they also delayed the car's re-entry into the race.

Rodriguez had one more stop to make, which he did on lap 143 and the JW team's pit work was masterly, gaining seconds over the best that Ferrari could do, so that as the blue and orange car rejoined the race Amon was just approaching the pits to be on the same lap, but the whole lap behind. It was now all over, providing Rodriguez kept the Ferrari in sight and in fact it was the other way round for Amon was right on his tail and spent the rest of the race either alongside the Porsche or in its slipstream, but Rodriguez is not easily worried and the two cars circulated together right to the end of the race, Amon actually crossed the line a few inches ahead, so that he was on the same lap as the winner, but 1 min. 25.9 sec. behind, which was virtually the time in which they were lapping. With the Grand Prix lap record standing at 1 min. 25.2 sec. it can be appreciated that these two "Production" Group 5 sports cars were really motoring for the whole 1,000 kilometres.

The battle for the lead had been so tense that the rest of the field was almost overlooked and the best 3-litre Group 6 cars were back in fifth and sixth places, for the other two works 5-litre Ferraris never relinquished third and fourth places, even though they changed places at times. Right from the start the two Matras had dominated the Alfa Romeo team, with Pescarolo/Servoz-Gavin continuously in the lead, with the cars of Gregory/Hezemans, de Adamich/Courage and "Galli"/Stommelen chasing them in vain. Shortly before the end, on lap 149, Courage arrived at the pits having lost the complete tail of his Alfa Romeo after spinning in the *Curva Grande* and another one was produced and wired on in place, but the stop dropped the car right out of the running. At lap 169 Pescarolo had to make a quick stop for a small quantity of fuel as his Matra engine was losing petrol from a leaking tank, and this lost him the lead in the class to the Beltoise/Brabham Matra, which shows how closely matched the two French cars were. They finished fifth and sixth overall and first and second in the 3-litre Prototype Group 6 class, running as well and

Continued on page 634

Results :

1,000 KILOMETRES MONZA—Groups 6, 5, 4—Monza Road Circuit—174 laps—Warm and Overcast

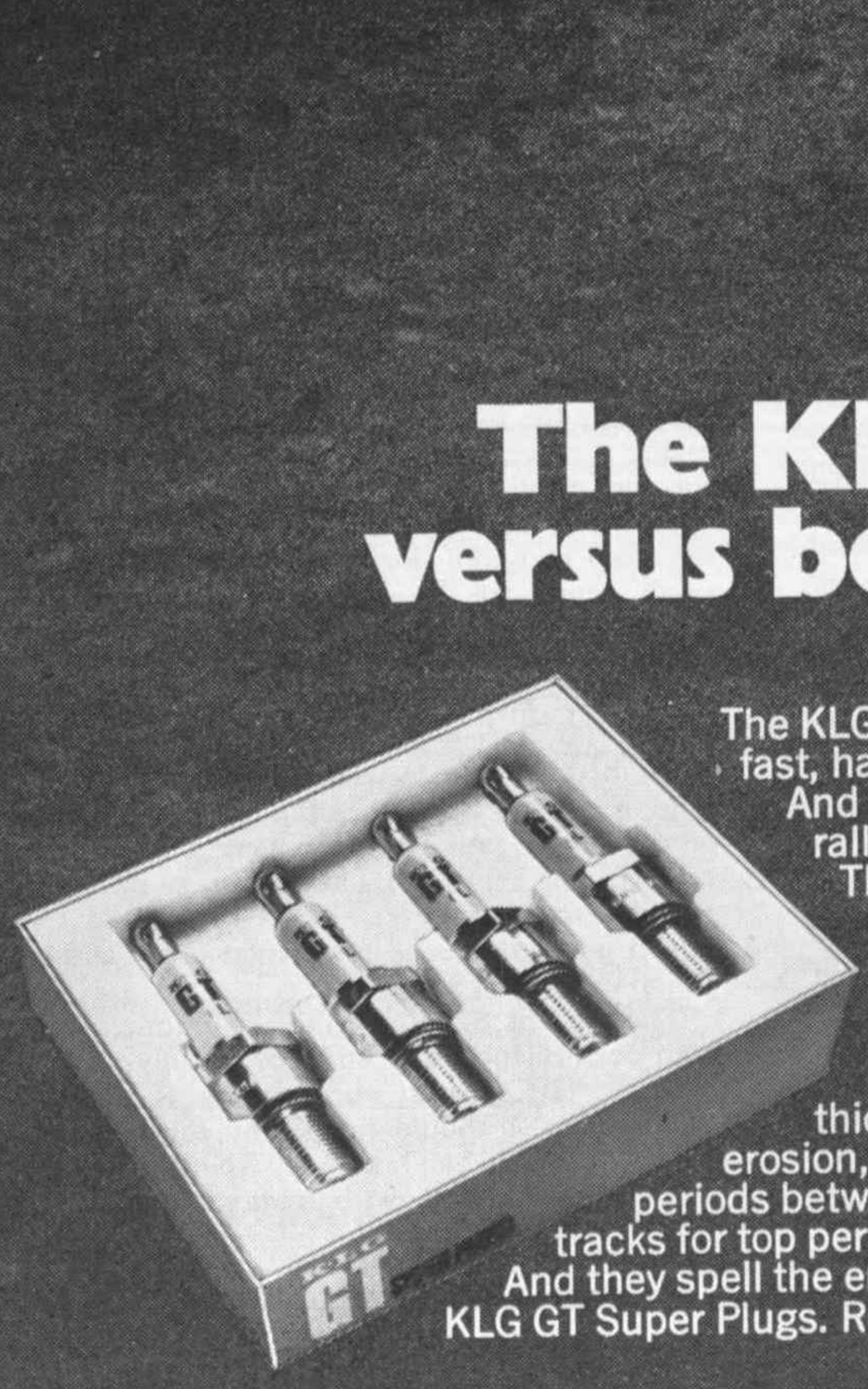
1st	P. Rodriguez/L. Kinnunen (Porsche 917—12-cyl. 4½-litre) ..	Group 5	Entrant: JW Engineering, England	174 laps—4 hr. 18 min. 01.7 sec.—232.650 k.p.h.
2nd	I. Giunti/N. Vaccarella/C. Amon (Ferrari 512S—V12 5-litre)	Group 5	Entrant: SEFAC Ferrari, Italy	174 laps—4 hr. 19 min. 27.6 sec.
3rd	J. Surtees/P. Schetty (Ferrari 512S—V12 5-litre)	Group 5	Entrant: SEFAC Ferrari, Italy	171 laps—4 hr. 19 min. 00.2 sec.
4th	C. Amon/A. Merzario (Ferrari 512S—V12 5-litre)	Group 5	Entrant: SEFAC Ferrari, Italy	171 laps—4 hr. 19 min. 18.8 sec.
5th	J. Brabham/J-P. Beltoise (Matra 650—V12 3-litre)	Group 6	Entrant: Matra Sports, France	169 laps—4 hr. 18 min. 35.6 sec.
6th	H. Pescarolo/J. Servoz-Gavin (Matra 650—V12 3-litre) ..	Group 6	Entrant: Matra Sports, France	169 laps—4 hr. 19 min. 17.0 sec.
7th	"Galli"/R. Stommelen (Alfa Romeo 33-3—V8 3-litre) ..	Group 6	Entrant: Autodelta S.p.a., Italy	166 laps—4 hr. 19 min. 19.2 sec.
8th	M. Parkes/H. Muller (Ferrari 512S—V12 5-litre)	Group 5	Entrant: Scuderia Filipinetti, Switzerland ..	163 laps—4 hr. 18 min. 20.4 sec.
9th	G. Moretti/C. Manfredini (Ferrari 512S—V12 5-litre) ..	Group 5	Entrant: Scuderia Picchio Rosso, Italy ..	163 laps—4 hr. 19 min. 15.6 sec.
10th	J. Neuhaus/H. Kelleners (Porsche 917—12-cyl. 4½-litre) ..	Group 5	Entrant: Gesipa Racing Team, Germany ..	162 laps—4 hr. 18 min. 03.8 sec.
11th	G. van Lennep/H. Laine (Porsche 917—12-cyl. 4½-litre) ..	Group 5	Entrant: Racing Team AAW, Holland ..	162 laps—4 hr. 18 min. 28.2 sec.
12th	J. Siffert/B. Redman (Porsche 917—12-cyl. 4½-litre)	Group 5	Entrant: JW Engineering, England	158 laps—4 hr. 18 min. 27.2 sec.
13th	P. Courage/A. de Adamich (Alfa Romeo 33-3—V8 3-litre) ..	Group 6	Entrant: Autodelta S.p.a., Italy	158 laps—4 hr. 19 min. 41.8 sec.
14th	G. Larrousse/R. Linz (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant: International Martini, Germany ..	157 laps—4 hr. 18 min. 18.8 sec.
15th	A. Wicky/M. Cabral (Porsche 907—8-cyl. 2-litre)	Group 6	Entrant: Andre Wicky Racing, Switzerland ..	144 laps—4 hr. 18 min. 24.8 sec.
16th	T. Pilette/T. Gosselin (Lola Mk. IIIB-Chev. V8—5-litre) ..	Group 5	Entrant: Racing Team VDS, Belgium	143 laps—4 hr. 18 min. 25.6 sec.
17th	H. D. Blatzheim/H. Krause (Porsche 907—8-cyl. 2-litre) ..	Group 6	Entrant: Hans Dieter Blatzheim, Germany ..	139 laps—4 hr. 19 min. 22.8 sec.
18th	M. Gregory/T. Hezemans (Alfa Romeo 33-3—V8 3-litre) ..	Group 6	Entrant: Autodelta S.p.a., Italy	131 laps—3 hr. 37 min. 56.4 sec.*
19th	J. L'Amie/B. Nelson (Porsche 910—6-cyl. 2-litre)	Group 5	Entrant: John L'Amie, England	131 laps—4 hr. 18 min. 43.2 sec.
20th	B. Schenetti/S. Zerbini (Porsche 911S—6-cyl. 2-litre) ..	Group 4	Entrant: Scuderia Brescia Corse, Italy	128 laps—4 hr. 18 min. 14.6 sec.
21st	S. Garant/M. Ilotte (Porsche 911S—6-cyl. 2-litre)	Group 4	Entrant: Andre Wicky Racing, Switzerland ..	127 laps—4 hr. 19 min. 05.5 sec.
22nd	G. Rondanini/E. Bonomelli (Porsche 911S—6-cyl. 2-litre) ..	Group 4	Entrant: Scuderia Madunina, Italy	122 laps—4 hr. 18 min. 10.8 sec.

Retirements : E. Kremer/W. Kauhsen (Porsche 911S), lap 17; G. Alberti/C. Zuccoli (Alfa Romeo 33), lap 19, oil leak; C. Poretti/M. Zanetti (Alfa Romeo GTA), lap 26; G. Koch/H. D. Dechent (Porsche 908), lap 35, engine; D. Piper/T. Adamowicz (Porsche 917), lap 55, gear selectors' "Nicor"/S. Dini (Alfa Romeo 33), lap 58; H. Herrmann/R. Attwood (Porsche 917), lap 63, engine; C. Facetti/T. Zeccoli (Alfa Romeo 33-3), lap 67, electrics; G. Rossi/P. Monti (Alfa Romeo GTA), lap 71; J. Ortner/M. Casoni (Abarth 2000), lap 71, engine; V. Elford/K. Ahrens (Porsche 917), lap 92, burst tyre; P. Nardari/"Pal Joe" (Fiat Abarth 1000), lap 107; A. Nicodemi/J. Williams (Porsche 907), lap 111, engine.
* Not running at end of race.

Fastest lap : V. Elford (Porsche 917—5-litre) on lap 62, in 1 min. 24.8 sec.—244.103 k.p.h. (*new circuit record*).

38 *starters* — 22 *finishers* — 3 *non-classified* — 13 *retirement*

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When you put your foot down GT Supers keep cool and when you're parked the nose stays snug and warm deep down in the chamber. So you get protection 24 hours a day. GT Super Electrodes are thick and tough to give the plug longer life by slowing erosion, cutting down voltage requirements and prolonging periods between re-gapping. They've been tested on race tracks for top performance and that's exactly what they give you. And they spell the end of boring motoring forever. K·L·G

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GT

PAUL RICARD CIRCUIT, FRANCE (April 19th)

The new circuit near Toulon, financed by the French drink firm of Ricard, was opened with a mixed race meeting which included a race for 2-litre Group 6 and Group 5 cars and was the opening round in the 1970 Championship for this category. A full works Abarth team of Quester, Casoni and Ortner opposed Redman with the works Chevron B16 and Bonnier with the brand new Lola T210, the two British cars using FVC Cosworth 1,800-c.c. engines. The rest of the field was made up by private owners, with Porsche, Chevron, Daren, etc. The race was held over 100 laps of a short course comprising half the total circuit within the new racing complex, the full circuit not being complete, and Bonnier led until his fuel pump gave trouble and caused the Lola to slow, whereupon Redman closed up and took the lead to win comfortably, when the Lola suffered a broken throttle cable in the last laps.

Results :

TROPHY PAUL RICARD—326.375 kilometres—2-litre Group 5 and Group 6

1st : B. Redman (Chevron B16-Cosworth FVC) ..	..	2 hr. 19 min. 31.3 sec.—140.354 k.p.h.
2nd: J. Bonnier (Lola T210-Cosworth FVC) ..	..	3 laps behind
3rd : J. Burton (Chevron B16-Cosworth FVC)	..	3 laps behind
4th : M. Casoni (Abarth 2000—Group 5) ..	..	3 laps behind
5th : I. Skailes (Chevron B16-Cosworth FVC)	..	7 laps behind
6th : E. Swart (Abarth 2000—Group 5) ..	..	7 laps behind

Fastest lap : J. Bonnier (Lola T210), 1 min. 21.1 sec.—144.870 k.p.h. *(record).*

LOOKING BACK AT JARAMA—continued from page 608

complying with the "Geneva Agreement", he smiled politely and suggested that he and De Tomaso would meet in a small village in Italy, at Gorgonzola for example, and draw up a "Gorgonzola Agreement", which would carry just as much weight according to the strict letter of FIA rules.

All this was only the beginning of a long series of bungles and mismanagement on the part of the organisers, the Constructors' Association and the FIA Stewards. The last named group really caused trouble when they took charge on the evening of the first practice day and proclaimed that only times recorded in the two special 30-minute sessions would count, all others were null and void. Immediately McLaren and Surtees teams put in official protests, as they had not taken part in the second 30-minute session. So it went on, and even when a final selection of 16 worthy runners were announced as the official starters it did not finish. The non-qualifiers got up a petition, to be signed by the 16 starters, to say they could all start but not race for prize-money, and though the 16 starters agreed and signed, the Stewards did not agree, nor did the organisers' insurance policy, and the extra four cars were taken off the grid at the last minute. The whole meeting was a sea of confusion from the time the Secretary of the Constructors' Association arrived on the Thursday before the race, until the race was over, and in the middle of it all preparations were being made to stamp out the proposed qualifying race to be held before the Monaco GP.

Organisers, constructors, entrants, FIA officials are all supposed to be business men, and a lot of them will go to great pains to tell you what smart business men they are, but to me they are like a lot of factory workers. If they carry on much longer like this Grand Prix racing will not show a profit and race organisers will give up organising races and then they will be like the factory workers who complain and strike and demand so much that the factory goes broke and closes down, and they are all out of work. It is worth bearing in mind that we no longer have an Argentine GP, nor a Morocco GP, nor a Portuguese GP, nor a Swiss GP, and the French and Belgian GP races are very shaky. They all went under in the cause of progress and improvement for everyone, except the organisers.

A lot more happened at Jarama that calls for comment, such as the BRM debacle of broken front hubs, the ineffectiveness of the interesting new Lotus 72, the way the Matras were going until the engines blew up, Stewart's very determined driving and really hard work in practice and the race, the obvious superiority of the Goodyear tyres, and the fact that March Engineering designed the car that won, the Tyrrell-prepared March scoring 3rd in South Africa, 1st at Brands Hatch and 1st in the Spanish GP. I look forward to being able once more to look back on a Grand Prix race with pleasure, as I did after South Africa, and I hope I do not have to look back on another meeting like the 1970 Spanish Grand Prix.—D. S. J.

1914 GP MERCEDES—continued from page 626

tank takes approx. three gallons. Castrol R is used for engine, gearbox and back axle.

It is easy to describe this quite splendid Edwardian racing car but not to convey the painstaking toil which has gone into its nine-year resuscitation. Details count, apart from the excellence of the car as a whole. For instance, the bulge in the scuttle to enable the driver's fist to close round the gear-lever, not noticeable in photographs, is there, as are the long runs of dual upper fuel line, which emerge from the last bonnet louvre on the o/s and go along the bodyside, circling vertically round in two anti-fracture loops before going up and crossing over to the n/s of the fuel tank.

In between April showers we prepared for the initial trial run, in the area of Betchworth and Dorking. The tank was filled with 90-octane Mobil and pumped up. The engine was primed with the Ki-gass. A brief push-start and the deep rumble of the Mercedes exhaust note smote our ears. Climbing in over the enormous "expansion box" I took my seat, the clutch jerked home, the exhaust beat increased, and we were off.

We viewed the road ahead over the white bonnet and razor-sharp vee radiator as Christian Lautenschlager and his mechanic had done for more than seven crowded hours at Lyons 56 years earlier. The temporary front mudwings were not visible to me, but the top of one shock-absorber arm was just in sight. The tight fit in the cockpit precluded more than an occasional glance backwards at the air-pressure gauge, but the fuel pump handle was easy to grasp.

Very soon the proud owner was changing gear with little more than determination (the change, as on the 1924 Targa Florio Mercedes, isn't easy). The brakes steadied the car adequately in the stream of modern traffic, and the ride was commendably level. Little noise was evident, apart from a remote hum of gears, above the strident exhaust. The tachometer went to 1,600 r.p.m., a lazy cruising gate of around a mile-a-minute, up to over 2,000 r.p.m. in the lower gears, the engine never spitting back or missing a beat. Yet in top gear it proved possible to idle with it off the dial, at 600 r.p.m. or less. Oil pressure was a comfortable 30 lb./sq. in., temperatures remained low, and with the ignition advanced the Mercedes bounded forward. . . .

What a delectable motor car, the discovery of the decade!—W. B.

RELIANT SCIMITAR TEST—continued from page 610

intrudes. The disc/drum Girling servo brakes are a thought spongy. The V6 Ford engine is an easily overlooked aspect of this Reliant, because it functions so unobtrusively. It starts impeccably on autochoke and runs smoothly, and it gave 20.8 m.p.g. of 4-star fuel, mainly on short runs and in London traffic. Oil thirst was nil, after 650 miles.

The body is taut and mainly rattle-free (apart from that back window), benefiting from the rigid John Crosthwaite-designed braced chassis, but the well-damped suspension thuds down after negotiating humps and wind whistles round the o/s quarter-window. Some vibration is felt from the transmission. The front seats lift up complete to overcome the two-door configuration. There is a 17-gallon fuel tank, giving a range of at least 340 miles; the gauge is notably accurate at the zero reading. The ride is generally good, verging on the lurchy over poor roads, and the front-seat passenger is apt to complain that the deep foot-well does not provide enough bracing for the feet. A small point—the labels for the flick-switches are placed where the switches obscure them until in use, the sort of mistake perhaps R-R wouldn't make. . . ?

The four Lucas headlamps give good main and dipped beams, the bonnet lid is self-propping, the under-bonnet essentials like dipstick, battery, screen-washers reservoir, fuse boxes and hydraulic-fluid reservoirs are accessible, and the spare wheel is fitted ahead of the power unit, where it gets warm and is not entirely easy to remove and replace. The heater is undrainable, so must be protected with anti-freeze, Smiths Bluecol on the test car. The windscreen is Triplex zone toughened but a laminated screen is available for an extra £20 8s.

The Reliant Scimitar GTE is unique, a luxury estate-car of very high performance, and an uncommonly exciting-looking one into the bargain. Its greatest shortcoming is the unpleasant "feel" of the steering but it should find many followers and is an excellent poor person's "bread van", of very sporting demeanour and appearance. The price, as tested, with Radiomobile radio (two speakers), etc., is £2,237.—W. B.

LETTERS FROM READERS

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

ALFA ROMEO VIEWS FROM BELGIUM

Sir,

I, for one, eagerly await the next instalment of your long-term assessment of the Alfa Romeo 1750 saloon. For once, however, maybe we readers have a chance to influence your opinion, rather than the other way round, before you complete the test.

Let's start with the precept that many of your readers are family men with sporting pretensions, *i.e.*, practicality must override private dreams. What is so attractive about the Alfa? For me, with the equivalent of 14,000 miles on the clock, it is the excellent combination of four doors, four generous and comfortable seats within compact overall dimensions, refinement with low noise level at high cruising speeds (but a beautiful Alfa exhaust note when accelerating hard), a combination of engine, gearbox and final drive which makes for acceleration, relaxed high-speed cruising and docility in town, excellent handling and brakes, good roadholding, boot and finish. It is the high standards achieved in these aspects which make a local price (in Belgium) of £1,540, including tax, excellent value. When buying, the unknown quantity was reliability and service quality. My personal experience is infallible reliability and excellent, if expensive, service from my local man. However, a prerequisite for buying would be the availability of good local service, if only to keep those big twin-choke Webers in tune.

My main gripes are marginal wet roadholding on Michelin ZXs, poor synchromesh on second gear, particularly when cold, an engine flat spot in normal starts from rest, inadequate ventilation (but open windows do not create too much draught or noise). The driver's seat could do with raising about 1 inch. The ride is certainly lively, but in a refined sort of way.

Can we have some informed comment in these columns on cruising speed? Although perhaps a little academic in the UK with your ridiculous speed limit policy, many magazines imply in their road tests, cruising speeds equivalent to around 4,500-5,500 r.p.m. No doubt modern engines will stand up to this treatment without blowing up, but what does it do to engine life? I was weaned on the concept of a maximum cruising speed of 2,500 ft./min. (equivalent to about 4,200 r.p.m. in the Alfa or 85 m.p.h.) if long life is to be achieved. Does this still apply with modern engine design, materials and oils?

Overijse. D. W. J. SEAR.

* * *

SAME GIRL—DIFFERENT ALFA ROMEO

Sir,

Three years ago I wrote to you concerning my views on the minor pros and cons of the Alfa Romeo. I then had an l.h.d. 1962 1300 Spider with which I had considerable spares trouble. Last Spring I bought an l.h.d. 1963 1600 Spider, having heartbreakingly been compelled to sell my previous car some months beforehand.

I think when one takes the plunge and buys a first sports car which one fancies, if it appeals, one loathes to change, *e.g.*, recent MOTOR SPORT correspondence on TRs, MGs, etc. I am now just as attached to this white drophead coupé as my last Alfa. Now comes the appeal to other owners of similar models. Please, please, how can I locate a tiresome vibration, something under the metal facia, in the region of the instruments? It occurs at low speeds and revs. On so many "town spins" I've been driving with my head part-way under the steering wheel, feeling everywhere with a free hand, to try and stop the dratted noise. I've also been unable to cure exhaust banging at low revs and at the usual uneven tick-over. This peculiarity, however, has been experienced by another fellow Alfa owner.

As is obvious, I'm an incurable "rattle fanatic" and get annoyed with the loose window-winder mechanism behind the door panels. This I had with my previous car, and realise with a seven- or eight-year-old model constant slamming of the doors (as is necessary because of dropping with the weight of the large door itself) must inevitably cause this. Many a time I've threatened to buy ear plugs, but enjoy the roar of the super engine.

Of course, with the roof down, this car is at its best and I swear, having been born in Italy, loves warm weather, motoring beautifully on a fine day, rattles and vibrations drowned by the swish of tyres and wind noise. This makes me dream of the sun-drenched Italian mountain roads which breed these infectious little "tigers".

Without prejudice, I prefer the older Spider design to the latest model with the somewhat over-emphasised concave side panels and almost-hidden, distinctive, traditional front grille.

Lastly, I'd like to mention that four years ago, when I drove an MG TD, I was *always* flashed by fellow owners. Since driving an Alfa I have only been flashed *twice*. Is this because I own a seven-year-old, snobbery or just that OTHER Alfa drivers are travelling so fast as to have no time to do so?

Paignton, S. Devon. CAROLE LANDEN.

* * *

SUNBEAM 90 TRANSMISSION

Sir,

Mr. Geoffrey Brown, also of Newcastle, perhaps understated the weakness of the Sunbeam transmission: I had a very early 90 Mk. II d.h.c. from new, and quietly (?) whipped the hardening off the teeth of five first gears, crunched up a couple of differentials, and tore a shackle-plate off a back axle casing, all through using the brute as the sports car it was advertised to be—on daily motoring mostly on smooth roads.

In those days the Monte was for Sunbeams (the Talbot bit had not yet been dropped), but it just goes to show that rallies of this nature do not necessarily test the whole car.

The trouble started when they bored it out to a big 2¼-litre: the extra torque played havoc with bits designed for the original 80 and 90.

The engine was good, and seemed unburstable: if I remember rightly, ERA had a go at warming the model up, but nothing appeared to be forthcoming.

My engine simply had polished ports to improve the flow, but it was not so far removed from that of the Vintage Bentley in characteristics. The column change was a hideous device.

The local Distributors pulled my leg somewhat in accusing me of being the reason why Rootes took on a chappie who had designed the gearbox for the Churchill tank. I at least ended up eventually with a stronger tooth-form. A remarkable thing about it all was that I only recall paying one set of labour charges, and nothing else, for all the trouble: that was why I kept it. The story is different today. Does any modern tin-ware manufacturer want their new pride and joy testing to destruction? I offer a free service, but refuse to afford such an extremely doubtful "luxury" which costs more to own than to run.

Gosforth. J. A. MACHARG.

* * *

"THE MAVERICK ON ENGLISH ROADS"

Sir,

Interesting little piece on the Maverick. Much of what W.B. said is undoubtedly true, especially within the confines of his title. The Maverick isn't terribly impressive by your standards and it was a mistake to belatedly decide to market it in this country—especially at £2,030. Lincoln Cars are surely going to need more than "opulent customer-baiting showrooms".

What might have been mentioned is that the Maverick sells in the US for $1,995 standard (£830), a price at which it competes fiercely with or considerably undercuts the Austin Americas, Sunbeam Arrows (Hillman Hunter), Beetles, etc., etc. Without taking into account reliability, ease of service and availability of spare parts in the US I know which car I'd buy for American driving conditions if I had $1,995! Young couples, students, old people and families looking for a second car for the shopping clearly have the same idea, judging by the sales figures—Edsel indeed! W.B. really did sound disappointed that Detroit had designed the car for such a US market and not as a potentially tweakable batmobile for him to hurl around little English roads.

He niggles about the spartan trim (which can be modified to order

in the US). I wonder when he last saw the inside of a Beetle which is, as he clearly appreciates, one of the major forces behind the creation of the Maverick. Rear seat room hardly matters; in a car of this type Americans use it for the kids. And couldn't he correct, or have corrected, a stalling engine fitted with a simple single carb! All I can say is that I have the identical 200 cu. in. six in my Mustang and it has invariably started first time and run smoothly in conditions from 20° below to 120°F. and in 95% humidity (something my American friend's more expensive GT Cortinas, Alpines and MG-Bs couldn't manage) and the carb. settings haven't varied in 40,000 miles. Economy—that same well-proved engine in a bigger and heavier car gives me 22-24 m.p.g. (Imp) driven pretty hard in this country, though without standard-issue MOTOR SPORT clogs. On my last two trips of 5,000 and 8,000 miles, it returned 30 and 28 m.p.g. despite a very full load, extensive desert driving, altitude (10,000-12,000 feet) and ton-up work. The only attention it has had has been an oil and filter change every 6,000 miles (it uses no oil). I could go on . . .

Whilst in basic agreement with W.B. on many points, I feel he could have tried to see the Maverick in perspective, a subject your photographer [I was the photographer!—W.B.] (page 346) knows more than a little about. The situation was summed up for me by a couple of teenagers I recently overheard looking over my own closely related Detroit Dinky: "Alright innit?" "Yeah, but if I 'ad free farsand quid I wouldn't buy a Mustang." Neither would I, but since it cost me £824 brand new, fully equipped, taxed and registered (just before devaluation I might add), I'm sure W.B. would agree that things are a little different in the country *for which the car was designed*.

Morecambe. "LANCASHIRE COWBOY."

* * *

POLICE MAN POWER

Sir,

I have never written to any newspaper or periodical before but the number of police radar traps that I have seen recently causes me to ask, through your column, any Senior Police Officer for a good commonsense explanation to the following:

Why do the police need as many as seven constables and three cars, apart from the expensive radar equipment, to man these traps? There is now a publicity campaign to recruit more policemen. Will they be added to this Radar Regiment?

If there is need for a Relations Board (similar to the Race Relations) there is now need for one for the constantly persecuted and victimised goodwill citizen who drives a car. As I drive to the airport on many occasions early in the morning to catch a 'plane, I almost invariably see these policemen setting up their traps and the time involved must add up to a fantastic amount of man hours per year. Is it that this is so much more profitable than dealing with the thousands of burglaries which occur every day and to which my home seems to be wide open as we never see a policeman and the houses on both sides of me have been burgled in the daytime when the police man their speed traps?

Isn't it time that the police force was used to protect the people who foot the bill, such as us normal everyday citizens who unfortunately also have to drive a car?

I know that the British public would like to be on friendly terms with the police force and the police in Britain have been fortunate inasmuch as we co-operate more than any other country in Europe. I am convinced now that the change of attitude of the British public towards the police force, and there is no doubt that the attitude is changing, is entirely the fault of the police. This is a bad situation that should be corrected immediately.

I would also be pleased to hear from any Senior Police Officer as to how they can warrant the cost of some of the exotic vehicles they use; why the 420G for normal cruising, why B and C-type MGs and 3.5-litre Rovers? Cars half the price of these could do the same job.

Many thanks for a good motoring magazine.

Purley. P. J. FIANDER.

* * *

EXCELLENT YB

Sir,

Recent correspondence in these columns in connection with various pre- and post-war saloon cars of above average interest and quality prompts me to write a few lines in praise of an excellent small car to which I have seen little or no reference in recent years by your readers—namely the MG series "YA" and "YB" 1½-litre saloons of 1947-53.

I have owned and driven both of these models and in fact still run a "YB" for everyday motoring, including a number of longer trips to race meetings, etc.

Two years ago this car completed 3,000 miles on a Continental tour with four up entirely without mishap of any sort. It was driven continually at speeds around 70 m.p.h. on autoroutes, etc., often in very hot weather in Southern France and Italy and only consumed three pints of Duckhams during the entire trip. This I would consider exceptional as these engines are not noted for their oil economy, and in fact usually leak from the side plate and rocker cover.

Although I would not expect this model to enjoy the popularity of the "T" series MG sports cars, I am surprised at the apparent lack of interest in these saloons which share much in common with their two-seater counterparts and are much more practical for the family enthusiast. They are also most pleasant cars to drive, having rack and pinion steering and the excellent MG coil and wishbone i.f.s., including anti-roll bar, the basic design of which has been carried right through to the MG-A and MG-B.

Whilst having this excellent mechanical specification it retains the appearance of an elegant small pre-war saloon, having a "real" bonnet and radiator with external filler cap and separate headlamps. It also has a most substantial chassis, underslung at the rear, complete with built-in hydraulic jacking system, a sun roof, hide upholstery, rear window blind, opening windscreen, and adjustable steering column. Later models also have 15-in. wheels which are suited to the full range of modern tyres.

On the debit side, I am not happy with the brakes, which require very high pedal pressures, but plan to put matters right in the near future by fitting MG-A 1600 front disc brakes and a servo. Also the car could be considered underpowered for its safe handling, even for its day, but I have found the fitting of twin carburetters and a little factory recommended tuning as per contemporary sports models to transform performance by a most useful margin.

I would be most interested to hear any of your readers' experiences in connection with these cars, and also hope that not too many will be allowed to reach the "banger" condition that one tends to see so often. Even MG Car Club Meetings rarely produce examples. I have seen one or two advertisements in MOTOR SPORT for apparently well-kept specimens, so perhaps they are beginning to be recognised as a model well worthy of preservation.

Kesgrave, Suffolk. MICHAEL GREEN.

* * *

MOTOR RACING AND ITV

Sir,

When I discovered that the "Race of Champions" was not to be televised at all this year I wrote to Mr. John McMillan, the Director of Sport for Independent Television, and asked him why this was so. In his reply he stated, and I quote, "The reason why we have stopped covering motor-racing is because so many of the races develop into processions". In my letter I also criticised the unreasonable amount of horse-racing shown. In his reply, Mr. McMillan said, and again I quote, "There is a growing demand for horse-racing and Independent Television has decided to specialise in that area".

It therefore looks as though we shall see no more motor-racing at all on ITV, which presumably means that the British GP will not be televised, which would be disastrous for many thousands of enthusiasts, particularly in the North. Obviously ITV does not understand motor-racing and I have written to them again to try and enlighten them. I suggest that all your readers do likewise; it seems that we are not doing enough by a long chalk. Need I say more?

Aspley. J. E. Fox.

MONZA 1,000 *KILOMETRES—continued from page* 630

sounding as crisp as they had at the start.

Overall it was a bad day for the Italians, for a lone 4½-litre Porsche had beaten the whole Ferrari team, the two Matras had beaten the Alfa Romeo team, and in the 2-litre class a private 907 Porsche had vanquished private Alfa Romeo 33 and Abarth 2-litre cars, and Porsche 911S coupés had won the GT category. However, the Italian cars had fought hard, especially the Ferraris, and they had a 100% finish, which is more than Porsche could claim for they lost both of the Salzburg cars. It had been a hard race and a good race.—D. S. J.

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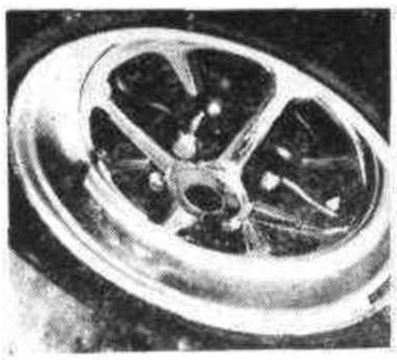
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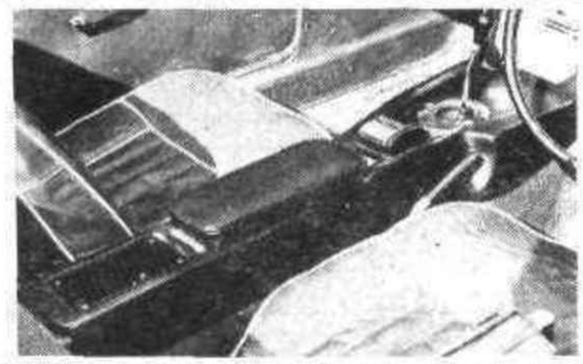
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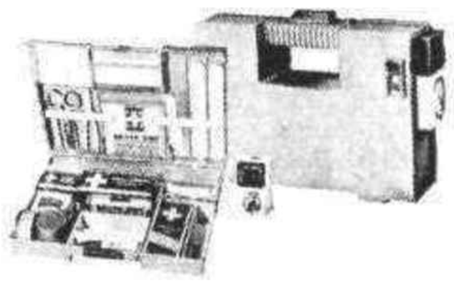


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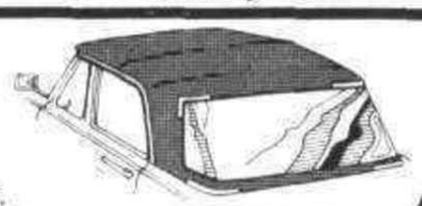
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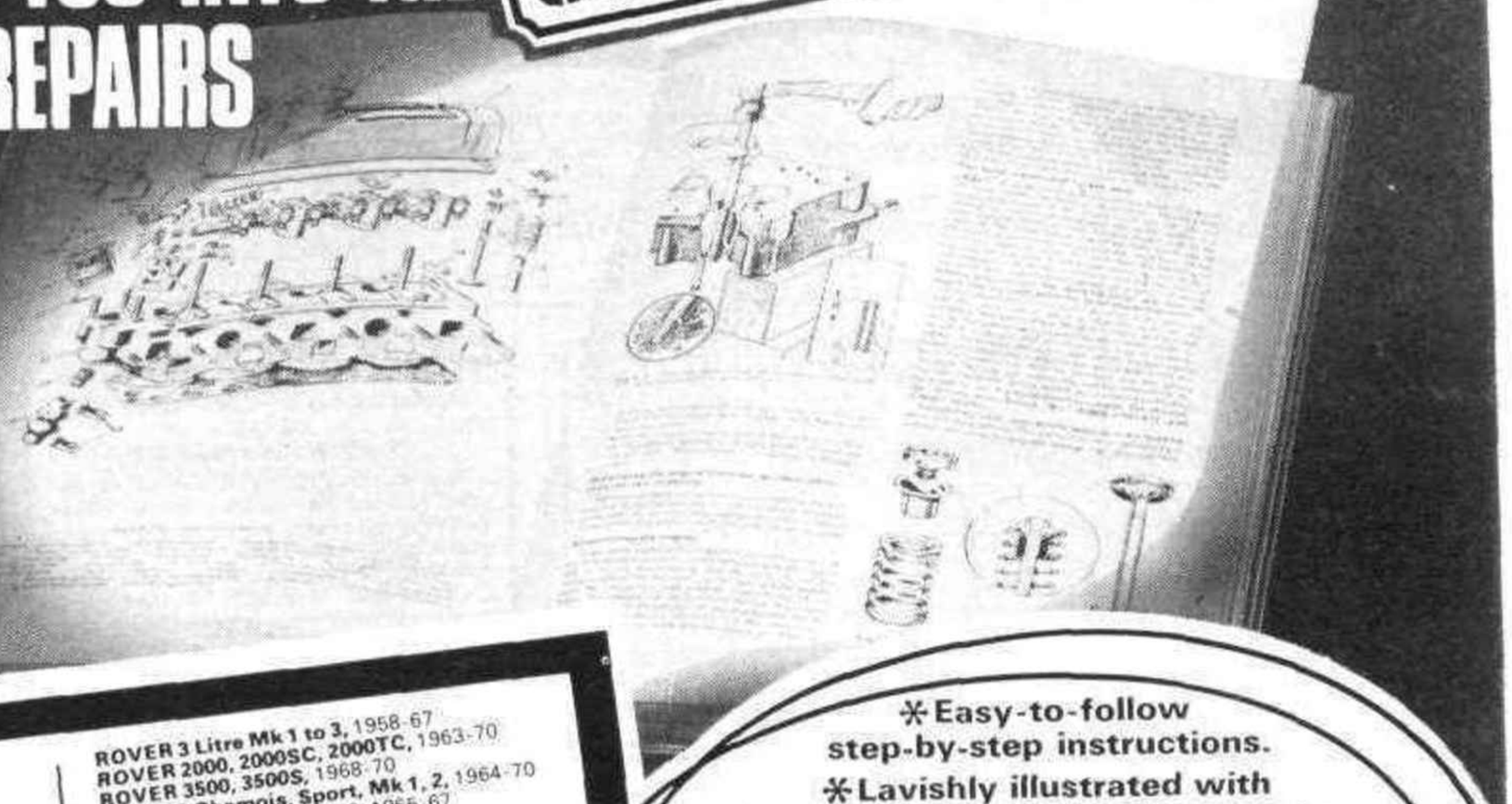
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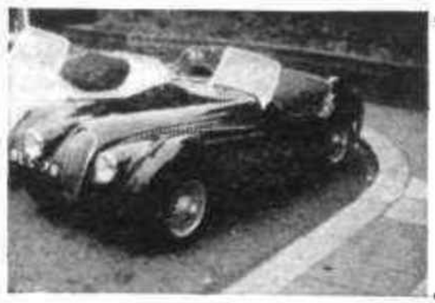
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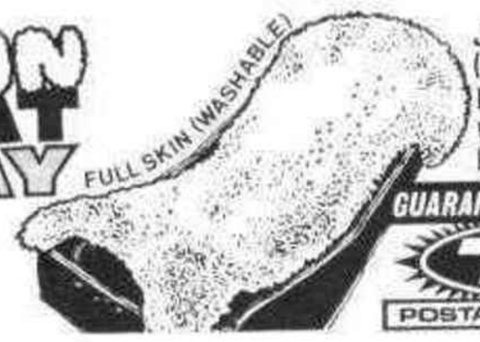
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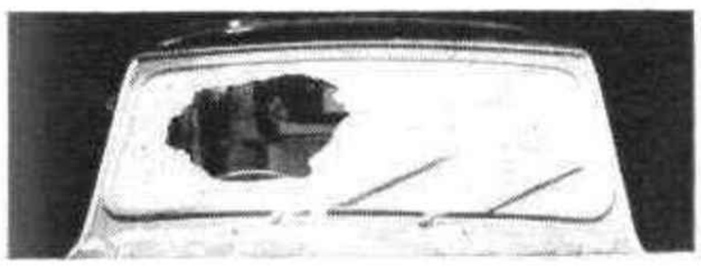
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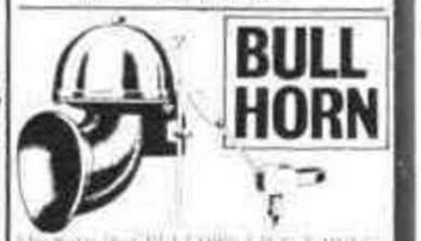


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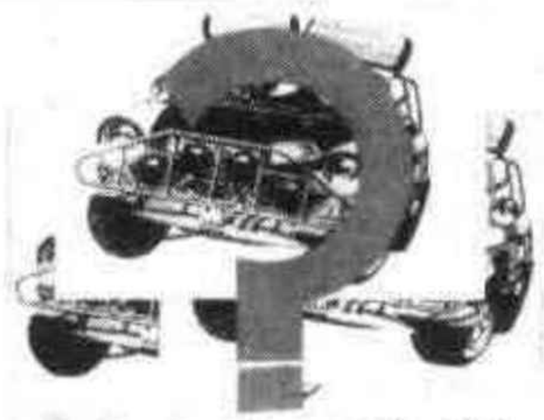
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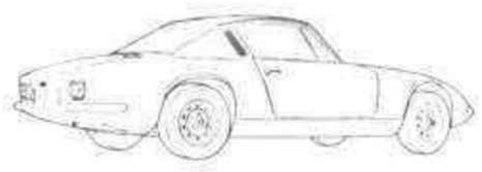
M.G. 'B' GT	Blue Royale with black trim. Wire wheels, overdrive.
M.G. 'B' Roadster	British Racing Green with black trim. Fitted with overdrive and wire wheels.
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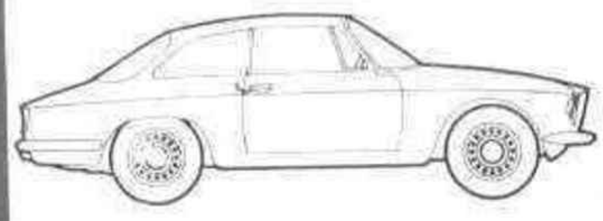
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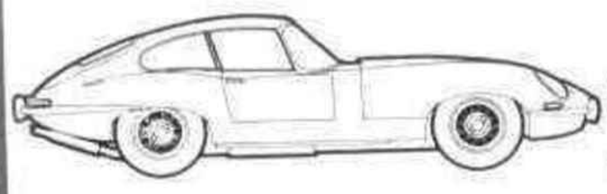
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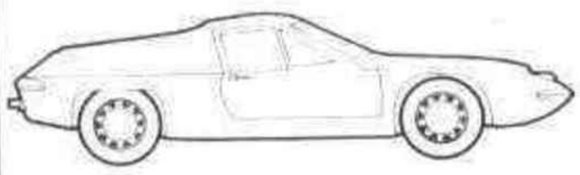
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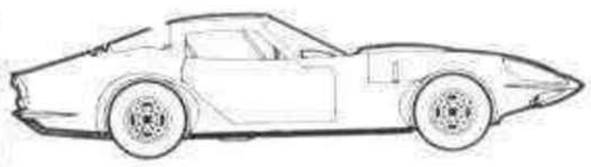
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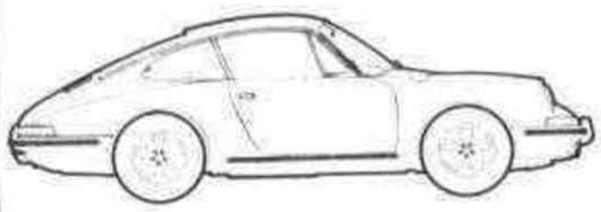
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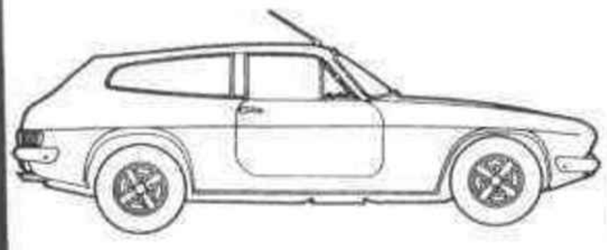
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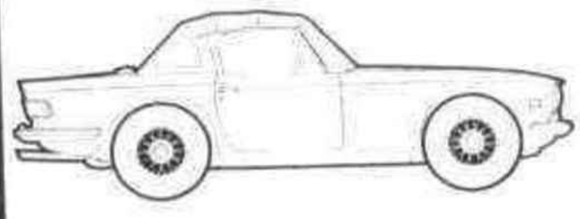
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NEW LOTUS ELAN S/E fixed-head, in royal blue ..... **List**

NEW LOTUS ELAN S/E drophead, in chrome yellow ..... **List**

NEW LOTUS ELAN S/E drophead, in burnt sand ..... **List**

NEW LOTUS ELAN S/E drophead, in white ..... **List**

NEW LOTUS ELAN drophead, in Carnival red, standard specification ..... **List**

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All the above are 2½-litres capacity (except Regency Hooper). Consumption approx. 22–24 m.p.g. All have separate, exceptionally robust chassis, with automatic lubrication system. Paint, chrome, hoods, tyres and mechanics have been attended to as we think necessary and the extent of our attentions is reflected in the prices.

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RILEY 1½-LITRE, 1953. COMPLETE ENGINE rebuild 1,000 miles, plus new carb. and distributor, new rear springs and shock absorbers; partially retrimmed and black respray just completed; bumpers replated. £295 to genuine Riley enthusiast. Tel.: Luton 593763. (3277

XK120 DROPHEAD. IMMACULATE AND just completely overhauled mechanically; brakes, steering, lights, suspension all renewed; triple Maseratis, new hood and batteries, dashboard and bumpers unbastardised, rechromed, gleaming white rustfree coachwork; perfect; new M.o.T. Partly retrimmed. 32 Carlisle Mansions, S.W.1. £750 o.n.o. Consider vintage part exchange. Tel.: 834 9225 (away till 25th). (3279

RILEY LYNX TOURER, 1935, 1½-LITRE. Sound condition; twin carbs. £135. Tel.: St. Albans 53203. (3283

AUSTIN 7, 1935. ONLY £90. THIS CAR has been stored for the last few years. None of the usual rust or rot. Not rebuilt or bodged up. Complete with a nice lot of very usable spares, including two engines, gearbox, etc., etc. Just been M.o.T. This would be a fantastic car with only a little care and effort, but very little money. Tel.: 01-228 4893, 41 Manchuria Rd., London, S.W.11. (3281

FOR SALE—continued

1932 M.G. J2. PAINSTAKINGLY REbuilt from chassis; Laystall crankshaft, rechromed and rebuilt radiator, new tyres, steering, etc., resprayed and reupholstered, complete with aero screens, Brooklands silencer and aluminium cycle wings. Have bought six-cylinder L.1 Magna, hence sale. £350. Tel.: Woburn Sands (Bucks.) 2371. (3280

M.G. K TYPE AND J2, 1934. BOTH original, Emigrating, therefore £400 and £300. Tel.: Taunton 3932. (3282

1968 MORGAN +4 FOUR-SEATER; T.R. engine. Light blue. Wire wheels; 16,700 miles, new tyres, exhaust, clutch, many extras; immaculate; never raced, etc. £925. Tel.: Shorne 2327 (any time). (3284

M.G. TA, 1939. GREEN. REQUIRES work to body, engine sound. £100 o.n.o. Tel.: Leeds 26611. (3285

UNIQUE? TICKFORD SALOON AUSTIN 16/6, registered 1931; two owners; M.o.T. May, 1971; many spares. £300. Smith, Pinecroft, Woodlands Rd., Ashurst, Southampton. Tel.: Ashurst 2264. (3286

1923 ASTON MARTIN 1½-LITRE G.P. Replica. Concours condition; A.M.O.C./V.S.C.C. registered. Best offer over £1,650. Open July. P. N. Delves-Broughton, Magnolia Cottage, High St., Caerleon, Mon. Tel.: 0633 42250. (3290

FOR SALE—continued

1967 PORSCHE 911. IT'S IN POLO RED and has done 62,000 miles in suitable style. It has been properly maintained and has been transformed by "Parkerisation". Full details on request. Price £2,050. Also full-blooded Jedspeed 970 c.c. racing/autocross Mini. Fast for a Mini; s.a.e. for interesting specification and price to Mark Goodson, Rennie's Law, Jedburgh 2275, Roxburgh, Scotland. (3287

DB4, 1962, CONVERTIBLE. BLUE. Hard-top, overdrive, recent overhaul; history. £1,100. Tel.: 01-947 2837. (3288

TORNADO TALISMAN GT. IMMACUlate. Lime green; four-seater; fully independent suspension, Cosworth head, twin 40 DCOE, Webers; only 2,000 miles since new Ford 1500 GT engine; electric fan, two-speed wipers, bucket seats, fully instrumented; M.o.T.; 0-60 better than 10 sec. £335. 11 Kingsland, Harlow, Essex, or Tel.: Sawbridgeworth 3041 (evenings). (3289

CRAYFORD CONVERSION LOTUS CORtina, "F" registered; 19,000 miles; perfect condition. £875. Tel.: Borough Green 4283. (3291

SUNBEAM, 1934, 3-LITRE SPEED Twenty coupé. Excellent engine; some work needed on body, brakes; tyres up but worn; stored last 12 years. £230. Rawcliffe, 261 Livesey Branch Rd., Blackburn, Lancs. Tel.: 21472. (3292

1951 ARMSTRONG SIDDELEY, WHITley model; M.o.T. April, 1971; in perfect mechanical condition. Offers. Tel.: 01-643 6216. (3293

RARE, REGISTERED 1934 (1931-1932 *model) Citroën floating power* 12 h.p. saloon; one owner; sun roof, freewheel, excellent tyres, new pistons, rods remetted, sound body, for restoration. £100. Tel.: Preston (Lancs.) 700625 (evenings). (3294

M.G. TA, 1937. IMMACULATE APPEARance. Coach painted dark green. Rebuilt, rewired, rechromed, new tyres, hood, screens, exhaust, batteries, floor carpets, seat covers; original body; M.o.T., taxed; unused during seven-year rebuild. Give away. £300. Sweeney, 3 Meadow Lane, Maghull, Lancs. (3295

DAIMLER BARKER SS, 1950. VERY good condition. New steering, new piston rings, new valve and valve guides, new oil seals, new hood, leather work, tyres and chrome very good; colour maroon and cream under. Almost complete set of spares with car. Fairchild, Ottery St. Mary. Tel.: 2925 (Devon). (3296

ASTON MARTIN DB2/4 MK. I, 1955, with DB3 bonnet and grille. Cream with tan upholstery; beautiful condition throughout. £500 o.n.o. Ralli, 3A Regent St., Bristol 8. Tel.: 33556. (3297



JENSEN 541S. Manual. Low mileage, excellent condition **£595**
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ALFA ROMEO Giulia Sprint Speciale, first registered 1967. Fabulous. 2+2 bodywork, 5-speed gearbox, 1,570-c.c. engine, etc. An absolutely outstanding and highly desirable car **£895**
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JAGUAR E-Type convertible, 1963. A most attractive car, such models being difficult to find **£790**
FORD Cortina GT Mk. II, 'H' registered but with Mk. I type mechanics. Superb looking and excellent value ... **£565**
TRIUMPH Spitfire Sports Mk. II, 1965. This really nice car has a detachable fast-back hard-top **£445**
TRIUMPH Spitfire Sports, 1963. Fitted various useful extras. A particularly attractive example **£315**

(Illustrated) **HEALEY 3000 Mk. II,** 1966, sports convertible 2/4-seater. A really outstanding one-owner example with overdrive and wire wheels. These models are becoming difficult to find and should appreciate **£860**
HEALEY 3000 Mk. III, 1964, sports convertible 2/4-seater. Overdrive, wire wheels. Splendid car.
HEALEY Sprite Mk. II, 1963. This very nice car has the 1,098-c.c. engine, disc brakes, etc. **£325**
HEALEY Sprite Mk. I, detachable hard-top, "frog-eye" bonnet, etc. A delightful example at **£225**
FIAT 1600S twin-cam sports convertible, 1964. Right-hand drive. Exquisite Italian styling **£595**
M.G.-B sports roadster, 1965. Overdrive, oil cooler, etc. Superb in bronze yellow with black interior ... **£585**
M.G. Midget Mk. III, 1967. 1,275 c.c. Near immaculate and with various extras. One owner.
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MINI-Cooper 1275 'S', 1965. Webasto sunshine roof, etc. Remarkably well maintained and original ... **£445**





(Illustrated) **JENSEN 541 4-seater GT.** One of the nicest examples of this excellent model we have seen for a long time. Beautifully finished in Aubergine, it is very impressive indeed **£435**
JAGUAR 3.4 Mk. II sports saloon, 1962 (Oct.). An outstanding example with overdrive, radio, etc. ... **£375**
LOTUS 6. Real crowd-gatherer with huge P80 lights, outside megaphone exhausts, supercharger, etc. ... **£265**
SUNBEAM Alpine Sports, 1960. Wire wheels, etc. Very pretty car in moonstone with black interior ... **£250**
TRIUMPH TR2/3A sports roadster, 1955. A real character car, much above average.
Probably coming in: ALFA ROMEO Giulia Sprint GT, 1965, 1,570-c.c. unit, 2/4-str., 5-speed box, etc. Superb. **£795**
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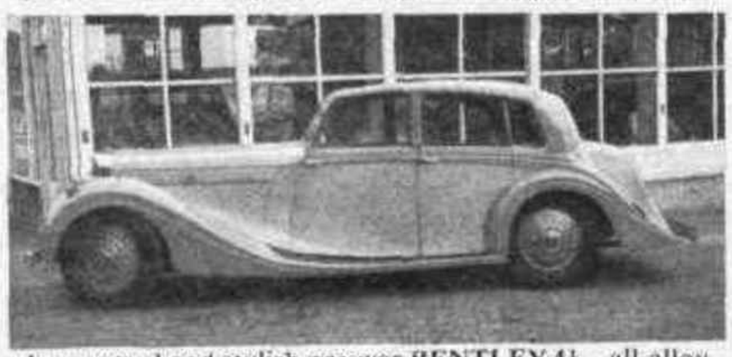
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BENTLEY Continental, 1958 Series (Reg. Oct. 1957), 8 : 1 compression, automatic, power steering, unusual 2-door coachwork by James Young; indicated mileage 103,000. Royal blue with grey interior, nice coachwork. Good mechanically, brakes and steering just overhauled by us, new tyres all round **£2,250**



An unusual and stylish pre-war **BENTLEY 4½**—all-alloy coachwork, believed Mulliner, biscuit and beige with grey trim; one owner past six years or possibly longer, and considerable bills over past 16 years. A few body rattles and imperfections but a basically very sound and fast car at a down-to-earth price. **£550**



SUNBEAM Alpine Mk. I, 1956, china white with red leather, good hood and tonneau cover; mechanically and bodily very reasonable although not perfect or immaculate, nevertheless an interesting and comparatively rare car. **£275**

BENTLEY R-Type, Jan. 1955, black, brown hide interior; recent work includes decarbonising, valve regrinding, etc., and we are carrying out a full service, fitting tyres as required, etc. **£650**

We are currently negotiating for a 1958 **BENTLEY Continental Flying Spur** and a very nice 1951 **BENTLEY** "big-bore" Mulliner saloon, also an early **ROLLS-ROYCE** 20/25 D-back limousine.

1938 AUSTIN 18-h.p. ex-L.C.C.-pattern ambulance, in very sound order throughout and in normal use until 1964, stored since. On excellent tyres and in running order.

Shortly available, a very immaculate **JAGUAR XK150** roadster, comparatively low mileage and in very fine order

JOWETT Javelin saloon, 1952, one owner from new and in quite remarkable order. As we need the space, to clear **£145**

RILEY 1½-litre Adelphi saloon, 1937; very sound car generally, to clear **£135**

TATRA saloon *circa* 1937/38; the rare 3.7-litre engine V8; engine rebuilt by us and the car is in excellent running order with good interior but shabby paintwork; nevertheless a most interesting vehicle.

Very rare "White Elephant"—**INVICTA Black Prince** chassis, unregistered and believed virtually new, in running order but with no coachwork. Sensible offers please.

VINTAGE :
Rare 1921 HUMBER 16-h.p. tourer, side-valve engine, all original lamps, excellent bodywork, but needs paint, trim and hood.

1922 HILLMAN 11-h.p. all-aluminium 2-seater, highly original, very tidy, excellent trim and hood, and in running order. **£650**

Very nice 1925 **RENAULT 9/15 Cloverleaf** 3-seater, all original lamps, instruments, etc., new beaded-edge tyres all round, recent repaint and new hood and trim; stored many years and believed possibly two owners from new; has just most successfully completed a Renault Rally in France. **£850**

1930 SUNBEAM 18-h.p. coach-built saloon, highly original, stored 19 years; fair paint and interior, good tyres, sound chassis and bodywork; running, but needs work on engine. **£325**

1920 VAUXHALL D-Type sedanca landaulette by Mulliner, in running order, on good b/e tyres with virtually all original lamps, instruments, etc., very sound body, needs trim and paint, but has the makings of a very fine vehicle.

SPARES :
We have a vast quantity of miscellaneous engines, axles, etc., including a Sizaire-Berwick chassis frame, axles, springs and wheels, *circa* 1921, a virtually complete Sunbeam 20/60 chassis with radiator, *circa* 1928, two new Fiat Type 519 26-h.p. o.h.v. engines (one with gearbox), a Rover Eight air-cooled engine and gearbox, the remains of a rear-engined *Trojan tourer, and a battered but fairly complete 1934 Riley 9* Monaco saloon.

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1969 TVR Vixen S2	Fitted twin-cam Lotus engine, latest seats and trim, wire wheels. 1970 colour	Tangerine	£1,125
1969 Marcos-MINI	Sun roof, Dunlop wheels. One owner	Red	£695
1968 MARCOS 1600 GT	Sun roof, wire wheels; 70 miles since complete engine rebuild by us	Maroon	£1,295
1964 MARCOS 1800 GT	Mag. w'ls, Webers, Rudd Speed Volvo eng.	Orange	£895
1968 M.G.-B	Wire wheels, radio; sr 9,000 miles	Red	£945
1968 M.G.-B	Wire wheels, radio	Red	£895
1967 M.G.-B	Chrome wire wheels, o/drive, radio	Steel grey	£795
1967 M.G.-B GT	Wire wheels, overdrive, radio	Black	£895
1964 M.G.-B	Wire wheels, radio. Taxed	Mustard	£495
1967 TR4A	Wide wheels, overdrive, Surrey top	Red	£845
1967 SPITFIRE III	Wide wheels, Taurus conv.; one owner	Red	£575
1966 SPITFIRE II	Wide wheels; one owner	Blue	£485
1965 SPITFIRE II	Hard-top, soft-top	White	£395
1963 SPITFIRE I	Bucket seats, wide wheels	Red	£245
1966 E-Type 2 + 2	Radio, HRW. Txd. One owner, sr 42,000 mls.	Blue	£1,245
1965 TR4A	Wire wheels; overdrive	White	£595
1968 M.G. Midget	Wire wheels	Red	£635
1966 HEALEY Sprite	Hard/soft-top	Blue	£485
1965 HEALEY Sprite	Hard/soft-top	Black	£400
1968 LOTUS Cortina	One owner, sr 31,000 mls.	Green flash on white	£875
1968 FORD Cortina GT	One owner; 2-door; sr 32,000 mls.	Silver	£695
1965 VOLVO P.1800	One owner, excp condition	Blue	£925
14' 0" TEAL Trendsetter	Sports boat, triple vee hull. New ex-works		£175
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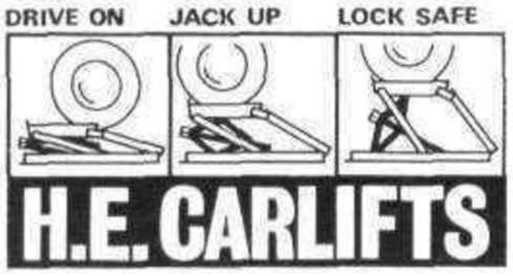
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ALFA ROMEO GIULIA 1600 SALOON. 1964. Ice white; 100 m.p.h. saloon for performance with comfort; delightful five-speed gearbox, disc brakes all round (overhauled and new pads), good Cints., undersealed; M.o.T. end Dec., taxed end June; very nice condition. Become a discerning Alfa driver for only £425 or near offer. Private sale, but H.P. available. Part exchange maybe. Tel.: Camberley (Surrey) 22577 (9 a.m.-5 p.m.). Box 2248. (3298

ALVIS SPEED 25 VANDEN PLAS, 1937, two-door saloon. Professionally restored to Concours condition. Regal red with black interior; genuine enquirers only please. £1,450. Offers or exchange, Stickland, Bennebroek, Saxmundham, Suffolk. Tel.: Saxmundham 2134 or 2193. (3299

ROLLS-ROYCE P.I BARKER LIMOUsine. Beautiful condition; D back; trunk at rear, £2,150. Rolls-Royce Silver Ghost chassis, 1922 (over £1,000 in new parts), £1,800. 1928 Fiat open drive landaulette—very original, good condition, £850. Several other vintage cars. Erskine, Mossbank, Comber, Co. Down, N.I. Tel.: Castlereagh 245. (3300

BEAUTIFUL BLACK RILEY 2½, 1952. Exceedingly fine condition throughout. £175. Fullest details from: A. J. Richards, Castell Forwyn Hall, Abermule, Montgomerys. Tel.: Abermule 255. (3301

FOR SALE—continued

XK150 3A SE D.H.C. £475. LAST MONTH you saw all the expensive XK150s advertised. Here is a good one at a sensible price: new tyres, rear springs, fitted Konis, high-ratio axle, wireless. J. T. Billson, Houndstone Camp, Yeovil. (3302

T.V.R. VIXEN SI, 1968, "G", BLUE. Tinted rear window, 72-spoke wire wheels, SP68s, Spax adjustables, radio, leather steering wheel; low mileage; excellent condition. £885. 17 Norton Lane, Wythall, Birmingham. Tel.: 021-444 2093. (3303

PHANTOM III ROLLS-ROYCE, 1937, V12. Exceptionally attractive Barker body finished in maroon and black with twin spares. This car is in very fine order, excellent upholstery, tyres, etc., and is offered for sale with a complete spare engine, carburetter and manifolds. £1,750 o.n.o. R. Black, Village House, Cropwell Butler, Nottinghamshire. Tel.: Radcliffe-on-Trent 3335. (3304

1935 M.G. PA. QUICK SALE ESSENTIAL. Good body, engine, hood and tyres, steering needs attention. Offers. Lt. Skinner, H.M.S. Dolphin, Gosport, Hants. (3305

1949 TRIUMPH ROADSTER 2000, TR2 engine; resprayed, new hood; no dents, no rust, good mechanics, tyres, etc.; dickey seats. Value at £150. Tel.: Woburn Sands (Bucks.) 2371. (3306

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ALFA ROMEO 2600 SPRINT, 1962. Year's M.o.T.; four-seater coupé; immaculate Burgundy bodywork; absolutely rustless; beautiful unmarked beige interior; perfect mechanics; engine, gearbox just overhauled; excellent Cinturato tyres. This car has electric windows, heater, twin spotlights, reversing lamps and as further extras a radio and Webasto roof. It is a delightful and exciting car to drive and a beautiful one to own. £500. Cheap part exchange considered. Tel.: 01-940 5169. (3312

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M.G. TD, 1954. ENGINE RECONDItioned, bodywork exceptional, Grand Prix tyres. First reasonable offer accepted. W. Jardine, 250 High St., Dalbeattie, Kirkcudbrightshire, Scotland. Tel.: Dalbeattie 249. (3315

1955 JAGUAR XK140 FIXED HEAD coupé. Guaranteed 59,000 miles; one owner. Black with green interior; "E"-type engine; disc brakes at front; numerous extras. £950. Tel.: Rudgwick 277. (3317

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68 model CORTINA GT. Extras		£725
68 ESCORT GT, immaculate	...	£655
65 JAGUAR 3.8 'S'. Wires	...	£675
64 JAGUAR 3.4. Overdrive	...	£475
63 JAGUAR 3.8 Automatic	...	£375
66 COOPER. White or red choice		£395
65 COOPER 'S' 970 c.c. Alloy wheels		£375
64 COOPER. White/black	...	£295
64 TR4. Overdrive, wires	...	£525
60 XK150, drophead	... ...	£485
61 SPRITE Mk. I	... ...	£225

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We are offering for sale the above car that we have just completed building. It is 'H' registered and has done under 4,000 miles. Modifications have been carried out on the engine, which is available with either single or twin-choke carburetters, head has been polished, automatic clutch altered. Automatic units have been readjusted. Extras include stone shield, roll cage, rev.-counter, two full harness safety belts, leather steering wheel. The suspension has been lowered with competition shock-absorbers. Michelin XAS tyres on wider wheels. There are mudflaps on all wheels. The car is ideal for all forms of motoring sport and DAFs are well known for their success in the field of rallying. £1,050

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Saloon, o/d. Discs. Excellent condition throughout.

1949 BENTLEY Mk. VI.
Saloon. Excellent condition. **£350.**

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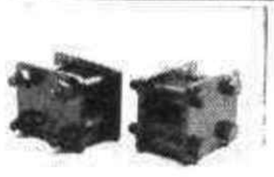
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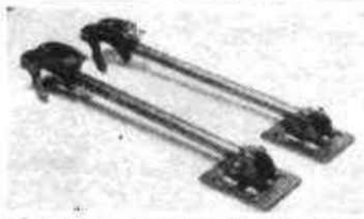
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BENTLEY MK. VI, 1951. MAGNIFICENT original example. Valued at £800. Real investment. Best offers. Waterfield, 194 Main St., Stonnall, near Walsall. Tel.: Brownhills 2781. (3399

1953 ALVIS TC21. RECENTLY RENOvated throughout by second owner; new tyres, retrimmed, new carpets, etc.; 2nd in class at National Alvis Day Concours. Offers invited. P. T. Edbrook, 7 Thornlea Ave., Hollinwood, Oldham, Lancashire. Tel.: 061-633 3995 (office hours). (3400

BRISTOL 403, 1954. SHABBY, NEEDS overhaul; used every day. £100 o.n.o. Tel.: Collingham Bridge (Leeds) 2791. (3401

VANDEN PLAS OPEN TOURING BODY from post-vintage thoroughbred Bentley; s.a.e. and six 5d. stamps for three photos and gen. Blight, 10 White Hart Meadow, Horseshoe Crescent, Beaconsfield, Bucks. No callers. (3402

DAIMLER ROADSTER, 1956. M.o.T. tested, licensed and insured. £450. Tel.: Longville 375 (evenings). (3405

FOR SALE—continued

190SL ROADSTER, SEPT., 1960. SILVER blue. Immaculate condition throughout; brakes just overhauled, new tonneau. One of the best available. £650 o.n.o. Tel.: Southampton 48834. (3403

PORSCHE 356A, 1958. RECENT SILVER respray, carpets and silencer, Michelins; new M.o.T. and recent engine rebuild by A.F.N. Lots of new chrome, a real eye-catcher. £385 o.n.o. Open car, ancient or modern, considered as part exchange. Tel.: Lee-on-Solent 78770. (3404

WOLSELEY HORNET SPECIAL, 1933. Partly rebuilt; three good tyres, virtually rust-free, lots of spares. £110. B. J. Robbins, 67 St. Johns Crescent, Whitchurch, Cardiff. Tel.: 65650. (3406

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1938 AUSTIN 18 WINDSOR MODEL. EXceptional condition, fantastically low mileage, bound to appreciate. Best offer secures. Garaged Somerset. Box 2253. (3408

LANCIA B12 SALOON, REGISTERED 1960. Maroon. Excellent. M.o.T. £300 or exchange electronic organ. The Barn, Canal Foot, Ulverston, Lancs. (3409

ALVIS 4.3 CHARLESWORTH SALOON, 1939. Unique hydraulic brakes and 17 x 650 wheels; laid-up five years; overhauled and running well; new tyres, batteries, twin exhausts, dynamo; good leather; all instruments. Much done, more to do (bodywork)—no time. £450. Tel.: 0702 77325. (3410

PEUGEOT. BEAUTIFUL 403 SALOON de luxe, r.h.d.; good runner and body; M.o.T., taxed to Sept. £70. Tel.: Southport (Lancs.) 55675. (3411

1963 LANCIA FLAVIA F.H.C. GOOD body, mech. fair. £345. Tel.: Sandiway (Cheshire) 3219 or 3206. (3412

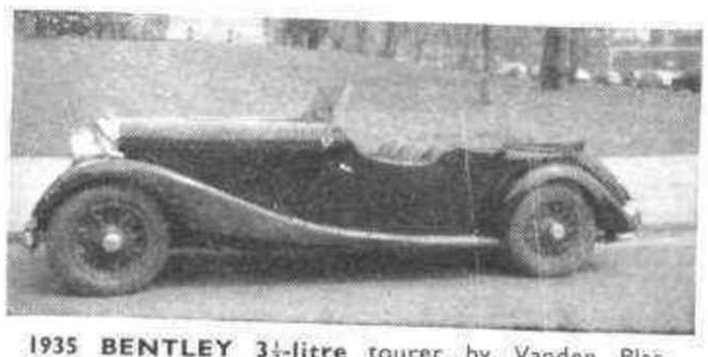
VOLVO, 1967, TWO-DOOR SALOON 131. Very smart. White, with good tyres, new battery; fully maintained. £700. Tel.: Henley-on-Thames 5716. (3413

JENSEN 541, 1957. EXCELLENT CONdition; 4-litre engine only done 67,000 miles; recently overhauled to ensure peak condition; overdrive, radio, full instrumentation, etc. £380. May be seen London or Canterbury. Tel.: 01-373 9535. (3414

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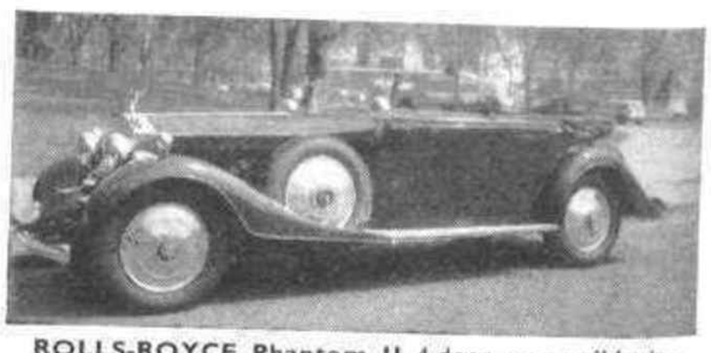
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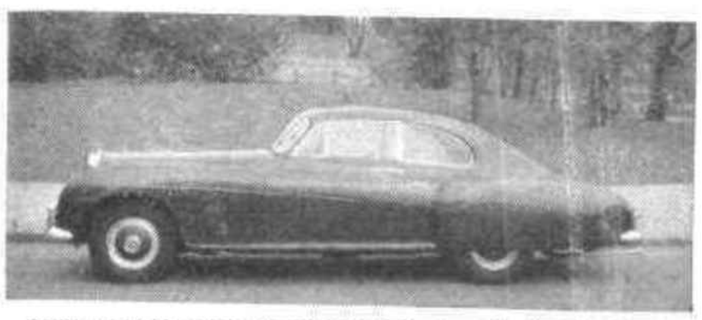
1935 BENTLEY 3½-litre tourer by Vanden Plas. Well-maintained car in original order.



1953 MASERATI A6GCM/250F Grand Prix car. Full details on request.



ROLLS-ROYCE Phantom II 4-door convertible by Thrupp & Maberly. Restoration in progress.



1954 BENTLEY Continental by H. J. Mulliner. 4,566-c.c., synchromesh gearbox. Exceptionally fine order.



1933 LAGONDA 3½-litre tourer, undergoing restoration.



1955 BENTLEY R-type coachbuilt saloon by Freestone & Webb. Automatic transmission, Perspex sun-roof. Excellent order. **£1,200.**

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1929 ROLLS-ROYCE Phantom II sports saloon by Gurney Nutting. **£2,450.**
1931 ROLLS-ROYCE 20/25 fixed-head coupé by Park Ward. Engine rebuilt and repainted. **£1,950.**
1932 ROLLS-ROYCE 20/25 2-door saloon by Carlton. Fully restored. **£1,950.**
1933 ROLLS-ROYCE 20/25 sports saloon by Park Ward.
1936 ROLLS-ROYCE 25/30 drophead coupé by Park Ward. Fully restored.
1937 ROLLS-ROYCE 25/30 sedanca coupé by Gurney Nutting. Restoration in progress.
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'H' Registered LOTUS Europa. Immaculate in B.R.G. with black interior. 2,000 miles only. Tremendous saving on new price **£1,595**

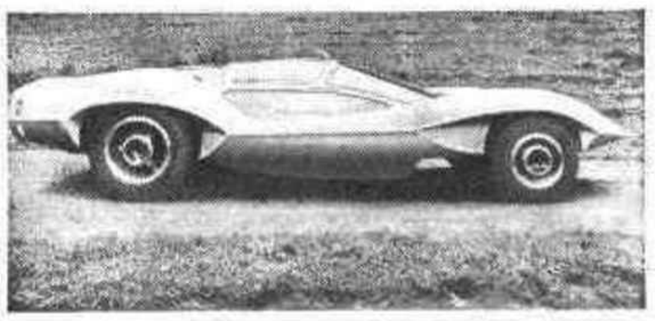
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1968 TRIUMPH TR5 PI roadster. Valencia blue. Fitted wire wheels and other useful extras **£1,045**
1967 TRIUMPH TR4A roadster. 19,000 miles only. Royal blue. Fitted overdrive and wire wheels ... **£895**
1966 TRIUMPH TR4A roadster. Conifer green. Fitted overdrive and wire wheels **£795**
1969 TRIUMPH GT6 Mk. II. One owner only. Signal red. Fitted heated rear window **£945**
1968 TRIUMPH GT6. Royal blue, black trim. Fitted wire wheels and other extras **£795**
1969 TRIUMPH Spitfire. One owner only. Primrose. Fitted wire wheels, hard-top, push-button radio ... **£795**
1967 TRIUMPH Spitfire. Conifer green, black trim. One owner only. Excellent throughout **£645**
1966 TRIUMPH Spitfire. A local one-owner car, fitted with many useful extras. Thoroughly recommended **£525**

1967 AUSTIN HEALEY 3000 conv. One owner, 27,000 miles only. Fitted wire wheels. Superb car ... **£1,045**
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1966 'E'-Type 2+2. Carmen red, black interior, h/r. window and radio **£1,345**
1965 'E'-Type roadster. White, red trim. Fitted radio, many extras **£1,095**
1964 'E'-Type f.h.c. Above average, fitted radio, twin spots, etc. **£895**
1964 'E'-Type roadster. Indigo blue. Fitted radio, racing wing mirrors, hearer, etc. **£895**
1963 'E'-Type f.h.c. White, black trim. Fitted radio, heater, etc. **£795**
1962 'E'-Type roadster. An above average example, fitted radio and chrome luggage rack **£745**
1962 'E'-Type f.h.c. Indigo blue. Radio, twin spots. Outstanding value **£695**
1966 SUNBEAM Alpine. Moonstone with black interior. Fitted overdrive. Outstanding **£645**
1965 SUNBEAM Tiger. Mediterranean blue, black trim. Hard- and soft-tops. Magnificent car ... **£745**
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FOR SALE IN CANADA: AUG., 1969, Sprite, Mineral blue. Shipped from Britain Oct., 1969. Export model, complies U.S. safety regulations; h/l flasher, anti-roll bar, undersealed, oil cooler, five Cinturatos, two SP44s; carefully owner maintained. Sell in Sept., before I leave for Britain, £600 or $1,560 (Canadian). Ideal for new immigrant. Willingly exchange equivalent Sprite or Lotus Seven in Britain. Inspections welcome; all correspondence answered. Simon Woodhouse, 133 Lauder Ave., Toronto 174, Ontario, Canada. Tel.: Toronto 536 9819. (3487

1948 BENTLEY STANDARD STEEL. Just recellulosed dark blue (cost £50). Mechanical bills for £150 spent in last three years, including engine overhaul, new clutch, radiator, etc.; 12 months' M.o.T. Any trial. £250. No offers. Bell. Tel.: 42533. (3488

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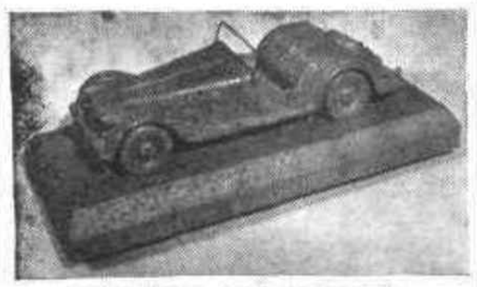
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JOHN BRITTEN

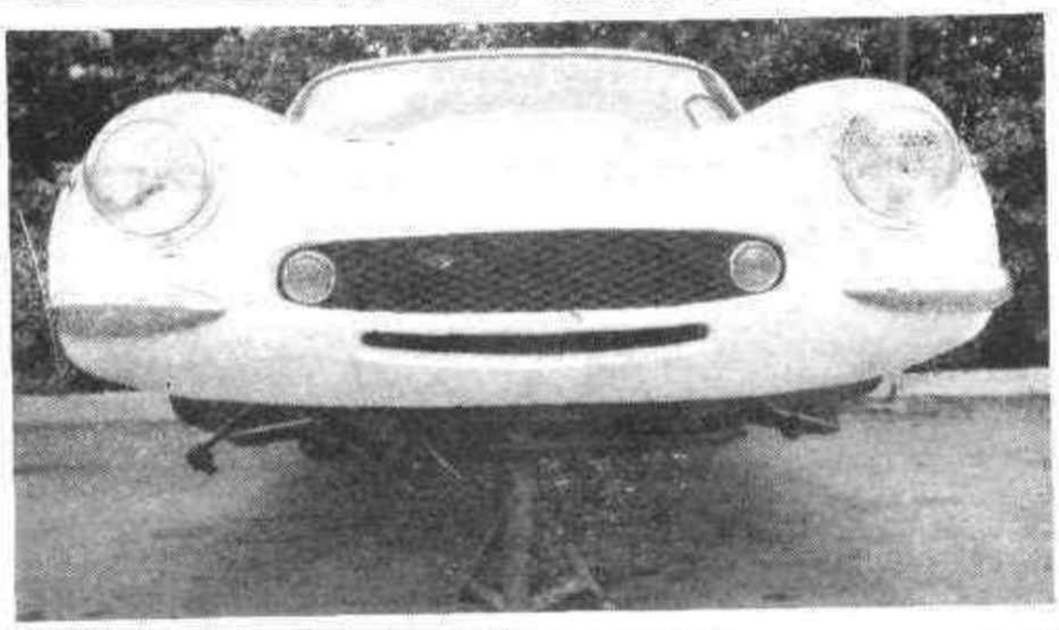
Lean well back in a 3rd gear bend, driving your lovely new four-wheeled friend. New MG-B, Flame red, overdrive, wire wheels, power brakes, etc, also a Blue Royale "B" with overdrive and Rostyle wheels. MG-B GT, Glacier white, overdrive, wires, HRW, power brakes, etc, another one same colour but no extras, and a red GT with overdrive and Rostyles. New MG Midgets in white, Flame red and BRG, all with Rostyle wheels, although the green one is almost certain to turn into a Lamborghini green Arkley SS. We have one of A new one is just over £1,000, thanks to the recent £19 increase on MG Midgets, on which of course the Arkley is based. We have one all-new Arkley in stock, have sold out of the semi-used variety but have five on the go at present, of which a lime *green* and an orange will be ready by June 1st—and I've just remembered we have a Bugatti blue Arkley shortly due back from being shown to the press. This month I show two variations of the Arkley—the one built from our new lower-priced kit (891 HOF in the picture), and the Arkley S3 with wind-up wheels, G800s, £530. MG-B, the one in the picture, immaculate condition, but not for sale. I took the picture just as Jeff Hutchings was setting off for the auctions, which is where we dispose of sports cars taken in part exchange which aren't quite as nice as they seem. Paradoxically, it is the cars we *don't* sell to the public that have got us our good reputation. We suppose that these cars get "done up" and sold to bargain hunters who get what they deserve. But please don't imagine that we





defects from our stocks, even though each car gets a thorough pre-sales inspection and service I'm afraid we don't have X-ray eyes! MG-B, 1969, mineral blue, overdrive, wire wheels, Cinturatos, £1,060. Triumph GT6, 1968G, signal red, black interior, £795. Triumph Spitfire Mk III, July 1968, dark blue, radio, new radial ties, £660. TVR Tuscan V6, 1970, overdrive, few miles, specially finished in aquatic jade with black trim, interesting price. TVR picture shows how your car arrives in kit form—it's fully trimmed, wired, painted and nearly fully assembled; all you've got to do is pop in the power unit, drive shafts and front hub assemblies. If you'd rather you can pay the

the new Mk III Mini-Cooper "S" in Bronze yellow, and all other Minis in stock including Clubman, Clubman Estate and 1275GT. I often drive a 1275GT and am surprised at how pleasant it is to hum along at 90mph with a decent length of bonnet ahead of one. Down to our last new TVR Vixen, in Bahama—oops, I mean Sahara yellow—with alloy wheels, but





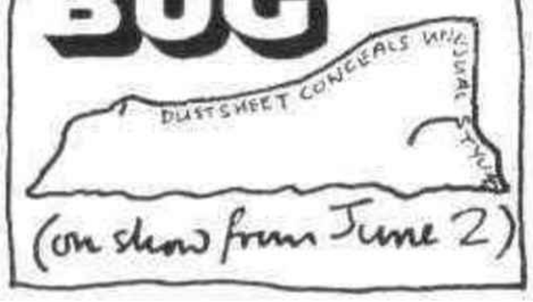
shortly expecting a Carnival red Tuscan V6 and Vixens in Lime green, Orange, White and Turquoise. Reliant Scimitar GTEs are headed our way in white, Caribbean green, silver in manual with o/d, also the same three colours with automatic transmission. The white automatic is going to be my new "demonstrator" so please hurry up, you men of Tamworth! NSU Ro80, new, black, latest specification, in stock now. No new Morgans in stock nor do I expect we will have for ages as they all get sold before arrival; we do have a few unallocated



£400 purchase tax instead. Triumph TR4A, Sept 1965, red, Surrey top, overdrive, wire wheels, £660. Triumph Spitfire Mk II, 1965, signal red, hard-top, soft-top, wire wheels, one owner, £465. TVR 1800S, 1967F, white, £850. 1967 Spridget 1,275cc, about which I know precisely nil! Triumph Spitfire, 1966, dark blue, hard-top, soft-top, wire wheels, £510. Classic Bermuda hard-top for MG-B, BRG, £50. MG-B, white with red interior, 1964, hard- and soft-top, £920. Mini 1000 saloon, 1968, Island blue, leather rim, £495 and will give a lovely price for your sports car in p/ex. We are hoping to embark on a period of modest expansion, and would be interested in hearing from people who want jobs, but they must have either car workshop or car sales experience (without having been totally corrupted). Open to 7pm, closed Sundays. And do please come and see the BUG any time from June 2nd, we promise to amaze you with it.

we are instructed to reveal that we've got the

BUG



(on show from June 2)

orders in the pipeline. We have acquired a new agency this week, and it might just have some connection with the little picture on this page. Have left the Arkley till last of our new cars as most people seem to buy it ready made but built on an overhauled used chassis. In this form, but with all new bodywork, hood, wheels, tyres, etc, the price is in the £500 to £750 range.

windows. The cheaper version has now been named the Arkley S; the kit includes the body, hood, grille, door cappings, five 5½J wheels fitted with 6.9-13 Goodyear Grand Prix tyres, wheel spacers, chrome wheel nuts and sundry small fittings and fastenings; we have got the price down to £168 which I think is incredible value compared with any other kit car, especially if you consider that other lower priced kits include neither wheels nor tyres. The Arkley SS has 7J rims fitted with 195/70-13 tyres and gives you the ultimate wide-wheeled look, but the "S" cannot be said to appear under-tyred, and the width of track has not suffered. As regards these wind-up windows, opinions are violently but fairly equally divided; all I can say is that if you build your car from kit and retain the original windows the kit is somewhat cheaper (£198 for a 1,275cc), ready-built cars cost about the same as the cutaway door type. And now, at last, here are some secondhand sports cars for your delectation: Morgan 4/4 Competition model, 1966, white with black leather, 60-spoke wire wheels, SP41s, rear bumper, £720. TVR Vixen S1, 1968G, light orange, 6L wire wheels, SP68s, leather rim, radio, S2 bonnet fitted from new, one owner, replete dashboard, £975. MG Midget, 1968, Basilica blue, black interior, radio, Michelin X, one owner, £635. MG-B, 1969 model, BRG, black leather, reclining seats, Motolita leather rim with black spokes, £940. Austin Healey Sprite, 1964, black with red interior, SPs, tonneau, wind-up windows, £360 and hurry please as the threat of being "Arkley'd" is hanging over this car. MG-B GT, 1967/68F, racing green, radio, wire wheels, radials, £925. MG-B, 1964, BRG, overdrive, wire wheels, radio, rectangular foglamp, £555. Morgan Plus Four, 1967, crimson, black leather, ZX tyres, TR4A engine, £825. Triumph Spitfire, 1969 not quite, Valencia blue, overdrive 3rd/top, radials, £720. MG Midget, 1968 (July), BRG, £635. TVR Vixen S2, 1969, burnt almond, 5½J wide track knock-on Minilite wheels (these cost over £130 extra), 9,000m, £1,095. Austin Healey Sprite, VSOPG, 1963 late, wire wheels, radio, £520. Austin Healey 3000 Sports Convertible, 1963, Colorado red, overdrive, wire

JOHN BRITTEN
Barnet Road, Arkley, Barnet, Herts. 01-449 1144.
and at
31 Moscow Road, W2. 01-727 2707.

FOR SALE—continued

TRIUMPH GT6, 1967F; 24,000; NEW Webasto roof, new XAS tyres, tow bar £665. Colbridge. Tel.: Norwich 29571 (office). (3505

BREAKING 1937 ROVER 10s. ALL parts available. Engines, gearboxes, axles, etc. Tel.: Stourbridge 3845. (3507

1924 ROLLS-ROYCE 20 H.P. LANDAU-lette, coachwork by Barker. Reluctantly offered by R-R.E.C. member who has lavished much time and money on complete restoration. Major mechanical work done by main Rolls-Royce agents; coachwork unusual and immaculate. Taxed, M.o.T., in regular rally use. £1,550. Quick cash sale. Box 2259. (3508

SINGER CHAMOIS SPORT, "G" REG. B.R.G. Twin headlamps, radio, taxed. Genuine reason for sale of this immaculate 90 m.p.h. motor. 13 The Crescent, Leatherhead. Tel.: 3798. (3556

HANDSOME 1928 BENTLEY 4½-LITRE saloon for restoration/tourer conversion—see May issue. Towable—deliver anywhere U.K. Offers approaching £2,000, otherwise dismantle. Tentative spares enquiries invited now. Morten, Walberswick House, Feering, Kelvedon. Tel.: 279 (Essex). (3558

1936 HOTCHKISS PARIS-NICE DROP-head. Newly M.o.T. £425 o.n.o. Morten. Tel.: 01-588 6010. (3558

FIAT 850 SPORT COUPE, DEC., 1969. Red with black interior; 2,400 miles only; radio; taxed; as new condition. £870. Tel.: 542 4060 (S.W.20). (3559

TALBOT 3-LITRE, 105 MODEL. Classic Roesch-designed saloon in excellent original condition; very rapid thoroughbred. David Smith. Tel.: 01-387 9311 (days), 01-529 7654 (evenings) (London). (3560

MERCEDES 190SL, 3 AVR, IVORY CON-vertible, r.h.d.; black hard- and soft-tops; 60,000 miles; Mercedes maintained; full history; many extras; M.o.T., taxed. Genuine reason for sale. £710. Tel.: 01-952 7347 (after 7 p.m.) (3561

ANGLIA SUPER, 1964. NEW 1500 GT engine. All associated extras; v.g.c. Bargain. £260. 5 Steeple Rd., Southminster. Tel.: 745 (Essex), or Farmland 2955. (3562

LOTUS EUROPA, SERIES II, 1969. White with black interior; power brakes, push-button radio, belts, SP Sport tyres. Just completely checked over by factory; immaculate. £1,450. Tel.: Clevedon (Somerset) 5159. (3563

1919 STELLITE TWO-SEATER AND dickey. This attractive little car was restored seven years ago and has been in storage ever since. It is in very original order and runs well. Part exchanges considered. £900. R. King, Honeycroft, Mid-Lavant, Chichester. Tel.: Chichester 7585. (3564

M.G. TC, 1947, ORIGINAL CAR BUT bodywork needs restoring. Reconditioned engine which has not done a great deal of work. Has been in store for many months. £110. R. King, Honeycroft, Mid-Lavant, Chichester, Sussex. Tel.: Chichester 7585. (3564

SPORTS MERCEDES 190SL, 1956; L.H.D. Good condition throughout. £250. Alan Axten, 12 Craigmuir Park, Alperton, Wembley. (3565

B.S.A. SCOUT, SERIES III; 80 PER cent. restored to a high standard. £100 o.n.o. Also "Motor Sport" collection 1962-1970, some missing. Offers. D. J. Prior, 70 Tilehouse St., Hitchin, Herts. Tel.: Hitchin 51167. (3566

ALFA ROMEO 2600 SPRINT, 1964. GOOD condition. Metallic Burgundy with white upholstery; radio, electric windows. £695. Tel.: Rye 3062 (daytime). (3567

2.4, NOV., 1964, MK. II JAG. MANUAL; overdrive; M.o.T.; manufacturer's oil pressure; immaculate throughout, metallic blue; radio, reclining seats, Motolita, seat belts, babylocks. £460. Tel.: 668 5570 (Croydon) (evenings). (3568

LOTUS CORTINA, 1968. ONE OWNER. Oil cooler, undersealed, radio, air horns, spot lights, radiator blind, inertia belts, never damaged or thrashed; specimen condition; small mileage. £825 o.n.o. Consider exchange. Tel.: East Grinstead 21597. (3569

ABARTH FIAT 600, RED. 1965; 767 C.C. Lowered, new 4½J radials, high-lift cam, twin-choke Weber; reconditioned 3,000; low mileage; bucket seat; M.o.T.; many extras. Haggle £300. Tel.: 01-508 0737 (evenings). (3570

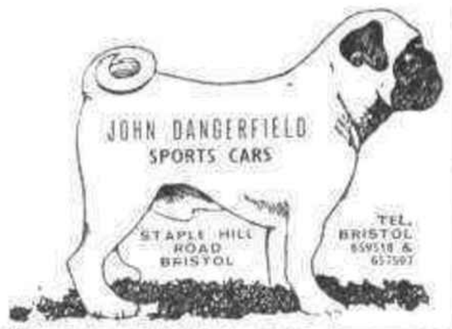
SPITFIRE MK. III, 1967. WEDGWOOD blue. Hard-top, wire wheels, 12-in. steering wheel, tyres almost new, recent comprehensive overhaul; bodywork immaculate. Taxed, 12 months' M.o.T.; 33,000 miles. £585 o.n.o. 144 Heavygate Rd., Sheffield. Tel.: 66233. (3571

1926 AUSTIN 7 "CHUMMY" IN EX-cellent condition throughout. £350 o.n.o. Tel.: 01-647 6139 (Walsington). (3572

1930 AUSTIN 16 TOURER. COMPLETE and ripe (!) for restoration. £135. Langley, 12 Bilford Rd., Worcester. Tel.: 52592. (3573

BRISTOL 400, 1948. RESTORED EARLY example first production model (with spare wheel inside boot). As original, superb coachwork in dark metallic grey. £450. Consider part exchanges. Bristol 402/403, sound, requiring work. Smith, Pear Tree Cottage, Almondsbury, Bristol. Tel.: Almondsbury 3602. (3574

MERCEDES 300SL GULLWING, 1955; 79,000 miles only; mint original condition outside and inside, mechanically faultless; knock-on wheels with new tyres, Mitachi short-wave radio, a 99 per cent. perfect example of one of the great cars of all time. £2,850. Harper, Stretton House, Lower Stretton, via Warrington, Cheshire. Tel.: Norcott Brook 411. (3575



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1969 MIDGET, red; one owner; tonneau; 10,000 miles **£725**

1969 (April) MORGAN 4/4 Competition model, white, usual extras; one owner, 4,000 miles..... **£1,150**

1969 (April) M.G.-B GT, Old English white, o/drive, wires; new ZXs... **£1,200**

1968 TR5, white; one owner, 24,000 miles; radio, wires..... **£1,000**

1968 M.G. Midget, cream, tonneau, radio, ZX tyres **£675**

1967 M.G.-B, red, radials; one owner, o/drive, w/wheels..... **£875**

1967 TR4A, dark blue, o/drive, w/wheels, new hood and carpet; 28,000 miles..... **£850**

1967 'F' Regd. M.G.-B GT, white, wires, sun-roof, radio, etc.; one owner, 22,000 miles..... **£1,000**

1967 'F' Regd. M.G.-B, mineral blue, wire wheels, tonneau, radio and cassette..... **£825**

1967 (Regd.) M.G. Midget 1100, B.R.G., tonneau, new G800s, etc. **£550**

1966 ALPINE GT Series V, white, five new radials **£645**

1966 ALPINE GT Series V, Mediterranean blue, o/drive, new G800s **£685**

1966 SCIMITAR 3-litre coupé, golden sand, radio, new gearbox, wire wheels, new SP41 tyres..... **£900**

1966 TR4A, B.R.G., o/drive, radio, Surrey tops, new clutch and G800 tyres, four new shock absorbers, 47,109 miles **£775**

1966 M.G.-B, red, wires, o/drive, Lenham fastback hard-top; soft-top, radio, four new G800 tyres, leather rim wheel, spotlights, two owners, 48,000 miles **£835**

1966 Mk. II SPITFIRE, white, hard/soft-tops, radio, tonneau, SPs, etc. **£565**

1965 E-TYPE 4.2 f.h.c., metallic blue, chrome wires, Cinturatos, h.r.w., new tyres, exhaust system and clutch **£1,225**

1965 PORSCHE 356 SC, Irish green, chrome wheels, radio, luggage rack; new battery and oil cooler, engine just completely overhauled at a cost of nearly £300 ..... **£1,350**

1964 MERCEDES BENZ 230SL coupé convertible, regal red, leather, manual, radio, known history, 47,000 miles **£2,000**

1964 HEALEY 3000 Mk. III; B.R.G., overdrive, wires, new Cinturatos, radio **£675**

1964 'E'-type drophead, ivory, new hood, radials and camshafts..... **£1,125**

1961 M.G.-A 1600 Mk. II, f.h.c., red, new G800s **£475**

1960 XK150 3.8 f.h.c., full history and details available **£800**

1960 HEALEY 3000, red, white hard-top, soft-top, new Cinturatos, starter and clutch engine rebuilt..... **£400**

1959 M.G.-A 1600, turquoise, new hood, tonneau, works replacement engine with 11 months' warranty; new clutch, gearbox overhauled, nearly new Cinturatos **£450**

1958 AUSTIN HEALEY Sprite, cream, new clutch, gearbox and tyres **£295**

MANY OTHERS IN STOCK

New wire-wheel conversion kit **£40.** To suit Spitfire GT6, Herald, etc.

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1969 TVR Tuscan V6, in white with black upholstery, ex-works car fitted overdrive, radio, special electric windows, leather steering wheel, alloy wheels, radial tyres, tinted rear screen; excellent **£1,495**

1969 TVR Vixen 1600 S2, in lemon yellow, fitted laminated screen, servo brakes, leather steering wheel, tinted rear screen, alloy wheels, radial tyres; 6,000 miles, one owner. Superb at .. **£1,095**

1969 TVR Vixen 1600 S2, in light orange, fitted alloy wheels, radio, leather steering wheel, tinted rear screen, servo brakes; excellent condition throughout **£1,095**

1969 TVR Vixen 1600 S2, in Sherwood green, fitted radio, tinted rear screen, leather steering wheel, alloy wheels, radial tyres, servo brakes; first-class condition throughout. Bargain at **£1,095**

1969 TVR Vixen 1600 S2, in metallic mauve, fitted alloy wheels, polished wood facia, leather steering wheel, tinted rear screen; one owner. Value at **£1,075**

1967 TVR Mk. 4 1800 S.E., finished in Malibu gold, fitted modified M.G.-B engine, overdrive, close-ratio gears, wire wheels, leather steering wheel. Extremely quick car. Bargain at **£845**

1968 M.G.-C roadster, in green, fitted radio, wire wheels and overdrive; one owner from new; superb car throughout. Bargain at **£895**

1968 TRIUMPH TR5 P.I. coupe, hard-top, in white, with overdrive, radio, radial tyres; excellent condition throughout. Bargain .. **£1,025**

FOR SALE—continued

JAGUAR MK. X 4.2-LITRE. MANUAL, overdrive, 1966; 44,500 miles. Opal/dark green; heated rear window, radio, w/mirrors; M.o.T. Jan., 1971; chairman's car, chauffeur kept; maintained by Jaguar works, Coventry. This car is immaculate, any inspection invited. £800 or offers. Contact J. A. Holland. Tel.: Farnworth (Lancs.) 71241. (3415

AUSTIN HEALEY 3000 MK. II, 1962. Three 1¾ in. S.U.s, modified head and exhaust, overdrive, servo, spare engine and clutch; taxed Oct. Tel.: Prestbury 89833. (3417

HUMBER PULLMAN LANDAULETTE. A very special coachbuilt car with roof fittings still on. This is in mint condition. Very low mileage and of vast proportions, with a fully opening rear roof in leather. Driver's compartment in black leather, rear passenger in Bedford cord, all in immaculate condition. Face forward occasional seats of course. Faultless mechanics. Registered 1953. Must be unique. Price only £575. Consider interesting car (pre-war?) p/e. 60 Gunnersbury Ave., W.5. Tel.: 01-992 8488. (3421

M.G.-A MK. II 1,622 C.C. ROADSTER, 1962. In original Old English white with red interior; radio, luggage rack, etc.; garaged; long M.o.T.; excellent condition. £399. Tel.: Guildford 70241 (day), or Bracknell 3697 (evenings). (3422

DELAGE D6/70 FOUR-SEATER DROP-head, 1937. In lovely condition; house purchase forces sale. £675. Also 1937 Darracq; 10 years in museum, £165. Tel.: Stubbington 3955, 83 Crofton Lane, Hillhead, near Fareham, Hants. (3423

ROLLS-ROYCE, 1933, 20/25 SPORTS saloon, all-ally body, wings, etc. £750. Tel.: 01-989 4717. (3424

COVENTRY CLIMAX F.W.E. BRABHAM converted Herald drophead coupé; Konis, modified suspension, laminated screen, Kenlowe fan, woodrim, q.i. Marchals, seat belts, full instruments, radial tyres, disc brakes; exceptional condition; engine recent complete overhaul. £340 o.n.o. Tel.: Barry 2763. (3427

JULY, 1967, MINI, PROFESSIONALLY tuned and lightened for racing in 1968, but finances never allowed; good fun. £360. Tel.: Kings Langley 63436. (3428

1926 AUSTIN "CHUMMY", NEW HOOD. Due to illness of owner unused for 12 months; garage stored; magneto engine. Also many spare parts. Offers over £250. Tel.: 01-520 8568. (3429

M.G. TC, 1947. VERY GOOD CONDI-tion; taxed Oct., year's M.o.T. £225 o.n.o. Tel.: Harlow 36496. (3485

LANCIA FLAMINIA PININFARINA coupé, 1961; r.h.d.; radio, record player; engine completely overhauled by Lancia specialist; relinered, crank reground, new bearings, new exhaust, new tyres. £385. Bargain. Tel.: Windsor 66218. (3486

FOR SALE—continued

HUDSON ESSEX FOUR-CYLINDER o.h.v., 1922. Running chassis; touring body dismantled, requires replacement of some woodwork; reputed raced Brooklands June, 1924, driven by S. Caracite. £350 or make an offer. 1929 Essex super six touring; bodywork dismantled, restorable, many extra spares. £120. Macey, Byne Cottage, Chart Sutton, Maidstone, Kent. Tel.: Sutton Valence 3229. (3426

M.G.-A 1500, 1959, 6 TMG. GOOD CON-dition body and mechanically; red respray; engine overhaul 15,000 miles. Extras: wire wheels, tonneau, rear mirrors, spots, luggage rack; M.o.T. May, 1971. £215 o.n.o. D. Robinson, The Old Place Cottage, Boveney, Windsor, Berks. Tel.: Windsor 65581 (evenings). (3430

TR4, 1965, WHITE, BLACK TRIM, nearly new hood and exhaust, tonneau; good condition. £460. Tel.: Chamberlain (Watford) 21989 (evenings). (3431

RARE RILEY LYNX, 1935, OPEN FOUR-seater tourer, 1½-litre engine, pre-selector gearbox; engine and body very sound, upholstery requires attention. Become her fifth owner. Sensible offers only. Lines, 176 West Wycombe Rd., High Wycombe, Bucks. (3432

DAIMLER CONSORT 2½-LITRE, 1951. In original condition. Two owners only; M.o.T., taxed Aug. Best offer over £100. Apply after June 2nd Hannis, "Minsted", Station Rd., Shiplake, Oxon. Tel.: Wargrave 2821. (3433

LOTUS ELAN SA S/E D.H.C., 1969. Cared for by one owner. Steering lock, push-button Radiomobile. £1,300 or part exchange M.G.-B. Hinton, 2 Caroline Close, Keynsham, Bristol. Tel.: Keynsham 4707. (3434

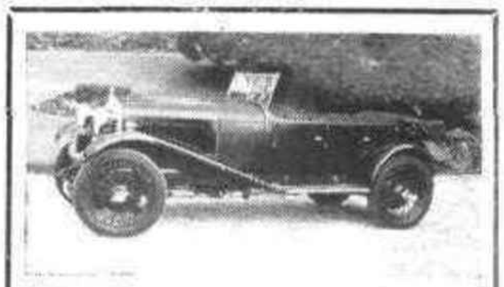
M.G. MIDGET MK. III, 1,275 C.C., MAY, 1967. B.R.G. One owner. Truly exceptional condition; only 25,000 miles, radial tyres, anti-roll bar and detachable Ashley hard-top. £535. Tel.: Burgh Heath (Surrey) 56184 (evenings). (3435

PEERLESS PROTOTYPE, WARWICK body. Good condition. Complete set new mechanical spares. Must sell quickly. Rolls waiting. £400 lot? Offers. Mike Palfreyman, 53 Woden Rd. East, Wednesbury, Staffs; 400 yards junction of M6. Tel.: 021-556 3269. (3436

RARE 1934 WOLSELEY WASP 9 H.P. o.h.c. saloon; original paintwork and interior in very good condition; new tyres, dynamo, exhaust valves. Offers. Write: Matcham, 5 Alderman's Hill, London, N.13. (3437

GT6, WHITE WITH BLACK; RADIO; immaculate; low mileage; 1967. £680 o.n.o. Exchange considered. Tel.: W. Malling 2613. (3438

ALFA ROMEO GIULIA SUPER, 1968 (model); radio; 21,000 miles only. £875. Consider exchange. 19 Rowan Way, Rottingdean, Brighton. (3441



1928 High Chassis 2-LITRE LAGONDA

In exceptional condition, restored and maintained to original specification. Black fabric body with maroon wings and wheels. Recent mechanical overhaul and extensive examination by well-known firm of specialists. Seen by appointment with private owner.

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We can accommodate any type of QUALITY repair, i.e., mechanical, hoods, trimming, but structural bodywork repairs and re-painting especially.

1928 Amilcar C.G.S., being rebuilt. **1964 Lancia Flavia 1800** coupé, **£735. 1930 Morris Minor** cabriolet, **£200. 1940 BMW 327/80** coupé. **1936 2-litre Aston Martin** tourer, **£650. 1929 Humber 9/28, £500. 1924 Fiat 501** tourer, *concours.*

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JAGUAR XK150 f.h. coupé, 1958, fitted overdrive, wire wheels and bills for £120 engine rebuild; resprayed; **£450. ALVIS 12/70** Whittingham & Mitchel tourer, 1939, a rare and very attractive car, **£325. ALVIS Firebird,** 1935, Holbrooke saloon in very sound condition, complete with original mascot and handbooks, **£125. RILEY 1½-litre,** 1955, saloon, immaculate original car, **£165. RILEY 2½-litre** 1949 saloon, **£125. LAGONDA 3-litre** 1955 Tickford saloon, **£175. AUSTIN Princess** V.D.P. saloon, 1949, **£100.**

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Silver Cloud, 1956, radio, history.

Silver Dawn, 1955, Auto., 77,000 miles, history.

BENTLEY

S.I, 1957, P.A.S., radio.

R-Type, 1955, Auto. Choice of two.

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NEW CARS

LOTUS	**Plus 2 'S'.**	Royal blue, chrome wheels.
	Plus 2 'S'.	Yellow, chrome wheels, h.r.w
	Europa.	Bahama yellow, servo.
	Europa.	Yellow, servo, tinted screen.
	Elan S/E, d.h.c.	White.
	Elan S/E, f.h.c.	Bahama yellow.
	Elan S/E, d.h.c.	Royal blue.
	Elan S/E, d.h.c.	Bahama yellow
	Elan S/E, f.h.c.	White.
B.M.W.	**1600.**	White with dark blue trim.
	1600.	Bristol with black trim.
	2002.	Auto., Granada red with black trim.

USED CARS

ELAN Plus 2, 1968G. Diamond blue metallic, low mileage, one owner **£1,595**
ELAN Plus 2, 1968. Lotus yellow; low mileage, outstanding condition **£1,495**
EUROPA, 1969H. Royal blue, servo, low mileage; fantastic saving at **£1,495**
ELAN S4, 1969H (Dec.) f.h.c., S/E. Burnt sand; 3,000 miles only, obviously immaculate .. **£1,465**
ELAN S4, 1968G, f.h.c., S/E. Yellow, extras include tinted screen and radio **£1,345**
ELAN S4, 1968G, f.h.c. White, fitted with knock-on wheels, radio and brake servo **£1,265**
ELAN S3, 1968, f.h.c. White, radio, k/ons, and new low-profile tyres; full service history .. **£1,125**
ELAN S3, 1966, f.h.c. Lime green, k/on wheels, radio **£945**
ELAN S2, 1966. B.R.G., k/on wheels, radio, tonneau cover; an excellent car **£895**
ELAN S3, 1967, f.h.c., S/E. Yellow, very low mileage, one owner **£1,125**
M.G.-B, 1967. Red, o/drive, radio, wire wheels; low mileage **£795**
COOPER 'S', 1968. Black/white, radio; 19,000 miles **£685**

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FOR SALE—continued

PORSCHE 356C, 1964, GREY/BLACK; 59,000 miles; radio, XAS, belts, discs; taxed Dec.; complete A.F.N. history; mechanically 100 per cent.; never dented; serviced every 3,000 miles since new. £825 o.n.o. Tel.: 01-624 1629 (evenings). (3439

ROVER 2000, OUTSTANDING CONDITION, fully maintained; extras; gives high performance with comfort and economy; 1965. Owner must sell, £610 o.n.o. Tel.: Ascot 23018. (3440

"E"-TYPE JAGUAR, MAY, 1969, B.R.G. Convertible. Push-button radio and chrome wire wheels; in immaculate condition. One director owner. £2,000 o.n.o. Tel.: Gaddesby (Leics.) 378. (3442

SUPERB SUNBEAM TIGER, HRO 2C; 200 b.h.p. engine, competition springs, Konis, 5½Js, new competition clutch, flywheel, Cinturatos, etc.; many extras, including hard/soft-tops, radio, safety belts, tonneau; maintained and extensively overhauled last week by original supplier. This car, finished in immaculate B.R.G. with black interior, is undeniably a beauty, in really magnificent condition throughout, and that's the truth! £765. R. Leach. Tel.: 01-836 1191 (work), 01-340 9214 (evenings). (3443

1965 SAAB SPORT; 54,000 MILES. RED. Recent new exhaust, brake and clutch cylinders. £375. Wood, 47 Forest Rd., Birmingham 13. Tel.: 021-643 4851 (office). (3444

SUPERB BRISTOL 401 (LATE SERIES). Your chance to own distinctive 1951 thoroughbred; radio, heater, many hidden extras; M.o.T. till next year. £260. Tel.: Wimbledon 4863. (3445

ALVIS TA21. GOOD CONDITION throughout. £195. Chapman, 26 North Way, Headington, Oxford (3446

1963 ROCHDALE OLYMPIC. GOOD condition; tested; Cortina GT engine, radials, buckets, woodrim, safety belts. £260 o.n.o. Tel.: 051-928 4611. (3447

DEC., 1964, 1275 COOPER S. NEW Cints. For sale or part exchange 1968/1969 Mini 1000. 61 Dundee St., Barrow-in-Furness, Lancs. (3448

M.G.-B, 1965, B.R.G. BLACK INTERIOR. Overdrive, radio, oil cooler, power brakes; really excellent condition. £575 or part exchange M.G.-B GT. Tel.: Stubbington 2588. (3449

BENTLEY 4¼-LITRE, 1938, PARK WARD saloon in excellent running order. £475 o.n.o. Tel.: 01-607 4520. (3450

1938 AUTOVIA V8 MULLINER LIMOU-sine. This almost unique make represents the ultimate in Riley machinery. Article Aug., 1964, "Motor Sport". Features include twin mounts, P100s pre-selector, Scintilla, handbook, new tyres. Sound, original condition. Best offer. Tel.: Stansted (Essex) 3099. (3451

FOR SALE—continued

1953 SUNBEAM ALPINE MK. I, ALPINE special mods., floor change, rev.-counter. Metallic blue. New M.o.T. Owned seven years; mechanically/bodily good. £120. Tel.: Stansted (Essex) 3009. (3451

LANCIA FLAMINO ZAGATO SUPER Sport 2.8, Dec., 1965. One of the finest examples of these unique cars. Carefully maintained; l.h.d.; silver with black trim. £1,395. Lancia Flamina Touring 3C 2.5, 1962; l.h.d.; radio, record player. Car in very good condition. £675 o.n.o. Contact Pierre du Plessis. Tel.: 01-890 5032 (day), 01-890 2251 (night). (3452

SEDANCA ROLLS-ROYCE, MANUAL, body by Mulliner. This superb and graceful motor car is complete with concealed interior lighting, beaver lamb interior rug, radio, two concealed occasional seats and tables; 1948 registration; Rolls-Royce exchange considered. £1,525. Beech Croft, Crowlees Rd., Mirfield. Tel.: Mirfield 2281 (day), 4106 (evening). (3453

BENTLEY, GURNEY NUTTING 3½-litre sportsman's saloon; registered 1935; superb Concours condition; engine fittings chromed, heater and radio; primrose and black, with sunshine roof, exhaust cut-out still fitted; immaculate burr walnut woodwork throughout; an elegant and desirable motor car at a fit and proper price. £950. Beech Croft, Crowlees Rd., Mirfield. Tel.: Mirfield 2281 (day), 4106 (evening). (3453

ROLLS-ROYCE, 1934, BODY BY MUL-liner. Previous owner Earl of Somerset; owner-driven saloon. Further details and price telephone Mr. Robinson, Huddersfield 21087. (3454

LEA-FRANCIS, 1947, SPORTS TWO-seater. Alfa Red. Completely rebuilt; list too numerous to mention; unique aluminium-body sports car. £550. Part exchange considered. Mr. Robinson. Tel.: Huddersfield 21087. (3454

JAGUAR "E"-TYPE DROPHEAD coupé, Nov., 1967F. Opalescent green with natural tan interior; mileage 23,000; fitted expensive Blue Spot push-button radio, chrome wire wheels, nudge bars and safety belts, four new tyres (thin white wall). Truly mint condition. Quick sale. £1,500. Tel.: 01-856 3805. (3455

M.G.-A 1,600 C.C. F.H.C., 1960, B.R.G. Taxed, M.o.T.; excellent condition. £320 o.n.o. Tel.: Cutnall Green 657. (3456

TR4A, OCT., 1965, ABSOLUTELY IM-maculate one-owner car; meticulously maintained with recent thorough overhauls. Signal red, black trim, hard- and soft-tops, overdrive, many extras. £615. Tel.: 061-427 1612. (3457

SUNBEAM TALBOT MK. III, 1956, EN-thusiast car; beautiful condition, one of the best anywhere. New brakes, tyres, battery, radio; floor change; s/roof. £165 o.n.o. Tel.: 01-804 4529. (3458

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CITROEN, 1966. Convertible DS21 Citroen, R.H.D., with black trim and hood. Manual transmission; loads of extras. In mint condition. Believed only one of its kind in the country, costing approx. £4,000 new. Different but practical to run. At **£1,495.**

1964 R.H.D. PONTIAC Parisiene d.h.c. Dark blue, white hood/trim, radio, slot stereo, automatic, power steering, etc., etc., at **£695.**

MASERATI 3500 GT, L.H.D. In white with blue trim; in mint condition. 1959 Motor Show model with three twin-choke Weber carbs., Borrani wire wheels (just rebuilt). Engine and transmission recently overhauled at the factory. This car represents £10,000 new on the road today. **Offers** wanted around **£1,200.**

1967/8 BRABHAM Viva. In white with red trim. Immaculate, very quick. At **£499.**

1966 MINI-COOPER. Green/white. 100% original, at **£385.**

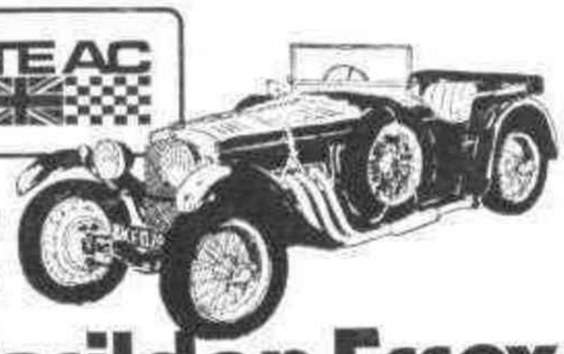
M.G.-B GT, 1966. Gold Seal engine and gearbox, mag. wheels, and many, many other expensive extras; red with black trim; specimen cond. throughout. **£795.**

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BENTLEY S.I, 1957. Black, red interior, mechanically 100%. This month's bargain, **£950.**

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XK120 Super Sports, 1951. White, black interior, v.g. chrome. Really attractive car, mechanically excellent; also 1952 3.8, both at .. **£500**
XK140 d.h.c. 'C' eng.; g'box being restored; wires, etc. Offers over **£1,000**
XK150 d.h.c., GPN 1, 1959. 'E'-type engine, competition brakes, high-ratio back axle, c.r. gearbox, o/d. **£819**
XK150S roadster, ex-Craig car; engine overhaul 5,000 .. .. **£750**
XK150 estate, 1959, 3.4; o/d., wires, new tyres **£250**
XK150 f.h.c., 1960, 3.8, overhauled, new tyres; interior trim white **£525**
1968 'E' SPECIAL, 4.2 fully modified engine, offset wires, new tyres. Lightweight f.h.c., fully trimmed, roll-bar **£725**
MASERATI 3500 GT. Aluminium body black, white leather; Borranis, new tyres, factory recon. engine **£1,050**
BENTLEY, 1956, S.1, silver and grey **£725**
ALVIS TD21 saloon, 1959, manual gearbox, new engine; grey, red leather interior, wires, good Cints. **£450**
ALVIS TD21 saloon, 1961, Automatic. Engine has had attention. Blue, blue leather **£450**
ALVIS TC21/100 saloon, red, red leather, sun-roof, wires, KMJ 1.. **£350**
ALVIS TA21 d.h.c. TC21/100 engine. Green, red leather; new tyres, new hood to be fitted. No body rot **£375**
ALVIS TA14 d.h.c. Rec. new eng., new tyres; black, tan int.; new hood **£210**
ALVIS TA14 saloon. Good tyres **£60**
LAGONDA M45 d.h.c. Body by Lancefield, *concours* condition; new chrome. Dark green. Rebuilt engine, brakes, 5,000 miles .. **£1,695**
CHAPMAN BUICK Special, 5-litre, 4.2 'E' gearbox, de Dion rear .. **£425**

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FOR SALE—continued

1951 LANCHESTER TEN BARKER-bodied saloon. Very good example. Offers around £100 to clear estate. Tel.: Worcester 52592. (3573

MK. III SUNBEAM, 1955; 56,000 MILES. Engine recently fully overhauled. Needs new battery; no M.o.T.; four very good tyres; ideal spares car. Gift at £30. Evans, Loretto, Wallington Rd., Llandrindod Wells. (3576

1932 INVICTA 12/100 OPEN TOURER. Originally supercharged; fitted with non-original engine, otherwise very original. Offers over £160. "Cambria", Pentywyn Rd., Deganwy, North Wales. (3577

SUNBEAM TALBOT MK. III, 1957. Cream over maroon. Excellent condition throughout; M.o.T., etc. Second owner. £190 o.n.o. "Cambria", Pentywyn Rd., Deganwy, North Wales. (3577

RILEY ROADSTER SPARES CLEAR-out. Many engine/body/chassis parts. Send s.a.e. for list. Rhodes, Uplands, Walker Lane, Fulwood, Preston, Lancs. (3578

1952 1½ RILEY. GREEN, TWO OWNERS; 70,000 miles; very good original condition. Thorpe, Fountain Ave., Hale, Cheshire. (3579

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1968G TRIUMPH Spitfire, royal blue; one owner; radio, folding hood, tonneau extra. Immaculate **£660**
1967 LOTUS Elan, S/E, fixed-head coupé, blue/black trim, knock-ons, radio, etc. Superb performance **£985**
1966 TRIUMPH Spitfire, royal blue. Much above average ... **£515**
1965 M.G. Midget, red, special wheel, boot rack, tonneau, etc. Excellent car **£415**
1965 AUSTIN Mini-Cooper, red, special rally seat, special wheel, etc., etc. A1 performance **£335**
1966 AUSTIN HEALEY 3000, silver blue/bue trim, overdrive, wire wheels, tonneau, etc. Special exhaust. A superb car in every respect **£900**
1964 AUSTIN Mini-Cooper, grey/white. Not to be confused with similar Coopers. Recommended **£295**
1968 M.G.-B, white; overdrive, wire wheels, folding hood, radio, etc. Superb in every respect ... **£925**
1966 M.G.-B, blue; wire wheels, hard-top, radio, etc. In really nice condition **£695**
1967 M.G.-B GT, sandy beige, red trim; overdrive, wire wheels, radio, etc. Exceptional car **£900**
1968G TRIUMPH TR5 roadster, blue/black trim; overdrive, wire wheels, radio; one owner, mint condition **£1,035**
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FOR SALE—continued

COBRA WANTED? WELL, I HAVE A 1962 A.C. Ace-Zephyr for sale, which is the next best thing. Excellent condition and all extras. Stage III tune; a classic car and a sound investment: four-seater hot machinery considered in part exchange or £850 o.n.o. For more details contact Cooper, 20 Bull Lane, Rayleigh, Essex. Tel.: Southend 524281, extension 37 (office). (3580

ARMSTRONG SIDDELEY STAR SAP-phire, 1959. Unusually good condition; radial tyres, tools, original handbook, seat belts, with two spare unused 185 x 16 Cints. £325. Box 2268. (3582

M.G. TF, WHITE, EXCELLENT CON-dition throughout; hood, tonneau, luggage rack, etc. £500 o.n.o. Tel.: Aylesbury 2765. (3583

LANCIA APRILIA, 1937. **VERY GOOD** throughout. £225. Also 1929/? **Ford A** tractor thing, not very good. £50. Tel. Winterbourne 3062 (near Bristol). (3584

P.V.T. RACING CAR. EX-BROOK-lands Vernon Crossley. Rebuilt, ready to race; accepted V.S.C.C.; M.o.T.; road equipment; three-carburetter Coventry Climax engine; 1,100 c.c.; spare engine, gearbox, wheels, etc. Most attractive car. £750. Lock, Glebe House, Fenny Drayton, Nuneaton, Warks. Tel.: Atherstone 2378. (3585

SWALLOW DORETTI, 1955. WHITE/black leather, aluminium body; TR mechanics; factory engine 4,000 miles; recent hood, heater, tonneau, seat belts, boot rack. Excellent and original condition. £385 o.n.o. Jordan, Church Stowe, near Weedon, Northants. (3586

1½ RILEY R.M.E. A MUCH-ADMIRED 1954 vehicle; two owners in last 12 years and log of all repairs; workshop manual; engine overhauled and sleeved 21,500 miles ago; new exhaust 1970; good roof; smart black body and very good interior; all works. Riley Car Club member can no longer afford the time to maintain her in the style to which she has been accustomed. £250. Tel.: East Grinstead (Sussex) 21636. (3587

M.G. YB 1¼ SALOON, 1952. RECENTLY rebuilt, spotless chrome, bodywork. New brake system, clutch, assembly and G800s, gearbox and battery under guarantee; 10 months' M.o.T. Sensible offers. Riches, 40 Adelaide Rd., Chislehurst, Kent. (3588

RILEY 1½ R.M.E., 1953. RECONDI-tioned engine, very good body, perfect roof, special roof rack, £180. Tel.: 01-668 1377. (3589

AUSTIN HEALEY SPRITE, 1966. GOOD condition. B.R.G. Tonneau, new hood, G800s, year's M.o.T. £395 o.n.o. Tel.: 01-440 6870. (3591

FOR SALE—continued

ROLLS-ROYCE P.1. REGISTERED JAN., 1929. Rare Croall limousine-de-ville. Body very sound, interior excellent. Exterior paintwork needs some attention. Mechanically very sound indeed. Photographs available and inspection arranged for genuine enquirers. Price required in line with current values. This is a private sale by present (fifth) owner after 18 years of possession. West Surrey area. Box 2269. (3590

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A.C. ACECA, DARK BLUE, EXCELLENT condition; 15,000 miles since complete overhaul. £625. D. P. Crow, 181 Abbey Foregate, Shrewsbury. Tel.: 6010. (3593

XK150 D.H.C. WIRE WHEELS, OVER-drive, radio. £350 o.n.o. Also new l.h. rear hub for same, £10. Two 15 in. Jaguar wire wheels, good Cints., £10. Tel.: Darwen 71430. (3594

RILEY 1½, 1951. EXCELLENT CONDI-tion; many spares. £120. Orchard Bungalow, Aylburton Common, Lydney, Glos. (3595

VINCENT BLACK SHADOW, SERIES D. Many special features, including fully polished and crack-detected engine, close-ratio gears, lightning brakes, alloy wheels, twin 5-in. clocks, Cibie light; rebuilt recently by highly-skilled expert. Concours condition. Price £350. Viewing by appointment only. Rogers, 251 Park Rd., Peterborough. Tel.: 3867 (evenings). (3596

1955 SINGER HUNTER, BLACK, RED upholstery. Reasonable condition; very good tyres (one unused), mains electric water heater; some engine spares. Offers about £30 Roper, Lower Hill, Ashbury, Swindon, Wiltshire. (3597

M.G.-A TWIN-CAM BEAUTIFUL F.H.C. Recent £160 engine, clutch, brakes rebuild; taxed, tested. Many extras, including close-ratio gearbox, oil cooler, radio. Best offer over £300. Tel.: 01-449 5150 (Barnet). (3598

FIAT 124 SPORTS COUPE, 1968. DARK blue with tan trim. Fitted radio; carefully used for under 19,000 miles and absolutely immaculate. £1,150 o.n.o. Tel.: Hayling Island (Hants.) 4868. (3599

CORTINA GT, 1967. TUNED, UNDERSEAL, special suspension, lights, radio, plus extras. Immaculate condition; owner going abroad. £500 o.n.o. Tel.: 01-743 6119. (3600

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FOR SALE—continued

1970 LOTUS SEVEN TWIN-CAM SERIES 3. Tuned 1,500 c.c. engine, 6,500 miles. 0-60 in six seconds. Tinted screen, tan hood/tonneau k/o, alloy wheels, fitted SP Sports. Set 12J wheels for beach use. £1,000 o.n.o. (retails £1,250 standard). Homeless, hence. Box 2270. (3602

BENTLEY, 1953, "R"-TYPE SALOON. Exceptional condition inside and out. Must be seen. £950. Horner, Westover Farm, Goodworth Clatford, Andover, Hants. Tel.: Andover 3643. (3603

MORGAN 4-SEATER, 1955. A VERY RARE model in good condition; red with black interior. Now fitted with TR3A engine and new hood. Tel.: Bedford 51551 (438) or Woburn Sands 2573 (after 6 p.m.). (3604

1952 M.G. YB SALOON, RECONDITIONED engine, heater; bodywork repaired and resprayed. M.o.T. £210 or offers. Hale, 32 Oxford Close, Mitcham, Surrey. (3605

1937 DAIMLER 17-H.P. SALOON, BLACK. Good running order. Been stored away several years. Offers. J. L. Garner, Cawood Hall, Gosberton, Spalding, Lincs. (3606

ALFA GIULIA SPRINT GT, MID-1954. DARK blue. Radio, Cints. Magnificent specimen of a well-bred motor car. £590. Tel.: Hatfield 67066 (evenings). (3607

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1967 (3.4.67) MERCEDES-BENZ 250SL coupé—Automatic. Finished in beige. Fitted with both hard- and soft-tops. Tonneau cover, seat belts, radio. Recorded mileage 10,204. Licensed. One lady owner. **£3,250**

1967 (1.9.67) (F) MERCEDES-BENZ 250SL coupé, convertible. Finished in dark green with matching trim. Fitted with hard- and soft-tops. One owner. Seat belts, radio. Recorded mileage 23,000. Licensed. In excellent condition. **£3,250**

1969 (1.10.69) B.M.W. 2800 saloon—Automatic. Finished in Bristol blue with blue cloth interior Fitted with seat belts, Bosch Sandringham radio with locking aerial. Used only by our Managing Director. Licensed. Recorded mileage 5,340. Saving on new price. **£3,275**

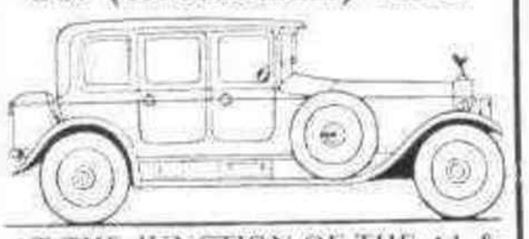
1969 (1.10.69) JAGUAR E-Type. Finished in black. One owner vehicle. 1969 Reg. but 1970 model. Fitted with special hard-top with Webasto roof. A new unused soft-top. Special carpets. Sound proofed. Radio, chrome wire wheels, sports wing mirrors, safety belts, spot lights, dip with headlights, luggage rack, heated rear window. Recorded mileage 10,647. Licensed. In excellent condition. **£2,425**

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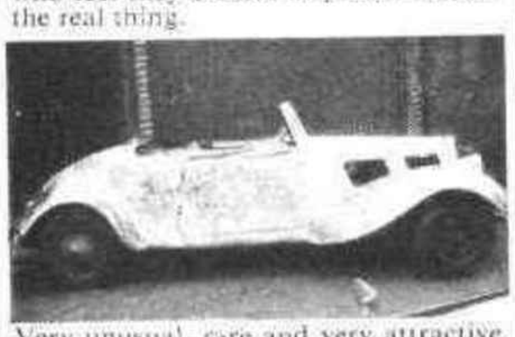
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The **DELAGE** above is that illustrated last month in a half re-built state. Compare the photographs now if you have last month's *Motor Sport* to hand. Behind the car is our new **SHOP**, recently opened, in which we have original and new spares, books, pictures and even vintage toys for those who feel they cannot at present afford the real thing.



Very unusual, rare and very attractive **Light 15 CITROEN** roadster. Being fairly completely rebuilt. About **£375** when finished.



ALVIS 2-seat sports/racing car, exceptionally fast, lowered, shortened, and generally made fairly lethal. **£750.**

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FOR SALE—continued

SS 100 JAGUAR, 3½-LITRE, 1938. REBUILT throughout to highest possible standards. Probably the finest example in the world. Box 2271. (3601

LOTUS ELITE, NOVEMBER 1962. SUPER 95. Rebuilt engine. Excellent body mechanics. Any trial. Genuine reason for sale. £525 o.n.o. Tel.: Newcastle 650141. (3603

THE 201 FOR SALE. 1960 OXFORD. M.o.T. December. £80 r offers. Tel.: Redwells 2306. (3610

JAGUAR XK150, 1959, D.H.C. TAXED AND tested. £350 o.n.o. Tel.: Reading 73541. (3611

MORGAN 4/4 COMPETITION, 1967. WHITE. Wire wheels, leather upholstery. Good condition. £700 o.n.o. H.P. arranged. Tel.: Bradford (Yorks.) 665633. (3612

LOTUS ELITE, 1962, SERIES II. BRISTOL body, Climax Stage 2. A very good small-mileage example in red. £550 for quick sale, exchange considered. Mr. Cantrell. Tel.: Carterton (Oxfordshire) 551, ext. 335. (3613

M.G.-B, 1963. W/WHEELS, OVERDRIVE, radio, s/belts, Cints., tonneau, newish hood. Taxed. M.o.T. 1971. Reasonable condition. £365. Tel.: Matlock 3505. (3615

PORSCHE 356B SPEEDSTER. BODY poor, mechanically very good. £225, or will separate. 9 Kipling Ave., Boney Hay, Walsall Staffs., WS7 8HS. Tel.: Burntwood 2741. (3617

M.G. PA, 1934, 4-SEATER. RESTORED to outstanding condition. Body rebuilt; resprayed; rechromed; new tyres; mechanics overhauled. Very original. £400 o.n.o. Muscrave. Tel.: Lincoln 20374 (evenings). (3618

ASTON MARTIN DB MK. III SALOON, "A" series engine, 6,000 miles since complete rebuild. Servo brakes, overdrive, radio, etc. Genuine example. £900. Tel.: Aston Clinton 319. (3619

SUPERB WOLSELEY 25-H.P. DROPHEAD coupé, 1939. This car is in first class condition and its Lucas P100 headlamps enhance its true Classic lines. The only other known 25-h.p. d.h.c. is in Lord Montagu's Museum at Beaulieu. A complete mechanical rebuild has just been completed, which includes new oil pump, valves, guides, clutch, king-pins and remetalling to main bearings, big-ends, etc. M.o.T. to May 1971. Offers near £800. A. Heard, One Beaufort Gdns., Ilford, Essex. Tel.: 01-554 8938. (3620

XK150, 3.8, 1961, F.H.C. WIRES, OVER-drive, radio, spots, Powrlok, etc. Red/black. Excellent condition but uses oil. £390. Tel.: Tunbridge Wells 29444. (3621

M.G. TC, 1949. BLUE. SOME RESTORA-tion done. M.o.T. Healthy performance. £150. Ridge Tel.: Bristol 24161, ext. 492 (office). (3622

SPORTS SALOON. P3 ROVER "75", 1948 (similar page 501, May issue). Lovingly maintained. Rover Club member. Taxed, new M.o.T. Seat belts, spares. Used daily. £125 o.n.o. Smith, 6 Grattons Drive, Crawley, Sussex. (3623

1929 AUSTIN 12/4 SALOON. UNLICENSED since 1943. Excellent condition throughout. Now receiving attention. Sensible offers, please. Miss Jocelyn Mee, Norton, Presteigne. Tel.: 286. (3624

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LOTUS ELAN F.H., 1967, 22,000. K/ONS, air horns, elec. windows, s/belts. Superb, £1,050 o.n.o. Tel.: Weybridge 48793 (Surrey). (3631

JENSEN CV8, 1963. SERVICE HISTORY, low total mileage. Taxed, M.o.T. tested 12 months. Accept under £1,000, terms possible. Tel.: Chapel Brampton 3120 (Northampton). Box 2273. (3633

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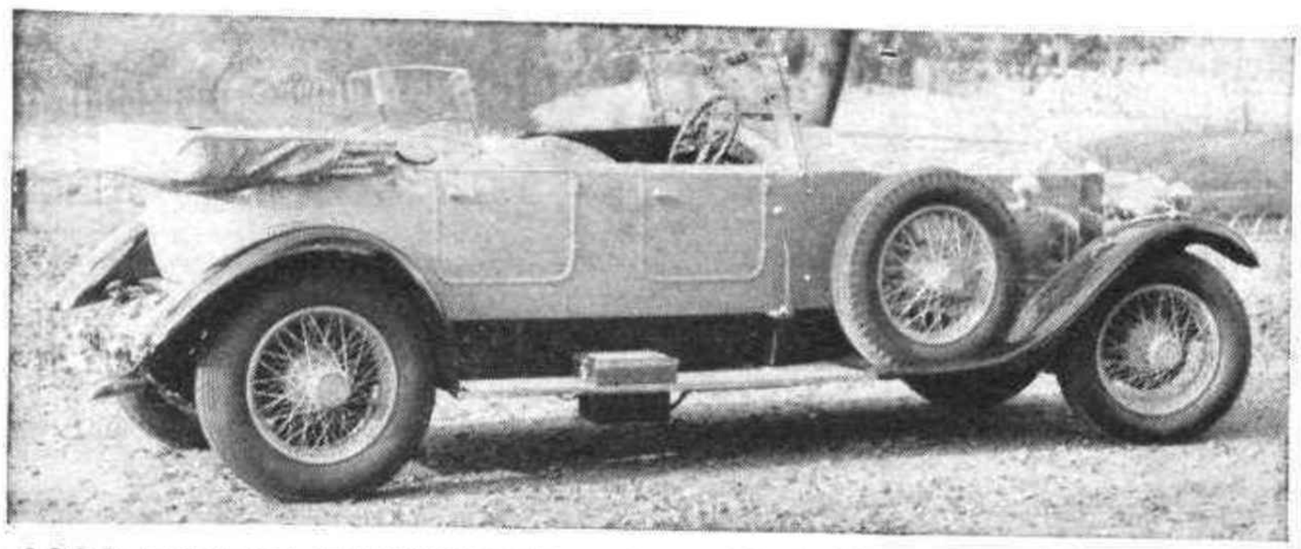
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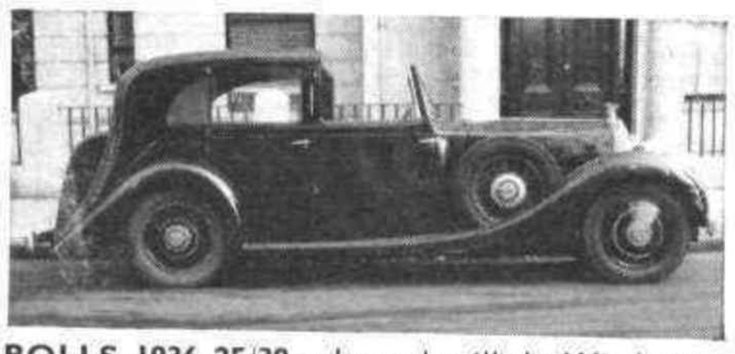
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ALVIS 12/70 sports tourer. One of a kind coachwork. 1937.
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1928 AUSTIN SALOON 7.8 H.P. Collector's item in beautiful condition; new tyres; taxed. £440 o.n.o. 13 Beechbrook Ave., Yateley, Camberley, Surrey. (3459

XK150 D.H.C., 1960 (SEPT.). B.R.G. This car has had extensive renovations done. New hood, interior head lining, etc. Bodywork and mechanics excellent. Needless to say these cars are becoming rare, therefore I must ask for offers in the region of £700. (Awaiting two new battery boxes to make the car complete.) (3460

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LAGONDA LE MANS, 1954, SPORTS-racer, as advertised page 539 May "Motor Sport". Staggering bargain! Now price around £825. Details: Jeremy Broad, Tel.: Solihull 7280. (3462

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AUSTIN HEALEY 3000 MK. III, 1966. B.R.G. Matching hard-top, black trim and soft-top. Overdrive. Other extras; excellent condition. £850 o.n.o. 32 Morfa Gdns., Holyhead Rd., Coventry. Tel.: 58139 (evenings and weekends). (3463

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JENSEN 541R, 1960. MANUAL; EN-gine, gearbox; 26,000 miles. Should be available early June when factory reconditioned axle fitted. £500. Glenn. Tel.: Romford 46066. (3484

1954 BENTLEY AUTOMATIC "R"-TYPE, fitted with Rolls-Royce radiator. Photographs and details. 366 Durham Rd., Gateshead, NE9 5AP. (3418

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27 Minerva tourer, restored. Vast!
21 Silver Ghost Doctor's coupé.
31 Alfa Romeo 2.3 8C s/c Zagato rdstr.
30 O.M. Zagato s/c. See profile 38.
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FOR SALE—continued

AUSTIN HEALEY, HBJ 7, 1962. BENT off-side front, good mechanics, overdrive, etc. Buyer collects. Offers? Tel.: Fenn-Wiggin at St. Helens 20011 (day), Culcheth 2701 (evenings). (3637

RILEY. SUPERB 1954 1½ R.M.E. PROFES-sionally renovated throughout. New roof, re-spray black/cream. Rechromed. Recon. engine, new clutch. Excellent interior. £250. Tubbs, South Reston, Louth, Lincs. Tel.: Withern 213. (3638

ASTON MARTIN DB5. TINTED GLASS electric windows, h.r.w., chrome wires, Selecta-ride, Motorola; new tyres, clutch. Excellent condition. £1,250, exchange considered. Tel.: Formby 72778. (3639

M.G. J2, RED AND CREAM, 1932. M.G. PA, black, 1934. Both good original condition. £250 each. Messrs. Blissett & Hillier, Cowl Lane, Windcombe, Glos. Tel.: Worcester 23400, ext. 356 (day); Windcombe 496. (3640

ALVIS, 1961, TD21. EXCELLENT ALL ROUND condition, manual gearbox. Dark blue. 62,000 miles. £475 o.n.o. Tel.: Cosham 70375 (Hants.). (3641

PIPER GTT. NEW 'H' REG. 3,000 MILES. In Rover white, this rare car will turn many a head with its fast performance and superb road-holding. Modified and fully balanced 1,558-c.c. Ford GT engine, electric fan, Motorola radio, 6½in. alloy wheels, 9½in. front discs, etc., etc. £1,450. Serious offers only. Tel.: 01-540 7400 (after 6.30). (3642

1 AOD PLUS CONV. MINOR 1000 IN VERY good condition. Will sell together or separately. Tel.: 01-643 3880. (3643

1961 JAGUAR XK150S, 3.8 D.H.C. OVER-drive. White/red. 69,000 miles. M.o.T. May 1971. In very good condition. Major engine and mechanical overhaul 5,500 miles ago. New hood. £785. Tel.: D. Essex at East Horsley 2676. (3644

MORGAN 4/4 COMPETITION, 1965. £250 spent on recent rebuild of front and rear suspensions, bodywork and engine tune. Very fast car, no rallies. Tel.: Berkhamsted 6963. (3645

MK. V JAGUAR, 1950. ONE OWNER. Gleaming original green coachwork, perfect chrome, excellent mechanics. Taxed, M.o.T. October. £179. Photographs available. Potts, 14 Marypole Walk, Stoke Hill, Exeter. (3646

XK150, CARMEN RED. WEBASTO ROOF, radio, discs all round. 1959. M.o.T. Untidy, hence only £220 o.n.o. Tel.: 01-WIM 4863. (3647

EXCEPTIONALLY FAST AND FLEXIBLE (20-90 m.p.h. in third) 1964 model Hillman Imp. Low mileage on balanced engine. Excellent. Sell £225, or exchange plus cash for 1965 Lotus Elan d.h.c., k/ons. Must be immaculate throughout. "Fairways", 117 Merafield Rd., Plympton. (3648

BENTLEY MK. VI 4-DOOR SPORTS saloon, razor-edge, by J. H. Mulliner. First registered 1950. Very sound body and mechanical. First-class woodwork and interior. Privately owned. Full year's tax and M.o.T. £500. Tel.: 01-467 4568. (3649

FOR SALE—continued

COLLECTOR'S PIECE, WOLSELEY 1947 10-h.p. saloon. First class throughout, excellent original condition. Tel.: Harrogate 3919 (after 6.30 p.m.). (3650

M.G.-B, 1967, B.R.G. O/D., W/W, TON-neau, Cints, Blaupunkt radio, map light. 34,000 miles. £760. Barrett, The Haven, Bucklebury, Reading. Tel.: Thatcham 3500. (3651

TRIUMPH GLORIA VITESSE SALOON, 2-litre, 1935, Climax engine 1,991 c.c., twin carbs. Many spares. Taxed end of June, M.o.T. September 1970. Chauffeur-owned past 20 years. A gift at £150 o.n.o. as garage space needed. Tel.: 01-444 7594 (after 9 p.m.). (3652

1937 BUICK STRAIGHT-8 LIMOUSINE FOR sale. Beautiful original condition throughout. Right-hand drive. M.o.T. £500. London. Tel.: 01-808 2571. 52 Bruce Castle Rd., Tottenham, N.17. (3653

H.R.G. 1100, IMPRESSIVE CONDITION. £500. Dunning, 34 Glendale Rd., Tadley (Tel.: 2161), Hampshire. (3654

1955 RILEY R.M.E., LIGHT GREY. ENGINE overhaul and new clutch 8,000 miles ago. £210, enthusiasts only. 39 Dransfield Rd., Sheffield. Tel.: 304434. (3655

A LOVELY PAIR OF BRISTOLS. 1955 Bristol 403, discs, belts, two owners, only 80,000 miles. All bills last three years include new gearbox and clutch. Body and chrome excellent but needs respray. Could readily be brought to concours condition. £350. 1956 Bristol 405, discs, belts, 78,000 miles. Engine completely overhauled last year. Noisy gearbox. Paint and chrome good. Body generally good. £425. The pair £700, or part exchange concours 405. Tabois, 17 Devonshire Ave. Grimsby, Lincs. Tel.: Grimsby 79370. (3656

SILVER WRAITH ROLLS LIMOUSINE. First cash offer. M.o.T. Cheap. Tel.: Rayleigh 71127. (3657

M.G. TC, PARTLY RESTORED. MINOR adjustments only for M.o.T. £150 o.n.o. Tel.: Bedworth (Warwicks.) 3163 (evenings). (3658

LANCHESTER LEDA, 1953, 47,000 MILES since new. Excellent condition. Offers: A. Yates, Hawthorns Hall, Keele, Staffordshire. (3659

ARMSTRONG SIDDELEY WHITELY, 18 H.P. 1953. New battery, exhaust, brakes overhauled. Garage spares manuals. Wings tatty; mechanics, body good. M.o.T. February. Pleasant daily car. £65 o.n.o. Howard, Tel.: 021-423 1216 (evenings). (3660

DAIMLER SP250, AUTOMATIC, DEC. 1961 Aubergine, fawn leather trim. Good condition throughout. Soft-top, tonneau, radio. Only £400. Details: G. F. Hogg, 2 Tweenbrook Ave., Gloucester. (3661

220S MERCEDES, 1958, L.H.D. FAIR CON-dition. Four good tyres. Motor needs rebuild, so £80 or offers. Moore, Swan Hotel, Stourport. (3662

ALFA ROMEO GIULIA GTC CONVERTIBLE. Bahama yellow/black hood. 1966. L.H.D. £550 o.n.o. Colman. Tel.: Windsor 60417. (3663

FOR SALE—continued

GILBERN GT 1800, 1966. 17,000 MILES. Silver grey with red upholstery. Oil cooler, overdrive, reclining seats, radio, spot lights. £650 o.n.o. Neal, "St. Christoph" Bentfield End, Stansted, Essex. (3664

LOTUS ELAN S4, PERFECT, UNDER 15,000 miles. Webers, brake servo, etc. Registered August 1968. £1,100 or best offer. Tel.: 01-285 5324 (evenings/weekends). (3671

1934 M.G. PA MIDGET. BODY AND MECH-anics completely and professionally restored to exemplary condition. Used gently and infrequently as third car. This investment is offered at 400 guineas. Serious enquiries to Tel.: Knebworth 2027. (3665

M.G. SINGLE-SEAT CHASSIS. PKN components. MMM registered. Wires special brakes, Marshall blower. Preselector. £230 o.n.o. Felstead, 21 Gordon Rd., Gosport, Hants. (evenings and weekends). (3667

NEW LOTUS ELITE CONSTRUCTED from mostly new parts. Bristol body, S/E. S II Climax, ZF box, 3.7 diff., alloy calipers, 4½J×13, Yellow/black interior. £900 o.n.o. Colman, Tel.: Windsor 60417. (3668

JAGUAR E-TYPE ROADSTER, 1963. RS5s, new clutch and exhaust system w/w., radio. V.G.C. £750. H.P. available, part exchange considered. Gay, 21 St. Andrew's Way, Ely, Cambs. (3669

ALVIS SILVER EAGLE SPORTS SALOON, 1935, 65,000 miles. Original tools and handbook. Excellent mechanics, body, interior and tyres. Offers. 7 St. James Mount, York. Tel.: 27664. (3670

GINETTA G15. MOONSTONE WHITE. Sun-roof, alloy wheels, radials, heater, washer. First registered Feb. 1970. Mileage under 3,000. £950. Tel.: Wetherby (Yorks.) 2993. (3672

JAGUAR MK. V DROPHEAD, 1951. WHITE with red interior. Original. Much money spent in recent years. £295. Tel.: 01-445 0235. (3673

PIPER GT. GREAT OPPORTUNITY TO obtain genuine example at low price of one of these rare, sought-after and almost embarrassingly lovely coupés. Red. Late 1968. Fully carpeted/trimmed black. Aluminium Ford GT engine, Weber, close-ratio ZF, five new Firestone Cavallinos, wide mag. wheels. Reluctant but inevitable sale. £995 o.n.o. Tel.: Cathcart 01-436 1991 (office). (3674

DAIMLER SP250C, 1964 (SEPT.) (ONE OF last made). Immaculate original dark blue coachwork (always garaged by the only two owners), hard-top, soft-top, tonneau, radio, all usual C-type extras. Many new parts, including clutch (just done), exhaust, tyres, steering, etc. Maintained regardless of expense (£300 bills in past year). Taxed, tested. A wonderful example and now a classic. Seen Warwickshire or London. £499 o.n.o. Tel.: Cathcart, 01-486 1991 (office). (3675

VERY QUICK 1500+ ANGLIA. 9,000 SINCE complete engine rebuild. Approx. 100 b.h.p. Full details: Tattersall, 21 Trinity Place, Windsor. (3676

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FOR SALE—continued

BENTLEY 3-LITRE, 1926, £2,000. EXCELLENT order following much mechanical work. Requires body, hence unrepeatable bargain. Tel.: Beaconsfield 6810. (3633

1932 AUSTIN 10/4, IN REALLY BEAUTIFUL condition. Sale but prefer trade for M.G. TD or TF. Tel.: 01-435 7400 (London). (3683

SUNBEAM TIGER, NOVEMBER 1965, 39,000 miles. Red. Hard- and soft-tops, new radials. Exceptional condition. £710 o.n.o. Tel.: 01-688 4002 (Croydon). (3691

M.G.-B, 1968, FINISHED IN SILVER GREY. Hard-top, wires, excellent mechanics, superb bodywork. £860, or similar sports. Tel.: Buntingford 282. (3692

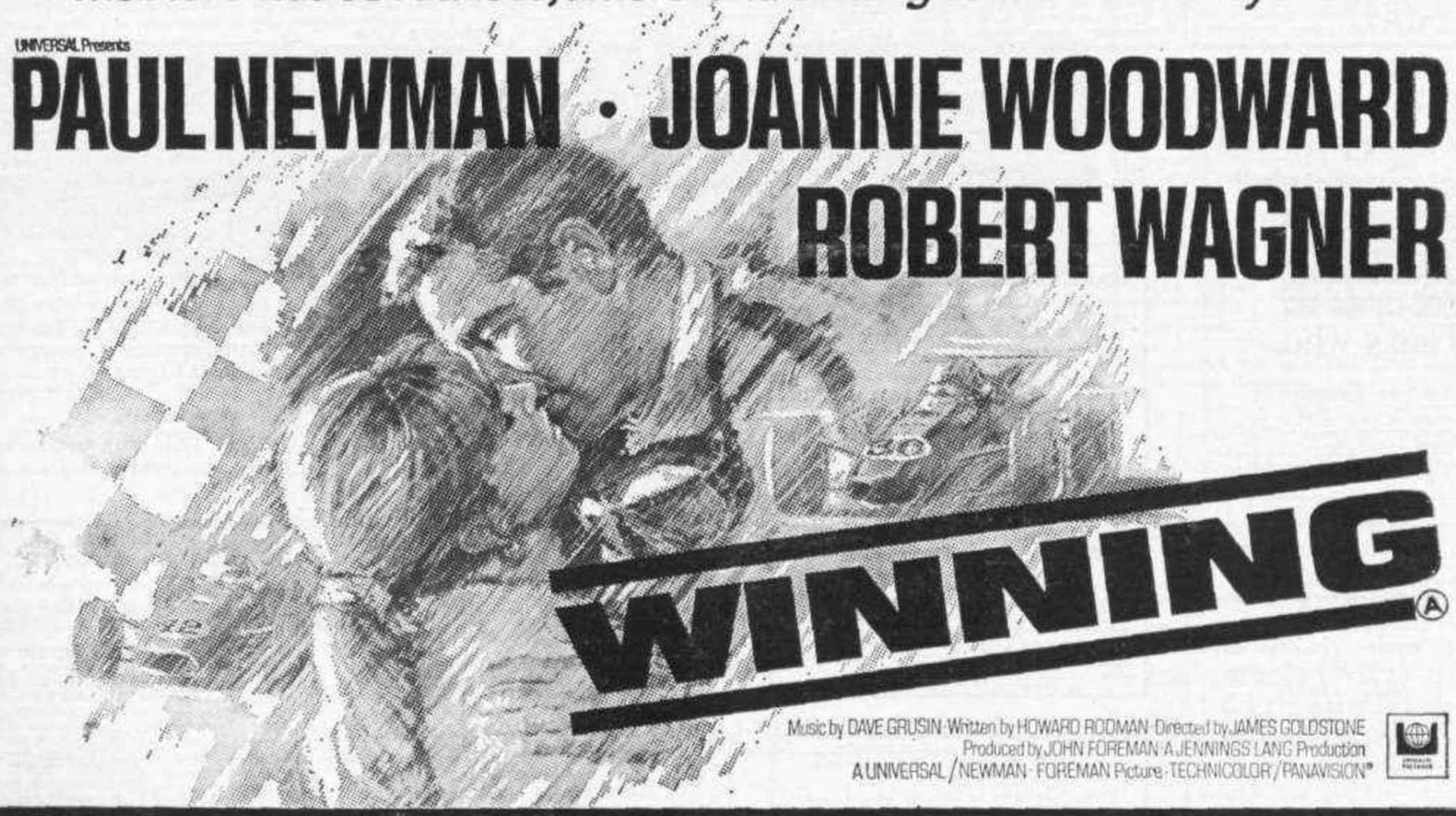
NJ 7—TRIUMPH SUPER SEVEN, 1934. Completely original; unused rebuilt engine. £100. 1931 Austin Seven 2-seater—only seven of this model surviving. £150. Addison, 9 Hill View, Primrose Hill Rd., N.W.3. (3693

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FOR SALE—continued

GENUINE TR4, B.R.G. SURREY TOPS. Excellent condition. Stork forces sale. £415 o.n.o. Tel.: Chadlington 326 (Oxon.). (3693

1898 DE DION TRICYCLE, EXCELLENT condition. 1927 Rolls-Royce 20-h.p. open tourer. Bugatti Brescia, dismantled, ready for restoration. Tel.: Halifax 31475. (3694

CONNAUGHT L3, 1954, 1,800-C.C. 2-SEATER sports car. Body aluminium by Abbott. Just completed engine rebuild; new tyres and tonneau. £550. Box 2277. (3695

ASTON MARTIN, 1954, DB2/4, 2.6-LITRE Vantage engine. W/w. Worn, but legal. Cinturatos. Golden sand coachwork. Rally seats. Black interior. Mk. 3 bonnet. Taxed, M.o.T. Good all round condition but attention required to some minor points. Therefore, realistically priced at £265 to allow for tidying up. Tel.: Caterham 42329 (Surrey) (after 5.30 p.m.). (3697

VAUXHALL, 1938, 14/6. M.o.T. MARCH 1971. Taxed. Reliable, everything works; used daily. Reasonable offer for quick sale. 38 Shirley Rd., Droitwich. Tel.: 2359. (3698

ALVIS DROPHEAD TD21, SERIES II, with Series III engine/gearbox (five speeds). Perfect condition throughout. £875 o.n.o. Also 12/70, excellent mechanics, body average, £110 o.n.o. Moss, Tel.: Tewkesbury 2419 or Knowle 2033. (3699

BENTLEY, 1937, 4½. COACHWORK BY Arthur Mulliner. Engine rebuilt 2,000 miles ago, chassis overhauled, re-upholstered, re-chromed, etc. In all a fabulously elegant and practical piece of machinery—putting in a good performance during the "Bentley 500"! Offers around £1,500 to: 18 Pembridge Place, London, W.2. (3700

1959G COOPER 1275 "S". IMMACULATE. Almond green/white; 16,500 miles. Regularly serviced and well maintained. Extras: bucket seats, radio, rev.-counter, leather-rim wheel, SP Sports on 4½J R/R wheels. Also original seats and SP68s/wheels. One previous lady owner. Genuine reason for sale at £745. H.P. possible. Please write: Box 2278. (3702

LOTUS ELAN S/E F.H.C., JULY 1967. British Racing Green. Well maintained. New brakes and rear tyres. Recent Crypton tune. Excellent condition. Good value, £930 or offers. Dr. Owen, Tel.: Liverpool 051-425 2288. (3703

A.C. GREYHOUND, BRISTOL. RADIO. Very good condition. Four seats. GT performance. Quick sale, £650. Tel.: Bristol 671444. (3704

CORTINA 1500 GT, 30,600 MILES. APRIL 1967. Dark green. Radio, sound insulation, electric fan, radials. Immaculate. £580. Tel.: Southend (0702) 32156. (3707

ASTON MARTIN DB3, EX-WORKS, TRIPLE S.U.s, dual exhaust, near new Pirellis. Tickford aluminium body, B.R. Green. Very good condition. £700 o.n.o. Tel.: Cardiff 565705. (3705

TRIUMPH RENOWN, 1952. BEAUTIFUL condition extensive overhaul but requiring minor attention. £45 o.n.o. Tel.: 01-839 2273 (day). (3706

A.C. ACECA, 100D2 BRISTOL, OVERDRIVE, radio. Immaculate condition, rechromed, retrimmed, re-painted. Mechanically excellent. An outstanding bargain at a give-away price of £825. Tel.: Bristol 671444. (3704

1960 FROG-EYE SPRITE. RESPRAY bronze yellow. 1098 rebuilt engine. One owner three years. Around £220. Tel.: Bournemouth 27199. (3703

SUNBEAM ALPINE, 1961, IMMACULATE throughout. Works replacement engine, gearbox, 15,000 miles. H/s-top, good radials. £285 or exchange diesel Land Rover. Tel.: York 22756. (3710

HEALEY ALVIS, 1953. ORIGINAL ENGINE, not rebored. One of only 25 built; some spares available. £250. Tel.: 01-979 2053 (London). (3711

DAIMLER SP250, 1963. SUPERB CON-dition. Beautiful silver bodywork. Looks and performs like a bullet. £595, offers considered. Tel.: 0604 53457 (Northampton). (3712

BEAUTIFUL SPEED 20 SALOON, £595. 1930 Morris Major saloon, needs finishing. £125. Rolls wanted. Box 2280. (3713

190SL MERC., 1961. IVORY. SOFT-TOP/ hard-top. Motorola radio. Excellent condition. Offers. Wood, Rufford Lea, Savile Park, Halifax. (3714

COOPER 1275 S, 1965. RADIO, EXTRAS. Excellent condition, not raced or rallied. £350. Tel.: Southampton 73461 (after June 6th). (3715

DAIMLER CONQUEST CENTURY MK. II, 1957. £150 spent in last nine months. Good condition. Slight attention to front wings and reverse gear. £75. Tel.: Wakefield 74447. (3716

XK150 JAGUAR DROPHEAD COUPE. Far above average condition. Genuine 62,000 miles. Wire wheels, overdrive, radio. British Racing Green. £595 o.n.o. Consider part exchange, cash either way. Tel.: 021-743 2254, or home, 021-705 2074 (Birmingham). (3717

INVEST IN A SUNBEAM 90 MK. III. VERY good condition, sun-roof, radio, overdrive. £210. Tel.: 01-965 2175. (3713

ROVER 12-H.P. SPORTSMAN'S SALOON, 1936. Genuine mileage 20,063. Laid up 16 years but serviced. Aluminium body, slight corrosion. Engine started immediately for removal and driven away. Offers invited. Gee, 47 The Boulevard, Wylde Green, Sutton Coldfield. Tel.: 021-373 5371: business hours, 021-356 5831, ext. 15. (3719

1969 M.G.-B GT. IMMACULATE PRIMROSE yellow with black leather upholstery. 14,000 miles. Equipped overdrive, heater, w/mirrors, c/lighter. Factory maintained. Virtually as new. £1,065. 3 Eastnor Close, Battenhall Rd., Worcester. Tel.: 22367. (3720

ASTON MARTIN DB4, 1961, SNOW-shadow grey with unmarked red leather. Motorola radio, Marchal spotlights, new RS5s. 38,000 miles only (full top overhaul by distributors 3,000 miles ago). Truly magnificent car, £1,025, or exchange Rover 2000 or similar. Lucas. Tel.: 021-357 1239. (3721

1930 3-LITRE LAGONDA TOURER. Original and almost immaculate. Offers. Box 2281. (3722

LOTUS ELITE, S/E, 1962. RECENT EXTEN-sive overhaul. £685. Gee. Tel.: 01-930 2373, ext. 360. (3723

DAIMLER CONQUEST CENTURY. IMMA-culate, outstanding condition. Probably finest available. £325 o.n.o. Tel.: 021-424 2828 (Hampton-in-Arden). (3724

ASTON MARTIN DB2/4, GUNMETAL, brey-blue hide interior, spots and reverse lamps. Excellent example of superb performance car. New tyres, HV6 carburetters and bumpers. Mechanically perfect. £535. Inspection welcomed. 18 Langham Rd., Teddington, Middlesex. Tel.: 01-977 6852. (3725

MERCEDES-BENZ, 1963, 220SE, AUTOMA-tic, P.A.S. Grey/white. Religiously maintained and serviced, so running beautifully at 97,000. £850. Consider exchange. Morris 8 tourer, 1939. 80,000. One owner, elderly cleric. M.o.T. Recent Gold Seal engine, new hood, lights and front seats. £85. Private sales. Tel.: Welshpool 2365. (3726

ALVIS 12/70, WITH NEW BOAT-TAILED 2-seater bodywork, built in true vintage style. Very good performance. Excellent order, mechanically and bodily. New M.o.T. £250 o.n.o. Walters, Top Floor Flat, 50 College Rd., Clifton, Bristol 8. (3727

M.G. TF, 1954. A SUPERB SPORTS CAR in magnificent condition. Garage maintained, not used in winter. Offers around £500. Tel.: 01-253 0846 (evenings). (3728

1968 ALPINE GT, WHITE WITH BLACK interior. 24,000 miles. Radio, boot-rack. Immaculate, one owner car. Growing family so must sell. £750 or try any offer. Collinge, Tel.: Lichfield 51034. (3729

VOLVO P1800 S SPORTS COUPE, AUG. 1964. Immaculate condition; genuine 35,000 miles. Twin spots, radio, Cinturatos, etc. £750. Tel.: Sheffield 305755. (3730

RARE ALVIS TA14. TICKFORD ALU-minium "Carpeted Coupé", 3-position hood; identical subject Alvis article April "V. & V." Chassis running gear, engine completely rebuilt, 9 : 1 pistons, giving 25 m.p.g. at 80 to Vienna. Double-dipping from original switch and reflectors. Recellulosed royal blue; cabinetwork repolished. Chrome mellow, seats barely respectable; beige replacements supplied. Spares include engine, gearbox, Continental kit, catalogue, handbook. Well shod, taxed, daily use. Elegant, quiet, reliable, practical: return-of-post spares service. Professional reverses force sale. £345. Tel.: Steeple Aston 247. (3731

AUSTIN 12/4, DECEMBER 1930. ORIGINAL blue/black paintwork and leather in very sound original condition. Smart artillery-wheeled saloon for £250. Much regretted sale, so buy it if you must. 9t Simplemarsh Rd., Addlestone, Weybridge (Tel.: 43230). (3732

AUSTIN 7 SALOON, 1933. GOOD WORK ing condition throughout. £100 o.n.o. Morrison, 49 Daines Way, Thorpe Bay, Southend, Essex. (3733

LANCIA FLAMINIA FARINA F.H. COUPE, 1963, R.H.D. Extremely attractive car in dark blue. 56,000 miles. Motorola radio, new Cinturatos, plus all usual Lancia extras. £3,500 when new, now offered at £595. Part exchange considered. Tel.: Wickford 3118 (Essex). (3734

MORGAN 4/4, 1936, COVENTRY-CLIMAX engined. One of the first ten made. Completely rebuilt very nearly original. Plus almost enough mechanical spares to build another. £375. Tel.: Deepcut 5001, ext. 115/7, or write: Ross, "D" Hut, Minorca Rd., Deepcut, Surrey. (3735

XK150S, 1961. PROBABLY LAST ONE built. F.H.C. 2+2. 265-b.h.p. "E" engine. Grey, blue interior. Original paintwork. Immaculate condition. £750. Fletcher, Ponjeravah, Constantine, Falmouth. Tel.: Constantine 421. (3736

M.G. TF, 1954. RESPRAYED RED. RE-placement engine. Standard with new water and oil pumps, new hood and sidescreens. Excellent condition. £530 o.n.o. Callers please. Wood, 19 Tudor Way, Hillingdon, Middlesex. (3737

AUSTIN HEALEY 3000 MK. III. AT GREAT expense this car has been maintained in first-class condition. Engine rebuild 8,000 miles ago. Extras include wire wheels, overdrive, luggage rack, Radiomobile, etc. For full details of this exceptional example, Tel.: Kingswinford 3948. (3733

1935 M.G. PA TWO-SEATER. BLACK WITH red upholstery. One owner since 1950, stored seven years. Exceptional condition, detailed history, manuals, etc. Fair current price and full information to genuine M.G. enthusiast. Seen Berkshire. Box 2282. (3739

1937 AUSTIN 7, RUBY MODEL. ENGINE overhaul 12 months ago. M.o.T. In very good order. Tel.: 02-9575 332. (3740

VOLVO 123GT, 1968. GOOD CONDITION. £900 or £675 for export. Seares, Tel.: 01-435 0723. (3741

BENTLEY, 1951. "R"-TYPE, MANUAL. Bodily and mechanically original and far above average. Particularly good interior trim. £695. (London.) Box 2283. (3742

SUNBEAM RAPIER, 1964, OVERDRIVE. Mechanically superb, 25,000 miles on replacement engine. Clutch and brake pads just renewed. Long M.o.T. £325. Tel.: 01-567 7681. (3742

£725. A.C. GREYHOUND, 1953, FITTED with Triumph 2000 engine, gearbox, overdrive. £625 less mechanicals. Bristol 100D2 available. £200. Tel.: 01-937 2654. (3743

PORSCHE 912, 1965. 5,000 MILES SINCE new engine. Excellent condition, no accidents. £1,395 o.n.o. Contact: de Chair, 32 Sackville Street, London, W.1. Tel.: 437 6080. Can be seen at Antique Automobiles, 244 Brompton Rd. Tel.: 589 0155. (3744

XK150 F.H.C., 1957, SILVER, RED INTERIOR. Automatic gearbox, radio, seat belts. Good condition. Fast, smooth and effortless motoring for £200. Tel.: 01-995 0619 (evenings). (3745

1275 "S" COOPER, 1967F. TWIN TANKS, oil cooler, theft locks: 29,000 miles. New radiator/battery/exhaust. Virtually one owner. White/black. Specimen condition. £540 o.n.o. Tel.: East Grinstead 21597. (3746

LEA-FRANCIS 2½-LITRE SPORTS, 1950, in moss green. A powerful thoroughbred in excellent condition. Lewis, Tel.: Redditch 66732. (3752

FOR SALE—continued

M.G.-B GT, 1966, SANDY BEIGE. LOW mileage. No overdrive but wire wheels. Many other extras and well maintained. £750 cash, no offers. Tel.: Beaconsfield (Bucks.) 5765 (evenings and weekends). (3747

BRISTOL 400, CHASSIS NO. 178. FITTED 3.4 Jaguar engine and auto. box, new crown-wheel and pinion, servo brakes, new linings and tyres. Positano yellow. Completely rebuilt in last 12 months. £550 o.n.o. Tel.: Braunton 626. (3748

SWALLOW DORETTI, 1957. A VERY RARE sports car in absolutely sound condition. Pretty aluminium body and TR mechanics. Invest at £395. Tel.: 01-504 3307 (N. London). (3750

2½-LITRE S.S. JAGUAR, 1937, 4-DOOR saloon. Good original condition. Reasonable price to good home. Tel.: Bradley 402 (Staffs.). (3751

XK150, 1960. NEW HOOD, NEW CLUTCH. Chrome wire wheels. One owner. Pearl grey. Good condition. £550. Tel.: 01-363 5018. (3753

XK140, BLACK F.H.C. COMPLETELY restored by top specialists. Engine, timing gear and water system overhauled 1,500 miles ago. New clutch, roof lining, black carpets, black upholstery. Wood re-polished. Re-cellulosed. Re-chromed. Superb radio. All bills. £850. Tel.: 01-407 5857. (3754

25,500 MILES SINCE NEW. 1948 SPORTS Rover 75. One previous owner. Grey, original, rust-free, new tyres, brakes. Vintage yet modern performance; i.f.s., heater, sun-roof. Lack space forces sale. £385. Tel.: Reliance 7133. (3755

SUNBEAM MK. III, 1957. BLUE GREY. Two owners from new. Overdrive, rev.-counter, etc. Very smart. Must sell. Taxed, M.o.T.'d. Any trial. £135 o.n.o. Also veteran foot pump, "Wood Milne", £8. Tel.: Glossop 3051, 53 Hague St., Glossop, Derbyshire. (3756

LANCIA AURELIA B20 GT, No. 1315. Beautiful rare early series, fitted 2½-litre motor. T. & T. Red, black interior. V.G.C. Also B12 with M.o.T. £220 the pair. Will separate. 8 Holly Ter., York. Tel.: 53509. (3757

1968 LOTUS ELAN S/E F.H.C. 16,000 MILES. Metallic dark red. Two careful owners. £1,195. Pearson, Tel.: Newton Abbot 2772. (3758

LOTUS ELAN, 1970. YELLOW CON-vertible. 2,500 miles only. Servo. Good reason for sale. Box 2284. (3759

XK150 F.H.C. OVERDRIVE, RADIO, WIRES, Cinturato tyres. Complete car in very sound and original condition. Will better any comparatively priced. £445. For further details: Tel.: Bridgwater 2678. (3760

CRAYFORD XTERMINATOR, V8 5-LITRE Capri. Nominal mileage. Every extra. Cost new £2,400—accept £1,900. Tel.: Westerham 3087. (3761

1927 STANDARD 14-H.P. SALOON. RED and black. In excellent condition. M.o.T. Completely original. Very attractive car. £475. Also Morris 8 saloon, regular use, £30. Tel.: 01-735 1200, ext. 324, or Mr. Davies, 151 London Rd., High Wycombe, Bucks. (3762

M.G. PA. FITTED TC ENGINE. TAXED. M.o.T. Smart, fast. £250. W. Harbron, 96 West Bay Rd., Bridport, Dorset. (3763

GARAGE CLEARANCE: PARTLY RES-tored 1933 Standard Big Nine. Believed one of only five in country. Daimler DE27, 1947, hearse. Good tyres and runner. TR2, 1953, hard- and soft-tops; very good runner. Offers to: Tel.: Queensbury 2206 (Bradford). (3764

1962 SUPER 75 PORSCHE. WHITE. IMMA-culate, with rebuilt engine. £610. Also racing-car trailer with 2in. hitch, £60 or offer. Court, 5 Sene Park, Hythe, Kent. Tel.: 0303-68505 (evenings), 51206 (daytime). (3765

T.V.R. TUSCAN, S.W.B., 1969(G) REG. 320 b.h.p. (approx.) Shelby-Cobra 289 engine. Pearce mag. wheels, RS5s, competition suspension, etc., etc. Under 5,000 miles. Best offer over £1,200. Genuine and very fast car. Enthusiasts only! Tel.: Great Milton 325. (3766

M.G. TC, 1949. IMMACULATE IN B.R.G. with red interior. Many recent new parts: steering, road springs, exhaust, tappets, rockers, rings, big-ends, etc. Enthusiast owned. £315 o.n.o. Tel.: 01-660 1184. (3767

GT6 TRIUMPH, JULY 1967. RED. OVER-drive. 28,000. Good condition. Extras. XAS tyres. £670. Tel.: Spalding 4060. (3763

1961 PORSCHE 356B SUPER 75, RUBY RED with grey interior. P.B. radio and chrome luggage carrier. Taxed until August and M.o.T. until November. 73,000 genuine miles and way above average condition. £525. Tel.: 66-23306 (Kent). (3770

ALVIS SILVER CREST, 1937. PURCHASE of house forces reluctant sale. 20-h.p. triple-carb. "Speed Twenty" engine. Four-door, 4/5-seater body with sun-roof. A genuine original car in excellent condition; three owners only. M.o.T. 12 months. £325 only. Tel.: Farnham (Surrey) 3186. (3773

A.C. ACECA, "E" REGISTRATION, 2.6 Ford engine, gearbox and overdrive unit, 640×15 c.w.w. History available and checkable with A.C. Works. Must be seen. Sensible offers. Tel.: 01-398 1687. (3795

M.G.-B GT. RED. "G" REGISTRATION. Wire wheels, radio. Well maintained. Only £925. Box 2288. (3799

WANTED

LOTUS 7, SERIES III 1,600 C.C. CASH. Hancock, 630A High Lane, Tunstall, Stoke-on-Trent. Tel.: Kidsgrove (Staffs.) 2254 (work). (3272

DART, TATTY BODY, NOT OBJEC-tionable. For cash or exchange Equipe/cash. Write 7 Tidnock Ave., Congleton, Cheshire. (3310

AMERICAN SEEKS 1948/1949 DROP-head Jaguar, 1938 Aston, 1934-1939 Bentley or Rolls drophead. Reasonable price only, so no haggling. Will visit England in Aug., so send all details to: John Edward Hogan, c/o American Express International, 6 Haymarket, London. (3333

ENTHUSIAST WANTS SILVER DAWN, "R"-type or Mk. VI Bentley, age and condition immaterial. Cash payment!! Box 2112. (3334

1924 AUSTIN "CHUMMY" BODY, doors, hood frame, screen, seats, etc. Box 2163. (3336

WANTED—continued

ENTHUSIAST WANTS ANY VINTAGE car, age and condition immaterial. Cash payment!! Box 2113. (3334

"BUGANTICS", VOLUMES 1 TO 16. Complete set or odd copies purchased. Some duplicates for exchange. Box 2170. (3335

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MERCEDES - BENZ, DELAGE, BENT-ley or Lagonda, 1928-1938. Preferably tourer or drophead. No wrecks please. Cash buyer. Details and photographs to: P. J. Marais, 456 Manning Rd., Durban, Natal, South Africa. (3338

CHRYSLER 72, 75 OR 77 SPARES OR complete car. 9 Bramley Rd., Rochdale. Tel.: Rochdale 31908. (3339

GERMAN LAMPS AND INSTRUMENTS suitable 1914-1921 Mercedes 90/95. Box 2207. (3340

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BULLNOSE MORRIS SPARES WANTED. Private buyer: radiator, gearbox, half-shafts, dyno chain, books, manuals, etc. Holt, 195 Liverpool Rd., Cadishead, Manchester M30 5BY. Tel.: 061 775 3573. (3342

WANTED: 1964 DAIMLER SP250 AUTO-matic or similar. Must be immaculate; A.A. test required. Cash. Pye, 30 Balch Rd., Wells, Somerset. (3343

STUDENT REQUIRES BIG HEALEY, TR, XK or similar, cheaply. Mechanical condition not important; insurance write-offs and damaged cars considered. Whyman, Apperley Rd., Stocksfield, Northumberland. (3344

WANTED: MORGAN THREE-WHEELER in reasonable condition. Cash. Cooper, 111 Monkhams Lane, Woodford Green, Essex. (3345

IE, IAN REGISTRATIONS WANTED with any number. Write Box 2208. (3346

WANTED: REGISTRATION PH WITH low or distinctive number. Good price paid for book or a complete car. P. Hegarty, 69 Heeley Bank Rd., Sheffield S23GL. (3347

REGISTRATION NUMBER J, R, JR, JRR, GTE, or anything unusual. Good price paid. Rose, 32 Vernon Ave., Birmingham 20. Tel.: 021-554 9356. (3348

WANTED: REGISTRATION NUMBER plate PFP or PP with low or distinctive numerals. P. Pilkington, Athill Court, Adel, Leeds 16. (3349

POST - VINTAGE ROLLS - ROYCE IN good condition requiring no major overhaul. To be used at weekends. Body not important. Box 2249. (3350

JAGUAR XK140 DROPHEAD. SALE OR exchange beach buggy, or W.H.Y.? Tel.: 01-828 0515. (3351

2½-LITRE FORMULA ENGINE AND transmission wanted for installation in Healey 100/4. Prefer Cosworth or Lotus. Offers to: Joerres, 1230 Grant Ave., 350, San Francisco, California 94133, U.S.A. (3352

WANTED: B.N.I. HEALEY FRONT bumpers and Doretti spares. Information: Gosling, 25 West St., Warwick. (3353

LONDON TAXI, PRE-1936, MUST BE complete and original. Contact Mr. R. E. Rushton. Tel.: 01-946 4680. (3354

WANTED: AUSTIN HEALEY 3000 MK. III, 1964-1965. Cash available. Will be thoroughly inspected. Write: Johns, 5 Merivale, Calthorp Park, Fleet, Hants. (3355

MK. V JAGUAR CONVERTIBLE RE-quired for cash, good saloon considered. Please send details and price required to: Masters, 64 Portnalls Rd., Coulsdon, Surrey, or telephone 686 2961 (business), Downland 51122 (home). (3356

WANTED: REGISTRATION LETTERS SWP with interesting number following. Shipway, 8 Woodland Rd., Bristol 8S8 OPP. (3357

REGISTRATION JRT WITH DISTINC-tive number. Terraneau, The Square, South Molton, Devon. (3358

WANTED: MARSHAL OR SIR GEORGE Godfrey K300 Blower. Morris, Lower End, Leafield, Oxon. Tel.: Asthall Leigh 687. (3359

TWO BORRANI 16/5½K WHEELS, TYPE RW3264 (42 mm. hubs, 2¼ in. offset). Also three Italian SNAP extractor exhaust trims, 9 in. overall, suitable 40 mm. o.d. pipes. Stamer, 76A High St., Long Crendon, Aylesbury. (3360

WANTED: M.G.-A 1600 ENGINE (1,588 or 1,622 c.c.), any condition. Also M.R.G. alloy cylinder head for same. Holbrook. Tel.: Reading 82569 (office). (3361

ENTHUSIAST WANTS EARLY FERRARI, age and condition immaterial. Cash payment!! Box 2111. (3334

REGISTRATION NUMBERS SUF, PAG, AGA, OAS, FHM, AFG, SYE D, SHA, with low number wanted. Shaw, Woodmancourt, Godalming (Surrey). (3534

WANTED: A BEAN CAR, ANY YEAR, any condition. Apply Box 2261. (3535

ROLLS WANTED. WILL PURCHASE 1950 through 1954 Rolls with James Young, Hooper or Mulliner drophead coupé body. Motor and body must be in good condition. Send complete details, price and photo to: F. A. Werstein, c/o Phillips Drill Co. Ltd., Queensile Industrial Estate, Glasgow, E.3. (3536

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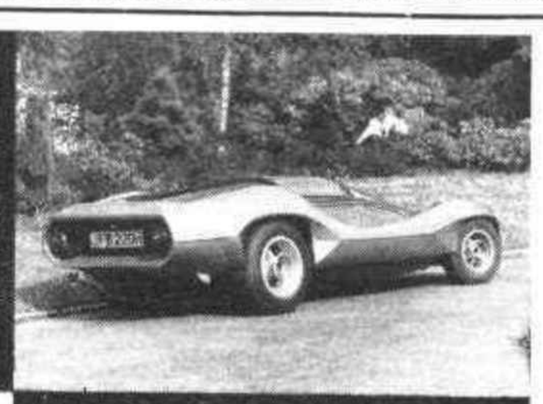
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LOTUS Elan convertible S/E S4. Lotus yellow with black interior.
LOTUS Elan convertible S4. Cirrus white with black interior, knock-on wheels, SP tyres, seat belts.
LOTUS Elan f.h.c. S4. Bahama yellow with black interior, knock-on wheels, seat belts, SP tyres.
LOTUS Elan convertible. Colour to choice; knock-on wheels, SPs, belts.
LOTUS Europa S2. Carnival red with black interior, radio, mag.-alloy wheels, Cavallino tyres.
LOTUS Europa S2, in royal blue, power brakes.
LOTUS Plus Two 'S'-Type. Cirrus white with black interior, chrome wheels, heated rear window, tinted front screen.
LOTUS Elan Plus Two 'S' (colour to choice), chrome wheels, heated rear window.

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(*Illus. left*) **THE PROBE 16** is a styling and design development by Dennis and Peter Adams. The Probe Motor Co. has been formed so that a limited supply of Probe 16 automobiles will be available to those who require an individual, futuristic and practical car at a realistic cost.
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£4,250 JENSEN Interceptor, 1969. Cirrus white with black interior, stereo tape, radio. Full history available. An exceptional car in every respect.

£3,675 ROLLS-ROYCE S.III, 1964. Sand over sable with beige upholstery, electric windows, heated rear window. Whole car in superb condition throughout.

£3,150 FERRARI 275 GTB, 1965. Arctic white with black trim, 1966 series, fitted radio and Borrani chrome wire wheels. Full details supplied on request.

£2,765 ASTON MARTIN DB6, 1967. Silver birch with blue leather interior, chrome wire wheels, new tyres, 5-speed gearbox, tinted windows, radio, etc. One reg. owner. Immaculate and faultless throughout.

£1,765 CHEVROLET Camaro, 1967, Reg. 1968. 5-litre engine, manual gearbox Silver blue with black trim, electric windows, folding headlamps. Superb throughout.

£1,595 JAGUAR 'E'-Type f.h.c., 1967. Red with black interior, 24,000 rec. miles; chrome wire wheels, radio, heated rear window.

£1,295 LOTUS Elan S4, Special Equipment, 1969. Specially finished in black Monotone; radio. Supplied new by us, full history known.



(*Illus. left*) **£1,565 MORGAN Plus 8, 1969.** Porsche orange with black interior; 5,400 rec. miles; mag. wheels, luggage rack. A very hairy sports car.

£1,255 LOTUS Elan S4, Special Equipment, 1968G, in burnt sand; one owner; 5-p.b. radio, Avon radial tyres. Supplied new by us, full history known.

£1,255 LOTUS Elan S4 f.h.c., Special Equipment. Burnt sand with black interior, p.b. radio, mag. alloy wheels; one-owner car, 17,000 miles only.



(*Illus. left*) **£1,495 LOTUS Elan S4, Special Equipment f.h.c., 1970,** in carnival red with black trim; 3,000 miles only, in new condition throughout, only two months old.

£1,265 LOTUS Elan S4 d.h.c., Special Equipment. Yellow with black interior, p.b. radio. A first class example.



(*Illus. left*) **£1,495 FORD Escort Twin-cam, 1969, Group 2 Rally car.** Full specification includes strengthened body, limited-slip diff., Minilite wheels, Halda bucket seats, rally suspension, twin tanks, Halda, spares, etc., etc.; two owners, one driver; fully history, never bent.

£1,095 DAIMLER 2½-litre saloon, 1967. Silver blue with dark blue leather trim, automatic and power steering; one owner.



£1,465 LOTUS Europa, 1969. Bahama yellow with black trim, Weber carb., twin spots, coach-lined; low mileage, one private owner.



£1,325 JAGUAR 4.2 'E'-Type convertible, in Carmen red, fitted with works hard-top, radio, chrome wire wheels. Very attractive, in good order throughout.



£1,265 ALVIS Park Ward saloon, 1965, TE21, in golden sand with beige interior; two owners, 37,000 miles; chrome wire wheels, P.A.S. 5-speed ZF gearbox.

NEW MORRIS — IMMEDIATE DELIVERY

MINI-COOPER 998. Flame red. (One only.)
MINI-COOPER 1275 'S' Mk. 3. Bronze yellow.
MINI 1275 GT. Glacier white with black interior, reclining seats.
MORRIS Mini 1000. Bronze yellow with black trim, heated rear window.
MORRIS Mini 850 saloon. Glacier white with black interior, heater, wind-up windows.
MORRIS Mini Clubman. Flame red with autumn leaf interior, wheel trims.
MORRIS Mini Clubman. Bronze yellow with black interior, wheel trims.
MORRIS Mini Clubman. Aqua with black interior, wheel trims.

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M.G.-B GT. Bermuda blue with black interior, overdrive, wire wheels, radial tyres, heated rear window.
M.G.-B GT. B.R.G. with black interior, o/d., w.w., radial tyres.
M.G.-B GT. Flame red with black interior, overdrive, Rostyle wheels, heated rear window, power brakes.
M.G.-B GT. Antelope with black trim, o/d w.w., radial tyres.
M.G.-B roadster. B.R.G. with black interior, Rostyle wheels, radial tyres, tonneau cover.
M.G.-B roadster. Glacier white, wire wheels, overdrive.
M.G. Midget. Blue Royale with black interior, wire wheels, anti-roll bar, tonneau cover.
M.G. 1300 saloon. Blue Royale with galleon blue interior, reclining seats, heated rear window.

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£1,085 B.M.W. 1600 f.h.c., 1968. Silver grey with black trim. A one-owner example of these very fast and attractive sports coupés. Ideal alternative to Lotus Cortina.

(*Illus. right*) **£1,045 TRIUMPH TR5, 1968, convertible.** Spa white with black interior, wire wheels, radio, tonneau cover.

£1,075 LOTUS Elan d.h.c., 1967. B.R.G. with black trim, centre-lock wheels, radial tyres, Blue Spot radio; 24,000 recorded miles. An exceptional example.

£1,065 GILBERN Genie, 1968. Maroon with black trim, fitted V6 3-litre Ford engine, wire wheels, overdrive. A four-seater high-performance GT.

(*Illus. right*) **£965 A.C. Aceca, 1962.** Full A.C. history available. Flame red with dove grey leather trim. This superb car must be seen by the discerning motorist requiring an exceptional car.

£895 M.G.-B GT, 1967. B.R.G. with black trim, wire wheels, overdrive, radio, twin spots, special dash, etc.

£875 M.G.-B GT, 1967. Mineral blue with black trim, wire wheels, radial tyres.

(*Illus. right*) **£845 M.G.-B roadster, 1967.** White with black trim. This car is in exceptional condition, overdrive, wire wheels, Heron fastback hard-top and soft-top, radio, wing mirrors, special tyres, etc.

£865 TRIUMPH 1300, 1969. White with black trim, fitted radio, etc.; 9,000 miles only.

£795 M.G.-B roadster, 1967. Old English white with black trim, fitted with wire wheels.

(*Illus. right*) **£845 AUSTIN HEALEY 3000, 1966.** B.R.G. with black interior, overdrive, wire wheels, radio, tonneau.

£765 AUSTIN HEALEY Sprite. Bermuda blue with black trim, wire wheels; 1,300 miles only; tonneau cover.



£765 LOTUS Elan S2 convertible, 1965, in Cirrus white with black trim, knock-on wheels, radial tyres, seat belts, power brakes.

£715 M.G.-B roadster, 1966. Old English white with black interior; two owners from new; wire wheels, overdrive, folding hood, tonneau, etc.

£675 AUSTIN Heavy Twelve saloon. Very original and superbly maintained. A must for the vintage enthusiast.

£655 M.G. Midget, 1968. Dark blue with black trim, wire wheels, narrow-band whitewall tyres, radio, tonneau, etc. Exceptional condition.

£595 TRIUMPH Spitfire, 1967, Mk. III. Valencia blue with tan trim; 24,000 rec. miles.

£595 TR4A convertible, 1965, in signal red with black interior, overdrive, Cinturatos, reversing light.

£585 M.G.-B, 1965, in mineral blue with black interior, wire wheels, radio, spots.

£575 M.G.-A f.h.c., 1959, 1500. Full history from new, two owners, low mileage. Whole car in fantastic condition. Old English white with red trim, wire wheels, radio, luggage rack, etc.

£575 SUNBEAM Alpine, 1966, Mk. V tourer, 1,725-c.c. engine. B.R.G. with black trim.

£545 TRIUMPH Spitfire, 1966, Mk. II. Indigo blue with black trim, fitted with hard- and soft-tops, wire wheels, overdrive.

£515 M.G.-B, 1964, in tartan red with black trim, wire wheels, tonneau cover, G800s.

£465 SUNBEAM Alpine sports, 1965, in metallic dark blue with black interior, overdrive, radio, etc.

£395 FIAT 600D saloon, 1968. Light blue with contrasting trim, one owner; excellent throughout.

£265 AUSTIN HEALEY Sprite Mk. I. B.R.G. with black trim, recent extensive overhaul, bills available.

£265 AUSTIN HEALEY Sprite, 1961, Mk. II. Carmen red with black trim, Lenham fastback bodywork.

£175 TURNER Sports, 948-c.c. BMC engine, good condition throughout.

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£1,145 JAGUAR 'E'-Type f.h.c., 1965, 4.2. Special order from Jaguars, in black with red trim, fitted narrow-band whitewall tyres, radio, etc.



£815 M.G. Midget, 1970. Bahama yellow with black trim, wire wheels, seat belts, etc.; nominal mileage. Excellent value.



£625 LOTUS Cortina, 1966 (Oct.) Lotus white with green flash; radio, excellent set of Cints. In very good condition. Above average.

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LANCIA APPIA III ENGINE, ANY CONDITION. Also L.P. spray gun, 32 Moorfield Rd., Duxford, Cambs. Tel.: Sawson 3036. (3538

REGISTRATION NUMBERS DOB, TEL, AD, DG, PR required. Details to: 01-882 2823. (3539

MW LOW OR INTERESTING NUMBER required. Tel.: 01-486 5252 (reversing charges). (3541

COMPLETE SOFT-TOP WANTED FOR Alpine (Series IV), Toubkin, 7 Gloucester Rd., Southport. Tel.: 66197. (3542

MK. I SPRITE, SOUND, UNALTERED and unspoilt. Details please, cash waiting. Box 2262. (3543

MK. V JAGUAR 3½-LITRE IN FIRST-class condition. Also air cleaner for Mk. 5 2½-litre and instructional manual. Fair price paid for all these. Box 2263. (3544

LAGONDA AND ASTON MARTIN WANTED for spares. Any age, model, condition or location, if cheap. Box 2264. (3545

WANTED: SMALLER SALOON OR Estate, age and make immaterial. Must be Concours condition. Box 2266. (3546

WANTED: REGISTRATION NUMBER HM, HKM, JM with low number, or an interesting combination of letters and number. Box 2267. (3547

WANTED: PARTS FOR 1905 HUMBER 10/12, any condition. Seaton, 34 Queens Rd., Bournemouth. (3548

WANTED: M.G. TC. MUST BE IM-maculate and original. Top price paid. Tel.: Harwich 3362 (evenings). (3549

525/550 TYRES WANTED IN GOOD condition for Alvis Speed 20. State price, etc., to: C. H. Lunt, 6 Deneshey Rd., Hoylake, Cheshire. (3550

A.C. ACE, PREFERABLY WITH BRIS-tol engine, overdrive and disc brakes. Funds available mid-June, approximately £500. A. H. Binning, Bothwell Park House, Bothwell,, Lanarkshire. Tel.: Bothwell 3460 (evenings). (3551

REGISTRATION PVM, PM OR P WITH low or interesting number. P. Malangone, 9 Colyton Rd., London, S.E.22. (3552

URGENTLY WANTED: DRIVER'S SIDE door handle for 1955 Aston Martin DB2/4. White, Myrtle Cottage, Brent Knoll, High-bridge, Somerset. (3553

6½-LITRE BENTLEY ENGINE; £500 offered view anywhere. Butterfield, 47 Cedarwood Drive, Leyland, Preston, Lancs. (3554

ZF BELL HOUSING WANTED, AS fitted to Lotus Elite with ZF box. Robson, 71 Hotham Rd., Hull. Tel.: 45720. (3555

P.V.T. DROPHEAD—ALVIS, BENTLEY Lagonda, Delage or Talbot considered. Good price for original example, condition not all-important. Box 2272. (3608

ESCORT TWIN-CAM OR B.M.W. 2002 wanted privately. Must be 1969/70, low mileage, unraced, unrallied and seen within 40 miles of S.E. London. Will pay fair cash price or clear H.P. Condition must be as nearly new. Tel.: 01-699 0707. (3632

LATE TR4, MUST BE IMMACULATE AND preferably one owner. Details please to: Tattersall, 21 Trinity Place, Windsor. (3675

REGISTRATION NUMBER M OR MR WITH low number. Price required to Box 2276. (3581

A.C. ACECA, LATE MODEL, BRISTOL OR A.C. engine. Disc brakes and perfect coachwork essential. Private buyer for cash. Box 2274. (3680

DROPHEAD OR SEDANCA COUPE BODY for 1935 3½-litre Bentley, or complete car considered. Condition not vital. Campbell, 18 Maryville Park, Belfast, BT9 6LN, N. Ireland. (3681

JAGUAR XK120 ROADSTER WANTED. Send all details, particularly body condition, in first letter. Pix will be returned if desired. Please include full phone number. R. H. Dunn, Box 3207 Ha Sq. 6541 Flugplatz Hahn (Hunsruck), Germany. Tel. 36543-2664. (3682

DB2, 3 OR 4 CONVERTIBLE, CASH. K. O. Robinson, 119 French St., Sunbury-on-Thames, Middlesex. Tel.: 09327 87926; 01-560 3100, ext. 184 (office). (3683

WANTED: M.G. L-TYPE ENGINE, MECH-anical parts, J2 fittings, instruments, 2in. Jaeger clock, 40 Elrista Ave., Cambridge. (3684

BRISTOL ENTHUSIAST WANTS BRISTOL car, any model and any condition considered; also mechanical spares, particularly pistons for the Bristol car, also workshop manual please. All correspondence answered. Please give full description and price required. "Peterbrook", Peterbrook Rd., Solihull Lodge, Shirley, Birmingham. (3685

M.G. TF, MUST BE IN GOOD CONDITION. Will view anywhere. Details to Bulmer, 69 Knowlwood Rd, Todmorden, Lancs., or Tel.: Todmorden 2686 (working hours). (3686

FOUR 19-IN. SPOKE WHEELS REQUIRED for 1928 Aston, also hubs. Instruments for PB and headlamps wanted. Details and prices to Box 2275. (3687

WANTED: MORGAN +4, EARLY 1950s. Vanguard/TR engine. Chrome radiator. Tel.: Guisborough 3339 (Yorks.) (after June 7th). (3786

PRIVATELY, LANCIA FLAVIA, L./R.H.D. Body condition immaterial. Description and price to Box 2285. (3787

TR3A WANTED, AROUND £275 FOR really genuine example. Details to: B. Marvin, Flat G, "Sarell Court", 349 Grange Rd., S.E.19. (3788

EXCHANGES

MOTOR AND MOTORCYCLE LITERA-ture. Catalogues, handbooks, clean, some mint, vintage, some veteran, bound "Autocar", "Motor Sport" from 1924 offered in exchange. Wanted: "Motor Sport" Dec., 1924; March, 1928; May and June, 1929; also copies "Vintage and Thoroughbred". 42 Eversley Ave., Barnehurst, Kent. (3510

EXCHANGES—continued

EXCHANGE 1968 "G" - REGISTERED Lotus Cortina, 25,000 miles, value £800, for late Healey 3000, plus or minus a little cash. Tel.: Worthing 200410 for details. (3509

I WILL TRADE 1965/1966 FORD MUS-tang f.h.d. V8 for Aston Martin DB4 or 5, late 50s Rolls-Royce or Bentley, Mercedes, Lagonda, Ferrari or offer. Send information/picture: Joerres, 1230 Grant Ave. 350, San Francisco 74 133, California. (3511

1935 MORRIS OXFORD 16, NON-runner, ideal for restoration, last used 15 years ago, then stored in barn. Offers or exchange for M.G. TC, TD or TF. J. Hadfield, 44 Grove Park, Knutsford, Cheshire. (3512

1950 LAGONDA 2.6 SALOON, VANTAGE engine, for Morgan, Aston, M.G. W.H.Y.? Would consider slight body damage. Tel.: 051-632 5186. (3513

REGISTRATION NUMBER FOR SALE— 1 NOK or IN OK on 1963 Morris 1000 van, £250. No offers please. Box 2260. (3514

M.G. CAR CLUB MEMBER WISHES TO exchange his M.G. TD2, 1953, Old English white, very good condition, for around £320. Steele. Tel.: Harlow (Essex) 36496. (3515

1950 BENTLEY SALOON, SCRUFFY, and cash for interesting small vehicle; Citroën Ami? Granville Jones, 47 Edmondstown, Tonypandy. Tel.: Tonypandy 2282. (3516

FABULOUS 1275S COOPER, 1965 (LATE). Full Radford-type interior conversion with every conceivable extra and refinement. Speedwell tuned and balanced engine. £495. Exchange considered. Sandowne House, Woodland Rd., Stanton, Nr. Burton-on-Trent. Tel.: Swadlincote 7280. (3676

1968 MINI 1000 MK. II PLUS CASH FOR 1967 Spitfire Mk. III, or sell. Tel.: 01-553 6165 (Ilford) (after 6.30). (3677

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MISCELLANEOUS

THE ORGANISERS OF THE MEOPHAM Make Merry Village Fête and Motor Show invite owners of veteran vintage P.V.T. and special interest motor cars and commercials to attend a Concours d'Elegance on Saturday, June 27th, 1970, 12 noon, at Lomer Farm, Meopham, near Gravesend, Kent. For information and entry form write W. Graham, Nevill House, Norwood Lane, Meopham, Kent, or telephone Meopham 3451. (3209

PEDAL CARS. 1935 ROLLS-ROYCE, Harrods, requires some restoration. 1914 Vauxhall, ex-Pomeroy, ex-Beaulieu. 1935 Bugatti, original French, as T57. 1918 Austin, partly restored. Two others and two old scooters. Offers for the whole collection. Tel.: Hassocks 3000. (3309

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JOWETT CAR CLUB—SURVIVING LINK with the famous marque. All areas catered for. Details, advice, technical information. Secretary: A. N. Wright, The Old Forge, Weston Turville, Aylesbury. (3363

"MOTOR SPORT" PRE-1945, "MOTOR-cycle Sport" and "Speed" wanted. Loose copies, unbound or bound volumes. All years for sale, bound or unbound. Charles Mortimer, "Dewdney", Ewhurst Rd., Shere, Surrey. Tel.: Shere 2511. (3364

TRIUMPH CARS OF PRE-WAR VIN-tage wishing to meet similar cars should persuade their owners to join the Pre-1940 Triumph Owners' Club. Roxby, 139 Coppice Rd., Arnold, Nottingham, NG5 7GS. (3365

ALFA ROMEO OWNERS CLUB RUNS regional centres, monthly magazine, social and sporting events and spare parts service. Details from the Secretary, 27 Goffs Park Rd., Crawley, Sussex. (3366

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BRAND NEW ELAN TONNEAU COVER, £5. Five Elan 4½J k/o wheels, matt black, on Dunlop SP Sports; 2,000 miles only, the lot £20. New Elan seats. Offers. Tel.: Silsoe 505. (3368

ANGLIA, CORTINA RADIATOR grilles, brand new, £3 each. 8 Clarence Rd., Dudley, Worcs. (3369

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MISCELLANEOUS—continued

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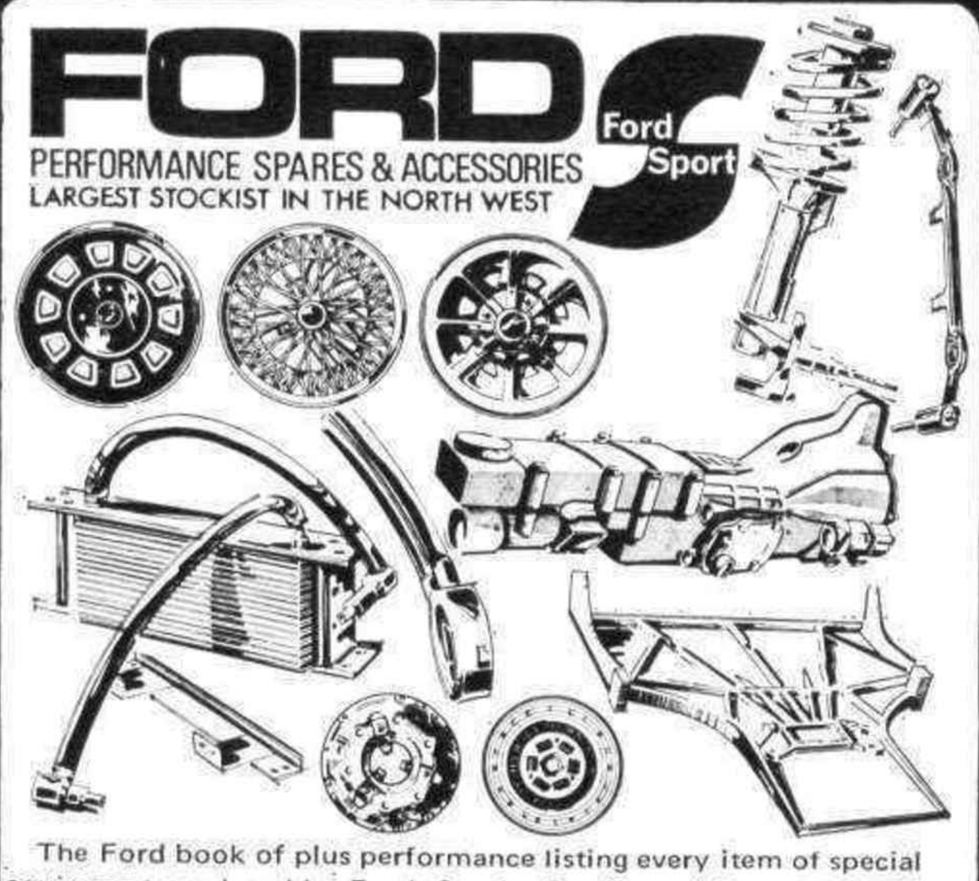
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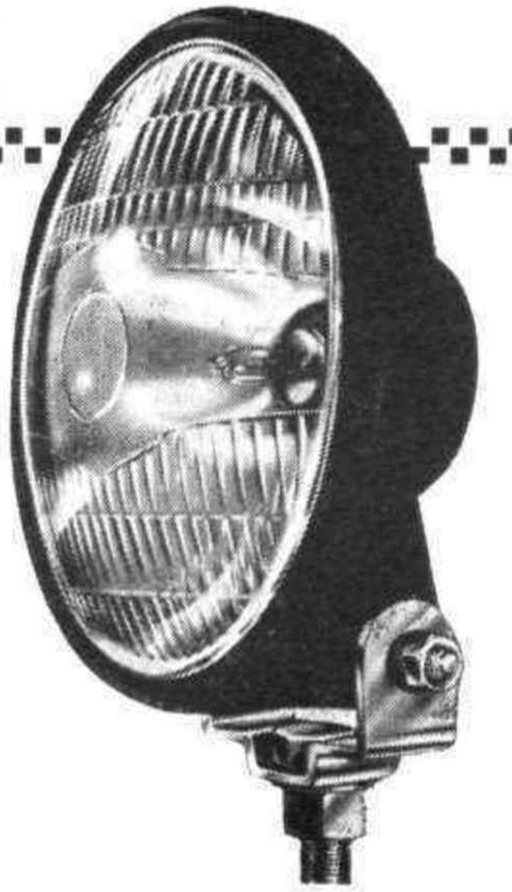
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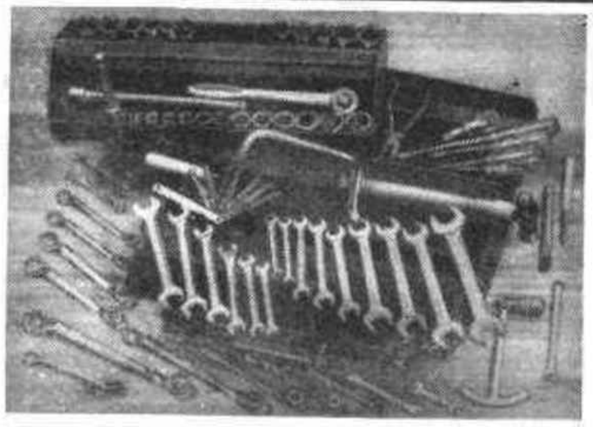
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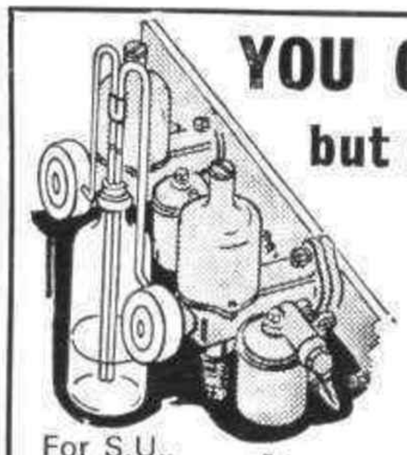


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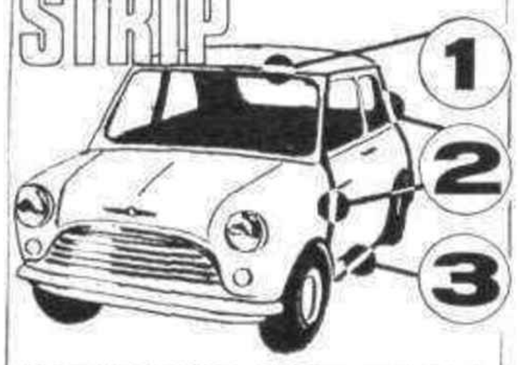
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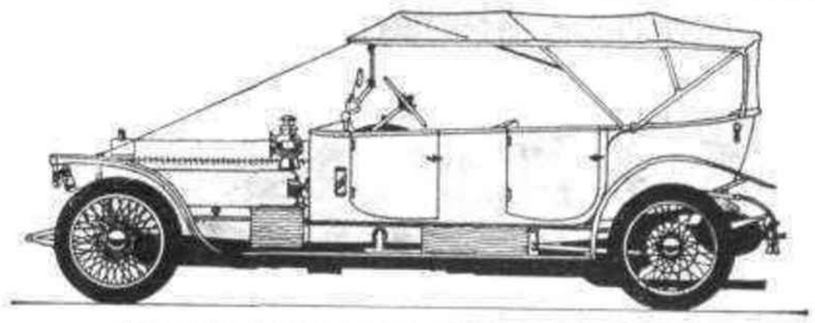
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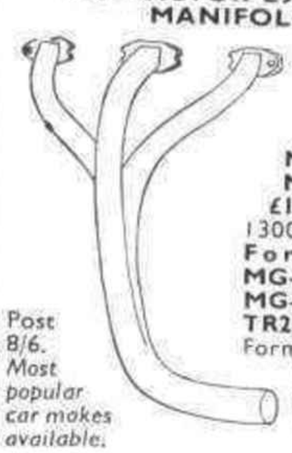
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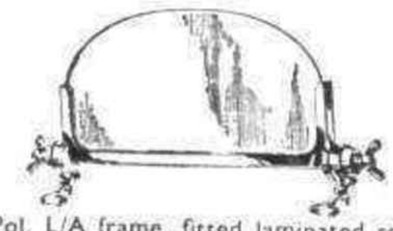
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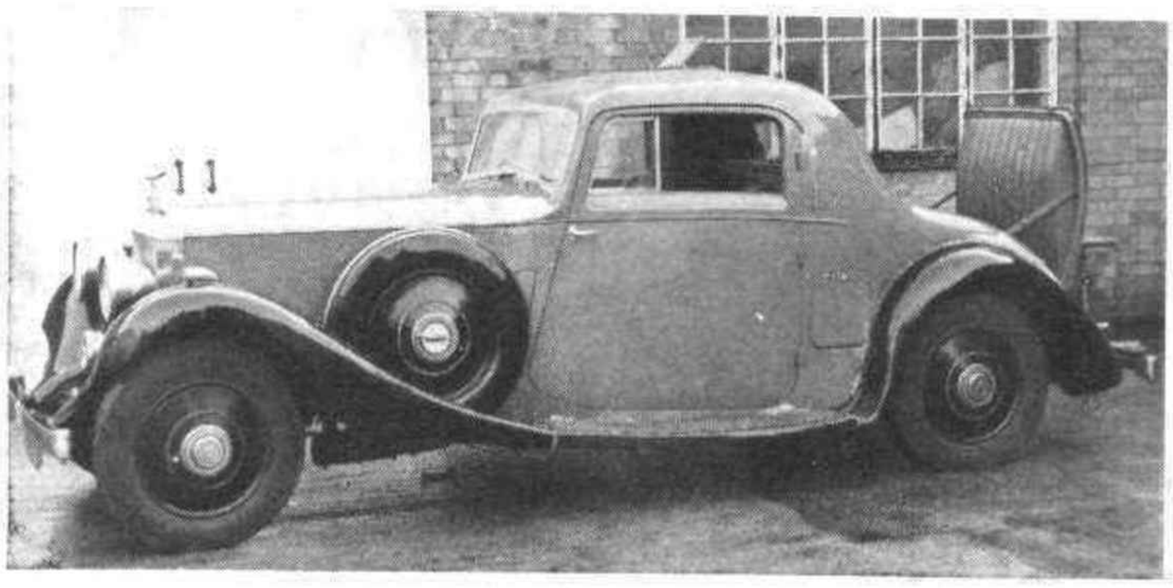
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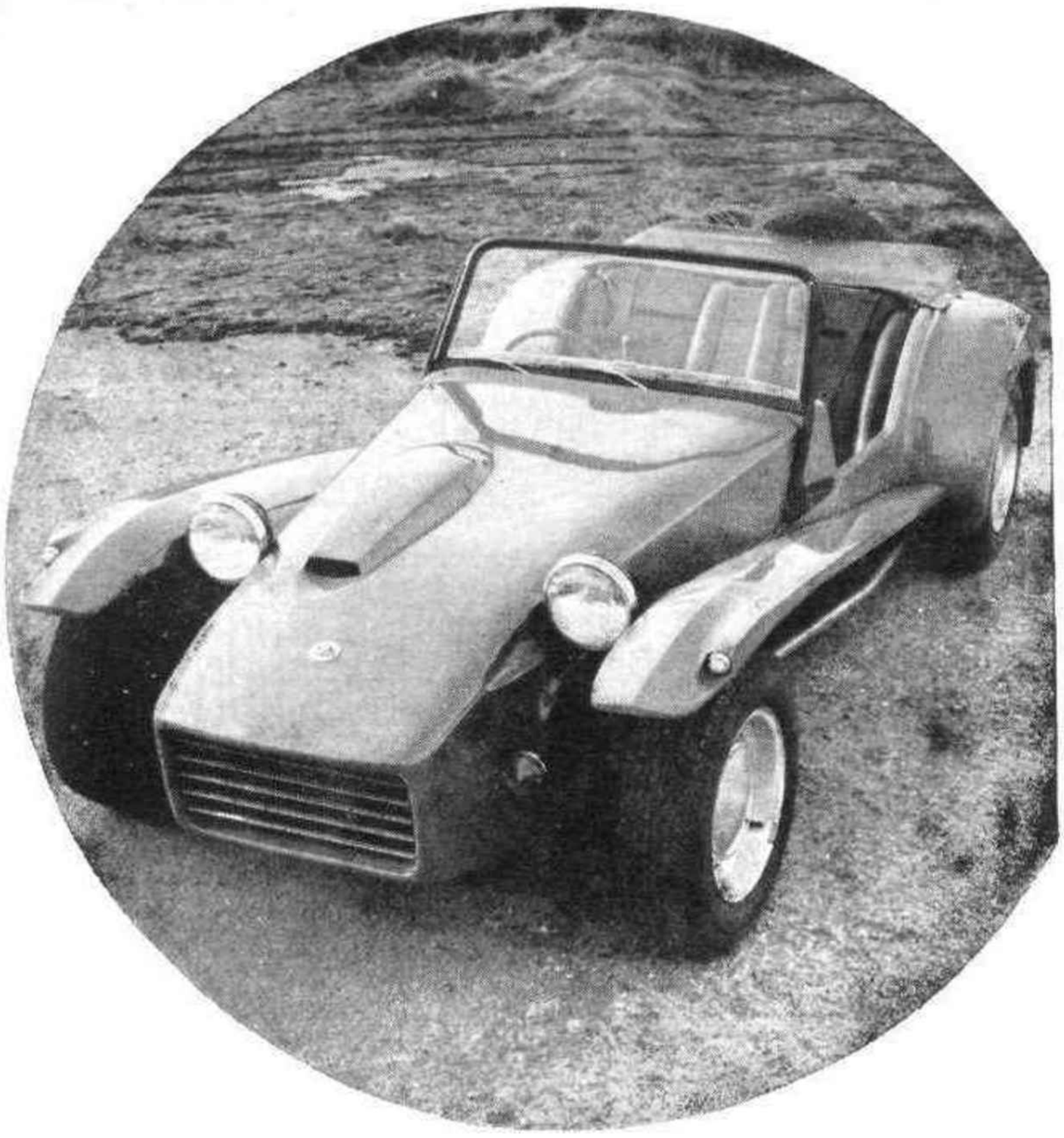
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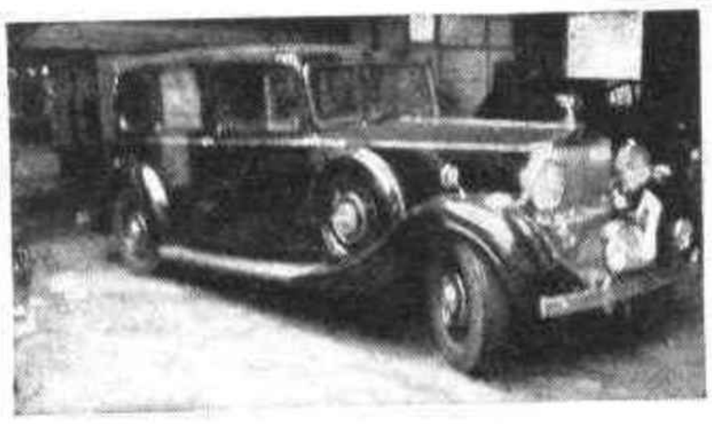
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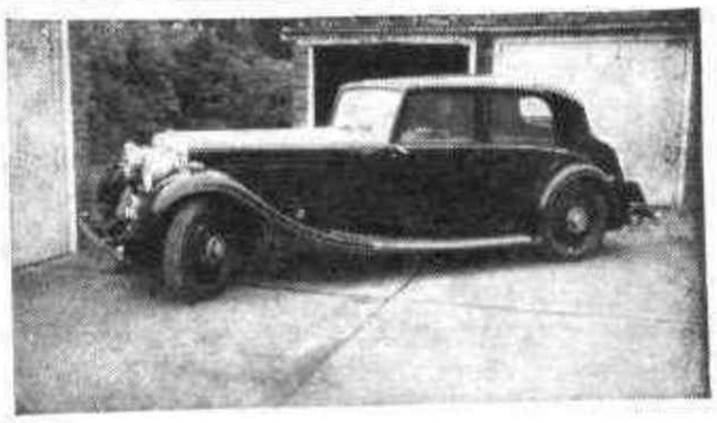
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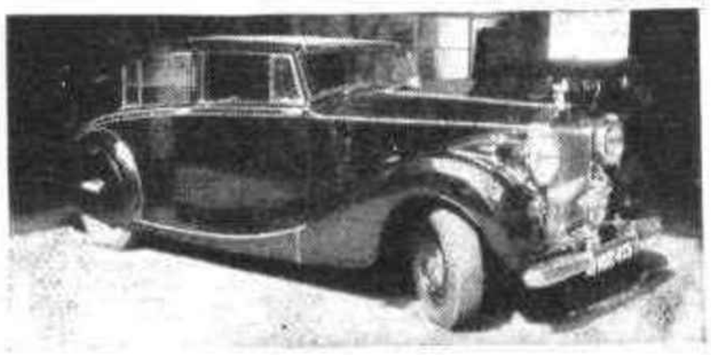
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(*Left*) **ROLLS-ROYCE Phantom III, 1937,** limousine by Rippon Bros., one owner from new, 34,000 miles. Embassy black; occasional seats. *Concours* and original order throughout.

(*Right*) **BENTLEY 3½, 1935,** 4-door sports saloon, coachbuilt by Rippon's, one owner from new; extremely original and quite outstanding condition.





(*Left*) **ROLLS-ROYCE Silver Wraith, 1950,** touring limousine, coachbuilt by F. & W. Virtually one owner and only 20,000, repeat 20,000 miles, from new.

(*Right*) **BENTLEY, 1955, R-Type Automatic** convertible by Park Ward. Power hood. Slate grey cellulose, red interior. Just had maior engine and brake overhaul.



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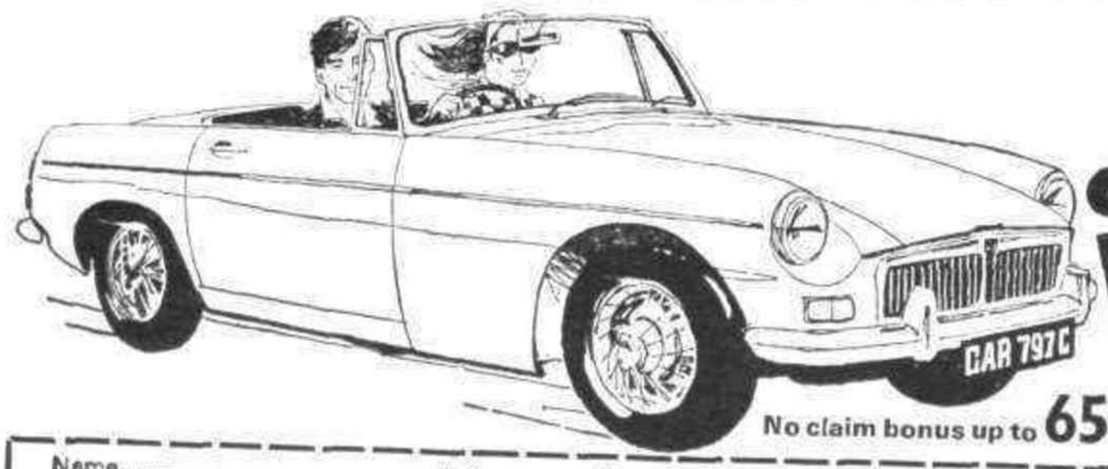
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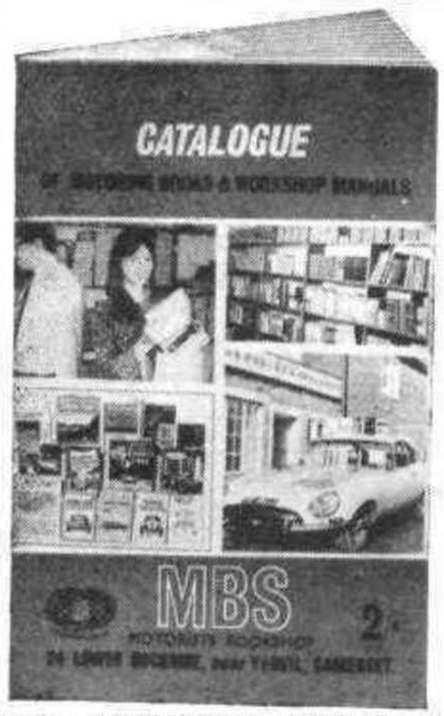
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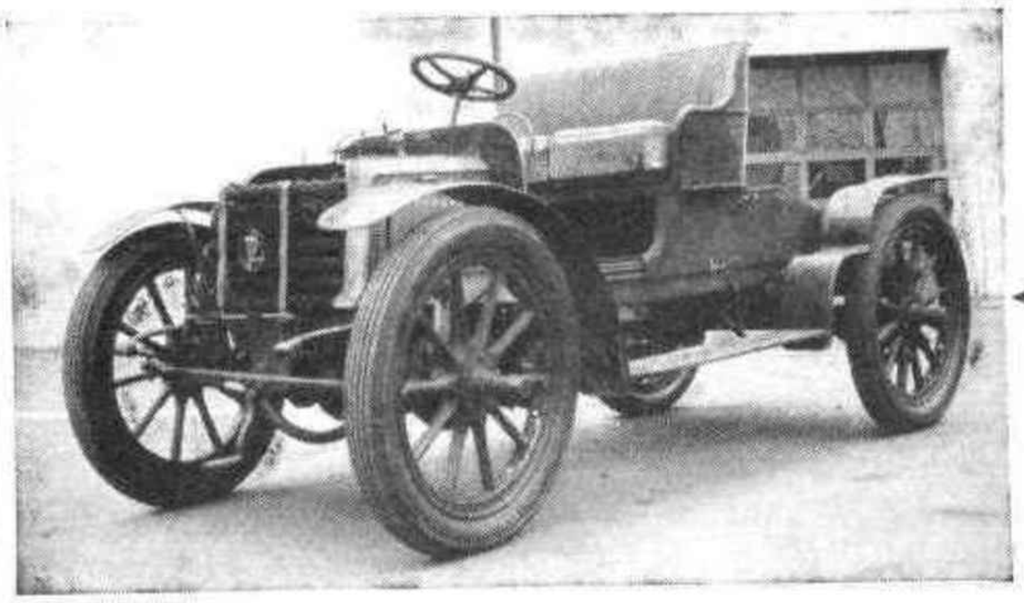
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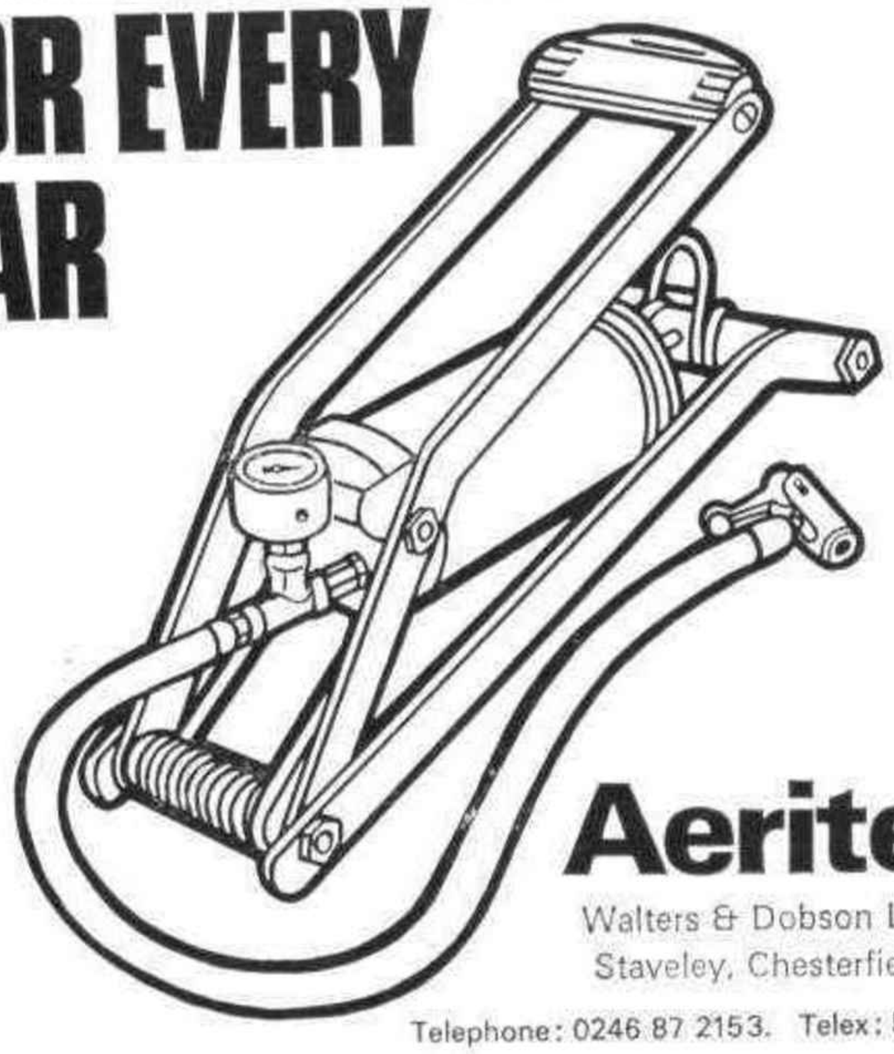
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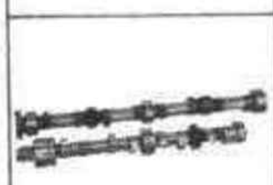
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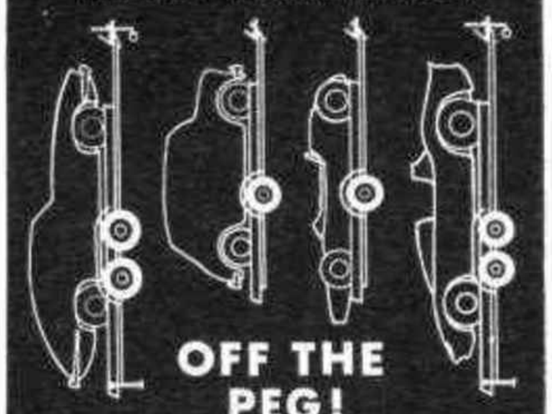
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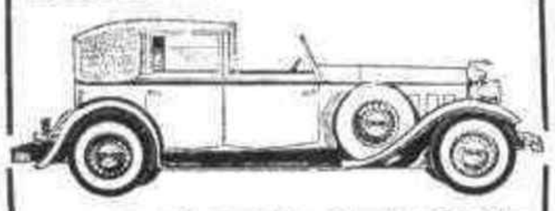
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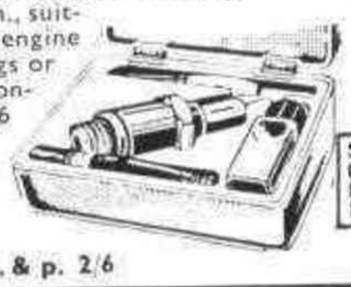


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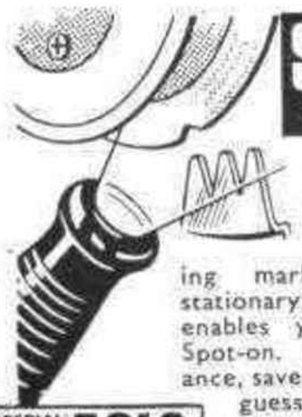
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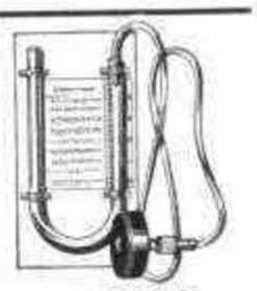
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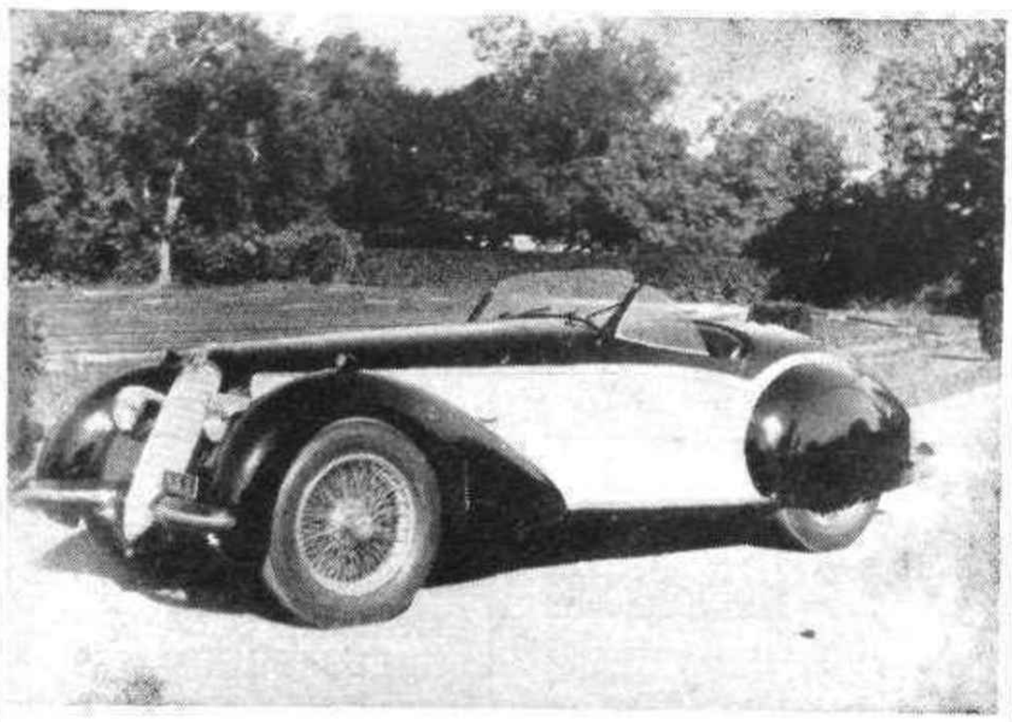
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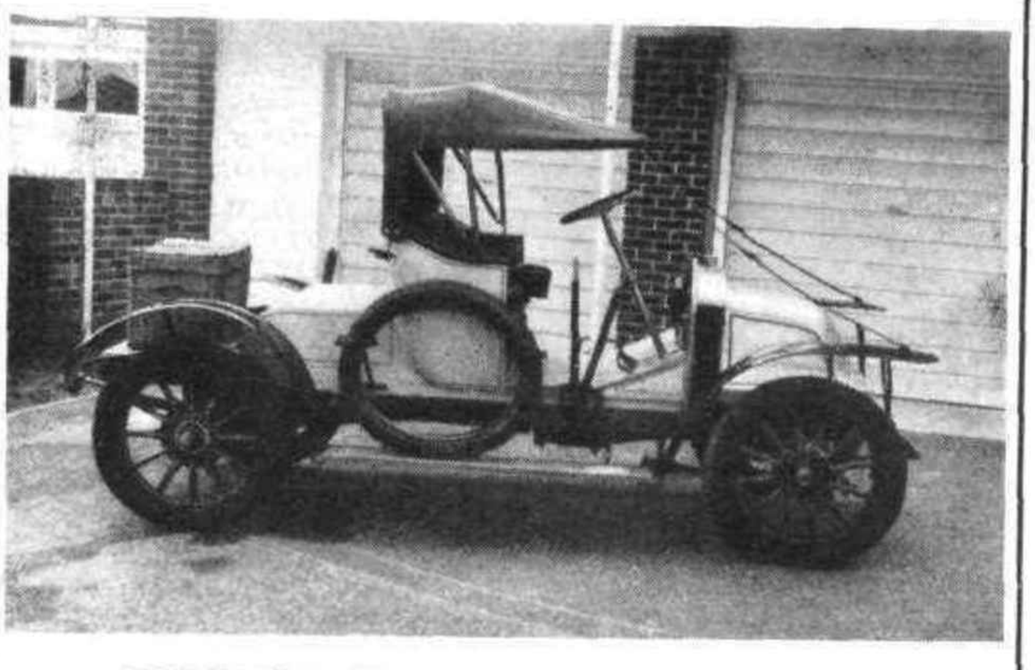
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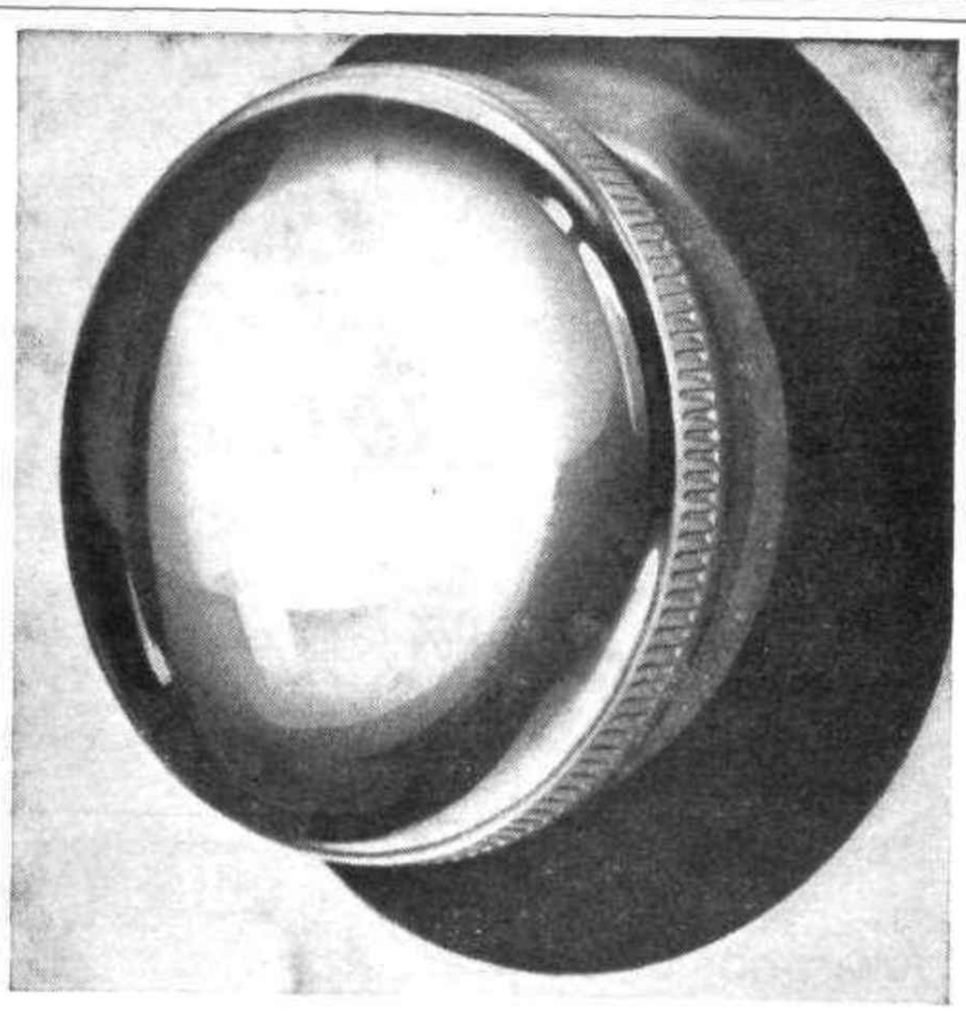
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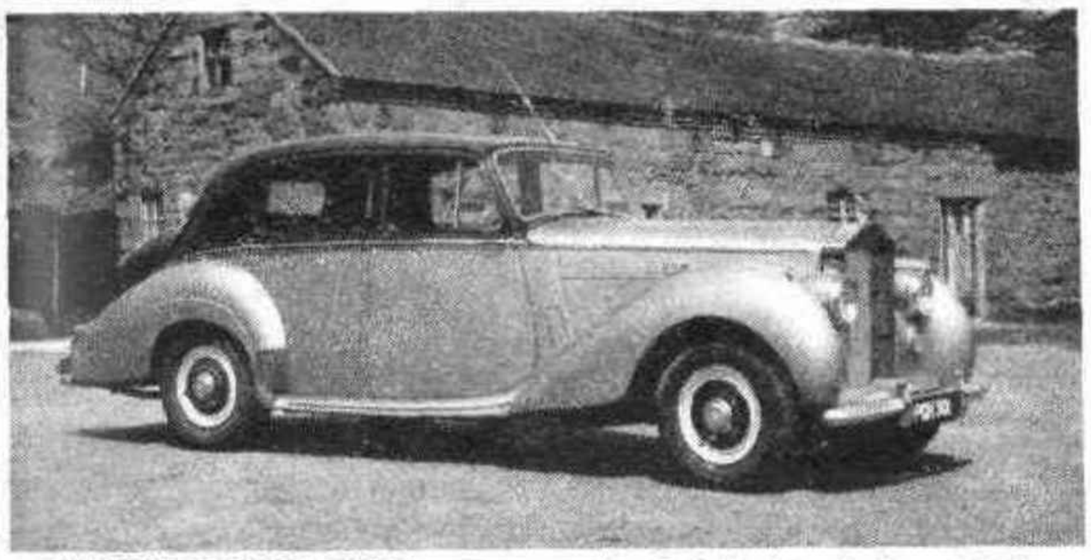
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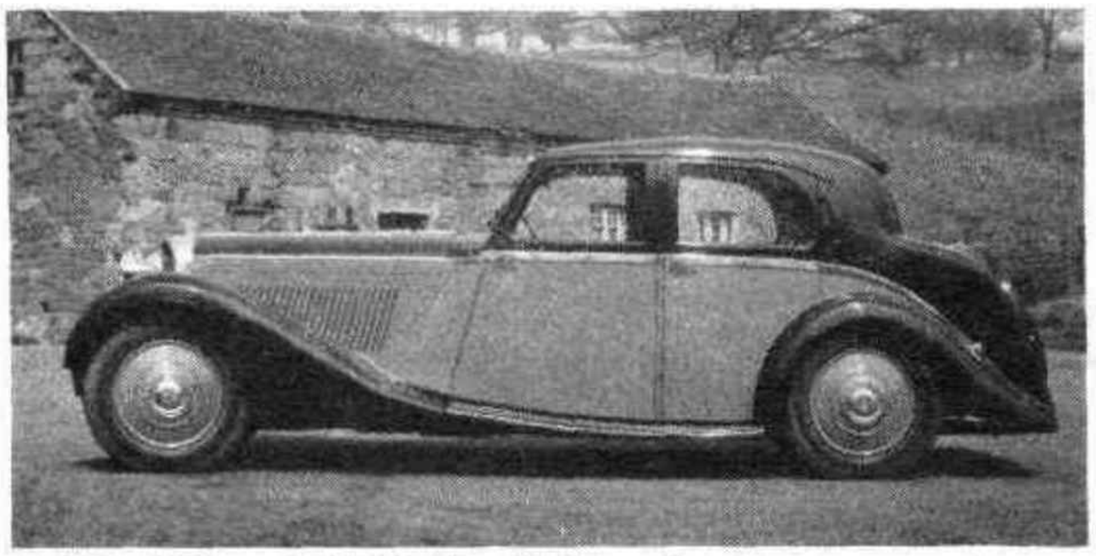
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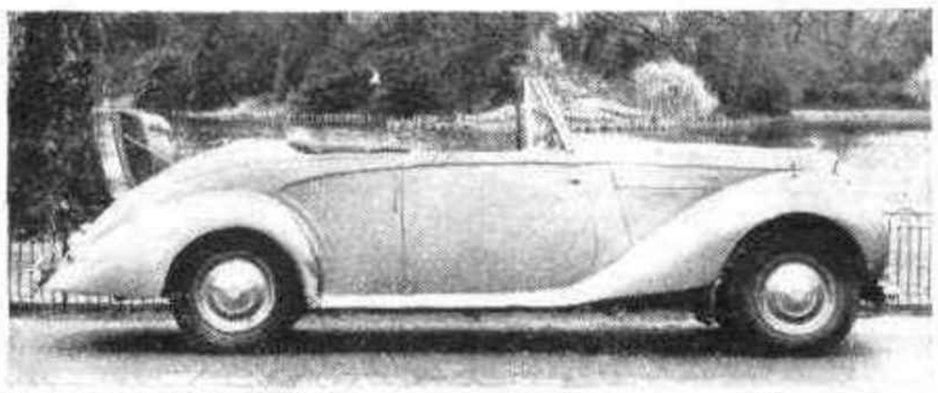
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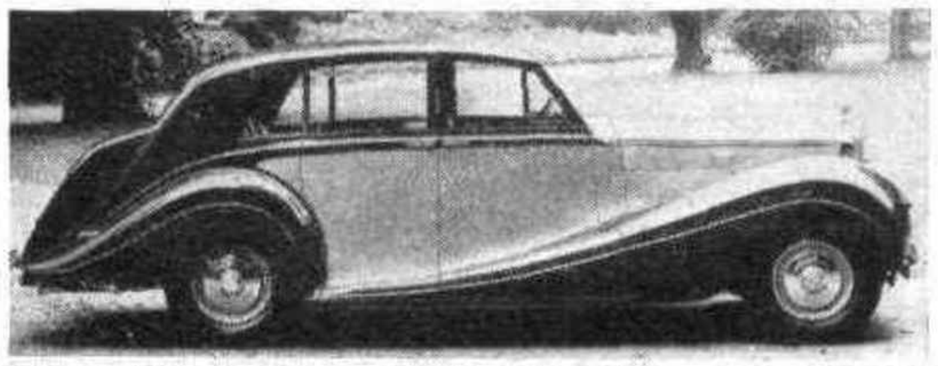
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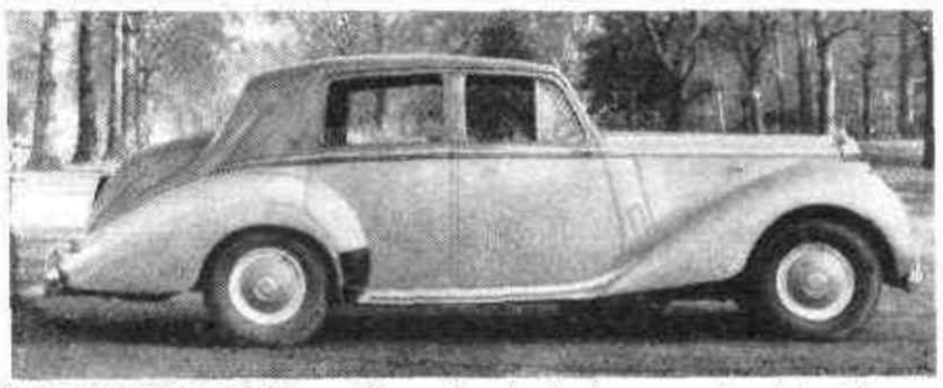
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1949 BENTLEY Mark VI 2-door convertible by Simpson and Slater, painted in shell over Tudor grey, trimmed in black hide and matching carpets. This rare car is one of three-off bodies made by this reputable old firm.

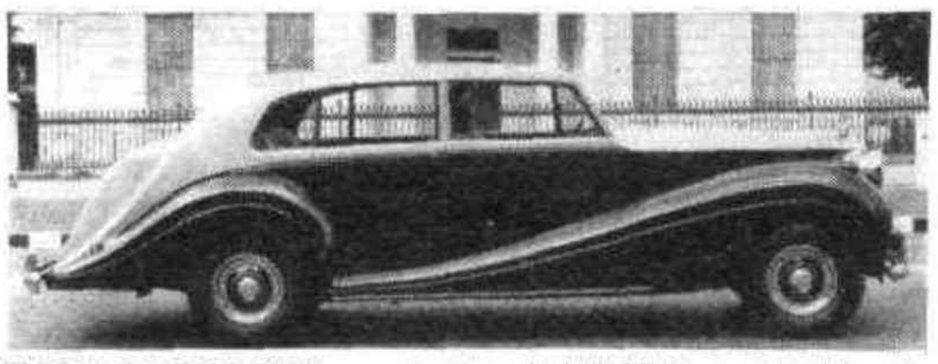


1952 BENTLEY by Freestone and Webb, **4½-litre** 4-door sports saloon, painted in shell grey with blue hide trim and carpets. A complete schedule service has been carried out and the entire car is in exceptional order.



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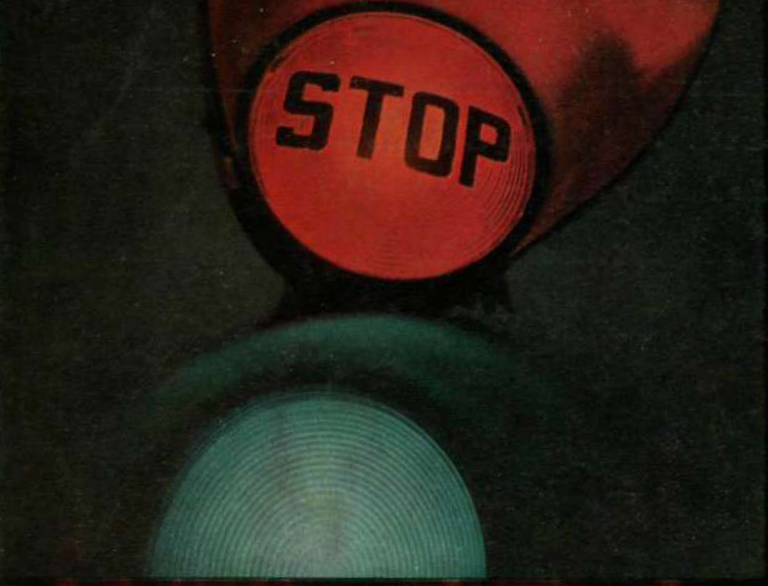
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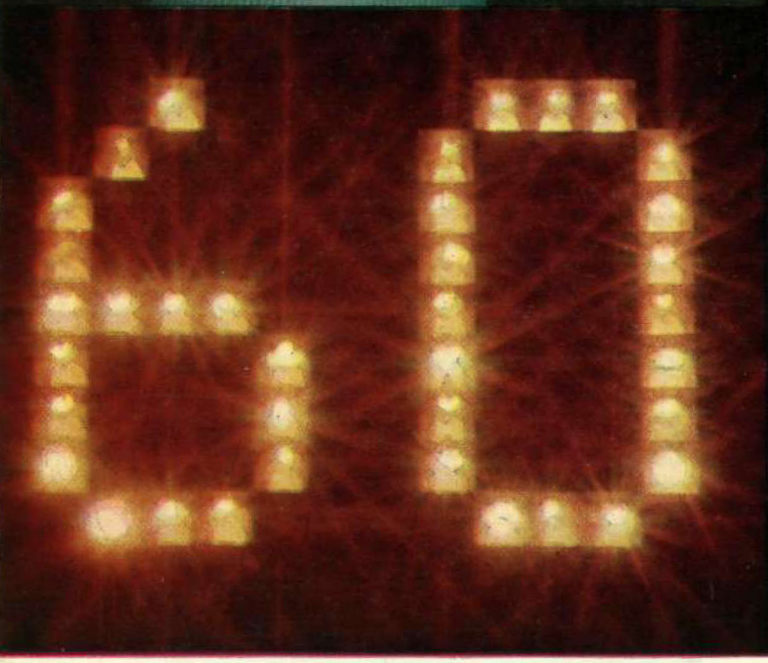
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