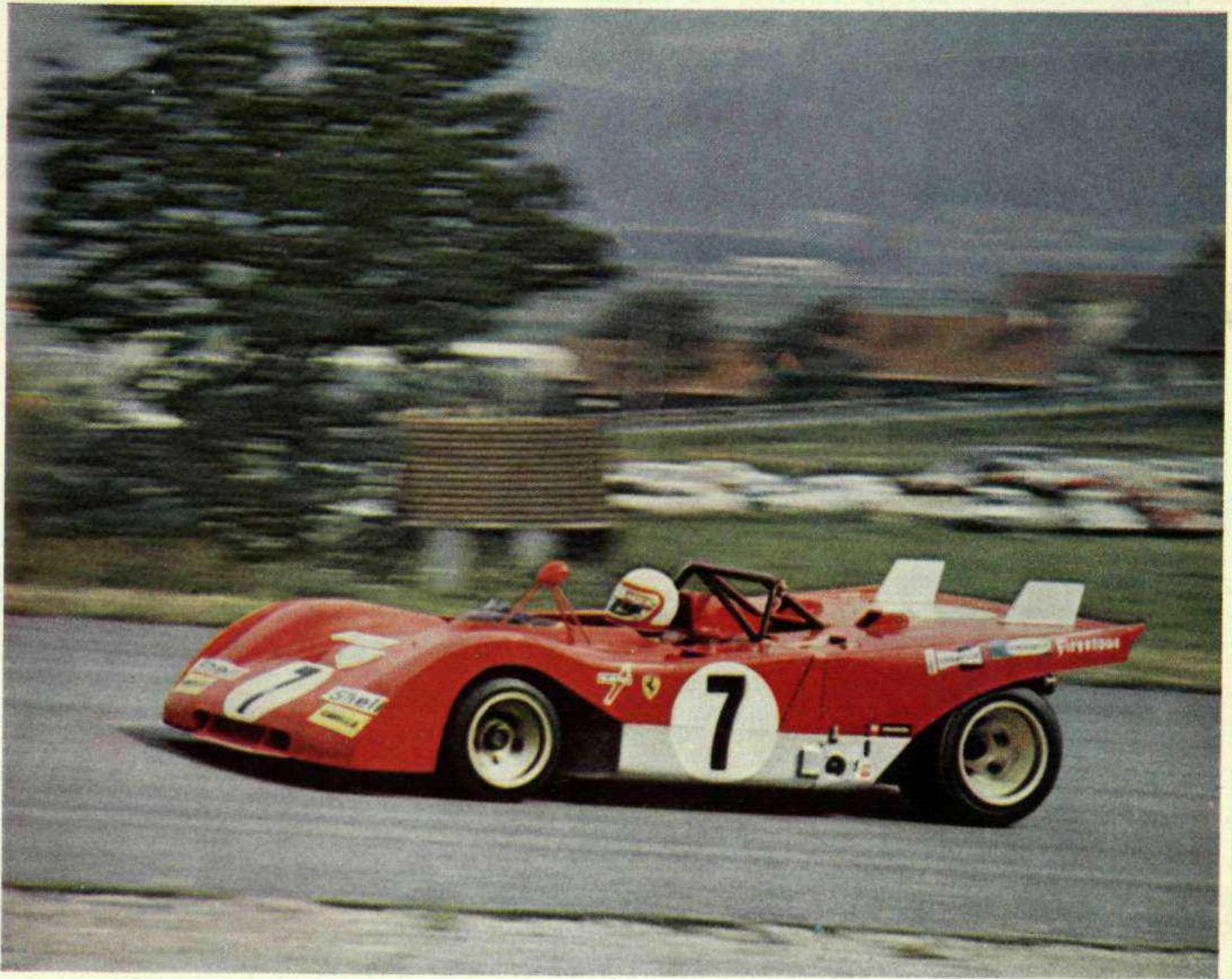


MOTOR SPORT

Founded in the year nineteen twenty-four



Vintage '71—a very good year for cars



'71. A very good year for motorists who believe that, like wine, a car improves with keeping. That looking after a car is essentially a matter of looking after its engine. And that the better it's looked after, the longer it runs. They're the ones who can appreciate the benefits of using Mobiloil Super 10W 50. Because Mobiloil Super is the oil with staying power—fortified to withstand the extremes of punishment modern motoring imposes on an engine. The oil with the sparkling pick-up of a 10W 30 grade—the strong body of a 20W 50 grade for sustained high speeds. Mobiloil Super 10W 50. The best of both worlds. The oil Mobil made to satisfy the demands of man and machine. At a non-vintage price.

Mobil
Moneywise motoring

DJ your own music programme - as you drive

Freedom of choice to play anything you like - Bach or ballad, trad or Tchaikovsky - is yours with Hitachi In-car Entertainment.

All you do is slot a music-cassette or tape in a player for magnificent, rich stereo sound.

But first, choose your Hitachi player. Cassette and 8-track

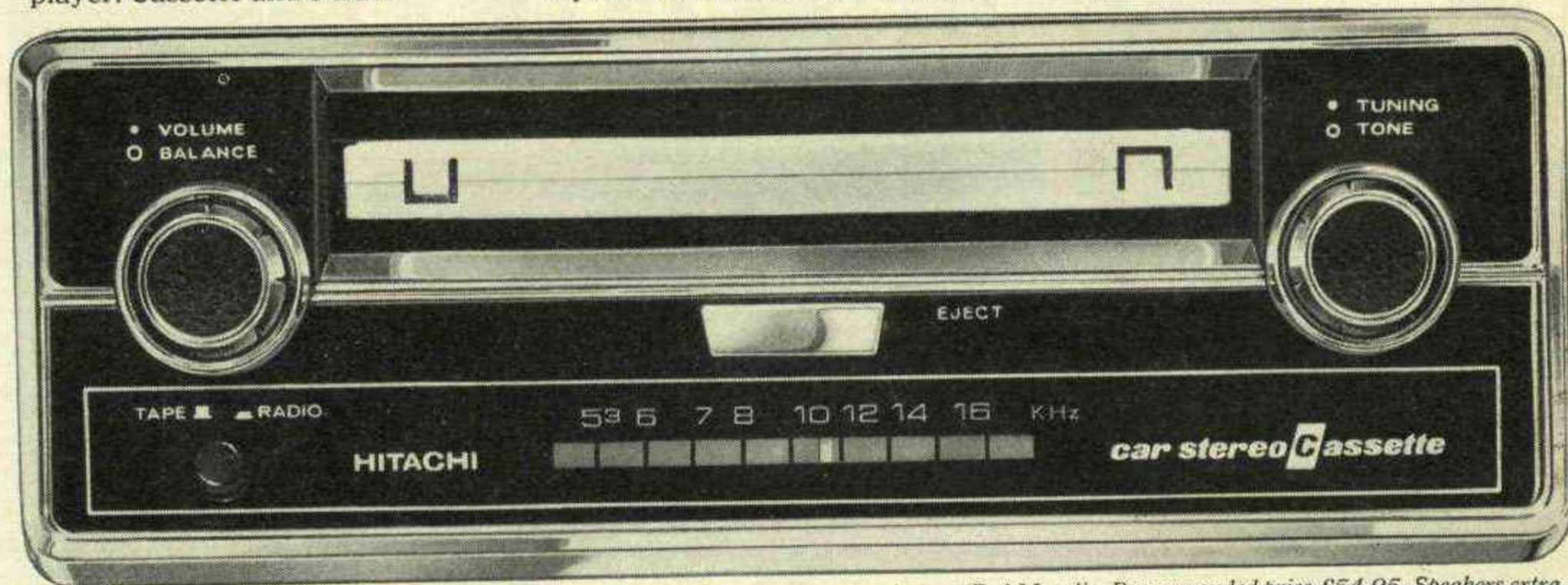
cartridge car stereo players. With and without built-in radios.

All with high quality sound reproduction, good looks and compactness. With world famous Hitachi quality and experience, you don't have to take anything less.

See Hitachi In-car Entertainment at your local radio retailer, garage

or motor accessory store, or write for an illustrated brochure on the complete Hitachi range to: Hitachi Sales (UK) Ltd, Park House, Coronation Road, London NW10.

 **HITACHI**



Hitachi CST 213 cassette car stereo with AM radio. Recommended price £54.95. Speakers extra.

Important announcement for owners and restorers of Veteran, Edwardian and Vintage cars

Please write or telephone:

Harley and Taylor, 6 Overtons Close, Radford Semele, Leamington Spa.

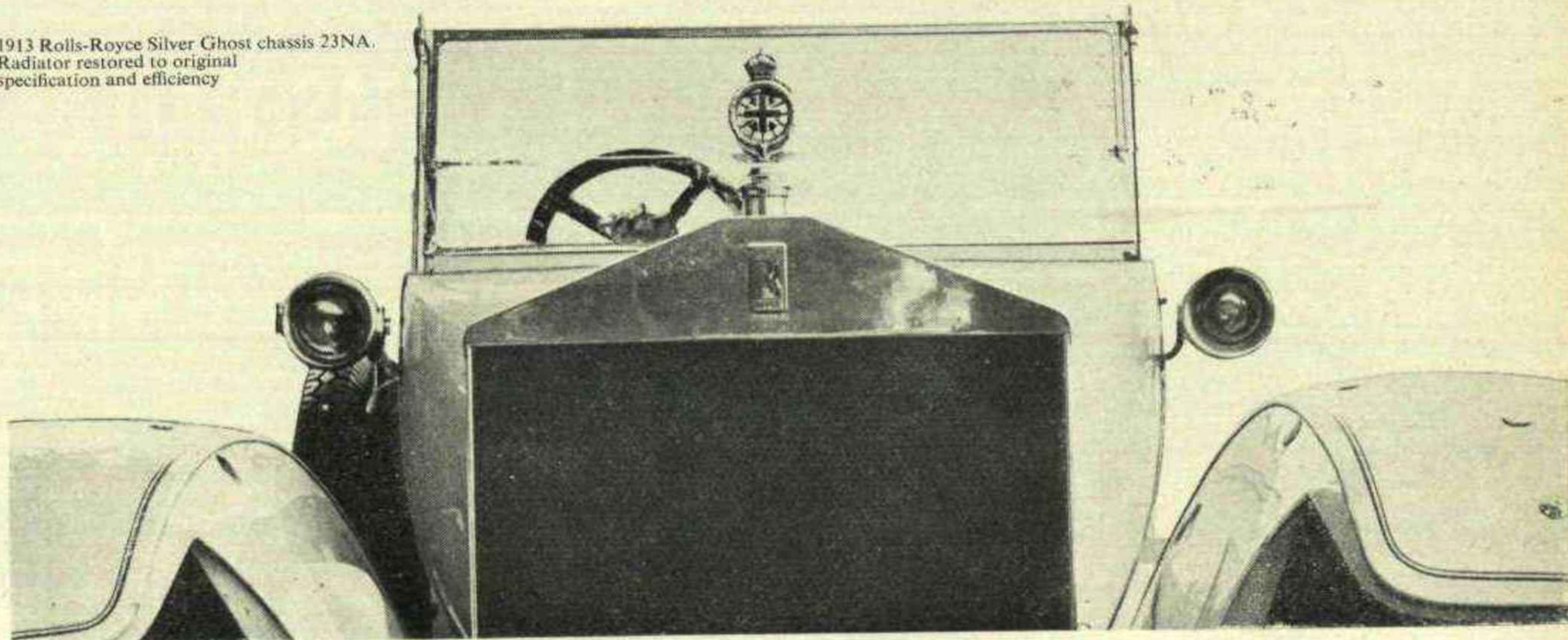
Office: 0926/23018, Workshop: 0789/66893

1913 Rolls-Royce Silver Ghost chassis 23NA. Radiator restored to original specification and efficiency

New honeycomb radiator matrix

for all types of early cars are now available for the first time in many years. After extensive research and development work we are now manufacturing genuine honeycomb matrix at a price comparable with modern conversion methods. This service was initially developed with the object of achieving complete originality in the restoration of early Rolls-Royce cars, and as a result the manufacturing specifications maintain the high standards required for this marque. All makes of radiator can now be restored to original specification and efficiency.

Our service includes the complete rebuilding of shells, top and bottom tanks, replating or polishing and fitting of new honeycomb matrix.





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Maserati . . . the proudest
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stretched, potent with the silky
gloss of a thoroughbred. Engine
fine tuned, quiet at any speed.
Geared to saunter through city
traffic. Or respond to the
autostrada challenge. And give
you the total confidence of
power to spare. With the
precision to handle it.

INDY (foreground). Maserati's
150 mph 4-seater Gran Turismo
Coupé. Styled by Vignale.
Opulent, comfortable, with
outstanding style and no vices.

GHIBLI (right). Maserati's 165
mph 2-seater. Shaped by Ghia's
hand, in coupé or convertible
form. The ultimate high-
performance driving instrument.

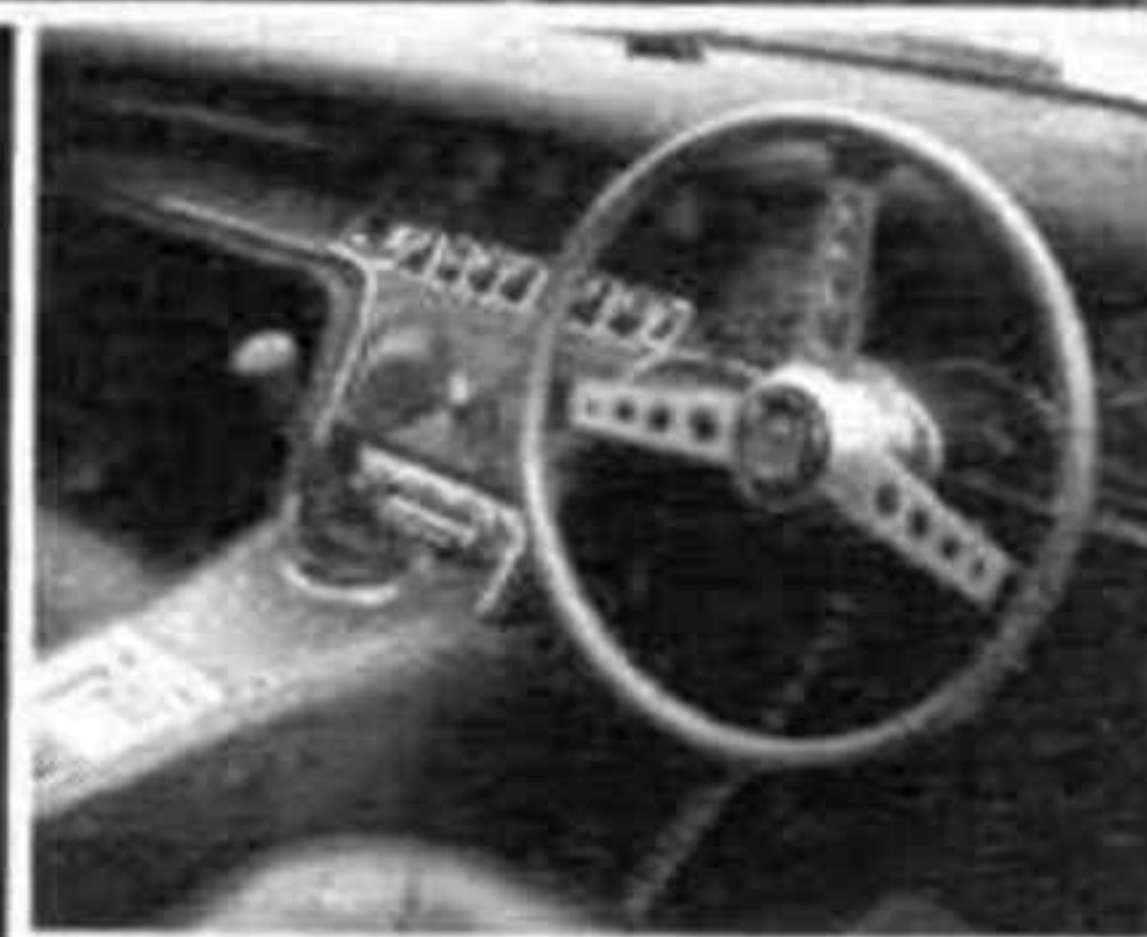
MEXICO (not shown here).
Maserati's 4-seater, sports
saloon. The sophisticated
answer to city/inter-city
motoring. Smoothly silent,
dependably perfect.
Maserati have powered all
three models with light alloy
O.H.C. V.8 engines, linked to
5-speed gearboxes. Automatic
transmission, power steering
and air conditioning are optional.
Tinted electric windows,
right hand drive and Michelin
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The Maserati Division of
Citroën Cars Ltd., can arrange
immediate delivery from stock
here in the U.K. Your own very
special specifications will take
a little longer. If you're one of

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MIDLANDS AND NORTH:
Bristol Street Motors
(Nottingham), Tel:
Nottingham 66666, Mike
Clifford.

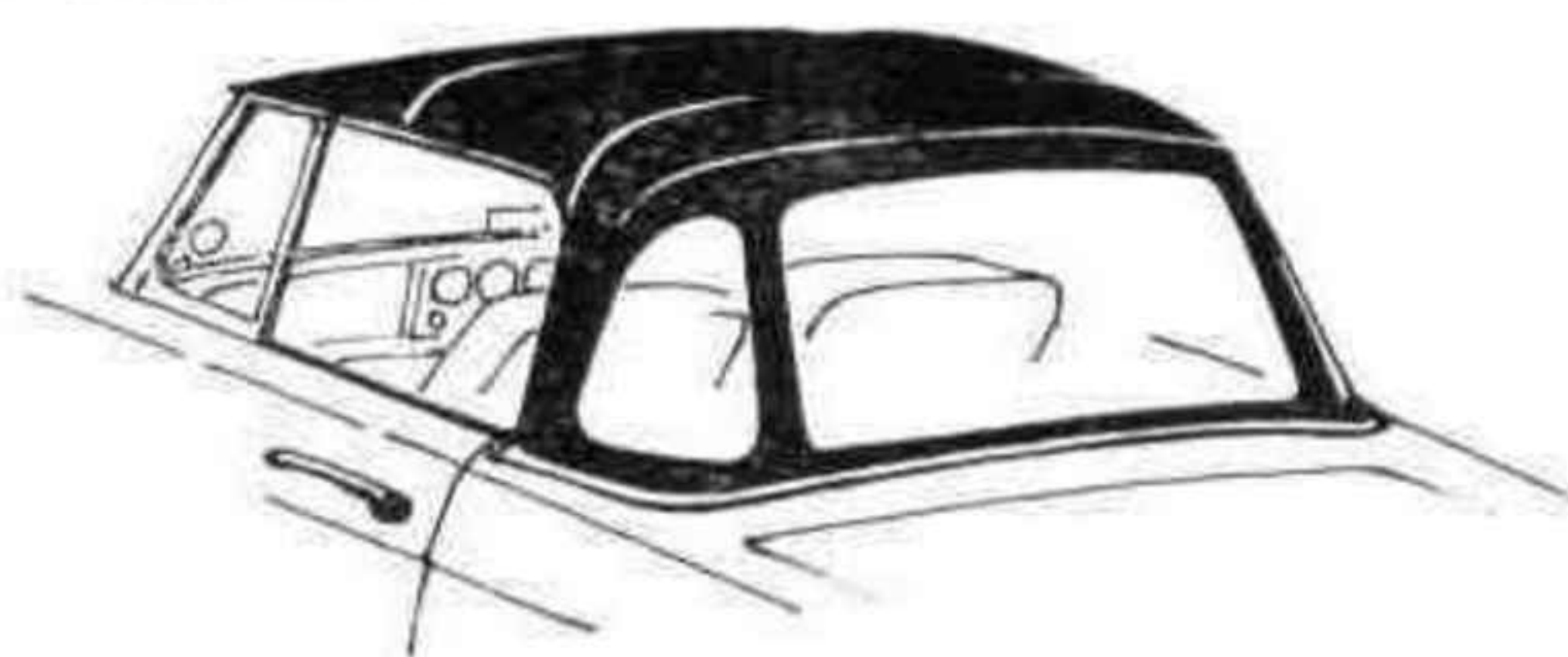
SCOTLAND: Neortic Cars,
Glasgow. Tel: 041-332 5956,
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If the weather inside your car is much the same as the weather outside-

You need a new hood!



Does your hood leak? Or rattle? Or let in draughts? Perhaps your rear window is so cracked and yellowed you can't see out of it. Why put up with all that?

You can fit a new hood for as little as £7.50. 40p p.p.

We make hoods for all British and Continental cars to manufacturers specifications. Tailored in top quality P.V.C. and supplied with fasteners and fitting instructions. Wide colour range. So what are you waiting for? Keep the weather outside - where it belongs - with a new hood from Car Hood.

from £7.50 40p p/p

Performance Seats For the hot-car driver

Our range of Rallye Seats really lets you make the most of your car's performance. Moulded in hi-strength glassfibre with special contours for maximum comfort. Finished in finest black leathercloth with ventilated P.V.C. panels. Fantastic value from only

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TONNEAU COVERS	From only £3.95 30p p. p.
FASTWAY SEAT SHELL	Only £3.40 75p p. p.
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ADDRESS

(MS/ADV 8/11)

The big new name to trust. Sharp.

We're one of the biggest names in world electronics.

We made Japan's first ever radio and T.V. sets.

We developed commercially the microcircuitry that helped put Apollo on the moon.

With that kind of technical experience behind us, it's not surprising that Sharp's audio equipment gives you the best reception possible, wherever you are. When you buy Sharp, you're buying high standards

of design, performance and technology, backed by a 1-year guarantee for both parts and labour. In a word you're buying Dependability.

SHARP

1. SU 66H 12" UHF battery/mains portable T.V. £79.95*

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3. ATR 933 7 transistor LW/MW 2-band car radio inc. speaker £17.85*

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6. RD 807 Car stereo tape player inc. CP404 speakers £39.95*

* Recommended U.K. retail price



For free Sharp catalogue showing the complete audio range write to:-
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Tel: 20656
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111 Clonskeagh Rd.,
Dublin 6.
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“I want a motor oil that is efficient at both ends of the viscosity scale... for easier cold starting at the thick end...and better hot-running protection at the thin end... Uniflo beats any 20W/50 on both counts. It's the only oil for me.”

Graham Hill



These are the irrefutable facts and test figures that made Graham Hill change to Uniflo.

An oil's viscosity – its ability to flow – controls its ability to lubricate. And one of the great problems in making motor oil has been that an oil that flows easily when cold gets too thin to protect when hot; and an oil that keeps its viscosity when hot is too thick to protect when cold.

Uniflo gives better protection cold and hot. This is (1) because it is made from a base

oil of unrivalled refinement and stability; and (2) because its Viscosity Index Improver complex of additives is unique; each component is an advance in its own right, and together they produce a higher level of viscosity stability than any leading 20W/50 multigrade. These factors also minimise oil consumption, so you gain in economy, too.

Uniflo gives improved hydrodynamic and boundary lubrication

HYDRODYNAMIC LUBRICATION

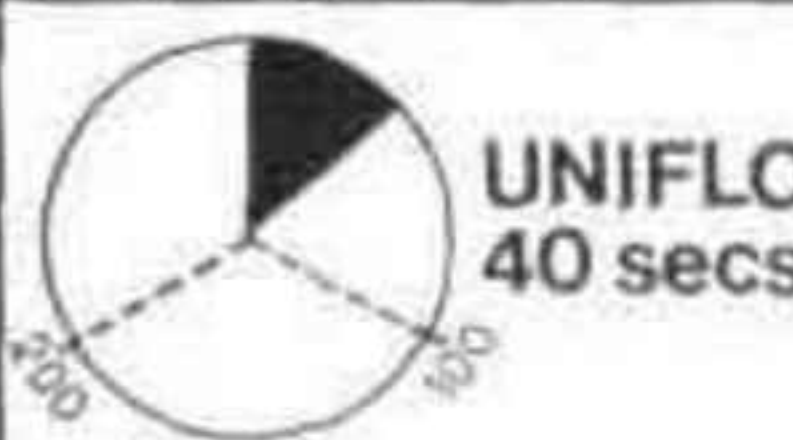
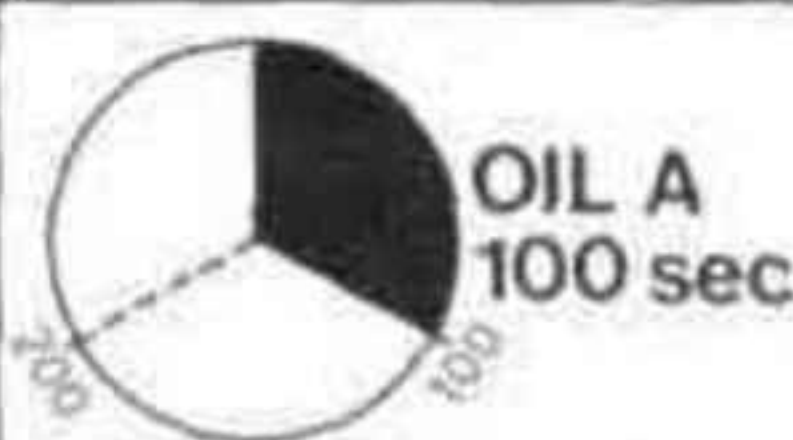


This describes the oil's ability to maintain a protective film of liquid between moving metal surfaces – to reduce friction and minimise wear: the term is usually used when discussing an oil's hot-engine performance. Uniflo's entirely original additive complex gives you better hydrodynamic lubrication, however hard you drive; the rate of wear is slowed down positively, and your engine's rated power output is correspondingly protected for a longer period of service. Here is the evidence.

VISCOSITY STABILITY IN BENCH TESTS 1275 Engine (4 hours)			
VISCOSITY IN SSU AT 210°F	UNIFLO	OIL A (20W/50)	OIL B (20W/50)
Fresh Oil Viscosity	86.5	88.0	88.4
Used Oil Viscosity	80.5	74.1	78.7
Viscosity change%	-7	-16	-11

BOUNDARY LUBRICATION

Under certain conditions – like running-in a new engine or starting-up from cold – the oil is not always good enough to keep the protective film intact between the moving parts. Intermittent metal-to-metal contact then takes place, and serious damage can be done. So a motor oil must also reduce wear, even under these conditions. Scientists call this boundary lubrication.

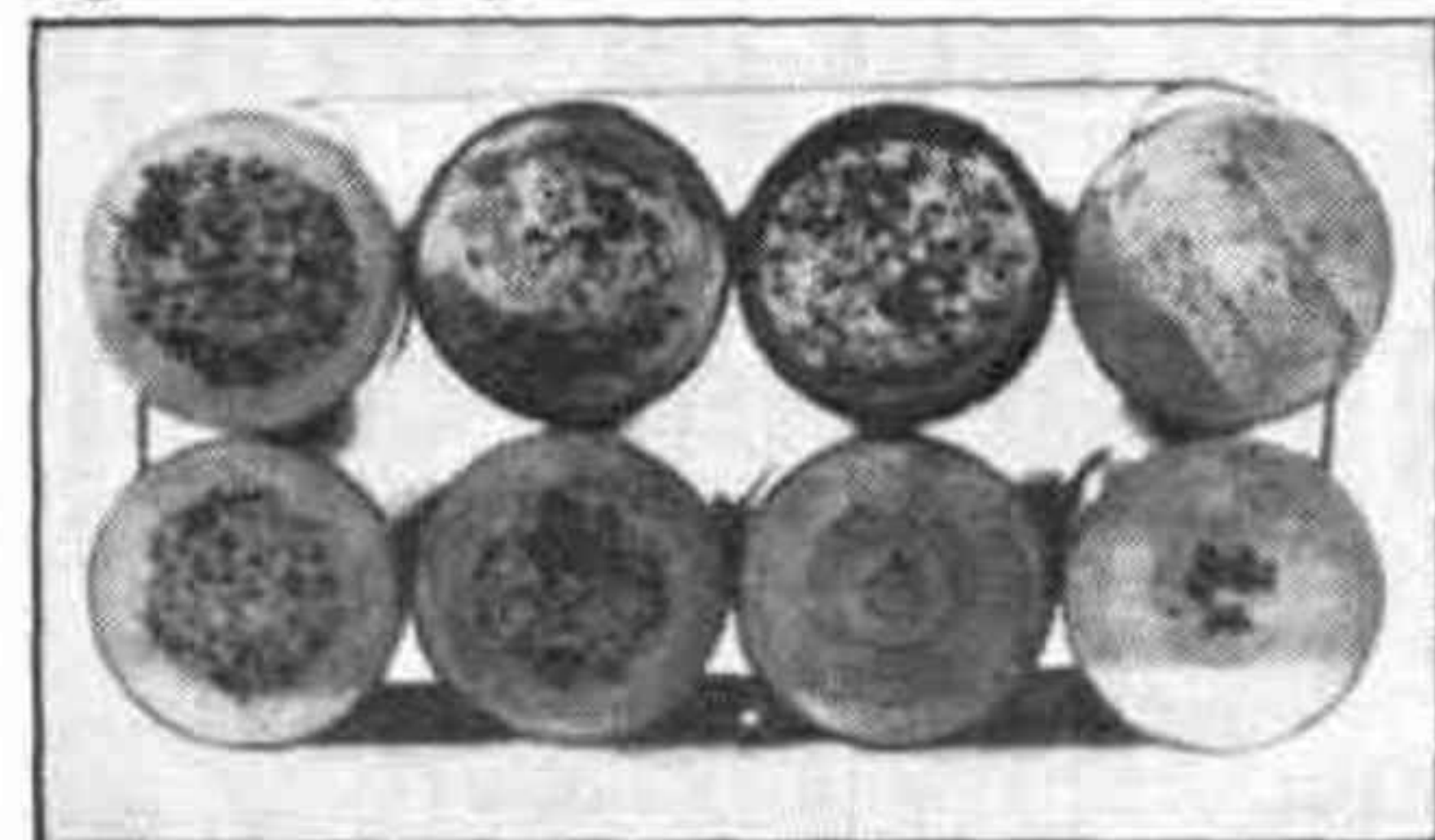
Uniflo has been specially formulated with EP additives that help to protect the components of the engine under these boundary conditions. Also, when you start up from cold, Uniflo's superior cold-temperature flow properties achieve full circulation much faster than any 20W/50 oil you can name. Here are the actual figures:

COLD-START TEST Uniflo against 3 leading 20W/50 oils Time taken to achieve 100% cover from cold start at 10°F.			
 UNIFLO 40 secs	 OIL A 100 secs	 OIL B 207 secs	 OIL C Failed

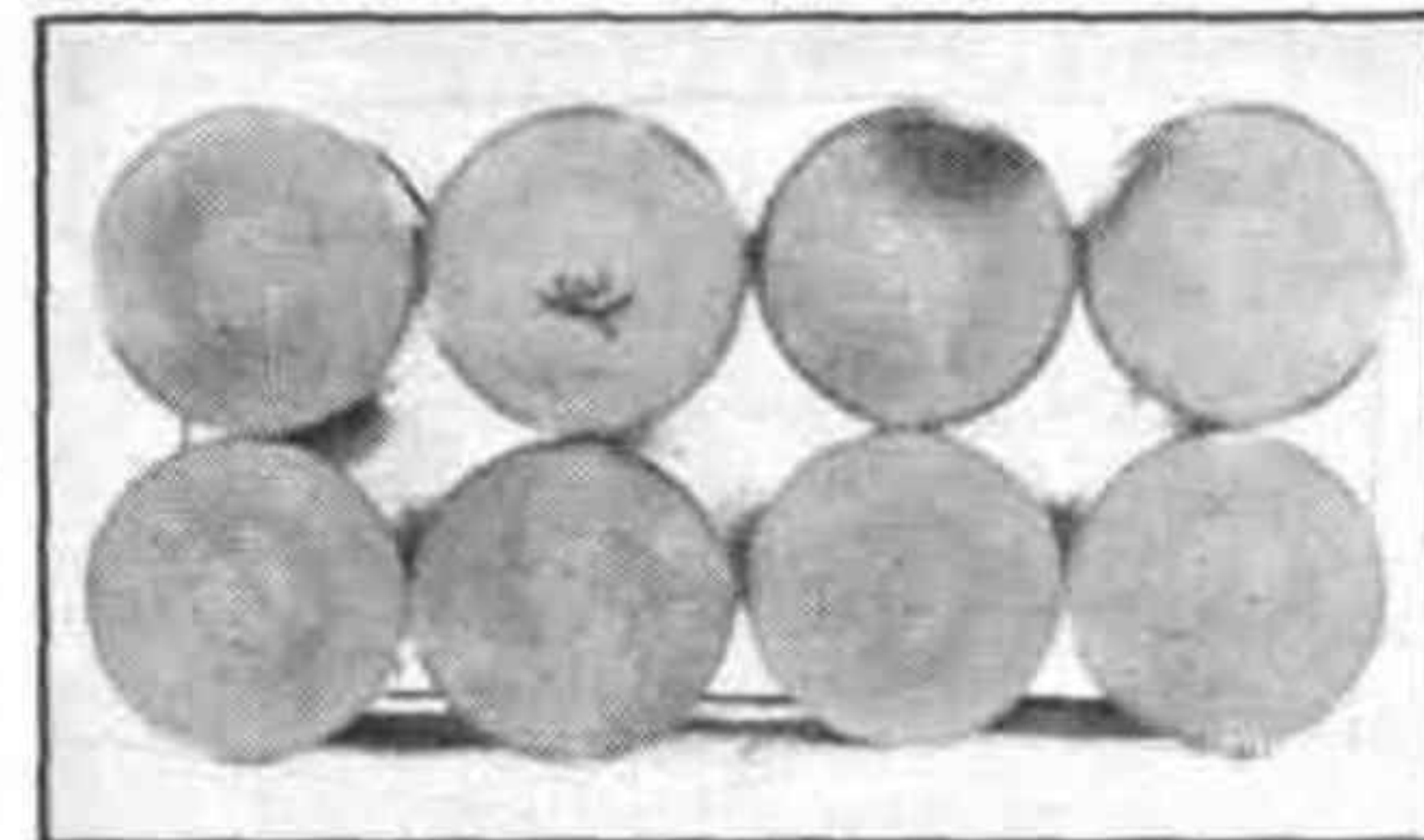
City crawls and local stop-start driving

It is when an engine is running at slow speeds that the load-bearing parts of the valve train are under the greatest strain – particularly the cam and tappets; and if these conditions persist – as they often do for most of an engine's life – component fatigue sets in. Tappet clearances widen through wear, shock loads are imposed on the valve gear, tappets become pitted, and particles of metal debris float around causing further damage before being filtered out. Pitted tappets are a typical example of component fatigue, and these photographs show how Uniflo's wear-prevention additives dramatically reduce this type of damage.

How Uniflo protects your engine against component wear



USING A WELL KNOWN MULTIGRADE



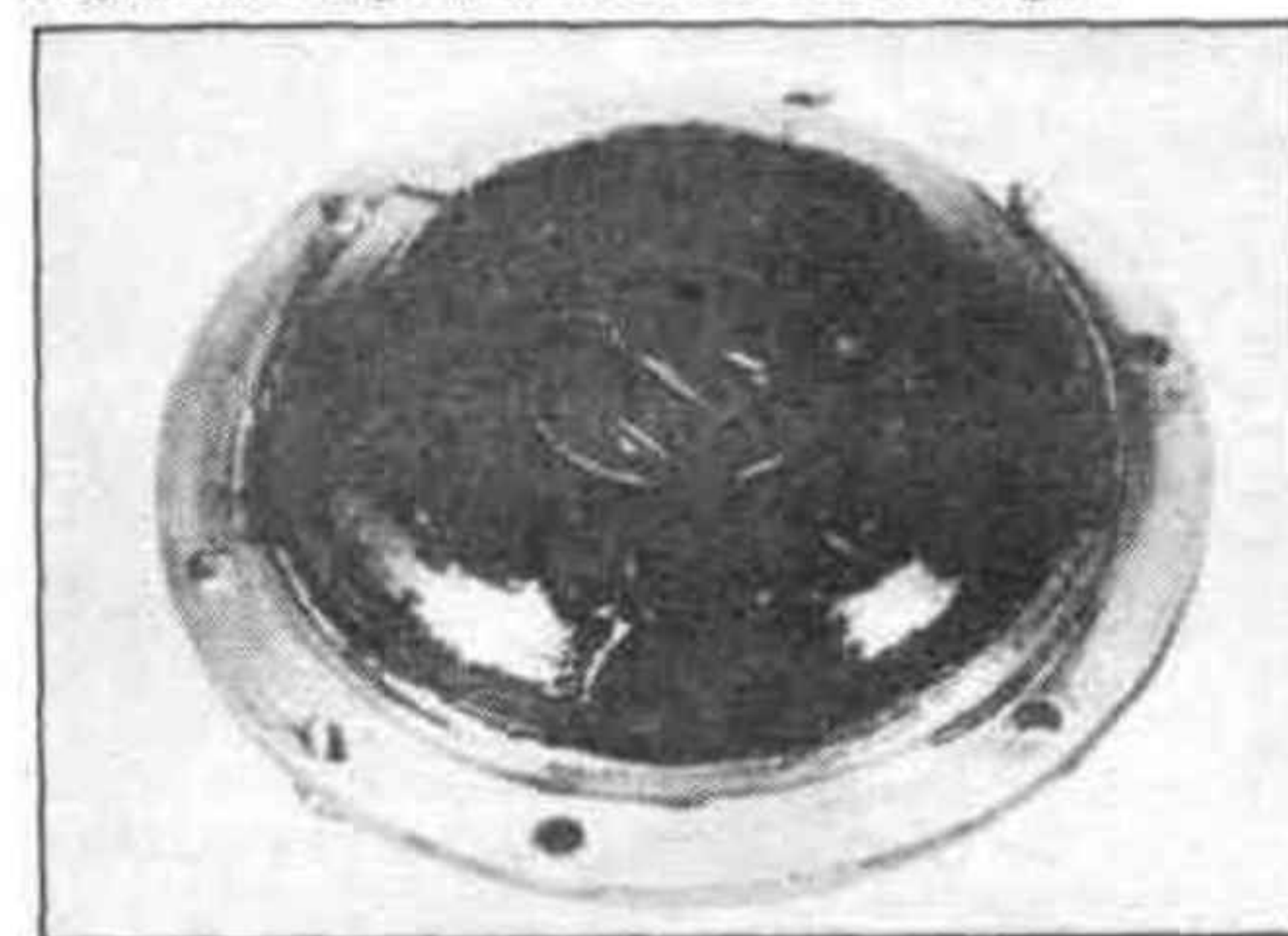
USING UNIFLO

These two sets of tappets have each been subjected to 150 hours' running at 2,000 rpm. In each case the oil temperature was controlled at 95°C, and the water temperature at 80°C. Visible proof of Uniflo's extra protection!

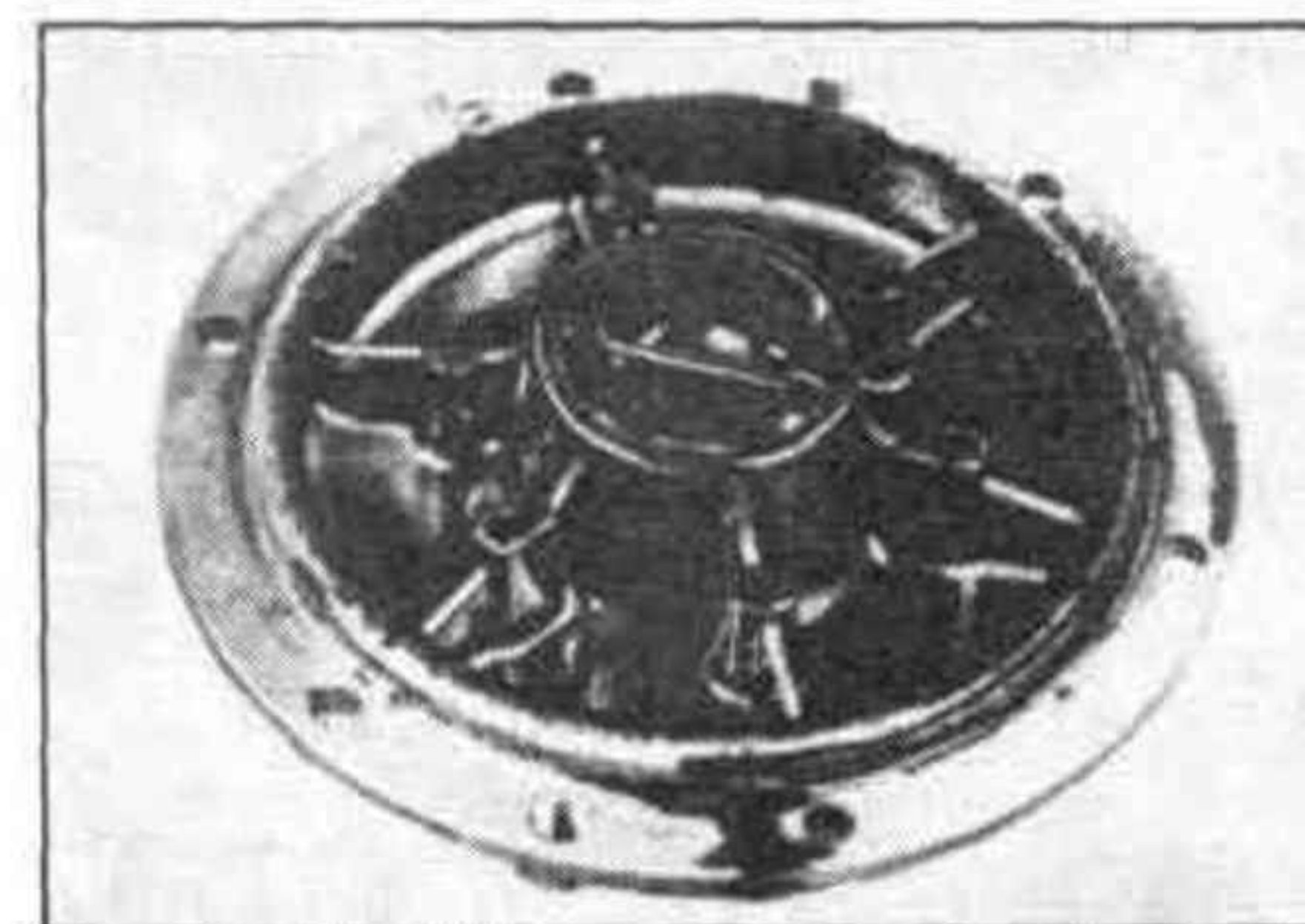
Uniflo virtually eliminates sludge

Another very common result of stop-start motoring is sludge formation in oil channels and filters, which become blocked and so starve the engine of oil. Uniflo has its own new sludge dispersant additive which virtually eliminates this threat, as you can see for yourself:

Two identical centrifugal oil filters after a long-drawn-out sludge test comprising 63 complete cycles of five stages each. A different engine-setting was used at each stage.



WELL KNOWN MULTIGRADE



UNIFLO

AVERAGE CRC MERIT RATINGS ON UNIFLO (10 maximum)		
OVERALL SLUDGE	Intermediate Stage (20,000 miles)	End of Test (40,000 miles)
	10	9.9

Against every source of damage your engine is exposed to, Uniflo gives the fullest possible protection – and, in many instances, more protection than has ever been given before.



Uniflo gives better engine protection than any top-selling 20W/50



The Action Station.



Put a rock in your engine!

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

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

In the engineering laboratories of one of Britain's leading universities two engines were tested. One was lubricated with a leading 20/50 multigrade oil, the other with identical oil - PLUS MOLYSLIP. The results speak for themselves, even though the finest oil that money can buy was used in BOTH engines, the engine protected by MOLYSLIP showed 25% LESS WEAR than the engine lubricated by oil alone. Can you afford not to give your engine this extra protection?



FULL POWER MOLYSLIP

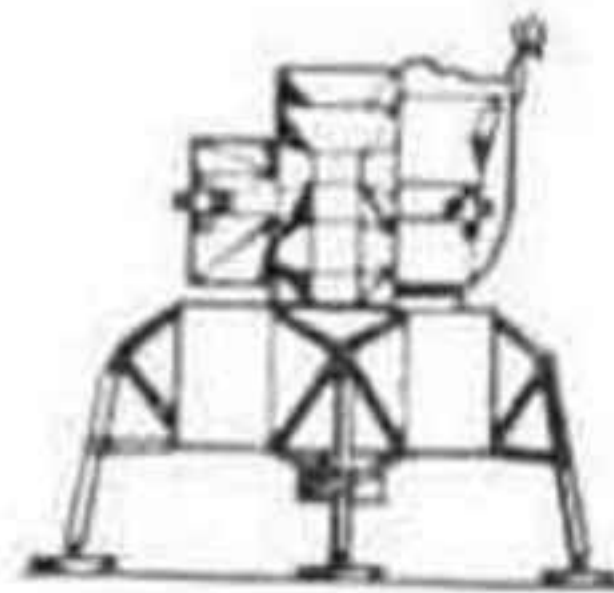
Adds life to every car engine

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

***MoS₂ the secret of MOLYSLIP
the space-age lubricant***



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



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



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



From Halfords and other accessory stockists.

SAVE OVER £10

ON THIS TOP GRADE RACING CHRONO.

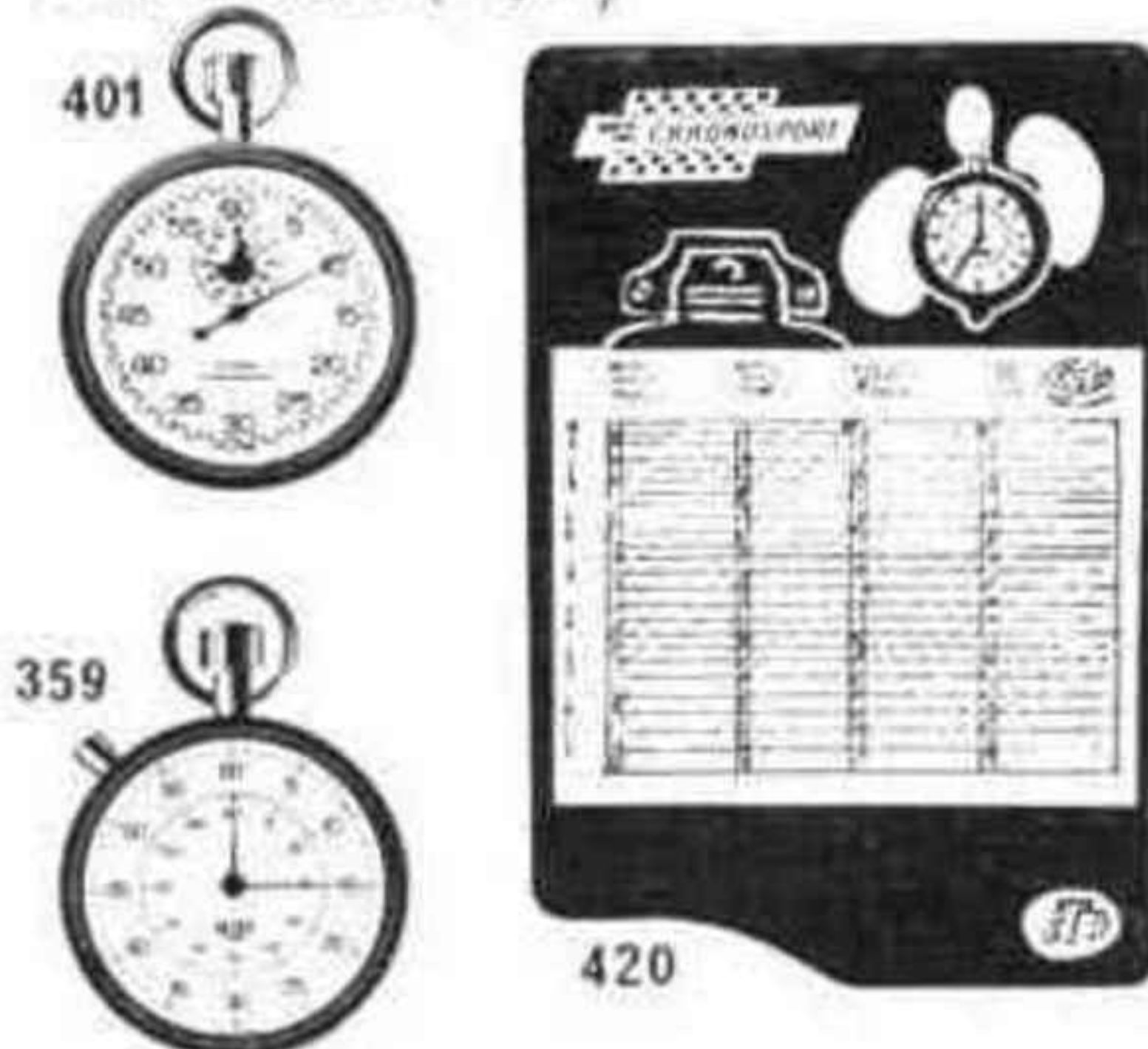


- **TACHOMETRIC** Average Speed Scale, provides a direct readout of speed of a vehicle over a measured mile, and is operated in conjunction with stopwatch.
- **SWEEP SECOND HAND**, operated by push-buttons and may be started and stopped—then either restarted or zeroed by flyback. Orange colour for quick readings.
- **ROTATING BEZEL** with outer calibrations marked in minutes, to provide a minutes elapsed counter in addition to the minute recording dial.
- **ROTATING BEZEL** also has hour calibrations, and can be used as an hour recorder in conjunction with stopwatch, or independently. The most useful chronograph bezel.
- **MINUTE RECORDING DIAL**; hand moves one position each minute that stopwatch runs. Two coloured red/blue 5/10 minute zone. Zeroes simultaneously with stopwatch, by push-button.
- **PUSH-BUTTONS**. There are two push-buttons: One to start and stop the stopwatch. The second to zero both sweep hand and minute recorder instantaneously.
- **MINUTES SCALE** is divided highly accurately with 1/5 second calibrations essential for precise use of stopwatch. The stopwatch is accurate to 1/5 second.
- **TELEMETER** Time Distance Scale, is used for measuring distance using the speed of sound, e.g., used by pilots to calculate direction and distance away of thunderstorm, etc.
- Specially designed 100% stainless steel case, tested water-resistant to a minimum of 12 x Atmospheric pressure, equal to minimum depth of 330 feet.

ASTRO CHRONO. This famous Swiss Chronosport Chronograph has a top grade 17 jewel movement with incabloc shock absorbers. The 1/5 second stopwatch has both 30 minute and "tell-tale" continuous seconds dials. Bold luminous hands and markers, jet black dial, and a FREE stainless steel link bracelet worth £1.00.
USUAL SHOP VALUE OVER £30 **£19.95**



*"A really great service to racing teams"—JACK BRABHAM
 *"A mouth-watering selection"—MOTOR SPORT
 *"Helped us in no small way in our world championship win"—TEAM LOTUS
 *"The best selection we've ever seen"—United States Navy Aerobatic Team THE BLUE ANGELS
 *"Watch never misses a beat"—"Terrific value"—CLIVE TRICKY (C.C.C.)



Stopwatches from Chronosport for competitors: The 401 is a budget priced triple action stopwatch at just £5. The 359 gives consecutive lap times by a Taylor Split Action—costs £24.75

MORE HOT WATCHES

The following chronographs are all offered at prices well below retail. Compare these hot prices:
Seiko Automatic Day Date £38.95 (retail £42.50)
Heuer Monaco £75.95 (retail £83.87)
Breitling Navitimer £51.95 (retail £57.75)
Heuer Autavia 12 £44.50 (retail £49.00)
Enicar Sherpa Graph £35.95 (retail £45.15)
Breitling Chronomat £44.50 (retail £49.50)
Heuer Carrera Automatic £63.95 (retail £71.50)
Enicar Sherpa Jetgraph £39.95 (retail £52.50)
 Plus over 30 specialised sports watches priced below £10. Over 100 different watches to choose from, every one fully guaranteed. Immediate delivery direct from Europe's largest stock of special watches.

COLOUR CATALOGUE. The new Chronosport colour catalogue contains over 100 beautifully illustrated special watches, each described in detail—and all priced below retail. The complete reference work for the sportsman. It costs just 15p, which is refundable against your first order. FREE with each catalogue the famous Chronosport Timing Manual.

FREE

TIME-DISTANCE SPEED.

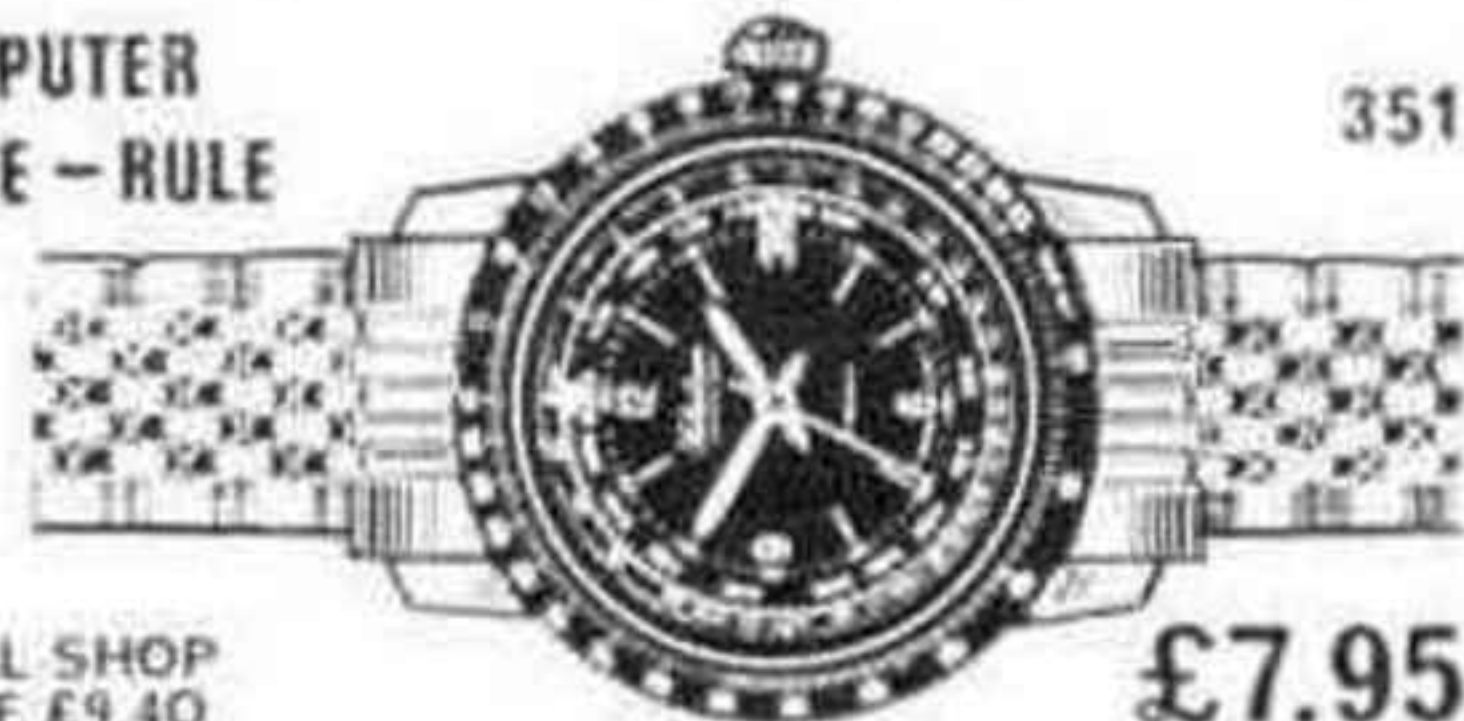


USUAL SHOP VALUE £10.75

£8.95

A big specification watch at an economical price: Two external bezels (the outer one rotates) include all calibrations required to make time/distance/speed calculations. Internal 0-60 minute rotating bezel, operated by external crown. 21 jewel shock protected movement, automatic calendar, luminous. Water resistant case tested to 5 x ATMS. Complete with tropic strap. A very rugged watch.

COMPUTER SLIDE-RULE

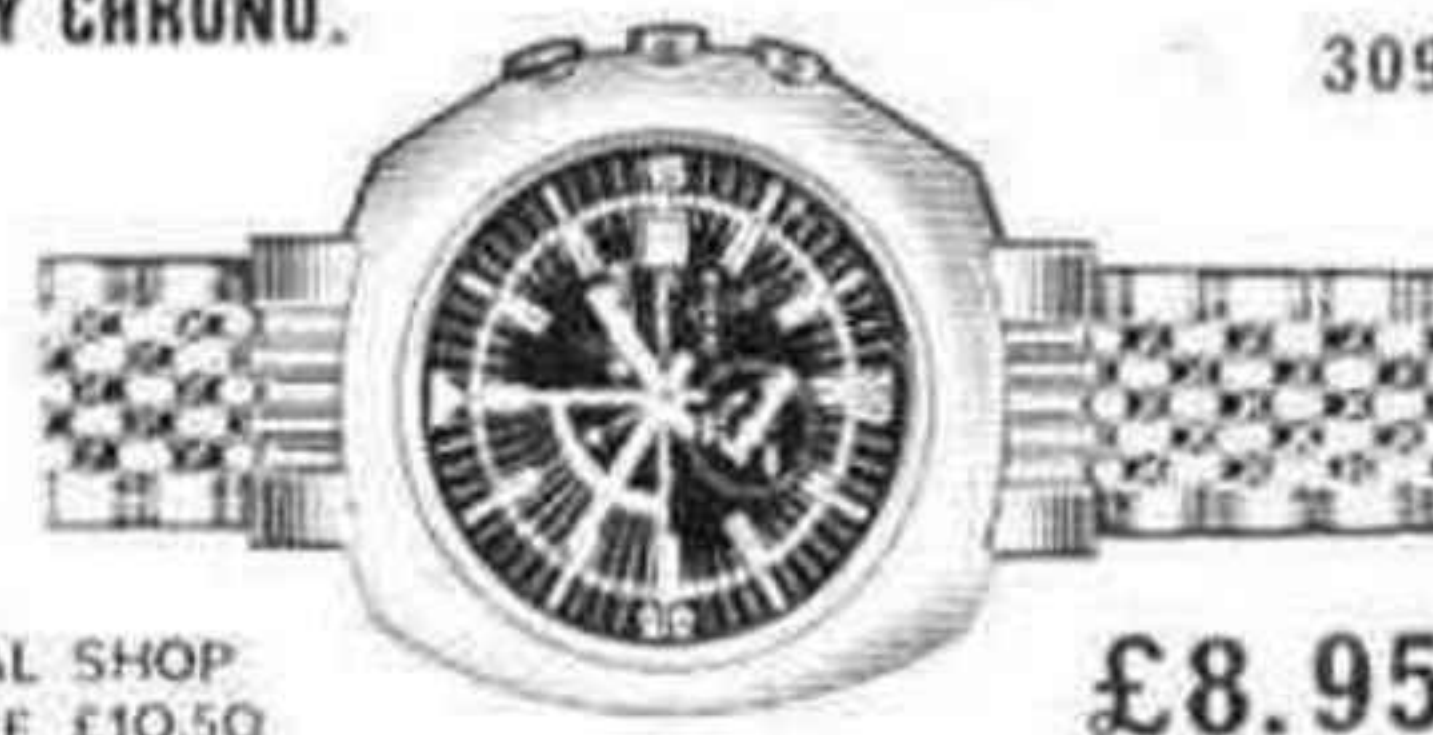


USUAL SHOP VALUE £9.40

£7.95

This watch is highly recommended for rally drivers and navigators. It is currently in use with R.A.F. aircrew in Strike Command—that's how good the slide rule is! 17 jewels, shock resistant, water resistant case tested to 5 ATMS, automatic calendar, luminous. Computer equal to 3" slide rule. Multiplies, divides, calculates ratios, averages, time/distance/speed, fuel consumption. Complete with strap (bracelet 50p extra). Original price £15!! A really tremendous buy.

RALLY CHRONO.



USUAL SHOP VALUE £10.50

£8.95

It's not a mistake, it really is only £8.95 from Chronosport. 17 jewels, shock resistant, water resistant, automatic calendar, luminous, internal 60 minute rotating bezel, push-button operated flyback minutes elapsed hand incorporating a separate minutes to go hand (for countdowns of up to 15 minutes).

RACING CHRONOGRAPH



USUAL SHOP VALUE £23.00

£16.95

A best buy in chronographs. This racing chronograph has all the specifications of models selling at £25 and over. It really is a professional's watch: 17 jewelled lever incabloc movement in a screw case. Push-button operated 1/5 second flyback stopwatch with start/stop/go facility (suitable for pilots too!), 30 minute recorder, tachymetric average speed scale, telemeter scale, luminous black dial. Complete with leather strap.

EVERY WATCH SUPPLIED WITH WRITTEN GUARANTEE • MONEY REFUND GUARANTEE.



MAIL WATCH REFERENCE No. I ENCLOSE (incl. 25p post etc) £

NAME _____

ADDRESS _____

Mail me your Catalogue & Free Timing Manual. I enclose 15p. M3

CHRONOSPORT 21, OLD BOND ST, BATH

Don't let a noisy car drive you to distraction!

Fit an ACOUSTIKIT and relax!



A noisy car is distracting! And could be dangerous. It grates on your nerves, makes you tired and irritable. The easy answer is to fit an Acoustikit. It insulates your car against nerve-racking bonnet-drumming, and noises from the gears, engine and road. Gives your car the silent luxury of an expensive model. There's an Acoustikit specially designed for your car.

What are Acoustikits?

The kits comprise sets of thick, specially treated natural jute insulation felt. This material is heavy enough to prevent panel drumming, and dense and thick enough to make a radical reduction in noise penetration through bulkheads. Its porosity absorbs noise, and prevents amplification. The parts are specially cut to fit every area of the car that will benefit from treatment.

2 types to choose from:

Acoustikits are available in 2 forms:

- 1 Super Acoustikits:** To insulate the complete car, give maximum noise insulation.
- 2 Underbonnet Acoustikits:** To insulate the engine compartment only.

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

Easy to fit:

You need no special tools - no special skill. Can be fitted in 2-3 hours. Easy-to-follow instructions in each kit.

Look at this typical Super Acoustikit layout!

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



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

Look here for your car!

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

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

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

ORDER HERE AND NOW!

Fill in and post today!

To: Eflow Developments Co. Ltd. (Dept. MS7), Eflow Works, Old Teme Bridge, Lower Wick, Worcester Telephone: Worcester (0905) 23260
Please send me by return: Super Acoustikit/Underbonnet Acoustikit
Details of basic materials* for my car.

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

MS7

CAPS, PLEASE

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

SOUTH EAST

- Bell & Colvill Ltd., Guildford, Surrey. Tel: East Horsley 4114
- Cambridge Sports Cars, Cambridge. Tel: Fulbourn 711
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- Grange Motors (Brentwood) Ltd., Essex. Tel: Brentwood 216161
- Hammonds & Oakwood (Sales) Ltd., Beckenham, Kent. Tel: 01-650 3570
- Kingfisher Motors Ltd., East Molesey, Surrey. Tel: 01-979 2195
- Mike Spence Ltd., Henley. Tel: Henley 4115/3219/32555/6/7
- Normands (Gatwick) Ltd., Horley, Surrey. Tel: Horley 2257
- Tollgate Engineering (Rye) Ltd., Rye, Sussex. Tel: Rye 3105
- Frost's of Shoreham, Sussex. Tel: Shoreham-by-Sea 3584
- Sandersted Court Service Station, Sandersted, Surrey.

SOUTH WEST

- Lola Motor Exchange, Nr. Barnstaple, Devon. Tel: 0271-812469
- Sparshatts (Clifford) Ltd., Southampton. Tel: Southampton 27051
- Hi-Way Garage Ltd., Redruth, Cornwall. Tel: Redruth 6473
- Plough Motors (Stroud Valley) Ltd., Stonehouse, Glos. Tel: Stonehouse 2382

MIDLANDS

- Aston Distributors Ltd., Birmingham. Tel: 021-356 6262
- Clarks Garage (Narborough) Ltd., Leics. Tel: Narborough 3638/9
- J. A. Else & Sons Ltd., Codnor, Derbyshire. Tel: Ripley 2321/2/3
- Foley Park Motors, Kidderminster, Worcs. Tel: Kidderminster 64061
- Grose-Westonia Ltd., Weston Favell, Northants. Tel: Northampton 41141
- Jos Randles Ltd., Stoke-on-Trent, Staffs. Tel: Stoke-on-Trent 48361

NORTH WEST

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

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- Ellis Moor Ltd., Newcastle-upon-Tyne. Tel: Newcastle 25964
- Hallamshire Motor Co. Ltd., Sheffield. Tel: Sheffield 25048
- Normand (Bradford) Ltd., Bradford 1. Tel: Bradford 33077
- Northern Sports Cars (Scorton), Richmond, Yorks. Tel: Catterick 402/613

SCOTLAND

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

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- John Brundle Ltd., Kings Lynn, Norfolk. Tel: Watlington 306
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- Clifton Street Garage, Scarborough. Tel: Scarborough 60791
- Chalk Service Station, Gravesend, Kent. Tel: Gravesend 66587
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- Mallett Bros., Steaford, Lincs. Tel: Pulbeck 354
- Peterloo Motors Limited, Ware, Herts. Tel: Ware 5335/6/7
- P.E.A.R. Ltd., Riverside Garage, St. Ives, Hunts. Tel: St. Ives 2952/2961
- Tunbridge Road Garage, Maidstone, Kent. Tel: Maidstone 51285
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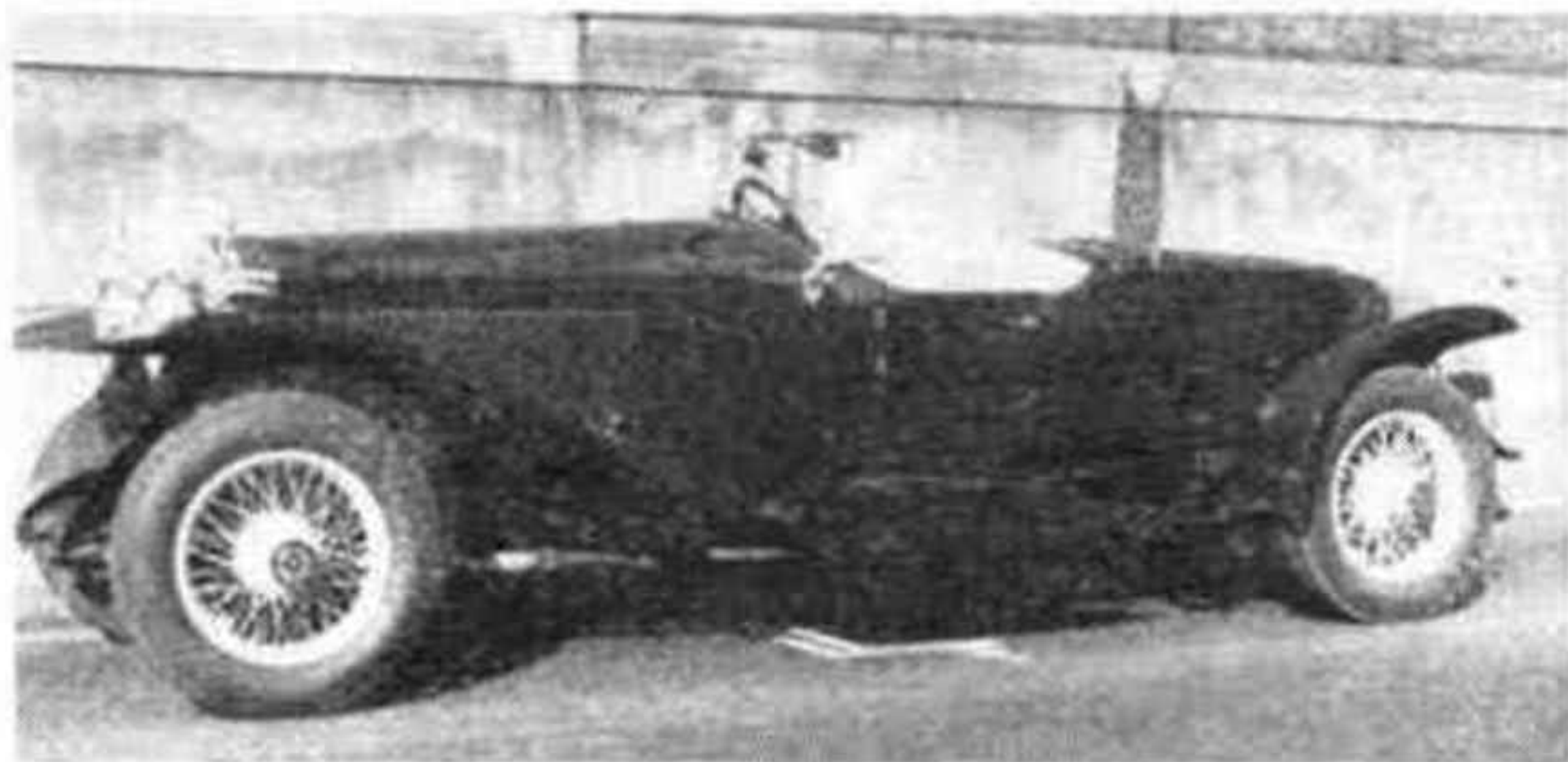
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DAIMLER 25-h.p. Light Straight Eight, first registered Dec. 1937, Vanden Plas 4-door pillarless sports saloon coachwork, sand on bronze, matching light brown leather interior sound and very fair; engine and transmission appear to be in good condition with no major defects, on good tyres. **£250**

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

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

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

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

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

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

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



BENTLEY S.I. Standard Steel saloon, 1956, automatic, Tudor grey on shell grey with grey hide interior; mechanically sound and on good tyres, recorded mileage 72,000, some paint blemishes, but the car is a very fair specimen for its year and ready for use. Attractively priced at **£875**

HWM-JAGUAR GT coupe, built 1961 by George Abecassis; space-frame, de Dion-type rear end, engine basically "C"-type, "D"-type head and camshafts, triple Webers, oil-cooler, etc.; reputed 280 b.h.p.; "C"-type gearbox, Allin drums, engine just overhauled, differential unit rebuilt by makers; aluminium 2-seater body fully padded with blue and grey leather seating, electric windows and aerial; blue paintwork, chrome wire wheels.

A very rare Continental—rear engined **TATRA**, circa 1937/38, with the big air-cooled 8-cylinder engine which has just been rebuilt, excellent coachwork, good interior, but needs repainting—not elegant but unquestionably distinctive and interesting. **£750**

VINTAGE:
1926 VAUXHALL 14/40 saloon, f.w.b. and 4-speed box, coach-painted black on peacock blue, good brown hide interior; highly original and practical car in good running order (for photograph, see last month). **£950**

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

1915 STUDEBAKER 20-h.p. 5-seater tourer, all original electrical equipment including starter, original leather still very good, good paintwork, new hood, first-class tyres and ready to drive anywhere—why so little interest in Veteran "Yanks"?—they may look a bit "vintage", but they are both practical and reliable and this car must surely be a bargain at its "down-to-earth" price of **£1,450**

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

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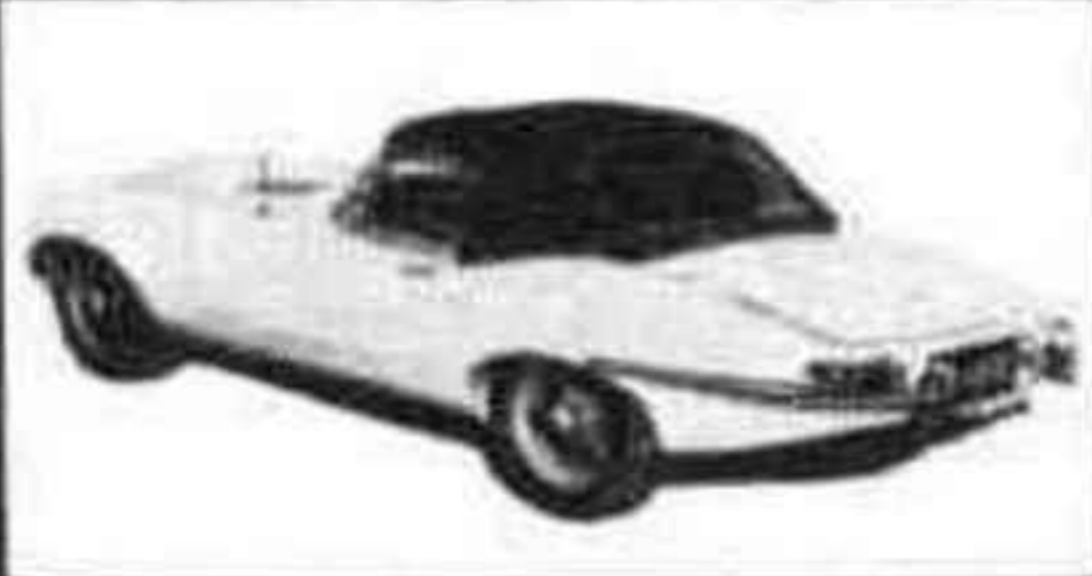
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From 11 a.m. to 5 p.m. in the
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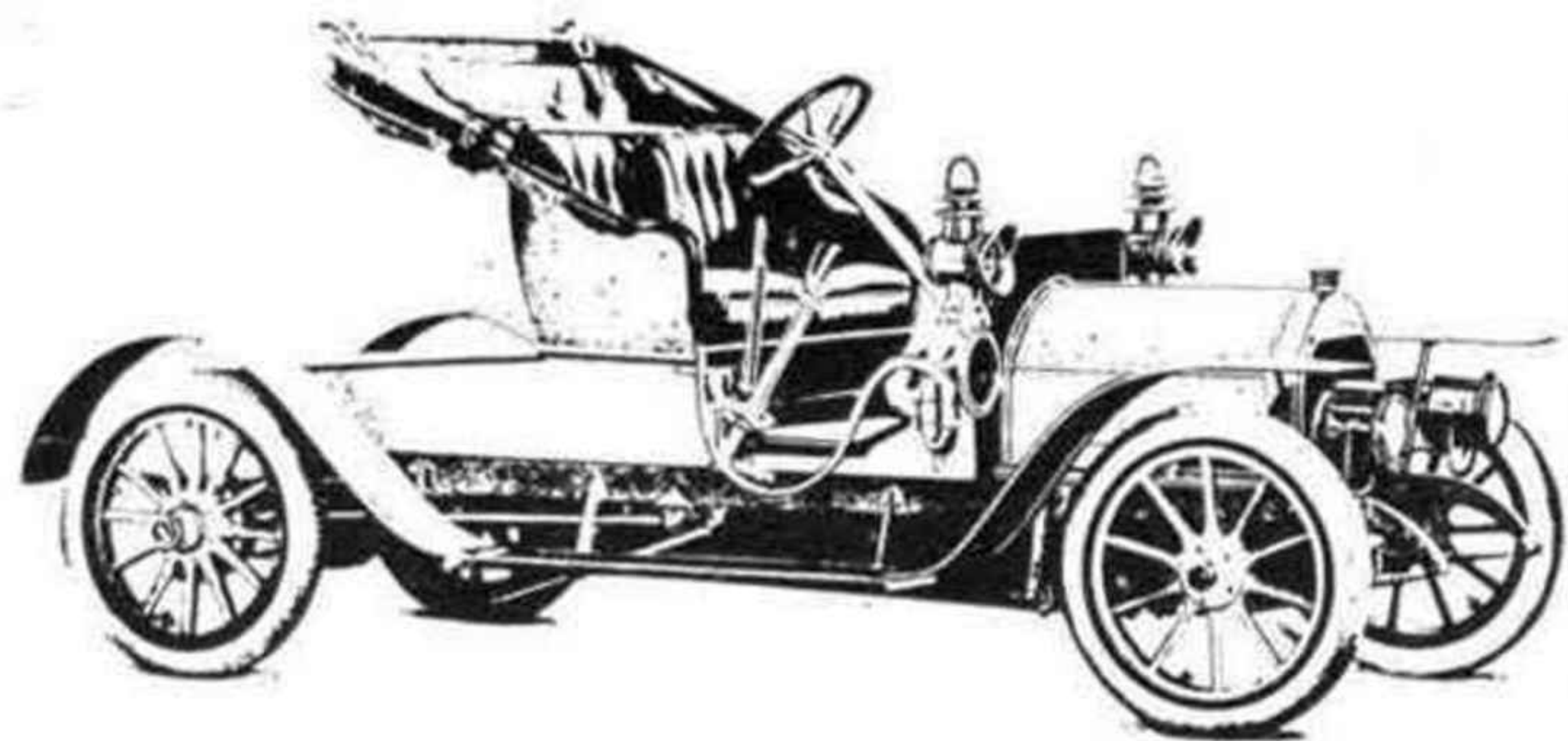
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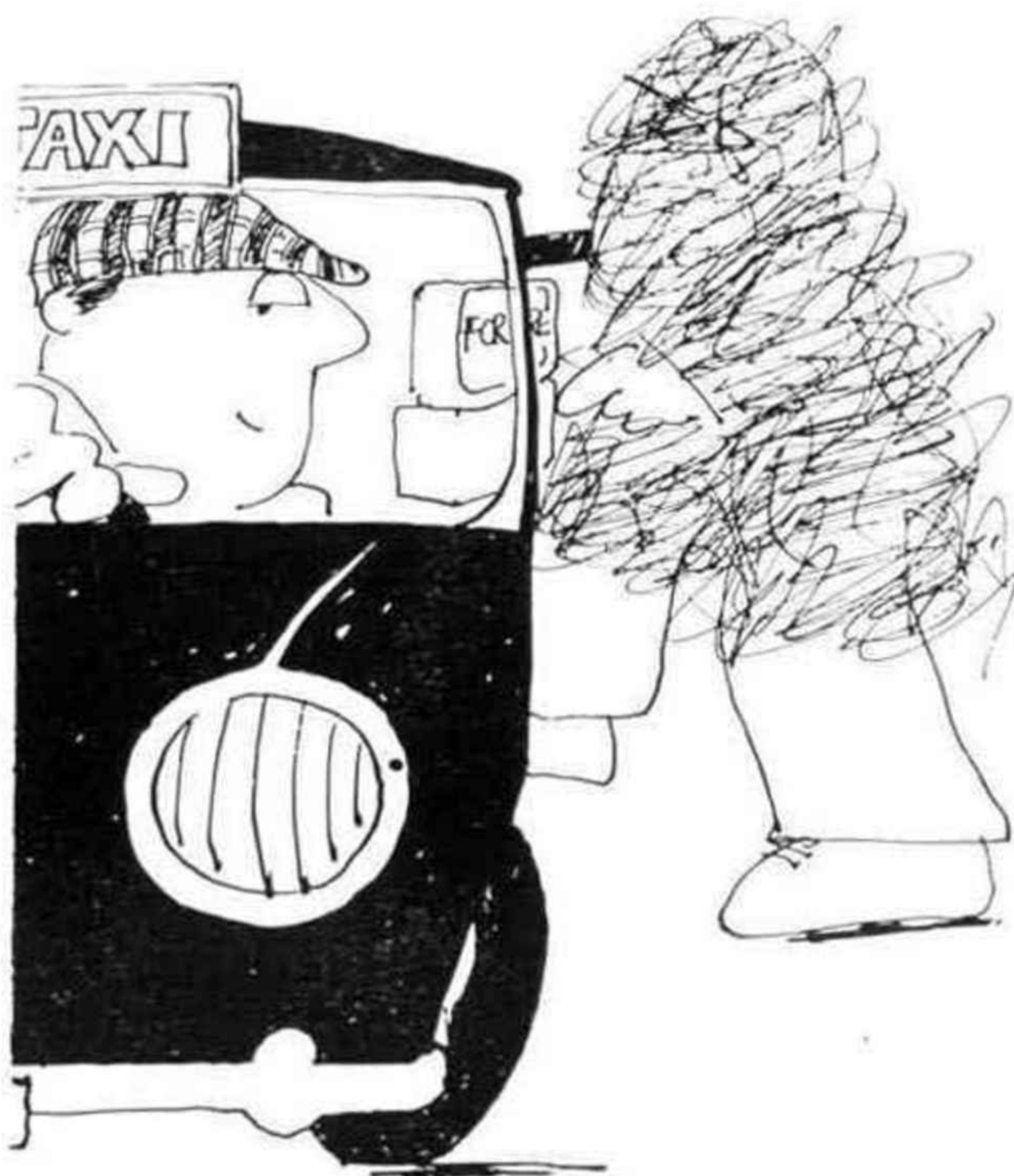


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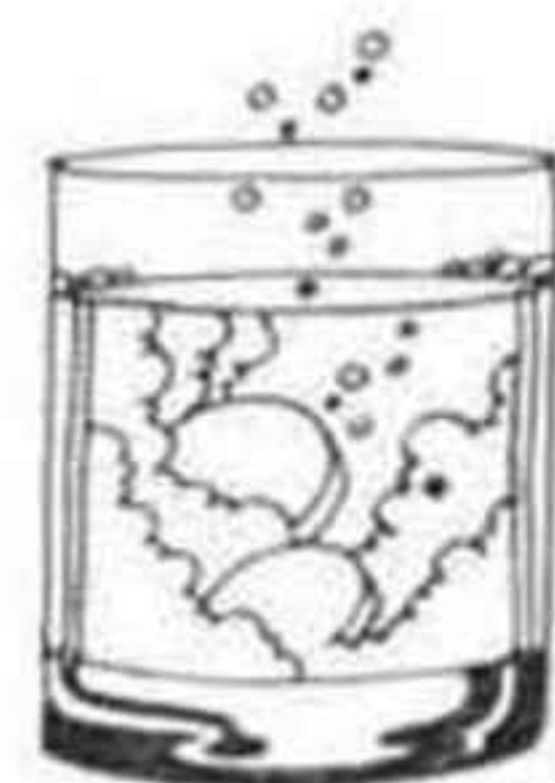
So take a tip, and don't be left stranded without Alka-Seltzer.

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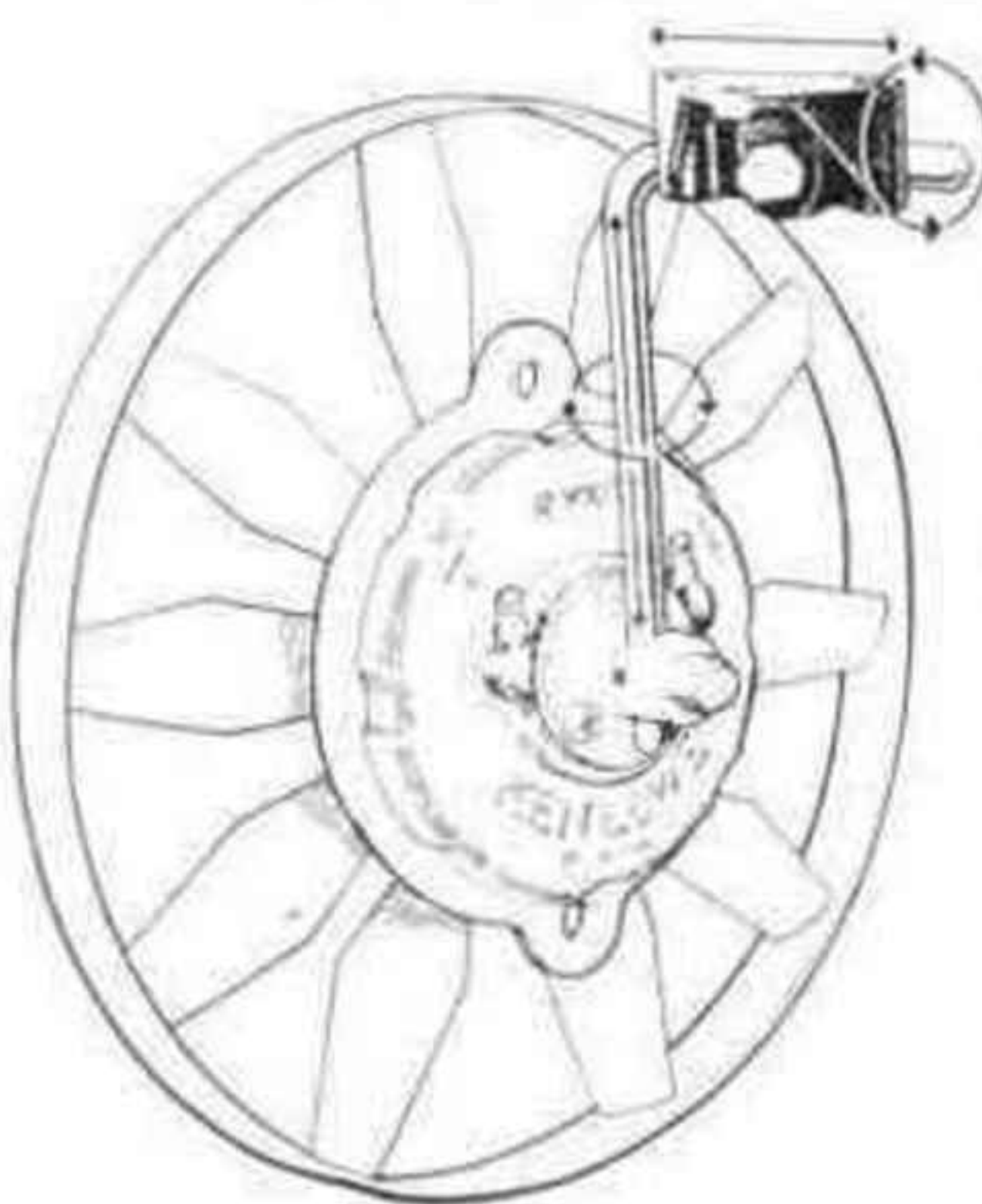
You see, it's our relief service for the Fuzz.

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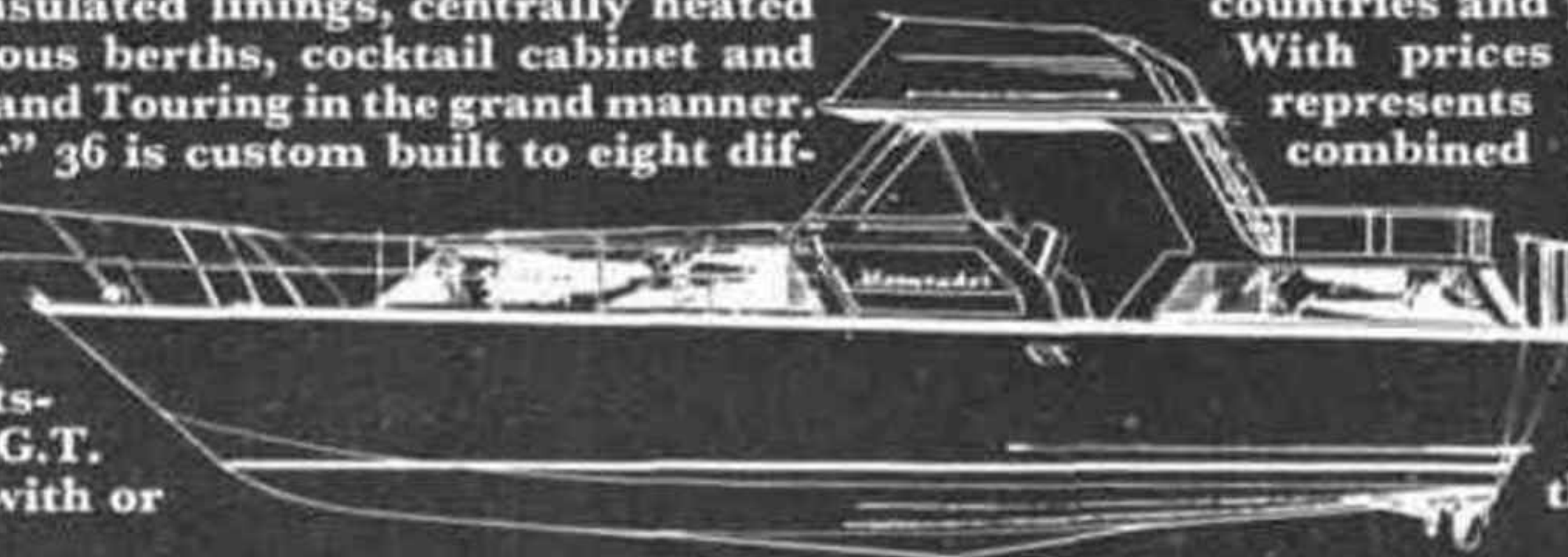
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FRONT COVER PICTURE: THE FERRARI 312P led the Austrian 1,000 kms. before it crashed with Clay Regazzoni at the wheel. A full report of the race appears on page 804.

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MATTERS OF MOMENT

■ THE FUTURE OF LE MANS

Le Mans, instituted in 1923 and once regarded as the most important sports-car race of all, is now being openly criticised, this year's race being described as uninspiring or downright dull. This seems to stem from the quality of the entries, there being no "works" Ferraris or Alfa Romeos. It has caused a plea for a return to the "traditional" Le Mans, contested by "touring" cars having some similarity to catalogue specification, the type of race which brought Bentleys, HRGs, Aston Martins and Jaguars to the Sarthe.

This is paradoxical, for Le Mans has become one of those sports-car contests which have (with others at Buenos Aires, Daytona, Sebring, Brands Hatch, Monza, Spa, Sicily, Nurburg, Zeltweg, Watkins Glen and St. Jovite) outpaced FI in driver prowess (and bravery), engineering techniques and spectacle, as we discussed in this space last month. The 1971 Le Mans race was won at a record 138 m.p.h., so it wasn't speed which was lacking. With its splendidly-surfaced circuit, its permanent amenities, Le Mans is too good to ignore as a setting for the very fast modern sports/racing cars. With the organisers claiming 200,000 spectators (half that number would surely be profitable?) they are unlikely to want to drop out of the big-time stakes. All they have to query is why the "works" teams didn't care about this particular round of the Manufacturers' Sports Car Championship, with its testing hours of darkness. Because, given these, the high speed of the contestants and the skill and bravery of their conductors will continue to act as a powerful magnet to the race-going public and, although the FIA may be hoping to abate such naughty things with next year's 3-litre formula, it seems probable that GP machinery hidden under all-enveloping shells will ensure that the 1972 Ferrari, Matra and Alfa Romeo "sports cars" are about as quick as the present fabulous 5-litre Porsche 917s.

In saying hands-off change at Le Mans and those other sports-car races, particularly the really testing 24 hours or 1,000-kilometre ones, we are not shutting our eyes to the possibility that races for closer-to-standard cars might be successfully reintroduced. We have advocated more Group 1 saloon-car racing to enliven Club meetings and we have praised the one-make races contested by that very excellent road-cum-rally car, the Ford Escort Mexico. But be careful! Could you really stomach two rounds of the clock at Le Mans for such cars, where our reporter complained that the Porsche 911s were "thoroughly boring to watch"? Or things like V12 Jaguars and Opel GTs battling for 1,000 kilometres round the Nurburgring?

What is wanted, perhaps, is not the substitution of more normal cars in the classic sports-car races but a new form of race for such cars. When Le Mans was at its Bentley-dominated height interesting replicas of it were held in this country, of which the Six-Hour Race and "Double-Twelve" at Brooklands were the most significant. Why not a modern 6, 12 or double-12-hour race of this kind? Bog standard cars would be dull to drive and to watch. Scrutineering them has always been a nightmare, from the quibble over the size of Caracciola's Mercedes supercharger (a matter of a few mm.) before the 1930 TT to the bickering by today's Mexico men. It was these twin thorns in the race promoter's backside which took sports-car events away from production models towards less-standard types, until, by 1949, "prototypes" were allowed at Le Mans and all was changed irretrievably.

The present generation must find it hard to accept that once upon a time a Model-A Ford tourer ran alongside (well, momentarily!) 7-litre Mercedes and 6½-litre Bentley in the Ards TT, that hoods had to be actually erect for some laps, that four seats were insisted upon for the bigger cars, and that after 1933 such an obvious racing-car device as the supercharger was banned from the Tourist Trophy. They are more likely to remind us that "catalogue-car" races didn't last long. Wings (we don't mean aerofoils) and other road-going clobber were soon dropped as dangerous. The aforesaid blower-ban was criticised; "the absence of screaming superchargers will deliver the death-blow to the TT". Near-standard bodywork went overboard at Le Mans in 1937, although there was an attempt to reinstate something of the sort in 1956. You cannot put the clock back

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NOTE: the September issue will be published on Friday, September 3rd.



Motor Sport Fixture List For August

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Aug. 1st	AvD	Nurburgring	Aachen West, Germany	German Grand Prix (FI) (INT)	—
Aug. 1st	BARC (South-Eastern)	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
Aug. 1st	Nottingham Sports CC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.15
Aug. 1st	West Essex CC	Snetterton	Thetford, Norfolk	Race Meeting (R)	14.00
Aug. 1st	Orchard MC	Tantfield Farm	Cheshunt, Herts.	Autocross (R)	14.00
Aug. 7th	BRSCC	Crystal Palace	London, SE19	Race Meeting (N)	14.30
Aug. 7th	Ulster AC	Craigantlet	Belfast, N.I.	Hill Climb (N)	—
Aug. 8th	MK Scandia	Mantorp Park	Linköping, Sweden	Formula Two Race (INT)	—
Aug. 8th	Thames Estuary AC	Lydden	Canterbury, Kent	Race Meeting (R)	14.00
Aug. 8th	BARC (Yorkshire)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.45
Aug. 8th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (C)	14.30
Aug. 8th	Vintage SCC	Prescott	Cheltenham, Glos.	Hill Climb (C)	Noon
Aug. 14th	BRSCC (Midland)	Silverstone	Towcester, Northants.	Race Meeting (F5000) (N/INT)	14.30
Aug. 14th	Thames Estuary AC	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.00
Aug. 15th	STMSC	Osterreichring	Leoben, Austria	Austrian Grand Prix (FI) (INT)	15.00
Aug. 15th	Midland AC	Shelsley Walsh	Worcester	Shell/RAC Hill Climb (N)	11.00
Aug. 15th	BARC (East Midlands)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.00
Aug. 15th	Sutton & Cheam MC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
Aug. 15th	Lea-Francis OC	Alton Towers	Alton, Staff.	Autotest/Concours	14.00
Aug. 15th	Orchard MC	Lydden	Canterbury, Kent	Sprint (R)	14.00
Aug. 21st	Mid-Cheshire MRC	Oulton Park	Tarporley, Cheshire	Gold Cup (FI/F5000) (INT)	—
Aug. 21st/22nd	Brecon MC	Sirhowy Bridge	Tredegar, Mon.	Gremlin Rally	22.00
Aug. 20th-22nd	Finnish AC	Jyväskylä	Jyväskylä, Finland	Rally of the Thousand Lakes (INT)	—
Aug. 22nd	SCCA	Mid-Ohio	Lexington, Ohio, USA	Can-Am Round 5 (INT)	14.00
Aug. 22nd	Helsinki AC	Keimola	Helsinki, Finland	Interserie (INT)	—
Aug. 22nd	Winchester & Dist. CC	Lower Upham	Bishops Waltham, Hants.	Autocross (R)	14.00
Aug. 28th	BRSCC (North-West)	Oulton Park	Tarporley, Cheshire	Race Meeting (R)	14.00
Aug. 29th	SCCA	Road America	Elkhart Lake, Wisconsin, USA	Can-Am Round 6 (INT)	—
Aug. 29th	OASC	Salzburgring	Salzburg, Austria	Interserie (INT)	—
Aug. 29th	AC de Suisse	Ollon-Villars	Lausanne, Switzerland	European Hill Climb Champ. (INT)	—
Aug. 29th	BARC (Surrey)	Thruxton	Andover, Hants.	Race Meeting (R)	14.30
Aug. 29th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (C)	14.30
Aug. 30th	BARC	Snetterton	Thetford, Norfolk	Race Meeting (F5000) (N/INT)	14.30
Aug. 30th	BARC (South-West)	Gurston Down	Salisbury, Wilts.	Shell/RAC Hill Climb (N)	11.30
Aug. 30th	BRSCC (South-West)	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.00
Aug. 30th	Darlington & Dist. MC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.00
Aug. 30th	Nottingham Sports CC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.00
Aug. 30th	Surrey Sporting MC	Smallfield	Horley, Surrey	Autocross (R)	14.00
Sept. 5th	AC Milan	Monza	Milan, Italy	Italian Grand Prix (FI) (INT)	—
Sept. 5th	BARC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
Sept. 5th	Bugatti OC	Prescott	Cheltenham, Glos.	Shell/RAC Hill Climb (N)	—
Sept. 5th	BARC (Northern)	Rufforth	York	Race Meeting (R)	14.00

MATTERS OF MOMENT—continued from previous page

completely and there would be no "open-wheelers" in a 1972 sports-car race, although these were part of the Le Mans scene as late as 1950, when mud-guarded Talbots were first and second, a mud-guarded Allard third.

What might be tried, preferably at Oulton Park, would be a race for cars departing no further from standard than the bolting-on of such tuning aids as the soup-kitchens sell, or the equivalent. Numbers sold, not made or alleged to have been built, could be the basis of the type of car permitted. A handicap of some sort might be needed to enable Spridgets and Imps to feel as optimistic about outright victory as the Dinos—they had to do this in the days when it was desirable to level-up between Austin 7s and Talbot 105s and if you want to know how well or how badly it worked out, it's all in the Blight Bible! A long race would be desirable. Top drivers could constitute an attraction; remember Nuvolari in the TT, Bira winning the Donington 12-Hour for instance? (We leave to more erudite historians which was closer to as-you-might-buy trim in the latter sports-car race, Bira's winning Delahaye or the Riley which Paul and Brackenbury brought home in second place. . . .) The idea introduced by the late Gregor Grant, of ending such a race at midnight or thereabouts, to introduce some night driving, might be revived. And don't forget Spa's 24-hour saloon-car race!

If a race of this kind were organised, those who couldn't actually afford a replica of the winning car should at least be able to find similar models on the used-car market. How many Porsche 917s and Ferrari 512Ms did you come across in the small advertisements in this month's MOTOR SPORT? But to reduce Le Mans to a high-speed tour instead of a race would be rather a pity. It was to safeguard against it becoming a GT crawl that experimental and prototype entries were permitted in 1962, the year that the 743 c.c. and 997 c.c. Lotus 23s, schemed to defeat little French devices in the Index of Performance, were, nevertheless, excluded at the last moment, as not conforming to the spirit of Le Mans.

A National Ford Side-valve Rally Day is to take place at Twickenham Rugby Ground (off A316) on August 21st, opening at 2 p.m., the main organiser being the Ford 100E OC. Expect a flood of Pops,

Prefects and the older Anglias in the area that day! Good luck to 'em. Admission is 25p per car. No parking charge.

BRITISH LEYLAND'S FIXED RACE ?

During the past month we were invited by the British Leyland Press Department to a function at the vast Longbridge complex near Birmingham for what was billed as a race between the production lines producing the 2-millionth 1100/1300 and the 5-millionth British Leyland front-wheel-drive car. Naturally the cars are numbered by a computer when they are just a twinkle in the Production Manager's eye, so it wasn't exactly a matter of counting them down as they came off the line. We had hoped that we would see the cars actually roll off the assembly line but it was explained that they were being produced in separate buildings, so we all sat in the conference hall and listened to various speeches which seemed to show a new buoyancy at BL. It was interesting to hear on this front-wheel-drive occasion why the Marina had been introduced, apparently BL feel they should "fulfil all sectors of the market", whatever that means.

The "race" was won by the 5-millionth f-w-d car which Alex Issigonis drove into the hall, followed only a couple of minutes later by the 2-millionth Mini. What did baffle us was that the 1300 had sixteen miles on the mileometer when it reached us and the export Mini had 32 kms.; maybe they became involved in a race around the block. Whatever, it was a unique record by British Leyland and one they could justifiably celebrate.

NEW WHEEL DIVISION

Kent Alloys Ltd., the member of the GKN Division down in Rochester that produces many of the castings used in the manufacture of racing cars as well as a large number of aircraft parts, celebrated the opening of a new and highly mechanised road wheel division during July. The official function was performed by Graham Hill and a tour of the works revealed the lengths to which Kent Alloys go to make sure each wheel is perfect. The plant is now the largest and most modern complete aluminium alloy wheel manufacturing unit in the World and produces wheels for Aston Martin, Lotus, Ford and many other concerns.

24th BRITISH GRAND PRIX

Stewart and Tyrrell Again

SILVERSTONE, July 17th.

ALTHOUGH the British Grand Prix does not have a long and venerable history, like the French Grand Prix, it does have the distinction of being held continuously since 1948, mostly at the Silverstone airfield circuit; with occasional digressions to Aintree and Brands Hatch. There were some British Grand Prix races held at Brooklands in the twenties, but they died along with any influence we had on International motor racing, until the BRDC got Silverstone under way in the new era of motor racing. The *Daily Express* newspaper, who do more harm than good for motor racing with their gory crash and death photographs, have been backing the British Grand Prix for years, and this year they were joined by the International Wool Secretariat (a rather obscure *him or they*) and the British Grand Prix very nearly lost its identity, for my admission ticket said I was allowed into the *Woolmark Grand Prix* and there was an RAC badge on it, while some of the Press information given out officially also referred to the *Woolmark Grand Prix*. Be that as it may, I went to see the 24th post-war British Grand Prix at sunny Silverstone, for during practice on Thursday and Friday it really was hot and perfect weather for the garden-party atmosphere you get at Silverstone. The party was somewhat marred, especially in the BRM camp, by the absence of Pedro Rodriguez, that tough little Mexican, who had been killed in a small race in Germany only the week before, and to many people the cold fact still seemed unreal. The death of a driver does not stop Grand Prix racing, so everyone else turned up for practice, which was held in four separate sessions, two on Thursday and two on Friday, each session lasting an all-too-short 60 minutes. Recently some races have overdone practice, with as much as seven hours, three of them continuous, for a two-hour sprint race, but the RAC (or BRDC, *Daily Express*, or *Woolmark*, or whoever was in charge) rather underdid it this year for 60-minute sessions were barely long enough to make any alterations and certainly not long enough if any troubles cropped up.

There were one or two changes in the normal combinations of cars and drivers, Team Lotus putting Wisell in the turbine car, which allowed Charlton to take over the Swede's Lotus 72, while Fittipaldi remained with his usual Lotus 72. Following the fashion, the Cosworth engines in the Lotus cars had been fitted with air-collector boxes fed by a large snorkel above the driver's head, which confused the original theory behind the earlier Lotus air-boxes and made me wonder if anyone knows what they are doing. It is surprising how many people still refuse to believe that Stewart drives faster than anyone else, and hope that his speed is to do with some Tyrrell or Cosworth mystique. For this race both the 1971 Tyrrell cars were using the Chevron/Porsche-like nose cowlings, while the original car was unchanged and only kept as a spare, not being used at all in practice, though it did do a few laps after practice was all finished, with a cine-camera mounted on the side, and Stewart drove it quite swiftly. The Ferrari team entered three cars, one for the mythical Andretti, who failed once more to appear, so his 312B/2 car was a spare for Ickx and Regazzoni, but they had no need to use it. Following the fashions Ferrari had schemed up very neat air-boxes over the intakes of the flat 12 engines, fed from scoops blended into the sides of the cockpit. They also had new nose cowlings available, with spats in front of the front wheels like BRM introduced at the Dutch GP. After experimenting in practice they retained the new noses for the race but abandoned the air-collector boxes. The Brabham and McLaren teams were unchanged from previous races, except that McLaren added Oliver to their team, driving the 1970 car, M14A/2. They tried a Tyrrell-like nose cowling on Hulme's car during practice, but only briefly, and did not use it in the race. Quite naturally the BRM team left their number one car behind, and had Siffert in P160/02 and Ganley in P153/06, with the P160/03 as a spare, and in two practice sessions Siffert had occasion to use it when his own car broke down. On the first occasion the fuel pump packed up and on the second occasion the flywheel ignition pick-up cracked. It was not until the last session that Siffert's car was made to go properly and the Swiss then stormed off and got himself on the front row of the grid, more by exasperation than skill. A Cosworth-like air-box was also tried on Siffert's car during practice, but not used in the race.

In the March team there were numerous changes in both cars and drivers, for Soler-Roig's contract was replaced by one with Galli, so that the little Italian took over the Cosworth-powered 711/4, while de Adamich retained 711/1 with the works Alfa Romeo engine. The chassis and running gear of 711/2, which Peterson has been racing, was sold to the Clarke-Mordaunt group, who fitted the necessary parts from their 701 March to it, for Beuttler to drive. Meanwhile, the March 711/6, which was built up as a second Alfa Romeo-powered car, was converted to a Cosworth-powered one and Peterson took this over as the number one works car. The Surtees team had four cars at the circuit, 001 for the owner, 002 for Stommelen, 004 as a spare and the "Rent-a-car" TS7/001 for Bell, but during practice Surtees did a shuffle and let Bell drive the latest TS9 and also use it in the race. To make sure it was all right Surtees used it himself for the first Friday practice session. The Matra team had transporter problems so could only bring two of their V12 cars, Amon having 06 and Beltoise 05, and throughout practice they were never really happy, being unable to match the lap times they had done earlier in the year. The lone private entry was that of the Williams March 711/3 for Pescarolo, whose practice was marred by a broken rear upright causing the Frenchman to crash mildly and bend the rear end, but the Williams mechanics got it all sorted out in time for the race.

PRACTICE TIMES

No.	Driver	Car	Thursday First	Thursday Second	Friday First	Friday Second
1	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	1. 19.6	1. 19.2	1. 18.3	1. 19.6
2	D. Charlton	Lotus 72D/R3-Cosworth V8	1. 21.2	1. 20.72	1. 20.05	—
3	R. Wisell	Lotus T56B-Pratt & Whitney	1. 22.684	1. 22.38	1. 20.8	1. 20.6
4	J. Ickx	Ferrari 312B/2 No. 6—flat 12	1. 20.6	1. 20.54	1. 19.5	1. 19.6
5	G. Regazzoni	Ferrari 312B/2 No. 5—flat 12	1. 20.2	1. 20.2	1. 18.1	1. 18.2
6	M. Andretti	—	—	—	—	—
7	G. Hill	Brabham BT34/1-Cosworth V8	1. 21.0	1. 20.399	1. 31.7	1. 20.9
8	T. Schenken	Brabham BT33/3-Cosworth V8	1. 21.1	1. 20.328	1. 19.89	1. 19.5
9	D. Hulme	McLaren M19A/2-Cosworth V8	1. 21.35	1. 20.9	1. 19.6	1. 19.9
10	P. Gethin	McLaren M19A/1-Cosworth V8	1. 20.9	1. 20.60	1. 20.1	1. 21.0
11	J. Oliver	McLaren M14A/2-Cosworth V8	1. 22.9	1. 22.0	1. 21.0	1. 21.2
12	J. Stewart	Tyrrell 003-Cosworth V8	1. 19.4	1. 19.0	1. 18.2	1. 18.1
14	F. Cevert	Tyrrell 002-Cosworth V8	1. 21.31	1. 20.59	1. 18.8	1. 20.1
15	—	—	—	—	—	—
16	J. Siffert	BRM P160/02—V12	1. 21.25	1. 21.69	1. 26.2	1. 18.2
17	H. Ganley	BRM P153/06—V12	1. 22.2	1. 21.39	1. 19.94	1. 20.1
18	R. Peterson	March 711/6-Cosworth V8	—	1. 21.55	1. 19.0	1. 19.7
19	A. de Adamich	March 711/1-Alfa Romeo V8	1. 26.3	1. 24.6	1. 23.2	—
20	N. Galli	March 711/4-Cosworth V8	1. 23.4	1. 21.54	1. 20.9	1. 21.3
21	C. Amon	Matra-Simca MS120B/06—V12	1. 22.683	1. 21.44	1. 19.77	1. 19.7
22	J.-P. Beltoise	Matra-Simca MS120B/05—V12	1. 37.2	1. 22.47	1. 23.7	1. 20.2
23	J. Surtees	Surtees TS9/001-Cosworth V8	1. 22.5	1. 21.8	—	1. 20.6
24	R. Stommelen	Surtees TS9/002-Cosworth V8	1. 21.7	1. 20.78	1. 19.98	1. 21.4
25	D. Bell	Surtees TS7/001-Cosworth V8	1. 23.7	—	—	—
26	H. Pescarolo	March 711/3-Cosworth V8	1. 22.3	—	1. 20.5	1. 21.2
30	J. Stewart	Tyrrell 001-Cosworth V8	—	—	—	—
32	J. Siffert	BRM P160/03—V12	—	1. 21.65	1. 19.9	—
33	D. Bell	Surtees TS9/004-Cosworth V8	—	1. 41.4	—	1. 20.6
34	J. Ickx	Ferrari 312B/2 No. 7—flat 12	—	—	—	—
33	J. Surtees	Surtees TS9/004-Cosworth V8	—	—	1. 21.0	—
35	M. Beuttler	March 711/2-Cosworth V8	—	—	1. 22.2	1. 20.7

Throughout the four short-sharp practice periods the pace was set by Stewart, with Regazzoni hot on his heels, and Fittipaldi being in there with them rather unobtrusively, until Siffert got in there at the last moment. Ickx just never got fully wound up at all, in spite of the Ferrari team doing all they could to help. Fittipaldi's progress was stopped, as was Charlton's, when the top engine mountings began to break up, caused by the high-speed cornering tyre vibrations, similar to those that have been plaguing Ferrari recently. Charlton's Lotus broke both sides and Fittipaldi's only the left side, so the Brazilian's car was repaired and strengthened during Friday and he managed to get out just as practice was finishing, and did an instant 1 min. 19.6 sec., a time that a lot of people had spent four hours trying to achieve. He had already put himself in the "ace" class with 1 min. 18.3 sec., just behind Siffert (BRM) 1 min. 18.2 sec. and Stewart (Tyrrell) and Regazzoni (Ferrari), who had done 1 min. 18.1 sec. Regazzoni did his "ace" time in the first practice on Friday and in the final session Stewart did all he knew to beat him, but failed, though he did equal the Ferrari time. Anyone who saw him do three consecutive laps on the absolute limit, raising dust with his

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outside rear tyre as he used every inch of the circuit, saw a master driver in action; and there are still people who think it is unfair that he should have the only Ferrari-beating Cosworth engine. My answer to the moaners is "and who would you give the best engine to?". Practice was wound up with five different makes in the first two rows of the grid, with Stewart in the Tyrrell-Cosworth between the 12-cylinder cars of Regazzoni and Siffert. The little Scot was also the only Goodyear-shod runner in the first two rows, so that the Wolverhampton firm joined Ford in their mutual admiration of their choice. One thing that Stewart can do is to give his backers value for money when conditions are right for him.

The people who paid to go to Silverstone, and it was said that there were 100,000 of them, certainly got their money's worth of speed, spectacle and sport, for the Grand Prix was surrounded by Formula Three racing, in which David Walker brought more smiles to Colin Chapman's face, as well as his many enthusiastic followers, aerobatics by the Red Arrow flyers, an old car parade, that looked very much like a race, with everything from Crabbe's W125 Mercedes-Benz and Tony Brooks in a Vanwall, to D-type Jaguars and Lago-Talbots, and a tour of respect for Pedro Rodriguez by a JW Gulf-Porsche 917, as well as saloon-car racing and Chris Barber's Jazz Band to finish up the day. Added to all this was superbly sunny weather and the splendid garden-party atmosphere, all in the centre of England, so it was no wonder that Silverstone was packed to overflowing. After an untimed practice session before the festivities began, the Grand Prix cars were assembled ready for a 2.30 p.m. start, and the less said about the start the better. It would have done justice to any French motor race and resulted in Regazzoni jumping the flag and then stopping, and at the back of the grid Oliver rammed the nose of his McLaren into the back of Hill's Brabham, eliminating both cars and getting himself a "naughty-boy fine" of £50. On the warm-up lap Charlton's Lotus blew smoke out of its Cosworth engine and a piston broke up almost before he left the grid, while Wisell with the turbine car was last to arrive on the grid. The Woolmark race sponsors issued all the mechanics with blue Woolmark shirts, but it was noticeable that many teams refused to wear them, conscious of their loyalties to their own sponsors, like STP, Gulf and so on, the March and McLaren boys

having the Woolmark shirts stuffed under their belts. Would there be a clashing of vested interests here?

The 22 cars that roared away on the opening lap were led by the Ferraris of Regazzoni and Ickx, the Belgian having nipped in behind his team-mate from the third row, and they had Stewart's Tyrrell hard on their heels. It took Stewart one lap to dispose of Ickx and two laps to dispose of Regazzoni and that was it, the race as such was all over and we settled down to watch and admire the way Stewart and the blue Tyrrell make everyone else look like beginners. There was not even a moment of excitement with the Ferraris hanging grimly to the slipstream of the Tyrrell, for once past Stewart just disappeared into the distance and cruised effortlessly onwards for the remainder of the 68 laps, making the Woolmark-sponsored British Grand Prix a one-man, one-car demonstration, and Ken Tyrrell's team are on such a winning streak at the moment that their confidence is such that they do not make mistakes in preparation and maintenance. Siffert got his BRM past the two Ferraris by lap 5 and the only real interest was to watch Peterson and Fittipaldi move up and actually catch and pass other cars, while no one could miss noticing that Schenken was driving the way he had gone at the French Grand Prix, holding a good sixth place ahead of Hulme.

The first 10 laps saw everything sorted out nice and tidily, with Stewart well ahead of Siffert, both lapping at around 1 min. 20 sec., followed by Regazzoni and Ickx, the two Ferraris being harried by Peterson, Schenken, Fittipaldi and Hulme. After a sizeable gap came Ganley's BRM well ahead of the rest of the runners, in the order Gethin, Cevert, Stommelen, Amon, Pescarolo, Beltoise, Surtees, Galli, Beuttler, Bell, Wisell and de Adamich. All that remained now was to wait for the "10 little nigger boys" routine to be enacted, and this began on lap 20 when Cevert stopped at the pits with hot water spraying on him from a broken pipe; it was bodged up and he rejoined the race at the back of the field. Then Beuttler went missing with low oil pressure in his Cosworth engine, Bell dropped out with a radius rod mounting broken on the new Surtees, and Hulme coasted to a stop at Beckett's with a pool of oil around his McLaren, by which time the leader had covered 32 laps and there was a bit of a procession going on. However, there had been a little drama going on just behind Stewart, for the BRM in second place had vibrated its coil loose and it was shorting the electrical system occasionally, so that Regazzoni was able to retake second place from Siffert, but until something happened to Stewart or the Tyrrell no one was going to get a sniff at the leading position for by now Stewart was cruising round at his leisure. At half-distance the engine in Amon's Matra began to fail, which dropped him from a pretty miserable tenth place, and Gethin was unhappy with the feel of his McLaren, which two pit stops finally showed to be due to a deflating tyre. Ickx went missing on lap 38 and arrived late at the pits with a flat rear tyre, which dropped him from fourth place to the back of the field where Wisell was circulating slowly and quietly with the turbine car and de Adamich was also circulating, having had to stop for repairs to the Alfa Romeo throttle linkage. Meanwhile, the popping and banging of Siffert's BRM was getting worse and it was only a matter of time before he was forced to stop, which happened on lap 43, when the coil was lashed up, and, after some trouble restarting the engine, a slave battery having to be used, Siffert rejoined the race down at the back. Hardly had the race recovered from losing its third-place car than the second-place one was heading for the pits and Regazzoni retired with a broken engine. This left Peterson now in second place, followed by Schenken, Fittipaldi and Ganley, and just as the last named was lapped by the leader of the race his BRM got a flat tyre at the rear and the stop to change it put him back behind the non-stop tail-enders who had been reduced to Pescarolo (March 711) and the two Surtees cars of Stommelen and Surtees. Next to go was Ickx with a Ferrari engine that was fast dying and he was followed by Gethin, whose Cosworth engine was dying, and it began to look like a good thing that the race was only 68 laps long, for there were not too many healthy cars left running.

As Stewart went round and round it was interesting that there were three comparative "new boys" following him, all of them progressing steadily in the art of "driving" a Formula One car as distinct from "racing" a Formula Three or Formula Two car, these three being the only ones on the same lap as the leader. Just when Schenken seemed all set for an honourable third place his Brabham broke its transmission and he coasted to a stop out on the circuit on lap 64. Meanwhile, Wisell was creeping to the finish with the turbine losing power and only pulling about 60% and Galli had his fingers crossed as his Cosworth engine had been blowing out oil

STARTING GRID



16 J. Siffert (BRM V12) P160/02 1 min. 18.2 sec. (1 min. 20.1 sec.)	12 J. Stewart (Tyrrell-Cosworth V8) 003 1 min. 18.1 sec. (1 min. 19.9 sec.)	5 G. Regazzoni (Ferrari flat-12) 312B/2 No. 5 1 min. 18.1 sec. (1 min. 20.1 sec.)
18 R. Peterson (March-Cosworth V8) 711/6 1 min. 19.0 sec. (1 min. 20.3 sec.)	14 E. Fittipaldi (Lotus-Cosworth V8) 72D/R5 1 min. 18.3 sec. (1 min. 20.2 sec.)	4 J. Ickx (Ferrari flat-12) 312B/2 No. 6 1 min. 19.5 sec. (1 min. 20.2 sec.)
9 D. Hulme (McLaren-Cosworth V8) M19A/2 1 min. 19.6 sec. (1 min. 20.9 sec.)	8 T. Schenken (Brabham-Cosworth V8) BT33/3 1 min. 19.5 sec. (1 min. 20.2 sec.)	21 C. Amon (Matra-Simca V12) MS120B/06 1 min. 19.7 sec. (1 min. 20.8 sec.)
14 F. Cevert (Tyrrell-Cosworth V8) 002 1 min. 19.8 sec. (1 min. 20.9 sec.)	24 R. Stommelen (Surtees-Cosworth V8) TS9/002 1 min. 19.88 sec. (1 min. 21.1 sec.)	17 H. Ganley (BRM V12) P153/06 1 min. 19.84 sec. (1 min. 20.0 sec.)
2 D. Charlton (Lotus-Cosworth V8) 72D/R3 1 min. 20.05 sec. (1 min. 53.0 sec.)	22 J-P. Beltoise (Matra-Simca V12) MS120B/05 1 min. 20.2 sec. (1 min. 21.3 sec.)	10 P. Gethin (McLaren-Cosworth V8) M19A/1 1 min. 20.10 sec. (1 min. 21.5 sec.)
23 J. Surtees (Surtees-Cosworth V8) TS9/001 1 min. 20.61 sec. (1 min. 21.0 sec.)	26 H. Pescarolo (March-Cosworth V8) 711/3 1 min. 20.5 sec. (1 min. 21.1 sec.)	7 G. Hill (Brabham-Cosworth V8) BT34/1 1 min. 20.3 sec. (—)
20 M. Beuttler (March-Cosworth V8) 711/2 1 min. 20.7 sec. (1 min. 22.7 sec.)	6 R. Wisell (Lotus-Pratt & Whitney) T56B 1 min. 20.66 sec. (1 min. 22.6 sec.)	3 (—)
25 D. Bell (Surtees-Cosworth V8) TS9/004 1 min. 22.3 sec. (1 min. 22.4 sec.)	11 J. Oliver (McLaren-Cosworth V8) M14A/2 1 min. 21.0 sec. (—)	20 N. Galli (March-Cosworth V8) 711/4 1 min. 20.9 sec. (1 min. 22.3 sec.)
	19 A. de Adamich (March-Alfa Romeo V8) 711/1 1 min. 23.2 sec. (1 min. 24.4 sec.)	19 (—)

N.B.—Beuttler (March 711/2) practised under number 35 but raced under number 6. Times in brackets are fastest laps recorded in race, number is lap on which it was achieved.

smoke for the whole race and his oil pressure was down to an uncomfortable 40 lb./sq. in. Stewart swept home the winner of the British Grand, having demolished all the opposition and the rest straggled home in various states of health. The two Surtees works cars finished strongly enough, but not fast enough, and Pescarolo had had a good steady run in the Williams March 711. It had not been a memorable British Grand Prix, and Stewart had not been perfection, for he had not made fastest lap in every practice session and had not led from start to finish, but he had more than satisfied his supporters and if he becomes the 1971 World Champion this race was yet another demonstration of why he will justify the title.—D. S. J.

Results :

THE BRITISH GRAND PRIX—Formula One—68 laps—321 kilometres —Warm and Dry

1st :	J. Stewart (Tyrrell 003)	1 hr. 31 min. 31.5 sec.—209.98 k.p.h. (130.48 m.p.h.)
2nd :	R. Peterson (March 711/6)	1 hr. 32 min. 07.6 sec.
3rd :	E. Fittipaldi (Lotus 72D/R3)	1 hr. 32 min. 22.0 sec.
4th :	H. Pescarolo (March 711/3)	1 lap behind
5th :	R. Stommelen (Surtees TS9/002)	1 lap behind
6th :	J. Surtees (Surtees TS9/001)	1 lap behind
7th :	J-P. Beltoise (Matra-Simca MS120B/05)	2 laps behind
8th :	H. Ganley (BRM P153/06)	2 laps behind
9th :	J. Siffert (BRM P160/02)	2 laps behind
10th :	F. Cevert (Tyrrell 002)	3 laps behind
11th :	N. Galli (March 711/4)	3 laps behind
12th :	T. Schenken (Brabham BT33/3)	5 laps behind—Not running at finish
13th :	R. Wisell (Lotus T56B)	11 laps behind—Not classified
14th :	A. de Adamich (March 711/1)	12 laps behind—Not classified

Fastest lap : J. Stewart (Tyrrell 003) on lap 45, in 1 min. 19.9 sec.—212.24 k.p.h.
(131.88 m.p.h.) (new record).

Retirements : J. Oliver (McLaren M14A/2), accident, on lap 1; G. Hill (Brabham BT34/1), accident, on lap 1; D. Charlton (Lotus 72D/R3), engine, on lap 2; M. Beuttler (March 711/2), oil pressure, on lap 22; D. Bell (Surtees TS9/004), broken suspension, on lap 24; D. Hulme (McLaren M19A/2), engine, on lap 32; C. Amon (Matra-Simca MS120B/06), engine, on lap 36; G. Regazzoni (Ferrari 312B/2 No. 5), engine, on lap 49; J. Ickx (Ferrari 312B/2 No. 6), engine, on lap 52; P. Gethin (McLaren M19A/1), engine, on lap 54; T. Schenken (Brabham BT33/3), transmission, on lap 64.

24 starters — 14 finishers.

Reflections in the green grass of Silverstone

THE OCCASION of this year's British Grand Prix at Silverstone was also the twenty-first anniversary of the BRM team, for it was at Silverstone that the BRM V16 first appeared. Siffert made the Bourne firm a nice birthday present by getting his BRM on the front row of the starting grid, and it would have been rather nice if he had won the race. However, whereas the original BRM disgraced itself on the first outing, this year's P160 car did not do that, and while running was running strongly and competitively. It was thought that the vibration which broke the coil mounting came from the rear tyres, this high frequency phenomena which appears from the inside wheel, which is lightly loaded, on a fast bend, also being the cause of the Lotus 72 breakages in practice. Ferrari are also worried by this problem and are still experimenting with dampers to suppress it, but even so Regazzoni was not at all happy while holding second place. The problem does not seem to affect the Tyrrell, but the reasons are obscure, and it seems to be generated by both Goodyear and Firestone wide-tread, low-profile tyres.



TIM SCHENKEN would certainly have earned a Hard Luck Trophy had there been one at Silverstone. His Brabham again failed with only a few laps to go and World Championship points in his grasp.

It was interesting that in the F3 race, with the "strangled" air-intakes on the 1,600 c.c. engines, Williamson made fastest lap at 109.99 m.p.h., and a lot of people recalled the first 100 m.p.h. lap at Silverstone as if it were yesterday, whereas in fact it happened something like twenty years ago. Of all the circuits on which Grand Prix races are held Silverstone has probably changed the least over that time, so that the lap record of 131.88 m.p.h. set up by Stewart gives a good measure of racing car progress. In practice he and Regazzoni recorded 1 min. 18.1 sec., a speed of 134.92 m.p.h., the fastest ever on the Silverstone circuit. It is also worth mentioning that lap times were recorded by Omega equipment presented to the RAC by the Shell Petroleum Company, a firm who have supported motor racing since the dark ages. This beam timing apparatus was recording to three places of decimals, and during practice numerous equal laps by different drivers were split to thousandths of a second, as shown in the Practice Times table. While the Silverstone circuit shape has not been changed over the years the edges of the track are constantly changing, and in the early days there were some grumbles about the featureless inside edges of the corners, especially where they crossed the ends of the runways of this old war-time aerodrome. The line of the corners was marked by five-gallon oil drums, many of which were sent flying by the racing cars, so to make the perimeter-road track more like a road circuit, low brick walls were built on the inside edge of the corners. These made sighting easier and everyone was happy to have a clearly defined wall to clip with the front wheel in true road-racing manner. With the present changing faces of circuits these walls have been removed and replaced by plastic marker posts, to make Silverstone less like a road circuit and more like an airfield circuit. Another change that has taken place, generated by all those who are concerned with safety, is the filling in of the ditches that were dug a few years ago to prevent a car skidding into the spectator enclosures. In their place the earth banks on the outside of the circuit have been reinforced with very solid looking railway sleepers standing on end and buried quite a way into the ground, and in other places there are very solid brick walls, so that anyone who goes off the track at high speed stands a good chance of getting badly hurt, though the spectators should be safe enough. As I suggested last month we should adopt the Oozlum Bird as the mascot of Grand Prix racing.

Now that almost everyone is using collector boxes for the engine air intakes there has been some muttering about their height being illegal, for on the face of it the rules say that no part of the *coachwork* can be higher than 80 centimetres above the lowest point of the car, and *coachwork* is defined as being "all parts of the car licked by the airstream and situated above a plane passing through the centre of the wheel hubs." However, elsewhere the rules state that excepted from this definition are "the anti-roll bar (they mean anti-crash bar, or roll-over bar) and units definitely associated with the functioning of the engine or transmission," and the collector boxes must surely be involved with the functioning of the engine, so all is well. While on the subject of engines the scrutineers were going to measure Stewart's engine when it was returned to the Cosworth factory, not because there had been any protests or suggestions that it was over-size, but because it has been a long while since a Cosworth V8 was checked for capacity, and what better one than the "absolutely standard" one in Tyrrell's car. What the RAC engineers will not check will be the compression ratio, the valve timing, the cam profiles, the port shapes and valves, and all those little things that make one engine better than the next one, and there is no disputing the fact that Cosworth can produce a "better" engine if they really try. It's just like the days of Coventry-Climax, all their 1½ litre V8 engines were the same except the one that Clark used.

It would be difficult to award a bad luck prize at the Grand Prix, for Charlton deserved it for coming all the way from South Africa to have his engine blow-up on the starting grid, but equally Schenken deserved it for getting to a good third place only to have his car break four laps from the end. There were also people who said "What about poor old Graham Hill?", but I'm afraid my reply to them was that if he had gone faster in practice he would have been further up the grid and out of the way of the charging Oliver.

With the glorious weather it was agreed that Silverstone was at its best and the way that motor racing should be, for nearly everyone who was anyone was there, and a very welcome guest was old Jack Brabham himself, looking splendidly fit and well, and it gave a lot of people great pleasure to see him again. Silverstone being an ex-RAF aerodrome, it came back into its own, with one of the runways chock-a-block with private aircraft, and the queue to take off was nearly as bad as the queue to drive out of the gates. A very pleasant meeting all round, but not a memorable one.—D. S. J.

RALLY REVIEW

FINISHERS

1st	B. Darniche/A. Mahé (Alpine-Renault, Group 4)	..	14 hr. 55 min. 13.3 sec.
2nd	J. Vinatier/L. Pointet (Alpine-Renault, Group 4)	..	15 hr. 06 min. 10.6 sec.
3rd	J-F. Piot/J. Porter (Ford Escort RS, Group 2)	..	15 hr. 39 min. 49.6 sec.
4th	R. Trautmann/G. Deysieux (Lancia Fulvia, Group 3)	..	16 hr. 24 min. 28.5 sec.
5th	J. Henry/E. Grobot (Alpine-Renault, Group 3)	..	16 hr. 52 min. 01.8 sec.
6th	M. Gamet/J.-C. Gamet (Opel Kadett, Group 1)	..	17 hr. 18 min. 27.9 sec.
7th	Gedehem/V. Laverne (Porsche 911S, Group 3)	..	17 hr. 36 min. 10.0 sec.
8th	T. Sabine/B. Surre (Ford Capri 2.6, Group 1)	..	17 hr. 37 min. 22.8 sec.
9th	M.-C. Beaumont/M. de la Grandrive (Opel Ascona, Group 1)	..	17 hr. 51 min. 25.1 sec.
10th	H. Greder/M.-M. Fouquet (Opel Commodore, Group 2)	..	18 hr. 14 min. 05.2 sec.
11th	M. Vallet/M.-F. Saulnier (Alfa Romeo Duetto, Group 3)	..	18 hr. 25 min. 00.9 sec.

Coupe des Alpes Winners: Darniche and Vinatier.

Coupe d'Argent Winners: None.

Coupe d'Or Winner: Vinatier.

34 starters, 11 finishers.

AT THE END of June there was an Alpine Rally in Southern France, but it was an Alpine in name only. Gone were the old atmosphere, the old polish and slickness and the Who's Who-type entry list. Unfortunately, the bad points which remained were magnified, and the whole emerged as an insignificant shadow of the glorious *Coupe des Alpes* which was.

The Alpine has always been expensive for competitors and for organisers. Without a sponsor the AC de Marseille et Provence finds it impossible to put it on at all, and last year it was cancelled altogether because of the absence of a backer. This year the same thing happened and an announcement was made that there would be no *Coupe des Alpes* in 1971. Then, with admirable generosity, along came BP France with an offer to support the rally financially. The club accepted and, in the six weeks or so left to them, started getting the rally off the ground. But it takes many months to do this properly, and in the time available they couldn't possibly hope to produce a rally of a stature equal to that of past Alpines. In the circumstances all that BP did was keep a sinking ship barely afloat, and it would have been kinder, perhaps, if it were allowed to remain just below the surface for another year.

The Alpine team sent no less than six cars, which was not at all unexpected, but other teams displayed little interest. A Lancia and two mechanics came from Italy for Trautmann to drive, a borrowed Daf from Eindhoven for Claude Laurent and an Escort RS from Boreham for the Ford France pair, Piot and Porter. There were dealer-entered Opels and Alfa Romeos, and a cluster of private entrants bringing the total number of starters to a measly 34. British privateers were once as keen on the Alpine as they were on the Monte, but the entry fee of £130 (£200 if the entrant was not competing himself) was quite ridiculous. Had the organisers diverted some of the money spent on unnecessary trivia towards reducing the entry fee they might just have had enough cars for the event to qualify as a round in the International Championship for Constructors. As it was, it had to suffer the indignity of being disqualified, even though a French national event was tagged along at the back of the handful of survivors for the last of the event's three legs.

Route changes were frequent and nothing will annoy a competing crew more than to get back after a week of practice to find that some of the roads on which they have been spending their precious time have been taken out of the rally route. A Swedish pair got so fed up with this that they packed up and went home. There were changes to the timing system, too, and sections which crews had found were possible in the target time allowed were converted to "scratch" when they came to start the rally. This meant that they had to tackle them without pace notes simply because of an organisational whim.

It was on such a section that Jean-Luc Thérier, one of Alpine's stars, hit a bridge, lost a wheel and retired. The same happened to Ove Andersson, the most successful rally driver of 1971, whose Alpine left the road and went 50 feet down a mountainside.

Little can be said of the exploits of 34 rally crews whittling themselves down to 11 finishers. The rally was as fast and as difficult as ever, of course, but, oh, how needlessly complicated! At one time it was an advantage to supplement the closed-road special stages with things called "selectifs" as a means of disguising special stages sufficiently to be able to run them on open public roads without interference from the authorities. The need for such tactics has gone, for even selectifs are now closed to other traffic. Further to complicate matters by having some selectifs on scratch and others on target times is quite ridiculous. The sooner the Alpine simplifies itself by running clean, simple, easy-to-follow special stages, in which time taken is the sole deciding factor, the better.

Bernard Darniche proved to be the winner in his works Alpine,

but more significant was the fact that second man Jean Vinatier was close enough to him in second place to win an Alpine Cup. This was his third in successive Alpine Rallies, so his name has now been added to the list of those who have won *Coupes d'Or*. The only other two drivers with Alpine Gold Cups in their trophy collections are Ian Appleyard and Stirling Moss. It was quite a curtain-call for Vinatier, for he has now left the Alpine team to become Competitions Manager for Ford France.

It is well known that the French Alpine Rally has its origins in the Austrian one. In the sixties, the French event was good and the Austrian one indifferent. This year the situation was reversed, and alongside its Austrian counterpart the *Coupe des Alpes* simply didn't hold a candle.

French organisers are somewhat reluctant to accept advice from outside France, but in the hope that someone takes a hint may I suggest to them that next year they should fix a route and stick to it, fix a timing system and stick to it, rearrange the stopovers so that expensive hotels do not succeed in squeezing maximum profit from visiting rally people, and cut the superfluous pomp and the unnecessary extras in order that entry fees for private entrants might be reduced.

* * *

For some peculiar reason it is a very rare thing indeed for D.S.J. and I to be in the MOTOR SPORT offices at the same time. On such occasions we spend the first few minutes of the conversation each attempting to convince the other that he is the more frequent globe-trotter. There is usually a stalemate and the conversation wanders off to other things.

About a year ago those other things included the subject of pace notes and how the modern techniques used by professional rally crews compare with the system of hand signals which he employed when he shared the winning Mercedes with Stirling Moss in the 1955 Mille Miglia.

Nowadays we use electronic intercom. sets fitted into the crash helmets of drivers and co-drivers to pass on the vital information. The unamplified human voice is hardly up to penetrating the noise of the engine and the constant clatter of stones being flung against the undertray, particularly as crash helmet padding muffles most of it—unless the co-driver wants to keep up a continuous shouting which would render him hoarse in a very short time.

D.S.J. has a theory that the spoken word is inferior to the visual sign as a means of conveying road information effectively to a driver who is on the absolute limit at ten-tenths. He maintains that when a driver is concentrating to that extent he becomes temporarily deaf and unable to make use of the audible signals coming from his earpieces.

We agreed to differ on this point, for I cannot bring myself to believe that an arm waved before Roger Clark's eyes as he drove as hard as he possibly could along a special stage would do anything but put him off his concentration.

The conversation has a sequel. At the time of the Alpine Rally four Boreham mechanics, two French ones, Jean-François Piot and Jim Porter were staying at Le Relais de la Magdelaine, a rather tranquil hostelry some 20 kilometres outside Marseille. One afternoon, after a service planning session was over, Jim Porter and I were talking about things past and present when the conversation turned to Roger Clark.

We were in the middle of a chat concerning types of co-drivers for types of rallies when it became necessary, for some reason or another, for us to go to the hotel's reception desk. Realising that the French Grand Prix was less than two weeks away, and that we were but a short distance away from the Paul Ricard circuit, we wondered whether there would be any familiar names on the reservations register which was there on the counter before us. Behold, there was the name Jenkinson. Could it be? It had to be. When Madame assured us that M. Jenkinson was *un petit Anglais avec barbe*, we knew that it was.

Simultaneously we thought of the same thing, each recognising the thoughts of the other by the grins which accompanied them. Why couldn't it be arranged that D.S.J. should partner Clark on one of the several rallies he has planned in the UK? Furthermore, why couldn't it be arranged that the chosen event should be one for which pace notes would have to be prepared? Our first evil thoughts were to put the cat among the pigeons, but then we realised that the result could be interesting as well as entertaining.

On most British special stage rallies reconnaissance trips along the special stages are forbidden, so there are no opportunities whatsoever to make pace notes. But there are exceptions (in the Isle of Man for instance) so perhaps we'll have the chance of seeing a theory or two put to the test.—G. P.

AMERICAN COMMENT

THE Sports Car Club of America has sold itself to television! Commencing with the Watkins Glen race, the balance of the Canadian-American Challenge Cup Series will be telecast live across the length and breadth of the North American continent. The so far unpriced contract was awarded to Arutunoff Enterprises Inc., of Tulsa, Oklahoma, which has subbed out the production and direction of the massive undertaking to the Andy Sidaris Company of Los Angeles. Charged with the responsibility for sales and distribution is an outfit called Show Biz Inc., of Nashville, Tennessee.

Commenting on the venture, A. Tracy Bird, Executive-Director of the 19,000-member SCCA, said: "This is a goal towards which the Sports Car Club of America has been working for a long time. We could have moved into television long before this but we were determined to have more than just another racing programme. Now, through the approach outlined by Arutunoff Enterprises, we will have a television series of which the SCCA, Johnson Wax, and the Can-Am competitors will be very proud." The Club's Director of Professional Racing, Hank Loudenback, added that now that the Series is a success at the ticket windows, he is confident that it will be "just as successful in the nation's living rooms." Unfortunately, both these points are rather moot.

Speaking for the prime contractor, Vice-President William H. Pryor describes his firm's approach as "a brave new attempt," adding that "with Arutunoff Enterprises, racing telecasts are not a subordinate project. It is our sole reason for existing. It is all we do and the project will get 100 per cent. of our efforts."

Johnson Wax, sponsor of the Series, was the first company to commit itself to partial sponsorship of the almost bi-weekly 2-hour telecasts, but additional agreements are expected to be announced with Coca-Cola and Sears.

Included in the huge production crew, which is under Pryor's supervision, as Executive-Producer, is CBS' Jeff Scott, a long-time motor racing commentator. He and Tony Moy, of Page & Moy fame, will act as anchor men. Moy's appointment resulted from a recommendation by Nick Syrett. Stirling Moss will handle the "colour" material from the pit and paddock, while Charles Lucas, ex-constructor of Titan racing machinery, will work at key locations around the various courses to provide a detailed analysis of the cars in action. Sidaris' Arnie Silverman, the veteran cameraman with credentials at Le Mans and elsewhere, will supervise the technical equipment and supporting track-side staff.

Both Pryor and Arutunoff are old SCCA competitors, having driven a 2-litre Abarth in this year's 12 Hours of Sebring, and are willing to throw away the "book" on previous motorsport telecasts. Arutunoff says: "We must be willing to experiment, to innovate and be constantly determined to reach new levels of excellence. A quality of reporting far above anything ever achieved so far is essential. There must be a mood of involvement, tension and understanding of what is happening. The time has come to communicate the entire extraordinary story to the American public with all the colour and excitement of the real thing." Brave words, and no doubt familiar to the hundreds of potential sponsors who have ever been approached to lend their names and financial support to motorsport broadcasting.

Throughout all the button-holing, the release of "confidential" bits of information, and lobbying, not a single word has been mentioned of the problem involved in transmitting frame after frame of racing cars bearing cigarette adverts. The US Federal Communications Commission legislated tobacco advertising out of radio and TV as and from January 1st of this year. Admittedly, the law wasn't intended to be so sweeping as to exclude racing machinery with sponsors' decals, nor track-side hoardings, but it's interesting to review the stand taken so far by the Madison Avenue PR types on the appearance of such offensive material over the air waves. During the Winston 500 at Talladega, a NASCAR Grand National stock car race, no reference was allowed to the fact that the event was sponsored by the makers of Winston Cigarettes—in fact, the race was referred to by the commentators throughout as the Alabama 500. Then there was the Grand Prix of Monaco. The legal staff of ABC-TV ran scared and refused to permit the appearance on the screen of the Marlboro hoarding on the outside of the Tabac Turn (horrors, they'll probably have to change *that* name too!). The trouble is that the legislation is so loosely worded as to permit of a variety of interpretations. With so many tobacco firms involved in the sport in America, the networks must take it upon themselves to elicit a verdict from the

FCC over what is journalism and what is advertising. If they don't, and soon, the sight of McLarens' chief competition, Jackie Stewart in the L & M Lola, will be forever barred from view.

* * *

The latest out of Ontario Motor Speedway is that two-time Indy 500 winner, Rodger Ward, has been given his cards. It is impossible to tell how much the former USAC great was responsible for coaxing fans past the turnstiles, but his departure is only another step in the revamping of management at the western superspeedway. And, while we're at it, all is not going well with the preparations for next year's World Championship GP. As we understand it, OMS authorities are not pleased with the demands being made by the car manufacturers, the reaction being that no one is worth that kind of money. Much will have to be done around the negotiation table before the race will become fact, but, if one is to believe present rumours, for two pennies the track would say: "Stuff it!" Promoting motor racing in California, and especially in the Los Angeles area, is fraught with pitfalls. The customary approach is useless, with so many other forms of activity more readily available than by being forced to drive 60 or 70 miles under a blazing sun and accompanying smog. Unless leisure-type recreation receives the Hollywood touch, with brass bands, movie heroes, stunt flyers, and bosomy film starlets, it's doomed to failure. "The Show Must Go On" is the catch-phrase, with the accent on "Show," and OMS feels that unless the demands of the F1 constructors are not made more reasonable there won't be a race of *any* description!—J.M.

CAN-AM SERIES — Round One

MOSPORT PARK, ONT. (June 13th)

THE SIXTH season of J-Wax-sponsored Group 7 competition in America got under way at Mosport Park, Ontario, on Sunday, June 13th, with Team Gulf McLaren taking up where they left off in 1970. Led by Denis Hulme, the Kiwis recorded a clear-cut 1-2 sweep, with Peter Revson backing up last year's Champion by taking the chequered flag 0.9 seconds behind. It had been a relaxing victory—as had most of the team's previous 29—and what competition there was came to an abrupt halt on lap 19 when Jackie Stewart retired his new L. & M.-sponsored Lola T260 Chev with a broken crown wheel and pinion.

For most of the pre-race practice sessions, the latest challenger to emerge from Eric Broadley's shops occupied everyone's attention, not only because Stewart was driving it but also since it was a radical departure from most previous Can-Am cars in appearance. Among the novelties were included inboard damper units at the front sheathed in coil springs, mounted parallel to the ground, and a removable aluminium insert which covered the entire nose section between the front wings and which was punctured with dozens of 50-pence-sized holes each covered with wire mesh, the object of the exercise being to relieve lift and increase downforce. Lola's Eric Broadley was on hand to give his blessing to the project, and readily admitted to the need for continued experimentation until a satisfactory compromise had been reached in the handling department.

Team McLaren, brilliantly orange as has been the custom for the past 4 years, contributed the usual clinically-clean pair of machines designated the M8F. Designer Gordon Coppuck had not set out to break new ground but concentrated on upgrading handling, braking, and aerodynamic efficiency. Featured in the process were narrowed front and rear tracks, inboard rear brakes, and a 3-inch longer wheel-base—in short, a partial return to 1969 thinking.

Of the 33 car-driver combinations inscribed on the entry list, fully 18 were McLaren originals in various stages of preparation. Aside from Team McLaren and Stewart's Lola, Lothar Motschenbacher, the top private entrant of 1970, entered two cars, an ex-works M8D for himself and a production M8C for Bob Bondurant. Sponsorship from film actor Paul Newman and Winters-Rosen Productions assured a full stock of spares for a complete season. Bob Brown reappeared with his venerable ex-Gurney McLeagle (a reworked M6B McLaren), while Milt Minter, had acquired a 917 Porsche Spyder from Jo Siffert that had been redone to provide better cooling and aerodynamics, and which boasted the only 5-litre (actually 4.9-litre) engine in private hands. Jim Adams had the ex-Amon 1969 512 Ferrari, entered by Hollywood Sports Cars, and Tony Dean's Road Atlanta-winning 908 had been sold to Dick Barbour. Another Dean-owned 908 was entered for former F3 driver Steve Matchett, while Dean himself, entered to drive the 1970 Series-winning M8D of Denis Hulme, was replaced by

Continued on page 792

Chuck Parsons, pending his recovery from the Castle Combe F5000 shunt.

The ex-Amon March 707 was entered by Gordon Dewar of Ottawa, and there was a trio of production-line 1971 Lola T222s—one each for Bob Nagel, Dave Causey, and Hiroshi Kazato the All-Japan Sports Car Race Series Champion of 1970. Kazato's mount perhaps raised the most eyebrows and led to much speculation. It was the last of a 9-car production line, and had been personally built by the ex-works Lola man, George Pfaff. One of the crew bore a strange resemblance to a Honda F-1 mechanic of 1966, and there were those odd 'phone calls to Tokyo, almost at will, certainly after each practice period. It did not, therefore, take much fanciful thinking to imagine a behind-the-scenes, joint sponsorship by Nissan and Honda (or maybe Toyota), preparatory to a full-scale assault from the East come '72.

By the time the grid was set, Stewart had snatched the pole position based on Friday's times, Hulme was second fastest while Revson had stolen third from Cordts with a 1 min. 18.1 sec. Parsons was the unhappiest of the lot—he had blown the only engine available for Dean's M8D (a McLaren 465 Chevy), and there was little hope of a spare for the morrow.

At the start Hulme got the jump on Stewart who had a moment at the back of Mosport's hilly and very rough 2.459 miles on the pace lap, when his throttle struck open. Business as usual saw Team McLaren up front with Hulme leading, Revson third, and Cordts, Bondurant, Motschenbacher, Brown, and Adams following in order. Stewart inserted the L & M Lola into the lead on lap 10, taking advantage of traffic, but the welcome sight of white instead of orange in the lead was all too short-lived. The Scot coasted to a stop on lap 19 with his crown wheel and pinion in dire need of replacement. The remainder of the race wore itself out, with Hulme completing the 80-lap, 198.72-mile distance in 1 hour 48 minutes 15.2 seconds at an average of 109.033 m.p.h., somewhat below Gurney's 1970 speed of 110.214 m.p.h. Hulme's fastest time of the race on lap 52 was indicative of the lack of competition.

* * *

CAN-AM—Round 1—Mosport Park—80 laps—196.8 miles

1st : D. Hulme (McLaren M8F-Chevrolet) .. 1 hr. 48 min. 15.2 sec.—109.33 m.p.h.
 2nd : P. Revson (McLaren M8F-Chevrolet) .. 79 laps
 3rd : L. Motschenbacher (McLaren M8D-Chevrolet) .. 79 laps
 4th : R. Bondurant (McLaren M8E-Chevrolet) .. 79 laps
 5th : J. Cordts (McLaren M8C-Chevrolet) .. 78 laps
 6th : R. Brown (McLaren M6B-Chevrolet) .. 78 laps
 Fastest lap : Hulme (McLaren M8F-Chevrolet), 1 min. 18.8 sec.

MONT TREMBLANT, QUEBEC (June 27th)

For the second round at Le Circuit Mont Tremblant, the Can-Am circus was joined by the latest version of the Shadow, a go-kart type of sports racer that had appeared in 1970 under the aegis of Don Nichols' Advanced Vehicles Systems with George Follmer at the wheel. For the Mark II edition, however, Peter Bryant, who had made such a hit with his Ti22 last year, had been prevailed upon to re-design and upgrade Nichols' miniscule toy into something more drivable. The result was a pleasing compromise, revealing traces of both machines, but doing away with the radical valve-spring suspension. Plans call for the employment of Chaparral-built 494 cu. in. Chevrolet engines, which will be maintained throughout the season by ex-McLaren tuner, George Bolthoff. The car is still very close to the ground with but a 4-inch clearance, while the upper limit of the glass fibre skin rises barely 28 inches. Lockheed disc brakes are mounted outboard at the rear but inboard in front, and the latter are cooled by Lotus-type blowers at every pit stop.

Nichols' 1970 attempt had been heavily bankrolled by Firestone, who had designed and developed the small rubber doughnuts for the tiny wheels. Though it was unknown at the time, Goodyear decided to keep pace and produce similar tyres, just in case. When Bryant's involvement was announced, the Akron-based firm was more than happy to make their rubber available.

The car to be driven by Jack Oliver is sponsored for the Series by the US refining conglomerate, Universal Oil Products, whose principal aim is to prove that a high performance engine can be made competitive with lead free fuel, which, though not used at Mont Tremblant, is expected to be supplied for the races south of the border.

The new Shadow had progressed from drawing board to race track in four months, with all development work done at Jim Hall's Rattlesnake Raceway in Midland, Texas.

Politics invaded the second Can-Am round when the CASC suddenly lifted the FIA sanction. There has never been any shortage

of drama at the picturesque Quebec facility but the latest stemmed from a power play within the track organization itself, to the extent that the governing body was convinced that the payment of prize money and race expenses was in considerable doubt. The warring parties were soon brought together in the public interest, however, and the race went on as scheduled.

Stewart's L. & M. Lola had received a front suspension face lift, as well as a change in pick-up points at the rear, with the prime aim being to obtain front-rear handling balance.

Though Thursday was devoted to practice only, it was Hulme at 1 min. 34.9 sec. (100.53 m.p.h.) who headed Stewart's 1 min. 35.0 sec. Friday saw rain throughout most of the day, which upset Hulme's stable mate, Peter Revson, who needed fine weather for his only shot at a grid spot, since he was due to fly down to Pocono the next day for a crack at a position in USAC's inaugural 500-miler in Pennsylvania. Try as he might, however, 1 min. 37.7 sec. (97.65 m.p.h.) was the best he could manage and ended up tied with Cordts. Bob Brown snatched second fastest near the end of the day by six-tenths.

Saturday saw a reversal of Mosport's first two starting positions for the next afternoon. Hulme lapped in a 1 min. 32.9 sec. compared to Stewart's 1 min. 33.2 sec. Revson returned earlier than expected from Pocono to take over the third position in 1 min. 35.0 sec. The Shadow had gone through two engines before finally setting the 5th fastest behind Motschenbacher.

Overnight, an epidemic of stomach 'flu hit the area, with Hulme, Motschenbacher, and many others laid low and feeling generally miserable. Motschenbacher, especially, had to make a supreme effort simply to drive in the race and his fifth place was a mark of his endurance.

At the start, Team McLaren forged into its customary lead with Hulme experiencing no trouble staving off the attack of the L. & M. Lola. Revson held down third with ease, but Parsons, in Tony Dean's ex-works M8D McLaren, was kept fully occupied with Oliver in the UOP Shadow. The following threesome of Brown, Cordts, and Bondurant held the smallish crowd's attention, but most were interested in Motschenbacher's progress. Having opted to start last, where he could easily retire if the stomach bug took hold, he moved up with unanticipated despatch, taking over 14th place by lap 5.

The Shadow went missing on lap 12 with erratic fuel pressure and badly overheating tyres. Oliver re-appeared 23 laps later but was never in contention and retired on lap 50, officially due to trouble with the fuel pressure relief valve. By lap 25, Motschenbacher had incredibly moved to 7th, apparently getting stronger with every lap, as Hulme continued to set a torrid pace. Stewart never fell farther than 10 or 11 seconds back, but it was obvious that the L. & M. car simply didn't have the legs of the McLaren. Parsons was driving smartly, but succumbed to the leading trio on lap 40.

Suddenly Hulme slowed barely keeping Stewart at bay, as the Scot closed right up on the 1970 champion. The next attack was successful and Stewart put the T260 Lola into the lead on lap 52 as Hulme was obviously in trouble. He kept raising the visor on his Bell Star helmet as he crept past the pits and fell further and further behind. There was no way Revson could overtake the leader at this stage, and victory lane echoed to the cheers of the partisan crowd as the Lola took the chequered flag. Hulme collapsed in the pit lane. Stewart's margin was a convincing 66.8 seconds, Revson finished third, Parsons fourth, and the indomitable Motschenbacher deserved every bit of the tremendous applause he received for taking fifth. J.M.

CAN-AM—Round 2—Mont Tremblant—75 laps—158.75 miles

1st : J. Stewart (Lola T260-Chevrolet) .. 1 hr. 59 min. 29.1 sec.—100.95 m.p.h.
 2nd : D. Hulme (McLaren M8F-Chevrolet) .. 2 hr. 00 min. 35.9 sec.
 3rd : P. Revson (McLaren M8F-Chevrolet) .. 74 laps
 4th : C. Parsons (McLaren M8D-Chevrolet) .. 73 laps
 5th : L. Motschenbacher (McLaren M8D-Chevrolet) .. 73 laps
 6th : H. Kazato (Lola T222-Chevrolet) .. 71 laps
 Fastest lap : Hulme (McLaren M8F-Chevrolet), 1 min. 33.6 sec.

ROAD ATLANTA (July 10th)

(Report next month)

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

THE 4th GRAND PRIX OF FRANCE

A Tyrrell Double

CASTELLET, FRANCE, July 4th

BEFORE ANYONE gets too excited it is worth remembering that the original series of French Grand Prix races ended in 1967, when the Automobile Club of France succumbed to the *nouvelle vague* and handed over the sport in France to the FFSA who started a new series of French GP in 1968, hence this year's event being the *fourth* Grand Prix of France, even though Grand Prix racing in France in 1906. Once the 1971 Calendar was published last winter there was never any doubt left in anyone's mind as to where this year's French GP was to be held. The organisation of the new Circuit Paul Ricard took over the publicity of the event and made a splendid job of it and since the Spring, there has been continuous publicity telling us to come to the Circuit Paul Ricard for the World Championship of Formula One; they almost entirely forgot to mention that it was the French Grand Prix that was going to take place, such is the seriousness of the new regime in French sporting circles. It was as bad as being told to attend the Woolmark Grand Prix at Silverstone, when the RAC meant the British Grand Prix! However, I digress, and everyone went to the arid wastes of the Castellet area, not far from Marseilles, where Mr Ricard the alcohol millionaire has spent some of his millions on an enormous edifice with his name on the front, which forms the nerve centre of a motor speedway laid out in the form of a road circuit. Over the past months almost everyone in Grand Prix racing had been to this new circuit, opened last year, testing, practising, experimenting, and generally thrashing round its flat, featureless 5.8 kilometres of newly-laid tarmac road, Gold Leaf Team Lotus being about the only exception. Most teams were still practising, or testing during the early part of race week, so that when official practice began at around mid-day on Friday, to continue for 2½ hours, it seemed that it would be a mere formality for sorting out grid positions. Everyone was present except the McLaren team whose Ford van had broken down at Lyons. Team Lotus had but two cars, the two Lotus 72D models for Fittipaldi and Wisell, the former driver fit to drive once more, but with his rib-cage still firmly bandaged. The Ferrari team were also running only two drivers, Ickx and Regazzoni, as Andretti was competing in a high-speed USAC race on the super-speedway at Pocono in the United States. This meant that while Ickx and Regazzoni had their usual 1971 cars, the third car of the 312B/2 series could be a stand-by for Ickx. The works Brabhams were as raced at Zandvoort, for Hill and Schenken and Stewart and Cevert had their usual 1971 Tyrrells, with the original car as a spare for Stewart. The BRM team was unchanged since Zandvoort, but the works March team had undergone a shuffle, for Alfa Romeo had re-instated de Adamich in the March-Alfa Romeo which they support. Having a shortage of good Cosworth engines, unlike the Tyrrell team, March decided to concentrate on their new March-Alfa Romeo with Peterson, leaving Soler-Roig with the only Cosworth engined 711 from the factory. Galli was on hand in case a Cosworth engine could be borrowed and installed in Peterson's original chassis, in which case the Italian would have driven it. The works Matra team seemed to have been living at Castellet recently and had their three 1971 cars for Amon and Beltoise, hopeful of a victory in their own Grand Prix, while an expected arrangement for Larrousse to drive a Surtees car did not materialise, Surtees and Stommelen having their normal TS9 models, with a brand new one being finished off in the pit garages. Frank Williams had Pescarolo in his March 711 as usual, and hired his March 701 to Jean Max, and another local hopeful was Francois Mazet who drove Siffert's March 701.

During Friday and Saturday there were *seven-and-a-half-hours* practice for a "mickey-mouse" little race that lasted just over *one-and-three-quarter hours*. On Friday there were two-and-a-half hours, on Saturday morning there were three hours, and on Saturday evening a final two hours, and just in case someone was not ready for the "Great Sprint of Sunday," there was a further 20 minutes before the race actually started. And yet there are still those who wonder why Grand Prix cars fall apart during an hour-and-three-quarter race. During all this preliminary flogging round the weather was magnificent and the dust and filth lay over the paddock and car parks the way it does at Le Mans in June, and as time went by the Paul-Ricard Circuit took on the atmosphere of the Le Mans circuit more and more, with the pits and paddock overflowing with "free passes"

and the paying public areas being like Brooklands! "The Right Crowd and no Crowding." Both Stewart and Cevert were practising with Girling double-disc brakes on their front wheels, the spare car remaining on single discs, and Stewart's car was sporting the all-enveloping front cowling, making the Tyrrell look like a Prototype for Fords 1972 sports car for 3-litre racing. (Even now someone, somewhere with Ford emblazoned on his heart is scheming up ideas for getting 1,000 kilometre Sports Car races reduced to 100 kilometres). Stewart was scratching away better than anyone and his Cosworth engine had an entirely different note to all the other Northampton V8 engines and the Tyrrell was as fast, if not faster, than the Ferraris down the straight. He was really scratching away through the twisty bits of the circuit, with the result that he made FTD on all three practice sessions, as the table shows, which upset the Ferrari team and there were mutterings about a 3.5-litre Cosworth engine, to which the English reply was "Yes, like the 2-litre Dino Ferrari engines in Formula 2 in the Argentine two years ago." Another mutter was about the super-lightweight ELF petrol that ELF Team Tyrrell were using! Even if it had been 130 Octane stuff no-one could imagine a protest being upheld against the Essence, Lubrificant, Francais firm at the French Grand Prix. The simple fact of the matter was that Stewart had the best Cosworth engine that Keith Duckworth could build (and who else would you give it to?), and as the Ricard circuit was nice and hygienic, not to say clinical, Stewart was enjoying himself, and out-driving everyone. He can do the same on a grubby, malicious circuit like Barcelona, but with less personal enjoyment (or so he would appear to say). Rough and tumble drivers like Ickx or Rodriguez had not really got their hearts in the business of going fast round "the most modern Autodrome in Europe." It was like giving them a splendid new plastic American, ice-cream, they would eat it, but would rather have an un-hygienic, rather dubious Sicilian ice-cream off a hand-cart. We all know that people like them are a dying race and a thing of the past, but I bet in years to come everyone will remember with nostalgia the real old fashioned ice-cream out of the bucket, long after the plastic ice-cream has been replaced by the next wonder of modern science.

While ear-rolling round on the limit Stewart spun off into the catch nets, and while not exactly blaming the Girling double-disc brakes, he had the single ventilated type put back on Tyrrell 003, taking 001 out in the meantime until its Hewland transmission broke. Cevert was not on the same limit of dicing so was more than happy with the new brakes, but Giralings were pretty happy with their progress so far and withdrew the lot, possibly looking for another type of car to

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday Morning	Saturday Afternoon
1	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	1. 54.54	1. 54.22	—
2	R. Wisell	Lotus 72D/R3-Cosworth V8	1. 55.44	1. 53.75	—
4	J. Ickx	Ferrari 312B/2 No. 6—flat-12	1. 53.46	1. 52.15	1. 51.88
5	G. Regazzoni	Ferrari 312B/2 No. 5—flat-12	1. 53.53	1. 52.43	1. 51.53
7	T. Schenken	Brabham BT34/1-Cosworth V8	1. 56.03	1. 54.35	1. 52.32
8	T. Schenken	Brabham BT33/3-Cosworth V8	1. 55.43	1. 53.58	1. 55.13
9	D. Hulme	McLaren M19A/2-Cosworth V8	—	1. 53.24	1. 53.70
10	P. Gethin	McLaren M19A/1-Cosworth V8	—	1. 55.71	1. 54.50
11	J. Stewart	Tyrrell 003-Cosworth V8	1. 52.72	1. 51.70	1. 50.71
12	F. Cevert	Tyrrell 002-Cosworth V8	1. 54.08	1. 54.14	1. 52.69
14	J. Siffert	BRM P160/02—V12	1. 54.17	1. 52.98	1. 52.50
15	P. Rodriguez	BRM P160/01—V12	1. 53.65	1. 52.66	1. 52.46
16	H. Ganley	BRM P153/06—V12	1. 54.64	1. 53.77	1. 54.15
17	R. Peterson	March 711/6—Alfa Romeo V8	1. 54.27	1. 54.52	1. 53.36
18	A. Soler-Roig	March 711/4-Cosworth V8	2. 02.96	2. 00.16	1. 57.07
19	A. de Adamich	March 711/1—Alfa Romeo V8	1. 58.66	1. 56.17	—
20	C. Amon	Matra-Simca MS120B/04—V12	1. 54.34	no time	1. 52.65
21	J-P. Beltoise	Matra-Simca MS120B/05—V12	1. 53.47	1. 52.92	1. 53.66
22	J. Surtees	Surtees TS9/001-Cosworth V8	1. 55.51	1. 54.10	1. 53.47
24	R. Stommelen	Surtees TS9/002-Cosworth V8	1. 56.39	1. 53.10	1. 54.56
27	H. Pescarolo	March 711/3-Cosworth V8	1. 55.51	1. 54.27	1. 54.34
28	J. Max	March 701/6-Cosworth V8	2. 01.56	1. 59.79	1. 59.82
33	N. Galli	March 711/4-Cosworth V8	—	1. 55.52	—
34	F. Mazet	March 701/5-Cosworth V8	5. 36.44	2. 00.51	2. 04.33
4T	G. Regazzoni	Ferrari 312B/2 No. 7—flat-12	—	1. 52.49	—
11T	J. Stewart	Tyrrell 001-Cosworth V8	no time	—	1. 54.43
15T	P. Rodriguez	BRM P160/03—V12	—	1. 57.03	1. 54.15
17T	R. Peterson	March 711/4-Cosworth V8	—	no time	—
20T	C. Amon	Matra-Simca MS120B/06	no time	1. 52.94	—
22T	J. Surtees	Surtees TS9/004-Cosworth V8	—	—	—

try them on. Both Tyrrell and BRM were experimenting with guide vanes on the rear aerofoils, a pair being spaced equally between the end vanes, these being described rather quaintly by BRM as "Intermediate end plates". Ferrari were still worried about rear tyre vibrations and in addition to the transverse telescopic shock-absorbers being bigger they were attaching inertia dampers to the rear uprights, taking a leaf out of the 2 cv Citroen book. Since Tyrrell turned up at Zandvoort with a large air-box over his Cosworth engines and a conning-tower-like forward-facing snorkel, everybody rushed to follow suit, with Tauranac well in the lead. Lotus did not bother as they have had cold-air ducts on the Lotus 72 since last year. When the McLaren team arrived for practice on Saturday with their two M19A cars for Hulme and Gethin, even they had a large aluminium cold-air box for Hulme's car, though they had forgotten about this year's "in" phrase, the rear tyre vibrations, their drivers having learnt to live with the apparent phenomena. Like so many Cosworth powered teams the real problem in life was how to get a Cosworth engine like the one Stewart was using.

Due to the vastness of the pit and management area the whole of practice seemed rather remote and unreal, but in actual fact it was all stark reality for Stewart took pole position on the grid almost a whole second faster than Regazzoni, and more than a second faster than Ickx, but nonetheless the front row saw the Tyrrell and the two Ferraris shoulder-to-shoulder and all the Ford coniving to keep Stewart on the books and happy, was justified. In the second row was Rodriguez, which was reasonable, but alongside was Hill in the Brabham BT34/1 with a time he had achieved in sheer bad temper and frustration after two days of no progress. If only more designers and team-managers would apply a little more psychology and a little less science to practice we would get results a lot quicker. The only fear is that they might overdo it, like the late Joe Craig did with his Norton motorcycle racing team, and kill a few drivers, but it would save the endless and aimless flogging round and round that is becoming an obsession. Apart from Hill the line-up on the grid had a pretty normal look about it, except that a very pleased Schenken was ahead of Ganley, and in fact had been ahead of Hill until quite late on Saturday.

After a galaxy of "little car" races interspersed throughout Saturday and filling Sunday morning the World Championship of Paul Ricard, alias the 4th Grand Prix of France, was due to start at 3 pm on Sunday on what was a truly magnificent day, when most of France was either on the beach or on their way to the beach. The pit area was packed to overflowing with "free-ticket" holders as the cars were

STARTING GRID

4 J. Ickx (Ferrari flat-12) 312B/2 No. 6 1 min. 51.88 sec.	5 G. Regazzoni (Ferrari flat-12) 312B/2 No. 5 1 min. 51.53 sec.	11 J. Stewart (Tyrrell-Cosworth V8) 003 1 min. 50.71 sec.
15 P. Rodriguez (BRM V12) P160/01 1 min. 52.46 sec.	7 G. Hill (Brabham-Cosworth V8) BT34/1 1 min. 52.32 sec.	
21 J-P. Beltoise (Matra-Simca V12) MS120B/05 1 min. 52.92 sec.	12 F. Cevert (Tyrrell-Cosworth V8) 002 1 min. 52.69 sec.	14 J. Siffert (BRM V12) P160/02 1 min. 52.50 sec.
24 R. Stommelen (Surtees-Cosworth V8) TS9/002 1 min. 53.10 sec.	20 C. Amon (Matra-Simca V12) MS120B/06 1 min. 52.94 sec.	
22 J. Surtees (Surtees-Cosworth V8) TS9/001 1 min. 53.57 sec.	17 R. Peterson (March-Alfa Romeo V8) 711/6 1 min. 53.36 sec.	9 D. Hulme (McLaren-Cosworth V8) M19A/2 1 min. 53.24 sec.
2 R. Wisell (Lotus-Cosworth V8) 72D/R3 1 min. 53.75 sec.	8 T. Schenken (Brabham-Cosworth V8) BT33/3 1 min. 53.58 sec.	
27 H. Pescarolo (March-Cosworth V8) 711/3 1 min. 54.27 sec.	1 E. Fittipaldi (Lotus-Cosworth V8) 72D/R5 1 min. 54.22 sec.	16 H. Ganley (BRM V12) P153/06 1 min. 53.77 sec.
19 A. de Adamich (March-Alfa Romeo V8) 711/1 1 min. 56.17 sec.	10 P. Gethin (McLaren-Cosworth V8) M19A/1 1 min. 54.50 sec.	
34 F. Mazet (March-Cosworth V8) 701/5 2 min. 00.51 sec.	28 J. Max (March-Cosworth V8) 701/6 1 min. 59.79 sec.	18 A. Soler-Roig (March-Cosworth V8) 711/4 1 min. 57.07 sec.

N.B.—Amon used practice car in the race, MS120B/06

assembled on the "dummy-grid" facing the all-singing, all-dancing electronic starting bridge (discussed elsewhere) that was not going to be used for the start, after a practice run by the GP drivers on Saturday and a fiasco in the F3 race. The start was given by an old-fashioned man with an old fashioned flag and the two Ferraris and the dark blue Tyrrell surged away in a fine manner. As the 23 cars charged off along the straight and through the fast ess-bend heading for the tight ess-bend of the *chicane* Ickx was already being overtaken by all manner of people as his Ferrari engine was going sour on him. Stewart led Regazzoni, Rodriguez, Beltoise, Cevert, Amon, Peterson and the rest as they squiggled their way round the twisty bits before heading off along the 1.8 kilometre back straight. On the second lap Amon got his Matra ahead of Cevert's Tyrrell, but it was not desperately important, and on the fourth lap Rodriguez locked up his wheels braking for the *chicane* and bounced across the kerbs and the dusty infield, only losing one place in the process, but the race as such was all over. There was no one to touch Stewart, and the Tyrrell and his second lap had been at a liesurely 1 min. 54.09 secs which was to remain as the lap record. Regazzoni may be good but he is not that good, and could only hope to hold on to Stewart, while Ickx had his engine blow up on lap 5, so it was all over. Apart from Stewart being faster than anyone along the straight he was visibly faster than anyone through the high-speed ess-bend at the end of the pit straight. Add to this his ability to brake later than most people at any corner, and to go round all the slow twisty bits faster than most people and it was no surprise that he just motored steadily away from the field. All that remained was that the Tyrrell chassis did not fall apart, the Cosworth engine did not blow up, the Hewland transmission did not break, the Goodyear tyres did not deflate, the Girling brakes did not fail and all the dozens of other firms who contribute parts to the assembly of Ken Tyrrell's Special did not fail him, and Stewart had got the French Grand Prix won. There were no other interesting asides to intervene, like re-fuelling stops, tyre changes, or driver changes or even physical fatigue to play its part, so that was the story of the 1971 French Grand Prix. Fortunately it was not quite as dull and boring as that for the other 22 starters were all having great fun playing at motor racing and providing an hour-and-three-quarters of interest and excitement.

After Ickx had disappeared with engine trouble it was left to Regazzoni to save the day for Maranello and this he did to the best of his ability, holding a firm second place until his twenty-first lap. By this time he and Stewart were catching the tail end of the field and down there was Peterson with the March-Alfa Romeo. As the Swede started down the back straight the Italian engine blew up and laid a trail of oil, which Stewart negotiated safely, probably because he was nowhere near the limit of his capabilities, but Regazzoni skated off the road on the oil and bounced off the guard rails with the right rear wheel bent out of line. Rodriguez and Cevert went by alright and then Hill arrived battling away well in fifth place with the leading Brabham. He had a huge spin on the oil, slid off the road, across the safety verge, bounced off the guard rail and went behind a surprised Regazzoni, who was looking at his damaged Ferrari, in a cloud of dust. This really sorted out the race, for it left Rodriguez in a poor second place, with Cevert third, for it all happened as Hill was making up distance on Cevert. Before this happened Hulme had given up with an engine that would not run properly, Soler-Roig's March-Cosworth had expired with ignition trouble, Max was in and out of the pits with clutch operation trouble and Mazet was running last of the non-stop runners, and had nearly been run over by Rodriguez, Cevert, Beltoise, Amon, Hill & Siffert when they lapped him in a solid pack on lap 11. Out of the mid-field pack two drivers were coming out with great credit, Fittipaldi in his Lotus 72 and Schenken with his Brabham BT33, these two shaking themselves free of their opening lap bunches in great style.

The next happening was on lap 28 when Rodriguez had his BRM V12 engine die under him, due to the Marelli coil packing up, and it began to look as though the "ten little nigger boys" act was going to take over the race. After his accident Hill had stopped at the pits to have the left-front wheel changed and though the handling felt a bit peculiar, probably due to something being bent, he charged on with great enthusiasm. (See what I mean about psychology overcoming science?) On lap 35 an oil pipe fell off the Brabham's engine and sprayed oil all over the rear tyres and the road, so that as he went into the *chicane* Hill found himself spinning off the road and out of the race. Fittipaldi and Schenken had worked their way forwards in a fine manner, the Lotus driver being up in fourth place behind Siffert, and the Brabham driver being in sixth place behind Amon's Matra. Behind this quartet was another quartet consisting of Wisell (Lotus 72), Beltoise (Matra),

Surtees (Surtees) and Pescarolo (March 711), and the Hill oil laying affected both these groups. Schenken got all out of control at the chicane, and went straight on in amongst the catch nets and had to do a complicated "wobble-wobble" to get out of them, which dropped him back behind Amon. Then Wisell spun off into the dust at the exit of the chicane and this dropped him to the back of his foursome. Both these drivers made remarkable recoveries, Schenken not only regaining his lost place, but catching Siffert's BRM as well and taking fourth place on lap 49, just as Cevert had an exhaust pipe break at the right side manifold. The starry-eyed young Frenchman had inherited second place when Rodriguez retired and had been driving hard ever since to keep it and support the flying Stewart who was out in the lead. Although the broken pipe made a nasty noise it did not lose the engine too much power and the very apprehensive Cevert pressed on praying hard nothing awful would happen to spoil his glorious second place in his own Grand Prix. Just when Schenken had got his Brabham into fourth place all the oil pressure disappeared from his Cosworth engine and he came to a grinding halt by the finishing line, unable by law to push the car to the chequered flag; a bitter disappointment after such a fine race. Pescarolo had spun out of his racing foursome, and tenth place, when the Hewland gearbox in his March 711 went wrong and though he did another lap that was it.

In the closing laps there was just a possibility that Fittipaldi might get his Lotus into second place, but it would mean Cevert's Tyrrell losing a lot more power, which it did not do, so that a delighted Frenchman pleased the locals with his second place. Stewart had done another of his perfect demonstrations, leading from start to finish with the record lap thrown in for good measure, and Tyrrell and ELF and all the other backers were delighted with the victorious "double". In a shady corner of the pits the "boss-man" from Ford (England) was wishing they had come out in the open last August and insisted on the blue cars being called Ford V8, instead of Tyrrell, for it was their money that bought the brains and driving skill that still can keep the 12-cylinder opposition at bay, on occasions.

Fittipaldi's drive into third place brought joy to Team Lotus, and Matra were depressed, for though both cars finished they had never been really competitive, lacking a combination of power, speed and handling. The Ferrari team packed up their material wondering what they were going to do about Stewart, apart from buying him.—D.S.J.

Results :

4th GRAND PRIX OF FRANCE—Formula One—55 laps—319.55 kilometres—Hot

1st	: J. Stewart (Tyrrell 003)	1 hr. 46 min. 41.68 sec.— 179,700 k.p.h.
2nd	: F. Cevert (Tyrrell 002)	1 hr. 47 min. 09.80 sec.
3rd	: E. Fittipaldi (Lotus 72D/R5)	1 hr. 47 min. 15.75 sec.
4th	: J. Siffert (BRM P160/02)	1 hr. 47 min. 18.85 sec.
5th	: C. Amon (Matra-Simca MS120B/06)	1 hr. 47 min. 22.76 sec.
6th	: R. Wisell (Lotus 72D/R3)	1 hr. 47 min. 57.70 sec.
7th	: J-P. Beltoise (Matra-Simca MS120B/05)	1 hr. 47 min. 58.61 sec.
8th	: J. Surtees (Surtees TS9/001)	1 hr. 48 min. 06.59 sec.
9th	: P. Gethin (McLaren M19A/1)	1 lap behind
10th	: H. Ganley (BRM P153/06)	1 lap behind
11th	: R. Stommelen (Surtees TS9/002)	2 laps behind
12th	: T. Schenken (Brabham BT33/3)	5 laps behind—Not running at finish
13th	: F. Mazet (March 701/5)	5 laps behind
14th	: J. Max (March 701/6)	9 laps behind

Fastest lap: J. Stewart (Tyrrell 003) on lap 2, in 1 min. 54.09 sec.—183,329 k.p.h.

Retirements: A. Soler-Roig (March 711/4) on lap 4, fuel pump; J. Ickx (Ferrari 312B/2 No. 6) on lap 5, engine; D. Hulme (McLaren M19A/2) on lap 16, electricals; R. Peterson (March 711/6) on lap 20, engine; G. Regazzoni (Ferrari 312B/2 No. 5) on lap 21, accident; P. Rodriguez (BRM P160/01) on lap 28, ignition; A. de Adamich (March 711/1) on lap 32, engine; G. Hill (Brabham BT34/1) on lap 34, oil pipe; H. Pescarolo (March 711/3) on lap 45, transmission; T. Schenken (Brabham BT33/3) on lap 50, oil pressure.

23 starters — 14 finishers.

NOTES ON THE CARS AT CASTELLET

WITH ONLY one week-end between the Dutch GP and the French GP most teams had to repair the ravages of the Zandvoort circuit in order to get to the Paul Ricard Circuit on time. Gold Leaf Team Lotus repaired 72D/R5 and had Fittipaldi back in the team, with Wisell in 72D/R3 and the turbine car was abandoned for this event. Ferrari repaired their number 7 car and had it as a spare for Ickx, who was as usual in car number 6 and Regazzoni had car number 5. In practice Regazzoni drove number 7 car with Ickx's practice number on it,

which caused some confusion. The Brabham and McLaren teams were as at Zandvoort, with Hill in BT34/1 and Schenken in BT33/3, for Tauranac, and Hulme in M19A/2 and Gethin in M19A/1 for McLaren. The Tyrrell team had straightened out 002 for Cevert, while Stewart as usual had 003 and 001. The BRM team were as at Zandvoort, with Rodriguez in P160/01 and P160/03 as a training car, Siffert in P160/02 and Ganley in P153/06. The March factory had Peterson in the second Alfa Romeo engined car 711/6, de Adamich in the original Alfa Romeo engined car 711/1 and Soler-Roig as usual in the Cosworth engined car 711/4. During practice both Peterson and Galli drove 711/4 with their own racing numbers on it. Peterson's usual car 711/2 was in the transporter without an engine, the idea being that if a Cosworth engine could be borrowed Galli could have raced the car, but nothing materialized. Other March cars were 711/3 of Frank Williams and 701/6, which he hired to Jean Max and 701/5 which Siffert hired to Mazet. Surtees had TS9/001 and Stommelen TS9/002 as usual, and there was a brand new car being finished, TS9/004, but it was not used. TS9/003 had recently been finished and sold to John Love in Rhodesia.

During scrutineering the organisers took the responsibility of waiving the FIA rule about rear lights, mainly because no one had one fitted anyway and adherence to the law would have eliminated the entire entry. All the cars were weighed during scrutineering with the fuel tanks empty as far as could be reasonably ascertained and the list makes interesting reading as follows:—

Car	Driver	Model	Weight in Kilogrammes	Engine
Lotus	Fittipaldi	72D/R5	578	Cosworth V8
Lotus	Wisell	72D/R3	562	Cosworth V8
Ferrari	Ickx	312B/2 No. 6	566	Ferrari flat 12
Ferrari	Ickx	312B/2 No. 7	569	*Ferrari flat 12
Ferrari	Regazzoni	312B/2 No. 5	569	Ferrari flat 12
Brabham	Hill	BT 34/1	581	Cosworth V8
Brabham	Schenken	BT 33/3	588	Cosworth V8
McLaren	Hulme	M19A/2	589	Cosworth V8
McLaren	Gethin	M19A/1	578	Cosworth V8
Tyrrell	Stewart	003	565	Cosworth V8
Tyrrell	Stewart	001	581	Cosworth V8
Tyrrell	Cevert	002	567	Cosworth V8
BRM	Siffert	P160/02	554	BRM V12
BRM	Rodriguez	P160/01	558	BRM V12
BRM	Rodriguez	P160/03	558	BRM V12
BRM	Ganley	P153/06	574	BRM V12
March	Peterson	711/6	582	Alfa Romeo V8
March	Soler-Roig	711/4	558	Cosworth V8
March	de Adamich	711/1	589	Alfa Romeo V8
Matra-Simca	Amon	MS120B/04	572	Matra V12
Matra-Simca	Amon	MS120B/06	565	Matra V12
Matra-Simca	Beltoise	MS120B/05	573	Matra V12
Surtees	Surtees	TS9/001	559	Cosworth V8
Surtees	Surtees	TS9/004	541	Cosworth V8
Surtees	Stommelen	TS9/002	571	Cosworth V8
March	Pescarolo	711/3	581	Cosworth V8
March	Max	701/6	624	Cosworth V8
March	Mazet	701/5	652	Cosworth V8

N.B. Surtees TS9/004 was not 100% complete and was completely dry, hence the very low weight of 541 kilogrammes.

It is worth recalling that the basic minimum weight is 530 kilogrammes, and noting that in general BRM have the lightest cars and Matra the heaviest, also that the works March 711 with Cosworth engine is the lightest they have made at Bicester, the Alfa Romeo engined cars are heavy and last year's March 701 cars are very heavy, and the original Surtees TS9 is very light.—D. S. J.

GETTING IT WRONG

HAVING gone to the trouble of digging out from the mildewed archives that BARC Certificate which proved that in 1911 a London-Edinburgh Rolls-Royce Silver Ghost was timed over the Brooklands half-mile at 101.816 m.p.h. I was peeved that some casual proof-reading caused the text of the accompanying article to quote a somewhat lower speed, apart from containing other more obvious printer's errors. Also, the previous month I described the Bentley driven at Ghent speed trials by John Goddard as a 3/8-litre but the printers, who sometimes presume to know more about cars than I do, altered this to 3.8-litre, a size of Bentley of which I have never heard.—W. B.

HRH Princess Chula asks us to say that all the motoring books by her late husband Prince Chula, and Prince Bira, which we referred to in the May issue, received an overwhelming response and have all been sold—another example of the pulling power of MOTOR SPORT.

REFLECTIONS IN THE DUST OF CASTELLET

WITH THE Grand Prix of France taking place on the newly-built multi-million-pound Paul Ricard circuit alongside the Castellet aerodrome, about equi-distant from Marseilles and Toulon, it was natural that the circuit was the main topic of conversation. Before anyone else credits or blames me with the following opinion, and it was being done in the paddock before the meeting was over, I must quote Robin Herd, the March designer, on the subject of M. Paul Ricard's 1970 monument to motor racing. Herd said he thought it was rather sad to think that when we were on our way to the 1987 Monaco Grand Prix we should take time to turn off the Autoroute after Aix-en-Provence and drive into the hills, to stand in the quietness of the scrubland and look at the great, crumbling, disused stadium, all broken down and overgrown, and recall where Amon once spun off and Stewart had a slight accident, and then continue on our way to Monte Carlo. That was Robin Herd's opinion of the whole vast and extravagant affair of the Paul Ricard circuit and all I can say is that he said it before I did. There have always been monuments and follies built by man in his enthusiasm to create things, some of them artistic, some of them political and others of a sporting nature. In Spain you can see the Sitges banked track, in England the Brooklands track, in N. Africa the Mellaha concrete wonder at Tripoli, in Northern France the Reims circuit, in Southern France the Miramas autodrome, and so it goes on. In Germany you can still visit Hitler's fantastic stadium at Nürnberg, in England you can visit Stonehenge, all wonders of the world created by that ever-ingenious animal known as Man. My overall feeling about the Paul Ricard circuit is that while the man's philanthropy is admirable I am not sure that European motor racing is strong enough, or rich enough, to afford such a luxury, or to keep it going. Already there is talk of the Grand Prix of France going to Clermont-Ferrand next year and Rouen the year after. If this is so, what is going to happen at the Paul Ricard circuit in the meantime; it surely cannot be supported by lesser racing. Maybe Mr. Ricard does not want to see any profit back on the money he has spent, considering the free publicity he has got for his drinks firm as sufficient return for the expenditure, but having built the circuit there is now the question of upkeep costs and maintenance. How long is he prepared to go on paying for that, for I am sure French motor racing cannot afford to pay for it.

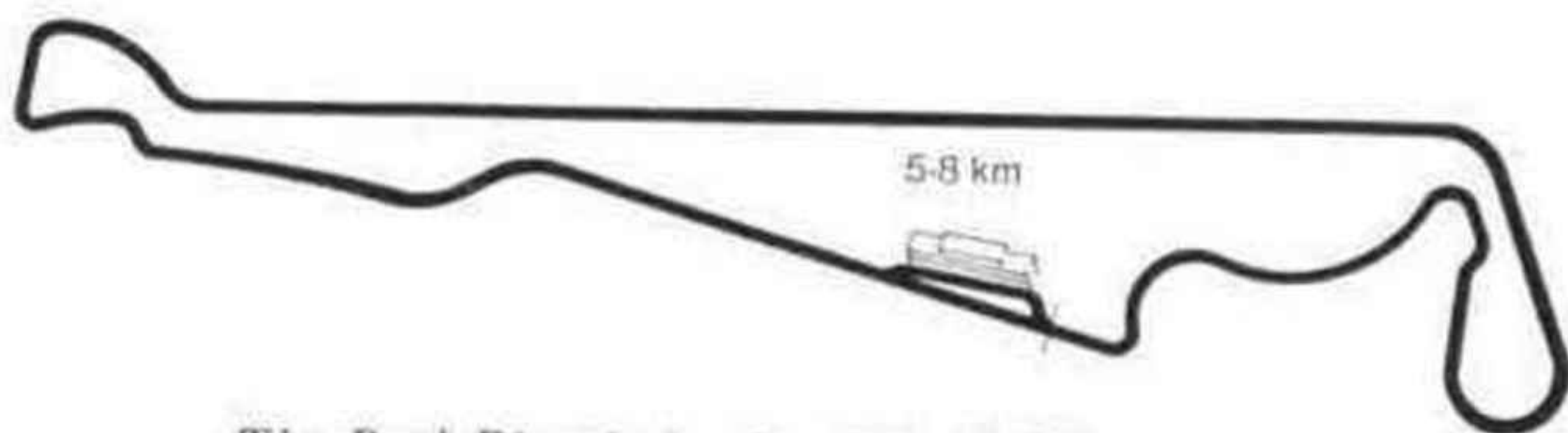
Some people were bemoaning the fact that he had spent all this money on a new circuit that was not very interesting, when France already had some good circuits that were badly in need of money. This is where the philanthropy of Mr. Ricard wears a bit thin and the business man shows through. I cannot imagine the head of the southern drink *Pastis* financing the rebuilding of the Reims circuit in the Champagne country, or of a native of Marseilles financing the rebuilding of Montlhéry track near Paris, or going even further north to Rouen, while the thought of the autocratic Le Mans group letting anyone else in on their money-spinner is out of the question. Mr. Ricard had to go it alone, and the arid wastes of the Castellet country was the only possible place. If we were to hold all the European Grand Prix races at the Paul Ricard circuit, enlarging the aerodrome to take Jumbo jets and Concorde's full of spectators the whole project might work, but then I think some of the drivers would get a little tired of the "flat and featureless circuit" as Surtees considered it, and the "Mickey Mouse" infield part between the end of the back straight and the pits, as Rodriguez described it. They might long for the steep hills of the Nurburgring and the Osterreichring, the tunnel and streets of Monte Carlo, the blind brows of Barcelona, even the *Curva Grande* of Monza and the hairpins of Zandvoort, to say nothing of the Burnenville bend and the Masta "kink" at Francorchamps, or even the White House bends at Le Mans. Time is fast running out, mistakes made in the nineteen seventies might be everlasting and irreparable. By all means let us enthuse over the Paul Ricard Circuit, for no one else will, but do not let us go berserk in our enthusiasm. It was not so long ago that we enthused over the Jarama circuit at Madrid and next year we will be enthusing over the new Belgian circuit at Nivelles, but while we are enthusing we must not forget what it is that we are enthusing about. That great rugged Swedish rally expert Eric Carlsson was at Paul Ricard and posed the question of whether I thought the circuit was safe enough for the Grand Prix drivers to race on? When I said that I was certain it was safe enough for them, he looked thoughtful for a moment and then said: "And when all the circuits are like this don't you think some of them

might find it a little dull after a time and long for a little danger in their lives as racing drivers?" My reply was simple, "Yes, but I'm afraid that when that happens it may be too late."

There was a time when the French Grand Prix was the only Grand Prix and later when there were others it was the greatest Grand Prix. For many years it kept this distinction and during the time it was held at Reims it was always a classic occasion of motor racing in the Grand Manner. You have only to look back on comparatively recent French GP events at Reims to recall classic occasions like Hawthorn beating Fangio by mere yards, the appearance of the revolutionary all-enveloping Mercedes-Benz, the sight of Harry Schell showing that Tony Vandervell had at last got a competitive British-built Grand Prix car, or the incredible speed of the little rear-engined streamlined Cooper-Climax driven by one Jack Brabham. In 1967 the Automobile Club of France killed their Grand Prix, not in floods of tears but in hoots of laughter and derision, when they held it on the Bugatti Circuit within the car parks of the Le Mans circuit. In 1968 the "new boys" of the FISA took over the race and since then it has been a mere shadow of its former great self, flitting to Rouen, Clermont-Ferrand and now Paul Ricard. We may be in times of great change, and changes may be for the good, but at times I worry about it because the way things are going means that all those people involved in motor racing over the past 70 years or more have been wrong. Fortunately there are still straws for me to grasp at, like the Indianapolis 500 still being 500 miles long and the most important race in America, the Targa Florio still being run in the Sicilian mountains, the Le Mans race still being for 24 hours and the motorcycle TT races still being run in the Isle of Man.

Sometimes I think I am alone in my vain grasping at what I feel motor racing has always been about, at other times there comes a breath of hope in something a new driver will say instinctively, like Derek Bell's 160 m.p.h. laps at Francorchamps or a letter from a 14-year-old reader, or the support of readers older than myself, but time is running out, more people must stop and reflect a little on where we are all going and why.

The pit area at Castellet is so vast and clinical that it almost became a bore and the great three-storey concrete complex of pits, reception rooms, and Press room in ascending order, was almost too much. The Press room was large enough to hold all the world's motor racing journalists, both genuine and false, with ease. It was air conditioned, *Pastis* Ricard was on tap, and the windows were of darkened glass. While the warm-up practice session was in progress just before the start of the Grand Prix I decided to go away from the hurly-burly and mob in the pit area, and I walked down to the corners at the far end of the circuit. I spent a most enjoyable afternoon at surprisingly close quarters to the race, in comparison with the unreal and cut-off feeling I got in the special Press stand. I was able to see at first hand the incidents involving Regazzoni, Hill, Rodriguez, Schenken and Wisell and it was all very exciting. I stood for a while on the outside of the fast bend leading on to the back straight, with only a single fence of wire mesh between me and the cars. Not being brave, I moved away to a safer distance and climbed up on a heap of rubble. Later I moved to the fast ess-bend leading into the *chicane* and sat on the Armco wall with the cars pointing straight at me as they changed direction in the middle of the 130-140 m.p.h. ess-bend. It was shattering, and I moved away for I felt my reflexes were not good enough to get me out of the way if Stewart's Tyrrell broke a wishbone or something and hurtled towards me out of control, for the Armco wall might stop him but it would not stop the flying bits and pieces. It all seemed desperately dangerous and exciting, which is what I have always thought motor racing was all about, but the Paul Ricard circuit is superbly safe I keep reading. I suppose it is from the air-conditioned, darkened Press room!



The Paul Ricard circuit which D.S.J. tears apart

The organisation was very friendly and well-meaning but somehow someone let a lot of tiresome *Gendarmes* into the paddock and pits during practice, presumably to control the non-workers. They failed miserably because by Saturday afternoon the whole pit area was overflowing with people who had no reason to be there, from small children to dogs, junkies to hippies, layabouts to spivs, plain simple yobos and a whole lot of nice ordinary French people who seemed to have just called in to wonder at the cars and the people of the Grand Prix circus at close quarters. The organisation seemed to have given up all hope of control and there were little motorcycles being ridden along the pit road in the opposite direction to the racing cars. Practice ended in a complete and utter shambles, which had it been in Mexico City would have invoked the wrath of the GPDA and the FIA. The Paul Ricard affair was all so vast and unbelievable that I don't think anyone noticed anything wrong. While on the organisation, the official programme was a complete joke; it was so full of money-making advertising that they forgot to put any information in it, while the photographs of some of the drivers were so old that you could still see their cars!

When building this super new circuit the Marlboro cigarette firm were persuaded to pay for a very complex electric race-control system. Over the starting area is a great bridge that can be cranked up and down, though why I could not find out. (Someone suggested it was in case they wanted to have a race for double-decker buses.) Across this bridge, in the space that was not taken up by Marlboro advertising, was an illuminated digit clock recording the time of day to the very second, red, white and blue panels to depict the French flag, further lights to indicate minutes and seconds, and a panel that could be made to show words like STOP. All this, and the two supporting pillars, were surrounded by a myriad of small white lights, and the whole thing was nearly big enough to be seen from Toulon. The idea was to eliminate the Raymond Roches and Louis Chirons from the starting procedure. The system was that the final

count-down would be shown on the illuminated panels, descending at 15 seconds a time, and as O came up the little lights all round the bridge would flash, and the panels representing the French flag would light up and the race would be on. There was a suggestion that dancing girls would appear on the bridge, rockets would go off and bands would play as well, but then someone else said "No, no, this is serious". The "go button" was pressed for the start of the F3 race, but there was a delay between O and the flashing lights and the front row sat there while everyone else rushed past! For the Grand Prix a simple old-fashioned French flag was used. In addition to this masterpiece of electronic wizardry there were Marlboro signalling towers all round the circuit, consisting of a great pillar beside the track with a man on top connected by wires to the whole electrical complex. From these towers long booms extended out across the track, and on these were two orange and one blue light, various sequences of these lights being flashed to replace the old-fashioned flag marshals and their waving flags. It was electrically very commendable and supported the main theme at the circuit that no one was going to get hurt while a motor race was in progress. Unfortunately, the light signals had no way of indicating that a car had just laid a stream of oil, which is why Regazzoni went off. When Hill laid his oil there was a mad rush by course marshals to find the old-fashioned oil flag and wave it, having to climb over the barrier to do so, by which time it was virtually too late. Watching this electronic masterpiece at work caused me to have a bad dream, in which electronics and computers took over, and we ran our Grand Prix with cars without drivers in them, controlled by boffins in the pits. The spectators refused to come, saying they wanted real men in the cars and heroes to worship, so it was agreed that Grand Prix stars could lie in the cars, but they were not to touch anything. Then our Grand Prix was won by the best team of boffins, the victorious car stopped at the finishing line and when the lid was removed it was found that the driver, like the unfortunate Russian astronauts, was dead! I wonder if time is running out, or was it the heat?—D. S. J.

BOOK REVIEWS

"**Gloster Aircraft Since 1917**", by Derek N. James. 446pp. 8½ in. x 5½ in. (Putnam & Co. Ltd., 9, Bow Street, London, WC2E 7AL. £5.50.)

Another volume in their prolific, packed-with-information, copiously-illustrated one-make aeroplane histories, this one about the Gloucestershire/Gloster Aircraft Company is more than usually nostalgic to those whose schooldays were spent, as some of mine were, hanging about near hangars hoping to see Gloster Gamecocks and Grebes emerge and take-off.

Surely the Gamecocks, Siskins and Bulldogs were the essence of peace-time RAF and Auxiliary Air Force excitement, accompanied, of course, by their pilots' Bentleys, 30/98s and Alvis sports cars? This book puts Gloster's contribution to aviation in those, and earlier and later eras, in technical perspective, from Mars I to Javelin. Gloster did much racing, so the Bamel and those Schneider Trophy seaplanes enliven the account, with the Gannet "motor glider" to provide contrast. The author has enlarged the normal Putnam format to include a section on Gloster's test pilots and details of surviving aeroplanes. Motoring references are confined to the Unibus scooter, which the Company made for a time, and the lorry (a Model-T Ford, I think) which carried or towed aeroplanes from Sunningend to Hucclecote aerodrome. One wonders, incidentally, what make of lorry took the Gloster II to Felixstowe in 1924?

A wooden Gloster IV racing seaplane cost £8,250, so the team would have absorbed some £450,000 in 1971 currency, and the Gloster VIs £25,000 the pair; some of the profits made on one-model contracts by Gloster pre-war are impressively large. Incidentally, Amherst-Villiers bought a Gloster IV seaplane in 1930. The pictures, as usual, are a fantastic collection.—W.B.

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The National Traction Engine Club has published a soft-cover booklet "More Engines at Work", using illustrations originally used in their journal *Steaming*. It is available at 33p, post free, from the Secretary of the NTEC, G. Beck, 127, Greensted Road, Loughton, Essex.

CARS IN BOOKS

A READER recommended "Another Self", by James Lee-Milne (Hamish Hamilton, 1970), which has some motoring references in it. There is, for instance, a description of the author being driven to Evesham Station, on his way to school, in 1917, by his mother, in a second-hand Model-T Ford dray. But the author's memory is sadly at fault in ascribing to it an absence of brake lever and five forward speeds. This Ford was the family war-time substitute for their Minerva landaulette "with its Bedford cord upholstery, two 'strapontins', veneered mahogany shelves for calling-cards, smelling-salt bottle and hand mirror, and its netted bulb with speaking tube" which "was jacked high under dustsheets in the motor-house".

There is brief reference to a Daimler of the early 1920s which met one of the author's fellow-Etonians near the school for an unlawful escapade, described as high but not so high a boy could stand upright in it, and to a "little Stellite two-seater" which his mother used after the war and which "climbed slowly and noisily up Fish Hill" to keep a ballooning appointment. The Minerva appears again after the war, too, being used to take the youthful Lees-Milne to London in search of a job, his father driving it to an exact time schedule, from a list on the dashboard. The author had a motor-scooter, which was apparently reasonably reliable; he was employed for a time by Reuters, whose Chairman, in 1935, had a Rolls-Royce, the punctual arrival of which was extremely important to him.—W.B.

RODRIGUEZ

Pedro Rodriguez died in that terrible accident at the Norisring. Some people have sentimental praise bestowed on them after they are dead. The prowess of Rodriguez in sports-car racing was such that we referred to him in last month's Editorial and the concluding words of our Austrian 1,000 km. race report (page 806) were written before he died. It is by these deeds that this great little driver will be remembered and mourned.

W. B.

CYRIL PAUL PUTS THE CLOCK BACK

*The Editor Talks to a Popular
Pre-War Racing Driver*

CYRIL PAUL had a long and eventful motor racing career which extended over 16 seasons and embraced more than a dozen different makes of car. Space precludes full coverage of his racing life; what follows are random recollections which this popular and versatile driver, a tough and cheerful character in those days, imparted to me during a pleasant luncheon date.

Cyril Paul's parents lived at Finchley and as his father was a keen driver the boy was brought up in a motoring atmosphere. He was taken to pre-war Brooklands meetings and recalls riding a 1911 single-speed clutch-in-hub belt-drive Triumph motorcycle to watch the first looping-of-the-loop from his favourite vantage point overlooking the near-by Hendon aerodrome, from which the later Air Pageants were also seen. After the war young Cyril Paul had his first taste of competitive motoring, in the public-road speed events of those days, riding a 16H Norton which for some time was able to see-off the o.h.v. opposition. He still remembers the strain of being towed at considerable speed on this machine, with its unstable narrow-track Middleton sidecar, behind his father's 30/98 Vauxhall.

All manner of motorcycles passed through Paul's hands at this time,



Zenith Gradua, Harley-Davidson, spring-heel ABC, etc., and he also sampled most of the contemporary small cars, such as the AV Monocar, Bleriot-Whippet, Rover Eight, ABC, etc. and had a GN Legère which he converted from i.o.e. to inclined-o.h.v. valve gear.

A piece of good fortune came Paul's way when he was taken on the staff of the London Beardmore and Austro-Daimler agency by Mr. Luther, with whose son he was to travel by train to Lyon in 1924 to

A GREAT DRIVE.—Cyril Paul and Jack Dunfee after winning the 1931 BRDC 500-Mile Race at Brooklands with the 6½-litre Speed Six Bentley. Their average speed of 118.39 m.p.h. was not bettered until 1935, when Cobb and Rose-Richards won this race at 121.28 m.p.h. in the 24-litre Napier-Railton.

[Photo by courtesy of the Bentley D.C.]



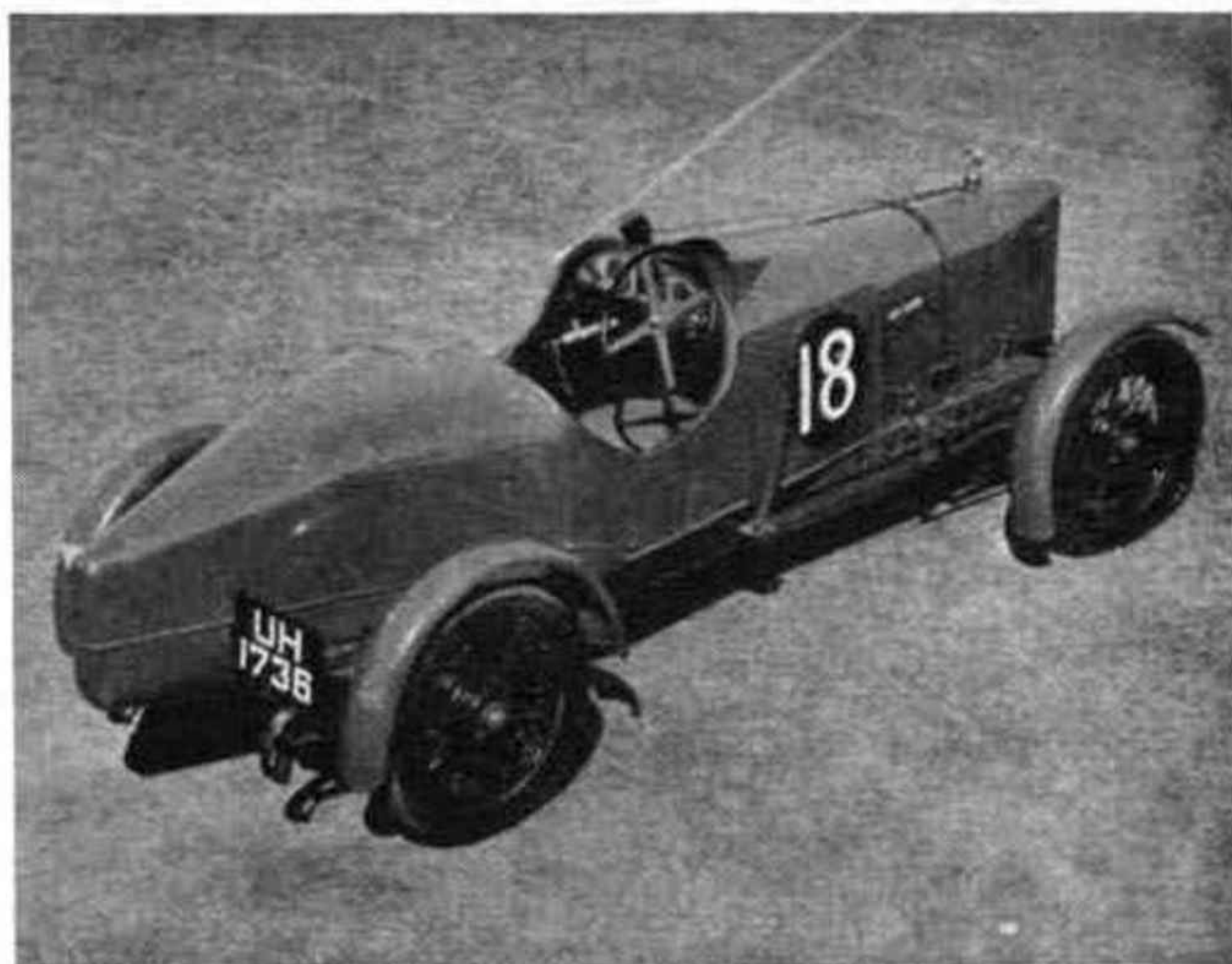
watch Divo win the French GP. When this company decided to enter their cars for competitions Cyril Paul drove for them. One of his earliest appearances was at the Southend Speed Trials and from 1922 onwards he gained many class wins and several times made f.t.d. in such events all over the country, driving overhead-camshaft Beardmores and 1,100-c.c. and 1,500-c.c. twin-cam Sacha Austro-Daimlers. He took one of the latter to Holme Moss for Malcolm Campbell to drive but on this occasion the great man pulled the gear lever clean out of the box, although on the long road journey Paul had had no trouble with it.

In 1924 Beardmore's built a special hill-climb car for Paul, designed by A. Francis, at their Anniesland, Glasgow, factory. The chassis was very liberally drilled and, to get what weight remained over the back axle, the overhead-camshaft 2-litre engine was set back 14 inches in the frame. This rendered the starting handle inaccessible and Paul still has a lump on his right wrist, souvenir of a Beardmore back-fire and resultant violent contact of his hand against the protruding dumb-iron. There was no dynamometer at the Beardmore works, so the power developed was not known. But the car would reach 90 m.p.h. in about $\frac{1}{4}$ -of-a-mile; it did not stop with anything like the same alacrity. This two-seater was given a big bulb horn as some concession to being equipped for the road and was often driven to speed venues, the small Zenith carburetter being changed on arrival for a big barrel-throttle Solex. Later the car was transported on a Beardmore lorry, causing frequent searches for suitable unloading ramps.

Cyril Paul's best show in this special Beardmore was undoubtedly at Shelsley Walsh in 1924, when he made f.t.d. in 50.5 sec., a record for the hill. This must have been very disconcerting to the entrants of costly and complicated "works" cars and to Raymond Mays, whose Brescia Bugatti "Cordon Rouge" was outpaced by the Scottish car. Paul says modestly that he thinks the comparative lack of power helped, as he was able to go through the corners without wild slides. For ordinary road journeys he had a less-exciting Beardmore, in which, nevertheless, he could beat the train from Glasgow to London, doing this run in nine hours, although the A1 was not much of a road in those days and the car had only rear-wheel brakes. When the Beardmore agency decided to concentrate on taxis he bought the hill-climb car and drove it once at Brooklands before selling it to the Hepworth brothers, who ran it, in company with their Jowett, in Northern sand-races. Paul towed the Beardmore to them in Yorkshire behind a Morris-Cowley, in order not to take the edge off the tune he had given it.

For the memorable 1928 Ulster TT Paul had a 19/100 Austro-Daimler four-seater, "a magnificent car, very strong, solid and unburstable, providing you humoured the 76 x 110-mm. six-cylinder engine by keeping the revs. down". The tax in this country was £22, so these fine cars were at a fiscal disadvantage to the 3-litre Bentley, which paid only £16 a year, but they otherwise had many similarities. Had Paul not overdone things near the end of the race and nearly hit the notorious butcher's shop in Comber, owing to a local shower of rain, he might have finished ahead of the 1½-litre Lea-Francis and Alvis cars and team-mate Mason's Austro-Daimler, these occupying the first three places. However, with one of these Austro-Daimlers he won his class in the Essex MC Six-Hour Race, although Le Mans, where he shared an Aston Martin with George Eyston, was not a success. At Brooklands in 1928 he drove the Wellsted (lap-speed, 78.43 m.p.h.), this being a disguised bull-nose Morris-Oxford cobbled up by a Cardiff Morris agent, whom Paul had met while staying there when competing at Caerphilly with the Beardmore.

Like several other beginners, Paul was helped on his way at Brooklands by Sir Alastair Miller, Bt. Miller had discovered the ancient 21½-litre Benz four-seater, which had been raced in 1920 by Bruno Roberts, abandoned behind a country pub. Six years before it had appeared at a Used Car Show bearing a price-tag of £1,200 but rumour says Miller got it for £50. Overlooking its porous radiator and cylinder blocks, he stripped it down and repainted it fire-engine red. The compression-ratio was raised by installing new aluminium pistons (one of which, the size of a child's chamber-pot—bore 185 mm.—Paul uses these days as a door-stop), the blocks were strapped down as a wise precaution, a small fuel tank fitted, and the front axle faired-in, as was customary in those days. Paul put king-posts on the chassis and braced it after the fashion of a Bentley and the old car achieved considerable success at the Track. Paul shared most of its wins and places and, indeed, lapped faster than any other driver in it, which was at well over 115 m.p.h. But "it was a real monster and you worried a bit about metal fatigue. You also kept your head well inside, away from the driving chains, remembering Parry Thomas'



The Wellsted, alias Morris-Oxford Special, which Cyril Paul drove at Brooklands in 1928.

accident". In fact, thanks to Renolds' generosity, the chains were always in good order and never gave any trouble.

That year, 1929, Paul's sports-car racing was done on behalf of Alvis Ltd., in their blown straight-eight f.w.d. cars, one of which he got home in the TT. Front drive was easy to manage but "you had to drive them through the corners; there was no tuck-in if you lifted off as with some modern f.w.d. cars, perhaps because, in comparison, the things were almost uncontrollable, anyway."

At the end of the 1929 season the BRDC ran the first of those gruelling 500 Mile Races, which lasted for nine years, although reduced to 500 kilometres in 1937. These were very much Cyril Paul's sphere, for he won one of them and finished second in another, third in two others. I asked him whether these long-duration, high-speed out-circuit drives tired him. "When you are young, and strong as an ox, nothing tires you", he replied. There was, he admits, the hazard of a tyre bursting or part of the car breaking up. But, once you had experienced tyre trouble and found you could hold the car, confidence returned. In this first "500" Paul shared one of the 4-litre V12 Sunbeams with John Cobb and they finished third behind the winning 4½-litre Bentley and the Speed Six, in spite of a broken chassis. "The Sunbeam", said Paul, "had an awful lot of power. It gave you a kick in the back from 115 m.p.h. when you opened up and in it I attained the highest speed at which I have ever driven in it, 149 m.p.h., which entailed going over the Fork at something like 130". Asked about the difficulty of lapping Brooklands in a fast car Paul said the most difficult part was going into the Home banking. If you were too low the car tried to climb and dive over the top. If you came onto it too high the tail tried to slide downwards. It was also essential to come off the Byfleet banking early. In a race like the "500" other cars might be occupying the required line, and then you could be in trouble.

At Brooklands in 1930, under Miller's influence, Cyril Paul continued to drive the old Benz and got his 120 m.p.h. badge in the 6-litre twin-cam Delage 1, "a tricky old thing, naughty on bearings, but a car with no bad habits". He helped Cobb in a record attack with the big V12 Delage, the hard ride of which bruised his thighs on the steering wheel, for, although by no means a slim man, the seat which suited Cobb was too big for Paul. He prefers to forget the "Double-Twelve" in which, driving with "Poor Popping Purdy", a very nice chap, they had to change the head of their Silver Eagle Alvis. Paul did far better in the 1930 TT, being first home behind the victorious 1750 Alfa Romeo trio, in Alvis Ltd.'s straight-eight-f.w.d. Alvis. Only the three Italian cars and Howe's 38/250 Mercedes bettered Paul's speed of 69.61 m.p.h.

Apart from racing, Paul was running a tuning shop in the Finchley Road, "although in those days not so many people wanted souped-up engines". Miller had found one of the Wolseley Moth single-seaters which he had evolved nine years earlier and thought it would be amusing to win the Brooklands Gold Cup with what was at that time regarded as a veteran racing car. On the eve of attaining this ambition disaster struck but Paul stuffed the damaged engine into the back of his Morris-Cowley, drove to London, and put its special head onto a scrap

Wolseley Ten engine that was lying in his workshop. Next day the Moth won its race, beating Sammy Davis' blown Riley Nine and lapping at better than 83 m.p.h.

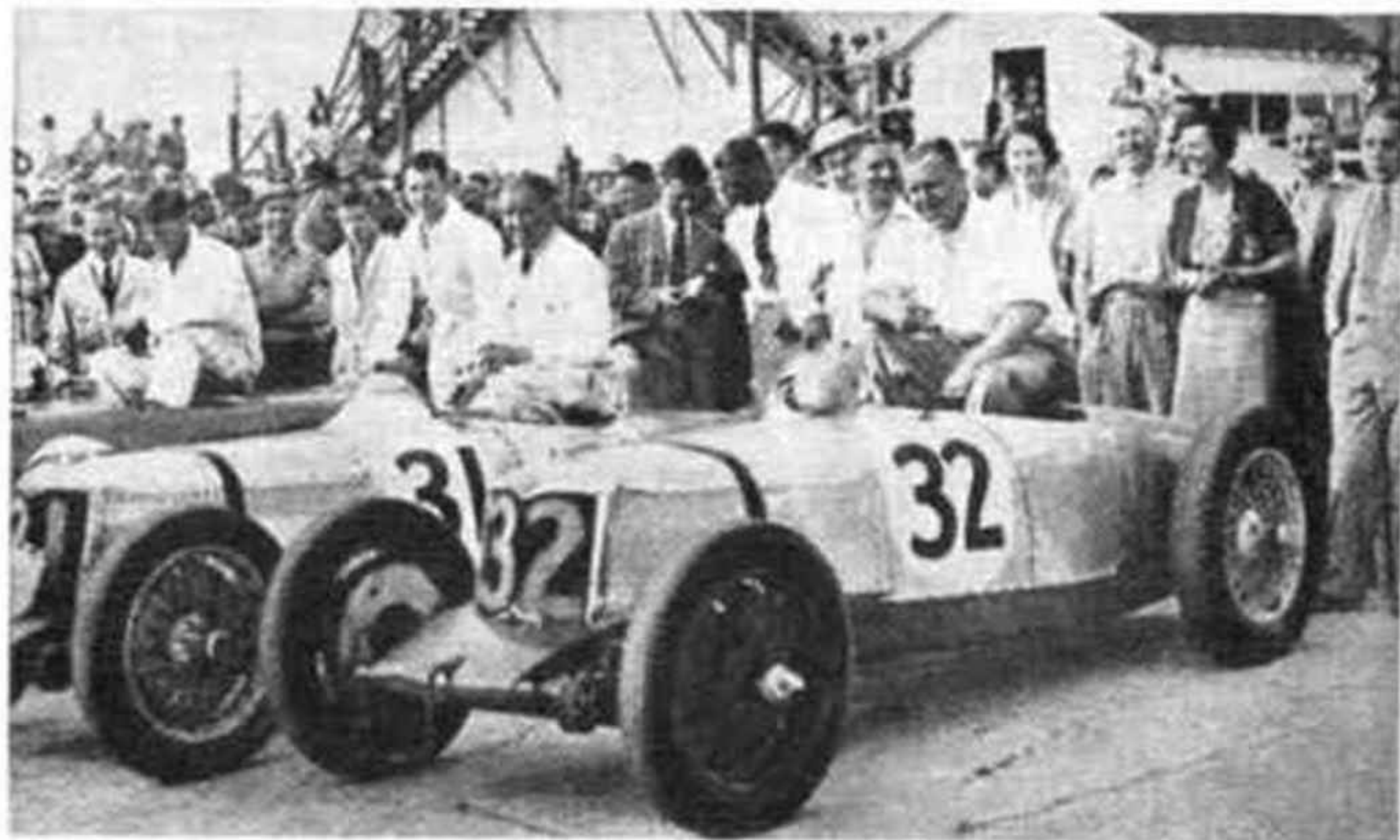
During the 1931 season, "when passengers were still carried", Paul drove E. L. Bouts' 2-litre GP Sunbeam at Brooklands, "a wonderful car", one of which had given him his first taste of four-wheel-brakes up Shelsley Walsh some years earlier. That was a year in which he drove one of his finest races over the outer-circuit. Signed-up to drive for Woolf Barnato, Paul shared the long-tailed Speed Six Bentley with Jack Dunfee in the 500 Mile Race. They won from the single-seater Talbot and Hall's MG, averaging 118.39 m.p.h. inclusive of pit-stops. Paul remembers the Bentley as a "real motor-car" and the drive as "the safest, most comfortable, I ever had". He concedes that passing slower cars near the top of the bankings was "interesting" because there was no means of stopping the big car, and that it was necessary to watch for breaker-strips on the tyres. He normally straddled the dotted black line, deciding that this was about as high as it was prudent to go; he scorned any form of head protection on this long and very fast drive . . .

There was a sharp contrast when Paul drove an MG Midget in the 1932 Ulster TT, "its owner, Jeffress, bravely coming as passenger". He had no difficulty in adjusting from the 21,504 c.c. of the Benz to 746 c.c., but they did not finish owing to engine failure. Soon after this Paul's long allegiance to Rileys began. In that year's 500-Mile Race he shared a Brooklands Nine with "Philips", a driver whose relatives were so savagely anti-racing that he was careful to conceal his face with mask, crash-hat and vizor and never look a camera in the lens; later all was apparently forgiven because he emerged as Phillip Turner. The Riley finished a creditable second in the "500", behind the winning MG, being the first non-supercharged car home, at a speed of 99.61 m.p.h. It was a "works" Brooklands model, with a faired headrest on the body.

Paul scarcely remembers a brief drive in Cummings' Maserati, perhaps because in 1933 he teamed-up with the one-and-only Freddie Dixon, going to live in lodgings in Middlesborough to be near Dixon's workshops.

Paul regarded Dixon as the "atmospherics king", referring to his uncanny ability to tune non-supercharged engines. He was able to extract 77 b.h.p. from an unblown Riley Nine, for instance and when preparing one of his six-cylinder Riley racing engines would work late into the night before remarking that he thought it would about flaming well do. This meant that Dixon had determined a needle-and-choke combination for the multiple SUs which would not require to be altered for the rest of the season. With the mechanic Walter Maidens, Cyril Paul made the bodies for the Dixon Rileys. The tails were quickly removeable, being secured by bolts which screwed into nuts welded to the chassis, and were wired-up. Access to the engine was via the top panel of the bonnet, through which the Scintilla Vertex magneto might protrude slightly, protected by a sheet of rubber. These aluminium bodies were pretty tough, surviving even crashes, "which were not infrequent". The same ones were used in both Mannin Moar and Mannin Beg, only the engines and axles being changed between races.

The ploy was for Dixon to try to win, Paul coming along more carefully in an endeavour to at least pick up some lolly should Dixon,



RILEY DAYS.—A happy Cyril Paul sitting on the Dixon Riley (No. 32) in which he was third in the 1935 British Empire Trophy Race at Brooklands. The winner, Freddie Dixon, is on the other Riley; second place was taken by E. Maclure in a "works" Riley.

[Photo from "The History of Brooklands Motor Course"—Grenville.]



WORKS RILEY.—Cyril Paul on the Brooklands banking in a "works" 1½-litre Riley, during the 1937 BRDC "500". He held second place for a time but experienced much plug trouble, finally coming in ninth, at 87.5 m.p.h.

who was apt to be brutal to the machinery he had created, have to retire. This worked well enough. For instance, in the 1933 "500", after Dixon's "Red Mongrel" Nine had devoured a piston, Paul and Turner finished third behind the MGs of Hall and Martin, in Dixon's Mannin Beg modified-Brooklands Riley. In 1934 the theme continued. After Dixon's 1,808-c.c. six-cylinder Riley had retired in the Mannin Moar, Paul's sister car came in third, and after Dixon had dropped out of the Mannin Beg, Paul got home in sixth place. Dixon won the "500" that year in his 2-litre Riley, Paul driving the "Red Mongrel" but retiring before Hess got a run. Dixon and Paul drove a "works" 12/6 Riley at Le Mans, taking third place behind the winning Alfa Romeo and a French-entered Riley after having caught fire.

Twice in 1934 Paul went to Montlhéry as one of Cobb's team to attack long-duration records with the Napier-Railton, "that very wonderful car". He can still hear the tap-tap, getting rapidly louder, as a tread came off one of the tyres, so that it was wise to keep one's head well inside the cockpit. Paul also recalls that you had to look at least ¼-of-a-mile ahead, as the tiny rear-wheel brakes were inadequate for the considerable weight of the monster.

The Dixon/Paul combination continued to notch up successes, including many Donington wins. In the 1935 Empire Trophy Paul finished third, after Dixon had won in the larger of his two Riley sixes. Dixon then won the TT in a 12/4 Riley and Paul only dropped second place when both float chambers punctured; he came in sixth. The "500" that year saw Riley win the Team Prize, Paul sharing a car with his close friend Charles Brackenbury. Later Paul helped to prepare an ERA for Pat Fairfield, which led to some excursions abroad. There was the time when Fairfield, Brackenbury and Paul went to France in an aged Bedford van, space so cramped that they had to take it in turns to sit in the ERA! After victory at Donington they stripped the engine for the scrutineers, reassembled it, and were beyond Paris, en route for Monaco, 11 hours later. Paul around this time had brief experience of one of Lindsay Eccles' twin-cam Bugattis, "another wonderful car, you could put it on a sixpence" (see last month's issue!) and he drove an ERA in the 1936 International Trophy Race, and in the IoM, where he was third. He also drove Wilkins' Monza Alfa Romeo, "a snaky ride", and was second in the Donington 12-Hour Race in a sports Riley, with Brackenbury as co-driver. He is one of the few surviving drivers who competed in the pre-war S. African GP when his Riley, doing over 100 m.p.h., was passed in a flash by Rosemeyer's Auto-Union, going nearly twice as fast. This reminded Paul of watching practice at Monaco from a balcony of the Hotel de Paris and seeing Rosemeyer demolish much of the balustrading; such was the German's presence of mind that he had time to pick up a piece and pose with it before the camera-men closed in. . . . One of his last drives was in a "works" Riley in the 1937 500-kilo. Race when plug trouble intervened when Paul was running in second place.

After this long racing career in cars Cyril Paul turned to ocean-yacht racing and served during the war as a Lieut.-commander in the RNVR. He still retains a close interest in racing, reads the road-test reports and generally keeps in touch. "I see that Shelsley Walsh has now been climbed in under 30 sec," he remarked, while we were discussing the Beardmore.—W. B.



You only notice your brakes when they're not there.

It's a frightening thought that the only thing between you and a nasty accident is a small segment of brake lining.

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A few Italian hand signals you won't find in the Continental Guide.



At first sight, it seems encouraging that Italian drivers use so many hand signals.

The trouble is that most of them indicate disparaging observations on the ancestry of the driver in front, rather than whether the signaller is turning left or right. This is hardly surprising, since he himself seldom knows which way he's turning until he's turning.

You'll notice too that some signals require the use of both hands, which can be quite exciting at 150 Km an hour. This probably accounts for something unique in Italy: passenger's hand signals. The most usual of these is both hands covering the eyes. Another popular passenger sign is that of the cross.

As Italy's largest tyre manufacturer, Pirelli

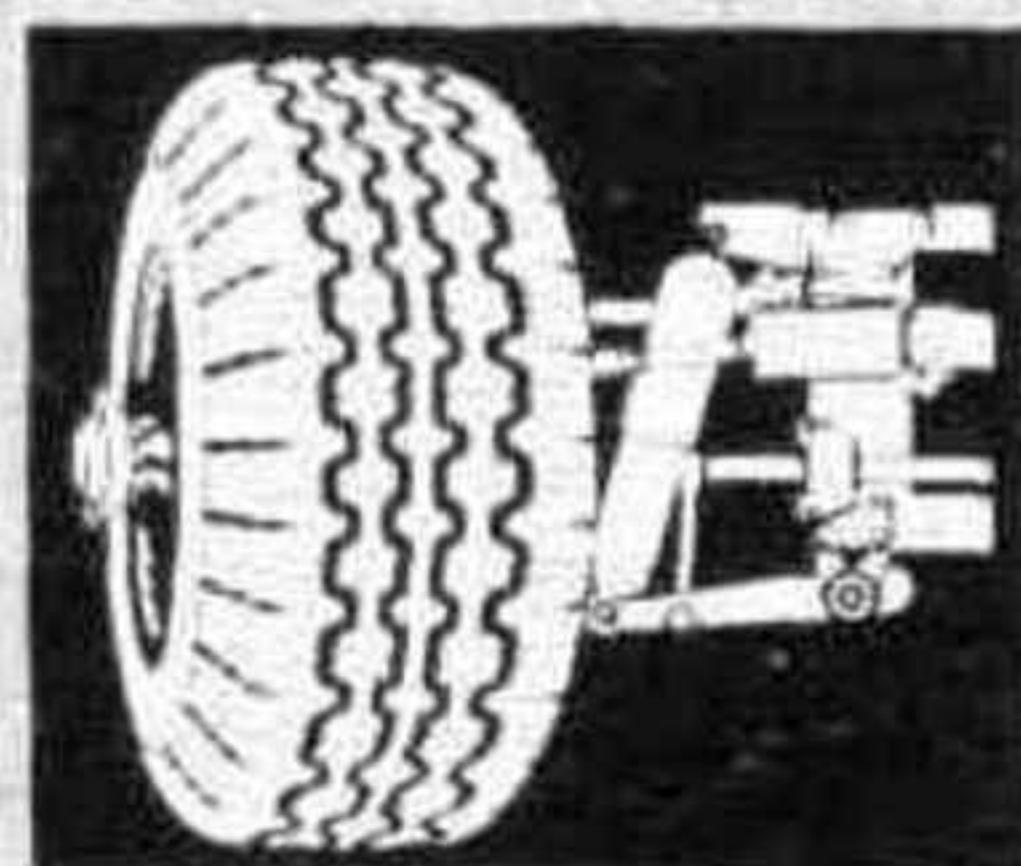
saw all this coming decades ago, and embarked on years of research and experiment which eventually resulted in the Pirelli Cinturato - the first ever textile radial-ply tyre.

It helped, to say the least. And we've been improving it steadily ever since, so things are still getting better.

Best of all, we have factories in Britain too, so you can get the same superlative tyre at the same cost as other radial tyres.

Even if you don't take your life in your hands every time you drive, you'll be that much safer with a set of Cints under you.

If they can keep the Italians out of trouble think what they can do for you.



PIRELLI
CINTURATO

AUSTRIAN 1000 KILOMETRES

JW-Gulf Porsche Team Fights to the Finish

OSTERREICHRING, ZELTWEG, June 27th. THE MAGNIFICENT circuit carved out of the hills in the Zeltweg valley seems to improve on every visit and compared with the artificial circuits that are springing up in Europe the Osterreichring is becoming more and more a *natural* circuit and one that appeals to real racing drivers. Since last year the upper floor of the pits has been rebuilt and is now a vast promenade for the public and the circuit has been handed over to a company to be run professionally, but it still retains one of the nicest organisational atmospheres of any European circuit. Not being blessed with unlimited money the organisers were restricted in their entry for the 1,000-kilometre race, the last round in Europe for the 3-litre Prototype and 5-litre Sports Car Championships, and in spite of Porsche having won the championship a very good entry of cream was received. It was the margarine in the middle that was missing, and there was a certain amount of umbrage among small British groups who wanted to enter but were only offered £100 starting money, so they stayed away. If truth be known most of them were not worth much more, for they would not have supplied any opposition to the cream of the entry and would merely have made up the numbers on the grid and formed "travelling chicanes" until they broke down. The JW Gulf team entered two of their 917 Porsche coupés and the Porsche factory produced one car which was entered under the Martini Team colours, but which was, in fact, a full works entry with at least five factory engines and a full complement of factory mechanics in charge. Enzo Ferrari sent his lone 312P flat-12-cylinder car in the hope of achieving a victory for his efforts all this season and Alfa Romeo turned out in full force, they like and fully approve of the Osterreichring and its race. With only a small number of private owners to get in the way, the seven factory-backed cars could prepare for a clear battle for the whole 1,000 kilometres, and, after all, only one car can actually win a motor race, though to listen to some people you would think Joe Bloggs in his Chevola was winning at times.

There was an almost unnoticeable reshuffle in the JW Gulf Team, for Jack Oliver opted out of his contract so that he could go and join the Can-Am set, and his place was taken by Attwood, driving number two to Rodriguez. The second car was in the capable hands of Siffert and Bell, both of whom look upon the Osterreichring as the right sort of circuit. The team also had a training car, driven mostly by Attwood and Bell, and this was fitted with a set of Girling double-disc brakes, similar in principle to those tried on the Tyrrell Formula One cars, but having bigger discs and a new type of caliper. The real reason for the lone Porsche factory car was also one of brakes, for this 917 coupé, painted rather hurriedly in Martini colours to make everything look normal, was fitted with an electronic anti-lock braking system. Although the Porsche engineers were a bit cagey about the whole thing and offered to say more if the car was successful on race day (which it wasn't), it appeared to be a similar system to that developed by Teldix of Heidelberg in conjunction with Daimler-Benz, which was announced last year and called the ABS or anti-block system. Drivers for this factory car were Marko and Larrousse and, while they were prepared to experiment with the new brake system, neither of them looked particularly enthusiastic about it during practice. The little Ferrari, and it is little when seen alongside a 917 Porsche, was being driven by Ickx and Regazzoni and it looked even smaller with some new lower-profile front tyres fitted. The Rodriguez/Attwood Porsche was trying some wider rims on the front wheels, which necessitated attaching flairs to the front-wheel arches, so as the Ferrari seemed to get smaller the Porsche seemed to get larger! Alfa Romeo had a team of three of their normal Tipo 33-3 prototypes and the aluminium-tube chassis 33TT-3 as a training car. In addition there was an early model 33-3 owned by an Austrian dealer and he was keeping close to the Autodelta pits for moral and material support. During practice the Alfa Romeo team of Stommelen, Galli, Pescarolo, de Adamich, Hezemans and Vaccarella were all getting on so well that moves were afoot to actually use the 33TT-3 in the race, in spite of it breaking its engine on the first practice day and Pescarolo blowing up the engine in his team car. Autodelta seem to have an inexhaustible supply of

their 3-litre V8 engines. The progress was set back a bit during Saturday afternoon practice when Nanni Galli nearly eliminated the whole team, when from the three normal team cars and the lightweight practice car all circulating healthily they were reduced to only one team car. Galli was really in the swing of the Osterreichring, belting round in the lightweight car with great enthusiasm, until he overdid it and dented the right-hand side on a barrier. Undaunted he got into his normal team car and had not been going long before he collected Vaccarella, who was going much slower. Galli's car was stranded out on the circuit with a bent rear end and the Vaccarella/Hezemans car limped into the pits with its left front suspension all bent and twisted, so suddenly there was only the car of Pescarolo/de Adamich in a healthy state. All this made engineer Chiti puff a bit and look down his nose, but Galli is such a pleasant fellow and a courageous little driver that he was soon forgiven.

In the Porsche pits the JW Gulf team changed the tails on their cars from the 1971 pattern with vertical fins to the earlier type with no fins and an adjustable spoiler in the central valley behind the engine, and there was general approval by the drivers. Every time the works Porsche 917 stopped at the pits a group of engineers and electronics experts clucked around the car, and when the training car of the JW Automotive team arrived nobody seemed very interested in its double-disc brakes except a lonely Girling man. Apart from the odd 911 Porsche GT car not moving out of the way quick enough when a 917 came up behind, and the usual tyre and fuel consumption checks by the works cars, practice was leisurely and without difficulties and the organisers ruled out a number of very slow Porsches and a rather optimistic Austrian in a Lotus Europa, all being too slow to qualify for the grid. The start was arranged in rows of three-two-three and there should have been 25 cars on the grid, but only 23 made it on Sunday afternoon at 1 p.m. The front row was a nice line up of Rodriguez (917 Porsche-JW-Gulf), Ickx (312P Ferrari) and Marko (917 Porsche-Martini) and behind them were Siffert (917 Porsche-JW-Gulf), and Muller (Ferrari 512S). In the third row was the complete Alfa Romeo team, in the order Stommelen, de Adamich and Hezemans, all in the normal Tipo 33-3 cars, and then came Juncadella in his yellow and green Ferrari 512S and the private Alfa Romeo 33-3 of Reisch. In row four should have been Gregory with the 512M Ferrari of the Muller team, but its engine had broken as practice finished the day before and nothing could be done about it, so there was a blank space on the grid alongside Pasotti (Ferrari 512S) and Edwards with the Minilite Lola T212 he was sharing with Enever, this being the only British car in the race. The rest of the field was made up by 11 private Porsches ranging from 910 and 906 to 911S and 914/6, and as with so many races things would be pretty thin without Porsche production cars.

The start was an undramatic straight-off-the-grid affair, all 23 cars getting away together, except that Siffert made a nonsense of his start and nearly ruined the clutch on the 917. The skies were grey and dull and there was a slight drizzle of rain falling as Rodriguez set the pace in the number one Gulf-Porsche, but as this was not a short Grand Prix-type sprint event, but a serious 170-lap affair the pattern of the opening phase was merely a portent of what might happen. Fully wound up for practice with all the special aids for one-off laps, Rodriguez had recorded 1 min. 39.49 sec. with the 917 Porsche and Ickx had done 1 min. 40.10 sec. with the 3-litre Ferrari, times which were significant but not conclusive as far as the race was concerned. Without question the little Ferrari was going to cover more laps on its regulation fuel load of 120 litres than the 5-litre Porsche, so that Rodriguez was going to have to build up sufficient lead to allow for at least one extra pit stop, and possibly two, for the Ferrari team were not letting on just how economical their car was. In addition, there was the slightly unknown factor of tyre wear, to say nothing of emergencies such as punctures or accidents, and behind these two main protagonists were the trio of Alfa Romeos who were not as fast, but had a good reputation over the season for consistency and reliability.

Rodriguez began to pull out a lead of nearly two seconds a lap,

which sounded a lot but in fact was not overmuch, bearing in mind all the ponderables, and Ickx was just about keeping the blue and orange Porsche in sight. Nobody else could stay with these two drivers, Siffert having become involved in a battle with Muller and Marko, with the three Alfa Romeos following. Pasotti was just about hanging on to the pace of the works cars, running in ninth place, followed by Reisch in the private Alfa Romeo and Juncadella in his Ferrari. Like a minnow following the shoal came the Minilite Lola, humming round contentedly, which it did for 32 laps when the engine broke, and Schickentanz was leading the GT Porsches. At 10 laps Rodriguez had 14 seconds lead and at 20 laps it was 19 seconds, his pace being slowed slightly due to lapping the tail-enders and some of the middle-field runners as well. The nice little dice between Muller, Marko and Siffert, running mostly in that order, ended when Muller began to feel an odd vibration and a lap later his left front suspension collapsed under braking, which made the Ferrari turn sharp left. Unfortunately he was passing a 911 Porsche at the time, that was minding its own business and keeping out of the way, and the wayward Ferrari savaged the Porsche, eliminating them both from the race. As the leading Porsche ended its first 20 laps the private Alfa Romeo expired with a broken engine, and a little earlier Juncadella had crashed his immaculate Ferrari due to being put off his stroke when Stommelen lapped him. By lap 28 Rodriguez had 25 seconds' lead and the Wyer pit was beginning to prepare for the first refuelling stop, the filling time having been slowed down a bit by a regulation which limited gravity feed towers to the height of the roof of the pits. One lap later the Porsche's lead had dropped to 23 seconds and next time round it was heading for the pits instead of going by at full speed. The fuel injection pressure had fallen dramatically and while the JW mechanics searched for the trouble just about everybody went by, and then again and again. The reason for the low pressure was traced to a flat battery, but what caused the flatness was another matter. A new battery was put on and Rodriguez rejoined the race down in seventh place, behind all the Alfa Romeos, and three laps behind the fleeing Ferrari 312P. At 34 laps Marko stopped for fuel and two laps later Siffert did the same, so that on lap 37 when *status quo* was restored the Ferrari had 45 seconds lead over Marko's Porsche, who in turn was 11 seconds ahead of Siffert's Porsche, with the three Alfa Romeos in the order de Adamich, Hezemans and Stommelen on the same lap, but only just.

It was obvious that neither Marko nor Siffert could challenge Ickx and Rodriguez was too far back to consider as a challenge, so all the Ferrari team had to do was to keep their little prototype 3-litre buzzing round consistently. At least, that is how the situation looked to the casual eye, but obviously not to Wyer and Yorke, who were still planning to win the race. After 44 laps Ickx came in, the petrol tanks were filled and Regazzoni took over, and while he was settling down to the pace, and with a full fuel load, Marko began closing on him. Just before the Ferrari pit stop Siffert had come in with a flat left-front tyre, the stop dropping him behind the three Alfa Romeos, but the restart was more than the Porsche clutch could stand, in its weakened state, and two laps later he was back in the pits and out of the race. All three Alfa Romeos refuelled, de Adamich staying in the number one car, Galli taking over the number two car and Vaccarella taking over the number three car, these stops being sufficient to put them a lap behind the leader. At 50 laps Marko overtook Regazzoni, but it was not too serious for the Porsche could only do 34 laps on a tankful against the Ferrari's 44 laps, so all the Swiss had to do was to keep the Porsche in sight, which he did without any bother, and as the fuel load lightened he closed up on Marko and retook the lead on lap 61. On lap 68 Marko made his second fuel stop and Larrousse took over, and during this time a little rain fell, but not enough to cause any panics. By now the Ferrari had a minute and a half lead, or almost a lap, and it all seemed to be over, except that the JW team had not given up and neither had Rodriguez, and it began to become obvious that the race was not yet half-way through. When the Gulf-Porsche came in on lap 68 it was refuelled and Rodriguez carried on driving, now within striking distance of the third of the Alfa Romeos, and in sixth place. With the slight drizzle of rain stopped Regazzoni sped on and increased his lead over Marko to 1 min. 40 sec., which meant that he was right behind the Martini Porsche on the road, and on lap 83 he swept by to be a full lap ahead. This 917 Porsche was presenting no trouble, it was the blue and orange one that the Ferrari pit was keeping an anxious eye on for they had expected Attwood to take over at the second pit stop. As half-distance came up the three Alfa Romeos refuelled once again and Pescarolo took over the number one car to do the second half of the

race, while Stommelen and Hezemans returned to their cars, doing quarter-race stints at a time, and these stops allowed Rodriguez to get ahead of all the Autodelta cars, putting the Porsche in third place, a lap behind the Martini car and now only two laps behind the Ferrari. What had been a relaxed and sure situation in the Ferrari pit was fast turning into a panic, for it was pretty obvious that Wyer and Yorke were going to play the rules right up to the limit, and there was no question but that Rodriguez would be playing right along with them. The written word said that no driver could remain in a car for more than 3½ hours, and if he did drive for this length of time he must stop before completing another lap and then rest for one hour. However, if a driver stopped before 3½ hours then only a ten-minute rest period was demanded, and the Ferrari team knew that this was exactly what the Gulf team were going to do with Rodriguez, his speed and stamina being of the old-fashioned unlimited kind, in the style of Fangio and Moss. By the time Regazzoni stopped at the end of lap 88 there had been a change of plans in the Ferrari pit that he did not know about. The plan when he started out was that Ickx had done the first quarter, Regazzoni was to do the second and third stints and Ickx would take over for the final one, ready for any last-minute battle. The JW plan had put the Ferrari team in a flap and they decided that Ickx would do the third stint to try and make up as much lead as possible while Rodriguez was resting, so it came as a surprise to Regazzoni when he was told to get out of the car while it was being refuelled and having all four tyres changed. While all this was happening Larrousse and Rodriguez went by, which put them temporarily on the same lap as the leader, but nearly a whole lap in arrears for Rodriguez and 20 seconds for Larrousse. When Ickx was away he had no trouble in getting away from the Martini car, opening up the gap to 30 seconds, 40 seconds and 50 seconds with ease, but it was not the white Porsche they were worried about, it was the blue and orange one. At 99 laps Rodriguez stopped and in 32 seconds the tank was filled and Attwood took over, while the little Mexican sat on the pit counter with his hands crossed in front of him. Ten minutes later he walked over to John Wyer and said "I am ready now" and Attwood was signalled to come in, which he did on lap 111, when the left-side tyres were changed. Rodriguez got in and the race was on once again. The meagre 12 laps that Attwood did were all too few for the Ferrari to build up much of a lead, even with Ickx driving, but a fuel stop for Larrousse as well as the Gulf car had allowed the little red car to get two and three laps ahead of them, but it didn't represent much in time. The Gulf-Porsche stop had allowed the Pescarolo/de Adamich Alfa Romeo to move up into third place, but it was only temporary for Rodriguez soon overhauled it and when Pescarolo coasted in with a blown-up engine nobody really noticed for all eyes were on the thundering Porsche and the fleeing Ferrari. At 120 laps the Porsche came up behind the Ferrari and swept by, reducing the deficit to two laps, and disappeared into the distance, for Rodriguez was reeling off laps at under 1 min. 40 sec. with a ridiculous ease. The Martini car was the meat in a rapidly closing sandwich and on lap 122 Larrousse was very overdue. A rear tyre had burst on a long fast corner not long after the pits and the car had spun into the guard rail, damaging the rear end. He limped back to the pits on the alloy rim and though the Porsche mechanics tried to patch things up it was no use, a lot of the chassis tubes at the rear were broken and one more lap was enough to tell Larrousse that the car was undriveable and it was pushed away. This let Rodriguez into second place, which was no longer insignificant, and the Ferrari signal board told Ickx "1 lap + 91 sec.". At 132 laps the Ferrari made its last stop for fuel and the left-side tyres to be changed, taking 55 seconds, and Regazzoni took over again, the stop, including slowing down and speeding up again reducing the lead to a lap and a handful of seconds, which was no longer funny for the Ferrari team, who desperately wanted to win this last 3-litre versus 5-litre battle. At 135 laps the Porsche was into the pits for petrol and oil, and was away in 15 seconds, after one of those stops for which the JW mechanics have become justly famous, and which is always worth watching from close quarters. With pit work like that and a cool and calm management looking after things it is not surprising that Rodriguez works so hard and so willingly for the JW Gulf team. He was fairly pounding through the remnants of traffic that was going round and had put his headlight on to warn the slow cars of his approach, and fearful that the battery might give up again his pit signalled him to put them off, at the same time telling him he was now only 127 seconds behind the Ferrari. The Maranello team were frantically telling Regazzoni he was only 127 seconds

Continued on page 806

Results :

AUSTRIAN 1,000 KILOMETRES—Groups 4, 5 and 6—Osterreichring—170 laps—1,004.9 kilometres—Dull and Grey

1st : P. Rodriguez/R. Attwood (Porsche 917—5-litre flat-12)	Group 5	Entrant: JW Automotive, England	5 hr. 04 min. 26.01 sec.—198.060 k.p.h.
2nd : T. Hezemans/N. Vaccarella (Alfa Romeo T33-3—3-litre V8)	Group 6	Entrant: Autodelta S.p.a., Italy	2 laps behind
3rd : R. Stomnellen/N. Galli (Alfa Romeo T33-3—3-litre V8)	Group 6	Entrant: Autodelta S.p.a., Italy	2 laps behind
4th : M. Pasotti/M. Casoni (Ferrari 512M—5-litre V12)	Group 5	Entrant: Scuderia Brescia Corse, Italy	11 laps behind
5th : E. Bonomelli/"Pooky" (Porsche 910—2-litre 6-cyl.)	Group 5	Entrant: Squadra Bonomelli, Italy	30 laps behind
6th : C. Schickentanz/D. Kersten (Porsche 911S—2.2-litre 6-cyl.)	Group 4	Entrant: Oldenkott Tobacco, Germany	31 laps behind
7th : C. Haldi/P. Keller (Porsche 911S—2.2-litre 6-cyl.)	Group 4	Entrant: Porsche Club Romand, Switzerland	31 laps behind
8th : A. Trummel/D. Sessitsch (Porsche Carrera Six—2-litre 6-cyl.)	Group 5	Entrant: Bosch Racing Team, Vienna	31 laps behind
9th : G. Steckkonig/R. Bauer/D. Schmid (Porsche 914/6—2-litre 6-cyl.)	Group 4	Entrant: Paul Strahle K.G., Germany	34 laps behind
10th : E. Kremer/R. Lins (Porsche 911S—2.4-litre 6-cyl.)	Group 4	Entrant: Auto Kremer Racing, Germany	37 laps behind
11th : P. Greub/J. C. Guerie (Porsche 911S—2.4-litre 6-cyl.)	Group 4	Entrant: Porsche Club Romand, Switzerland	37 laps behind
12th : A. Andersen/J. Barth (Porsche 914/6—2-litre 6-cyl.)	Group 4	Entrant: Sud. Automobilesport, Germany	72 laps behind—Not qualified.

Fastest lap : P. Rodriguez (Porsche 917), in 1 min. 39.35 sec.—214.09 k.p.h. (new circuit record).

Retirements : H. Muller/R. Herzog (Ferrari 512S), accident; R. Bauer/G. Pucci (Porsche 911S), accident; J. Juncadella/A. Soler-Roig (Ferrari 512S), accident; C. Reisch/C. Facetti (Alfa Romeo 33-3), engine; G. Edwards/R. Enever (Lola T212), engine; H. Pescarolo/A. de Adamich (Alfa Romeo 33-3), engine; G. Larrousse/H. Marko (Porsche 917), accident; J. Siffert/D. Bell (Porsche 917), clutch; J. Ickx/G. Regazzoni (Ferrari 312P), accident; F. Berruto/A. Mola (Porsche Carrera Six) rear suspension; C. Utz/R. Goring (Porsche 911S).

23 starters — 12 finishers.

ahead, and at 145 laps Rodriguez had the Ferrari in sight. On the next lap the two cars went past the pits side by side, with the Porsche getting on to the same lap as the Ferrari as they went up the hill, and drawing away as it did so, the 600 b.h.p. of the Porsche really telling up the hills. Lap 147 saw the gap at 99 seconds, the approximate lap speed at which Rodriguez was travelling.

It did not need much in the way of mathematics to see that the remaining 23 laps were just about enough for Rodriguez to reduce the gap to zero, and it only needed a slight baulking of the Ferrari by a slower car, or a slight error by Regazzoni to make a Porsche victory probable rather than possible. The incredible Rodriguez had got his lap time down to 1 min. 39.35 sec., a new circuit record, and with the fuel load going down there was probably better to come, especially as the gap closed to a visual one. On lap 148 all the tension disappeared for the Ferrari failed to appear. Going into the uphill right-hand bend on the far corner of the circuit Regazzoni had suddenly had the Ferrari

go wildly out of control and it smashed itself against the guard rails, in all probability due to something breaking in the suspension, but the car was too badly wrecked to ascertain this. The Swiss was quite unhurt, but the race was over and Rodriguez was furious next time round when he saw the wreckage, for he was really enjoying this fighting finish that was by no means a certainty as to the outcome. His pit gave him the EZE sign, and he slowed down to lap at 1 min. 50 sec. and bring the blue and orange Porsche home to its final Manufacturers' Championship victory in Europe, the last remaining race being in America. It was an impressive fighting finish by the JW Gulf team with a car that will go down in history as one of the greatest racing cars of all time, driven for 158 laps of the challenging Osterreichring by the quiet and gentle, but oh so rugged Mr. Pedro Rodriguez, fully supported by the whole staff of JW Automotive Ltd., in a truly impressive manner that should illustrate to everyone just what proper motor racing is all about.—D. S. J.

MINIATURES NEWS

IT IS always pleasing when a maker of miniatures has one of a brand-new car on the day of the new model's announcement. This Lone Star did with the Vauxhall Firenza, their 3-in.-long replica having opening bonnet and doors, seats, simulated engine, sprung low-friction wheels, etc. It is available for 25p and Vauxhall Motors had a number to give away on Firenza release day.

Recently Lesney, in their "MATCHBOX" series, seem obsessed with dragsters and hot-rods and, as I am not certain these follow actual vehicles, I ignore them. But they also have a Super-King GMC cement-mixer, 5½ in. in length, the scale being 58 to 1, selling for 55p. The drum can be made to rotate as the model moves, by operating a lever under the cab; the Reg. No. is K-6.

Model Cars for July carries an interesting illustrated article about a highly detailed, partially-working scale model made in 1924 by a Mr. M. J. Chambers, to depict a typical, but not an actual make, of luxury chassis of the period. It took over three years to complete, incorporates over 830 parts including over 500 screws and bolts and 364 tiny hexagon nuts, all hand-made. The specification embraces a 3-litre side-valve engine, 3-speed and reverse gearbox, four-wheel-brakes and ½-elliptic springs. The wheelbase would be 11 ft. in full size and the tyres, on disc wheels, seem to be Meccano Dunlops.—W. B.

TYRE NEWS

Avon are promoting their well-known Wide Safety GT low profile cross-ply tyres, "a standard production tyre equally at home on road or track" by offering a free Avon GT-shirt free with each purchase, these shirts being intended to tie up with a new publicity bloke called the Avon-GT man—"the everyday man in whom the hidden beats is unleashed when he drives on high performance Avon Wide Safety GTs"—the safety-first organisations will throw a fit! These Avon tyres were highly successful in Formula Ford racing until

Dunlop announce a new racing tyre with a tread "as smooth as glass", like the old Brooklands' outer-circuit special covers, which was developed for 2-litre sports car racing and enabled Craft to break every Silverstone sports-car lap record in a Chevron B19 at the International Trophy Meeting. Extremely soft rubber provides the grip, which is compliant enough to carry out the function of a tread pattern. This treadless tyre wears rapidly and is useless in any degree of wet, so is purely for fast racing in the dry. It is available through the Dunlop racing division.

● There is a rather large smell in Formula Ford at present regarding the tyre situation which all leads back to the comment in "Around and About" back in January. Since then every major Formula Ford race held has been won on Firestone Torino Wide Oval tyres but the competitors have found that the wear rate of this rubber is astronomical. In fact a set of tyres only lasts two or three races compared with more than double that of the Avons used last year which cost less money. Obviously the wear rate would be totally unacceptable for road use although the Formula Ford regulations state that tyres for the Formula must be road tyres. It seems that Firestone have circumnavigated the regulations and got away with it. However, during the past month they have come in for heavy criticism in the correspondence columns of the racing weeklies, and this prompted Firestone to issue a very strangely worded statement which hardly answered any of the questions being raised, and generally made it perfectly obvious that Firestone Torino Wide Ovals are totally useless for road car applications.

● Remember the name Group Racing Services, for this recently formed company could well be making racing cars by the end of the year. The company has been formed by various former employees of the Lotus Racing Ltd. firm which was disbanded by Colin Chapman recently now that Lotus are no longer offering racing cars for sale due to a change in policy. GRS is headed by former chief Lotus Formula One mechanic Gordon Huckle, who has recruited the services of Dave Baldwin, who designed the successful Lotus 59 and 69 range, and we also reckon that former Lotus Racing Managing Director Mike Warner is in the background somewhere.

● For the third year running Kodak are sponsoring a race meeting at Thruxton and offering special facilities for photographers. There will be races for Formula 5000, Formula Three, Formula Super Vee and saloon cars while other attractions include the Red Devils Free Fall parachute team, an ascent by a hot air balloon and a photographic competition. Kodak enter into their sponsorship wholeheartedly and spectators, particularly those with cameras, can be assured of a good day's racing. The meeting is on Sunday, August 1st.

● Those little racing and sports cars for children called the Barnard Formula Six were in jeopardy recently when the Barnard Engineering Company of Sittingbourne ceased trading. We learn that all sales and manufacturing rights have been taken over by the engineering company of Berry, Ede & White. Doting fathers can contact them at the Esplanade, Rochester, Kent.

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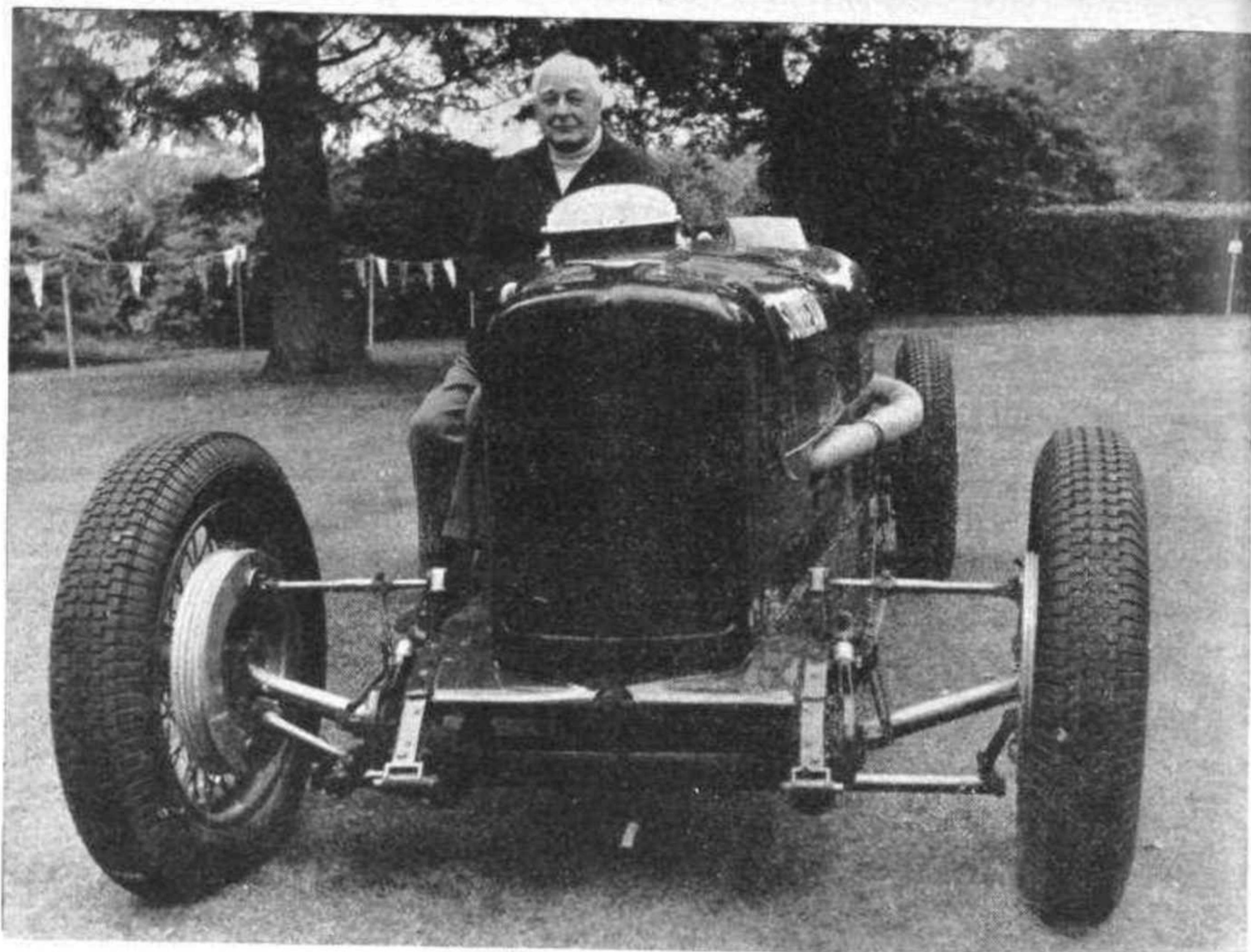
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**VETERAN —
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**A Section Devoted to
Old-Car Matters**

UNITED AGAIN.—Kaye Don with the 2-litre supercharged Sunbeam "The Cub", an historic British racing car now the property of Chrysler UK Ltd., at the BEN Motor & Cycle Trades Benevolent Fund vintage car rally at Linwood. Kaye Don had many successes with this Sunbeam at Brooklands.



THE VSCC OULTON PARK MEETING (June 19th)

HELD TOO late for a report to appear in the July MOTOR SPORT, this was far too good a day's sport to ignore, although by the time this appears the second VSCC Silverstone race will have been contested, to be reported next month.

Chief excitement at Oulton Park was what would be the outcome of the 10-lap Richard Seaman Memorial Historic Trophy Race—would Martin Morris' ERA R11B win for the third time in succession by out-cornering Corner, whose ERA R4D is somewhat faster even if perhaps not on an ideal axle-ratio, or would Crabbe's 1937 W125 5.6-litre Mercedes-Benz, a fabulous car appearing for the first time in a race since the war, swallow up both the 2-litre cars? Morris led away, pursued by Corner, with Crabbe right on his tail. A lap later there was more space between this leading trio, the order unchanged, both ERAs on the absolute limit and Morris using all the road at Lodge Corner—great stuff! By lap three they had out-distanced the next group, in which the Hon. Patrick Lindsay's ERA "Remus", feeling very vintage and hard-sprung, he said, after his Multi-Union, was ahead of a spectacular Waller in the P3 Alfa Romeo, Merrick's ERA and Venables-Llewelyn's ERA, Bill Morris' ERA already out. The fourth lap was a surprise—no Corner! He had, he says, got his feet tangled in the pedals, causing him to spin off and return to the course and stall, in the path of Colin "Caracciola" Crabbe. This lost Crabbe some 500 yards as he braked to avoid the errant ERA and gave the impression to those who hadn't seen the incident or heard the commentary, that either Crabbe had decided he couldn't close on Morris or that the still very "new" Mercedes was ailing. Not a bit of it! Although Crabbe remained well behind until almost the end, on the ninth lap he began to close up and, with superior performance, stormed past Morris on the final round, to a popular victory, in spite of newspaper placards which greeted one upon arrival telling us "Crabbe cuts back on power"—which meant he lifted his right foot a little when practising in the wet! A smiling Martin Morris was a truly courageous second, Waller, now looking somewhat ill at ease with the Alfa Romeo, third, ahead of Lindsay and Merrick, Venables-Llewelyn having retired on lap four. Crange's MG NE Magnette cornered fast to win the handicap section of this race.

The Seaman Vintage race was another fine event. They dived in close groups, Hine in Llewelyn's 8.3-litre blue Bentley two-seater doing his utmost to hold off Moffatt in the Wall *monoposto* 2.3 Bugatti, Hamish crouched like a little demon over the wheel. He got by on lap three and pulled out a bit of a lead and on lap seven the Bentley was obliged to return to the Paddock. At just over half-distance—it was a 10-lap race—the two duellists had pulled away from Schellenberg's 8-litre Barnato-Hassan, which he hurled through

the corners with evident concentration, until, by lap seven, the closely-tied St. John (2.3 Bugatti) and Morris, in Morton's (4½-litre Bentley), went past the big track car. Lap nine saw the Bentley pass the Bugatti, and thus they finished, Peterkin fourth in Lord Doune's 2½-litre Maserati after a slide close to the Lodge wall. Rippon, who had been seen to be beating his mis-firing yellow Bugatti, was amongst the retirements. Edwards kept his 1925 16-valve Aston-Martin ahead of Crabbe in his "new" sister car and Glass, in full fire-protective clothing and face-mask, to the delight of at least one marshal, understeered round in a beautiful 6½-litre Bentley which looked very "Le Mans" or "Double Twelve". The Pacey-Hassan boiled furiously.

In the 12-lap Historic Racing Car event Corner got his revenge, being back on unassailable winning form in his 1959 3-litre GP Aston Martin, although Wilks' Lotus 16 led for the first three laps and momentarily gained the lead for a while after being overtaken by Corner. Cottam, in his 2-litre Connaught, drove calmly, with not much wheel twirling, in third place and the gallant Martin Morris led the pre-war cars in fourth position, ahead of Bergel's 250F Maserati. Corner naturally made fastest lap of the day, at 88.43 m.p.h., well under his 1970 record, however.

The rest of the programme consisted of the traditional *Cheshire Life Concours d'Elegance* and *Concours de Maintenance*, in which, respectively, Blight scored another Talbot laurel leaf and Morris won with his ERA, and some four-lap handicaps. In the first of the latter Mrs. Arnold-Forster had a lap start in her GN but was caught on the final circuit by Whittaker's Chrysler, its driver making unexpectedly good use of its 3-speed gearbox. Waive's "imitation Imp" Riley 9 was second, Marsh's replica Morris Sports with Oxford engine third. In the next handicap Alexander's 4½-litre Lagonda was successful, staving off the FN/GN opposition, with Joseland's "Terror II", second, Trainer's 1934 Nash third, Smith's Alvis-Nash being very quick but unable to catch these, or the other Smith's Nash, from scratch.

The third handicap saw Fowler's Aston Martin go ahead on the last lap, disposing of the lead held until then by Fletcher-Jones' GP-tailed Lagonda Rapier, Johnstone's blown Lea-Francis third. The two final four-lap races went to Christopher Mann's Targa Florio Alfa Romeo, from a trio of Rileys, and to Pat Marsh, whose crisp ex-Seaman ERA went splendidly, winning from Alexander's big Lagonda and Stewart's 1922/26 4½-litre Bentley.

Results :

Richard Seaman Historic Trophy :
1st : C. B. Crabbe (Mercedes-Benz) 82.20 m.p.h.
2nd : M. E. Morris (ERA)
3rd : P. Waller (Alfa Romeo)

Richard Seaman Vintage Trophy :			
1st :	H. F. Moffatt (Bugatti)	.. .. .	76.05 m.p.h.
2nd :	M. H. Morris (Bentley)	.. .. .
3rd :	G. S. St. John (Bugatti)	.. .. .
Historic Racing Cars :			
1st :	E. N. Corner (Aston Martin)	.. .. .	85.92 m.p.h.
2nd :	W. E. Wilks (Lotus)	.. .. .
3rd :	A. Cottam (Connaught)	.. .. .
First 4-lap Handicap :	D. Whittaker (Chrysler)	.. .. .	62.05 m.p.h.
Second 4-lap Handicap :	W. R. Alexander (Lagonda)	.. .. .	67.07 "
Third 4-lap Handicap :	W. B. Fowler (Aston Martin)	.. .. .	63.35 "
Fourth 4-lap Handicap :	C. A. Mann (Alfa Romeo)	.. .. .	61.55 "
Fifth 4-lap Handicap :	C. P. Marsh (ERA)	.. .. .	76.31 "

Oulton Oozings

Colin Crabbe's ex-Brauchitsch W125 Mercedes-Benz averaged 82.20 m.p.h. in winning the Seaman Historic Race. It may be futile to compare a 10-lap race round Oulton Park with a 306-mile race at Donington Park, which included pit-stops. But one can't resist the comparison that in 1937 Rosemeyer's Auto-Union, which beat the W125s in the Grand Prix, won at 82.85 m.p.h. That Crabbe had a moderately easy win is shown by the fact that Corner's ERA lapped faster at 85.25 m.p.h. His Mercedes rebuild is extremely creditable, the whole ensemble very much 1937 W125 as we remember it. The blower is not original, and an SU carburetter is used, the boost being, Crabbe says, at 8 to 10 lb./sq. in. (originally 12 lb./sq. in.). Otherwise, the straight-eight engine is correct and uses the special M-B fuel brew, prepared by Shell. The tyres are special 20-in. Firestones, which arrived just in time. Naturally Crabbe was treating the car with circumspection, not exceeding about 5,300 r.p.m. with an engine designed to run at 5,800 r.p.m. The car was found in E. Germany in 1968 in very poor condition. Those who have assisted in its reconstruction include Mercedes-Benz Ltd., Pollard bearings, Dawson & Shanaghan, etc. The brakes are from a W163 Mercedes-Benz.

* * *

Two interesting cars were Scott's Beckenham Special and Harpley's Avon-Alvis. The former is a Special made by the Beckenham Motor Company in 1927 with Lancia Lambda i.f.s., a 12/50 Alvis engine and gearbox, and a Silver Hawk radiator. The latter is not, as might be expected, just a 12/50-Alvis-powered Avon Standard, but one of the latter chassis endowed with very slim single-seater body made by the owner, with cowled radiator—very "Brooklands"!

* * *

The parade of "beauty-show" cars included a couple of Crossleys, an enormous 1927 5.7-litre Daimler chauffeur-driven carriage, an interesting 1939 short-chassis 3-litre Delage which afterwards raced, one of those ugly but endearing box-bodied 907 c.c. Jowett saloons, Linsdell's *sportive* OM, a sporty Railton, a 9/15 Renault two-seater, etc., etc. The Bullnose Morris chaps had a special assembly all to themselves.

* * *

After finishing a race in his BGH Talbot, Anthony Blight did the slowing down lap in a flat cap, as if to prove that this is truly a touring car.

* * *

The Hon. Patrick Lindsay practised in the Multi-Union but a nasty sound from its blower caused him to withdraw it, although the sound was actually caused by a split manifold. Waller was enjoying the *monoposto* Alfa Romeo, but its exposed magneto disliked the damp track. Glass drove ERA R2A, bought from Barry Swann in Singapore, a Techanto i.f.s. car, as well as that magnificent Bentley. The unlucky Peter Moores had the engine of his effectively rebuilt Alfa eliminate itself on the starting line when, as he got in, the throttle control went over centre and took the revs. to an astronomical figure, doubling-up the valves and doing other serious mayhem.

* * *

Those who watched the racing included George Monkhouse, delighted with the Mercedes-Benz performance, and a member of the Gore-Brown family, relation of the Locke Kings who built Brooklands, who perhaps preferred the Bentleys, as he has his own vintage 4½-litre back home in Zambia.

V-E-V- Miscellany.—We heard from George Brooks in Australia the other day. His Staker Squires Six is still running well, and recently completed over 3,000 miles in the round trip when competing in the Sydney-Melbourne Rally. Knowing our interest in vintage oddities Brooks has drawn our attention to the street names in the Croydon Park and Hendon districts of Adelaide—there are streets, avenues and crescents called Durant, Chic, Rugby, Essex, Knight, Packhard (*sic*), Hudson, Nash, Royce, Austin, Minerva, Hotchkiss, Citroën, Auburn, Overland, Sunbeam, Talbot, Charron, Lancia, Alvis, Chrysler, Reo, Morris, Cowley, Itala, Star, Morris, Vauxhall, Harley, Standard, Crossley, Gray, all in one area, and, in the Hendon area, Sopwith, Vickers, de Havilland (*sic*), Avro, Farman and Spad. The Bullnose Morris Club is quietly active, its journal for June containing an account of a long winter adventure trailing the remains of a flatnose Morris from Suffolk to Devon. *Multicylinder*, journal of the Pre-50 American AC, which incorporates the Ford V8 Register, tells of a 1925 Essex saloon which was laid up in 1929, when its owner bought a new Essex Super Six, after a mileage of 36,000, until it was acquired by a member last year, in excellent order apart from its paintwork, even the silencing system being extremely sound. *Sussex Industrial History*, journal of the Sussex Industrial Archaeology Study Group, carried, in its Summer issue, a 21-page illustrated article on Dolphin Motors of Shoreham.

A red 1926 Austin 7 Chummy is still used occasionally in Spain by Don Manuel González Gordon Marqués de Bonanza, President of Gonzalez, Byass & Co., Ltd., the sherry people. He says that, like an old Oporto Sherry, it improves with age. Originally purchased by Guy Williams, of Williams & Humbert, this Austin has spent all its life in the sherry world.

V-E-V Odds and Ends.—A new Hispano-Suiza Club has been formed, the Hon. Sec. of which is David Brookbank, Victory House, Leicester Square, London, WC2. The 12th National Standard Register Rally will be held at Eathorpe Park Hotel, Fosse Way, Eathorpe, near Leamington Spa on August 22nd, when events will range from a car-and-lady beauty show to a "quietest Standard" competition, with prizes for longest distance covered and a *Concours de Confort*, popular in pre-war days, to determine the most comfortable and commodious Standard present. Visitors are welcome.

The Morris Register's National Rally will be held at Stanford Hall, Rugby, on September 4th. They expect some 125 or more pre-war Morris cars and any models pre-1940, including commercials, are welcome. Details from: A. Peeling, 28, Leirton House, Ossulton Street, London, NW1. The Scott OC has its National Rally on September 12th at Crown Meadow, Evesham, Worcs. About 80 Scotts from 1913 models downwards usually attend, so if you like the Scott yowl . . .

THE JCB TROPHY CHAMPIONSHIP FOR HISTORIC CARS

Neil Corner repeated his first round success in the JCB Championship by winning the second round at the AMOC St. John Horsfall meeting at Silverstone on July 10th.

Corner's GP Aston Martin DBR4 won by over half a minute from Wilkes' Lotus 16 and Faure in Hexagon's Jaguar D-type who won the over-2-litre sports-car class.

Results :			
1st :	N. Corner (Aston Martin DBR4)	Class C	10 min. 45.2 sec.—89.72 m.p.h.
2nd :	W. Wilkes (Lotus 16)	Class C	11 min. 21.4 sec.
3rd :	N. Faure (Jaguar D-type)	Class B	11 min. 24.8 sec.—84.53 m.p.h.
4th :	M. Morris (Jaguar D-type)	Class B	11 min. 41.2 sec.
5th :	C. Drake (Lister Jaguar)	Class B	12 min. 24.0 sec.
6th :	P. Kelly (Jaguar D-type)	Class B	1 lap behind
<i>Fastest lap :</i> N. Corner (Aston Martin DBR4), 1 min. 02.4 sec.—92.77 m.p.h.			

THE V.S.C.C. AT SHELSLEY WALSH

LAST year the Midland Automobile Club invited the VSCC to one of their hill-climbs at Shelsley Walsh, and this year extended the invitation to a co-promotion, so that on Saturday July 10th the historic paddock was filled with pre-war machinery, much of it having competed at Shelsley Walsh when it was new. The ex-Fane single-seater Frazer Nash that broke the record in 1937 was brought back from Australia by Goddard, where he has been rebuilding it, and Davenport returned to the Hill with his "modern" 2 litre GN-Spider. Venables-Llewelyn drove Moffat's A type ERA with which Charlie Martin had competed pre-war and the whole day was one in the true vintage tradition. Fastest time by a pre-war car was made by Kergon in the ERA-Hanuman, breaking the classic pre-war 40 second barrier with a time of 39.58 seconds.—R. H.

Results :	
FTD (pre-war cars) :	D. Kergon (ERA 'B type'), 39.58 secs.
Sports Cars :	W. D. Black (Alfa Romeo Monza), 40.99 secs.
Edwardian Cars :	R. Barker (Napier 60 hp), 51.13 secs.
Historic Racing Cars :	S. Curtis (Cooper-Bristol), 39.05 secs.

VINTAGE POSTBAG

Pedestrian Vintage Renaults

Sir,

I was interested in the Editor's favourable impressions of the 1911 AX Renault as I also recall these machines as pleasant to drive and able to run happily at 35 m.p.h. without the slightest sign of stress.

My memories of the later 8.3 model are quite different; this type weighed a ton, had little inclination to rev and required an axle-ratio of 6.5:1, consequently speeds above 20-25 m.p.h. seemed too fast by any standard.

A friend, active in aviation circles during the nineteen-thirties, managed to get his 1927 8.3 from Nice to Heston in five days by driving all hours God sent, but judging by his remarks afterwards, he was not entirely satisfied with his choice of car for that kind of journey!

The 8.3 was known as the 9-15 h.p. model, but it is doubtful if it gave as much power as the Austin 7 of the period, which was 11.8 b.h.p. at 2,600 r.p.m., consequently fully-laden saloons weighing nearly 30 cwt. must have been most depressing to drive.

Perhaps some knowledgeable reader will be able to explain how Renault, having introduced their attractive AX model in 1907 and discontinued it in 1914, somehow failed to produce its equal in terms of utilitarian transport until the outbreak of the Second World War. What could they have been thinking about in Billancourt all those years?

Hampton Wick.

E. RIDDLE.

* * *

Special Ts

Sir,

Regarding H. F. Spong's letter about above, the only information I can give is negative, namely that amongst our 200 members which comprise the bulk of "T" owners in this country there are none owning a sporting adaptation as described.

One can only assume that none have survived.

St. Albans.

CHARLES PEARCE,
Registrar, Model-T Register.

Sir,

I was interested in your June letter referring to "Special Ts" as my father had one. Having delved through some hundreds of old photographs I came across the enclosed, which will give some idea of what was done with a Ford Model-T in 1923. The original was a 1915 body and chassis.

This was constructed by a company called Crewford in Stock Orchard Street, off Caledonian Road, London. The chassis was modified using what was called "underslung" suspension. A R-R-type



radiator was fitted and a polished aluminium bonnet (also R-R style), one-piece windscreen and a two-door body, wooden dash. All Ford controls, hand-throttle and ignition and three foot controls were retained.

Fords in those days were easily distinguished by a distinctive rear axle. This was hidden by a tool box on the "Crewford". This car having a heavy body was very slow—maximum speed with four adults probably being about 40 m.p.h. Nominal 22 h.p. engine.

It used to arouse great interest as curious persons would wonder what make it was—older readers of the 1920s well know the wide variety of "marques" available.

On one occasion when parked outside an hotel my father was astonished to see someone lying on the ground looking under the tool box to see the rear axle—though of course the wheels and hubs—plain and nickel-plated, would "give the show away".

There was a "one-man hood" as opposed to the rather elaborate fitting on standard T, but no side curtains, so in inclement weather we were well "mackintoshed". Incidentally, I possess the original registration paper—no log books in those days—for the car, issued by Herts. County Council, and a receipt for the annual tax of £6. 6. 0.

Battle.

C. SPENCER.

* * *

The Premier Ten

Sir,

With reference to the letter in the April issue, as far as I know, the Premier Ten was introduced towards the end of 1906 and remained in production until the following year. No further cars appeared after 1907 until the cyclecar boom of 1912. The Ten was a two-seater powered by a 10-h.p., three-cyl., Aster engine.

Handcross.

C. J. SNELLING.

Continued on page 812

1934/1971.—Hamish Moffatt sent us the picture on the left, of four A-type ERAs at Oulton Park last June. They were together again for the first time since they left the factory as new cars in 1934, as seen on the right. From l. to r. the cars are R3A, R2A, R1A and R4A. The drivers are not the same—today they consist of Mcffatt, Glass, Sandy Murray and Venables Llewelyn; 37 years ago they embraced Mays, Prince Zu Leiningen, Cook and Fairfield.



ABOUT THE CITROEN GS

Voiture de l'annee?

"Capt. Smith-Clarke of the Alvis Company prophetic views are that compressed air will ultimately prove the solution for all suspension troubles. The view seems sound, as the diverse services required of a modern car render a mechanical solution difficult."—*The Automobile Engineer*, 1934.



IF YOU ask them, and they have any left, Citroën Cars of Slough will provide you with comprehensive coverage of the revolutionary little GS saloon, which deals with this remarkable example of advanced automobile engineering in remarkable detail, as well as giving a brief history of every one of the 70 or so different Citroën models made between 1919 and the present-day, a potted history of the Company and the personnel connected with it, and a guide to all the makes of car, from Aer to Westinghouse closely or remotely associated with the parent firm. It would be imprudent of me to quote the source of this publication (mention *MOTOR SPORT* if asking for one!) but I hope the fact that I am man enough to acknowledge the industry and tenacity that must have gone into the writing of it will be conceded!

In fact, why write more about the GS? Because it could be that those who set out to compile the compendium to which I refer were carried away in their wordy assessment of the medium-model Citroën, and in any case this is a car which cannot be ignored.

Having been a staunch advocate of the out-of-the-rut, technically-commendable type of car compared to the uninspiring offerings of the Big Four, it was hardly poetic justice that *MOTOR SPORT* had to wait a while of a time before driving a GS—but perhaps the Slough Trading Estate does not inspire poetry. A GS was promised, after I had asked for one. It failed at first to materialise, then turned out to be a somewhat jaded l.h.d. example whose doors couldn't be locked and whose spare tyre was suspect. This lived with me for a considerable time, because the later, improved, r.h.d. road-test GS had a curious habit of first mislaying its ignition keys and then losing itself in Fleet Street. I ran it to earth in the end, by driving to its Bucks. habitat to make the change-over; however, this may have been all to the good, because by then I had done a four-figure mileage in this 1,015 c.c. flat-four, air-cooled, o.h.c. family saloon without any trouble and was conditioned to appreciate the later version. The remarkable engine in the GS is said to be planned for a 60,000 or 100,000-mile stint (depending which page of the aforesaid publication your eyes alight on) without attention, rather the sort of reputation the Trojan two-stroke (another comfortably suspended car) began to achieve some time after 1922.

That makes a good aperitif to whet the appetite for more facts about the GS. Quite briefly, it has brought an improved version of Citroën's inimitable self-levelling, all-independent hydropneumatic suspension within reach of shoppers for the average-price, average-size 4-5-seater saloon car, while adding to this desirable aspect of the specification an air-cooled engine (with a propensity to run up to 6,500 r.p.m. habitually and to 8,000 r.p.m. (!) if called upon, with a heater efficiency not normally associated with absence of liquid-cooling while retaining front-wheel-drive. Are you ready for the rest of the meal?

There is no need to be verbose, to embellish. The absence-of-lean fast cornering, on dry or wet roads, the comfort of the ever-level ride (adjustable to three heights by moving the hydraulics control lever) and the high safety factor which these qualities, together with instant "dodgeability" from light, quick, taut rack-and-pinion steering

embrace, have no equal. The 145/15 Michelin ZX tyres contribute to this incredible road-clinging, but are noisy over cat's eyes or pot-holes.

So the GS is very safe, commendably comfortable. It has brought power disc braking and sophisticated self-levelling suspension within the family-car price-class, a peasant's Silver Shadow! It has moreover, these individual Citroën attributes with none of the complex driving characteristics, like the sunken brake button and finger-tip facia gear selector, which diverted some of us from the DS although we were fully aware of the admirable aspects of this great French contribution to scientific motoring.

On the GS you are confronted with a normal central gear lever, one with rather excessive transverse movements and easily-beatable, notchy synchromesh, and the right foot finds a normal, small, albeit minimal-travel, brake pedal. In other words, a Citroën at last acceptable to the majority of British drivers and to those Frenchmen who formerly preferred Peugeots or Renaults. But not for one moment is the GS conventional, this control aspect apart; details match its mechanical specification, making it quite unique.

On early examples you had to accept an oddly-contrived tachometer (but the boxer-motor is so smooth and revvable you seldom consulted it) and a curious TV-eye speedometer. On the English version these have gone, a panel in simulated-engine-turned finish containing a row of neat and easily readable French Jaeger instruments—battery meter, speedometer with decimal trip and total mileometer, tachometer (no limit markings) clock and fuel gauge, the needle of the latter swinging about so avidly that I either stopped unduly frequently to refuel or ran dry. The moulded plastic facia contains only a very shallow cubby-hole, suitable for stowing sun-glasses but not much else, a very small l.h. shelf, while the handbrake is a big pull-out grip blending with this facia, its inset release trigger not repositioned for r.h.d. The comradious, illuminated 16 cub. feet lockable boot is in the form of an unusual carpeted cupboard, access to which is gained by gripping the back bumper, pressing the button and lifting, which needs both hands. But the action is light, the lid shuts decently, restrained by the gas-filled struts which hold it up automatically, and the floor area is completely unobstructed (the spare wheel lives above the engine).

Crash padding within the well-sealed body is sensibly contrived, there is the expected single- (or half-) spoke steering wheel, its thick padded rim giving the once-mystic grip only a Citroën's wheel provided, and the front seats are sort of very comfortable arm-chairs, upholstered in stretch nylon which glues you in position and with adjustable, fully-reclining squabs and detachable head-pads. The turn-and-twist lamps-control for the left hand is retained and at right-finger-tip-reach are the two controls for two-speed wipers and washers, and for flashers and horn, and the *non-self-cancelling* turn indicators, these controls being somewhat too close together and lightly loaded; but excellent ergonomics, nevertheless.

Any stowage space which might have been utilised on the slim central console is largely used up by the very neat Continental Edison radio, which has a roof aerial. On the facia sill press-down switches

serve the optional heated back-window and the hot- and cold-air heater-fan (the latter with air-cooling, note!). The interior *decor* is of restrained high-quality if you do not mind plastics, with clever compact circular, rotating internal door handles but, remarkably, no coat-hooks, while the bonnet-release ring is on the passenger's side of the r.h.d. car. There is a good r.h. door mirror but the door "keeps" could be more effective.

To the quite impeccable Citroën suspension, (which copes with hump-backed bridges without, or almost so, the consternation this causes a DS, without the slight "wallowing" or lurching of the bigger Citroëns, although sudden dips cause some thumps, odd surfaces a form of float) and which irons-out pot-holed quagmires unbelievably, until you try (as I did over Oulton Park's Bailey Bridge approach road) must be added retention of Citroën's wheel-at-each-corner stability dating from the 1934 *Traction Avant*—and the GS's power disc brakes, inboard at the front. And the GS settles down for the night after the ignition has been turned off, like any good workhorse from the Quay de Javel (you drop it thus, for wheel jacking). The carefully air-sealed windows eliminate $\frac{1}{4}$ -lights and gimbal facia fresh-air vents augment the adequate heating and ventilation system, with those hot- and cold-air fans; but an unwanted cold-air leak from beneath the scuttle caused the front passenger frozen feet on a warm day. The body has excellent aerodynamic qualities, but vision front and rear is impeded and the big glasses for the Cibie headlamps scarcely enhance the lines, they were quartz-halogen on the test-car.

A quite remarkable motor-car, incidentally packing all this technical ingenuity into a space 8 inches less than a Ford Cortina occupies. As nothing in this world is perfect, there must be snags? Yes!

The single-Solex 74 x 59 mm. light-alloy engine gives only 55½ b.h.p. (at 6,500 r.p.m.) in a car weighing nearly 17 cwt., and although it is so splendidly smooth and well mannered that the fact it is geared so that 4,900 r.p.m. comes up at 70 m.p.h. matters hardly at all, the lack of acceleration can be distinctly trying. This is mitigated to some extent because it is possible to wind up to over 50 m.p.h. in second and more than 70 m.p.h. in third gear, but a 0 to 60 time of 18 seconds is depressing. When the GS is referred to as The Car of the Year one can be excused for asking: "Which year?", because its performance lags behind that of current £1,000 saloons, admitted larger-engined. On main roads, if rowed a bit, it goes well enough, on twisting terrain it is superb, but in average cross-country runs in traffic or town motoring, rather pathetic. Top speed is just 90 m.p.h., quick for a one-litre car. The all-indirect gearbox emits an eternal hum, less noticeable, however, on the later car but the engine was still tediously busy. The fuel tank holds nearly 10 gallons and I got 30.4 m.p.g. using 4-star; Citroën *préfère* Total! As to oil, the dip-stick, accessible under the self-propping bonnet, showed that consumption was in the order of 1,000 m.p.p., in spite of a smoky exhaust for a while immediately after starting the engine.

Citroën, until the advent of the 135 m.p.h. SM, has always spoilt its futuristically-sophisticated cars by installing earthy engines. Perhaps we should be patient and wait for the pancake-performance of the GS to be uplifted by a 1,300 c.c.-size engine or maybe a Wankel power unit. If that happens, the logical engineers who have conceived this brilliant, not easily faulted, little car will have achieved another motoring millenium. The price in this country is £1,136.82, or with extras, as tested, £1,230.32, p.t. paid.—W. B.

VINTAGE POSTBAG—continued from page 810

How Fast Did They Go?

Sir,

I was interested in Mr. Day's letter about the 4.3-litre Alvis. A saloon model of this car was tested by *The Autocar* in 1939 and reached 60 m.p.h. in 13.1 seconds and 70 in 18.0. This was very good going for those days, especially when one notes that the weight, without passengers, was almost 38 cwt. and testing was carried out on the notoriously bad surface at Brooklands Track. Figures dated 8.10.1937 give the engine b.h.p. as 123, more than adequate for pre-war roads, and obtained with a low-compression engine designed for fuel of 70 octane or thereabouts. One tends to forget the great advantages of modern high-octane fuel and the high-compression ratios it permits.

I am not quite sure if Mr. Day is right in asserting that the 4.3 Alvis was the fastest standard saloon made in this country before the war. The short-chassis 12-cylinder 4.48-litre Lagonda achieved a best speed of 103.45 m.p.h. and took 12.9 seconds to reach 60 and 17.9 to reach 70. It weighed, without passengers, about 39½ cwt. in saloon form. Going further afield, there were also the supercharged Cord with 4.72-litre engine which on test in 1937 was timed at a best speed of 102 m.p.h., and the enormous Mercedes 540K (supercharged 5.4-litre) weighing almost 52 cwt. in cabriolet form and achieving, on test in 1933, a best speed of 104.65 m.p.h. But it is true to say that of these 100 m.p.h. cars the Alvis had the smallest engine.

It is really rather profitless to compare the performance of pre-war cars with those of today. Conditions were so different—and motoring so much more enjoyable. The best cars of the 'thirties gave all the performance that was needed. [I agree.—Ed.] Incidentally, though I have never driven a 4.3 Alvis, in 1950 or thereabouts a friend allowed me to drive his second-hand Alvis Speed 25 saloon, a broadly similar car to the 4.3 but having a 3½-litre engine. Though this car was then 12 or 13 years old and had covered a big mileage I well remember the feeling of solidity it conveyed, its smooth and quite quiet engine and its really delightful all-synchromesh gearbox. Add to these such features as a very high standard of finish, a double sliding roof, one-shot chassis lubrication, built-in hydraulic jacks, and a hand-brake acting on all four wheels and one realises that progress in car design involves losses as well as gains.

The Speed 25 reached a best speed of almost 97 m.p.h. on test in 1938 and cost £885 in saloon form. The price of the 4.3-litre saloon was £995. These cars were first-rate jobs made to last. They had that indefinable quality we call "style" which is so lacking in most of the cars one sees today.

Eastbourne.

L. J. KASTNER.

The Neve Rolls-Royce

Sir,

Firstly may I start my letter by congratulating Mr. Neve on a fine restoration, and I should like to point out to him that my letter is in no way intended to be a criticism of his achievement.

I found the reporting in this article to be very poor; where some of your "identification of a London-Edinburgh chassis" information came from I shall never know. You quote "Another way of telling the sporting L-E from the more staid Ghosts is the square instead of round (sorry, circular) flange connecting the Rolls-Royce carburetter to the inlet manifolding". This is quite wrong. All early Ghosts had square-flange carburetters right to the middle of 1913 or thereabouts; the first cars with round-flange fittings came out on the "D" series chassis, chassis numbers PB and YB onwards and continued to the last Ghost chassis.

The comments on the actual test drive were to say the least "funny" and I quote you: "You engage first gear, the clutch gives a slight squeal and you are away". To the nearest garage to have the clutch oiled, I hope. Starting off in top at 5 m.p.h. is nothing to a well-prepared Ghost, L-E or Alpine; they should all be able to start in top from 0 m.p.h. Your remark on the steering was the most indefinite statement of the whole report. "The steering is half-way between light and heavy."

I thought that the evidence supporting that this particular chassis is 1701 to be very, very slim indeed. I should like to know what actual part did belong to 1701. From what I can tell from your report, the spring hangers (as you call them) are the only parts that may have belonged to 1701, and as they do not have a chassis number on them, and have been removed from another chassis, I would have thought it ridiculous to suggest that this chassis is 1701. Incidentally, when this chassis left the factory it would have had chassis numbers in four places: (1) A plate riveted to the top of the trembler coil box; (2) a chassis plate riveted to the fire wall; (3) chassis number stamped on crank case; (4) chassis number stamped on the neck of the gearbox.

Some small points for Mr. Neve's information that I hope will be useful to him: Your car should have no rear number plate, registration number should be painted onto the petrol tank, front number plate should be under the front cross-member and not on top, the double Elliott should be on the right of the steering column, also the five wheels on an L-E chassis should all be 895 x 135.

Southampton, Hants.

MAURICE DE MONTFALCON.

LETTER FROM EUROPE

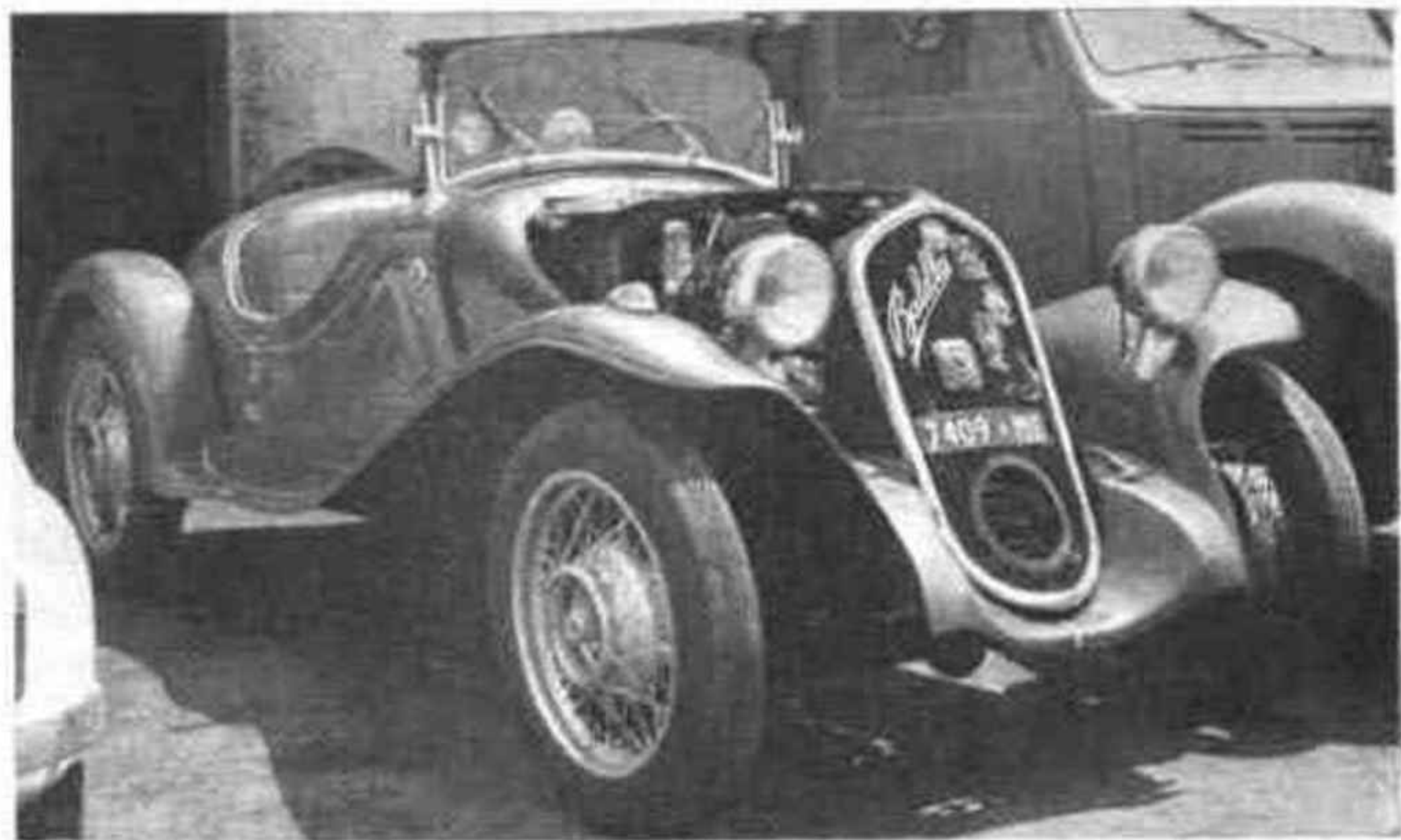
[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W. B.,

Once the summer arrives high-speed motoring in Europe is severely restricted by the traffic density and especially the caravans on tow behind such impossible things as DAFs and Simcas, while the flapping plastic sheet covered roof rack brigade don't help things much. However, I try to be tolerant and, having enjoyed clear roads and high speeds throughout the early part of the season, I now plan my routes and journey times more selectively, often making a 50-mile detour to avoid a congested frontier or troublesome town. I always maintain it is better to keep moving on minor roads or up in the hills than to sit in a stationary queue on a main road or on a popular valley route. Some people I know always seem to get lost when they try and detour, but I must be lucky in having a good sense of direction and frequently use the sun as a general guide. When I return to England I invariably get confused (probably because the sun is seldom shining), like when I got confused coming out of the Mersey tunnel and ended up going back into it again and puzzling over there being two tunnels in Liverpool, or like the time I got hopelessly lost on the way to Oulton Park!

On a trip down to Sicily recently I set out one day with the idea of making a leisurely trip down the centre of Italy on the Autostrada del Sol, but somehow everything clicked into place, traffic was light, and I ended up driving for just over 10 hours with stops only for petrol and cups of coffee. This involved the Autostrada down into Calabria, then across to the Mediterranean coast and right down the coast road, which is continually being improved. In all I covered 1,054 kilometres, which was nothing special, and my hotel to hotel time was 10 hours 7 minutes, which again was not exceptional, but it recalled a day in 1955 when Stirling Moss drove for an identical length of time and covered 1,000 miles, including four mountain passes, and there was no Autostrada in that trip. The actual distance of the Mille Miglia was 1,597 kilometres and that was quite a day's motoring. My travels are not all 100-m.p.h. trips and the day after, I was ambling along the coast of Sicily towards Palermo when I spotted a sports Fiat Balilla in a garage and, going back, I met the owner who was very pleased and proud of his little red 1935 sports car. He had had a fire in it and had just finished refurbishing it, but had no idea of the sort of activity we have in England for old cars. He just liked tinkering with it and driving round the village was all the use he could give it, for there is no VSCC in Sicily. It is interesting that we call the model the Balilla Sports, whereas the Italians call it the Fiat tipo Coppa d'Oro. It all looked very original except that it lacked the fin on the tail, the Sicilian owner having had to make a new foot lid and the fin was beyond his capabilities. A little further on I happened to notice a small, plump, pink piglet standing by the side of the road, looking somewhat bewildered, and as I was wondering what was doing there I came across another one standing up on a bank with two road workers looking at it. There had been no pig farms along the road and the scene was still puzzling me when I came up behind a Sicilian lorry and saw that it was full of similar, plump, pink piglets and it was pretty obvious that the two I saw had fallen out, or jumped out. The lorry was a double-deck affair with a canvas tarpaulin over the top deck and as I was thinking about the fuss there would be when the driver delivered his load two short, for no one could believe he hadn't sold them on the quiet, the lorry went over a level crossing. As it rolled on its springs a pink leg came out from under the tarpaulin, followed by another one, then a little curly tail, and the next moment "splat!", a plump, pink piglet fell flat on its side in the middle of the road, got up and tottered off looking rather bewildered, having fallen from a height of about eight feet. I hooted vigorously, the driver's mate looked in his mirror, saw the pig about to be gathered up by the level crossing keeper (free food for a week!), and stopped. While the lorry driver grabbed the piglet by the tail and the car and carried him back to the lorry I explained about the other two and the lorry was turned round and they went back in search of the missing piglets. As I drove on with the sound of the lorry driver's hanks in my ears I thought I heard muffled curses coming from the crossing keeper, so I still don't know whether I did the right thing or not.

The growing cult of the big, fast motorcycle in the super-bike



... spotted a sports Fiat Balilla ...

category is certainly spreading throughout Europe, and at the French Grand Prix there were more 750-c.c. four cylinder Hondas than you can imagine, and from all sorts of countries—Ilay, France, Switzerland and Monaco. On one bit of open-road motoring I got into a bit of a dice with a Frenchman on one of these big four-cylinders and we thrashed along at 85-90 m.p.h. for quite a way, his pillion passenger looking quite unconcerned as he laid the bike over on 80 m.p.h. corners. He was trying very hard and with great courage, and I was wondering how long he could keep it up, when we caught up with some traffic, and that was the last I saw of him. While I was braking heavily down to 40 m.p.h. behind a van, as there was a car coming in the opposite direction, the Honda nipped through the closing gap, swerved by the two or three cars ahead and was gone. On another occasion, on an Autostrada, I came up behind a 500-c.c. Kawasaki Mach III that was cruising along at about 85 m.p.h. and after I had gone by I looked in the mirror and saw that it was tucked in behind me. I went up to 100 m.p.h. with the Mach III in my slipstream and then moved over into the slow lane as I was interested to know just how fast a Kawasaki would go unaided and not specially prepared for road-test by journalists. The Italian rider tucked himself away and went by and I paced him at a very honest 180 k.p.h. (112 m.p.h.) for mile after mile, the Autostrada being completely free of traffic at the time. It was interesting to run alongside him at that speed, both bike and Jaguar being rock steady, but while I could relax and look across at the three-cylinder two-stroke engine turning over at about 8,500 r.p.m., he was having to hold on and battle against wind-pressure, as he had no streamlined fairing on the bike. As with the Honda rider, I wondered how long he could keep up the pace, with the wind noise and the buffeting, whereas even with the hood down on the E-type it was fairly comfortable at that speed, and you can keep it up indefinitely. After some minutes the Kawasaki dropped back and the Italian returned to his 85 m.p.h. cruising speed, and I eased off to my normal maximum economical cruising speed of just under 100 m.p.h.

When you are in a car you know well and, in fact, live with day in and day out, and you have a go with another vehicle, you get a much better impression of its capabilities than you will ever get from reading a road-test, no matter how impartial the writer, and one day on the French Autoroute south of Lyon I was able to assess the speed capabilities of a Renault-Alpine 1600 and a 1.9-litre Opel GT. They were having a bit of a scrap together when I got involved with them, so I sat behind to watch, and we ran in close company for over half an hour. On the level we were running at 180 k.p.h. and down some of the slopes speed rose to an artificial 200 k.p.h. (124 m.p.h.), and it was obvious that they were both "Harry Flatters", for, though the Alpine was leading all the time, occasionally the Opel GT would get alongside and at 180 k.p.h. they would run wheel-to-wheel, neither giving way. Time and again the Opel would get alongside, only to have to drop back again. (Yes, the French Autoroute was splendidly clear of traffic.) After more than 30 minutes of this the Alpine dropped back, no doubt the driver and passenger completely exhausted by the noise in the little fibre-glass French whizzer, and the Opel went on at unabated speed. All this time I had been intrigued by the fact that the Opel was driven by a blonde-haired woman, and with the Alpine out of the way she moved into the inside lane, so I drew up alongside to find that it was the widow of the late Jo Schlessler,

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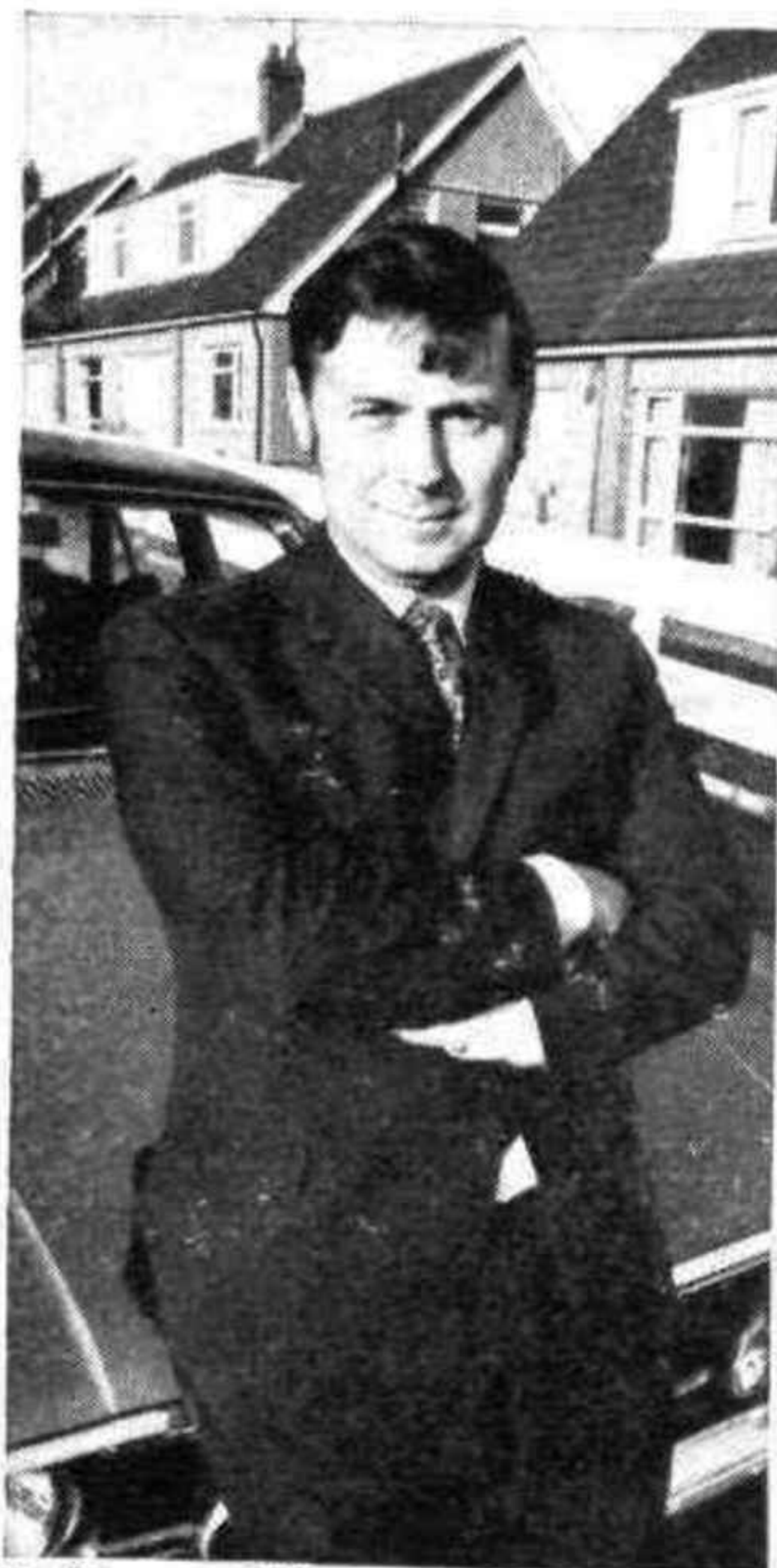
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- * **6% buy table wine at least once a week**
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Harvey Morgan, of Huddersfield, is a member of the Development Group of an international oil company. "I'd say I made fairly regular use of it—for hotel accommodation, petrol and drawing cash. And I sometimes buy major items with it. For example, I have bought a lighter for my wife, watches for the children, plus a stereo kit for myself. I think it's a very good thing that a British bank should have done something adventurous like this."



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

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



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

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Patricia Hunt, a clerical officer, from Hampton Hill.

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

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



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Joseph Ratcliffe, an electrical engineer, from Ongar.

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

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



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

RUMBLINGS

■ **SPONSORSHIP.**—Motor racing depends very much on sponsorship these days, so we listened with interest to the views about it expressed by Mr. Brian Robinson, UK Regional Marketing Manager of Wiggins Teape's NCR Paper Division, when he addressed some journalists and racing drivers at the imposing London headquarters of this Company the other evening, under the shadow of St. Paul's.

Wiggins Teape sponsor the Malcolm Gartlan-prepared Chevrolet Camaro driven by Brian Muir in the RAC British Saloon Car Championship (described in MOTOR SPORT last March) and had just concluded a competition relating to this sponsorship. The winner had to decide the order of importance to the sponsors of six aspects of this considerable financial backing of an American car driven by an Australian in British races. The judges, who consisted of BRSCC Secretary, Nick Syrett, M. J. Dixon of Castrol, B. Muir, Mr. Robinson, your Editor and (an elusive) Graham Hill, decided that the best solution was that sent in (on NCR carbonless copying paper, naturally) by Mr. P. R. Penn of New Malden, one of more than 2,000 entrants. He decided that Wiggins Teape had come into motor racing because:

"(1) NCR paper is given a progressive image as it is associated with a progressive sport, (2) Wiggins Teape make NCR paper which is advertised on the Camaro, (3) Wiggins Teape give their customers a day out at the races, (4) NCR paper multi-part forms moves faster in the office, just as the Camaro moves faster on the track, (5) By having a competition, Wiggins Teape can have an insert printed on NCR paper and show the public how it works and, last, saloon car racing is a sport worth supporting". Item 3 relates to WT having brought along over 2,000 people to motor races, two-thirds of whom were new to the sport.

So now you know! Sponsorship is a complex business, with many facets, but racing might not survive without it. Mr. Robinson had this to say on a subject which concerns many racing teams: "It is not merely a matter of putting a car on the track and sitting back and watching for results; in my view, and that of my company, the car was only a starting point and the exploitation of that basic sponsorship is most important. In so far as the car on the track is concerned the sponsors' first concern is simply that the car will always look good and perform well. The NCR Paper Division has ventured into event sponsorship, with the Championship round in the Silverstone Martini programme, and will be repeating this at Brands Hatch on August 30th. 'The NCR Paper Chase' introduced an innovation in that trophies were given to each of the four class winners, and certain liquid reward was made available to the winning team's mechanics. Wiggins Teape are currently thinking very deeply about their degree of motor racing involvement next season and, although it was a little too early to make any definite announcement, it was felt that they would have something interesting to say before very long."

In a final comment Mr. Robinson stressed that motor racing currently depended very heavily on sponsorship, and nothing could be worse for the sport than to have a sponsor come in for a season or two and then pull out in severe disillusion, wondering what they had got to show for their money: to the sponsor the result is largely measured in publicity and these results depend heavily on the communications media. In Wiggins Teape's experience the motoring Press had given full value in recognition of the sponsor's role. "The big grey area still remains," he said, "with the National Press, who seem even more reluctant than 'Auntie BBC' in wanting to name sponsors. This situation will have to change if the sponsors' interest is going to be maintained, and there is currently some thought about establishing a club or league of sponsors, to ensure that reasonable recognition is given in the Press to the role that commercial organisations are playing in maintaining a very exciting spectator sport."

Owners of NSU Wankel Spiders will be interested to learn that a reader, Mr. B. B. Billingham, is hoping to form a register of these cars of which he understands there are about 20 in this country. Mr. Billingham has easy access to spares and also a lot of information on running these cars. He can be contacted at 15 Angmering Way, Rustington, Sussex. (Tel. Rustington 6050.)

* * *

Page Tours have announced their most ambitious motor-racing trip yet. It is a five-day tour to America, including a visit to Watkins Glen for the US GP; full details are available from Page & Moy Ltd., 221-223 Belgrave Gate, Leicester, LE1 3HW.

REFLECTIONS IN THE SANDS OF ZANDVOORT

THE MORNING after the race the sun came out and I took time off to read the report of the Dutch Grand Prix in *MOTOR SPORT* for August, 1970. The date was virtually the same, and I read such passages as "there was seldom a dull moment, for apart from the 24 competitors making the pit road more crowded than at Brands Hatch, and that is saying something, there was excitement in all directions . . . when Rodriguez flew off into the undergrowth". This year the pit lane had been widened by 40 centimetres by moving the guard rails separating the pits from the track. Between the outer and inner guard rails, which form a narrow island from which mechanics give pit signals, you have to have room for people to stand and the extra 40 centimetres in the pit lane was squeezed out by reducing this standing room to a minimum. Unfortunately the Grand Prix cars have grown wider since last year so the situation was back to square one. Last year Rodriguez crashed his BRM because a Dunlop tyre failed, this year Regazzoni crashed his Ferrari because a Firestone tyre failed. Surprising how things stay the same, just the names change. Another quote says "Timekeeping was being assiduously done to two places of decimals by means of a beam mechanism, but as any timing system is only as faultless as the people operating it and using the given data, the outcome at the end of practice left a lot to be desired." For 1971 repeat as for 1970, for this year there seemed to be a reluctance to recognise the letter T that was on some of the cars, and there appeared to be no official knowledge at all of the fact that Peterson practised with two March cars, 711/6 with an Alfa Romeo engine, and 711/2 with a Cosworth engine. His best times were, respectively, 1 min. 19.73 sec. and 1 min. 20.40 sec., and he drove the Cosworth-powered car in the race, but his position on the grid was for the time recorded with the Alfa Romeo-engined car. Had the organisation taken this into account Peterson would have been moved back from row 5 on the grid to row 8, alongside Galli, and who knows he might have become involved in someone else's accident instead of getting clear of the pack and finishing fourth. When Andretti changed cars, after his Friday accident, everyone seemed to know and it was the time he made with the second car that counted for his grid position, not his faster Friday time.

And the weather this year on Saturday morning was awful and on race day was nearly as bad. Last year, ". . . the North Sea mist had covered everything and any building more than three storeys high was fast disappearing. It was an evil-looking mist and obviously did not bode well for Sunday and the whole of Zandvoort took on a heavy and gloomy atmosphere." The gloom turned out to be worse than anyone bargained for, as Sunday saw young Piers Courage lose his life in the de Tomaso accident. Happily this year's race did not end in such a tragedy, though many drivers had accidents. In the entry list there was no name against the number one position and when I asked why this was I was told "it is in memory of Jochen Rindt, the posthumous World Champion". I was slightly embarrassed because I had been wondering if it was in memory of Piers Courage! Or do we just forget him, and Bruce McLaren and all the others who died last year in their pursuit of speed and sport?

The weather at Zandvoort can have a devastating effect on lap times, as I learnt in 1948 when I first went there to race. The wind can blow three ways; off the sea and across the main straight, down the main straight or up the main straight. I cannot recall a day at Zandvoort when there was no wind at all, but it must have happened at some time. With a 600-c.c. motorcycle and sidecar outfit gear ratios were all-important, there was no reserve of power to cover up wrong calculations, and on that first visit to Zandvoort I recall that we had sprockets and chains all laid out in the van right up to the time of the start and we watched the flags on the grandstand to tell us which engine sprocket to fit. It was rather in the way that today people watch the skies to decide which tyre tread and compound to use. This year during practice the wind went through 180° between Friday and Saturday practice, with the result that Saturday was a "slow day", after the rain had stopped that is, and there was nearly two seconds difference between comparable lap times on Friday and Saturday. The point of this is that on Saturday Walker got the turbine-Lotus round in 1 min. 21.83 sec., which meant that he would have done 1 min. 19.83 sec. on Friday had the car been ready. I am not saying that this would have "caused a flap in the hen-house", but

it would have put the turbine car half-way up the grid instead of at the back, and talking of the Lotus-turbine car and Walker, his accident was one of those unfortunate mistakes that every driver can make, but few are prepared to admit. In these days of Grand Prix drivers being idols who can do no wrong, so that any accident has to have a long and complicated quasi-scientific explanation involving all sorts of technical jargon, it was refreshing to talk to Walker after the race. He just looked very sheepish and said: "I made a stupid mistake." From the back of the grid he was galloping through the tail-enders, really pleased with the way the smooth torque of the turbine and the 4-wheel-drive were dealing with the appalling conditions, and was actually in tenth place at the end of the fifth lap. On the four previous laps he had arrived at the end of the long straight in company with a bunch of cars and they had all braked safely and early from their 150 m.p.h., but on lap 5 Walker had got away from the others and was on his own and he braked too late, locked up the wheels and went straight on through the fence. It was all as simple as that. Dave Walker is a racing driver of the same breed as the late Paul Hawkins, and, like a grizzly bear among the fawns, the deer, the antelopes and the giraffes in the "Native Park", they keep my sense of proportion right. At the moment he is in the middle of Chapman's well-known Team Shambles, winning races for them in F3 in fine style, showing great promise with the turbine car, and being full of enthusiasm for this interesting new project, and when neither are available being put into a Lotus 72, so it's not surprising that he makes mistakes. Like "Catchpole" in the *Autosport* cartoon, "I'm a Dave Walker man myself", and I hope Chapman gets him into the right slot soon and keeps him there.

Later in the race Regazzoni slid off at the end of the straight but instead of going head-on into the safety fences he went in at an angle and was able to reverse out and continue racing. Now an important point is that round the outside of this bend there are no guard rails, only these wire mesh fences mounted on wooden posts. Some people want steel guard rails all round the whole circuit and if they had had their way Walker would have been very badly hurt and Regazzoni's Ferrari would have been too badly damaged to continue racing. Talking to John Hugenholz, the Zandvoort track manager, he told me how the development of these wire mesh safety fences came about. In 1952 there was a bad accident at the Grenzlandring, just over the Dutch border in Germany, and he and a group of Germans got together and realised that there must be a way of stopping an out-of-control car. They carried out experiments on a German airfield projecting a car into various forms of fencing at various angles until the present form of square mesh was evolved. He is the first to admit that it is not the complete answer, but he does insist that it is a good one and that steel guard rails on steel posts is not the complete answer. As with so many things in life, there is a time and place for everything, and the end of the Zandvoort straight is the place for wire mesh fencing.

We talked of circuit development and racing in general, and how the Zandvoort circuit has been going from strength to strength since 1960/61, and that in spite of all the rumours its future is safe and sound, and looked back on the first race held on the Zandvoort circuit in 1948. The Dutch had just built the circuit and knew nothing of race organisation so they asked the British Racing Drivers' Club to organise the first race, which they did. I enquired why the BRDC had been asked, and Hugenholz pointed out that in those days Germany was still held down Internationally and the Dutch were not too friendly with them, as can be imagined. Their other neighbours were the Belgians, and there has never been too much love lost between the Dutch and the Belgians at the best of times, as I know from the experience of living in Belgium for some years. The relationship between Holland and England has been very good since the sixteenth century and having been liberated by the English army in 1944/45 it was better than ever, so the BRDC was the obvious choice. I missed that first race, but I was there for the second Zandvoort race a week or two later, and when I mentioned this Hugenholz pointed out that while I was at the second race on the Zandvoort circuit it was actually the third race at Zandvoort, for they had held a race meeting in 1939, long before the present circuit was even thought about. He produced some 1939 copies of the Dutch motoring magazine, *De Auto*, dated June 1st, 1939, and June 8th, 1939, and on both the headline on the cover reads "De Prijs van Zandvoort", one issue being full of pre-race news, the other containing a complete report, the races being held on June 3rd, 1939. It was a National meeting of short races for saloon cars and sports cars and the circuit was roughly a figure of

Continued on page 828

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DUTCH GRAND PRIX

MASTERS IN THE WET.—Jacky Ickx and Pedro Rodriguez kept the large crowd thrilled despite the horrible weather with a tremendous battle for victory. In the soaking conditions this pair were masters of the difficult conditions and it was Ickx, seen leading here, who finally won the race.

JO SIFFERT is another very accomplished wet weather driver but he spun his Yardley BRM on the first lap and lost many places. However, he drove through the field well to finish in sixth position. In our photograph Siffert is being lapped by Clay Regazzoni who finished third in his Ferrari.





AUSTRIAN 1,000 Kms. THE MEXICAN DRIVER RODRIGUEZ is equally at home in a BRM Grand Prix car or a Porsche 917 sports car. A week after his second place in the Dutch GP he won the Austrian 1,000 Kms. for the JW team paired with Richard Attwood. The Wolverhampton driver had replaced Jack Oliver as Rodriguez's co-driver for this, the last, appearance of the 5-litre Championship sports cars.

IN THE LEAD of the Austrian 1,000 kms. is car No. 28, the Martini Porsche 917 of Marko and Larrousse. In the later stages, when the Frenchman was driving, a rear tyre punctured causing the Porsche to spin into a barrier. It subsequently retired. Chasing it in our photograph are the de Adamich/Pescarolo Alfa (No. 1), the Hezemans/Vaccarella Alfa (No. 3) and the rest of the field.





FRENCH GRAND PRIX

UNLUCKY HILL.—The works Brabham driver looked all set to score his best result since the International Trophy meeting but unfortunately a spin on some oil dropped him out of the leading positions and he later retired with engine trouble. **EMERSON FITTIPALDI** revived Gold Leaf-Team Lotus' sagging fortunes with a hard-fought third place in his regular Lotus 72. His team-mate Reine Wisell finished sixth. It was Fittipaldi's first race since the road accident that put him in hospital. **COMPLETING** the Tyrrell one-two was the Frenchman Francois Cevert. His second place was his best result to date. **THE IGNITION COIL** you see mounted on the roll-bar behind Pedro Rodriguez's head failed and caused his retirement from third place.





UNCATCHABLE.—Jackie Stewart in the Derek Gardner-designed Tyrrell-Cosworth V8 dominated the French GP completely. The Scot was never challenged either in practice or the race. Note the new wide nose section on the royal blue car which was fitted for the first time. It is difficult to say how effective the shape was but undoubtedly the car was noticeably quicker than anything else down the long back straight.

THE START.—Before the meeting Stewart had said that he expected the Ferrari flat-12s would have a considerable advantage over the Tyrrell at the Ricard circuit. Here at the start both Jacky Ickx and Clay Regazzoni seem to be drawing ahead of Stewart. However, he was in the lead by the first corner and the Italian team failed to last the distance.





ROUEN F2 AT LAST.—The talented Swedish driver Ronnie Peterson has been a front runner in Formula Two races for some time but his long overdue first win did not come until the Rouen race at the end of June. Peterson's March 712M won the final after being briefly headed by Francois Cevert's Tecno.

CAN-AM JACKIE STEWART driving the works Lola T260 sponsored by L & M cigarettes broke the McLaren domination of the Can-Am series with a win at St. Jovite. At the first round at Mosport, where the left-hand photograph was taken, he retired with gearbox trouble. At St. Jovite (pictured right) Bob Brown's McLeagle and Jack Oliver's Shadow head a group on the first lap.





Running-in a Viva at 95 mph!

IN 1966 a highly qualified engineer and formerly successful saloon car driver called Blydenstein took a very courageous decision. Five years later this was to lead to the formation of a Vauxhall dealers organisation backing Blydenstein's preparation of the Luton products in saloon car events. The progress that Blydenstein has made, first in association with the Shaw and Kilburn group, and now Dealer Team Vauxhall, is illustrated by referring back to late 1967 when the 1288-c.c. pushrod version was lapping Silverstone Club circuit in 1 min. 16 sec. Today an ordinary road driver can lap the same track in the 1 min. 8 sec. bracket by conducting Blydenstein's latest weapon an impressive 2½-litre development of the s.o.h.c. GT Viva. Even more impressive though is the fact that the number one Blydenstein Viva driver, that wheel-waving showman Gerald Marshall, has regularly returned times in the 1 min. 4 sec. bracket whilst locked in combat with the 2.1-litre Escort TC of David Brodie.

The outright record for these hybrid club racing saloons now stands to one Mick Hill at 1 min. 1.8 sec. (93.67 m.p.h.) in his ingenious Gurney-Weslake "Boss" Ford Capri. This is probably the fastest saloon car in Britain today for it weighs only about 17 cwt. and has something like 430 b.h.p. on tap. Incidentally this Capri hybrid has been the subject of some argument as to the fairness of current club saloon car rules because it represents a cross between a Lola sports racing car and a Capri outline. Whilst Hill's initiative should receive its due rewards, there is the problem that the richer clubmen could buy similar success in expensive V8-powered Capris not manufactured in Hill's cheaper Do-It-Yourself manner, thus ruining club saloon car racing.

We will have to leave that problem in the hands of the organising bodies and return to a sunny Silverstone in June, and the Viva which is to represent the new dealers' team until the old Gp2 Viva GT can be converted into club trim and a Firenza be made ready for racing. When that happy state of affairs has come about two cars will be entered with a third as a "back-up" machine. Judging from the company assembled at the track, one of those three cars could be driven by a woman . . . but that remains to be seen.

The 2½-litre engine is just one of the variants of the Vauxhall engine by Blydenstein, the others being (with typical Tecalemit Jackson test bed figures in brackets):—2.2-litres (195 b.h.p. at 6,500 r.p.m.), 2.3-litres (200 b.h.p.) and 2.6-litres (around 210 b.h.p. coupled with a similar figure relating to lb. ft. of torque) and the standard size of 2-litres, giving a best of 176 b.h.p. at 7,000 r.p.m. The 2.5 we tried had literally just been completed the day before and, judging by previous figures, was giving 214 b.h.p. at 6,500 r.p.m. To obtain the oversize capacity the bore is left at the production 92.5 mm. whilst a built up "stroker" crankshaft from Hunt Ltd., Poole, Dorset, increases stroke from



69.24 mm. to 87 mm: shorter con rods were necessary because of internal clearance problems, so they were made by Stamping Alliance in Birmingham and machined by Don Moore in Cambridge. The 2.3- and 2.6-litre "stretches" both use stroker crankshafts, plus larger bore pistons. All the engines still retain wet sump lubrication and Blydenstein proudly says he uses "80% standard parts". The complete car is worth £3,500 new, or £2,000 after a season's racing.

Previously Blydenstein ran these 2.5s with 42-mm. throttle bodies on the Tecalemit Jackson fuel injection, but the car we tested had 46-mm. bodies to let the engine breathe above 5,000 r.p.m. on its 11:1 compression ratio.

The use of glassfibre body parts (a neat subframe makes sure no front end wobble is allowed by this process) has trimmed something like 2 cwt. off the standard car's weight, the test Viva being exactly 17 cwt. The suspension is a lowered and stiffened version of the standard coil spring, four-link rear, system: anti-roll bars are fitted front and rear working with rather tired Spax adjustable shock absorbers for our test, though Koni units are planned for the future. Minilite 10J wheels are used at all four corners, carrying Goodyear 4.00 x 10.50 tyres at the front and (after the running-in session) 4.50 x 10.85 rubberwear at the back.

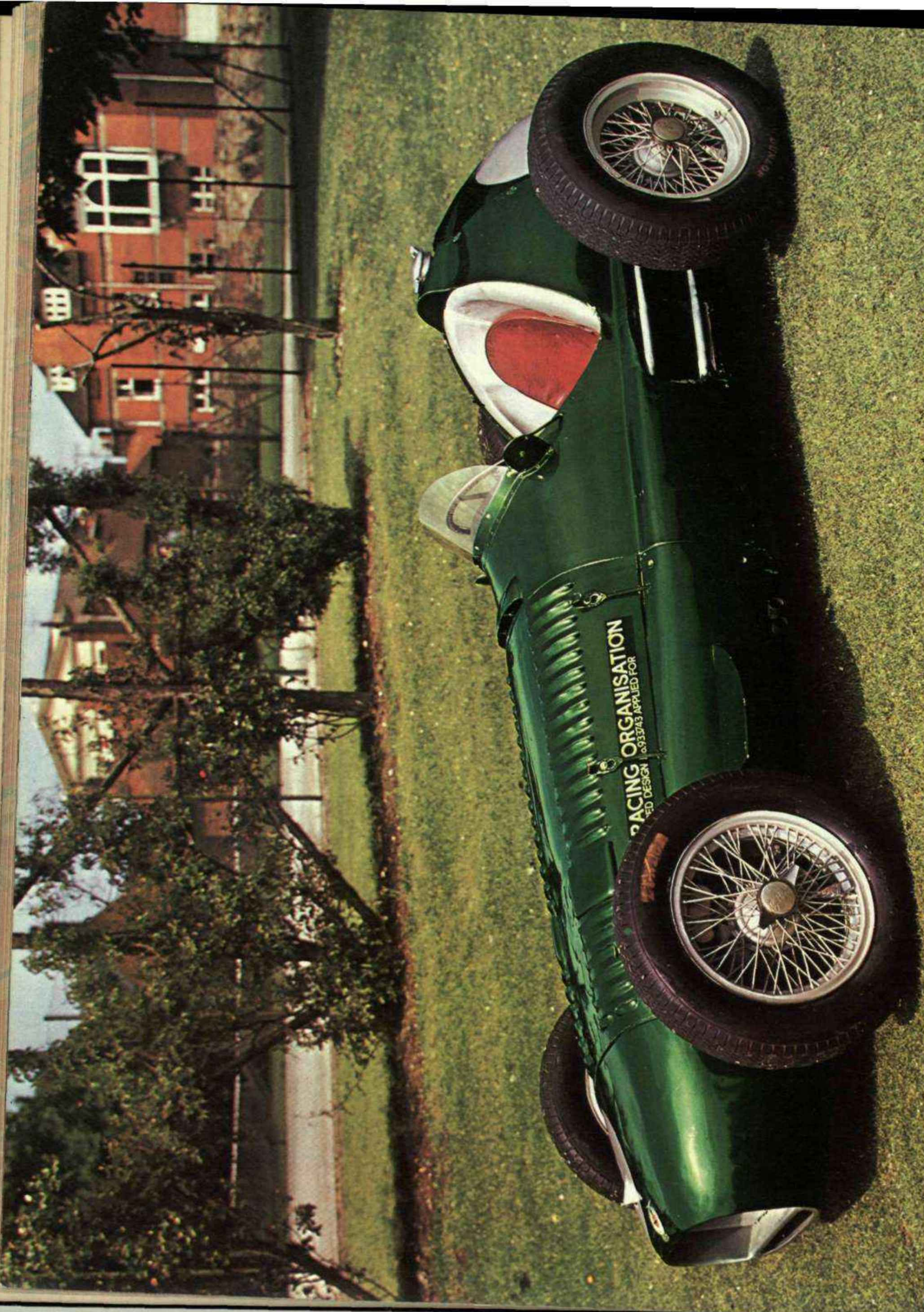
The transmission features Blydenstein's own ratios for the four-speed all synchromesh gearbox, its close ratios being mated to a 3.9:1 final drive on this occasion, offering 110 m.p.h. at 6,500 r.p.m., the latter figure being the limit we were set for our trial. Eventually the engine will be capable of over 7,000 r.p.m. when a new steel crankshaft is ready.

Having turned the ignition and injection pumps on, the Viva cracked into life promptly, moving off through the cluttered paddock with the ease of a road car equipped with a high first gear. My first 10-lap stint, to help run the car in, was to be at no more than 5,500 r.p.m. (95 m.p.h. in fourth!) and at that modest pace there was little to report. However it was interesting to note that I was entering Copse at 90 m.p.h. and leaving at 95. I cannot recall a road car that could get through that corner at much over 80 m.p.h. driven in the most desperate manner, yet those big sticky Goodyears were allowing me through in "Sunday driver" style, as you can see from the picture!

Even when it came to recording my personal best of 1 min. 8.3 sec. (Marshall did 1 min. 6.8 sec. after two or three laps) the Viva's steering retained a light and precise feeling of control over a car that was so nearly spun on three consecutive laps at the hairpin. The sensitive

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1951 1½ litre V16 Mark 2 B.R.M.

THE 19th DUTCH GRAND PRIX

Sports-Car Drivers Win the Day

ZANDVOORT, HOLLAND, June 20th.

ALTHOUGH SOME of the scandal-mongering newspapers insist that the Zandvoort race-track is doomed and the future of the Dutch Grand Prix is in doubt, nothing could be further from the truth; the year-long activities at the Dutch circuit continue to make the whole set-up a good business proposition, of which the local town council benefit by receiving a large slice of the income, as distinct from the profit. With the ever-increasing demands by the Formula One entrants and further demands of expenditure of hard cash by the GPDA Safety Brigade, there are times when one is given to wondering why organisers carry on with Grand Prix racing. Whatever the reason, this year's Dutch Grand Prix saw a bumper entry and there was no squabbling or dissatisfaction over who was to start as all 25 drivers listed in the entry were to be accepted on the starting grid. After scrutineering had taken place on Friday morning, practice got under way in the afternoon with a following wind blowing down the straight, thus encouraging "a fast day" as it is known. The weather was very grey and gloomy and with the scrub grass and sand dunes all around and the muddy-looking North Sea just behind the grandstands, the Zandvoort circuit was about as gay and entrancing as it is ever likely to be and one began to see why everyone likes circuits like Barcelona and Monte Carlo. However, the job in hand was to put in some fast laps as soon as possible as there was every likelihood of the weather breaking up later on, and the bogey time was the 1 min. 19.23 sec. set up by Ickx last year in the original prototype flat-12-cylinder Ferrari. Now there were not only two similar cars as spares, with 1971 engines, but three of the second version of the flat-12-cylindered cars, the 312B/2 models, and it was Regazzoni setting the pace with number 5 car, having been out earlier in the week doing some unofficial practice. He had got down to a cool 1 min. 17.98 sec. when the engine blew up and the car was wheeled round the back of the pits with oil dripping from everywhere, and work began on removing the engine and installing a new one. Also in the first part of the afternoon Team Lotus had a disaster, for Walker had barely begun to circulate in Fittipaldi's Lotus 72 when he fell off the edge of the track and damaged the rear end too badly for immediate repair, so that was the end of all Charlton's hopes of joining Team Lotus for this race. He was to have taken over 72D/R5 when the turbine car was ready for Walker to drive.

It was quite clear that laps under 1 min. 20 sec. were the least that could be considered competitive and both Andretti and Ickx were well inside this figure by mid-afternoon, as was Wisell, who was now alone in upholding Lotus' honour, Stommelen was in there with the second of the 1971 Surtees cars, and Ganley also, indicating that the sparkle that appeared in his driving at Hockenheim had not been a flash in the pan. Stewart was experimenting with the new Girling double-disc brakes on the latest Tyrrell car and amid a certain amount of detail bothers he just scraped in under the 1 min. 20 sec. barrier. After the mid-afternoon break things really began to happen and Ickx set up a new fastest time with 1 min. 17.42 sec., with Rodriguez right behind him with 1 min. 17.46 sec., these two 12-cylinder cars being visibly faster down the straight than anything else. After a bit more experimenting with the new brakes on the Tyrrell, Stewart went out and very quickly got within striking distance of the "twelves" with 1 min. 17.64 sec., and you could almost hear "The Good Ford" saying "Thank the Lord for Stewart". Things were really warming up now and the 1 min. 20 sec. bogey time was for beginners, 1 min. 19 sec. was for the "pros", 1 min. 18 sec. for the "stars" and 1 min. 17 sec. for the "aces", with more yet to come. While the general increase in pace was going on Regazzoni crashed his spare Ferrari, number 4, and just before practice ended Andretti had a spectacular accident past the pits in the brand-new 312B/2 and it was later revealed that both were the result of tyres centrifuging inwards on some new ultra-wide rims. This meant a reshuffle in the Ferrari camp, and Andretti took over the remaining spare car on the following day, while Regazzoni had his 1971 car back again. There seemed every possibility that the "aces" would break 1 min. 17 sec. in the following practice periods, providing everything stayed constant, but as so often happens things did not remain constant and on Saturday morning it was pouring with rain. So bad was the rain, and prospects for any improvement in the weather so remote, that a lot of drivers gave Saturday morning practice

a miss, knowing that there was plenty of time in the afternoon to splash round in the rain. Unfortunately this caught them out, for suddenly the weather cleared and, apart from a change in direction of the wind, the afternoon became fine. Those who had deliberately not practised in the morning, like Surtees, Cevert and Hulme, were not to know they had been caught out until next morning when the rain returned.

Due to an impressive piece of organisation and a lot of hard work Team Lotus had got the Pratt and Whitney turbine engine back from Canada and installed in the 4-wheel-drive chassis and Walker was out practising as soon as possible. It was not possible to effect immediate repairs to the crashed Lotus 72 so Charlton had to remain a spectator. Andretti took over the remaining spare Ferrari and Regazzoni had his 1971 car back again. So bad were the conditions during the morning that even the fastest laps recorded were 20 seconds slower than the previous day's times. Only Regazzoni and Rodriguez broke the 1 min. 40 sec. mark and then by only a gnat's whisker. During the lunch break conditions suddenly improved and the afternoon became warm and dry, but the wind was now head-on up the straight and though everyone was out and trying hard there was no question of approaching the Friday times, so for most drivers their first day's times were the ones to count for grid positions. Regazzoni and Siffert were fastest, with Rodriguez, Stewart and Ickx close behind. As Peterson was not too happy with the general feel of the new March 711 it had been put away, and he was concentrating on the early model, with the Cosworth V8 engine. The Ferraris and BRMs were significantly faster down the straight than all the other cars, even the Matras, and but for Stewart and the Tyrrell the outcome of the two days' practice would have been a clean sweep for the 12-cylinder cars.

Race day was as wet and dull as Zandvoort has ever known, yet an impressive crowd of spectators poured into the circuit all morning, as everyone prepared for a really wet race, with knobbly wet-weather tyres, waterproofing over the electrics and much preparation for keeping water out of visors and cockpits. In view of the dreadful conditions a 15-minute free practice session was allowed before the start so that drivers could weigh up the conditions of the track. While everyone was assembling on the "dummy grid" the Ferrari mechanics suddenly

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday Morning	Saturday Afternoon
1	—	—	—	—	—	—
2	J. Ickx	Ferrari 312B/2 No. 6—flat 12	1. 19.39	1. 17.42	1. 41.03	1. 19.19
3	G. Regazzoni	Ferrari 312B/2 No. 5—flat 12	1. 17.98	—	1. 39.63	1. 18.55
4	M. Andretti	Ferrari 312B/2 No. 7—flat 12	1. 19.27	1. 18.85	—	—
5	J. Stewart	Tyrrell 003-Cosworth V8	1. 19.95	1. 17.64	—	1. 19.05
6	F. Cevert	Tyrrell 002-Cosworth V8	1. 24.22	1. 19.54	—	1. 21.61
7	—	—	—	—	—	—
8	P. Rodriguez	BRM P160/01—V12	1. 25.37	1. 17.46	1. 39.96	1. 19.00
9	J. Siffert	BRM P160/02—V12	1. 20.42	1. 21.01	1. 40.76	1. 18.91
10	H. Ganley	BRM P153/06—V12	1. 19.28	1. 19.09	—	1. 20.67
11	—	—	—	—	—	—
12	D. Walker	Lotus 72D/R5-Cosworth V8	1. 35.36	—	—	—
14	R. Wisell	Lotus 72D/R3-Cosworth V8	1. 19.00	1. 18.70	1. 45.83	1. 19.58
15	D. Walker	Lotus T56B/1-Pratt & Whitney	—	—	1. 42.57	1. 21.23
16	R. Peterson	March 711/2-Cosworth V8	—	—	1. 42.08	1. 20.40
17	—	—	—	—	—	—
18	N. Gall	March 711/1-Alfa Romeo V8	1. 21.18	—	1. 47.24	1. 20.61
19	A. Soler-Roig	March 711/4-Cosworth V8	1. 22.63	1. 20.28	—	1. 24.05
20	C. Amon	Matra-Simca MS120B/04—V12	1. 20.47	1. 18.46	1. 41.94	1. 20.18
21	J.-P. Beltoise	Matra-Simca MS120B/05—V12	1. 20.26	1. 19.16	1. 43.91	1. 20.51
22	S. Barber	March 711/5-Cosworth V8	1. 33.46	1. 22.19	1. 50.80	1. 23.51
23	J. Surtees	Surtees TS9/001-Cosworth V8	1. 27.48	1. 18.71	—	1. 21.21
24	G. Hill	Brabham BT34/1-Cosworth V8	1. 20.07	1. 20.19	1. 42.31	1. 21.06
25	T. Schenken	Brabham BT33/3-Cosworth V8	1. 25.13	1. 20.35	1. 43.53	1. 22.13
26	D. Hulme	McLaren M19A/2-Cosworth V8	1. 51.59	1. 19.74	—	1. 21.14
27	—	—	—	—	—	—
28	P. Gethin	McLaren M19A/1-Cosworth V8	1. 33.32	1. 22.07	—	1. 23.12
29	R. Stommelen	Surtees TS9/002-Cosworth V8	1. 19.11	1. 20.94	—	1. 20.00
30	G. van Lennep	Surtees TS7/001-Cosworth V8	1. 24.01	1. 20.79	—	1. 21.97
31	H. Pescarolo	March 711/3-Cosworth V8	1. 22.17	1. 20.01	1. 45.83	1. 20.80
2T	J. Ickx	Ferrari 312B/1 No. 3—flat 12	—	—	—	—
3T	G. Regazzoni	Ferrari 312B/1 No. 4—flat 12	—	1. 18.38	—	—
4T	M. Andretti	Ferrari 312B/1 No. 3—flat 12	—	—	1. 44.25	1. 20.32
5T	J. Stewart	Tyrrell 001-Cosworth V8	—	no time given	1. 42.67	—
8T	P. Rodriguez	BRM P160/03—V12	—	no time given	—	—
16T	R. Peterson	March 711/6-Alfa Romeo V8	1. 24.53	1. 19.73	—	—
20T	C. Amon	Matra-Simca MS120B/06—V12	—	no time given	1. 41.94	—

STARTING GRID



5 J. Stewart (Tyrrell-Cosworth V8) 003 1 min. 17.64 sec.	8 P. Rodriguez (BRM V12) P160/01 1 min. 17.46 sec.	2 J. Ickx (Ferrari flat-12) 312B/2 No. 6 1 min. 17.42 sec.
20 C. Amon (Matra-Simca V12) MS120B/04 1 min. 18.46 sec.	3 G. Regazzoni (Ferrari flat-12) 312B/2 No. 5 1 min. 17.98 sec.	14 R. Wisell (Lotus-Cosworth V8) 72D/R3 1 min. 18.70 sec.
9 J. Siffert (BRM V12) P160/02 1 min. 18.91 sec.	23 J. Surtees (Surtees-Cosworth V8) TS9/001 1 min. 18.71 sec.	10 H. Ganley (FRM V12) P153/06 1 min. 19.09 sec.
29 R. Stommelen (Surtees-Cosworth V8) TS9/002 1 min. 19.11 sec.	6 F. Cevert (Tyrrell-Cosworth V8) 002 1 min. 19.54 sec.	21 J-P. Beltoise (Matra-Simca V12) MS120B/05 1 min. 19.16 sec.
16 R. Peterson (March-Cosworth V8) 711/2 1 min. 19.73 sec.	31 H. Pescarolo (March-Cosworth V8) 711/3 1 min. 20.01 sec.	26 D. Hulme (McLaren-Cosworth V8) M19A/2 1 min. 19.74 sec.
4 M. Andretti (Ferrari flat-12) 312B/1 No. 3 1 min. 20.32 sec.	19 A. Soler-Roig (March-Cosworth V8) 711/4 1 min. 20.26 sec.	24 G. Hill (Brabham-Cosworth V8) BT34/1 1 min. 20.07 sec.
18 N. Galli (March-Alfa Romeo V8) 711/1 1 min. 20.61 sec.	25 T. Schenken (Brabham-Cosworth V8) BT33/3 1 min. 20.35 sec.	30 G. van Lennep (Surtees-Cosworth V8) TS7/001 1 min. 20.79 sec.
28 P. Gethin (McLaren-Cosworth V8) M19A/1 1 min. 22.07 sec.	15 D. Walker (Lotus-Pratt & Whitney) T56B/1 1 min. 21.83 sec.	22 S. Barber (March-Cosworth V8) 711/5 1 min. 22.19 sec.

* Time quoted achieved with March 711/6 with Alfa Romeo engine.
** In the pits at time of start.

rushed Andretti's car back to the pits and feverishly started to change the petrol pumps, as the system had lost all its pressure. Andretti had to sit patiently in the cockpit while mechanics worked away at the back of the car and, though the Dutch officials delayed the start as long as possible, they could wait no longer and one by one engines were started up and preparations made to move the 23 cars forward to the starting grid. Ickx made a spectacular practice start off the "dummy grid", and then he, Rodriguez and Stewart led the rows of cars forward to the starting line. The flag fell and so slippery was the track that nothing seemed to happen for seconds, and then the Firestone tyres of Ickx and Rodriguez found grip and pulled away from Stewart, who was still trying to make his Goodyears grip the road. As the field poured into the Tarzan hairpin in a cloud of spray Amon had his Matra right on the outside edge of the raised corner and was going round the outside of Stewart, but just failed to get by so that the order round the back of the pits and away across the sand dunes was Ickx, Rodriguez, Stewart, Amon, Regazzoni, Surtees. In the opening scramble Siffert and Soler-Roig had spins on the wet track and there was a lot of dodging about but no damage. Ickx led from Rodriguez on the opening lap, and once again Amon went high on the banked Tarzan corner, and this time fell over the edge into the sand and the wire mesh safety fence, where the Matra remained stuck while everyone went by. At the end of lap 2 the Ferrari of Ickx and the BRM of Rodriguez had opened up quite a considerable gap from Stewart, who was still in third place, but as the dark blue Tyrrell went into the Tarzan corner at the end of the main straight it spun helplessly and Stewart had to sit and watch while a whole row of smiling opponents went by him, and he was in eighth place when he got going again. As he motored off from the corner leaving Amon still working away to get his Matra out of the safety fence, Andretti joined the race from the pit lane with a great rush of noise and spray. He arrived at the first corner and promptly spun, luckily staying on the track, and set off at a more sedate pace, after which Amon got his Matra disentangled and motored round to the pits but the radiator was split so that was that. By the end of the third lap the Dutch Grand Prix was over for all except Ickx and Rodriguez, who were way out on their own and indulging in a motor race that must go down in history. On the next lap Pescarolo got his Frank Williams March 711 all sideways and out of control and ran into Schenken's Brabham as they accelerated out of the Tarzan hairpin along the short straight behind the pits, and the rather vulnerable aerofoil on the nose of the March

was badly bent. Pescarolo stopped at the pits next time round and had the complete aerofoil removed and continued the race with the front of the March looking very light and almost airborne. Accidents were by no means over, for, as the Lotus turbine car ended lap 5, Walker misjudged his braking point past the pits and went straight on over the bank and almost out of sight amongst the restraining mesh fences and advertising hoardings, escaping unscathed, but with the nose of the Lotus wiped off. It was no day at all for Team Lotus for two laps later Wisell pulled his Lotus 72 smartly out of his race with Peterson's March and stopped just beyond the pits with a rear wheel coming loose. He reversed back into the pit lane but of course this entailed immediate disqualification. While this was going on there was another "coming together" at the end of the main straight when Galli and Cevert got tangled together under-braking and the March and the Tyrrell ended up in the sand.

Amidst all this unruliness Ickx and Rodriguez were really getting on with a motor race and they ended lap 8 side-by-side, trying to out-brake each other for the Tarzan hairpin, and it was Rodriguez who got in front as they fought each other all the way round the twisty bits behind the pits. Regazzoni was a comfortable third, followed by Surtees, Peterson, Beltoise and Stewart, but the little Scot was fast giving up and let Stommelen, Ganley and Siffert go by on the next lap. Andretti retired at the pits as his engine had not worked properly even with the new fuel pumps fitted, and Hulme, van Lennep and Hill were having a little race of their own at the end of the field, apart from the stragglers like Soler-Roig, Barber, Schenken, Gethin and Pescarolo. By 10 laps, with 60 still to go, the two tigers battling for the lead were lapping the end of the field and they raced in and out of the traffic the way they do in long-distance sports-car races. Nothing was sacred to them and they swept past Hill, van Lennep, Hulme and Stewart as if they were not there. Then they whittled down the distance to Ganley and Beltoise, who had been overtaken by Siffert, and then they caught the Swiss and after that Stommelen, all the while Rodriguez being first and Ickx second. Now the rout of the also-rans ended and Regazzoni, Peterson and Surtees remained unlapped. The Swedish March driver had overtaken Surtees on lap 11, but could not get away and the two cars were circulating in close company, in fourth and fifth places. Down at the back of the field Stewart let Hill, van Lennep and Hulme go past and was going so slowly that the leaders were soon to lap him again. It was now very obvious that the first seven cars were running on knobbly Firestone wet-weather tyres, and the Goodyear-shod cars could not keep up, apart from Beltoise, who had his Matra in eighth place, whereas Hill, Hulme and Stewart were just so far back it was pathetic to watch. On lap 20 Hulme gave up even more than Stewart had done, and let the Scot get in front just as Rodriguez and Ickx swept by for the second time. The Dutch driver Gijs van Lennep, driving the original 1970 Surtees car, pleased his fellow countrymen by leaving behind the three ex-World Champions, Hill, Stewart and Hulme, and even though he was on Firestone tyres and they were on Goodyears, it was still a commendable effort, for they really should have been up in front of Beltoise, who was just ahead of van Lennep. The circuit was still desperately wet and slippery and, though the rain eased off, a sea mist was lying about everywhere making conditions terribly greasy, but this did not seem to worry Rodriguez and Ickx, who were still hard at it, even though their lap times were around 1 min. 35 sec.

Shortly before half-distance Ickx began to put the pressure on harder and taking opportunities caused by slower cars in front of the BRM he had the Ferrari's nose right up with the rear tyres of the Bourne car. On lap 30 Ickx got the lead back again, but Rodriguez was not giving up and side-by-side they ran, coming up behind Schenken and Pescarolo, who were together once more, even though they had both had pit stops, the March to have its nose fin removed and the Brabham to have its accelerator linkage fixed when it came adrift. For a moment the road was completely blocked for the Ferrari and BRM, and then Rodriguez dived between the two cars in front and was back in the lead again. That did not suit Ickx at all, and after one more lap he again scabbled past the BRM and back into the lead. All this would have been great stuff in perfect conditions, but on the wet and slippery track it was unbelievable and motor racing at its best, and this furious pace now carried them past Surtees and Peterson, so that only Regazzoni remained on the same lap as the two tough little heroes out at the front. Siffert was firmly in sixth place, followed by Ganley equally surely in seventh place, and then van Lennep driving a very good smooth race in his first Grand Prix event. Stommelen had gone off the road at the end of the straight and been helped back on again, which caused his disqualification.

Then came the Goodyear-shod runners, with Beltoise leading them and Hill trying very hard to catch the Matra, while Stewart was doing a good imitation of a typical Swiss Sunday motorist, telling other people what to do instead of getting on with his own driving, and Hulme was wishing he was in a nice comfy Can-Am race where there are not too many racing drivers about. After tangling with Galli's March-Alfa Romeo, which was quite badly bent, Cevert found that his Tyrrell had only suffered a dent in the monocoque on the right-hand side and a flattened oil catch-tank at the rear, so he extricated the car from the sand and went on racing. The March was still just off the edge of the track and Stewart was trying to encourage the marshals to drag it further out of the way. Cevert's race came to a sudden stop when the left rear suspension collapsed, obviously as a result of the earlier impact, and the Tyrrell spun off the road as the drive-shaft came apart and bent the exhaust system and the rear cross-member over the gearbox.

Although the weather did not exactly improve, the rain let up and Ickx found that he could pull away from the BRM out of the two slow hairpins, as the Ferrari engine was pulling solidly from fairly low r.p.m., letting him use third gear, whereas Rodriguez was having to use first gear and keep the r.p.m. high to prevent it "fluffing" on acceleration. On the fast bends round the back of the circuit the Mexican found he could gain ground on his Belgian rival, but in the overall lap he was losing contact and for the last part of the race had to settle for second place and watch the Ferrari pull slowly but surely away. At the back of the field Soler-Roig had the Cosworth engine in his March 711 break and he poured out oil and smoke until the whole thing came to a grinding halt on the back of the circuit. Then with only five laps to go Regazzoni misjudged his braking at the end of the straight and slid off the road into the wire mesh fence, but luckily was able to back out to rejoin the race still in third place. The fibre-glass nose of the Ferrari was shattered and the radiator pushed out of line, but there were no leaks so he pressed on, scattering bits of fibre-glass as he went. He had been lapped by the two "racers" and they had lapped Siffert, Surtees and Peterson for the second time, and the three Goodyear-shod ex-World Champions more times than was decent. The lap after Regazzoni made his mistake, Surtees made one out of the slow Hunzerug hairpin and clouted the guard rail with his right front wheel, which bent the suspension out of shape, and, with fingers crossed and an anxious eye on the front end, he slowed down and managed two more laps, by which time Ickx had crossed the line the winner of the 1971 Dutch GP by 8 seconds, he and Rodriguez having put on the sort of display of racing that Grand Prix badly needs.—D. S. J.

Results :

19th DUTCH GRAND PRIX—Formula One—70 laps—293.51 kilometres—Very wet

1st	: J. Ickx (Ferrari 312B/2 No. 6)	..	1 hr. 56 min. 20.07 sec.—151.379 k.p.h.
2nd	: P. Rodriguez (BRM P160/01)	..	1 hr. 56 min. 28.03 sec.
3rd	: G. Regazzoni (Ferrari 312B/2 No. 5)	..	1 lap behind
4th	: R. Peterson (March 711/2)	..	2 laps behind
5th	: J. Surtees (Surtees TS9/001)	..	2 laps behind
6th	: J. Siffert (BRM P160/02)	..	2 laps behind
7th	: H. Ganley (BRM P153/06)	..	4 laps behind
8th	: G. van Lennep (Surtees TS7/001)	..	5 laps behind
9th	: J.-P. Beltoise (Matra-Simca MS120B/05)	..	5 laps behind
10th	: G. Hill (Brabham BT34/1)	..	5 laps behind
11th	: J. Stewart (Tyrrell 003)	..	5 laps behind
12th	: D. Hulme (McLaren M19A/2)	..	7 laps behind
13th	: H. Pescarolo (March 711/3)	..	8 laps behind—not qualified
14th	: S. Barber (March 711/5)	..	10 laps behind—not qualified
15th	: P. Gethin (McLaren M19A/1)	..	10 laps behind—not qualified

Fastest lap: J. Ickx (Ferrari 312B/2 No. 6) on lap 49, in 1 min. 34.95 sec.—158.976 k.p.h.

Retirements: C. Amon (Matra-Simca MS120B/04), accident, lap 2; M. Andretti (Ferrari 312B/1 No. 3), fuel system, lap 5; D. Walker (Lotus-turbine TS6B/1) accident, lap 6; R. Wisell (Lotus 72D/R3), disqualified, lap 8; N. Galli (March 711/1-Alfa Romeo V8) accident, lap 8; R. Stommelen (Surtees TS9/002), disqualified, lap 19; P. Cevert (Tyrrell 002), accident, lap 34; T. Schenken (Brabham BT33/3), gave up, lap 40; A. Soler-Roig (March 711/4-Cosworth V8) engine, lap 58.

24 starters — 15 finishers.

NOTES ON THE CARS AT ZANDVOORT

IT IS A long time since the Ferrari team have been so well equipped as they were at the Dutch GP, for the two 1970 cars, numbers 3 and 4, with 1971 engines came straight from Hockenheim where they had raced the previous weekend, and were joined by the 1971 models that Ickx and Regazzoni had raced at Monaco, numbers 6 and 5, together with a brand new 312B/2 which was number 7 and destined for

Andretti. The two early cars were listed as practice cars for Ickx and Regazzoni, but when Andretti crashed his new car in practice he took over number 3 car for the rest of practice and kept it for the race. When the cars arrived for scrutineering number 7 had the transverse vibration damper set-up fitted that first appeared at Monaco, while 5 and 6 did not, but during the course of practice Ickx experimented with the dampers, the results being inconclusive. All three 1971 cars had additional air scoops to the inboard rear brakes, these being small scoops on each side of the aerofoil back-bone with flexible piping running down to the inner faces of the discs. The outer faces being cooled by air ducts running from behind each oil radiator mounted above the back of the engine, and cooling air for these radiators is gathered in by NACA ducts on the top of the engine cowling over each bank of cylinders. The theory is that the air leaving the radiators is at 90°C, and this air blown onto the brake disc is better than nothing. As the discs are located beside the gearbox, and the exhaust system on each side, they live in an area that is always above 90°C, anyway. Lockheed engineers, whose brakes are fitted to the 312B/2 Ferraris, look a bit sideways at all this. What is important however, is that there is a clear exit for the hot air from the brakes to escape out of the back of the car.

Ken Tyrrell's ELF supported team of Stewart and Cevert had the experimental Girling double-discs brakes on the front of both the 1971 Tyrrell cars, the team leader having 003, and the 1970 car 001 as a spare, while the young Frenchman was driving 002. Both of the new cars were fitted with a very large air-box over the engine intakes, this box being well seated at its bottom end where it sat on the engine, and having a forward-facing entry high above the roll-over crash bar, all very similar in layout to those used on the Matra V12 engines. There was also a new nose cowling for Stewart's new car, this being a blunt and rounded affair like a Porsche 908/03, cleverly formed with box-section curved fins ahead of each front wheel to give an almost all-enveloping effect without transgressing the Formula One rules that limits nose fins width to the centre-line of the tyres. Although offered up on 003 when it went through scrutineering, this new nose was not actually used during the meeting, the car running with the flat blade-type nose cowling normally used on the Tyrrell cars.

The BRM team also had a modified front cowling, with similar box-section curved fins ahead of the wheels, on P160/01 which Rodriguez was driving, and this car was also using the new "shovel" type nose cowling, as was P160/02 which Siffert was driving, while both cars had fairings over the sides of the rear of the cars, covering the cylinder heads of the V12 engines, these fairings blending with the oil-cooler ducts at the rear. The brand new P160/03, which appeared at Hockenheim the weekend before Zandvoort, was acting as a spare car for Rodriguez, fitted with the earlier type of nose cowling, as was P153/06 which Ganley was again driving. The Lotus Team had come direct from Hockenheim with the two Type 72 cars and the 4-wheel-drive turbine car, less its "Pratt & Whitney Aircraft Dependable Engine" as the makers proudly proclaim on their badge. The disaster at Hockenheim was caused by an oil seal failing and letting oil get into an auxiliary drive, which put added drag on the compressor turbine, which the automatic sensing device interpreted as a slowing down due to insufficient fuel feed and consequently "stoked up the boiler" too much and everything inside confused and over-heated with disastrous results to the turbine blades. While the Hockenheim race had been in progress the turbine engine was on its way to Canada and on the following Friday morning it was back in London and on its way to Zandvoort by Friday afternoon. It was installed in the car overnight and was ready for Walker to drive on Saturday morning. Meanwhile the two 72 models were as raced at Hockenheim, with Wisell in 72D/R3 as usual and South African Dave Charlton due to drive 72D/R5 as Fittipaldi was still on the sick list. However, until such time as the turbine car was ready, Walker was to drive 72D/R5, Team Lotus having the various drivers names on sticky labels that they could attach to the cockpit sides to avoid any confusion about who was in which car.

The STP-March team had all the drivers and equipment they had at Hockenheim, the whole lot coming direct to Zandvoort, and Peterson was to try 711/6, with an Alfa Romeo engine, and his usual 711/2 with a Cosworth engine, before deciding which one to race. Galli had the official March-Alfa Romeo 711/1 and Soler-Roig the third works entry 711/4 with Cosworth engine. In addition were the two private cars of Barber, 711/5 and Pescarolo with Frank Williams 711/3, both with Cosworth engines. The Matra team had reverted to their high-speed front cowlings which are very wide and very flat and they had an additional top lip added, and the very large rear aero-

Continued on page 828

who was killed so tragically in the air-cooled Honda accident at Rouen in 1968. After another 30 minutes running in company we both had to stop for fuel, and while chatting she explained how she had not only been flat-out but had got a pain in her right leg from holding the accelerator down on the floor-boards. When she came to restart there was an ominous silence from the starter and, looking under the bonnet of the Opel, it was easy to see that things had been getting pretty warm. The pump attendant struck the starter motor a shrewd blow with a tyre lever and, hey presto, it worked and Mrs. Schlessler was able to continue on her way to Vichy.

I carried on up the Autoroute towards Paris and later had another little involvement, this time with a Citroën SM, the new Maserati-engined car that makes everything else look old fashioned the way the DS did when it first appeared. I saw this unusual-looking front view approaching in my mirror as I was cruising at around 100 m.p.h., so moved over and it swept by in complete silence. This was serious stuff and 200 k.p.h. was the order of the day from then on. As we were approaching Paris the traffic increased and one car at 200 k.p.h. overtaking the populace is all right, but not two cars at that speed so I eased back and let the Citroën SM go. Where the DS was the car of the sixties I feel sure the SM is the car of the seventies.

Next month I will tell you how I sat in a traffic jam on a German Autobahn for three hours because a VW had tangled with an articulated oil tanker. It's not all high speed, you know.

Yours, D. S. J.

NOTES ON THE CARS AT ZANDVOORT—continued from page 827

foils used at Monte Carlo had been replaced by the smaller earlier versions. Amon and Beltoise were in cars number 04 and 05 respectively, and 06 the latest car was a spare for Amon. The McLaren factory had been working overtime (no union rules in Colnbrook) and had completed a second 1970 car, M19A/2, destined for Hulme, while Gethin took over M19, now numbered M19A/1. The new car had the same progressive rate springing as the first car, but had numerous small improvements. The roll-over crash bar fore-and-aft bracing tubes now run forwards onto the monocoque, instead of rearwards onto the engine, the rear of the monocoque where it runs over behind the cockpit is higher, a lighter Hewland gearbox is used and a larger rear aerofoil is fitted. The Brabham works had also been busy, doing a major rebuild on the 1971 car that Hill crashed at Monte Carlo, and revamping the 1970 BT33/3 with an uprated rear suspension for Schenken. The final team in this very full entry was the Surtees group, comprising Surtees himself with TS9/001 as used at Hockenheim, with the new pressed magnesium wheels, Stommelen with TS9/002 and the 1970 prototype car TS7/001, now painted red and race-prepared by a subsidiary of the Surtees empire. This car was on hire to the Dutch driver Gijs van Lennep who had got a lot of local support from Esso and Champion for this entry in his own Grand Prix.

Thus a total of 31 Grand Prix cars were assembled in Zandvoort for the unrestricted acceptance of the 25 drivers present.—D. S. J.

REFLECTIONS IN THE SANDS OF ZANDVOORT—

continued from page 816

eight round the streets on the edge of the town, right past the present entrance to the Zandvoort circuit. Very little has changed and we did a lap of the original Zandvoort circuit, an event that took place mainly by reason of the enthusiasm of the Mayor of Zandvoort at the time. On the organising committee was J. H. van Haaren, who has only recently retired from the Dutch GP organisation, and among the race winners was P. J. Nortier (BMW 328), who is now a top member of the FIA. The meeting was attended by Prince Bernhard of the Netherlands and had government approval as well as that of the local town council. During the meeting there were demonstration laps by Mercedes-Benz and Auto-Union, which must have excited the Dutch enthusiasts. Manfred von Brauchitsch drove a 1939 Mercedes-Benz Type 163, supercharged 3-litre V12, and Hans Stuck drove the 1937 all-enveloping streamlined 16-cylinder Auto-Union record car, both of which must have been a stirring sight at a meeting where the most exciting entry was a production 328 BMW sports car. Piët Nortier averaged 83.96 k.p.h. for the 45 laps of the fastest race of the day in a time of 1 hr. 13 min. 14.8 sec., the circuit being 2.28 kilometres to the lap. This was not only the first motor race to be held at Zandvoort but the first official road race in Holland and was undoubtedly the inspiration for the Dutch Grand Prix, of which the very wet 1971 event was the 19th.

Still being very Dutch orientated in our conversation we fell to discussing the appearance of Gijs van Lennep in his first Grand Prix race and the fact that he drove just the sort of race that we expected from this very level-headed Dutchman. Having seen him drive in sports-car races for many years, at one time sharing Porsches with his elder brother David, and recently as part of the Martini-Porsche team, it was no surprise that he drove the 1970 Surtees car in a sound and sensible manner, finishing the race comfortably in eighth place, the last of the Firestone runners and ahead of all the Goodyear runners, including three World Champions, as the Dutch were quick to point out. John Surtees was more than pleased with the whole deal he made with the Dutch people concerned, and they were equally pleased, for the TS7 was splendidly prepared, gave no trouble and van Lennep "kept it on the island" and stayed out of other people's accidents. So often these arrangements to lend or hire a car to a local lad turn out to be disasters, either due to the car being a tired old thing, badly prepared, or the local lad being a bit of an idiot and breaking it or crashing it, so it was a change to see a deal go through that was satisfactory to all concerned. Gijs van Lennep is one of three brothers of a family involved in shipbuilding, which in Holland is no surprise, and Hugenholtz first met him when, as a young lad of 11 years, van Lennep asked if he could drive his home-made car up and down the entrance road of the Zandvoort circuit. It was a sort of three-wheeled Go-Kart with a small 2-stroke engine driving the back wheel, and the fair-headed young Dutch boy probably dreamed of taking part in his own Grand Prix one day as he drove up and down the entrance road on his home-made car. Van Lennep won second place in the Targa Florio earlier this year, and first place at Le Mans only the week before the Dutch Grand Prix, so the Dutch public had become very aware of motor racing on a much more personal level, which may have accounted for 11,000 spectators turning up to watch practice and 45,000 on race day in spite of the appalling weather. On the other hand a large part of the reason for this attendance, which made the Grand Prix break even, was the cancellation of the Belgian GP two weeks before and a German public holiday over the weekend of the Dutch event. Not everyone can afford to go to all the Grand Prix races and many German spectators who might have gone to Francorchamps went to Zandvoort instead.

During the race there was a certain amount of umbrage taken in some quarters because Galli's wrecked March was not moved from where it had crashed, but short of stopping the race it would not have been reasonable to expect a group of marshals to attempt to drag it away from the edge of the track. It was right in the line of anyone else locking up their wheels on the greasy track on the approach to the corner and it would have been a brave man who was prepared to stand at that spot. The wrecked car was quite visible to all the drivers and it was obviously going to stay where it was, so if anyone was going to try any heroics with their brakes they could see all the possibilities quite clearly. At the party given by Shell on the night before the race Regazzoni should have been presented with the GPDA award for the best newcomer in Grand Prix racing in 1970, but the GPDA organisation fell down and the unfortunate Swiss driver did not even get a GPDA handshake, which was all rather poor. It is interesting to recall that exactly one year ago Regazzoni, Cevert and Gethin made their debuts in Grand Prix racing, at the Dutch Grand Prix, and since then the first two have made progress, while Gethin seems to be dragging his feet.

Finally, one must mention that BRM started three cars, and all three finished the race, in 2nd, 6th and 7th places, and all going strongly.—D. S. J.

RUNNING-IN A VIVA AT 95 m.p.h.—continued from page 823

leather rimmed wheel gave me adequate time to compensate for over-ambitious entry speed and brakes set up for a 17-stone man to use! On a slight, but bumpy, left-hander taken at 110 m.p.h. the car tended to twitch and then swerve slightly as the production-based brakes slowed the GT before the Borg Warner limited slip differential went about its efficient business to push the Viva through Becketts.

Although the car was so new in many of the important areas (the body had just been sprayed in the team's new colours), Blydenstein let four people try the car during the afternoon—nobody stalled or had any sort of accident on a fairly greasy track. Facts which I think demonstrate the inherent quality of the car.

What a shame Vauxhall themselves don't allow the car to develop its potential as a BMW 2002 alternative, restoring magic to the name that was so honourably associated with the 30/98 of the past.—J. W.

AROUND AND ABOUT

Comment on the Racing and Club Scene

Wind tunnel

LITTLE MORE than ten years ago Peter Jackson was trying to persuade racing car manufacturers to build their car bodies in glass fibre reinforced plastics rather than from the then almost universal aluminium sheet. Since then the British racing car industry has grown enormously, and one of the biggest success stories of all is that of Jackson. Now he controls a labour force of over fifty from a sumptuous executive suite at his spacious new 21,000 sq. ft. factory on the Huntingdon Industrial Estate. His firm moved there in 1967 from a dingy collection of sheds in South-East London, and since, racing car chassis manufacturers Arch Motors plus car constructors Charles Lucas Engineering and Lola Cars, soon to be joined by Royale, have also moved on to the same estate. It is quite a haven for the racing car enthusiast. These pages have already related the story of Jackson and his firm, Specialised Mouldings Ltd., but recently a new chapter in the firm's expanding history was opened when their wind tunnel was commissioned. I was unfortunately unable to attend the opening function, but recently I made a trip to the factory to see just how they were getting on with this exciting venture.

This wind tunnel is the first to be operated as a fully independent commercial unit in Britain. Previously, racing car constructors, and smaller British road car manufacturers, have had to wait until free time was available at University tunnels if they wanted to study the highly complicated art of aerodynamics, of which so little is really known. In fact the SM tunnel may also be of use to civil engineering firms for investigating wind loading on high chimneys and so on.

The tunnel, which cost £20,000, and undoubtedly would have cost much more had the firm not constructed and designed most of it themselves, is built mainly from glass fibre. The working section is five foot by four foot, and the maximum wind speed is in the region of 100 ft. per second, which is suitable for the majority of subsonic testing. The 70 ft.-long glass fibre tunnel is of the open circuit, closed working section type, whereby the semi-cylindrical corrugated iron building in which the tunnel is housed acts as the return circuit for the air.

An initial problem was that of the air still being turbulent on re-entry into the mouth of the tunnel despite grilles to prevent this, so a ventilated brick wall was just being completed in front of the mouth to eliminate the problem.

Air is sucked through the tunnel by a six-bladed, eight foot diameter fan which is driven by a 1,700-c.c. Volkswagen engine. Both Charles Lucas Engineering and Lola Cars assisted in the design and construction of the transmission which is actually through a VW gearbox. The fan duct, fan, and engine/transmission unit are insulated from the main structure to minimise vibration and noise.

To obtain a simulation of ground effect of a vehicle on the road, a suction grille is positioned in "the road surface" about three car lengths up stream of the model to draw-off the boundary layer down from a thickness of about 2½ in. to ¼ in.

The heart of the tunnel is the balance intalled under the centre of the working section, upon which the quarter-size model is fixed on the four-point mounting, these being the four tyre/ground contact points. The traditional strain-gauged support arm has given way to a complicated six component strain gauge balance to measure drag, lift, side force, pitching force, yaw and roll and is accurate to 0.5%. The forces/moments are computed for digital display on a console in the control room. There were a few minor problems with this complicated bridge, but these have now been ironed out. Pressure measurements and various flow visualisations techniques are also used in the operation of the tunnel.

SM are able to offer manufacturers a package deal whereby they design a body, make a model, test it and finally produce the finished product in quantity, but are quite willing to offer any part of the service separately. One of the first projects has been on the distinctively shaped new Can-Am Lola body, while a road car manufacturer is presently working with the firm.

All this sounds very impressive and exciting, and indeed looks it, but nothing can be done without a man to operate the tunnel and draw conclusions from the result. That very important man is a young aerodynamicist by the name of Peter Wright. Aged 25, Wright joined BRM direct from Cambridge with a mechanical engineering

degree and worked closely with Tony Rudd, of whom he has a tremendous admiration, on both chassis design and aerodynamics. He left BRM at the same time as Rudd and joined Specialised Mouldings as the Resident Aerodynamicist. The tunnel has been very much his "baby" ever since, and now he is starting to benefit from its installation.

Wright feels that the tunnel could, in the long term, play an important part in completely altering the shape of racing cars. But he also added that the tunnel will have many other more mundane uses like testing the flow through touring car radiators and so.

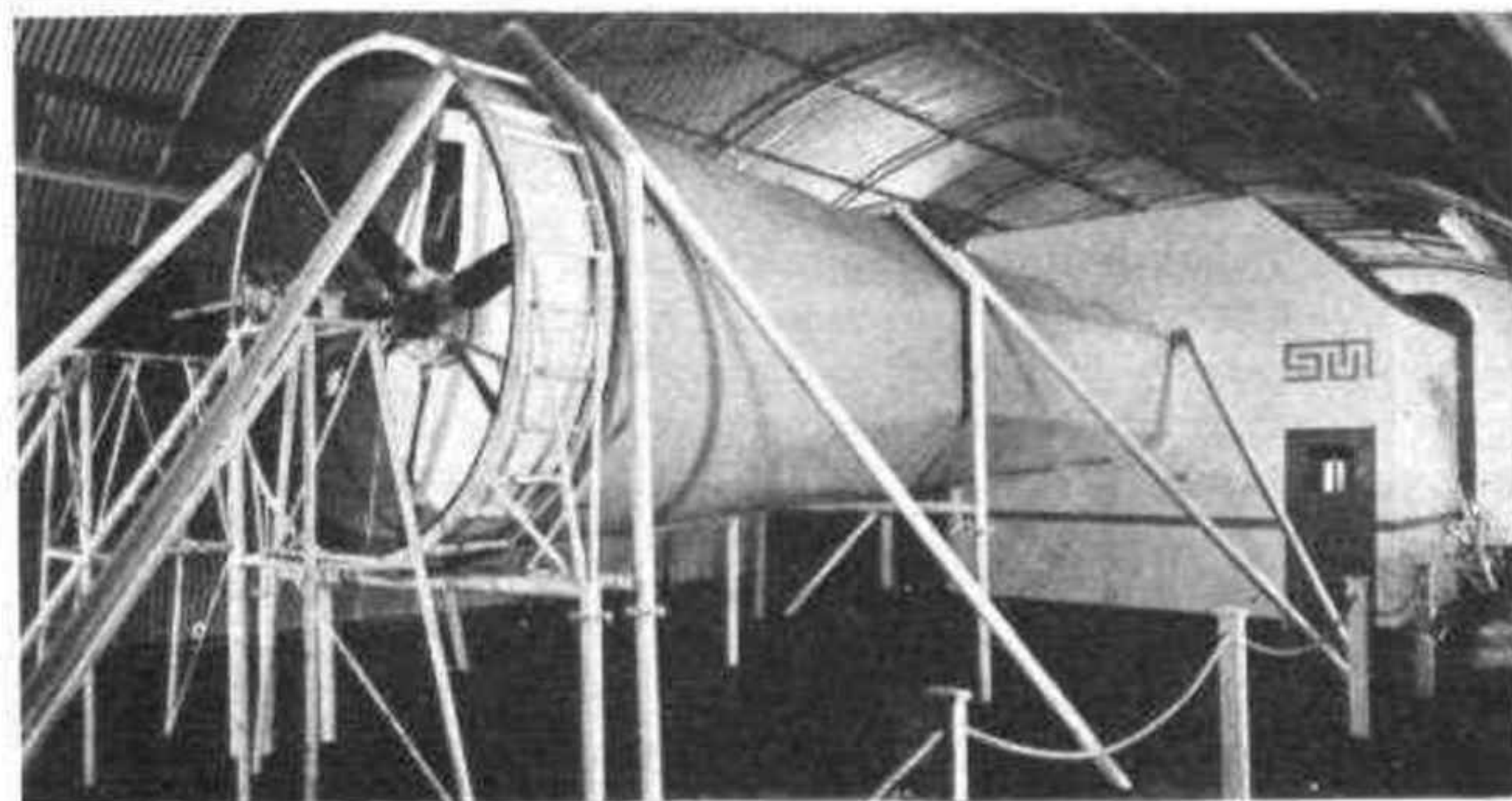
Readers will remember that recently we published a series of photographs showing the very different thinking of racing car designers for the nose sections of Formula One cars. While wishing Peter Jackson and Peter Wright every success with their forward thinking and worthwhile venture, let us hope the time will not come when their efforts will completely standardise the racing car body into one ultra-wind cheating shape.

● Following the success of the Rally team run in Scandinavia by the GM Dealers' Association, the British Vauxhall Dealers have formed together to run a racing and rally team. The nucleus of the teams formerly run by Bill Blydenstein in racing and Coburn Improvements in rallying will be retained and expanded. Over 1,000 Vauxhall dealers have contributed to this racing and rallying programme which will initially include two Vivas in both racing and rallying, first at club level and later in Internationals. Later Vauxhall Firenzas will be used and all the cars will compete under the name Dealers' Team-Vauxhall. Gerry Marshall, who has done great things for Vauxhall with the Shaw & Kilburn Viva GT, will lead the racing team and other drivers will have been appointed before the team makes its debut late in July.

● Silverstone Circuits Ltd. have failed to come to an agreement with the Nottingham Sports Car Club regarding the club running their very successful club meetings at the track after the end of 1971. Thus it has been announced that Silverstone has invited its own parent body, the British Racing Drivers' Club, to undertake the organisation of Bank Holiday and certain other meetings from the beginning of 1972 onwards. Commenting upon the arrangement BRDC Secretary Anthony Salmon said "I welcome the opportunity for BRDC to become directly associated with the organisation of races catering particularly for the up and coming driver of tomorrow."

Meanwhile it is possible that the Notts Sports Car Club are banking on Tom Wheatcroft having the Donington circuit, in some form, ready for next season and will swop their meetings to this exciting venue. Silverstone have also announced special arrangements for organising clubs wishing to run purely amateur meetings at the circuit. From next year a club can have the use of the circuit free of charge providing the club undertakes that the meeting will not be given a commercial name and that no outside sponsorship will be received.

● Motor racing sponsorship seems to be catching on in a big way with more and more companies who have previously had no motor sporting connections tying themselves to a racing team. In the last month the nasal decongestant people Contac 400 have announced a strong backing of the Ensign F3 driven by Steve Thompson (see last month's "They Make Racing Cars") while the Cona Coffee firm has also announced sponsorship of the little one-off Rawlson sports racer driven by a chap called Mike Yeomans. Another press release tells us that a firm called Crookes Anestan Ltd., are particularly happy with their sponsorship of a lady racing driver, Alison Davis, who drives a Ginetta G15. The product?—Femfresh!



The Specialised Mouldings wind tunnel.

BUYING CASUALLY

EARLIER THIS year a weekly contemporary dealt with three different ways of buying a used car—through small advertisements, from a dealer, or at an auction sale. There is yet another method, that of buying a vehicle advertised for sale at the roadside.

I did just that, the other day. Usually all one sees in this category are sad A35s, A40s and Populars outside pre-fabs or on the front pad of terraced houses, put up for sale by owners who either don't care greatly whether they dispose of them or not, or who are so hard-up and in need of ready cash that they cannot afford to advertise, even in the showcase of the local general store.

The only cut-of-the-ordinary cars I have seen with FOR SALE notices on them in recent times when driving between office and home have been a presentable black Daimler Conquest, marked up at £190, and a white 1955 Daimler Century for £99, which, approached closely, was seen to have been beset by the Demon Rust. The former went reasonably quickly but the latter, at a filling station on a busy main road, was there for ages, indeed, still was, unsold, when last I looked, the price down to £75. And then there was this Riley.

It was gleaming white and marked up on a piece of corrugated paper at £200. When next I passed the public holiday was over and the figure had been reduced.

Why I wanted it is hard to say. It would be a useful hack for the dogs or for temporarily-motorless members of the family. It would do to tow my Riley "Silverstone". It might form the second of a collection of pre-single-cam Rileys, or testing the tar-remover and touching up paint we sometimes receive in the office. Knowing that I really wanted another pre-war Blue Diamond and feeling that the hidden eyes of the entire Riley Register were watching me, I stopped to investigate.

Finding I hadn't a cheque book with me, I told the owner, who said he needed a bigger car and was seeking a quick sale as he required the space occupied by this white 2½-litre saloon, I would take a chance and return in a few days. "May be gone", he said, "someone telephoned to say he's coming to see it on Thursday". It was then that I acted foolishly! Being in the usual frantic hurry I gave the gentleman a fiver to hold it for me, without querying anything other than that there was a six-months-to-run M.o.T. Certificate, and merely giving the thing a cursory look-over—it wasn't taxed, so couldn't be driven, but as I resumed my journey I realised that I hadn't so much as heard the engine run, let alone check whether it was an early RMB or a later RMF model (see "Shopping For A Riley", MOTOR SPORT, November, 1970). I didn't even try to beat the vendor down over the price.

I attempted to rectify this silly situation by asking a daughter, who was going that way the next day, to call in with a cheque but only to part with it if the Riley's engine ran, the exhaust wasn't too smoky, and the oil pressure reasonable. She delivered the cheque all right, but the owner being away could tell me nothing about the car except that "it looks nice".

The point of this story is that all turned out satisfactorily. The car, when taxed and collected, commenced on the starter button. It shows a steady 35/40 lb. oil pressure when hot, 10 amps charge, never exceeds 70°C, runs sweetly, and the exhaust system is quiet. The paint, applied over the original black, is smart and sound, except where it has been touched up, probably with Valspar, to obliterate the result of some scrape along the near-side, and the radiator grille shows signs of having been straightened out at some time. The interior headlining is clean, the upholstery obviously original but untorn and tidy, and the doors shut with a reassuring click. The "leather"-covered roof, a feature of these cars (but real leather only on pre-1948 Rileys), shows slight rubbing on one hind quarter and about two inches of slightly ripped stitching near the front, otherwise it is in excellent fettle. The plating is bright, but with pock-marks on the bumpers. All the glass is clear, the interior woodwork has been rubbed down by the last owner, who runs a woodworking business, the original Wipac headlamp glasses are as new and the tyres, as I noticed when I parted with that fiver, all display an impressive depth of tread. The front wheels wear new-looking British Bergougnan Comet covers, one rear a Dunlop Super Taxi Remould, the opposite one a Homerton Remould, adequate for the car's sedate cruising gait. The spare, too, has tread. They are, moreover, man-sized tyres (6.00 × 16), of a size still obtainable. The Good-turn battery has further life in it.



All the instruments—ammeter, oil-gauge, petrol gauge, Jaeger speedometer, and thermometer, function, but not the clock. The total mileage figure stood at 5,000 below the intriguing hundred-thousand, so I don't suppose it has ever been turned back. The horn blows, the semaphore-type direction indicators signal and self-cancel, and coming home in the rain I was glad to find the wipers effective. The brakes are excellent, the steering taut, although solid spokes replace the "sprung ones" on the steering wheel, and the ride is good.

With such a car you get something of the vintage appeal—a big steering wheel, a view over a long sides-opening bonnet, separate front wings on which sidelamps are visible. You sit on real leather, use a short central gear-lever (although an umbrella-handle parking brake), and, in this early Riley, look at circular instruments, in a wooden facia. There is a neat, lever-style hand-throttle and a (stiff) advance-and-retard, the former presumably some enthusiastic owner's addition, perhaps because he found the throttle-knob on the dash insufficiently sensitive.

When I looked in the log book I discovered that my "new" Riley was initially registered in October, 1949, perhaps ordered at the Motor Show. This meant I had an RMB model, with divided prop-shaft and hydro-mechanical brakes. But early specimens of 1940/50 cars are probably better than later versions. This may not have been true in the vintage or pvt period—see relevant correspondence between customer and Company in Peter Hull's "Alvis History"!—but after the war any innovations were likely to have been introduced to benefit the manufacturing budget rather than the purchaser. Anyway, I find the earlier Riley quite possible to live with, and it does have the bigger inlet valves, which raised the power output to 100 b.h.p. from the 80.5 × 120 mm. four-cylinder power unit, the long stroke of which would have pleased Louis Coatalen when he was sparring with Laurence Pomeroy, Senr. over this aspect of engine design. There is torsion-bar i.f.s., rack-and-pinion steering, twin fuel fillers and the famous "Coventry Riley" valve gear.

In one of those "Letters from Europe" I was asked whether a 2½-litre Riley wasn't one-litre worse than a 1½-litre? It's a point of view, of course. But considering what I paid, it seems to me to be a fair bargain. It amuses me to think that a Riley in similar order would probably be advertised by the Trade for considerably more than twice what I gave for mine. Are there any other cases of satisfactory cars bought casually in the 1970s for similarly low sums?—W. B.

A 1+2 GT CAR

We have been sent some advance details of a new car which will be available for sale within the next couple of months. The machine is called the Vialto Highway 1+2 and is manufactured by a firm called Hydrotrole, who have not been involved with automobile manufacture before, but, apparently, make the largest range of hydraulic accumulators in the world. The car will be novel in that the driver sits in a central position in the front and two passengers can sit behind and either side of the driver. According to a rather prosaic and excitable Press hand-out this Imp-powered device (the Rover 3.5 V8 engine is an optional extra!) "Looks very similar to the Porsches which won the 1969 and 1970 Le Mans 24-Hour endurance race". The rather crude artist's impression doesn't look much like the Porsche 917 that Herrmann/Attwood drove to victory in 1970 or, for that matter, the car that won in 1969—actually it was a Ford GT40. Anyway, anyone interested can write for further details to Hydrotrole Ltd., Rooth Street, Georges Road Industrial Estate, Stockport, Cheshire.

LETTERS FROM READERS

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

ROBIN RICHARDS ON MORRIS MARINA

Sir,

(1)—In "Matters of Moment" for May, you refer to BLMC turning their engines from transverse to fore-and-aft. Surely the angle of such a turn is 90 degrees, and not 45 degrees as stated by you? It is a question of East-West changed to North-South and an engine mounted between these two extremes would probably present a lot of problems both for space-utilisation and for transmission-train. Even if one driving wheel was mounted roughly mid-ships, the question of angles for transmission and suspension would probably be beyond even the skill of BLMC. [This was sarcasm, suggesting that BL didn't know which way to turn.—ED.]

(2)—In "Marina Matters" you refer to "Peter Browning and his staff" and that they could "turn the Marina into a first-class car". I hope that your inference is that this would possibly apply if BLMC had retained the services of the admirable Peter Browning and his staff. [Yes.—ED.] Unfortunately, BLMC found it convenient to dispose of Browning.

(3)—"Marina on the road". Your comments all seem valid and justified but, having myself road-tested this car prior to its unveiling, you might have mentioned also:

(a) The heated rear window (an optional extra in the Marina although standard equipment on most of its rival cars) is so wired that only the top half of the window is de-misted/de-iced. This is not of much use if you seek to see traffic close behind and it seems to be spoiling "the optional ship for a penny-worth of wire".

(b) The brake servo assistance (as you rightly say *unavailable* on all 1.3-litre models) is still only an "optional extra" for all other versions of the Marina, except the "TC" models. It seems incongruous that the purchaser of a 1.8 TC Marina should get this brake servo assistance "thrown-in", whereas the new owner of the only slightly slower 1.8 versions should not. This is especially absurd when the "TC" owners are likely to be more experienced drivers than those of the equally heavy, but only marginally slower, standard 1.8 models.

(4)—Marina Prices. Clearly you were unaware of the prices of the Marina range (£923—£1,177) when you "went to Press" for your May issue. The simplicity and late 1940's concept of design had heralded to most of us who had seen the Marina specification before its "release date" that BLMC were about to market a relatively cheap range of motor cars. The sad awakening which followed with their subsequent price list was only aggravated by seeing how many desirable, or almost essential, items are classed as "extras".

Quite how do the French, Italian, Germans and Swedes manage to market cars in UK with almost all such "extras" incorporated, and at competitive prices—in spite of import tariffs in most cases? The answer to this must lie deeply—and I think not discerning people know their "depths".

Incidentally, if something "New" is offered, folk will queue up for it; even the Marina's "newness" dates back two decades.

(5)—Marina reaction. After a recent appraisal on radio about the Marina, I answered queries from a main dealer for BLMC cars. I was surprised that he had not even *seen* a Marina although this meeting was on the date of its public release; surely BLMC Main Agents should know what they have to *try* to sell before the Press get their angry pens on to it?

I also asked this BLMC Main Dealer whether he had ever driven a Continental Car. His reply was "No, and I don't want to, either".

It seems odd to me that BLMC employ main dealers who are so insular. Odd, also, that such main dealers should admit that all publications from the Consumers' Association are "only fit for the Waste Paper Basket". Odd, also, that a main dealer for BLMC products should say, as he did, "The Press, Radio, and Television are all bigoted against us."

The near 20% infiltration of Continental Cars must, surely, have significance.

Cranleigh.

ROBIN RICHARDS.

BACK TO CATALOGUE-CAR RACING

Sir,

I am sure a large number of enthusiasts, perhaps the great silent majority, are in complete agreement with our hero D.S.J.

This particular enthusiast would like to endorse the increasing dissatisfaction with Grand Prix racing and Sports-Car racing which D.S.J. is illustrating with such clarity. For heaven's sake why cannot we get back to Grand Prix racing for the specialist throughbred, and retain the Sports-Car formula for sports cars. Don't tell me the Le Mans 24-hour race would be a monotonous procession with 60 road-going Aston Martins, Jaguars, Ferraris, Lamborghinis and the like at each other's throats. And don't let us fool about with the regulations—these must be for cars built for the public, racing on tyres that you and I can buy, and no engine modifications being permitted except for free flow exhaust systems. Then it could really be seen that racing improves the breed, for we should know exactly which car to buy for performance and reliability.

To encourage development the class for prototype models would be retained. Regulations should be such that the car could be driven on the road, i.e., the bodywork to enclose a space for luggage and to carry a proper spare wheel and tyre, but allowing free modifications to the engine which should be based on a production motor, and free choice of tyres, suspension, etc. These cars, similar to Can-Am models, would obviously out-perform production models so they would not be in the same races.

Perhaps we could have races up to six hours for the prototypes and between six and 24 hours duration for production cars.

Yes we are back to the good old days, but after all what is a 24-hour race like Le Mans supposed to prove? And would the manufacturers be interested? I don't believe they could afford to stay away.

Bath.

D. A. HIBBERT.

[Yes, we'd like to see it. Meanwhile, read the reports of Le Mans, 1923 to 1925 and the TT races of 1928 and 1929 and dream!—ED.]

* * *

THE INSURANCE RACKET

Sir,

At the age of 19, I have recently achieved one year's accident free motoring. Thus I obtained a 30% no c.a.m. bonus.

With my next premium due I wrote to six brokers for quotations. To my surprise five of these quoted the same company for cover, but the premiums varied considerably as follows:—

(a) £15; (b) £39; (c) £41; (d) £44; (e) £52. Nett with 30% allowed.

The above quotes are all fully comprehensive, including passenger cover on my 1963 Ford Zephyr 4 with an engine capacity of 1703-c.c.

Could you please explain who is making the profit? Is it the cut-price broker who is making all our insurance companies go bankrupt at his profit?

Whilst writing I would inform you that I have ignored all the above quotes and accepted a premium from a local, well established company.

May I also thank you for your excellent magazine which I have enjoyed for the past six years.

Peasedown St. John.

M. FORD.

* * *

FRESH AIR

Sir,

I wonder if any readers can explain why so many people with soft-top sports cars drive around with the tops up when the sun is shining and the weather warm? As an MG-A driver I found that the main advantage that sports cars had over "tin-tops" was fresh air and visibility, both of which were lost when the hood was erected.

Gt. Burstead.

D. J. DEE.

[We have wondered—is it the cold, the girl's hair-do, or are the hoods so difficult to stow and re-erect?—ED.]

POINTS OF VIEW

Sir,

As a new reader to your magazine, I feel must congratulate you and your staff on its interesting range of articles. But I must protest about several opinions and facts in the May and July issues.

In the May issue of *MOTOR SPORT* you claim that the Morris Marina is a giant step backwards. I agree that in no way could the car be considered advanced, but BLMC are in business to make a profit, and not to satisfy the whims and fancies of the motoring press. The conventional Hillman Avenger and Mk. 2 Cortina are great financial successes, and if I was to mention the VW Beetle . . . ?

The statement on page 721 of the July issue that "the only substitute for a Capri is another Capri" left me astonished. But on second thoughts, I agree with you. If I owned a Fiat 1600 Coupé or BMW 2002, I wouldn't consider substituting it with a Ford Capri.

Finally, superb car though it is, the Lotus Elan Sprint is not the fastest car to 60 m.p.h. as you claim. In 1969, Paul Frere stated that he reached 60 m.p.h. in 5.8 sec. in the Ferrari Daytona. *Motor* tested the Aston Martin DBS V8 this year, and found it capable of reaching 60 m.p.h. in 5.9 sec. Though that extra second is of somewhat academic interest, and though the Sprint is many thousands of £'s cheaper, you must give Mr. Ferrari and Mr. Brown their fair share of the credit.

Tadley.

D. FOSTER.

DEPRECIATION

Sir,

Although a comparatively new reader of your fine publication I am now a confirmed "addict", and enjoy many happy hours each month perusing it from cover to cover.

In connection with W. S. Whelan's letter in the June issue on The Marina Editorial of the previous month, I am thoroughly in agreement with him that Mr. Average Motorist is in need of enlightenment and education on the subject of cars.

Why not include a classification code based on Used Car prices for, say, two year olds. I have worked out some Depreciation Percentage figures based on figures as at June, 1971 for cars first registered in October/November 1969 which has produced the following result:—

Model	Registered	Month	Year	Depreciation	Percentage
Morgan 1600 4/4	..	Registered	Nov. 1969.	..	5.6%
Morris 1300 Super de luxe	Oct. 1969.	..	21.1%
Morris 1300 Traveller	Oct. 1969.	..	26.6%
Austin 1100 Mk. 2 de luxe	Oct. 1969.	..	20.2%
Austin 1300 Super de luxe	Oct. 1969.	..	21.7%
Austin 3-litre Saloon de-luxe	Oct. 1969.	..	41.5%
DAF 44 saloon	Sept. 1969.	..	14.3%
DAF 55 saloon de luxe	Sept. 1969.	..	15.7%
Fiat 128 saloon	Oct. 1969.	..	14.5%
Triumph TR6 PL roadster	Aug. 1969.	..	8.0%
Wolseley 16/60 saloon	Oct. 1969.	..	24.0%

The above are assuming the Car to be in 1st class order and Annual mileage of 12,000, and sold privately.

The classification could be made up of 8 steps of 5% depreciation—i.e. class A=depreciation of 5%—10%, class B=over 10%—15% and so on.

This might have some beneficial effect on the Motor Manufacturer as well as Mr. Average Motorist.

Blanfield.

J. R. ORGAN.

JAGUAR INSPECTION

Sir,

I have been prompted to write by Jaguar's new series of advertisements concerning the XJ6. As I expect everyone knows these tell of the thorough inspection the car goes through before delivery. If this is the case I would like to know why our XJ6 has been the most unreliable car we have had.

The car was delivered with a leaky rear shock absorber, leaking engine oil, the fuel gauges not reading correctly (one of them being out by four gallons), a wiring fault that continually blew the fuse controlling the left hand lights, and even the plastic badge behind left hand front wheel was broken. After a couple of days the hazard warning indicator light on the dashboard also ceased to function.

Since then there have been countless other faults of which I will only list the major ones. The car was so faulty that the local Jaguar dealer didn't want anything to do with it and it had to be taken to London.

The engine was removed three times before they cured the oil leak, the first two times they only made it worse! Then the differential went before we had run in the car. This was followed by the failure of the power steering and a week later the overdrive. Slightly before

this the clutch master cylinder also gave up the ghost. As a result we didn't see much of the car for the first three months we had it, and now the car's (which is just over a year old) stitching is going on the rear seat.

I admit Jaguar dealt with all the faults under the Warranty, but when you pay this sort of price for a car you don't expect any; let alone this number is only 10,000 miles.

Bromley.

T. C. A. PATRICK.

HILLRALLY COMMENT

Sir,

You seem to have missed some points in your excellent report on the "Senior Service Hillrally" (Rumblings, *MOTOR SPORT*, June, 1971). As you quite rightly state, there's nothing new, in this country at any rate, about four-wheel-drive events, but at these events vehicles, although quite carefully scrutineered, are not required to have roll-over bars, full safety harness or pay a prohibitive £10 all-in entry fee. By, and as a result of, these measures the Senior Service "Hillrally" has placed itself into a position whereby from the outset it is "fair game" only for the monied professionals.

The average owner of gypsies, champs and jeeps, although enthusiastic, use their vehicles as daily transportation; the fitting of roll-over bars, £10 entry fees and all are just not on, vehicles doubling as to-work-and-back transportation in the week and trials machines at weekends.

In an age of "paid professionals" events run by the All-wheel Drive Club and Land Rover clubs make a refreshing change with their great sense of fun and general sportsmanship, and I for one would deplore seeing factory-paid teams and accompanied ballyhoo in four-wheel-drive events of the type we now see in international rallying.

Rickmansworth, Herts.

BARRY MOON.

BALANCING ACT

Sir,

I refer to the question you pose in your June issue under "The Things They Say . . ." regarding a balancing act mentioned in "Rolls on the Rocks". For the method to balance a brimful glass of water on the bonnet of a Silver Ghost I would direct you to Mr. C. W. Morton's most interesting book, "The History of Rolls-Royce Motor Cars". Mr. Morton takes an extract from *The Autocar* of February 9th, 1907, which describes how one side of the bonnet "was raised so as to make a level table". It appears that a plank was then laid on the bonnet and three glasses of different coloured water placed on the plank. The engine was then run for four minutes at 1,150 r.p.m. (the equivalent of about 50 m.p.h. in 4th gear) while a photograph was taken on a prolonged exposure. This later showed "by the sharpness of the outlines of the tumblers that vibration was practically absent".

Perhaps this is one Rolls-Royce myth which is founded on fact.

Harrow, Middlesex.

M. J. POTTS.

TAILPIECE



[Photo by R. G Gibbs]

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FOR SALE

ASTON MARTIN DB2/4, 1954, 2.6 Van-tige. A really superb car in perfect running order. M.O.T., taxed, £545 or part exchange considered. Tel.: 01-647 5081. (3736)
M.G.-A, 1958, "1500" f.h.c.; red; rebuilt and resprayed recently; engine excellent; Cinturatos, Servo brakes, reverse light new windscreen. Wife and dog demand disposal of this faithful friend. £300. Mini Traveller required. Tel.: Martin Cross 265 (evenings). (3737)

1960 PORSCHE 356B, "Super 75" coupe. Red, radio, etc.; reconditioned engine under 1,000 miles. £425. Anderson. Tel.: Nottingham 259364. (3738)

ASTON MARTIN DB5, 1965. Sierra blue; blue interior; low mileage; chrome wires, radio, twin-speakers. £1,800 o.n.o. Tel.: Sharnbrook (Beds.) 211. (3739)

1968 RALLY prepared Escort 1600 GT. Twin 40 DCOEs, half race rally cam; lightened flywheel; fully-balanced engine. David Newman head; 2000E box; roll-over bar, sump guard; anti-tramp bars; Haloa, full Q.I. lighting; l.s.d.; 5 1/2 in. Rostyle wheels. Many other extras, including radio. £850. Tel.: Eastbourne 29400. (3740)

1929 HUMBER 9/28, tourer. Attractive vintage light car; very good original condition; M.O.T.; spares available. £475. Gregory, Pantiles, Croydon Rd., Hayes Common, Kent. Tel.: 01-462 2846. (3741)

"E"-TYPE ROADSTER, Carmen red/black interior; late 1967 "F"; enthusiast's car. Private sale, £1,495 o.n.o. Recent extensive brake overhaul; Magna wheels, Peco exhaust. Tel.: Stevenage 3895. (evenings). (3743)

M.G. MAGNETTE ZB Vartione, 1958. Completely restored and resprayed pearl black/golden sand. M.G.-A 1600 reconditioned engine fitted 28,000 miles ago, beige interior; Motorola radio; M.O.T. One of the best remaining examples of this model. £485. Tel.: Fulmer (Bucks.) 3216 (evenings/weekends). (3744)

A.C. ACECA Bristol, 1958. Recent engine, suspension, overhaul; respray. £825 o.n.o. Warman, Bay Lodge, Woolpit, Bury St. Edmunds. (3746)

H.R.G. 1500, seen Yorks. £475. Details from Hildyard, 30 Laverton St., N.W.5. Tel.: 01-267 3187. (3747)

1955 PEUGEOT 203. Good condition. Apply: 293 Blackburn Rd., Bolton. (3748)
A.C. ACE Bristol, 1957. Very good condition. £750. Tel.: Knottingley 2740. (3749)

RILEY R.M.F., 1953. One of the last of these classic 2 1/2-litre cars. Original black cellulose and in rather superb order; taxed; one year's H.O.T.; spares, manual. Offers over £300. Malone, 9 Parkside, Nettleham, Lincoln. Tel.: Lincoln 26899 (office). (3752)

ROVER 16, 1938. Original engine, good condition. Offers. Tel.: Crawley (Sussex) 33751 (evenings). (3753)

M.G.-B. BLUE, "H" reg. Wire wheels; 16,000 miles; excellent. 1975. H.P. arranged. 60 Wilton Bank, Saltburn, Yorkshire. Tel.: Brotton 411 (8 a.m. - 5 p.m.). (3754)

TRIUMPH TR4A, 1965. Original colour black paint with white soft-top; red interior; complete with overdrive; Motorola push-button radio, wire wheels, radials, tow-bar, etc. £570. Tel.: Horndean (Hants) 3886. (3756)

M.G. TD. Exceptional condition; recon. engine, recent clutch, brakes, kingpins, exhaust, tyres, hood, sidescrreen, tonneau, etc. respray b.r.g.; original leather upholstery. £350 o.n.o. Seen Norfolk. Box 3873. (3758)

FOR SALE—continued

SUNBEAM TIGER, 1965. Hard/soft-tops, radio, Kenlowes first-class bodily, mechanically; taxed, M.O.T. £550. Cowley, Hillside Cottage, Hay Lane, Horsley, Gloucester. (3755)

A.C. 2-LITRE saloon, 1950. Good tyres, new steering box. £65. W. Broadbank. Tel.: 0482 811578. (3757)

SUNBEAM ALPINE V GT, 1966. Used as second car; genuine 39,000 miles; hard/soft-tops, overdrive, radio. £570. Tel.: Wirksworth (Derbyshire) 2653. (3759)

XK140, F.H.C., 1956. Completely overhauled; immaculate condition throughout. £750. Tel.: Sunbury 87194. (3760)

1932 AUSTIN 7. Blue/black; body beautifully restored, interior re-upholstered, sun-roof; showroom condition. In good running order; M.O.T. and taxed; plus numerous spares. Offers over £400. 25 Edgale Ave., Mickleover, Derby. Tel.: Derby 52357. (3761)

ELAN S.3, f.h.c. 1966. Excellent throughout; electric windows, knock-ons, Radiomobile, Servo, £795, or might consider part exchange. Tel.: 01-977 8529 (evenings). (3762)

KHARMAN GHIA (Nov., 1965), dark blue convertible. Engine mods, include twin SUs, high-lift cam, high-compression pistons, etc.; brakes relined; radials. Available late July. £525 o.n.o. Tel.: Prudhoe (Northumberland) 2966. (3763)

HAVE A love affair with my 1955 A.C.-engineed Aceca (f.h.c.). Twelfth built of this classic. Stored carefully for over six years. In the last year the 2-litre engine has been painstakingly reconditioned, and all other work done has restored her to former glories. Bright red; radio and other extras. Highest bid around £900 secure. Tel.: Uxbridge 33719. (3764)

MINI-COOPER, 998 cc., 1964. White; two careful owners; taxed; M.O.T. £265. Tel.: Bradford-on-Avon (Wiltshire) 2527. (3765)

MORGAN 4/4, 4-seater, competition. Grimson; reg. July, 1969. Wires, chrome luggage rack, tonneau, most extras. Perfect. £1,175 o.n.o. Box 2874. (3766)

M.G. YB, 1953. £100 o.n.o. Sound, reliable and in daily use. M.O.T. Tel.: Sutton St. Nicholas (Herefordshire) 370. (3767)

PAIR OF sports cars, H.G. 1960 Daimler, SP29CA hard-top, Bahama yellow. H.G. 1967 "F" Midget, white, new hood. Both have radials, tonneau covers, M.O.T. £475 each or 1925 the pair. Tel.: Letchworth 4788. (3769)

M.G.-B (70), 8,500 miles; overdrive, wires, tonneau, Bargain, £1,185. Tel.: Whitchurch (Bristol) 2564. (3771)

REGISTRATION NO. ROD 678 on valueless Vauxhall. Offers invited to Mr. Nield, 31 Camron Ave., Layton, Blackpool. Tel.: Blackpool 31486. (3772)

GINETTA G15. Baby forces sale, Oct., 1970. orange; sun-roof, heater. Offers around £950. Tel.: Runcorn 73456 extn. 3708 or Weaverham 2424 (evenings). (3773)

DERBY BENTLEY, Rare model B135EJ, see page 187 "Fifty Years of The Marque". Excellent mechanics but requires body restoration. Also 1936 4 1/2-litre saloon. Tel.: Saddleworth 2875. (3774)

1960 MGA 1600, roadster. Fitted 1,622 cc. engine, new wings and chrome; respray. Good example. £450. Tel.: Uttoxeter 2892. (3776)

1932 ROLLS-ROYCE 20/25, with very pretty limousine body by Thrupp & Maberley. Very original and sound condition throughout; with complete tool-kit. Well maintained and in current daily use. Price around £1,250. 1935 Rolls-Royce 20/25 saloon, with division and sunshine roof by Rippon Bros. Sound condition throughout, having had a considerable amount of work recently completed by present owner. A very useable and practical car. Price £950. Tabor. Tel.: South-end-on-Sea 545730. (3742)

HEALEY ELIOT, £75 o.n.o. Property engine specialist. This motor, regardless appearance, although I think it beautiful, is STD throughout, uses absolutely no oil. Callers only. Sam, c/o Johnson Roberts, Myddleton Rd., Hornsey, N.8. (3835)

LOTUS ELAN S.1. Two owners; radio; new chassis (red worm); taxed, tested; a perfect specimen in Carmen red. £585 o.n.o. Tel.: 01-644 8023 (evenings). (3839)

FRAZER-NASH, BMW 315/4. Excellent mechanics; needs final restoration. £175 o.n.o. Tel.: 01-422 5100 (Northolt) (3838)

1947 RILEY, 2 1/2-litre saloon. One owner; 37,000 miles, full history; garaged since new. Radio, six new tyres, electric fuel pump; M.O.T. This fine example of a near vintage motor car was due to be sold in America, but change in plans has forced sale here. Registered with Riley Motor Club. £450. Details: Glengriff House, Vine Rd., S.W.13. Tel.: 01-878 3857. (3837)

XK 150, F.H.C. Magnificent Carmen red bodywork, wire wheels, overhauled 3.4, new clutch, flywheel; tested Feb., 1972; bills £450. Offers. Tel.: 01-942 6102 (Surrey). (3205)

M.G.-A. Red roadster; excellent mechanics; reconditioned engine, radiator; 500 miles; exceptional bodywork; taxed; M.O.T. May, 1972. £380. Tel.: Taunton 84675. (3718)

FOR SALE—continued

SPITFIRE, Mk. III, 1969. Valencia blue; tan trim; wires, radials, heater and other useful extras. Absolutely immaculate. £750. Cragg, 2 Eastleigh Rd., Fair Oak, Hants. (3715)

ESCORT GT, Oct., 1969. Underseated; taxed until Sept.; low mileage; excellent condition. £725. Offers. Summerell. Tel.: Gloucester 25891 (evenings), 21444 ext. 423 (daytime). (3716)

MORGAN 4/4, 1967. Rebuilt by London Morgan agent 1970, regardless of cost; flame red; Servo assister, wire wheels, heater, rear bumper, immaculate. £950. Tel.: Maidenhead 24360. (3719)

1926 ROLLS-ROYCE 20. Drivable chassis; all original dash instruments, bonnet, scuttle, seats, handbook, tools, mascot. M.O.T. 1966. Offers. Tel.: Bourne End 21951. (3720)

'63 MORRIS 1100, 1 DVD. £200 o.n.o. 45 Westwood Ave., Kirkcaldy, Fife. (3721)

MORGAN 4/4, competition model Wires, Pirellis; recently resprayed B.R.G.; first-class order. £495 o.n.o. Tel.: Herne Bay 5394 (after 6 p.m.). (3723)

SUNBEAM-TALBOT, Mk. III, 1957. Overdrive, sun-roof, original H.M.V. radio, tools; 49,000 miles; taxed and tested. This car is a specimen; two owners from new. Offers over £200 to J. Henney, 74 Heaton Ter., Porthill, Newcastle-under-Lyme, Staffs. (3724)

M.G.-A 1500, 2-seater roadster, 1958. Wire wheels and tonneau cover; unmarked cellulose; very good engine; good tyres; exceptionally attractive appearance with super performance to match; full M.O.T. £215. E. de Aquilar, 18 Middle Row, London, W.10. Tel.: 01-969 5186 (Kensington). (3725)

AUSTIN HEALEY 100/4, 1956. Beautiful cellulose, good chrome, clean and tidy interior. Really good engine, consistently good oil pressure. Excellent hood, tonneau cover, wire wheels and overdrive. Full M.O.T. £145. E. de Aquilar, 18 Middle Row, London, W.10. Tel.: 01-969 5186. (3725)

MUCH ADMIRED 1959 XK150, 3.4 drop-head coupé. Bright red; 1967 engine, 22,000 miles and superb; new clutch, exhaust system, batteries; recently fitted lined hood and Cinturatos. £695. Tel.: 01-542 2686. (3726)

ALFA ROMEO, Giulia T1, 1964 model. Grey; cloth interior; Cinturatos tyres; rebuilt engine; v.g.c.; M.O.T.; taxed. £325. Tel.: Ashford (Middx.) 41671. (3727)

FORD'S FIRST o.h.v. six, i.f.s. model, 1951/52 series. Stored for 12 years; genuine 50,000 km. on the i.h.d. clock. All original but needs paint and good home; presently dozing in Finland. Further information and your offers to Box 2872. (3729)

1938 A.C. Ace, drop-head coupé, 4-seater. 2-litre, 3-carb. engine; exceptional original order; taxed and M.O.T. Would sell or exchange for perfect M.G. "M"-type or T.C. or similar 2-seater, with cash either way. 1 Heatherlands, Rise Rd., Ascot, Berks. Tel.: Ascot 21063. (3730)

JAGUAR XK140, d.h.c., 1955. Overdrive; exceptional; white, red leather; many spares. £545. Stone, S. R., Winsley Rd., Bradford-on-Avon, Wiltshire. (3731)

59 TR3A, Very fair. £180 o.n.o. View weekends. 90 Mayfield Drive, Caversham, Reading. Tel.: 477704. (3732)

1965 RELIANT Sabre, 6. Silver, red trim; 36,000 miles. £650. Neal, 9 Ankle Hill, Melton Mowbray. Tel.: 5146 (after 6). (3733)

1937 AUSTIN 7, pearl cabriolet. £90. Nevill House, Norwood Lane, Meopham, Kent. Tel.: Fairseat 82237. (3734)

LOTUS SUPER Seven, 1968, Mk. II, with Mk. III wings. Excellent condition; 23,000 miles; white/silver, black interior. Nearly new low-profile S.P. tyres. £670 o.n.o. or exchange \$4 d.h.c. Elan + cash. Tel.: 021-449 1124 (Birmingham) after July 10th. (3735)

DAIMLER BARKER Special Sports, 1951. Excellent bodywork, very good mechanically; recorded mileage 54,000. Details "Cornubia", Brill, Constantine, Falmouth. Can also be seen in Cheshire. Offers around £450. Exchange with Consort considered. (3786)

1928 ROLLS-ROYCE 20. Small limousine; Good condition mechanically and bodily; some tidying would quickly make a most attractive car. Taxed, Mascot. £750. Tel.: Tunbridge Wells 29135. (3850)

BENTLEY R-TYPE, manual, 1953. Excellent condition, new tyres, silencers. £500. Widgery, Hampton Dene, Hereford. Tel.: 3373. (3851)

BENTLEY R-TYPE, Manual. Dark on pale blue. Recently resprayed; new tyres, sun roof. Original tool kits. Manual etc. Superb condition throughout. £695 o.n.o. Part ex-considered. Tel.: Hanley Swan 265. (3852)

ASTON MARTIN DB MkIII, 1957. Green/Grey interior, DBA engine, triple carburettors, dual exhaust, overdrive. £575 o.n.o. Best, 15 Hillcrest, O.M.Q., Cranwell, Lincs. (3853)

H.W.M.-JAGUAR. De-dion rear, Afim drums, Dunlop mag. wheels, B.R.G. Must sell. Best offer please, to Tel.: 061-928-2922 (Cheshire). (3855)

KARMAN GHIA, 1964. Low mileage; excellent condition. Extras. Recent M.O.T. Tel.: Huxley 243. (3856)



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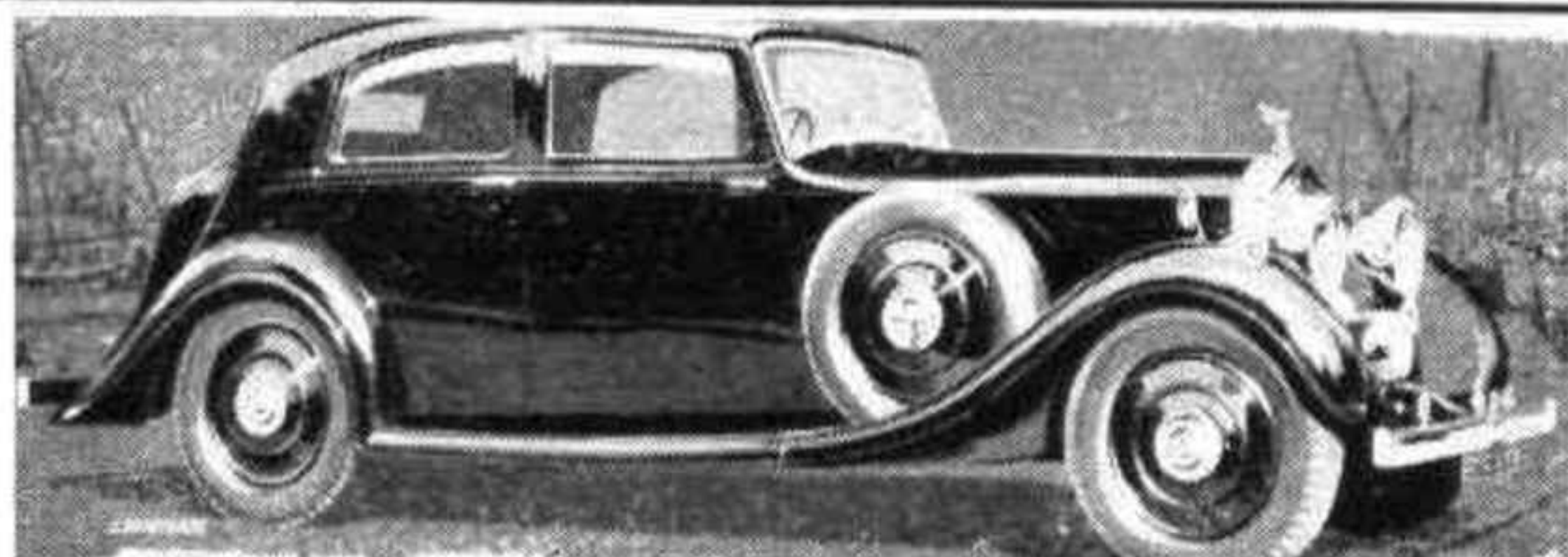
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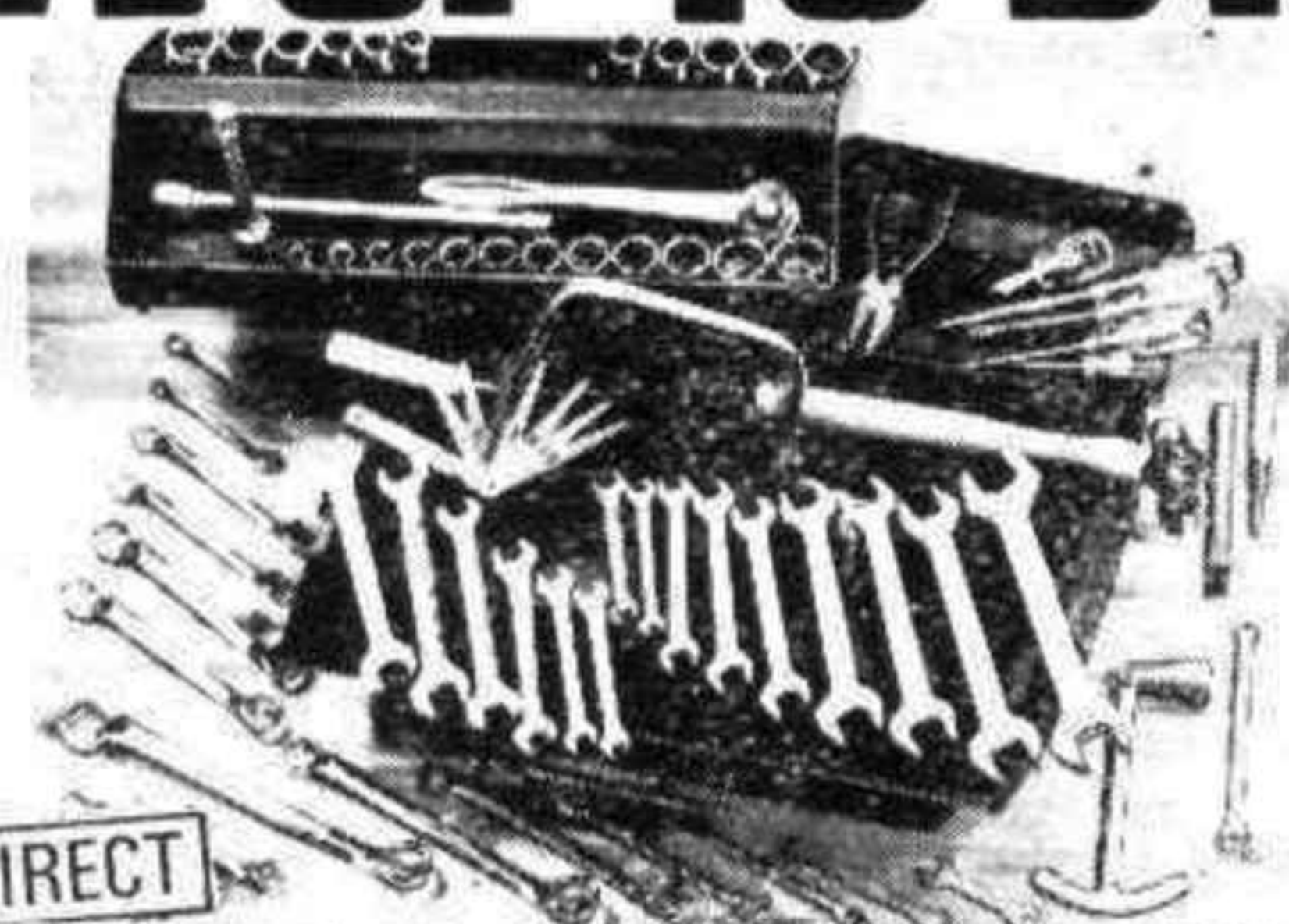


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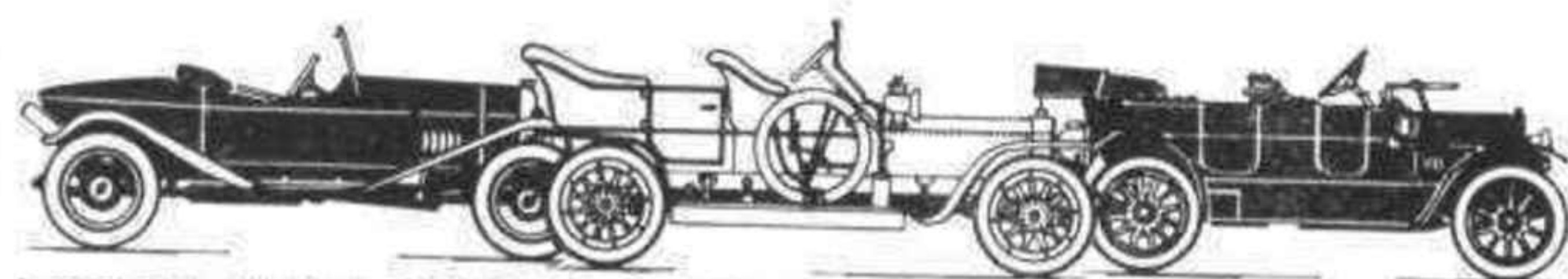
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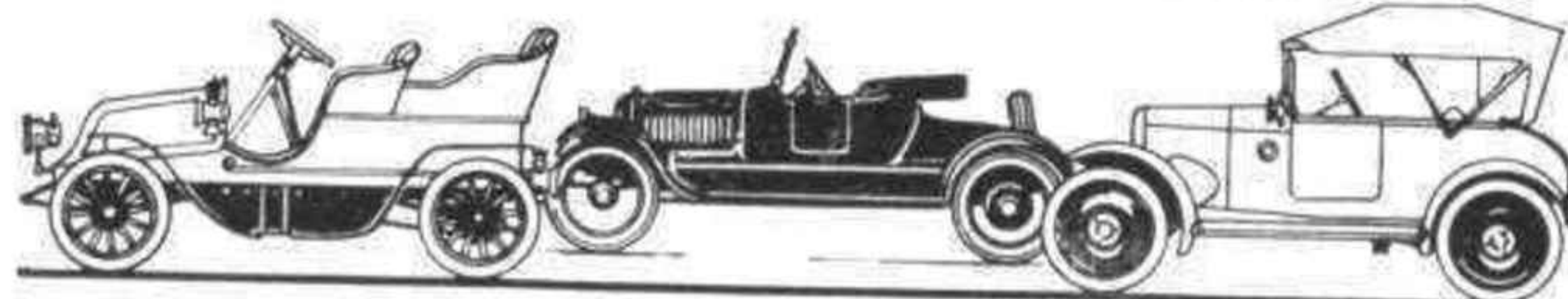
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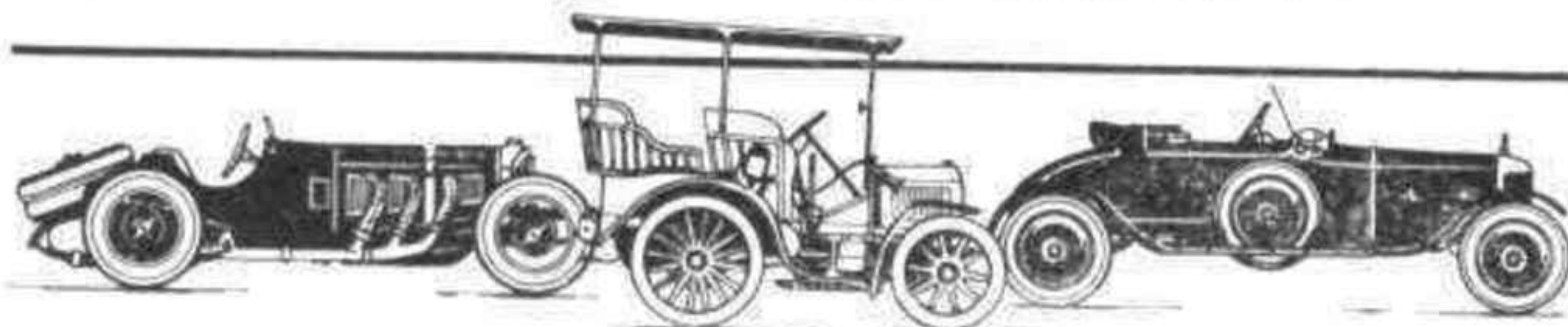
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- 1969 M.G.-C roadster. 1 owner, fitted overdrive, wire wheels, reclining seats and radio ... £1,095
- 1970 M.G.-B GT. 1 owner, Blue Royale, fitted Rostyle wheels, heater and seatbelts. ... £1,275
- 1969 M.G.-B GT Mk. II. 1 owner, 16,000 miles, fitted overdrive, wire wheels, and heater. ... £1,225
- 1968 M.G.-B GT Mk. II. Fitted overdrive, wire wheels, radio and heater ... £1,045
- 1967 M.G.-B GT. Fitted overdrive, wire wheels, heater and seatbelts ... £925
- 1970 M.G.-B roadster. 12,000 miles, 1 owner, fitted wire wheels, heater and seatbelts. ... £1,165
- 1969 M.G.-B roadster Mk. II. 1 owner, fitted wire wheels, reclining seats and radio ... £1,025
- 1969 M.G.-B roadster Mk. II. Fitted radio, racing wing mirrors and seatbelts ... £945
- 1968 M.G.-B roadster Mk. II. 1 owner, fitted overdrive, wire wheels and radio ... £945
- 1967 M.G.-B roadster. Fitted wire wheels, radio, heater and seatbelts. ... £765

- 1969 LOTUS Europa S2. Bahama Yellow, black trim, fitted brake servo, heater and seat belts ... £1,195
- 1968 LOTUS Elan FHC Special Equipment. Fitted power windows, knock-on wheels and radio ... £1,045
- 1968 LOTUS Elan S3 Drophead Coupe. Fitted power windows, knock-on wheels, and radio ... £995
- 1965 LOTUS Elan S2 Conv. Canary Yellow, black trim, fitted radio, heater and seatbelts ... £695

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£1,595



- 1966 M.G.-B roadster. Fitted overdrive, radio, heater and seatbelts ... £695
- 1965 M.G.-B roadster. Fitted overdrive, wire wheels, Bermuda Hard Top, and radio ... £645
- 1970 M.G. Midget. Fitted 'Ashley G.T.' Hard top, soft top, wire wheels, and heater ... £875
- 1969 M.G. Midget, 1275 c.c. 1 owner, fitted wire wheels, reclining seats, heater ... £745
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- 1968 BOND Equipe 2-litre GT. 1 owner, fitted overdrive, wire wheels, and radio ... £795

- 1970 'E'-Type FHC Mk. II. 1 owner, 16,000 miles, fitted chrome wire wheels, Sundym glass, heated rear window. ... £2,195
- 1969 'E' Type 2 + 2 Coupe Mk. II. Fitted chrome wheels, heated rear window and radio ... £1,995
- 1969 'E'-Type roadster Mk. II. Carmen red/black trim, fitted radio, heater and seatbelts ... £1,895
- 1968 'E'-Type FHC. Fitted Sundym Glass, heated rear window and radio ... £1,745
- 1968 'E'-Type roadster open headlight model. Fitted chrome wire wheels, and radio ... £1,695
- 1967 'E'-Type 2 + 2. 36,000 miles, fitted heated rear window, heater and seatbelts ... £1,545
- 1967 'E'-Type FHC. Fitted chrome wire wheels, heated rear window and radio ... £1,495
- 1966 'E'-Type 2 + 2 Coupe. Fitted chrome wire wheels, heated rear window and radio ... £1,295
- 1966 'E'-Type roadster. Midnight blue/red trim, fitted chrome wire wheels, and radio ... £1,295
- 1965 'E'-Type FHC. One owner, fitted chrome wire wheels, heated rear window and radio ... £1,095
- 1965 'E'-Type roadster. Fitted hard top and soft top, chrome wire wheels and radio ... £1,095
- 1968 AUSTIN HEALEY 3000 conv. Mk. III. Fitted overdrive, wide rimmed wire wheels, radio, heater and seatbelts... ... £1,145
- 1971 AUSTIN HEALEY Sprite. One owner, 4,000 miles, only, fitted wire wheels, heater and seatbelts ... £895
- 1967 AUSTIN HEALEY Sprite, Mk. IV, 1275 c.c. model. Fitted radio, heater and tonneau cover ... £545
- 1965 AUSTIN HEALEY Sprite. Wind up window model, fitted radio, heater and seatbelts ... £445
- 1958 ASTON MARTIN DB3 saloon. Golden sand/red trim, fitted overdrive, wire wheels, and radio ... £895

- 1966 SUNBEAM ALPINE roadster. Mediterranean blue/black trim, fitted heater, seatbelts and racing mirrors. ... £565
- 1970 TRIUMPH TR6 PI roadster. One owner, 18,000 miles, fitted overdrive, heater and seatbelts... ... £1,445
- 1969 'H' TRIUMPH TR6 Coupe. White/black trim, 1 owner, fitted heater and seatbelts ... £1,195
- 1968 TRIUMPH TR5 PI roadster. One owner, fitted overdrive, wire wheels, and radio ... £1,045
- 1967 TRIUMPH TR4A Coupe. Fitted overdrive, wire wheels, radio, heater and seatbelts ... £895



- 1966 TRIUMPH TR4A Coupe. Fitted overdrive, wire wheels, leather rim wheel and heater ... £745
- 1965 (October) TRIUMPH TR4A Coupe. Fitted radio, leather rim wheel, heater and seatbelts ... £645
- 1970 TRIUMPH GT6 Mk. II. One owner, 8,000 miles, fitted overdrive, heated rear window, heater and seatbelts ... £1,195
- 1969 TRIUMPH GT6 Mk. II. Midnight blue, black trim, fitted heated rear window, heater and seatbelts ... £945
- 1971 TRIUMPH Spitfire, Mk. IV. One owner, 1,100 miles, fitted overdrive, heater and seatbelts... ... £1,075
- 1968 TRIUMPH Spitfire. Fitted overdrive, wire wheels, hard top, heater and seatbelts ... £745
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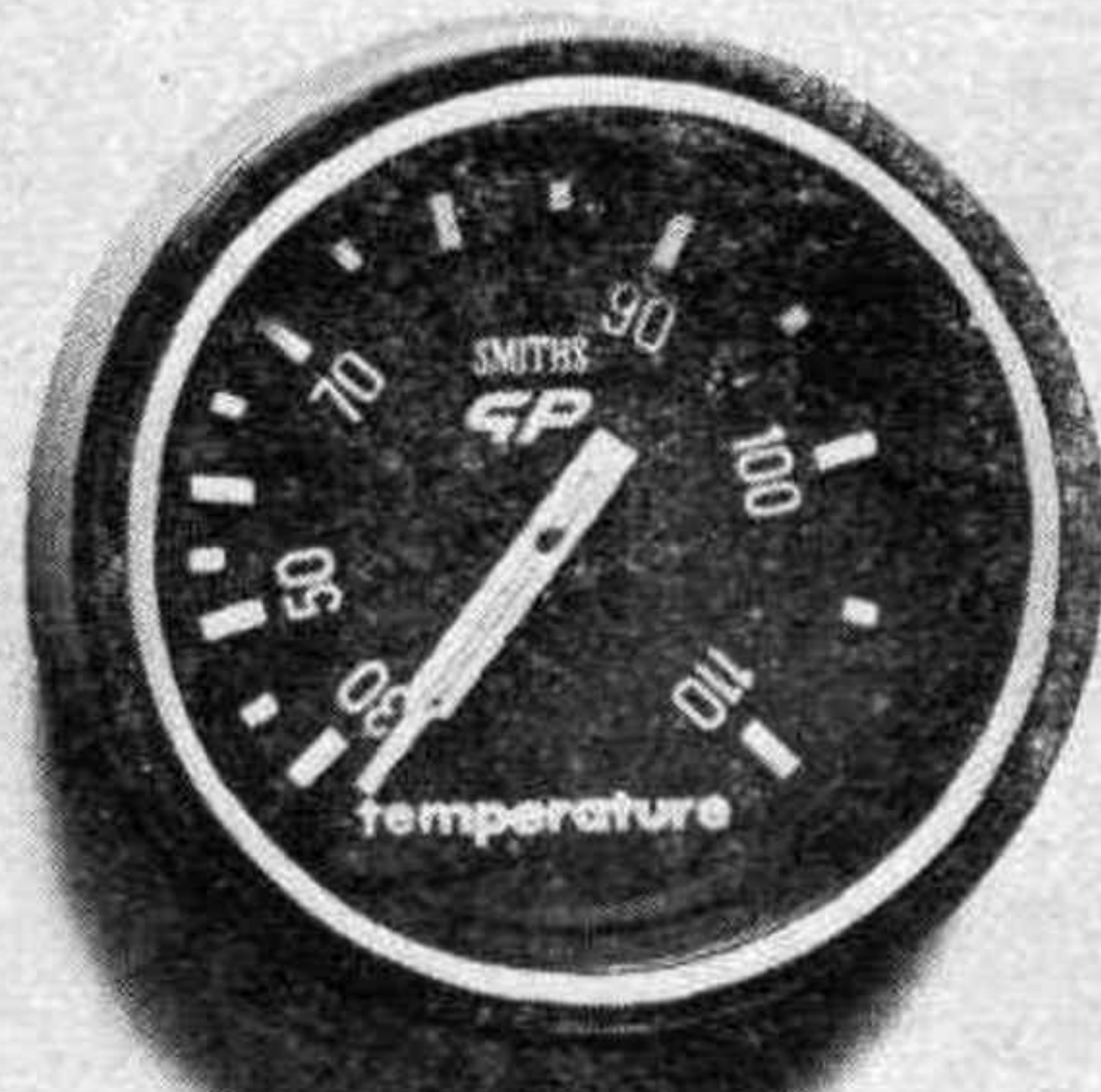
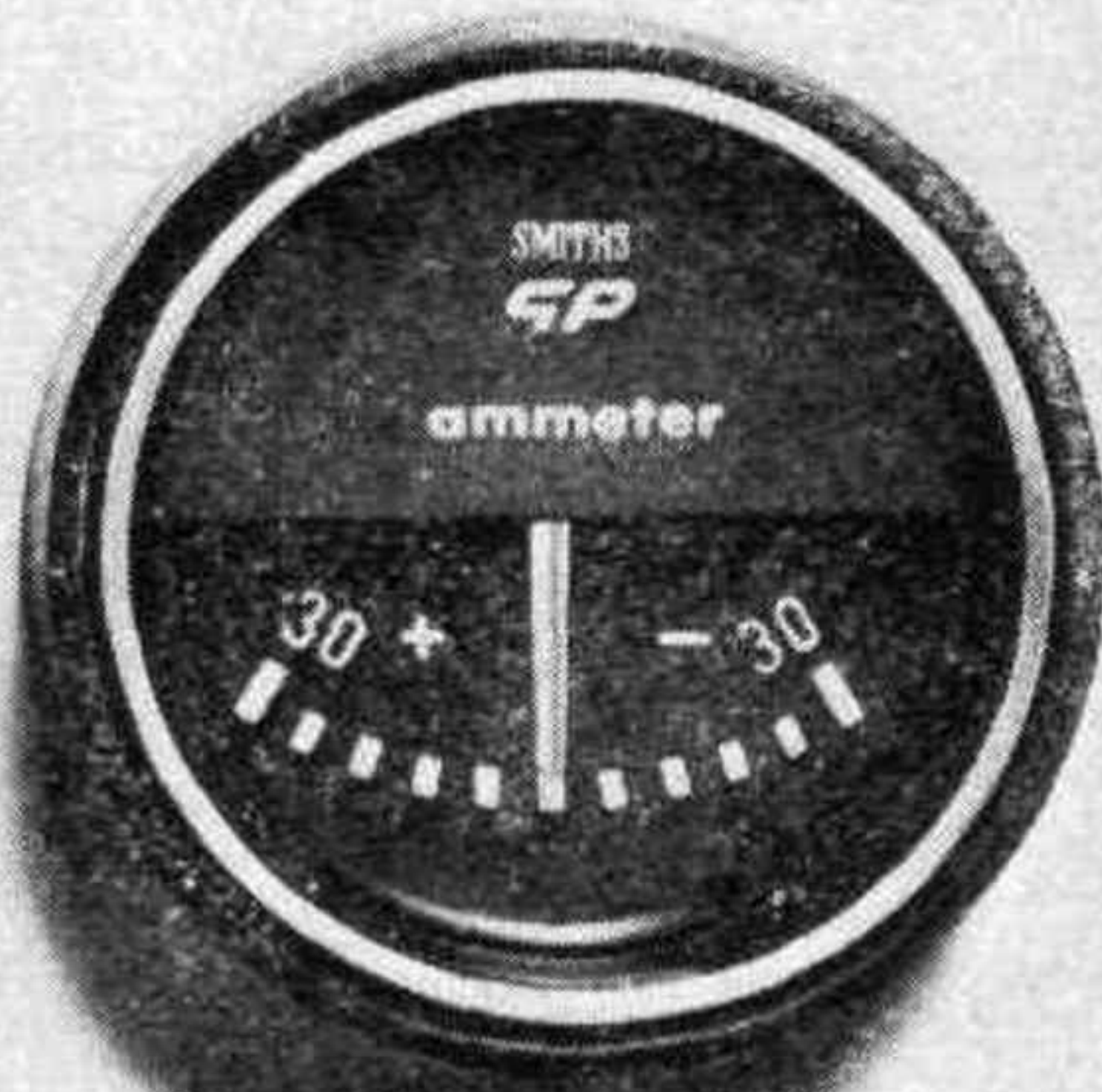
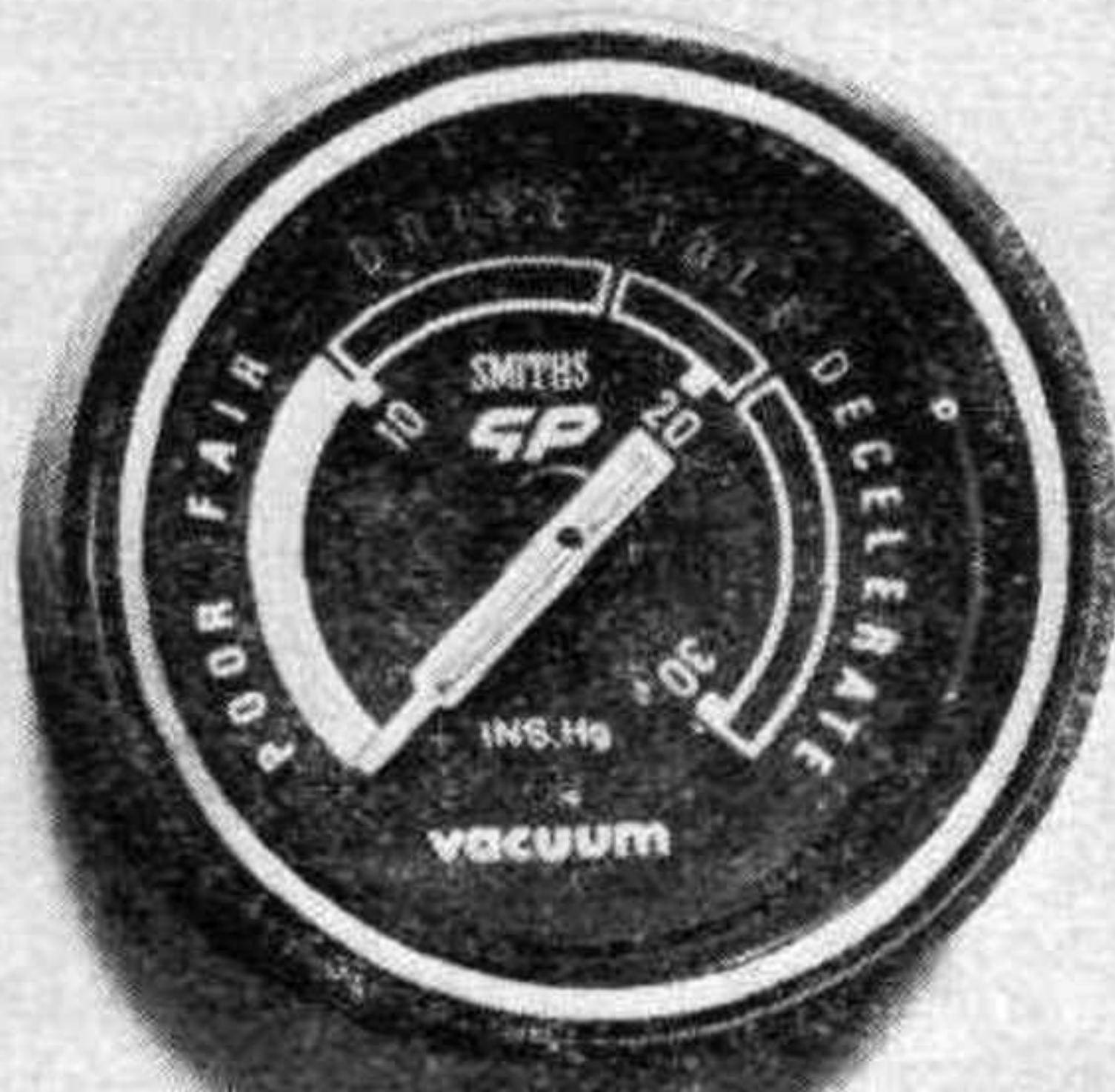
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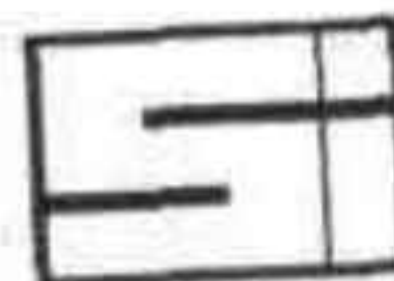
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68 M.G.-B, wires, overdrive; blue £925
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1950 2¼-LITRE Lea-Francis 2/4-seater touring; engine overhauled, not yet running; body requires repaint and reupholstery. £170. Tel.: 061-881 1840. (3928)
HISTORIC SPORTS racing car, Aston Martin DB2 prototype, 1949, ex-works Le Mans car; very fine condition. 1950, Williams, 3 Hermitage Rd., Edgbaston, Birmingham. Tel.: 021-454 2033. (3929)
AUSTIN ATLANTIC A 90 sports saloon, 1952. Ice blue; one lady owner from new until this year. The car has only been used for small summer tours, giving now a mileage of 36,000; £200 has recently been spent to maintain in literally 100 per cent. condition, e.g., entire new braking system, five tyres, £15 battery, dampers, clutch, etc.; honestly immaculate and original; just taxed, just tested; extremely reluctant private sale. £450. Tel.: Ilkley 2927 (ask for Mr. Lister—evenings please). (3931)
"E"-TYPE ROADSTER, 1966. Carmen red, with black leather trim; 52,000 miles; new S.P. 41s, new hood, boot rack, Minilite magnesium alloy wheels, new steel bonnet. £1,135. Tel.: Cockerham 3126. Viewing in London can be arranged. (3932)
PEUGEOT 404, 1963. M.o.T.; ZXs; sound condition; two bar. £185 o.n.o. Tel.: Hest Bank (Lancs.) 2584. (3933)
AUSTIN HEALEY 100/6 with 1961 body, reconditioned engine; M.o.T. Nov. £265 o.n.o. Allen, 27 Rowlands Crescent, Solihull, Warks. Tel.: 021-704 9011 (after 4.30). (3934)
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1968 'G' BOND Equipe 2-litre saloon, Winchester blue, overdrive, heater; one owner, 32,224 miles. Supplied and maintained by us since new, local owner..... £645

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1968 DAIMLER Sovereign, maroon/beige, P.A.S., heated rear window, radio; beautifully kept by one owner..... £1,245

1968 FORD 1600E, silver fox/black, reclining seats, fog/spot, in rather nice condition.... £745

1970 GINETTA G15, white/black, one doctor owner, confirmed mileage 8,220; sun-roof, Cints., discs, oil-cooler..... £825

1966 JAGUAR 3.4 'S'-Type, grey, overdrive, radio, heater, RS5s, reclining seats; beautiful (garage kept)..... £795

1965 JAGUAR 3.8 'S'-Type, green/green, overdrive, power steering, reclining seats, radio, h.r.w..... £645

1960 JAGUAR XK150 'S'-Type 3.8-litre f.h.c., green, wires, rack, overdrive; radio, fog/spot; super condition..... £845

1958 JAGUAR XK150 f.h.c., Cotswold blue, wire wheels, discs all round, overdrive; two owners only, first one until 1967, confirmed mileage not more than 62,000. Outstanding condition, once sold almost impossible to replace..... £895

1970 (Sept.) LOTUS 7, Mk. 4, red, 10,000 miles..... £1,025

1968 LOTUS Elan 2+2, silver grey, radio; 33,000 miles..... £1,095

1967 LOTUS Elan S3 S/E d.h.c., white/black radio, servo, knock-ons, new hood; two owners only, nice condition..... £875

1971 (May 20th) M.G.-B GT, racing green/autumn leaf, o/d., heated rear window, Cinturatos; 715 miles only..... £1,495

1971 (June 11th) M.G.-B roadster, midnight blue, overdrive, servo, Rostyles, tonneau; 21 miles only..... £1,365

1970 (Oct.) M.G.-B roadster, flame red, overdrive, wire wheels, tonneau, undersealed, servo; one owner, 12,546 miles..... £1,195

1969 M.G.-C GT, blue/black, one owner; overdrive, wire wheels, servo, reclining seats, radio and slot stereo, SP68s, "hot" rear window..... £1,065

1969 M.G.-B roadster, primrose, wire wheels, leather wheel; beautiful condition..... £995

1969 M.G.-B GT, green/black, special Minilite wheels. Cost approx. £185. Webasto sun-roof, o/d., radio, reclining seats; one owner, 23,924 miles..... £1,245

1968 (Nov.) M.G.-C GT, red, w/w., radio; one owner..... £845

1968 'G' M.G.-B GT, black/red, radio, leather wheel, flasher, SP68s, Waso lock; one owner..... £945

1967 'F' M.G.-B GT, white/black, overdrive, radio, Abarth exhaust, Stage II head, fog/spot, close-ratio "box", new radials, 5½ wires, many other extras..... £895

1967 'F' M.G.-B roadster, red/black, wire wheels, radio, Cints.; two owners only..... £795

1966 M.G.-B GT, black/red, overdrive, wire wheels, radio. Sold by and maintained by us for the last owner..... £845

1960 M.G.-A Twin Cam f.h.c., white/red, radio, heater, fog/spot, centre-lock wheels, discs all round, original..... £395

1960 series ROLLS-ROYCE Silver Cloud S2, P.A.S., radio; grey/red..... £1,750

1968 SUNBEAM Alpine Mk. 5 GT, holly green, servo, o/d.; one owner..... £745

1970 TRIUMPH Spitfire Mk. III, blue/beige, one lady owner, 4,820 miles only..... £845

1969 'H' SPITFIRE Mk. III, red, tinted wind-screen; one owner..... £745

1969 TRIUMPH Spitfire Mk. III, white/black; one owner, confirmed mileage 10,833 (spare unused), leather wheel, tonneau, mirrors; local car..... £745

1968 (Oct.) TRIUMPH TR5, white/black, Surrey hard/soft-tops, radio, wire wheels, air horns; two owners only, 22,434 miles..... £965

1968 TRIUMPH TR5, white/black, radio, heater, recent 'X's..... £945

1967 TRIUMPH Spitfire Mk. III, red/black, radio, heater, flasher, Mich. 'X'; outstanding condition..... £545



1960 JAGUAR XK150 3.8 'S'-Type f.h.c., Cotswold blue, o/d., triple carb., w/w. Sold by us to previous owner; engine rebuilt at Jaguars..... £895

1970 (August) LOTUS Elan S.4, S/E, f.h.c., white/black, radio, "hot" window; one owner, confirmed mileage 14,123; absolute showpiece..... £1,365

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FOR SALE—continued

LOTUS 7, S11/III. Rebuilt, many new parts; "J" registration; fitted low mileage, 1600 GT Crossflow; retrimmed, reupholstered; new hood; metallic silver/R.R. Regal red. £845. Part exchange considered. D. L. Cox, "Hazelwood", Sandway, Lenham, Kent. Tel.: Lenham 409. (3781)

JAGUAR XK150 F.H.C., 1958. Red and white, red interior; 3.4-litre; overdrive; wire wheels, belts, new tyres, exhaust and brakes, extras; this car was stripped to chassis and rebuilt. Photo's on request. £575. H.P. available. Tel.: Mr. Clarkson, 01-953 1353 or 01-953 8611. (3782)

MORGAN 1968; yellow; 72 spoke wires, tonneau. £925 o.n.o. Tel.: Wymeswold 880067. (3788)

1964 MASERATI, Quattro Porte. Only 24,000 miles; opalescent blue; pigskin interior; De Dion rear axle; air conditioned, fastest 4-door in world, 143 m.p.h.; many extras. immaculate. £1,950. Tel.: Betchworth 3289. (3791)

TIGER, Your chance to acquire the ultimate 260 Tiger, 0-60, 6.5 secs.; semi-race engine (4 barrel, solid lifters, hot cam, etc.); suspension and ancillaries suitably "tuned"; Kenlowes; export trim; will fit standard engine. £730. Tel.: 01-878 4467. (3792)

M.G.-B GT, "F" reg.; blue; overdrive; wire wheels; radio; new tyres; good condition. £850 o.n.o. 11 Chandos Rd., Luton, Beds. (3793)

TRIUMPH SPITFIRE, "G" regd. overdrive; Ashley hard-top, soft-top; wire wheels; carefully maintained; in perfect condition; one owner; only 25,000 miles. £650. Tel.: Chalfont St. Giles (Bucks) 2237 (evenings, weekends). (3795)

DAIMLER SP250, 1962. Resprayed; brake, engine, suspension, steering rebuild; h/top, tonneau, hood, nice condition; holiday June 28th-July 10th. £550. Tel.: Merrill, 452-3333 5109. (3796)

HEALEY 3000, Mk.III, 1966. Red, black upholstery; excellent condition; 2,000 miles since extensive engine overhaul, 1900. Tel.: Watford 20766. (3797)

MORGAN 4/4 1600, competition 4-seater, 1969. Middle chrome yellow with black upholstery; wire wheels, heater, tonneau and other extras; immaculate; 28,000 miles. £1,180. Eagen, 177 Whitby Rd., Ruislip, Middx. Tel.: 01-560 5151 (office), 01-866 8489 (home). (3798)

1924 TYPE 501 Fiat Tourer. Fascinating history and in superb condition; bodywork by Garavini fully restored and re-upholstered; engine overhauled. £650. Hastings, 14a Chaucer Rd., Cambridge. Tel.: Cambridge 52280. (3799)

M.G.-A 1500, Nice condition; hard-tops, side-screens. £185. Tel.: Stourbridge (Worcs) 3695 (evenings). (3800)

"E"-TYPE, Shining Carmen red; 4.2 convertible; must be one of best 1966 cars currently available; maintained regardless of cost by qualified owner-engineer. £1,150. D. Clegg, Greatford, Stamford, Lincs. Tel.: 07786 296 or Letchworth 3021 (day). (3804)

1965 SCIMITAR, GT, Blue/black; vinyl roof; straight six engine, triple carburettors, fitted wire wheels; overdrive; radio; extensively overhauled including suspension and brakes, 12 months test. £680. Part exchange considered. Tel.: Stockbridge (Nr. Sheffield) 3367 after 6 p.m. (3805)

ROLLS-ROYCE, 1938. Thrupp and Maberly 25/30 limousine; excellent original condition; sliding glass partition, with occasional seats. £1,150 o.n.o. Tel.: Mr. Simons, 01-202 7855 (Hendon). (3806)

RENAULT, 1923, 4-seater, 4-door Tourer. Completely re-trimmed and re-upholstered; new hood; full engine overhaul; the coachwork has been re-enamelled in old gold with black wings; truly a magnificent carriage. £1,200 o.n.o. Tel.: Mr. Simons, 01-202 7855 (Hendon). (3806)

ASTON MARTIN DB4, 1961. Powder blue; factory reconditioned; engine, clutch, etc. 6,000 miles ago; four new Cinturatos; excellent condition. £875. Tel.: St. Albans 55868, (evenings or weekends). (3807)

ALVIS T/A21, One owner 15 years; radio; belts; mechanically sound; repainting necessary. £100. Tel.: Stamford (Lincs.) 2212 (evenings). (3808)

MIDGET, 1967, Low mileage; as new; lady owner. £500. Mrs. Hetherington, Egstow Hall, Old Tupton, Chesterfield. Tel.: Clay Cross 863541. (3809)

1963 ELAN Convertible. Superb condition, bodily and mechanically; receipts shown for hubs, clutch, etc.; well worth a telephone call. £575. Tel.: Stevenage 58222. (3810)

BEAUTIFUL 1947 Jaguar 1½. Fitted SS engine with £100 overhaul; M.O.T., taxed; sun roof; Gunmetal respray; new kingpins, steering, battery, brakes, clutch. Offers around £300. Tel.: 01-660 2502. (3811)

MORGAN TWINCAM: Lotus engine/gearbox; 135 b.h.p.; wire wheels; orange, black trim; concours winner; numerous sprint/hill-climb awards; ideal road/competition car; racing wheels available. Offers Andrew Duncan, Swan Cottage, Alfrick, Worcestershire. Tel.: Leigh Sinton 374. (3812)

AUDI 100LS, 1969 "H"; superb car, full service history, absolutely unmarked; radio; extras. £1,250. Tel.: Ascot 23018. (3813)

XK150 CONCOURS winner at Scottish XK Day, Sept. 1970. Dark green, matching trim; completely original; genuine 54,000 miles; truly immaculate throughout. £1,000 o.n.o. Will exchange Alfa Romeo 1600 Duetto or immaculate professional rebuilt M.G. TF. Write to G. Kilpatrick, Pine Tree Cottage, Muirhouses, Bo'ness, West Lothian, Scotland. (3814)

M.G. MIDGET, 1967, White; factory reconditioned engine 10,000 miles; new clutch, exhaust, pads, shockers; full documented history. £540. Tel.: Nottingham 61148. (3815)

FOR SALE—continued

COOPER-M.G. SPL, 1946-B; 2-seater, Sports/racing car; red/black interior; taxed, M.O.T. May 1972; spares include Weslake Head; photo on request. Price £500 o.n.o. R. Williams, 19 Leyland Drive, Saltney Ferry, Chester. (3816)

SUNBEAM TIGER, 1967. Red, black interior; hard-top; Dunlop wheels; this rare and immaculate car attracts admirers wherever it goes. £850. Tel.: 021-351 2946. (3817)

DAIMLER SP250, 1960. Silver. Matching hard-top; recent overhaul, new soft-top, tonneau, carpets; M.O.T. Offers over £500. Tel.: 01-834 3800 (evenings); extension Howard 403. (3889)

ROLLS 20 H.P., 1925, saloon. Owner-driver; restored to highest standards; new hide and coach painted; full mechanical overhaul. £2,500. Box 2891. (3971)

REGISTRATION NUMBER MFR 1 on Ford Zodiac Estate, 1960. To best offer or would exchange for smaller and more modern car. Box 2890. (3972)

FOR SALE (Southampton): 1938 big (v.g.c.) Austin 7 saloon; 46,000; one owner from new; M.O.T. Oct., taxed Dec.; good tyres £120. Box 2889. (3973)

JAGUAR V12 "E", "K" registration; delivery mileage; manual; chrome wheels. Offers, Box 2886. (3976)

M.G. TA, 1939, Good condition. £240. Spares included. Tel.: Stafford 54843. (3978)

ROVER 10, 1946. M.O.T.; 30,700 miles; beautiful car for year; car for enthusiast. Offers, Miss C. Robertson, 5 North Rd., Hayes End, Middlesex. (3979)

DAIMLER SP250, 1961, B.R.G. Hard and soft-tops; 70,000 miles; recent new tyres, battery, clutch, radiator, road springs, front suspension, etc. £550 o.n.o. Tel.: Bolsover 3155. (3980)

LOTUS SUPER Seven; 1,500 Cosworth; twin 40 DCOEs; close-ratio gearbox, oil cooler, strengthened differential; tested April, 1972; new seats and full weather equipment. £695. Tel.: Maidstone 61120. (3981)

VANGUARD SPORTSMAN, Extremely rare in this condition; bills for £320; taxed and tested; is it worth £140? Swan, Sutton Scarsdale, Chesterfield. (3983)

DB4 GT, works prototype and team car, raced by Moss 1959. Also Le Mans; immaculate condition; eligible H.S.C.C. events. Nearest £3,000. Tel.: Whitby 2648 (work), 3376 (home). (3984)

TR4, 1965, White/black interior; overdrive, servo brakes, new folding hood, new carpets, radio, all necessary extras; extremely clean. £525. Chard, 11 Beauchamp Hill, Leamington Spa, Tel.: 26222 or 35141 (office hours). (3986)

MUSTANG SHELBY Cobra GT 350 fast-back, 1966; manufactured and registered mid-1967; frosted black with black interior, Sundym tinted windows, special oversize magnesium wheels; full Shelby equipment throughout. Company director's car, maintained in top condition; superb appearance and performance with 0-50 in 4.5 seconds. Will accept £1,295 for quick sale. H.P. can be arranged at new terms. Tel.: Farnham Common 2468 (days), Wraysbury (near London Airport) 2903 (evenings). (3988)

M.G.-B GT, 1969, Beige; one owner; overdrive, heated rear fog, spot, electric fan, new tyres; taxed March, 1972; under 20,000 miles. £1,080. Tel.: Blewbury (Berkshire) 410 (evening), Steventon 343 (day). (3989)

VAUXHALL 14, 1947; £6,700 since new; mechanically perfect; immaculate throughout; a sound investment. Best offer over £100. Burr, 173 Goldcroft, Yeovil, Somerset. (3990)

BENTLEY MK. VI, 1948. In excellent mechanical condition for year; very smart, body finished in R.R. maroon/silver grey; radio fitted and good tyres all round. £395. Thackray, Green End, Great Stukeley, Huntingdon. Tel.: 3244. (3991)

MODEL T. Artillery wood-spoked wheels, front axle and springs in good order. Sensible offers considered. Write Mr. R. Abel, Trevorster Hotel, Chelston Rd., Torquay. Tel.: Torquay 65496. (3992)

LOTUS EUROPA, "J", built from parts, fully sorted. £850. Tel.: Nottingham 269 638 (any time). (3993)

TR2, O/drive, wires—the lot. Substantially rebuilt professionally; interior scruffy, hence reluctant £250 o.n.o. Tel.: Brownhills 5870. (3994)

LOTUS SEVEN S 3, "H" registration. Tonneau, heater, 13,000 miles, S.P. Sports, 40 DCOE carburettors immense performance; finished in chrome orange. £695. Would consider cheaper car in part exchange. Tel.: 061-624 9527 or 061-643 3712. (3995)

1938 RILEY KESTREL 12 h.p. The sleekest Riley ever made; two owners since new; not restored and in excellent condition; used absolutely every day. 35 m.p.g. and capable of 80 m.p.h.; preslect gearbox, sun-roof. £350. A. J. Ainsworth, South House, Headington Hill, Oxford. Tel.: 61792. (3996)

DAIMLER CONSORT, 1953; mileage 75,000; two owners; M.I.M.E. maintained; M.O.T. May 1971; chest of motor tools. May, 111 Church Lane, Backwell, Bristol. Tel.: Flax Bourton 2018. (3997)

STANDARD Flying 12 saloon. Original green and black paintwork, concours condition. £350. Tel.: 051-339 3759 (evenings). (3998)

M.G.-A SPORTS roads'er, 1960. Original dove grey colour, red interior with black carpeting, recent Avon tyres, good hood and tonneau cover; lovely car with few faults; would suit discerning purchaser wishing to buy a really good example of this model. £465. Tel. owner, Alcester (Warks.) 2678 or 2712 (office). (4000)

FOR SALE—continued

1966 TR4A, i.r.s. Damson, wire wheels, five new radials, detachable hard-top, radio, complete suspension overhaul, £600 o.n.o. Tel.: 061-794 6242 (between 8 a.m.-5 p.m.). (3999)

JOWETT JAVELIN de-luxe, 1952; 77,000 miles; body renovated and resprayed golden sand, engine top-end overhauled, roof lining renewed, new bumpers, grille, radiator, brakes, carburettors, starter motor, oil pump, exhaust manifold, battery, H.T. wires, hoses, etc. This beautiful car is offered at £275. Tel.: Manningtree 2178 or write N. Wayne, Mistley House, Mistley, Essex. (4001)

1936 MORRIS 10/4 saloon. Needs renovation; towable. Offers Tel.: 061-432 7261 (Stockport). (4002)

A BRACE of Renaults. Stripped and lightened competition R8 with 1500 R16 engine, needs finishing. Pretty red 750; low mileage, 50 m.p.g. This car should appreciate in value. Offers around £120 for either car. Tel.: Yateley (Camberley area) 2220. (4003)

3½-LITRE BENTLEY saloon, Park Ward; chassis, engine, body overhauled during last 10 years' ownership; original hide interior unmarked, new tyres; a very nice example. £850. Hodson, 12 High St., Knapwell, Cambs. Tel.: Eisworth 249. (4004)

1926 14/30 STAR Scorpio two-seater and dickey, Maroon and black. This rare car has been completely restored and is the winner of many concours. A large quantity of spares is also available. Serious offers only. For appointment to view telephone Penistone 2315. T. H. Gadsby, Heathercliffe Lodge, Penistone, near Sheffield. (4005)

MERCEDES 190SL, 1963, Exceptional condition; four new wings 1967, respray 1970, rustless white outside, immaculate cherry leather inside; three careful owners only. £775 o.n.o. for quick sale. Tel.: Hitchin 54343. (4007)

M.G.-B, 1969G; 27,000 miles; B.R.G.; overdrive, wire wheels, Caribbean hard-top, folding hood, tonneau cover, radio, q/i headlights, recent diagnostic service; v.g.c. £1,000 o.n.o. Tel.: 01-657 8673 (Croydon). (4008)

1930 ALVIS Silver Eagle beetleback, suitable V.S.C.C. racing, speed events, etc.; body original but not concours. £900. Cattermull, Wharf Cottage, Lacock, Wilts. (4009)

BENTLEY, 1934, 3½-litre D-backed sports saloon, very rare and attractive body made to special order by Hooper, M.O.T., taxed. £750. Tel.: Fareham 5492. (4010)

NOV., 1962, Daimler SP250 hard-top; fog spotlights; genuine 52,000 miles; one owner; radio. £650 o.n.o. Tel.: Scawby 339 585 (evenings), W. Sargent, Hibaldstow, Brigg, Lincs. (4011)

TR6, OCT., 1970, Saffron, black interior; undersealed, tonneau cover and genuine 3,800 miles only; superb condition and still under maker's guarantee until Oct. 10th, 1971. £1,350 o.n.o. Tel.: Shrivenhams 551, extension 245. J. Hyson, R.M.C.S., Shrivenhams, Swindon, Wilts. (4012)

REGISTRATION NUMBER for sale 5 NEA, available on broken down 1963 Morris Mini. Offers, Tel.: 021-357 8329. (4013)

GORDON KEEBLE, 1965, rare 140 m.p.h. 4-seater, GT, 300 b.h.p., 5.4-litre V8; dark metallic blue; electric windows; radio; Q.I. headlights; five new S.P.s; spares readily available; exceptional condition. £1,500. Tel.: 01-247 1282 (office). (4014)

1937 MORRIS 8, Years M.O.T., taxed; loads of spares; excellent investment. £300. 2 Elmstead Rd. Boxhill 4577. (4015)

TR6, 1969, White; overdrive; wire wheels; radio. £1,200 or exchange late M.G.-B with overdrive. Tel.: 021-262 4532 (day), 0203 77183 (evenings). (4016)

1967 TWIN-CAM Elite, ex-Lazenby, 13 in. Minilites, special trim; chassis number 2001; prototype by Lotus, £950. Tel.: Camberley 24101. (4017)

M.G. TD 1950, Superb black body; excellent mechanics; hood, side screens; tonneau; rebuilt brakes, carburettors, engine 35,000 miles; new tyres; M.O.T., taxed; really beautiful. £500. Tel.: 01-452 7214. (4018)

HOUSE PURCHASE forces sale of 1969 850 Mini; Janspeed full race head, 731 cam, balanced, fish carburettor, cooler, competition chockers, full instrumentation; body immaculate. Tel.: Ringwood 3973 (evenings). (4019)

TR4 OVERDRIVE, Cinturatos; taxed; M.O.T. Requires enthusiast. £300. Tel.: 013 R6 580 (Sussex) (weekends). (4020)

DAIMLER: 1 EL 36 Hooper body limousine; ex-royal car, and one hearse. Enquiries Springfield Motors, Cambridge 56723. (4021)

THE 1,860-C.C. Pushrod purple and orange WRA Anglia that won the Redex Oslam saloon car championship in 1969 is now for sale; never been raced since brand new engine and tyres fitted. Tel.: 01-204 6799 after 6 p.m. or at weekends. (4022)

XK150, 1959, 3.8 fixed head coupé; electric blue; black interior; new engine and mechanics, completely restored; immaculate condition. £850. Tel.: Sedgley 5038 (Staffs.). (4023)

1936 AUSTIN 10 Sherborne. Excellent original condition throughout. Around £175, or exchange for vintage Austin 7. Tel.: St. Briavels (Gloucestershire) 362. (4024)

XK140 1956, 3.4-litre, drop-head coupé; 90 per cent restored; bills for over £200; requires slight attention, hence £375 o.n.o. Also 1931 Austin 7 special. £60 or £400 the two. C. Smiles, The Green, Burnshall, Skipton, Yorks. Tel.: Burnshall 210. (4025)

DAIMLER DE27 limousine, 1947. Freestone and Webb coachwork; very good condition; photographs available; best offer under £300 secures. Watkins, 47a Gaer Rd., Newport, Mon. (4029)

FOR SALE—continued

AUSTIN HEALEY 3000, late 1967. Blue, white; radio; blue leather and hood. Overdrive; wire wheels; very good condition. £1,025. Tel.: 01-959 6444. (4026)

1964 A.C. 2.6, last Ace produced; 48,000; dark blue; excellent throughout; £900 o.n.o. Orpington 26972. (4027)

M.G.-A 1600, d.h.c., one lady owner; 42,000 miles; unused original tools; records; immaculate. £400. Tel.: 01-886 3020. (4028)

1927 AERO Morgan, three wheeler; concours condition. £425. Wood, 69 Mold Cres., Banbury. (4030)

MERCEDES SPORTS, 190SL, 1962. Recent restoration work; immaculate condition; private sale; H.P. possible. £725. Tel.: Farningham (Kent) 3266 (evenings and weekends). (4031)

AUSTIN 7 Tourer, 1933. Resprayed; engine and tyres very good; needs completing; must sell; offers around £100. Tel.: Chapel Brampton (Northampton) 3354. (4032)

SUNBEAM TIGER, 1965. Ex-Celebritie's car; beautiful condition and finished in British racing green; genuine 50,000 miles only since new; owner now running firm's car and is hence forced to sell; serious offers only around £675. Tel.: Bitton (Bristol) 3168. (4033)

1950 ROVER Marauder, MBP2, with 1964 Rover "110" mechanics; needs work. £225. B. Hopwood, 5 Crompton Ave., Rochdale, Lancs. (4034)

AUSTIN ASCOT, 16—6, 1935. Black, red trim, nice condition; most parts rechromed; M.O.T.; around £145. 35 Newton Green, Dunmow, Essex. (4035)

ALVIS 1965, d.h.c. Pale blue; extras tonneau; radio; wire wheels; low mileage; recent major overhaul by Red Triangle; immaculate. £1,575. D. R. Hine, 25 High Elm Rd., Halebarns, Cheshire. (4036)

AUSTIN 1934, 2-seater Tourer; good tyres and battery; new hood re-wired. £130. D. R. Hine, 25 High Elm Rd., Halebarns, Cheshire. (4036)

JAGUAR 3.4, Mk.II, 1962. Manual; radio; seat belts; overdrive; dark green; good condition. £265 o.n.o. Mahony, Fernleigh Farm, Baltonsborough, Glastonbury, Somerset. Tel.: Wells 2092 (day). (4037)

LOTUS CORTINA, Registration number EF9, May 1969; 28,000 miles; engine and gearbox recently overhauled; new tyres. £875 o.n.o. Potter, Tel.: Boroughbridge 2497. (4038)

OFFERS ARE invited for 1957 Bentley 51. Finished in black with red hide interior; automatic and power steering; much expense on maintenance; bills; only those really interested in acquiring this fine carriage should apply. Private sale. Tel.: Sedgely (Co. Durham) 240. (4039)

ALFA ROMEO, GT 1300 Junior, 1968. One owner; lovely condition; radio. £1,050. Tel.: Mr. Morris, Watford 32259. (4040)

TR3A, Superb car; very good condition; many extras; bills available. £440 o.n.o. Tel.: 01-735 1666 (evenings). (4041)

LEA-FRANCIS, 1930, "P"-type, non-original four-seater tourist body, Seen near Salisbury. £350. Box 2897. (4042)

190SL MERCEDES, Sports-fitted hard-top, all-silver colour; registered 1960; r.h.d. with new soft-top (black); only 9,500 miles since fitted new head and engine completely reconditioned, including starter motor, generator and gearbox; fitted with new clutch, water pump, fuel pump, alternator, battery, king-pins and steering parts, steam cleaned and undersealed, respray. A beautiful car maintained regardless of cost; all bills available. A private sale. £950. No offers. Box 2896. (4043)

VINCENT RAPIDE, 1951, Completely rebuilt to Shadow specification and concours condition; alloy wheels, frame in black, chrome and polished alloy; nominal mileage since rebuild. £750 or part exchange interesting vehicle. Box 2894. (4044)

TALBOT 10/23, rare 1925 model, two-seater (dickey); completely overhauled mechanically, bodily nearly original; taxed, long M.O.T.; in daily use; immaculate; ready to drive anywhere. £600. Box 2893. (4045)

ARMSTRONG SIDDELEY Sapphire, 1954. Body rough, otherwise very good. Offers please, Chalbury Stores, Chalbury, Wimborne, Dorset. (4046)

SUPERCHARGED 1950 M.G. TD Rebuilt and sprayed red; immaculate condition; many extras and spares included. Details on request. Highest offer around £825. Hawkins, Sumachlee Cossington, Bridgewater. Tel.: Chilton Polden 682 (evenings). (4047)

LOTUS ELAN, 1964, Special equipment engine, electric fan, airhorns, radio, new radials, new exhaust; taxed, M.O.T. £560 o.n.o. Tel.: 01-521 1202. (4048)

ALFA GT Sprint, 1964, Full history; much money spent; great value at £575. Would consider part exchange—anything interesting. H.P. possible. Tel.: Corby (Northants) 5401. (4050)

TR4A, 1965, Red/black, Surrey tops, Rostyles, overdrive, four-bore exhaust, many extras; v.g.c. throughout; taxed, tested. Offers, Tel.: Wigan 0924 43984 (after 6 p.m.). (4051)

ALVIS TD21, 1960, 9 GRR; saloon; grey; manual; wire wheels; M.O.T. Feb., 1972. £400 o.n.o. Tel.: 061-764 5653 (day). 5878 (evenings). (4052)

LOTUS ELAN S/E d.h.c., 1970, "J". Immaculate; red; 11,000 miles; radio, tonneau, airhorns, workshop manual, new arrival forces sale at £1,430. Tel.: Derby 810865. (4053)

1936 BENTLEY 4½ Thrupp and Maberly saloon, original and complete; mechanically good, coachwork poor; six good tyres, new petrol pump. £385. Silcock, 49a Mill Hill Rd., Acton, W.3. Tel.: 01-992 1102. (4054)

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SPORTS CARS (01) 994 7871/2

AUSTIN HEALEY Sprite Mk. IV. A one-owner 1968 example in red with black trim, fitted XAS tyres, tonneau, mirrors. £615

TRIUMPH TR6. A 1970 fuel-injection roadster in damson with black trim, overdrive, Cavallino tyres, etc.; one owner. £1,395

SUNBEAM 'Tiger'. A fine 1965 roadster in white with black trim, fitted radio, radial tyres, etc. £665

TRIUMPH Spitfire Mk. III. A 1967 car in royal blue, fitted Ashley 'fastback' hard-top, soft-top, console, HR-SPs, etc. £595

M.G.-B. A well-maintained one-owner 1965 car in tartan red with black trim, fitted radio, radial tyres, etc. £595

LOTUS Super Seven. Beautiful and potent G-registered car in metallic blue with coach-trimmed black cockpit and blue all-weather equipment. Fitted Twin-Cam unit with Webers, wide wheels with G800s, leather wheel, etc. £935

M.G. Midget, 1,098 c.c. 1965 car in white with black side panels and trim, fitted wire wheels with radials, leather wheel. £395

M.G.-C roadster, 1968 model, in white with red trim; overdrive, wire wheels with X tyres, radio, twin spots and mirrors, leather wheel. £885

AUSTIN HEALEY 3000 Mk. III convertible. A fine D-registered example in red with black cockpit, overdrive switch on gear-lever, wire wheels with Cinturato tyres, hood-bag, etc. £865

BOND Equipe. A one-owner 1966 car, just recellulosed in white, black interior, wood-rim, etc. £395

LOTUS Elan S.4 drophead, 1970 (H), in white with black trim, cassette player/radio, air horns, HR-SP tyres. £1,325

TRIUMPH TR5, 1968 (G) roadster in royal blue, fitted overdrive, wire wheels with radials, radio, luggage rack and leather wheel. £1,035

M.G.-B. Enthusiast's 1966 roadster in red with black trim, fitted wire wheels, radio, twin spots and mirrors, leather wheel, etc. £685

M.G.-C GT. Choice two 1968 (G) cars, both British Racing Green with black trim, both overdrive, wire wheels and radials, etc. £985

TRIUMPH TR4A. Well travelled 1966 Surrey-top car in red with black trim, fitted overdrive, wire wheels, radio, etc. £735

LOTUS Elan S.4 coupé, 1969 (G), in Medici blue, fitted tape player/radio, knock-off wheels with HR-SPs, Sebring mirrors. £1,295

M.G. Midget, 1,098 c.c. Riviera blue with matching trim, Ashley 'fastback' hard-top, soft-top, P100 tyres, 1965. £435

TRIUMPH TR5. 1968 2500 P.I. roadster in white with black trim, Rostyles with XAS tyres, radio, etc. £985

M.G.-B. A well cared for 1966 car in Old English white/black trim, fitted wire wheels, radio, luggage rack, leather wheel, etc. £665

M.G.-C. A one-owner 1968 roadster in white with black cockpit, fitted overdrive and G800 tyres. £895

M.G. TF. One of the finest and most original of these collectors' items still extant. Pristine black with tan interior, extensive mechanical rebuild. £995

TRIUMPH Spitfire Mk. III. 1970 (J), low mileage by one owner, unmarked damson with tan trim, fitted overdrive, radio. £795

M.G.-B GT, 1968 (G). Gleaming in B.R.G. with black trim, fitted overdrive, radio, G800 tyres, twin spots and Sebring mirrors. £985

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TRIUMPH Spitfire Mk. III, 1967. White with black hard-top and trim, radio, leather wheel, G800 tyres. £595

SUNBEAM Alpine Mk. IV. Good 1964 example in red with black interior. GT model with hard-top. £395

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LAMBORGHINI 400 GT 2+2. Burgundy/black trim; 4 o.h.c. V12 unit, 5-speed box, chrome Borrani, radio, h.r.w., 1967. £3,650

LOTUS Europa, 1969 (H), in white with black trim, radio, electric windows, SPs, tinted screen. £1,185

VOLVO P1800S. White, red interior, fitted overdrive, Blaupunkt radio, Q.I. spots, etc.; a one-owner 1968 car. £1,295

COOPER 1275S. Choice six selected cars, variety of colours and extras; two with mag. wheels, two with sun-roof, from a 1967 at £535 to a 1969 at £785

FORD Capri 3000 GT. Silver fox/black trim, full XLR packs, radio, h.r.w., low-profile G800s; low mileage by one owner. 1970. £1,265

JAGUAR 'E'-Type 4.2 coupé, in midnight blue with grey trim, radio, Cints., etc. Very fast example. £985

JENSEN CV8. Regal red with off-white interior, Automatic transmission, radio, etc. Fine appearance and special number hide its 1963 origin. £585

LOTUS Plus 2 'S'. Very smooth and quiet yet rapid 1969 (H) example in sunburst yellow, with all the luxury fittings. £1,785

FIAT 124 coupé, 1969 (H), in Mediterranean blue with tan trim, fitted 5-speed gearbox, twin-speaker radio with electric aerial, reclining seats, h.r.w., etc. £1,295

AUSTIN 1300 GT. Attractive 1970 model in yellow with black vinyl roof and trim; spots, leather wheel, etc. £815

FORD Cortina Savage. Blue mink with black flash and trim; chrome Rostyles, G800s, Restall seats, spots, leather wheel, long-range tank, etc. £965

COOPER. Choice six selected 1,000-c.c. cars, two Mk. I and four Mk. II various colours and extras. From a 1965 at £325 to a 1969 at £615

RELIANT Scimitar 3-litre GT, 1967. Choice two fine cars, satin silver or golden sands with black interior, overdrive, radio, sun-roof, etc. £995

PONTIAC Parisienne. A one-owner 1965 pillar-less hard-top, in blue with white trim, r.h.d., radio P.A.S. All electric windows. Automatic. £695

FORD Lotus-Cortina. 1968 model in Lotus colours, with black bonnet and trim, G800s. £665

T.V.R. Vixen 2500, 1971 (J), nominal mileage only, in red with black trim, fitted export TR6 unit, alloy wheels, sun-roof, radio, tinted windows, etc. Cost £1,700 two months ago. Now £1,485

LOTUS 'Plus 2'. A fine 1969 example in an unusual white and black colour scheme. Fitted electric windows, HR-SPs, radio, h.r.w., etc. £1,395

MARCOS 1600 GT. Choice two exceptional 1968 (G) cars. One Bahama yellow, one lilac, both black trim, both wire wheels, sun-roof and air horns, and leather wheel and radio (one with slot-stereo also). From £1,185

RELIANT Scimitar GTE. Choice three of these hand-built high-performance estate cars, red, green or white, all overdrive, radio, etc. From £1,585

PIPER GTT. Choice two 1970 (J) examples of these futuristic-looking cars, both lime green, with mag. wheels, sun-roof, etc., and tuned Cortina GT units. £1,295

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1971 GILBERN Invader V6. Overdrive, radio. Blue. £1,745
1970 PIPER GT, 1,600-c.c. crossflow GT. Webers, mag. wheels. Red £1,399
1970 M.G. Midget, 7,000 miles. Blue £845
1970 M.G.-B GT, one owner, radio, overdrive. White. £1,325
1970 SPITFIRE Mk. 3, one owner. White £845
1969 SPITFIRE Mk. 3, one owner. Blue £765
1969 TVR Vixen S2. Bronze. £1,085
1969 TVR Vixen S2, chrome wire wheels. Flame £1,050
1969 M.G.-B GT, overdrive, wire wheels. White £1,195
1968 TRIUMPH TR5. Blue. £995
1968 TRIUMPH TR5. Green £995
1968 M.G.-B, overdrive. Blue £845
1968 M.G.-C, w/w. Primrose. £845
1967 M.G.-B GT, wire wheels, radio. Blue £845
1967 M.G.-B GT. Green. £825
1967 SUNBEAM Tiger, radio, good condition. Red £895
1967 M.G. Midget, engine converted. Wide wheels, roll-bar, etc. white £450

We also have due in part exchange against new Gilberts a 1970 M.G.-B GT, 1969 M.G.-B (two), 1970 1600 E. Stock changing daily—please phone before you make a long journey for a particular car.

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BENTLEY MK. VI. In immaculate duotone blue. If you require a very smart Mk. VI look no further. £695. Bonner, 1 Baileys Reed, Junction Rd., Robertsbridge, Sussex. (4356)

T.V.R. Grantura Mk. IIA, 1962. Excellent condition. £350 o.n.o. Rands, 44 Lime Rd., Botley, Oxford. Tel.: Oxford 35422 (work). (4357)

INCOMPARABLE TR6 roadster, 1969. Overdrive, etc. £1,250. Interested? Tel.: Reading 24344 (evenings). (4358)

SPLENDID ALUMINIUM-bodied Jensen Interceptor saloon, 1952. Number 23 of 90 made; red vinyl over old English white; bodily and mechanically excellent; servo brakes, overdrive, seat belts. Radiomobile radio available; garaged during past two years; undergoing comprehensive overhaul except speedo head and dynamo, which still require attention. Host of spares offered with car include new overdrive unit and bumpers, plus used brake/wheel hub assemblies, etc.; taxed and M.O.T. Sensible offers around £550. Tel.: Astwood Bank (Worcs.) 3272 (after 6 p.m.). (4359)

TR4A, Nov., 1966. Dark Blue. Overdrive, Surrey hard/soft-top, wire wheels, XASS, S.A.H. head and ex/manifold; good condition. £650. H.P. available, part exchange considered. Green, Tel.: Preston 54701, extension 39 (day). (4360)

JOWETT JAVELINS for sale. One 1953 in fair condition, one incomplete car for spares. Sound investment. £300 o.n.o. the two. Will split. Box 2914. (4361)

1951 JOWETT Javelin. Red. Good condition; no M.O.T. or tax, hence £100. 32 Upper Maylins, Letchworth. (4362)

RILEY 1½. Very good black coachwork, red leather interior, in good condition; sound mechanics; six Michelin X radial tyres; 1947; M.O.T. and tax. Elegance for £185. Tel.: Stevenage 55808. (4363)

RILEY 1½, 1953. Basically very sound; new roof and quiet at speed but requires repainting; M.O.T. and tax; easily made beautiful. £70. Tel.: Stevenage 55808. Although I have two Rileys for sale I am only a private person. (4363)

PEERLESS, 1959. Overdrive, wire wheels, red; reconditioned engine; maker's oil pressure; good tyres; M.O.T. £210. Curwen, Tel.: Sheffield 66480 20911, extension 322. (4364)



(Left) 1963 LOTUS Super 7, 14,000 miles from new. 125-b.h.p. Cosworth engine, fitted when vehicle was new at a cost of £450, also fitted roll-over bar, oil-cooler, etc., this vehicle is in as new condition.

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(Right) 1954 SUNBEAM Alpine. Must be seen to be appreciated. Completely restored body and interior. Fitted radio, new hood, and new tyres.

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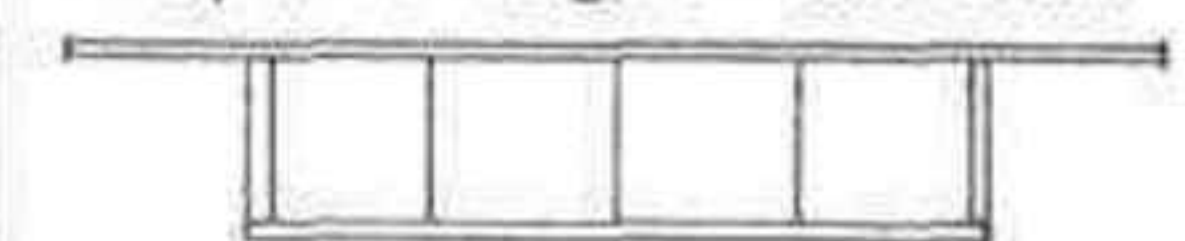
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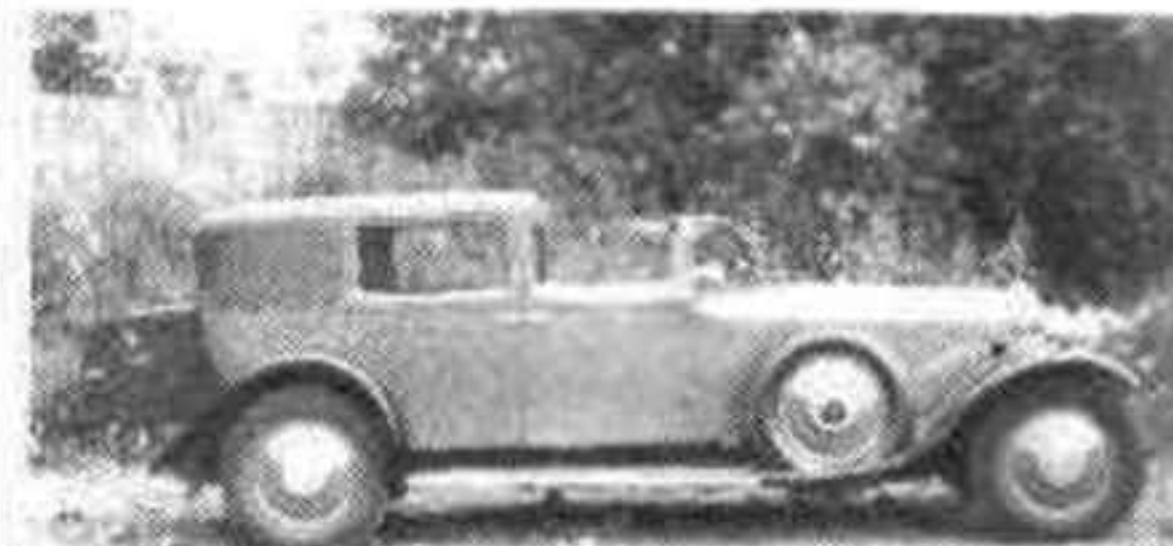
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1936 ROLLS-ROYCE Phantom III touring saloon by Barker, with division. Attractive body in black cellulose, with brown hide upholstery, and in very good condition.



1936 ROLLS-ROYCE 4-door sports saloon by Hooper. Attractive coachwork in two-tone grey, upholstery in Connolly hide. Specially built for Major Delap. Chassis specially constructed for 1936 Olympia Exhibition. Recorded mileage of 60,000 possibly correct. This car has been featured recently in the R.R.E.C. Bulletin.



1934 SUNBEAM 23.8-h.p. 4-door pillarless coupé, bodywork in blue and black, with blue hide upholstery. In basically sound and original condition, but in need of some further restoration to complete. A most impressive large touring car, worthy of the attention of a real enthusiast. £600.

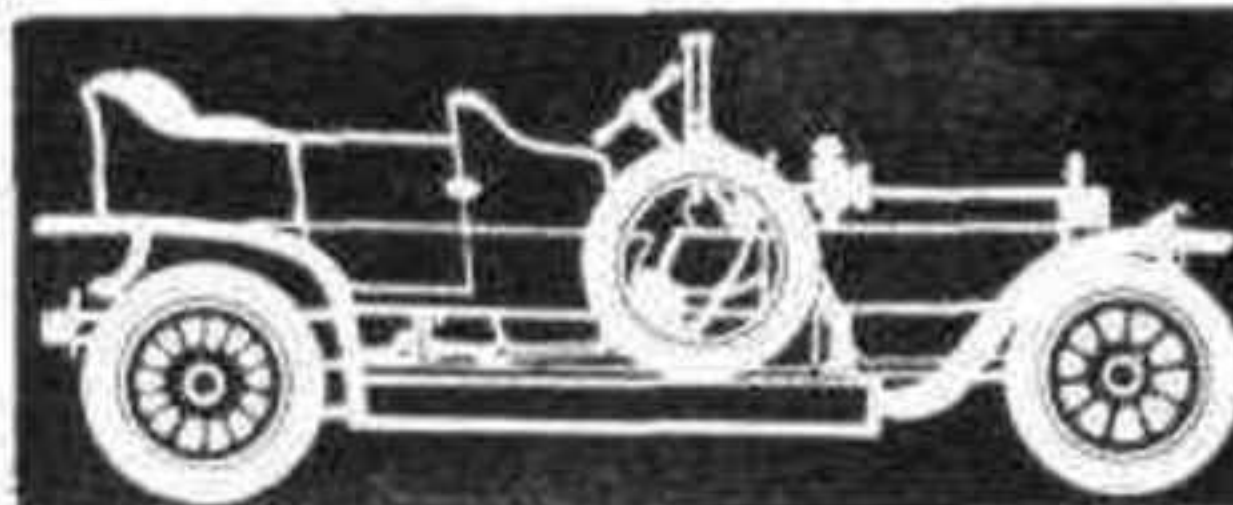


1922 CITROEN 5-h.p. 2-seat tourer, with interesting 1-door torpedo bodywork by Cross and Ellis. Bodywork completely restored, and finished in original "Citroen" yellow with black wings and brown hide upholstery, brass radiator and lamps. An interesting and rare vintage light car in the best sporting tradition of its day.

For further details and prices of the above cars please contact Mr. Anthony Michaels Telephone (Day): 05253-2041

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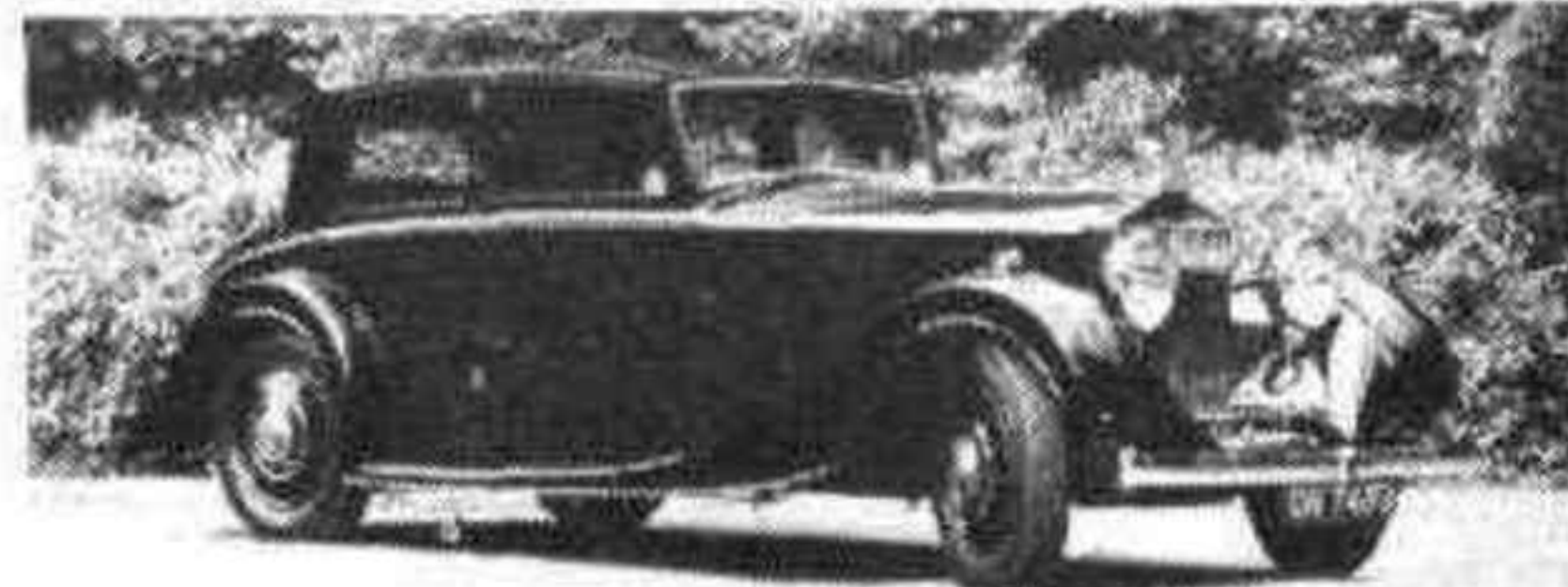


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1964 Bentley S3 saloon, in shell grey with blue leather trim, electric windows, parking lights; two owners (second one since 11,000 miles), 69,000 miles from new; full history, repainted completely, outstanding condition throughout. **£2,850**

1954 Bentley R-type, in silver grey over black with leather interior, manual gearbox; three owners; a fine example of this model and reasonably priced at **£995**

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ELAN f.h.c., S/E, 1969. White, radio; 11,000 miles, one owner	£1,295
ELAN + 2S, 1969H, blue, low mileage	£1,875
ELAN + 2, 1970, yellow, low mileage, excellent value	£1,595
ELAN + 2, 1968, Colorado, sun-roof, stereo	£1,375
EUROPA, 1970J (Nov.), red; supplied and serviced by ourselves	£1,245
ELAN, 1970, f.h.c., S/E, Porsche orange, radio, power aerial; excellent condition	£1,395
ELAN S4, 1968G, f.h.c., S/E, yellow, excellent condition	£1,175

ELAN S4, 1968, f.h.c., burnt sand, knock-ons **£1,095**
 ELAN, 1969, d.h.c., S/E, midnight blue, radio, 8-track stereo; one owner **£1,295**
 M.G.-B GT, 1970J (Nov.), midnight blue, overdrive, Rostyle wheels; 5,000 miles; absolutely superb **£1,345**
 LOTUS Cortina, 1968G, red, completely rebuilt engine; immaculate **£785**

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1970 'J' Reg. Lotus +2 'S'. Lotus yellow, with many extras including sunshine roof, heated rear window, radio, chromium-plated wheel trims, etc. Recorded mileage 12,000 **£2,095**

1969 Lotus +2 'S'. Specially finished in metallic ice blue with black vinyl top, chromium-plated wheels; recorded mileage 22,000 **£1,775**

1968 LOTUS +2. Bahama yellow with black interior. This car has been checked over in our workshops and is now highly recommended. **£1,395**

1968 Lotus +2. Red with black interior trim. Fitted with Stage 1 BRM engine conversion. Recorded mileage 20,000 **£1,395**

1970 Lotus Elan S.4 Special Equipment d.h.c. Specially finished in Mercedes metallic silver with black interior. One owner from new. Recorded mileage 15,000 **£1,485**

1970 Lotus Elan Special Equipment d.h.c. Bahama yellow with black trim. One owner from new. Fitted with radio. Recorded mileage 14,000 **£1,445**

1970 Lotus Elan standard d.h.c. White with many extras, including knock-on wheels, power brakes, radio, tonneau cover, air horns. One owner from new. (Full service history) **£1,395**

1969 (late) Lotus Elan Special Equipment d.h.c. Lotus yellow. Far above average condition. Fitted with spot lamps, radio, tonneau cover. Recorded mileage 13,000 **£1,395**

1968 Lotus Elan Special Equipment d.h.c. Lotus yellow with black trim. Fitted with radio and tonneau cover **£1,095**

1971 Lotus 7. Ford 1,600-c.c. power unit. Recorded mileage 4,000. One owner from new. **£995**

MISCELLANEOUS

1970 (Reg. late 1969) Mk. II Jensen Interceptor. Turquoise with biscuit interior. Fitted with every conceivable extra, including air-conditioning, stereo tape/radio. Recorded mileage 22,000 **£4,345**

1968 Jensen Interceptor. Maroon. Fitted with push-button radio, etc. Recorded mileage 36,000 **£2,845**

1970 Jaguar 'E' 2+2 Automatic. Regency red with black trim. Power steering, heated rear window, push-button radio. Recorded mileage 15,000 **£2,545**

1970 Jaguar 'E' 2+2. Sable with tan trim. Chrome wire wheels, push-button radio, heated rear window **£2,495**

1970 Jaguar 'E' l.h.c. Sable with tan trim. Chromium-plated wire wheels, heated rear window. Very low mileage. Fitted with radio, etc. **£2,465**

1969 Alfa Romeo 1750 GTV. Red with black interior. Heated rear window, push-button radio. Recorded mileage 22,000 **£1,695**

1970 Reliant Scimitar GTE. Specially finished in aqua starmist blue with black interior trim. A one-owner vehicle fitted with overdrive and push-button radio **£1,845**

1971 (unregistered) Mercury Cougar XR7 convertible. Metallic blue with matching trim. 371 cu. in. V8 power unit. Automatic transmission, power steering, power hood, tinted glass and radio. Recorded mileage 2,500 **£3,350**

1969 ('J' reg.) Ford Mustang Mach I. Red with black bonnet and white interior. Automatic, power steering, power brakes. Full instrumentation, full-length console, air-conditioning, full stereophonic AM/FM radio. Recorded mileage 28,000 **£1,945**

1968 M.G. 'B' roadsters. Choice of two, mineral blue. One with overdrive and radio. Beautiful examples. From **£785**

WE HAVE A LARGE STOCK OF M.G. 'B' ROADSTERS AND GTs, ALL TYPES OF MORRIS INCLUDING THE MARINA, WHICH ARE AVAILABLE NOW WITH THE BENEFIT OF THE NEW PURCHASE TAX RATES

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FOR SALE—continued

TR6, 1969. Overdrive, wire wheels, hood, detachable hard-top; 19,000 miles; radio; spare unused SP Sports, Selmar alarm; white, £1,295 or exchange Tiger, Dart, Healey, TR3A. Tel.: Ascot 24501. (4100)

TIGER, Nov., 1965. Light blue; just over 37,000 miles; h/t, s/t, XASs, rear seat, some Mk. II body trim; original paint; lovely condition. Offers over £700. Tel.: 0732 53623 (evenings) (Sevenoaks). (4101)

MORGAN 4/4, 1950 engine. Rebuilt 1971. 4450 o.n.o. For further details write Box 2899. (4105)

MORGAN F.4. part rebuilt; reconditioned forks/new gearbox; still work to do; genuine enquiries and offers to Box 2899. (4105)

SPITFIRE, 1970 (Oct.) "J" Reg. as new, in this year's colour "Saffron", immaculate condition; 8,000 miles, £825. Tel.: Thanet (Kent) 21308. (4106)

JAGUAR MK.V, 1949. 3½-litre. Mechanically sound; bodywork good; M.o.T. March 1972. £80. Tel.: Topsham 3888. (4107)

BRISTOL 403. Recent concours winner; magnificent condition; metallic blue coachwork; special interior; Router seats. All offers and exchanges considered. Tel.: 01-837 3039. (4108)

1935 MORRIS 8 Tourer. Very sound condition; new engine. Offers over £100. Loweridge, 43 Market Street, Cheltenham. (4109)

ALFA ROMEO 1961. Giulietta sprint body; 1600-c.c.; G.T.A. engine; 5 speed box; red l.h.d.; M.o.T.; taxed; superb condition. £300 o.n.o. Tel.: Cave 01-672 1255. (4110)

RARE AND BEAUTIFUL MK. VI Bentley. 1950 James Young; 2-door fixed head; aluminium body, £875. Tel.: Hornchurch 48773. (4111)

JAGUAR XK150, 1959. Fixed head coupé; wire wheels; overdrive; new exhaust, brake pads, oil filters; long M.o.T.; mechanically perfect; beautiful condition throughout. £750. 8 track slot stereo extra. Tel.: Luton (Beds.) 23420. (4112)

HEALEY 3000, 1960. M.o.T., taxed; good condition. £285 o.n.o. 6 Newbeacon Rd., Grantham, Tel.: 4965. (4113)

AUSTIN "HEAVY" 12/4 1933. Really good hence haggle from £500, or £400, and Morris 1000 in good order. Scott, 1 Heathwood Rd., Newport, Salop. (4114)

M.G. TD2, 1953. Dark blue with tan upholstery; excellent mechanical order; M.o.T. £495 o.n.o. Tel.: 01-789 7129. (4115)

AUSTIN HEALEY "100", BN1; 2 owners; history, bills, etc. £450 o.n.o. Tel.: Henley-on-Thames 5129 (evenings). (4116)

1955 JAGUAR XK140, C-type. hard-top; very fair condition for year. £525 o.n.o. Foster Crossbank Farm, Rock, Kidderminster. Tel.: Rock 289 (evenings) or Clebury Mortimer 498. (4117)

NSU 1000, TTS, 1967. Believed only about twelve imported; 996-c.c., 85 b.h.p.; very potent small saloon; 90-plus in third; never raced or rallied; wife's car; 14,000 miles only from new. £750 o.n.o. Tel.: Seaton Marshland Smeth (Cams.) 393 after 1st August (holidays). (4118)

M.G.-B, 1968. BRG; one owner; 25,000 miles; tonneau, radials. Tel.: Brent Knoll (Som.) 472 (after 6 p.m.). (4119)

LAGONDA, 1930. Supercharged; 2-litre Tourer; low chassis; all original; at present running unsupercharged; spares. Tel.: Ascot 23018. (4120)

LOTUS CORTINA, 1968 "G". White, black trim; radio/cassette player; one owner. £775 o.n.o. Tel.: 01-449 5842. (4121)

A.C. ACE, 2.6 Ford, Mays head, 1963. Original black, black trim; A.C. factory M.o.T.; factory steering and brake overhaul; one owner; two tyres on front new; engine overhauled; just run in; Howe cam; spare iron head; triple S.U.'s; spare gearbox and back axle (from ACECA); Cobra bumpers, etc. £975. Tel.: 01-300 3932. (4122)

HEALEY ABBOTT. Many new parts, including hood, spring, steering, kingpins, batteries, exhaust, and much more. As the body and trim requires minor attention, I will regretfully sell for £275. Tel.: Roxwood 797 (evenings). (4123)

RARE 1949 Lea-Francis, drop-head Sports, 1800-c.c.; twin-cam engine; recent respray and M.o.T. £385 o.n.o. Tel.: Painswick (Glos.) 2028. (4124)

TRS MAY, 1968. Surrey tops; Valencia blue/tan; wire wheels; overdrive; radio; 30,000 miles; superb condition. 1985 Tel.: Terry Unwin 01-549 0598 (home). (4125)

"E"-TYPE ROADSTER, 1963. Carmen red; chrome wire wheels; immaculate condition for year, one of the best available; new M.o.T., taxed Sept. £695. Tel.: Southampton 57761. (4126)

A.C. ACE, 1963. 2.6 Ruddspeed, stage II. Rare car, only 36 built, in excellent condition; well maintained; new Cinturatos, brakes, heater, wires; overdrive 2nd, 3rd, top; fast, reliable and very beautiful. £995. Crawley Grange, Newport Pagnell, Bucks. Tel.: North Crawley 230. (4127)

MARCOS 1969 "G". 1600GT; white, mini-lites; sunroof; Motorola; low mileage; inertia belts; alarm. Only £1,095, compare prices; marvellous condition. Tel.: Mr. Brown, 061-832 5356 (office). (4128)

LOTUS +2. Sun roof; stereo; good condition. £1,125. Tel.: Cowell, Brightlingsea (Essex) 020-630 2275. (4129)

1970 CAPRI, 1600 GT, X.L.R. Engine converted by Ian Walkers; lowered; Cosmick wheels. What offers? Tel.: 01-989 5410. (4130)

DAIMLER BARKER, Special Sports, d.h.c., 1952. Dark blue, extremely good order throughout. £430 o.n.o. Full details: A. J. Richards, Castell Forwyn Hall, Abermule (255), Montgomeryshire. (4133)

FOR SALE—continued

ALFA ROMEO, 2600. Bertone Sprint. F.h.c. £850 o.n.o.; red with grey trim; first registered 1965; recorded 55,000 miles; radio; electric windows; Good condition for year. J. A. Pocklington, Saltfleetby, Louth, Lincs. Saltfleetby 278. (4131)

AUSTIN 10/4, 1935. Good condition. Austin big 7, 1938; immaculate. Reid, 190 Quarry St., Hamilton, Lanarkshire, Tel.: Ham 24603. (4132)

M.G.-A, 1962. Mk.II, 1622-c.c.; gold seal engine, new gearbox, clutch, radials; radio; good condition; full M.o.T., taxed. £350. Tel.: 021-743 5075. (4134)

LOTUS CORTINA, Nov. 1968 "G" reg. Silver Fox; very good condition. £760. Would consider exchange for estate car, preferably Volkswagen. Tel.: Boynodun (Hemel Hempstead, Herts.) 3134. (4135)

TALBOT 75, 1934. Long chassis; saloon; used daily £300. Tel.: (Teddington) 01-977 4533. (4136)

JAGUAR XK120, 1954. Soft-top; bills available for full professional respray and engine rebuild; very original car. £1,250. Tel.: Bangor (N. Ireland) 4457. (4137)

LAGONDA, SUPERCHARGED. Low chassis, 2-litre; fabric bodied tourer; first registered 1931. Concours condition. £2,100. Genuine reason for sale. Tel.: Tanworth in Arden (Warcs.) 271. (4138)

BENTLEY SL. Superb all round condition; sun roof. £1,190. 50 Rowney Croft, Birmingham. 021-744 5215. (4139)

ALFA ROMEO, 1600, Spyder. Late 1964. Rebuilt engine; good body; radio. £450 o.n.o. Tel.: Welwyn Garden 26732. (4140)

FOR SALE: Registration 1TFM on Mk.II Zephyr 6 automatic; what offers? Tel.: Redhill 65274. (4141)

1938 SS JAGUAR, 1½-litre saloon; wire wheels, near new tyres; original engine; body sound; some spares available; in regular use last seven years; M.o.T. June 1972; photos. £250 o.n.o. Craig, 38 Castle Lane, Hadleigh, Benfleet, Essex. (4142)

M.G.-B 1965 (Nov.). Black; overdrive; wires; Cinturatos; folding hood; tonneau; racing mirrors. £565. Tel.: 01-886 9698. (4143)

M.G. TD Mk.II, 1953. Taxed and new M.o.T.; completely re-upholstered; hood and screens excellent; professionally maintained; business insists on estate car. £399 or exchange. Tel.: Andrew Hill, Loughborough (Leics.) 4162. (4144)

ALVIS, 1929, 12/50, 2-seater. Professionally restored, over £400 spent; body, wings, rich red cellulose perfect; sleeved to standard, valves ground, re-upholstered, re-wired, etc. New Dunlops, accumulator, U/J's wiring. Rebuilt speedometer, shockers, ignition. Polished engine, axles, "under" wings. Carefully stored since 1963. Only run 100 miles setting up and tuning. Instant starting, excellent handling. Original and genuine; taxed, M.o.T. £750. All day to 3rd, then after 5.30 p.m. Tel.: 01-399 5679. (4145)

ALPHA 1600, Spider, 1963. L.h.d.; 48,000 miles; excellent from top to toe. £360. Tel.: 01-398 3941. (4146)

BENTLEY, MK.6 saloon, 1951. 4½-litre; genuine mileage 126,000; excellent condition throughout. £800. Jeffrey, Tel.: Purton 294 or Highworth 220 (business hours). (4147)

1950 WOLSELEY, 6-80. Immaculate; 23,000 recorded miles; offers. Tel.: Maidstone 77700, ext. 337 (office hours). (4148)

1950 TRIUMPH Renown; ideal for restoration; good engine, chassis and body; well shod with spare tyres. £20 o.n.o. 1949 Bentley Mk.IV; silver grey; good condition. £280. Huntercrook, Bardon Mill, Hexham, Northumberland. (4149)

DAIMLER CONQUEST Century, 1958. Automatic; recent £150 engine overhaul; body good; M.o.T., tax Feb. £225. Tel.: Widmouth Bay (Cornwall) 455. (4150)

1935 BUICK, 8-seater limousine; fitted Perkins P6 1948 Triumph 1800; both engines completely overhauled. Further details telephone Fareham 81804. (4151)

LOTUS ELAN 54, Convertible, 1968 "G". Special equipment yellow; 1 owner; excellent condition. £1,125. Tel.: (Streatham) 01-769 6775. (4152)

DAIMLER SP250, Sports car, Nov. 1962. One owner; 52,000 miles; hard-top; spots; radio; immaculate; owner requires larger car. £625, H.P. possible. Tel.: Wootton 238. (4154)

ASTON MARTIN, DB2-4, 3-litre. Crashed front being dismantled for spares. A. B. Price Ltd., Hardwick House, Studley, Tel.: Studley 2377/8. (4156)

ASTON MARTIN DB5. Metallic blue with contrasting trim, in exceptional condition for its year; first registered 1964 and outstanding value at £1,395. Would possibly take a part exchange, terms arranged. For further details please telephone Peterborough 67177. (4157)

XK150 D.H.C. Potent machine, with 3.8 engine; requires some attention to body and exhaust system, but has new clutch; wire wheels/turbo speeds; radio; new hood; taxed, M.o.T. £400. Tel.: 0272-46992. (4158)

AUSTIN HEALEY, 100/4, BN2, 1957. Mechanically immaculate; bodywork good; overdrive; wire wheels, etc. Offers. 108 North Rd., Midsomer Norton, Nr. Bath, Somerset. Tel.: Midsomer Norton 8812. (4159)

M.G.-B, 1964, overdrive; works hard-top, folding hood; tonneau; radio; new 5-bearing engine fitted last year, when clutch, gearbox, brakes also overhauled. £525. Tel.: Reading 581258, ext. 16 (day), Kidmore End 2487 (night). (4160)

M.G. TC 1947, extensively rebuilt; resprayed, £350. Andrew Brown, Tel.: Bristol 28951 (office). (4161)

FOR SALE—continued

1961 T.R.3-A M.o.T.; hard/soft-tops; new wire wheels; reconditioned engine. £240. 35 The Jordans, Coventry, Tel.: Coventry 78430. (4162)

BRISTOL 403, saloon. Silver/beige; leather interior; genuine mileage from new 53,000; special order from factory, and fitted with 100-B2 engine; one-piece windscreen; reclining seats; power disc brakes; electric fan; full history known and in excellent condition. £585. Exchange considered. Tel.: New Milton 613848. (4163)

OUTSTANDING CONDITION, healthy Alvis, TD21; automatic; sparkling Graber bodywork by Park Ward (Sports saloon); radio; M.o.T. £450. Tel.: Farnland (Brentwood) 2777. (4164)

M.G.-A 1600, Mk.II, f.h.c.; peacock blue; wire wheels; Cinturatos; excellent original condition; M.o.T., tax. £345. 15 Lyman Rd., Arlesey, Beds. (4165)

M.G.-A 1600, f.h.c. Complete body and mechanical rebuild; superb condition; details and colour photos, sent on application. £500. Allen, New Flat, Basildon Park, Goring-on-Thames, Oxon. Tel.: Pangbourne 3807. (4166)

PRIME MINISTER Edward Heath's Vauxhall Viva, SL90; unique opportunity to purchase my 1966 Vauxhall Viva, previously owned by the Rt. Hon. Edward Heath; this car has covered only 36,000 miles; log book bears the Prime Minister's signature. Offers. Tel.: Thanet 25327. (4167)

1957 ARMSTRONG SIDDELEY, Sapphire, "346" automatic; power steering; radio; M.o.T.; green over beige. Offers. Tel.: Brentwood 1020 (evenings). (4168)

"E"-TYPE. Zone tinted screen and windows; chrome wires; special seats; wheel and radio; very attractive; year's M.o.T. £625. Tel.: 01-428 5919. (4169)

MASERATI, 1962. 3.5 GT fuel injection, Five-speed GT; alternator; "Vignale" 2 plus 2 d.h.c.; red, white interior. M.o.T., taxed; good tyres; l.h.d., v.g.c. 1975. Tel.: Saddleworth 2731. (4170)

LOTUS ELAN, SE/S3, 1967 "F", d.h.c.; low mileage; Motorola; servo; Halogens, knock-ons; taxed. Any inspection, 1915. Tel.: 021-705 6469. (4171)

1954 RILEY, RME, 1½-litre. Original engine overhauled, new battery, brakes refitted; re-cellulosed BRG; re-roofed; a very good specimen. £165. Tel.: 061-928 7128 (day), 061-973 7901 after 6 p.m. (4172)

ROLLS-ROYCE, 20hp. or 20/25 saloon/sedan/limousine; original and in good condition. Prestwich, 12 Tirza Ave., Burnage, Manchester, M19 2JB. (4173)

ALLARD 21C, 1500-c.c. engine. Prototype saloon; coachwork; sound condition. £120. Tel.: Bristol 650070. (4174)

SWALLOW DORETTI, TR2 mechanics. Overdrive; wire wheels; M.o.T.; good condition. Offers over £300. Tel.: Bookham (Surrey) 4766. (4175)

1966 AUSTIN HEALEY, 3000 Mk.II; 31,000 miles; colorado red with black interior; extras include V/W, O/D; luggage rack; radio, etc. A very smart car. £875. Tel.: Nottingham 231428. (4176)

BENTLEY CONTINENTAL, "R" Type (fastback); automatic; big engine; finished in light grey; red trim; new tyres; splendid example. Also lightweight Mulliner "R" type, manual, black paint, red trim; 2 owners; history a fine car in excellent order; a rare 1957 James Young, 51 Bentley finished in sand and sable; P.A.S. 2-door Sports saloon. Also a silver dawn; automatic; excellent order plus Manuel "R" type at £595. All enquiries B. Graham, 294 Lewisham High St., Lewisham, S.E.13. Tel.: 01-690 5303. (4178)

M.G.-A 1600. Must be seen; bodywork and mechanics; excellent; new hood, tonneau, tyres; carpets; wiring; shocks. Hard-top. £425. Tel.: Rickmansworth 77576. (4226)

M.G. TB. Collector's piece, in perfect condition; rebuilt from chassis OP. Serious offers over £600. Tel.: Rickmansworth 77576. (4227)

M.G. TF, 1250, 1954. Finished in olive English white; taxed and M.o.T.; this car has been completely restored at considerable cost. £850. Also 1927 Austin Seven; 2-seater Hamblin bodied; very lovable. £150. Ken Atkinson, Hillside, Lindsale, Grange-over-Sands, Lancs. Tel.: Grange-over-Sands 3280. (4228)

JENSON 541, 1957. Classically styled in superb imperial crimson, with cream hide interior. Professionally rebuilt over last 10,000 miles at a cost of well over £700, virtually all parts replaced; recorded mileage now 76,000; 4-litres, triple carburetters, and Weslake head give 130 m.p.h. plus with complete comfort for four and surprising economy; many extras including radio; overdrive; discs; wire wheels; new Cinturatos; a rare opportunity to invest in a beautiful rot-proof GT in truly magnificent condition. £750. Tel.: Whitstable (Kent) 5191. (4229)

ASTON MARTIN DB 2/4, 1954. F.h.c., 2.6 vantage BRG; history; superb condition throughout. £650. Dudley, 31 Park Lane, Basing, Hampshire. Tel.: Basingstoke 24271 (office). (4230)

"E"-TYPE, 1967. Roadster, golden sand; 28,500, c.w.w.; radio. £1,400 o.n.o. Roskin, Management Centre, Emm Lane, Bradford. Tel.: 42299, ext. 215. (4231)

1934 BENTLEY, 3½-litre drop-head coupé by Park Ward, sound original condition. £1,395. 35 Charles Crescent, Lane Estate, Taunton, Tel.: West Monkton 454. (4232)

TR4A, 1966, 44,000 miles; Surrey-top white; excellent condition; decoke; new radials; battery; distributor; coil in last year. £675 o.n.o. Tel.: 01-330 1740. (4233)

FOR SALE—continued

M.G.-A TWIN-CAM. F.h.c. fitted 5 bearing "B" engine; v.g.c. £350. Consider Cooper in exchange. Tel.: 0952 55828 (Salop). (4234)

M.G. YB. Sports saloon, 1954. Fast, sound and attractive. S.a.e. please for full details. 35, Dormington Drive, Tupsley, Hereford. (4235)

A.C. SALOON, black 1951. 79,000 miles; 2-litre o.h.c.; alloy engine, alloy body; runs well, looks like new. M.o.T. 1972. An investment at £200. Tel.: Poulton-le-Fylde 6649. (4236)

1932 AUSTIN 7, box saloon; two owners; engine reconditioned; handbook and most original tools. £160 o.v.n.o. Tel.: Gymchurch (Kent) 3245. (4237)

"E"-TYPE JAGUAR, drop-head "F" regd. Immaculate example in Opalescent silver blue; c.w.w. with SP Sports; nudge bars; radiomobile; only 35,000 miles. £1,425. Part-exchange and H.P. possible. Tel.: 061-483 8714 after 8th August. (4238)

1937 ROLLS-ROYCE, 25/30 Open Tourer; original, unique, one of four-door tourer by Charlesworth with fully disappearing wind-up windows and fold-flat hood; twin-spares; remarkably handsome and very rare. Accept £2,350 for quick sale. Tel.: Norcott Brook 411 (Cheshire, near M6), or write box 2903. (4239)

MORGAN plus Four Super Sports, 1967. This is the rare model with alloy body; full Laurencetune engine; wide 72-spoke wire wheels; oil-cooler etc.; genuine 17,500 miles; Brooklands wheel, leather upholstery, heater etc.; Kingfisher blue; superb condition. £1,250 o.n.o. Eade, Hilltop, Church Lane, Pyecombe, Sussex. Tel.: Hassocks 2536. (4240)

LOTUS ELAN, S4, 1970. Yellow drop-head; "J" registration; many extras. £1,295. Tel.: Haywards Heath 52419. (4241)

MORGAN +4, 1965. White; v.g.c. wires; leather, etc. £725. Tel.: Pembury 3376. (4242)

SUNBEAM-TALBOT, 1956. Saloon, Mk. III; M.o.T., taxed; column change; heater; overdrive. 185 o.n.o. Tel.: Oxford 21533 after 6 p.m. (4243)

M.G.-B, 1967. Matching hard-top, folding soft-top; wire wheels; radio; tonneau; excellent condition. £685 o.n.o. Tel.: Mr. Todd, Bradenstoke 381, ext. 318. (4244)

RILEY, 2½-LITRE, 1951. Bronze/black; reconditioned engine; good body; roof, tyres; good looker and mover. £220 o.n.o. Tel.: 01-883 2430. (4245)

1933 AUSTIN 10/4, really beautiful condition. All brand new tyres, unmarked paintwork; M.o.T.; chrome rad. model, handbook and parts list. Offers around £275. Tel.: Burgh Heath 51543 (Surrey). (4246)

M.G.-A 1500, 1959. Soft-top, Sports; M.o.T., v.g.c.; many extras. £185. Tel.: Alton 82376. (4247)

ASTON MARTIN. Very rare DB 2.4, Mk. II; fixed head coupé; registration number J31; l.h.d.; believed 1955 Paris show exhibit; goes well, good body by Tickford. First £400 secures this unusual collector's car of which only nine were built. Tel.: A. C. Hamilton, Dublin 503666 (office) or 886449 (home). (4248)

1948 ARMSTRONG SIDDELEY, typhoon Sports saloon; 82,000 miles; beautiful condition; taxed, M.o.T. Offers' telephone 061-973 8147. (4249)

1969 "H", M.G.-B GT. White with black interior; overdrive; wire wheels, spots, towing bar; immaculate condition; one owner since new; full history. £1,150 o.n.o. Tel.: East Bridgford (Nottingham) 291, ext. 242 (day), East Bridgford 332 (after 5.30 p.m.). (4250)

TR6, "G" REGISTRATION. Red, tan interior; overdrive, wires, XAS; 13,000 miles only; in concours condition, must be one of finest available. £1,295. Tel.: Paignton 42791. (4251)

JENSON, CV8, Oct. 1964. Mk. II; immaculate condition throughout; three owners from new; fitted radio, S/belts; Selectoride; Bargain £695. Tel.: Southampton 57761. (4252)

REDUCING COLLECTION of Vintage Fords, 1930 A and 1933 B; 14/9 horse-power, saloons; concours condition. Also V/8 parts and spares. F. Smih, Kirton Holme, Boston. Tel.: Kirton 260. (4253)

ROLLS-ROYCE, 20/25, 1934. Lancelfield limousine. Bodywork middling; probably needs rebore; new silencer, otherwise believed sound. Indicated mileage 100,000, believed genuine; laid up due shortage time/money. £375 or best offer over £325 by end August. For particulars/viewing arrangements, write to The Pound House, Silchester, Nr. Reading. (4254)

M.G.-A 1600, f.h.c., Dec. 1960. Red, new respray; excellent mechanically; radio; GB00's, etc. £350 o.n.o. Please contact Simpson, 36 Mirador Cres., Swansea. Tel.: Port Talbot 3161, ext. 195. (4255)

LOTUS ELAN, 1968. S4SE, fixed-head; 34,000 miles, aubergine; radio. £1,075. Tel.: Malvern 3631. (4256)

A.C. ACE, 1956. A.C. engine; finished in metallic light blue; present owner past three years has maintained in excellent condition. Outstanding value at £425. Enquiries telephone Bollington (Cheshire) 3537. (4257)

FLYING 12, Standard 1936. 2 owners; mechanically very good, bodily good; complete spares, engine, axles, etc. Sensible offers. Tel.: 01-398 0897 or Bursledon (Hants.) 3154 (evenings). (4258)

1952 LANCHESTER, 44,000 miles; perfect condition; elderly owner; best offer. Tel.: Worthing 39735. (4259)

FERRARI, 330 GTC, 1969. Registration. Blue; grey interior; 35,000 miles; new tyres; many extras; one owner; immaculate condition. Offers over £4,000. Tel.: Plaistow (Sussex) 250. (4260)

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1967 ASTON MARTIN DB6 (Illustrated), in Dubonnet rosso with tan hide upholstery, fitted Selectaride, h.r.w., c.w.w., p.b. radio, electric aerial; one owner from new; a beautiful example, recorded mileage 35,000 ... £2,395

1968 TRIUMPH Spitfire, in red, with black trim, fitted overdrive and radio; recorded mileage 28,000 ... £659

1967 M.G. Midget Mk. III, 1,275 c.c., in red with black trim, fitted wire wheels, tonneau ... £565



1967 JAGUAR 'E-Type' +2 (Illustrated), in dark blue with matching trim, fitted Webasto roof, c.w.w., radio, h.r.w.; a fine example ... £1,495



PORSCHE 912 (Illustrated), in red, black interior. Beautiful example of this prestige economical 2-2 thoroughbred sports car, fitted Mag. wheels, radio, etc. ... £1,395

1968 LOTUS Elan +2 (Illustrated), in yellow with black trim, fitted radio; a well maintained example, recorded mileage 25,000 ... £1,325

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M.G.-B GT, in red, fitted overdrive, w/wheels; one owner from new; in very nice condition ... £795
1969 TRIUMPH GT6, Mk. II, in red, overdrive; R.C.M. 17,000; in absolutely outstanding condition, one owner ... £995
1969 TRIUMPH TR6, in damson, black interior, overdrive; nice condition, R.C.M. 23,000 ... £1,295
1968 M.G.-B Mk. II, in snowberry white, with black interior, wire wheels, overdrive ... £925
1969 ALFA ROMEO 1,750-c.c. Spider Veloce (Illustrated), in Alfa white with black interior, Blue Spot radio, 5-speed gearbox. A good example of this 2+2 performance sports convertible, and realistically priced ... £1,495
1970 M.G.-B, in B.R.G., one owner; reclining seats; R.C.M. 12,700, £1,145. (We also have a Bermuda hard-top at £40.)
1969 LOTUS 47, in Porsche candy, apple yellow and matt black, 1600 X-flow; a dazzling example of this very quick performance car ... £1,095
1966 TRIUMPH TR4A, in B.R.G.; an outstanding example with fitted overdrive, wire wheels and radio ... £745
1970 LOTUS Elan, S/E, f.h.c., in yellow, fitted radio, h.r.w.; one owner from new, a well maintained example ... £1,345
1968 TRIUMPH TR5, in dark blue, fitted overdrive and Rostyle wheels ... £985
1965 AUSTIN HEALEY 3000, in red with black trim, fitted wire wheels, overdrive, radio; in exceptional condition ... £745
1969 TRIUMPH Spitfire, in white with black trim; one owner from new, low mileage ... £745
1968 LOTUS 7, in orange, 1,500 c.c., fitted twin-choke Weber, wide Mag. wheels, full weather equipment, heater ... £599
1969 M.G.-C GT, in B.R.G. with black trim, fitted wire wheels, overdrive, h.r.w. A very clean example, recorded mileage 29,000 ... £1,095
1969 LOTUS Europa, in Bahama yellow with black trim, fitted Mag. wheels; a well cared for example ... £1,095
1965 ASTON MARTIN DB5 (Illustrated), in sage metallic green with black upholstery, fitted Selectaride suspension, Sundym glass, 5-speed gearbox, electric windows, Blaupunkt radio; distinctive number. One of the nicest examples we have ever seen ... £1,645
1970 LOTUS Elan d.h.c., Special Equipment, in beige with black trim; one owner from new, recorded mileage 12,000 ... £1,375
1969 M.G.-C GT, in blue with black trim, fitted overdrive, wire wheels, radio, h.r.w. ... £1,065
1968 TRIUMPH GT6, in red with black trim, fitted wide wheels, overdrive ... £795
1968 M.G. Midget, in yellow with black trim, fitted wires ... £639
LOTUS Elan d.h.c., Special Equipment, in regal red; one of the nicest available ... £965



1967 M.G.-B GT, in white, fitted wires, overdrive ... £875
1968 LOTUS Elan d.h.c., Special Equipment, in blaze with black trim; a nice example ... £1,150



1965 M.G.-B, in B.R.G., fitted overdrive, radio ... £589
1967 DB6 Volante coming in, ring for details.
1967 M.G. Midget, in red, with wires ... £565



1965 SUNBEAM Tiger V8, in white, exceptional condition ... £649
1968 'E-Type convertible, in primrose; one owner from new, recorded mileage 29,000 ... £1,695
1970 MARCOS GT 3-litre, in orange, fitted Mag. wheels, overdrive, radio ... £1,350

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INFORMATION

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FOR SALE—continued

GINETTA G4 1,500 c.c., first-class condition, £575, Hook. Tel.: Leamington Spa 21646 (after 7 p.m.) (4055)
SILVER GHOST, Complete original chassis, mascot, etc.; good running order, rear part of body missing, hence £1,750 o.n.o. Tel.: Great Grandson 281. (4056)
SP 250 B; taxed, M.o.T., absolutely superb condition throughout, maintained regardless of expense. This car is almost concours. Doc. £695, Tel.: Kings Langley (Herts.) 64417. (4057)
M.G.-A, Turquoise, Wire wheels; well maintained; recent overhaul, £200, Tel.: 01-462 1827 (West Wickham, Kent). (4058)
LOTUS EUROPA 47, Ex-Kelith Holland racing 47 in full road trim (registered 1971); fitted new B.M.W. 2-litre rally engine, Hewland gearbox, 10 in. and 8 in. knock-on magnesium wheels, absolutely immaculate in Aston Martin aquamarine; fully carpeted, etc.; shattering performance. £1,250 o.n.o. Part exchange considered; exported if required. Geoff. Parsons, 'Malosa', Colworth Rd., Sharnbrook, Bedford. Tel.: Sharnbrook 247. (4059)
TR4A I.R.S. sports roadster, 1967, White/black trim; superb condition throughout with overdrive, Motolita, new G800s; tax; very fast but still 34 m.p.g.; lovingly owned and cared for by mechanic, but, alas, must go. For £795. Loan and part exchange possible. Tel.: Quanton (near Aylesbury) 286 weekdays—office hours. (4060)

FOR SALE—continued

MG TD, 1953; Immaculate condition; meticulously overhauled and rebuilt to highest engineering specification, £595, Tel.: Newark 4814. (4061)
CORVETTE STINGRAY, Built Dec., 1969; 350 cu. in., 300 b.h.p.; Le Mans blue; white convertible top; 19,000 miles; automatic, p.a.s., limited slip differential; AM-FM, tinted windows, five-year, 50,000 miles warranty; one owner from new, immaculate, duty paid, unregistered, £3,490 or offer. Tel.: 021-476 3731. (4062)
ROLLS-ROYCE open four-seater tourer by Hooper, entirely original; similar to illustrated advertisement page 746 July 'Motor Sport'. Offers, Tel.: Ascot 23018. (4063)
ALFA ROMEO Giulietta Spider Veloce, 1961. Good condition for year; h.d.; driven from Italy by present owner, £300 o.n.o. Write or call after 6 p.m. Barber, 9 Red Hill, Stourbridge, Worcs. (4064)
M.G.-C, 1968. Very powerful car in fine condition; overdrive, radio, wire wheels. Peter Seaman, Tel.: Winchester 66171. (4065)
LAGONDA TWO-DOOR Tickford saloon, 1954. Currently being restored; business expansion forces sale. Work so far: professional respray dark blue, wood trim repolished, bright work rechromed, new carpets; good mechanics but needs attention to wiring. Will accept best offer over £295. View near Gatwick. A. Clark, Tel.: 01-998 2245. (4066)

FOR SALE—continued

ASTON MARTIN DB4, 1961. Excellent condition throughout; overdrive, heated rear window, Sundym screen, radio, 6 in. x 15 in. wire wheels, L.P. tyres, DB5 rear suspension, painted Ambassador blue, £1,000 o.n.o. Motley, Tel.: 01-485 6584 (days), St. Albans 58435 (evenings and weekends). (4067)
LANCIA FLAVIA 1.5 coupé, 1964. Only 5,000 miles since complete engine rebuild, new drive shafts, etc. radio, seat belts, M.o.T., £495, Tel.: 01-828 0593. (4068)
HEALEY 3000, 1966. Excellent condition, low mileage, B.R.G., wires, overdrive, radio, £870, Tel.: 01-428 2626 (evenings). (4069)
M.G.-A ROADSTER, Excellent mechanics, reconditioned engine 600 miles, new radiator, exceptional bodywork; taxed, M.o.T. May, 1972, £290, Tel.: Taunton 84675. (4070)
TRIUMPH GT6, 1968. Absolutely first-class condition; low mileage; overdrive, excellent Cinturatos, sensible extras, £750, Tel.: Shrewsbury 53197 (evenings and weekends after Aug. 8th). (4071)
DAIMLER, 1957, Century, M.o.T. Jan., 1972, good condition, £140 o.n.o. R. Ashton, Llanfair Caer, Welshpool. (4072)
1947 BUICK super 8 sedan. Very nice car, runs well, current M.o.T.; superb radio; registration JLK 7, £165, Tel.: Stanstead Abbots (Herts.) 353. (4073)

FOR SALE—continued

DAIMLER SP250C, 1964, club concours winner 1970; mechanically excellent; recently fitted new XAS, clutch, steering box, back axle; extras include brake servo, sunroof, hard-top, electric cooling fan, radio, maintenance manual, £750, Tel.: 01-660 7989. (4074)
XK140 D.H.C., 1954. Finished in Jaguar white; 31,000 miles, believed authentic; service records for 12 years; resprayed and retrimmed last Nov.; M.o.T. until June, 1972; excellent throughout, £625, Tel.: Minchhead 2549. (4075)
ALFA ROMEO 2600 Sprint, 1967, in superb order, Zircon blue with tan hide interior; reclining seats; electric windows, Cinturatos; M.o.T.; complete new clutch and steering box recently fitted; maintained by Henlys. This surprisingly economical carriage offered at £995, Tel.: 01-449 2693. (4076)
1933 HILLMAN MINX. Very good condition and running order; current M.o.T.; one owner, £225, 24 York House, Highbury, London, N.5, IRP. (4077)
M.G. TF 1500, Wire wheels; completely rebuilt and rebodied; immaculate; practically everything replaced. Sensible offers for this collector's car. Box 7891. (4079)
LOTUS SUPER 7, 'J', 1970, extras, 7J rims, Grand Prix tyres, 4,000 miles; tuned 1600 GT P/possible, £800, J. A. Cuthbertson, 11 Yorkersgate, Malton, Yorks. Tel.: 2895. (4081)

FOR SALE—continued

SUNBEAM SPORT Imp, 1967 series. Re-clining seats, radials; immaculate. £360. Tel.: Welford-on-Avon 343 (evenings after 15th). (4365)

HORNET MOTH G-ADKC, new C. of A. recovered, half share £750 (or ¼) available. Exchange car. Tel.: Welford-on-Avon 343 (evenings after 15th). (4365)

M.G.-B, 1966. Wires, radio, tonneau, steering lock, Selectaride, servo, new hood: £57 spent on gearbox. £625. H.P. arranged. Tel.: Newport (Mon.) 55481. (4366)

ONLY SURVIVING model in country—1940 Plymouth two-seater fixed head coupé, left-hand drive; one owner; original condition throughout; requires little attention; genuine reason for sale. An investment at £185. Tel.: Exeter 56979 (evenings). (4367)

ALFA GIULIA T1, 1965, 1,600 c.c. Twin o.h.c., five speeds, fast, economical 4/5-seater saloon. £385. Tel.: Crondall (near Farnham) 533. (4368)

SUNBEAM TALBOT 90, 1956. Excellent condition, recent overhaul; three owners from new; radio, heater, sunshade roof, floor change. £280 o.n.o. Tel.: 387 2714, extension 29 (9 a.m.-4 p.m.) or Aylesbury 81549 (after 7 p.m.). (4368)

MR. B. J. DODD regrets to announce the impending sale of his immaculate low-mileage (41,000) Austin Healey 3000 Mk. III. Specification includes overdrive, wire wheels, tonneau, radio, fog/spot, Motolita, leather upholstery, adjustable suspension (twiddle the knob)—new, hood, Cinturatos. Use my guest room or possibly tempted to venture forth myself. £775. Tel.: Guisborough (Yorkshire) 4443. (4369)

1947 VAUXHALL 14. Nearly new tyres and exhaust. Excellent throughout, but not concours: sun-roof; long M.O.T. Nearest £70. Tel.: Deepcut (Camberley) 5121 (7-9 p.m. Aug 3rd-5th and 9th onwards). (4370)

ASTON MARTIN DB4 Superleggera drop-head coupé, Sept., 1962. Superlatively beautiful car and very fast; silver grey, ivory hide interior; wire wheels, Motorola radio; A.A. or R.A.C. inspection invited. £975. Tel.: 01-960 1550 (London, W.10). (4371)

ASTON MARTIN DB4, 1961. Silver grey, red interior. This car has recently had the brakes, steering and engine overhauled and new tyres fitted. I don't think you will find many better examples of the marque than this, but don't believe me, come and judge for yourself. Advised to ask £950, but will negotiate. Chichester. Tel.: Shephall (Hertfordshire) 394. (4372)

1958 ASTON MARTIN DB Mk. III in B.R.G. Registration No. VLC 200. Excellently maintained and now in very good condition. Advent of company car and forthcoming matrimony forces sale. £700 o.n.o. Widgery, 29 Malmains Way, Beckenham, Kent. Tel.: 01-650 2504 (home), 01-493 6141 (office). (4373)

M.G.-B, 1966, roadster. Fitted radio, air-horns, twin spots, tonneau and many other extras. Excellent. £590 o.n.o. Whittingham, 42 Pippins Rd., Burnham-on-Crouch, Essex. Tel.: Basildon 22822, extension 122 (day). (4374)

RILEY 1½ R.M.E., 1953. Reconditioned engine, new tyres, starter, clutch, battery, etc.; one owner nine years; many spares. £200. Tel.: Kirkham (Lancs.) 2857. (4375)

TRIUMPH/B.M.C. 2-litre sports racing special, built 1967; fibre-glass body similar DBR4 with Kamm tail; insurance as TR4. £650. Consider exchange late Spitfire, Midget, Sprite. For full details telephone 01-330 0515. (4376)

BEAUTIFUL BLUE TR3A. All steel; hard/soft-tops; overdrive, radials, tonneau, Cibies, luggage rack, new exhaust, shocks, suspension, steering, etc. £360 o.n.o. R. Lloyd, 3 Fawley Rd., London, N.W.6. (4377)

1932 SINGER 9 sports four-seater. Fully restored, M.O.T., taxed. £350 o.n.o. Tel.: 061-794 2361 (Manchester). (4378)

ALFA 1600 SPYDER, 1966. White. Engine recently overhauled; radio, new hood, tyres and brakes; M.O.T. July, 1972. £525. Tel.: Hockley (Essex) 2989. (4379)

LOTUS ELAN S.4 S/E, July, 1968. Roman purple; d.h.c.; Webbers, servo, Maserati airhorns; very good S.P. Sports; recently taxed, M.O.T., registration ULY 3F, £1,125. Will haggle. Tel.: Chesham (Bucks.) 5197 (evenings after Aug. 16th). (4380)

M.G.-A 1600 f.h.c., 1960. Red with black interior; genuine low mileage; exceptional condition throughout. £300. Bailey. Tel.: Canterbury 63578 (evenings and weekends). Canterbury (Kent) 2241 (office). (4381)

BENTLEY, 1928, 4½ open four-seater; low mileage since engine rebuild. 40 Eastwick Crescent, Rickmansworth, Herts. Tel.: Rickmansworth 76831 (evenings). (4382)

M.G. TF 1500, 1995. To ensure that this very original, show-stopping motor car stays in Britain I am prepared to part with her for £595. Tel.: Cranfield (Bedfordshire) 696 or 697 for details. (4383)

RILEY 1½-LITRE, 1950. Blue/black; tested 4/6/1972; well preserved. About £175. Tel.: 01-856 0772 (after 6/8/1971). (4384)

M.G.-B GT, "J" registration. Blue royale; 8,000 miles; overdrive, heated rear window, radio, cigar lighter, underseal, etc.; immaculate. £1,345 o.n.o. Tel.: Windermere 2165. (4385)

M.G. TC, 1947. British Racing Green. 230 guineas. Dr. W. J. Phillips, City Hospital, Nottingham. Tel.: Nottingham 63361 (any time). (4386)

LOTUS ELAN Sprint, 1971. Yellow. Fixed head; obviously immaculate. £1,650. H.P. arranged. Part exchange possible. Tel.: Worcester 28996. Ask for Eddie. (4387)

PORSCHE, 1961, Super 75. Radio, full maintenance history; respayed. £500. Mitchell, 119 Vine Rd., Stoke Poges, Bucks. Tel.: Farnham Common 3955. (4388)

FOR SALE—continued

1952 DAIMLER Barker special sports drop-head coupé; fully restored at vast expense. £650 o.n.o. Tel.: Farnham 5414 (during day). (4389)

SCIMITAR GTE, July, 1969; 21,000 miles; Caribbean green; overdrive, heated rear window, push-button radio, rear wiper; in very good condition; A.A. report available. £1,825. H.P. possible. Tel.: Wigston 6586. (4390)

RILEY 2½-LITRE, 1953. Good condition; M.O.T.; husband's death reason for sale. £100 o.n.o. Tel.: Worthing 31342. (4391)

TR2, RESPAYED, new hood, overhauled engine, brakes, steering; spares; investment. £180 o.n.o. Tel.: Crawley 26378. (4392)

LOTUS CORTINA, 1968. Rostyle wheels, Acoustikit, inertia reel belts, leather wheel, wing mirrors, etc.; recent complete engine overhaul; immaculate. £745. Tel.: Bradford-on-Avon 2468. (4393)

ALFA ROMEO 1600 Spider, 1964. Graphite grey, red interior; excellent condition; engine rebuilt 7,000 miles, recent new hood, tyres, battery; Alfa enthusiast must sell—going on overseas expedition. £425. Tel.: 021-783 8987 (Stechford, Birmingham) (evenings). (4394)

M.G. ZB MAGNETTE, 1958. Excellent runner; radials, recent dynamo and exhaust; year's M.O.T., tax; regretful sale. £95 o.n.o. Tel.: Crawley 8787, extension 381 (office). (4395)

COOPER, White/black; "G" registration; body and mechanics excellent and well cared for; new tyres; seriously worth seeing. £595 o.n.o. Tel.: Dorking 730396 or 01-834 9791. (4396)

SUNBEAM HARRINGTON Le Mans. White; 54,000. M.O.T. May, 1972; baby has come, car must go. £350. 20E Lichfield Rd., Walsall, Staffs. (4397)

DAIMLER / BARKER aluminium sports coupé; engine dismantled but complete; ideal for impetuous, discerning enthusiast prepared to give year's work to make worth £500 plus; tenancy of garage used for vehicle's storage could be arranged. £180 o.n.o. Burton, 32 Riley Crescent, Wolverhampton. (4398)

TR4A I.R.S., 1965. Red/black; excellent condition body and mechanics; M.O.T. June, 1972; alarm, radio, tonneau; lady owner. £495. Tel.: 224 4096. (4399)

PORSCHE 912, 1968. Spotless white. Fully maintained; five-speed, radio, reclining seats; low recorded mileage; very high performance with good economy. Owner must sell. £1,725. Tel.: Ascot 23018. (4400)

MAGNIFICENT 1952 Daimler Empress. Coachbuilt owner-driver saloon by Hooper; 39,000 miles from new; mostly lady owned and chauffeur driven since new, superb original condition throughout; maroon coachwork, beige leather interior, polished woodwork and picnic tables, etc.; original Radiomobile radio; concours winner National Rally this year; full M.O.T.; drives like new; taxed. House purchase forces reluctant sale at £750. Kelsall. Tel.: Wickham Market (Suffolk) 6230. (4401)

BRISTOL 405. Mechanically perfect; maker's oil pressure, servo-assisted brakes, new M.O.T.; body good, paintwork poor. £425. Also 400 with Jaguar 3.8 automatic; Kenlowe fan, radio, servo brakes. £325. Also some new and second-hand Bristol spares. Tel.: 021-429 2220. (4402)

ARMSTRONG SIDDELEY Hurricane open tourer, 1951; rebuilt engine 4,000 miles ago. Also many other parts replaced; new M.O.T., excellent hood and general condition almost as new; 79,000 miles; full history known; spares available. £350. Kilgour, 20 Pinewood, Somerton, Somerset. Tel.: 786 (evenings). (4403)

HEALEY 3000 Mk. III. Metallic blue. Every extra, wire wheels, Kenlowe, radio, overdrive, etc.; concours winner. £695. Salter. Tel.: 567 1918/9416. (4404)

BOND EQUIPE GT, 4.5, 1966 (July). Golden sand, black trim; Rostyle wheels. X tyres, silent travel; original 13,000 miles; lady owned. £410 o.n.o. 20 Stephenson Place, Holmeigate, Clay Cross, Chesterfield. Tel.: 863886. (4405)

ALVIS TE21. Webasto roof, Motorola radio, completely overhauled; can only be described as immaculate. Tel.: Foregate (Worcester) 4208. (4406)

TRIUMPH GT6 Mk. II, 1969, "H". White with black interior; 20,000 miles with one owner; radio, heated rear window, twin Halogen fog and spot, new S.P.s, undersealed, full service record; genuine reason for this very regretful sale. £950. Bourne, 76 Meadow Way, Walton, Stone, Staffs. Tel.: 3988. (4407)

ALVIS TD21. Beautiful metallic grey. Webasto roof 1960 saloon; wire wheels; £200 just spent on bodywork, paint, brake overhaul, etc. to my late husband's (vice-president Alvis Owner Club) fastidious requirements. About £600. Also TA14 unfinished special. £150 o.n.o. June Halliwell, 24 Biddulph Rise, Tupsley, Hereford. Tel.: Hereford 66081. (4408)

BENTLEY SEEKS new owner of smaller stature and greater wealth. Close-coupled, rare and beautiful Barker Special saloon on 3½-litre chassis; lightweight aluminium coachwork with extended boot and spare wheel in cover. Special features include leather-covered roof, original tools in boot, leather rooflining, etc.; one previous owner and 130,000 miles only; completely original and immaculate with mascot, handbook, service sheets, etc. Part exchange with vintage limousine or similar—or best offer over £1,000. Samuel. Tel.: 01-979 3043. (4409)

SCIMITAR 3-LITRE coupé. Radio, overdrive; 42,000 miles. 1968, immaculate. £1,075. Owner going abroad. Butler, 42 Frances St., Scunthorpe, Lincs. (4413)

FOR SALE—continued

TALBOT (ROESCH), 1936, 105 tourer (vertical radiator, low chassis model); very original, attractive car. Sensibly priced. £750. 14 Queen's Rd., Ashford, Kent. Tel.: 0233 20552 (evenings). (4411)

SUNBEAM ALPINE GT, Series IV, 1964. Refined sports car attractively finished in light blue with black interior; overdrive and detachable hard-top. £345. 18 Mornington Close, Baughurst, near Basingstoke. Tel.: Tadley 2244. (4410)

MORGAN 4/4, Series V (1966 model). New high-compression engine just run-in; full weather equipment, radio and new tyres; fabulous condition; in electric blue. An investment at £825. Tel.: Portsmouth 67847. (4412)

HEALEY 100.4, 1955. Yellow. Offers. The Old Inn, Minety, Wilts. (4414)

LOTUS ELAN S4 SE, 1970, drophead. White; 13,000 miles; one owner. £1,000. Telephone for details 041-632 7668 (evenings). (4415)

BENTLEY MK. VI, 1948, black steel saloon; good mechanics and bodywork. £400. Tel.: Bedford 68541. (4416)

A.C. ACE, 1960, A.C. engine in excellent order; 49,000 miles; new Cinturatos, U.J.s, wheel bearings, hood, water and petrol pumps fitted; rewired throughout; taxed Sept., tested Feb. Offers near £600. Tel.: Pudsey 77389 (9-6), Leeds 52733 (after 6). Can be viewed in London Aug. 8th and 9th at Flat 7 and 9 Mentone Mansions, Fulham Rd., near Chelsea F.C. ground. (4417)

1965/6 LANCIA FULVIA 1200 coupé; one owner and fitted reclining seats; all usual Lancia extras; red with beige interior. £695. Interesting part exchange considered. Tel.: Wickham (Hants.) 3031. (4418)

MORGAN +4 competition, 1966. Perfect condition; low mileage; dark B.R.G. with black wings, wire wheels, Cinturatos, leather, oil cooler, Kenlowe fan, Selectarides, heater, including obvious extras. £850 o.n.o. Truly reluctant sale. Quayle. Tel.: 01-228 2523. (4419)

TRIUMPH TR5, P. I. Registered 20/12/68. Conifer green, black interior; overdrive, tinted screen, radio, tonneau, S.P.s; 31,000 miles; superb condition. £1,035. Tel.: 01-622 0190 (evenings). (4420)

STILL RUNNING-IN. Very beautiful and very special M.G.-A 1600, immaculate condition; shattering performance; all extras. £375 o.n.o. Tel.: 01-790 3718 (evenings). (4421)

LAGONDA LG45, drop-head coupé Tourer, 1937. Excellent condition, 2,000. Box 2911. (4422)

LOTUS S/E ELAN, "G" registration; f.h.c.; burnt sand; radiomobile; anti-surge rotoluxes; new silencer; regular maintenance by main dealers. £1,300 (no offers). Box 2910. (4426)

SCIMITAR GTE, "H" registration; one owner; 26,000 miles; satin silver with black trim; manual with overdrive; radiomobile; rear wiper, etc. £1,795 o.n.o. Tel.: Brompton (Cumberland) 2410. (4427)

"E"-TYPE 1963. Red; f.h.c.; 64,000 miles; £665; radio; heated rear window; 12 months M.O.T.; all synchro box; improved scating and brakes; fog lamps; two spare tyres; marriage forces sale so part exchange for family saloon welcomed. Tel.: Sheffield 27609. (4428)

LOTUS ELAN, fastback 1966. Shapcraft special fixed hard-top; yellow; knock-ons; Motorola. 1975. Tel.: Epping 5179. (4429)

FOR SALE: extremely fast 3.3L T.O.H.C. Bugatti; original James Young low-line; sunshine saloon 1934. Ideal "concours" rebuild; first £3,250 cash! Wife's Austin 7-horsepower 1933/4; AVW26; nice looker £175. Exchange sports racing machinery. Pinfield Lodge, Twaling, Barnetgreen, Birmingham. Tel.: 445 2551. (4430)

1961 DAIMLER MAJESTIC. Registration 1963; mileage 55,000; good condition. Also large quantity spares for Majestic and 105. Any offer or exchange other interesting car. Tel.: Hemel Hempstead 2200, ext. 273 (office hours). (4431)

MOVING, MUST SELL. 1923 Brescia Bugatti, dismantled, incomplete, no body. £750. 1930 Riley Nine, Mk. IV, fabric bodied sports 4-seater tourer very original, fine condition. £750. Saab 1963, but still a worthwhile motor; taxed, M.O.T. recent, tyres, battery, brakes, etc. £175. Windy Ridge, Bush Bank, Hereford. Tel.: Canon Pyon 346. (4432)

M.G. TC, 1949. Rebuilt completely 1970; M.O.T. until mid-1972; M.G. car club registered; new upholstery, chrome, wiring and paintwork. Fitted new hood, side-screens, tonneau and many new mechanical parts. Spare engine, gearbox, wheels and other parts included. £425. Genuine reason for sale; any inspection invited. R. Blaney, telephone Winkfield Row (Berks.) 2547 (evenings, after 8th August), before 8th August telephone Bracknell (Berks.) 20138. (4433)

A.C. ACECA, 1960. Green; 51,000 miles; overdrive; suspension and brakes overhauled 1971; A.C.O.C. concours award winner 1970; offers, part exchange saloon. Bowers, "Shareeth", Whepstead, Bury St. Edmunds, Suffolk. (4434)

R.S. 1600 Escort, maize, Feb. 1971. 19,000 miles; spots; map/light; underseal; just run in, as brand new, private sale. £1,185. Tel.: 061-428 3101 (day), 061-485 7819 (evenings). (4435)

TR3A, DEC, 1959, immaculate metallic blue/black finish; mechanically perfect; hard/soft-tops; new steering; gearbox and overdrive unit; M.O.T. Dec. very fast. £295. Tel.: Havant 71153. (4436)

M.G. TC, 1946, 1,000 miles since rebuild from chassis up and very pretty indeed; full year's M.O.T. £550 o.n.o. Tel.: Garforth (Yorkshire) 2944. (4437)

FOR SALE—continued

M.G. TC, 1947, Red; good all round condition; many new parts (bills); 60 p.s.i., hot 16 x 6.00 rears, twin spares; four new tyres. £300. Evins, Hambleden (Bucks) 282 (office). (4438)

ALFA, 1600 SUPER, Aug. 1969. One owner; immaculate; Alfa maintained; dark ochre; 26,000 miles; radio. £1,100. 10 Danesbury Rise, Cheddle, Cheshire. Tel.: 061-428 8619. (4439)

LAP 4, registration number, plus or minus: Rover 90. Tel.: 01-672 8376. (4440)

1937 DELAGE, Straight Six saloon; very rare car, not concours, but very exceptional throughout; many spares available; fantastic investment at £1,175 o.n.o. Tel.: Cosgrove 01-643 7557. (4441)

RILEY 1½, 1953, Green; M.O.T.; April 1972; very fair condition. £85 o.n.o. 19 Grove St., Wantage, Berks. (4442)

TR4A, "F", Surrey top; white; hard/soft-tops; w/w; air horns; five XAS; Q1 spots. £790. Tel.: Skipton 2520. (4443)

JENSON CV8, 1966, Series Mk. III; 6½-litre; automatic saloon; shell grey; red hide; upholstery; chauffeur kept; service history, taxed, M.O.T. tested; probably the finest example of its age available at £1,195; terms possible. Chapel Brampton (Northampton) 3120, Box 2915. (4444)

ALFA GIULIETTA Sprint, 1964. One of the last made, and owned by one family from new; 60,000 miles; new ZX. View Rugby or Luton. £290. Tel.: Luton 21244, ext. 208 (office). (4445)

UNIQUE TRIUMPH, 13/60, 1969. Twin-carburettors; overdrive; many extras; very fast; Valencia blue; one owner; good condition. 25,000 miles. Tel.: (Manchester) 061-485 6779. (4446)

VINTAGE AUSTIN SEVEN, sunshine saloon fully renovated and stored for the past six years; full history and very original; a genuine original vintage motor car. £350 for quick sale. Tel.: 021-454 5602. (4447)

AUSTIN HEALEY, Sprite Mk. I, 1961. Cherry red; 48,000 miles; M.O.T., taxed to Nov.; body and mechanics in excellent condition; new soft top and tyres, also hard-top and tonneau; this is a superb original example. £325 o.n.o. Tel.: 021-476 3731 (evenings). (4448)

SUNBEAM IMP, August 1970. £150 of extras including rollbar, sumpshield, rev-counter, Konis, Q.I. lights, Janspeed manifold/exhaust, etc.; never raced, much loved. £630 o.n.o. Torquil Johnson-Ferguson, Solwaybank, Canombie, Dumfriesshire. Tel.: Chapelknoe 209. (4449)

JAGUAR "E"-TYPE, 1962. Remarkable condition; optional hard-top; c.w.w. radio; M.O.T.; 12 months; £650, consider exchange. Tel.: 021-359 3631, ext. 201. (4450)

1962 FEB, TR3A, Signal red; matching leather interior; overdrive, wire wheels; new Cinturatos; extras: Aero screen, seat belts, heater, leather wheel; bills for over £200 in past two years; 3 owners; low mileage; in excellent condition bodily and mechanically. £425 o.v.n.o. Stevens, 28 The Maisonnettes, Alberta Ave., Cheam, Surrey. (4451)

PORSCHE 356C. Concours condition inside and out, red with black interior, chrome wheels; extras include Cord Reuter seats; wood-rim wheel; air-horns; recent exhaust system; German SP's and respay; full documented service and part replacement history; a reversed second car and a sound investment at around £1,000, plus offers for special registration number. Tel.: 01-928 7999, ext. 3635 (office) or 0926 42098 (weekends). (4452)

M.G. PA, 1935 M.O.T. £175. Lancia Lambda 1926; shortened tourer. 1950 o.n.o. Hagey (Worcs.) 2486 (evenings). (4453)

1924 STANDARD V3 Kenilworth. An immaculate example of this model being the only one of this year left in the world. Completely rebuilt and overhauled with no expense spared and in perfect working order; M.O.T. and taxed until June 1972; engineers' report; will accept £1,500 o.n.o. Tel.: D. Clayman, 01-508 2457 (day), 01-886 1317 (evening). (4454)

GILBERT, GT, 1800, 1963. BRG/Tan; v.o.c. £450 o.n.o. Tel.: 051-336 3890 (Wirral), (evenings). (4455)

PEERLESS TR ENGINE. Well-equipped car; electric fan; laminated screen; overdrive; twin fuel systems, etc.; 65,000 miles since new. £250 o.n.o. 3 Torquay Ave., Hartlepool. (4456)

M.G. ZA MAGNETTE saloon, 1956. One owner. 9,000 miles. £500 o.n.o. Tel.: Rugely 2999. (4457)

LOTUS ELAN, S3, May 1967 Soft-top; light blue, recently respayed; M.O.T. to May 1972. Offers please. M. Holman, 12 Junction Lane, Burscough Ormskirk, Lancs. Tel.: Ormskirk 75271 (office hours). (4458)

M.G. TF, 1954. Excellent condition throughout; recent engine overhaul; M.O.T. June; good investment at £650 o.n.o. Rosenthal, 350 Pinner Rd., Harrow or 01-969 3212, ext. 290 (office hours). (4459)

MERCEDES BENZ, 1936, 230, type W143. L.h.d.; stored 12 years; now rechromed; upholstered, etc.; runs beautifully. Offers. Tel.: 01-422 1575 (Ruislip). (4460)

MERCEDES BENZ 180, 1960, 9AYV; pale green, cream interior, exceptional condition; new clutch; dynamo; brake leads; new M.O.T.; 48 p.s.i.; hot; uses no oil; mileage 65,000; carries six in comfort; a handsome, comfortable and reliable car; £735; seen Newbury, Oxford or Reading, Wells, Batters, Lambourn Woodlands, Berks. Tel.: Lambourn 597. (4461)

B.M.W. 1800, Automatic, Oct 1967, white/black interior, radio; 41,000 miles. £825. Tel.: Poulton-le-Fyde 4224. (4462)

FOR SALE—continued

ROVER 75, 1948. Suitable for restoration or spares; running. Tel. 051 334 4463. (4463)

1953 M.G. TD, Mk. II. good condition; Xs. £350 o.n.o.; 1937 M.G. SA; sound; requires some work. £100 o.n.o. Williams, 2 Winston Court, Newton Chester. (4464)

1957 LAGONDA. Beautiful condition; dark blue and silver grey; radio; this car is cheap at £550 o.v.n.o. Tel.: Billinge 892165. (4465)

1967 MINI-COOPER (Sept.). carefully maintained; immaculate condition; one owner. £425. 68 Higher Ainsworth Rd., Radcliffe, Lancs. Tel.: 061-764 3928. (4466)

AUSTIN HEALEY, 100, 1953. Taxed, M.o.T. £325, exchange considered. Tel.: Haworth (Yorks.) 3590. (4467)

LUXURY FAMILY motoring. cheap. Daimler Conquest Countryman, taxed; long M.o.T.; towbar; good chassis, mechanicals; goes like lime off a spade with 20 m.p.g. body horrible, so only £25. 1947 Anglia; rotten interior; good tyres; brakes, etc. Suitable special or spares. Seen Reading, 15 or offer. Filzell, Sycamore House, Llangynidr, Crickhowell, Brecons, Tel.: Bwlch 476. (4468)

HISTORIC COMMERCIAL Jowett Bradford 1948. CB utility de luxe; rough condition, together with identical parts vehicle and any quantity of spares; for rebuild only. £30 the lot. Filzell, Sycamore House, Llangynidr, Crickhowell, Brecons, Tel.: Bwlch 476. (4468)

RED M.G.-A., roadster. Rare detachable hard-top, new hood, tonneau, brakes, clutch, tyres; replacement engine; taxed Oct., M.o.T. Feb. 72; immaculate condition. £325. Tel.: Southampton 69582. (4469)

DART SP250, 1963. Last of "B" specials; recent major engine overhaul; new crankshaft; pistons, all bearings, etc.; heater, hard-top; re-carpeted; gleaming maroon; beige interior; really beautiful condition throughout. £545. Tel.: 01-668 5871. (4470)

ALVIS FIREFLY, 1934. tourer. Cross and Ellis body. v.g.c. £425 o.n.o. 1.8 Lancia Flavia 2/4-seater convertible; manufacture hard-top; new black hood; over £300 spent; v.g.c. £685 o.n.o. T. Purbrick, Tel.: Hadlow (Kent) 547. (4471)

1937 AUSTIN 10. V.g.c. all round; professionally rewired; new brakes; years M.o.T.; owner goes abroad, must sell. £120 o.n.o. Call or write: Pattit, Flat 5, "Westover", 1 Hitchen Rd., Old Stevenage, Herts., 100 yards station. (4472)

ALFA ROMEO, Giulia Sprint GT, "D" registration; a most cherished one-owner, low-mileage Alfa which has always been meticulously maintained. £925. Tel.: Haddenham 498. (4473)

LOTUS ELAN, S2. Good condition, radio; T/C. new tyres; increase in family forces reluctant sale. £675 o.n.o. Tel.: Llaneli 4123. (4474)

1954 HEALEY 100/4. Good condition; tested Feb., 1972; taxed; used regularly; modern vintage car now becoming collector's item; if you're regretting not getting an XK120, A.C. ACE or H.R.G. a few years ago, £195 o.n.o. would be very well spent. Tel.: Wythall (Birmingham) 3209. (4475)

1921 B.S.A. Combination; unrestored and very original. £95 or so. Tel.: Wythall (Birmingham) 3209. (4475)

1935/36 3½-LITRE Bentley with black and cream saloon coachwork by Park Ward. Bodywork very good; mechanics sound but needs attention hence price £495 o.n.o. Tel.: Merstham (Nr. Redhill) 4239 (evenings). (4476)

TR3A, 1960. White. Exceptional condition. £385 o.n.o. Tel.: Hatch Beauchamp (Somerset) 221. (4477)

FOR SALE—continued

JAGUAR XK150, f.h.c. 1960. Must sell hence £270. Butler telephone. 01-644 6694. (4478)

M.G. PB, 1935. Completely rebuilt, beautiful red. E93A engine. M.o.T. tested. £260. Tel.: Northampton 45807. (4479)

LOTUS ELAN, 1970, "H" S/E4, f.h.c. H rear screen; white/black; one careful owner. 15,000 miles. £1,300. Tel.: 01-950 1298 (Bushey, Herts.). (4480)

ALVIS, Speed Twenty, 1933. Charlesworth, d.h.c.; three owners from new; extensive overhaul to body and engine 1960-3; low mileage; A.O.C. members; see bulletin 167 front page; this is AXK 279. £975 S. T. Walker telephone Stone (Bucks.) 419. (4481)

1950 MARK VI for spares. Complete less radiator shell and Matrix Full-Flow Motor and Manual Box. 175. Tel.: Loughborough 2209. (4482)

COOPER-BRISTOL, ex. Wilks. 2-seater Sports-Racing car, fully equipped for road use, only used one event this year and about 200 road miles, fully rebuilt both mechanically and bodily; fitted F.N.S. series Bristol engine, close-ratio gearbox and quick change rear axle, with many spare ratios; many Bristol engine spares, also spare alloy wheels; suitable for competition and very rapid road transport. Price £1,450 o.n.o. Willis, Tel.: St. Albans 50125 (day). (4483)

RILEY 1½, 1954. M.o.T. April; very good condition; excellent tyres, new exhaust; sound roof. £165. Tel.: Shrivenham 450 (0793-78). (4484)

XK150 F.H.C. Oxford blue, beautiful condition (2 owners from new); new clutch recently fitted and other mechanics absolutely 100 per cent., brand new Cinturatos all round; bargain at £575 o.n.o. Tel.: 01-673 3870 (evenings). (4485)

M.G.-B GT "F", 1967. BRG; v.g.c.; taxed June 1972; M.o.T. July 72; w/w; o/d. £880 o.n.o.; going abroad. Forder, Haydens (A6), Bletsoe, Bedford. (4486)

1939 SI MORGAN 4/4 (Climax). In good condition, for sale or will exchange for a more recent Morgan. D. G. Morgan, The Glen, Bulkeley, Malpas, Cheshire, Tel.: Cholmondeley 306. (4487)

TWO XK120s regrettably offered. Roadster, very original in superb condition; wire wheels; completely overhauled mechanically and recellulosed; an investment at £700; fixed head; rare special equipment model (wires, high-lift cams, etc.); excellent condition. £500 o.n.o. Richard Goode, Tel.: 01-947 3271 (office). (4488)

SINGER LE MANS tourer, 1935. Rebuilt; rechromed; specimen condition. £250 o.n.o. Tel.: Kidmore End 2453. (4489)

ROLLS-ROYCE, Phantom I, chassis no. MC H. 1925 Windover saloon. 1926-65 state vehicle of His Highness Adenola II King/Alake of Abeokuta, Western Nigeria; all aluminium body in beige over maroon in excellent order, requires small effort under bonnet to bring to concours standard; mileage 25,477; realistic offers over £3,000. Tel.: Kings Somborne (Hants.) 260 or 214. (4490)

GILBERN 1800, 1963. One owner; low mileage; green/tan; original throughout. £475. Tel.: Chipping Sodbury 312295. (4491)

GINETTA, G15, January 1970. Unique gold metallage; many extras; serious offers invited. Neal, 38 Norman Drive, Old Catton, Norwich, Norfolk. (4492)

TR6 ROADSTER, June 1969. White with black interior; overdrive; radio; radials; 23,000 miles. £1,295 o.n.o. Tel.: 061-980 3684 (Manchester). (4493)

S.S. JAGUAR, 1½-litre, 1938. Running, but needs work done. Offers telephone Haytor 280 (evenings). (4494)

MINICOOPER, 1275 "S", 1966. Sun roof; special seats; undersealed; Tax/M.o.T. May '72; new tyres; excellent. £440. Tel.: Broomfield (Essex) 8164. (4495)

1934 MORRIS Cowley 15/6. Completely restored two years ago; excellent condition, inside and out; two previous owners from new; all original fittings, M.o.T.; genuine reason for sale. £370 o.n.o. Tel.: S. Pearson, 01-352 8961, 10 a.m. to 11 a.m. only or write, 97 Pump Lane, Rainham, Kent. (4496)

SPRITE, MK. I in really excellent original condition mechanically and bodily. Taxed till October, M.o.T. January. £265 o.n.o. Tel.: 01-579 4457 (evenings). (4497)

FOR SALE—continued

M.G.-B (LATE 1965). Overdrive; w/w; Cinturatos; servo-discs; anti-theft. £550 or exchange. Tel.: 01-340 7114. (4498)

SUNBEAM TIGER 260, M.o.T. June '72; very fast; superb condition mechanically and bodily; many extras. £675 or exchange good Minx/Cortina 1600 estate cash adjustment. Tel.: 01-405 9051 (day), 01-852 0749 (evenings). (4499)

LOTUS ELAN, S3. Special equipment; d.h.c.; yellow Blaupunkt radio; Selmar alarm. 1930, H.P. Tel.: Maldon (Essex) 2173. (4500)

TVR GRANTURA. Radials; excellent throughout; hairy Bargain. £275. Tel.: Prescott (Lancs.) 4857. (4501)

M.G. TD2, Black, red interior; excellent condition; many extras. £475. Tel.: Nuneaton 2242. (4502)

MERCEDES 190SL Sports. Late 1961; radio; M.o.T.; new XAS tyres in beautiful condition; collectors piece. £785 o.n.o. available after 10th August, telephone 01-886 7431. (4503)

"J" REGISTERED, Marcos-Ford, 3-litre. Mag. wheels; radio; boot-rack; 6,000 miles. £1,450. Tel.: Freeman, Worthington 3869 (9 a.m. to 6 p.m., weekdays). (4504)

BENTLEY "R"-TYPE manual gearbox; body excellent; two-tone green and tan interior; mechanically sound and well maintained; recent new exhaust system. Substantial offers only. Tel.: Bourton (Dorset) 305. (4505)

FROG-EYE SPRITE, 1961. White. Reconditioned engine, radio, heater, Michelin X tyres; good condition. £200. Tel.: Ilkley 5154 (evenings). (4510)

LATE 1966 B.M.W. 1800, r.h.d.; blue with grey reclining seats; radio; 35,000 miles; excellent condition. £650. Tel.: Wilmslow (Cheshire) 22173. (4506)

1955 BENTLEY "R"-Type automatic, chassis ZX 114. Black pearl over shell grey. Maintained regardless of cost by Bentley dealer; very fine condition. £700 o.v.n.o. Tel.: Leeds 655771 (evenings). (4507)

AUSTIN 7 saloon, 1933. Immaculate concours winner. £350 o.n.o. Tel.: Chesterfield 2688. (4508)

JAGUAR, 1959, XK150. In first-class condition, just finished body rebuild with new parts where required; resprayed Carmen red; new hood, engine rebuilt with high-lift camshafts, split skirt racing pistons, slightly gas-flowed "C"-type head, twin straight-through exhaust pipes, electric fans and twin fuel pumps, a very fast and original motor car for £850 or offers. Will exchange M.G.-B or W.H.Y.? 63 Balmoral Drive, Barrow-in-Furness, or telephone 23613. (4509)

A.C. ACE, 1958. A.C. engine. Really beautiful condition; photos available; all the usual A.C. luxury refinements, including wire wheels, hood, tonneau; long tax., M.o.T. £850. Part exchange considered. White, 30 Shore Rd., Sandbanks, Poole, Dorset. Tel.: 2876. (4511)

XK150S ROADSTER—the rare one; used daily. Bargain. £725 o.n.o. 1929 Singer open four-seater tourer; concours; M.o.T. Bargain. £500. Tel.: Gravesend 2476. (4512)

TR3, 1957. Overdrive, recent engine and suspension overhaul, renovated interior, good hood and tonneau; bodywork excellent; owner emigrating. £230. D. Peacock, Top Flat, 121 Gaywood Rd., Kings Lynn, Tel.: 61251 (laboratory). (4513)

LAND-ROVER SWB, petrol. Amazing condition; two owners; M.o.T. £290. Tel.: Wymeswold 880619. (4514)

1964 CORTINA GT. Lowered suspension, A2 cam, close-ratio gearbox, wire wheels, brake servo, adjustable shockers, new engine, undersealed. Tel.: 050-95 2950. (4515)

SUNBEAM TIGER, 1967. Sierra blue; one owner; Ford V8 4.2, Minilite wheels, new tyres; 44,000 miles; hard-top, radio, extras; owner going abroad. 1950 o.n.o. Wimbush, 193 Station Rd., Knowle, Solihull, Warwick. Tel.: 021-560 2407. (4516)

1930 AUSTIN heavy 12/4; one owner till 1965; taxed for nine years only; original condition. Offers over £400. Also 1935 Austin 7 Opal tourer, running order, requires hood, etc. Dr. Duncan, Eastleigh, Culter, Aberdeenshire, Tel.: Culter 3052. (4517)

ALFA ROMEO, 1966, Giulia Sprint GT f.h.c. White. Very good condition throughout; radio, twin spots; taxed, M.o.T. to March £795 o.n.o. Tel.: Tonbridge 2949. (4520)

FOR SALE—continued

ARMSTRONG SIDDELEY Lancaster saloon, 1949; two owners; 66,000 miles; used regularly; internally and externally almost immaculate; good tyres, maker's oil pressure. £235 o.n.o. Tel.: Ropley (Hants.) 3392. (4518)

ALFA ROMEO Giulia Sprint GT, 1965. Red with charcoal interior. A very good example with service bills, tax and M.o.T.; inspection welcomed. £720 o.n.o. Tel.: Aedover 4816. (4519)

LOTUS ELAN, 1965, SZ/SE. White, black interior; knock-ons, servo alarm, tonneau, etc.; full history available. M.o.T. June, 1972; genuine reason for sale; superb condition. £750 o.n.o. Willcocks, "Fairways", 117 Merafield Rd., Plympton, Plymouth, Devon. (4521)

MERCEDES 190SC. Very rare motor; good potential. £325. Tel.: 051-426 4857. (4522)

JAGUAR XK150 3.8-litre f.h.c., 1960. B.R.G. Overdrive, wire wheels; recently expensively restored and immaculate; new M.o.T.; taxed; reluctant sale at about £645. Tel.: 01-723 9183 (evenings), Brighton 32344 (weekends). (4523)

AUSTIN HEALEY Sprite, 1970; 15,000 miles; M.G.-B engine, gearbox, overdrive fitted; checked by M.I.A.E.; immaculate in Viking orange; many extras to make this a very exhilarating road car; photographs available; money required to finance drive to New Zealand. For exact specification and haggle telephone Winterbourne (Bristol) 3548 (evenings). (4524)

1935 VAUXHALL 6/14 h.p., "D" Model engine, chassis, brakes, suspension overhauled, body sound—needs rewiring and completing. Offers. Halsey, "Expo", Charlton Rd., Singleton, near Chichester. Tel.: Singleton 654. (4525)

1934 FORD "Y"-type convertible. Excellent body (recent respray) and engine, new hood; M.o.T. Best offer secures. Tel.: Hounslow 0578 (evenings). (4526)

CONCOURS D'ELEGANCE M.G. TC. This example is undoubtedly the finest in existence today. No time, money or effort has been spared to maintain the car to standards in excess of concours. This magnificent, much-cherished example will command admiration wherever it goes. Offers in the region of £1,700 will be considered. Undoubtedly a gilt-edged investment and it is only offered for sale due to private collector's change of plans. All serious enquirers may telephone 01-897 0159 (London) for further information. (4527)

PANHARD TIGER, 850 c.c. Rose, 1963; undersealed, £184 (licensed to April £200). Robinson, 9 The Orchard, Blackheath, S.E.3. Tel.: 852 4704. (4528)

1936 M.G. NB boat-back two-seater; over £500 spent on rebuild; ideal fun car and triple M racer; as seen Brands 16/4/71. £550. Tel.: 01-644 5316 (day), 01-684 2688 (evening). (4529)

CVS JENSEN, Oct., 1965. Genuine 35,000 miles; Webasto sun-roof, new tyres; very well maintained. £1,100 or part exchange cheaper 541R or other interesting car. R. W. Brown, Kennet, Peasemore, Newbury, Berks. Tel.: Chieveley 398. (4530)

M.G. TF 1250, 1954. This car is in excellent order; sprayed black with beige trim and black Restall seats; extras include radio, heater, twin spots, twin reverse lamps, electric windscreen washers, anti-roll bar, woodrim steering wheel, luggage rack, etc. new hood, carpets, Xs just fitted, some parts rechromed; rare M.G. registration number. £500—£475 without M.G. registration. John Tel.: Rock (Worcs.) 238. (4531)

SPITFIRE MK. III, 1967. Red; hard/soft-tops; wires; radiomobile; superb model. £520. Tel.: Melton Mowbray 3804. (4534)

MERCEDES 220SE Cabriolet, 1959. Blue, good example of rare model. Tel.: Carter, Godalming 6753. (4533)

M.G.-A TWIN-CAM, f.h.c.; impeccable all-round condition. £445 o.n.o. Tel.: 021-356 4135. (4535)

PORSCHE 356A, silver, superb condition. Cible headlights; many A.F.N. bills. £395. Tel.: Salisbury 5100 (office hours). (4536)

1936 AUSTIN 12/4 Ascot Tourer. Very good condition, mechanically and bodily; many recent new parts; hood, screens, clutch, prop., starter, valves, brakes, etc. £325. Tel.: 01-360 3051 (Enfield). (4537)

BRISTOL 403. Genuine reason for reluctant sale of cherished car. £550. Tel.: Pudsey 2965 (Yorks.). (4543)

**VINTAGE AND PVT CARS
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WANTED VINTAGE & PVT CARS

Good prices paid — any condition.
1924 Fiat 501 tourer, offers. 1931 Fiat
tourer £165. Special 2½-litre Jaguar
£250. 1955 Arnott 2-str. sports, Climax
engine, £700.

**HOVE GARAGE (E.SUSSEX) Ltd.,
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This car is not for sale — it is our own concours-winning example. However, we stock a full range of spares for this classic sports car. We have recently purchased many parts from Daimler and are currently manufacturing a number of others.

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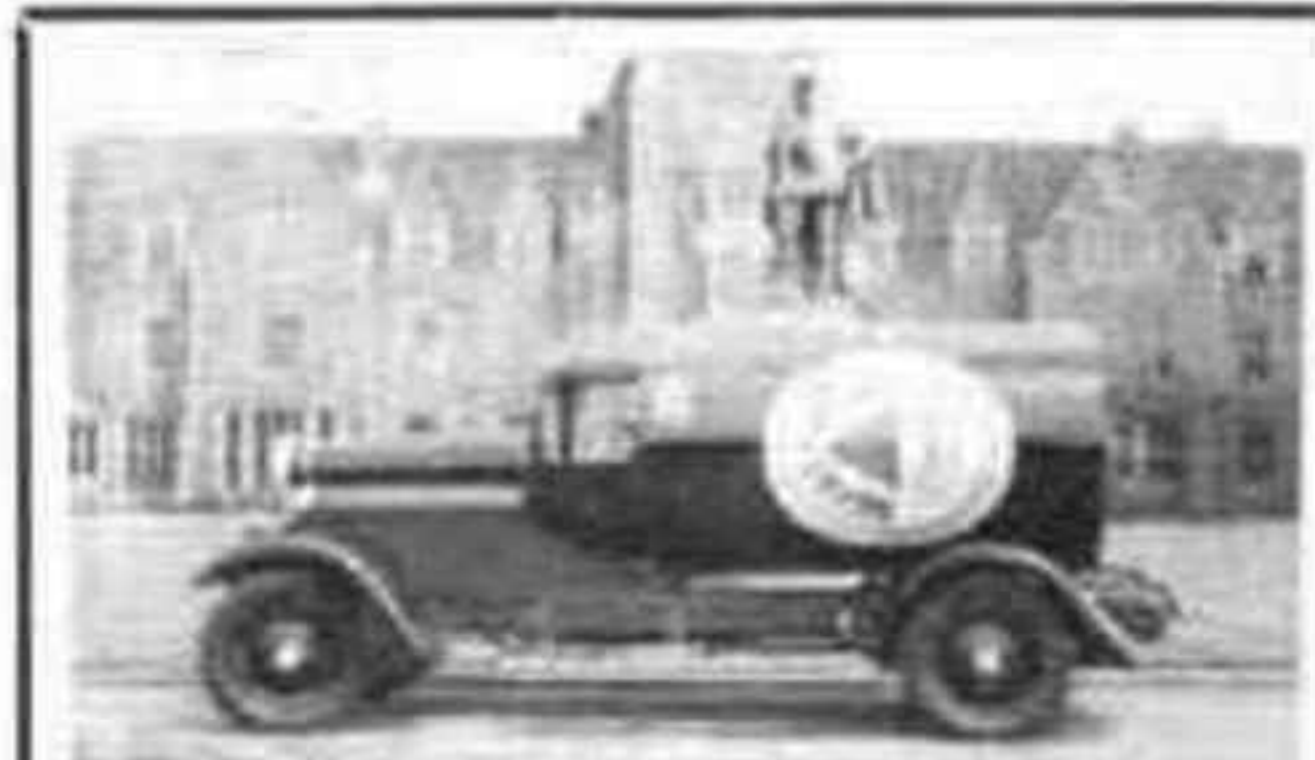
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1954 LAGONDA 3 litre.
Two-door Tickford saloon.
Engine overhauled. New
carpets.

1926 BENTLEY 3 litre
rebuilt chassis complete
Robinson 4 str. body kit V.D.P.
wings, lights and all acc.
Offers invited

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DAIMLER BOTTLE CAR

**1924 T.S.6.30 Chassis.
1930 Conversion,**

Twin of that at Beaulieu, only one
not in captivity.
Totally rebuilt and repainted.
**C. B. CARTER, CHARTERHOUSE,
GODALMING, SURREY**
Tel.: 6753



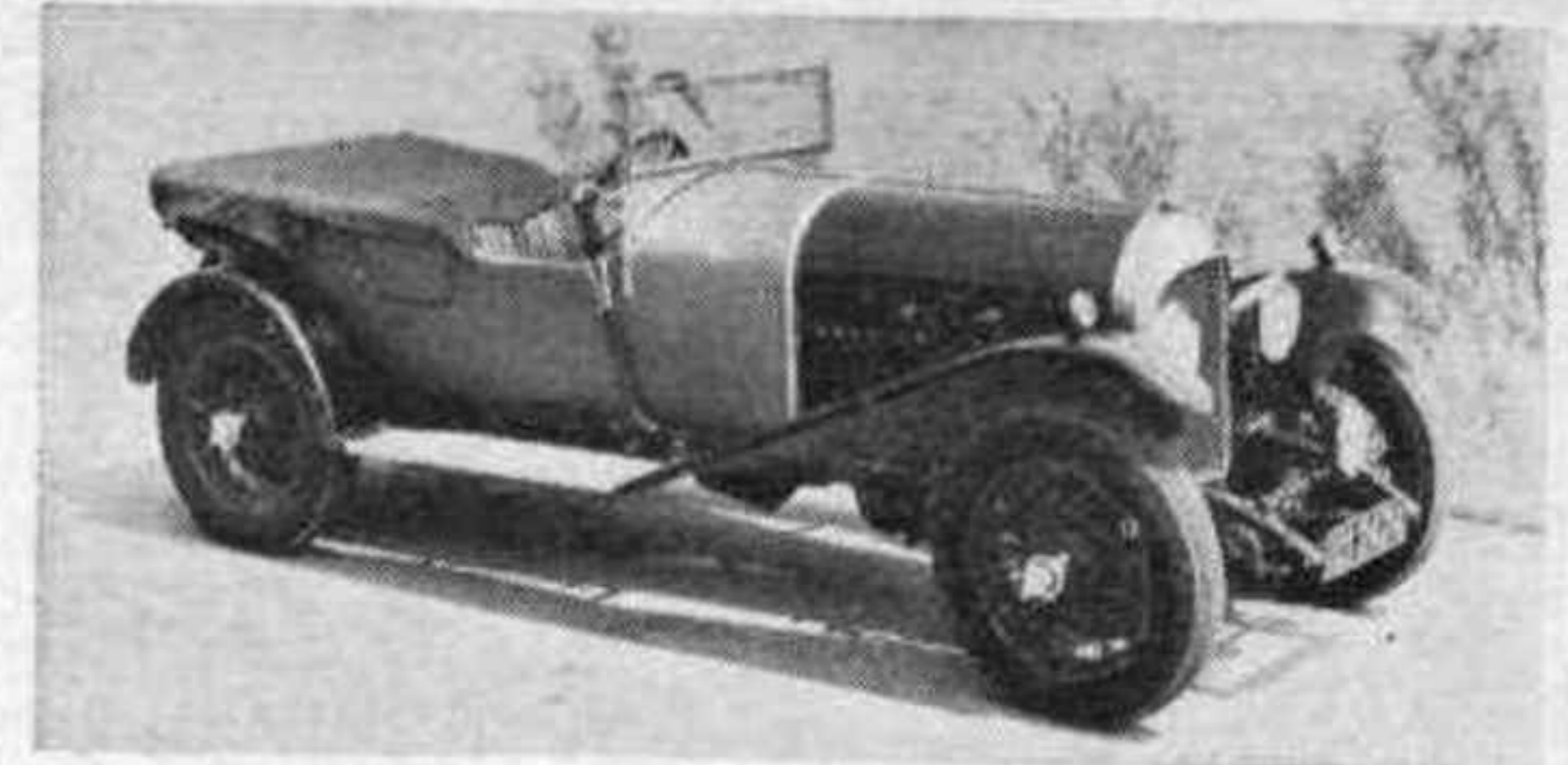
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Recent mechanical rebuild at Ferraris. 18,000 km. total. Never raced, has only done a few hill-climbs. Completely trimmed inside in leather.

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1927 3-litre Red Label Bentley. Extensively restored to almost concours condition. Late property of well-known racing driver. £3,495

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FOR SALE—continued

313 TVT "E"-TYPE, Derby/London buyer of this car advertised last month. Please contact A.E.H. Tel.: 01-499 6137. (4198)
BRISTOL 401, 1953. Beautiful silver blue; H.M.V.; used daily by lady; reluctant sale. £525. Sussex. Box 2900. (4261)
H.R.G. 1500, seen Yorks. £475. Details from Hildyard, 30 Leverton St., N.W.5. Tel.: 01-267 3187. (4262)
ALFA ROMEO, 1750 saloon. Registered December 1968; maroon; 46,000; Alfa distributors maintained; excellent condition £1,230. 68 Mount Rd., Penn, Wolverhampton. Tel.: Wolverhampton 34309. (4263)
ALFA ROMEO. Low mileage Giulia T1, R.H.D., 1964; recent new rings; must sell absolute bargain £275 Malin, 1 Broomknowe, Lasswade, Midlothian. Tel.: Lasswade 2250. (4304)
JAGUAR MK. IX Automatic, 1960. P.A.S. overhauled; discs (new pads); sunroof, reconditioned engine/gearbox, 15,000 miles; tyres, 4,000 miles; new exhausts, taxed, M.o.T.; mechanically and bodily above average; reluctant sale £270 o.n.o. Haynes, 8 Devedale Close, Burton-upon-Trent, Staffordshire. Tel.: Burton 64682. (4305)
MY BRISTOL 403. White with black trim and carpets by professionals; maintained as specimen by engineer owner of last seven years; fast economical and reliable motoring. £375 o.n.o. Frank Allen, 18 Larch Tree Ave., Coventry, CU4 9FT. Tel.: Coventry 462995. (4306)
KHARMANN GHIA, Volkswagen, Paprika red; bills for £90 recently spent on new mechanics etc. to good home £200. Tel.: Liverpool 051-427 6974. (4307)
1926 LEA-FRANCIS, 12/22, "J"-type; 4-door Tourer; completely original; superb condition; new hood and tonneau; some spares, two unused tyres; new M.o.T., taxed Sept. £800. 2 Jesmond Gdns., Newcastle-upon-Tyne 2. Tel.: 0632-812212. (4308)
COOPER "S", 1311-c.c., Nov. 1965. Green/white; in excellent condition; recent engine overhaul; new cylinder head, oil cooler, electric fan; Michelin ZX tyres; special seats; Servo brakes; many other extras. £385 o.n.o. Tel.: Leyland (Lancs.) 23529. (4309)
M.G. TF, 1954, 1250-c.c. Red with black hood and tonneau; good condition. £450. Tel.: Dawlish 2196 (office hours), Teignmouth 4670 (late evenings). (4310)
FROGEYE SPRITE, 1960. Excellent condition; hard-top, new hood; radio; extras; M.o.T. £180 o.n.o. Ferguson, Bridge-of-Weir, Renfrewshire. Tel.: 041-273 2464. (4311)
EX. BURVILLE-RUSSELL, Riley T.T. Sprite. Offers to Russell, telephone 01-863 3570 (home), 01-864 2717 (business). (4312)
LEA-FRANCIS, 12/40 saloon, 1930. Complete but engine dismantled. £200 or offers. Tel.: 021-554 6629. (4313)
DAIMLER SP250, 1964, metallic grey, black hard and soft-tops, full tonneau; red leather; radio; M.o.T.; well above average. £670 o.v.n.o. Tel.: Downland (71) 54987 (Surrey) (evenings). (4314)
SUNBEAM-TALBOT, IIA, 1952; immaculate engine and bodywork; 42,000 miles only; an exceptional example. Offers over £200. Tel.: 01-399 9116 (weekends or evenings). (4315)
1932 LAGONDA, 16/80 V.D.P. 2-seat tourer with dickey; rare car; second oldest on Lagonda register; another car less chassis and body as spares. £895. Tel.: East Horsley 4114 (daytime), Loxwood 615 after 7.30 p.m. (4317)

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New GILBERN INVADER ESTATE £1,767

ROLLS-ROYCE Silver Cloud, 1958. Park Ward LWB. saloon. Finished in midnight blue with beige cloth upholstery. Sunshine roof, radio, PAS HRW electric division. Remarkable condition for year. £2,295
MERCEDES BENZ 230SL Roadster 1965. Hard-top, red with black interior, radio. Must be best 230SL on offer. £1,975
JAGUAR E Type. FHC. 1967. Black with red interior, chrome wire wheels HRW radio. £1,395
SUNBEAM Stiletto, 1968 model, white with black interior, cosmic alloy wheels, above average condition. £560

GILBERN DEMONSTRATIONS GIVEN ANYWHERE



FOR SALE—continued

"J" REGISTRATION, LINCOLN Continental-Class, 1963. 4-door, centre opening limousine; Mk. III wheels; refrigeration, etc.; black with tinted glass; Dawn leather interior; faultless. £850. Photo, 11 Holly Lane, Marston Green. Tel.: 021-779 2356. (4316)
ROLLS-ROYCE 20, 1929 elegant Hooper saloon; division; opera seats; mascot; hand-book; tools. Nearest £1,250. Tel.: Leigh Sinton (Worcs.) 550. (4318)
1953 LANCHESTER 14, saloon. Pre-select gearbox; excellent mechanics and body; original black paintwork; M.o.T. £160 o.n.o. Tel.: Sittingbourne 3679. (4319)
AUSTIN ATLANTIC saloon, 1951. Black in good condition; M.o.T., taxed; 72,000 miles; all sensible offers considered. Gibbins, 8 Shackelford Rd., Old Woking. Tel.: Woking 4151. (4320)
FIAT 1500S, 1960/61, fixed-head coupé; bronze, yellow; l.h.d.; good condition. £400 o.n.o. 3 Galmpton Court, Galmpton, Nr. Brixham, S. Devon. (4321)
1956 LAGONDA, d.h.c.; metallic green; black hood; good general condition; over £100 spent recently on brakes; radiator; taxed; tested. £500 o.n.o. Gardner, 4 Croft House, Crown St., Elland, Yorkshire. (4322)
MG TD2 for sale. Really good original example; black with original red hide. Offers above £480 cash only. Tel.: David 01-907 5026. (4323)
1963 S3 BENTLEY. In very beautiful order and condition throughout; full history; 76,000 miles; electric windows, new tyres fitted; blue; private sale. Price £2,350. View by appointment. Tel.: 061-432 4927 (office) or 061-485 6802 (residence) (Manchester). (4324)
M.G.-B, 1969, One owner; genuine 15,000 miles; overdrive, wires, many extras; immaculate condition. £1,045. Tel.: 668 4476. (4325)
M.G.-A TWIN-CAM drophead, plus hard-top; new M.o.T.; body far above average. £275. Tel.: Swineshead (Lincs.) 331 (evenings). (4326)
M.G. TD2, 1953. Very sound mechanically; resprayed buttercup yellow; black interior; original engine rebuilt 5,000 miles ago; spot, fog, heater; M.o.T., taxed. £480 o.n.o. Redding, 293 Soho Rd., Birmingham, B21 9SA. Tel.: 021-554 2332. (4327)
M.G.-B ROADSTER, 1966. Old English white; overdrive, radio, tonneau; good condition; new hood. Livesey, Tel.: Tarvin (Chester) 40784. (4328)
M.G.-A 1600 Mk. II, 1962, white roadster. Radiomobile, Motolita wheel, luggage rack; taxed and tested. A really outstanding car. £385 o.n.o. Tel.: Fleet 4257. (4329)

FOR SALE—continued

1937 MORGAN 4/4—partly rebuilt, Original mechanics, spare engine, gearbox, f/susp., 10 good wheels, tyres, Offers, Bill, 25 Woodside Place, Glasgow. Tel.: 041-332 3497 (work). (4330)
TR4A, IRS, White roadster; overdrive, wire wheels, leather steering wheel, Motorola, radio; taxed, M.o.T.; superb condition, 1966. H.P. possible. Tel.: Redditch (Worcs.) 65207. (4331)
M.G.-B ROADSTER, June, 1970. Blue royale. Undersealed; 11,000 miles. £1,135 or nearest offer. Terms available. Tel.: 021-550 3764. (4333)
SUNBEAM ALPINE GT, 1967, Mk. V. White. Overdrive, hard-top, new tonneau cover, reconditioned gearbox, new clutch; very good condition throughout. £595. Tel.: Ascot 21251. (4332)
AUSTIN 7 box saloon, 1932. Restored and running; green/black, red upholstery; original engine; rewired, new tyres. £235. Tel.: 01-303 2136. (4334)
1966 ALFA ROMEO Giulia Spyder d.h.c. Immaculate white coachwork; 48,000 miles; 1,570 c.c. twin-cam, five gears, 106 m.p.h., 30 m.p.g.; no spares problem. £555. Tel.: Yatton (Bristol) 8942 or Weston 24562. (4335)
ROLLS-ROYCE, 1934, 20/25 Hooper close-coupled owner-driver saloon with sunshine roof; in excellent condition, having been extensively restored over last few years. £2,350. David Porter, 2 Somerlea Court Rd., Maidenhead. Tel.: 21215. (4336)
M.G. 1100, 1965. Green and white bodywork, grey interior; first-class condition throughout; many extras, including Motorola radio. £370. Carter, Tel.: Northwood 24141 (daytime), 01-428 2059 (evenings). (4337)
TWO CARS, owned since new, being replaced by Downton "B" GT. Oct. 1968, primrose "B" roadster; 21,000 miles; wires, power brakes, airhorns, folding hood conversion, etc.; mechanics, bodywork and equipment in pristine condition. No expense spared in maintenance. £985. Sept., 1968, snowberry white Riley Elf; 21,000 miles, again really excellent. £550. Part exchange and H.P. possible. Private sale through friend with a showroom. Tel.: 366 3227 (day). (4338)
ALFA 1600 Spyder, 1963. White; 52,000 miles; garaged and full service history; perfect original condition; radio, tonneau. £530 o.n.o. Tel.: 061-273 3666 (day). Saddleworth 2887 (evening). (4339)
M.G.-A 1500 d.h.c. Cinturato, radio, rack, new hood, etc.; owner emigrating Sept.; good home wanted for much-loved motor car. £285 o.n.o. Tel.: Wakefield 78177, extension 282. (4340)

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FOR SALE—continued

1925 HARPER Bean. Rare open four-seater tourer. Restored from chassis to concours finish; new hood, Tanoid, upholstery deep buttoned in red, pear-shaped radiator. A beautiful tourer ready for any concours; £1,000 spent on restoring. £1,450. Tel.: 061-62 22897. (4341)
M.G. TD, 1952. Just resprayed; M.o.T. July, 1972. £475. Tel.: 01-337 3863. (4342)
1965 M.G.-B, Black, black interior; overdrive, wire wheels, radio, twin spots, wood-rim; good condition for year. £555 o.n.o. Oliver, "Phylmac", Haverham, Kemsing, near Sevenoaks, Kent. (4343)
B.M.W., 1959, 2.6 V8 502 limousine, original condition; every extra. £300 o.n.o. Tel.: Corby (Northants) 4738 (after 6 p.m.). (4346)
T.V.R. MANGOLETSI-tuned 1,622 c.c. IIA; wire wheels, close-ratio gearbox, c.c.; much money recently spent; excellent condition; unfortunately have to part; only serious offers please. Tel.: Stourbridge (Worcs.) 4852 (evenings). (4344)
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GINETTA G4 and beach buggy. Both immaculate; taxed. M.o.T. £495. Tel.: 021-743 9507 for details. (4347)
LOTUS ELAN S1 drophead. Carmen red. First registered Dec., 1964; genuine 32,000 miles; registration GTP 222 E; taxed March, 1972, M.o.T. Nov., 1971; hard-top, soft-top and tonneau, Janspeed exhaust system, Maserati horns, close-ratio gearbox; regularly maintained and serviced; carvise record and photographs available. £755 o.n.o. Tel.: Winchester 66711 (evenings and weekends). (4348)
A.C. ACECA, 1960, Bristol 100D2 engine; respray burgundy; radio, wire wheels; restored to mint condition over last three years (£850 bills); long M.o.T. £750 or offers. Part exchange sports car + cash. Hodge, Tel.: 01-930 5474, extension 204 (work), 998 4812 (evenings). (4349)
AUSTIN HEALEY 3000 Mk. III, April, 1967; true mileage only 38,000; one owner; professionally resprayed June, 1970; blue and white; never damaged; Motorola, tonneau, XAS tyres, overdrive, long tax and M.o.T. Must be seen. Quick sale required. Must sell £890 o.v.n.o. Please telephone 274 1550 (weekdays) (4350)
LANCIA APPIA, 3rd series; very good condition; good ZXs; recent M.o.T. £250 o.n.o. Rose, 12 Caldwell Close, Gwaun Meisgyn, Beddau, Pontypridd. (4351)
1960 MORGAN + 4, Lawrence tuned; 5½, 6½ in. wheels, new front suspension, disc brakes, Koni adjustable shockers, 2,138 c.c. engine partly reconditioned, twin 42 DCOE Webbers, Daimler SP250 clutch, some spares; very fast. £590. Part exchange cheap car considered. Please write: 19 Bunyard St., Manchester 8. (4352)
VOLVO P1800 coupé, 1963. Red. Webasto roof, towing bracket, seat covers; good condition. Offers around £600. Tel.: Pontefract 71989. (4353)
PORSCHE SUPER 90, 1960, 356B. Most major parts reconditioned during last 20,000. A chance to acquire a car of real character; enlarging family forces reluctant sale. £375. Tel.: 07415 3700. (4354)

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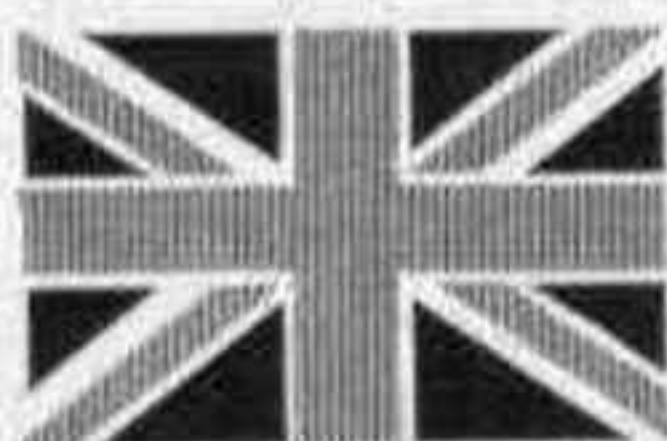
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Directions — Just south from the M1 on the A41 into London. 100 yards from Finchley Road Underground.

New LOTUS Seven Big-Valve twin-cam, comp. form. £1,295
 1969 LOTUS Elan Plus 2, radio, white. £1,425
 1969(H) MARCOS 3-litre, steel chassis, all extras. £1,395
 1969 ALFA ROMEO 1300 GT Junior, one owner; yellow. £1,375
 1969(H) GILBERN Genie, auto., turquoise, one owner. £1,245
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 1970(J) TVR Vixen S2, aquatic jade, one owner. £1,145
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 LOTUS Seven Twin-cam S, 'Chassis No. TCI'. This was the first of a special batch of 12 models ever made, traditional bodywork, full specification, including twin-cam

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£895
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 1967 M.G.-B, w/wheels, radio, blue £745
 1968 GT6, radio, royal blue £745
 1966 LOTUS Cortina, Twin-cam, white with green flash. £585
 1965 DAIMLER 2½-litre V8, one owner £595
 1964 ALFA ROMEO Giulia Sprint GT £575
 1965 SUNBEAM Alpine, GT hard-top, w/wheels £445
 1963-67 LOTUS Super Seven, choice £465 - £645
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 Next meeting, Thursday 19th August, 8 pm. White Hart, Godstone.

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FOR SALE—continued

MERCEDES, 1960, 220SEC. A very rare model in good condition; genuine 108,000 k.m. since new; blue, black hood, tan hide upholstery; radio, etc. What offers for this beautiful thoroughbred? The Mill House, Little Petherick, Wadebridge, Cornwall. Tel.: Rumford 388. (4078)

RILEY 1½-LITRE, 1948. Good internal condition, some damage to front wing, good tyres; available for spares or reconditioning. Offers. Tel.: Swindon 5435. (4082)

M.G. TF 1250, White. M.o.T. Sept., 1971, taxed Jan., 1972; registration TAF 320; new tyres, battery, hood, Motorola radio, tonneau, luggage rack, anti-theft device; bodywork needs slight attention. £590. No offers. R. Trollope, 10 Notts Gdns., Cwmndonkin, Uplands, Swansea. Tel.: 59184. (4084)

MORGAN, 1937, Series I. Excellent condition; recently rebuilt 100E engine to Formula 1200 specification. £400 o.n.o. Hill, 11A Westwood Hill, London, S.E.26. Tel.: 01-778 7776. (4085)

MINI-MARCOS, £550 Tartan red; built Oct., 1969; superb professional finish; 1,125 c.c. Oselli engine; usual extras. Enquiries: Tel.: Stoke-on-Trent 35099 (after 6.30 p.m.). (4087)

FOR SALE—continued

SCIMITAR COUPE, 1968, 3-litre. Golden sand/black; overdrive, Radiomobile; excellent condition. Accept £975. Tel.: Keavill (Wilts.) 417 (evenings). (4086)

MORGAN + 8 in mint condition; only 9,000 miles from new; finished in canary yellow with black interior; complete with hood, tonneau cover and bonnet strap. £1,545. J. Tipper. Tel.: 01-366 5180 (office hours). (4088)

BENTLEY, 1935, 3½. Good-looking Arthur Mulliner body, original black paint and green leather interior; good mechanical condition, good tyres; M.o.T. tested; excellent performance; above average example. £650. Baldock, Sycamore Cottage, Ightham, near Sevenoaks, Kent. Tel.: Borough Green 2606 (evenings). (4089)

OUTSTANDING RELIANT Scimitar GT, 1966; immaculate white bodywork, black interior; sun-roof, overdrive, Motorola, wire wheels, Pirellis. £750 o.n.o. Tel.: Cambridge 62096. (4090)

BENTLEY "R"-TYPE automatic, 1954. Black over metallic grey; bodily and mechanically in excellent condition; new engine. £850. P. R. Moss. Tel.: 061-223 2686 (day), 061-434 2546 (evenings) from August 9th. (4092)

FOR SALE—continued

HEALEY SILVERSTONE, 1950, "E"-type, in excellent order for sale. £850. Rare, attractive car, eligible H.S.C.C. Tel.: 01-948 0610. (4091)

1930 AUSTIN 16/6 saloon; two owners; engine, chassis restored, coachwork original, good condition; full details on request. £650. Saunders, 37 Wyndene Grove, Freckleton, Lancs. Tel.: Warton Bank 396. (4093)

1921 AUSTIN 20, four-cylinder, fabric two-seater; complete rebuild three years ago; enjoyably used in every type of V.S.C.C. event. £600 for quick sale—with spares. Clifton, 16 Harper Ave., Idle, Bradford. Tel.: 613406. (4094)

MARCOS 2-LITRE, "H" registration. Dark metallic blue; stereo, sun-roof, chrome wire wheels; one owner; immaculate. Walton. Tel.: 021-558 3151 or 021-353 2897. (4095)

REGRETFUL SALE of rare classic Jensen 541 sports saloon, 1956; concours condition; overdrive, Austin sheerline engine; ivory, black and white interior; probably best original left in country; enthusiast's car. £650 o.n.o. Write: 12 Cudlow Ave., Rustington, Sussex, or telephone Rustington 6356 (after 8 p.m.). (4097)

FOR SALE—continued

1937 M.G. TA. Fitted TC engine with Stage II head. This vehicle has been restored inside and out bringing it to a very fine condition. £545 o.v.n.o. Tel.: Hastings 31834 (after Aug. 7th). (4096)

1939 MORGAN 4/4, Series I, coupé; standard special engine; good mechanics, resprayed; consider exchange M.G. P. K. L or N—spares or cars—or sell. £145. Tel.: 061-773 1434 (Manchester). (4098)

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LD10, All-aluminium Barker saloon; very low mileage; good tyres. Best offer over £100 Wanted: DB5 d.h.c. in good condition. Tel.: Bunsley 25468. (4102)

CHEVROLET CAMARO Z28, 1969. Gold, black stripe and interior; high-performance 290 b.h.p. V8; Hurst manual; very fast car; new spare clutch. Any reasonable offer accepted. Same type car used as pace car for Indianapolis 500 in 1969; very few in England. Tel.: 868 5575 (daytime) to view. One owner since new. (4103)

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The Stapleton brothers seen here lazing in the sun (the other one is in Portugal) have in the cool shade of their palm trees the following fruits: Starting with the oranges. A big juicy +8, one owner, 13,000 miles, mag. wheels, tonneau. Also a 1970 4/4 competition model with those Armstrong rear shockers that you alter on the dashboard from soft to softer and as the car bottoms, softer. Sample a mushroom coloured 1969 4/4 in quite perfect proportions. Who's for bananas? A yellow 1968 4/4 and a yellow 1966 +4 with wire wheels, tonneau and hoco and sidescreens in white. Very racy. Catching your indigestion it's time for another orange in the shape of a 1966 +4 with brown interior, wire wheels, tonneau, etc. Sleep it off in the heat of the sun with a white 1966 4/4, wire wheels, heater, tonneau, and a 1968 +4 4-seater, wire wheels, luggage rack, TR4A engine, suffering from sun-stroke, stumble on our 1968 911T Porsche in black, our Fiat 2300S Coupe with electric windows, radio, our TR6 1970, our 1966 Elan, and then try to suppress your desires. We also want to buy an Aero three-wheeler and would like to hear from anyone who has one for sale. Pass the dates.



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FOR SALE—continued

1936 FORD 8 works reconditioned engine. Apply Box 2919. (4588)

RILEY 2½-LITRE d.h.c., 1949, dismantled, requires extensive bodywork rebuild. Box 2918. (4589)

1957 AUSTIN HEALEY 100/4 BN2. Rare car in exceptional condition. Best offer over £300. Box 2917. (4590)

1930 ROLLS-ROYCE Phantom II Sportsman's saloon. Mechanically good but restoration of rakish Park Ward body is unfinished, therefore only £1,200 or nearest. Tel.: Camberley 5017. (4592)

TRIUMPH ROADSTER 1800, 1947. Taxed, M.o.T. June, 1972; beautifully renovated, resprayed, rechromed, new carpets and new hood; owner going abroad, therefore £290 for quick sale. Tel.: Arborfield Cross (near Reading) 728 or Derby 57164. (4593)

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THE SWALLOW Doretti is a hand-built classic British sports car now appreciating in value. This is the actual 1954 "Motor" road-test example (now living near St. Albans); in unquestionably magnificent condition; 21,000 miles since total rebuild in 1966; 105 m.p.h., 30 m.p.g. (91 octane); TR2 mechanics but better roadholding; all aluminium body in Rolls-Royce Regal-red; luxurious red/black interior; weatherproof equipment erected in 15 secs.; new Cinturatos; sheer motoring delight! Will be soon worth much more than £795 o.n.o. School House, Colney Heath, Herts. Tel.: 229. (4540)

LANCIA FULVIA, rallye coupé, 1968. Radio; reclining seats; metallic blue; good condition. £875 o.n.o. London. Tel.: 01-579 3538. (4541)



Photo taken before Vinyl roof fitted

Must sell, buying house. £950. H.P. can be arranged.
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Rather Special "J" Regd. VIVA G.T.,

Starmist silver with red flash, black Vinyl roof, Blydenstein GT2 cam, four-branch exhaust, Spax adjustable s/absorbers, Rostyle wheels with 7-3 Torinos, heated r/window, racing mirrors, push-button Radiomobile; 11,500 miles recorded. Ideal for going to church in.

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1935 LANCIA Astura, 2.9 Gurney Nutting B cylinder drop-head, needs restoring. Exchange vintage saloon or open or sell. 8 Holly Ter., York. Tel.: 53509. (4542)

BRISTOL 401, "The Executives Express", aerodynamic, aluminium body in Bristol red; immaculate throughout; reliable and very fast; 75,000 miles; recent Anthony Crook overhaul £375, possibly best example in the country; house causes genuine sale, delivered to good home for around £400. Write: Griffith, Dorotay Farm, Grayswood, Haslemere, Surrey. (4544)

LOTUS 7, III, "H" reg., Cosworth 997-c.c. Twin Webers, etc. £520 o.n.o. Wanted: Lotus Eleven body sections. Tel.: Dronfield 5633. (4546)

AUSTIN HEALEY Sprite, Mk. I, Registered June, 1958; finished in Primrose yellow with black trim and carefully maintained to original specifications; low mileage; taxed; full M.o.T. £285. Tel.: Guildford 71743. (4547)

M.G.-B GT, Sept. 1968; 24,000; one careful owner; wire wheels; undersealed from new; Arboth; immaculate. 1950. Tel.: Ashford (Middlesex) 53295. (4548)

JAGUAR "E"-TYPE, 1962, White, f.h.c. outstanding. £670. 5 Caer Gerlach, Llandegfan, Anglesey. (4549)

PHANTASTIC! 1928 Rolls-Royce; mechanical restoration crowned by an outstanding replica body in true vintage style by famous coachbuilder. It is not a cheap "runner", but satisfy your curiosity by telephoning Marlow 4349. (4550)

ASTON MARTIN, DB Mk. III, Regal red with black hide; potential concours winner; history, unused many years; new mains; big-ends; pistons, valves and guides; 17,000 miles ago; new twin exhaust and brake discs just fitted; complete leather handbook and tools. £750. 63 Longcroft Rd., Devises. Tel.: 3093. (4551)

1965 "E"-TYPE Jaguar convertible. Metallic light blue; chrome wires; radio; 2 tonneaus; immaculate condition throughout. 1950. Tel.: Bournemouth 65356 (6 p.m. to 7 p.m.). (4552)

LAST OF Mk. I's, GT Cortina, see Scimitar wanted. Whitehouse, Walton Lodge, Walton. Tel.: Stafford 62965. (4572)

LOTUS ELAN S3/SE, 1967, drophead. Yellow; 38,500 miles; radio, seat belts, lovely body. £860. Tel.: 04-865 2511 (East Horsley). (4581)

RILEY, 1932, plus ultra four-seater touring for sale by reluctant Riley Register member; completely restored, including engine, gearbox, back axle, electrics, upholstery, etc. Pretty car in beautiful condition. £475 o.v.n.o. Box 2924. (4583)

1959 MORGAN 4/4 two-seater. Good condition; M.o.T. Drive-away bargain. £190. Box 2922. (4585)

RATHER SPLENDID Renown in good order with much renewed; near-vintage acquisition for enthusiast of real motor cars. £330 o.v.n.o. Box 2920. (4587)

M.G.-B, 1966, Mineral blue. Overdrive, wires, oil cooler, etc. Must be sold this month as I'm about to marry. £600 o.n.o. Tel.: Chapel-en-le-Frith 2217. (4591)

WANTED

XK SPARES. The XK Club is crying out for them. Advertise free in "The XK Driver". Contact Spares Secretary Shearer Sellers at The Old Cottage, Bridge St., Walton-on-Thames, Surrey. (3329)

WANTED for cash by collector: mint condition B.A.R.C., B.R.D.C. and Royal Aero Club Badges, Box 2858. (3539)

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MORGAN F4 Trike wanted for restoration, condition immaterial, but complete car preferred. Please write, Clarke, 60 Reedpool Close, Countesthorpe, Leicester. (3644)

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TRIUMPH 1800, razor-edge; engine block urgently wanted. Tel.: Godalming 21897 (evenings or weekends). (3784)

ONE VERY good Rochdale Olympic, phase II wanted; low mileage preferred; could part exchange Countryman. Box 2882 (Yorks). (3956)

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FOR LAGONDA, 2-litre 1931. Diamond type radiator stone guard with fittings and original CAV windscreen spotlight/mirror with all fittings or any parts for these items. Lagonda Club member. Balcombe, 71 Queens' Rd., Twickenham, Middlesex. Tel.: 01-892 7826 (business hours). (4006)

DAIMLER DART, Box 2885. (3977)

JAGUAR XK140 or XK150. Must be f.h.c. and in good condition. N. Wayne, Mistley House, Mistley, Essex. (4001)

ROLLS Silver Wraith or "R"-type Bentley sought privately by professional person. Good order essential. Details please. Box 2892. (4080)

FOR M.G. VA Tickford coupé: Both rear fenders, air intake pipe. M.G. 735/248 interior door handles + window clanks W/MG marking. J. L. Alcorn, 103 Richmond Lane, West Hartford, Connecticut 06117. (4083)

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ALFA ROMEO 2600, Sprint 1964/65. Good condition essential. Tel.: 01-330 1740. (4223)

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MORGAN WANTED with wire wheels, post 1962, up to £550 cash. Tel.: Warwick 45391 (evenings). (4264)

WANTED: PRE-WAR Austin 7/Morris 8 Tourer. Pre-1931 saloon considered; price around £100, preferred to be viewed Southern-England. Details to Box 2904. (4267)

WANTED: Registration number GH 1 or G.R.H.1. G. Harrison, 12 Tudor Rd., East Ham, E.6. (4265)

Patent 911133 Only 6½" run up, yet lifts to a total 17½" under wheels. Compact yet massive build, officially tested to four tons pair. Supreme safety, thousands in use. Do not confuse with ordinary car ramps. Direct from manufacturers.



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WANTED—continued

CORTINA GT 1600 estate wanted. 1969 or early 1970. Wilson, 2 Latimer Rd., Carterton, Oxon. Tel.: 7486. (4266)

DAIMLER SP250 wanted. Late example required, in good condition. Tel.: Murray Graham 01-930 3555 (day) or 01-348 7415 (evenings). (4268)

ROLLS-ROYCE wanted, must be excellent mechanically with sound body for regular use; returnable photographs much appreciated for immediate reply; no dealers. Box 2905. (4269)

ELAN +2 damaged or tatty; specimen in exchange for immaculate S3 Elan or sale of S3. £900 o.n.o. Tel.: 01-560 8683. (4270)

FOUR 18 in. wire wheels to suit pre-war M.G. Swap 19 in. and/or 16 in. wheels, or buy. Any offers of swaps or sales considered. Tel.: 061-773 6076 (Manchester). (4271)

WANTED: PHANTOM 1, chassis or hearse or tatty saloon. Box 2906. (4272)

WANTED: CRASHED, rusty, incomplete; TD, TF or M.G.-A; private. Tel.: Lingfield (Surrey) 3501. (4273)

SILVER GHOST spares: One or two 33x5 Dunlop straight sided tyres (not remoulds) early tread pattern (if possible); driving mirror to fit Auster front screen, nickel finish? Size 6 x 3 in.; several wheel balance weights (Dunlop); any tools to complete our set; engine oil filler cap or can we borrow yours to copy? Jonathan Santulson, Old Grove House, London, N.W.3., 6SP, Tel.: 01-435 2724. (4274)



JOHN BRITTEN

August the first is a special date; you can have a "1" on your number plate. The French, poor souls, call them Mineralogical Plaques for some reason. Got a few new MGs for you: MG-Bs in racing green, Bronze yellow, Glacier white and flame, MG-B GTs in Teal blue and Flame, Mid-1950s in Glacier white, Midnight blue, Teal blue and Racing green, more on the way. Austin 1000 GTs in Glacier white and Teal blue, several Mini 1000s, Clubmen and that sort of thing. TVR

"O.K. for Sports Cars"



Prices have increased recently, we have one test model Vixen 1600 at the old price in metallic maroon but not unlike the Maserati Ghibli colour, have a new Vixen 2500 5-cylinder to demonstrate, I have a Morgan story to tell to illustrate how corruptible they are. A very famous person invited in to buy a new Morgan, one of the top twenty Human Beings, eight-figure TAM ratings, sweet and unassuming, better not tell you her name. So I rang Morgans, breathed the name-to-ensure-with down the phone, explained she didn't want any special deals, just wanted a car to use this summer, wouldn't mind having her photo used, would wait a few days to have a specially built car, what was the very very best they could do? The voice at the other end of the line was silent for a few moments, and I could

hear the wind swirling among the Malvern hills. Then came the reply—"Five to six months!" Some cars have prices in telephone numbers, but Morgans have delivery times (in prison sentences). We are of course always happy to let you have a little remission for good conduct, or even let you out on parole (in a second hand one). Further to our May advert in which the pronunciation of the word "Austin" was laid open to question, I now have the definitive version by courtesy of Mr Tony Pay, whose Godmother used to sing the following ditty at his cradle-side: "I've just bought a new Baby Austin, I'm finding it rather exhausting, My elbows and knees I can manage with ease But my abdomen has to be forced in". As you might have guessed I am really ad-libbing as have just returned from summer holidays in time to write this and am none too sure what cars we have in stock. The one thing in my life I never seem to be able to organise properly is the writing of this advert, it's always sent in at the 11th hour to the despair of the long-suffering Motor Sport staff who have to do their geometry on the back of all the photos prior to sending them off for blockmaking. We are always planning a marvellous new layout but can never find time to design it, and for months I've been trying to remember to ring Motor Sport's grinder to ask him to grind a few mm. off the TVR block so that it matches the Morgan block. Triumph TR4A, 1965, blue, radio, Cinturatos, £625. Morgan Plus Eight, June 1969, green, £1,470. TVR Vixen 1600, 1968, Sherwood green, wires, one owner, bought new from us and coming back about Aug 10th, £895. Austin Healey 3000 MkIII, 1966, red with grey leather, overdrive, wire wheels, Cinturatos, radio, leather rim, £930. Arkley SS, Brooklands green, left hand drive, £695. Sunbeam Tiger, November 1965, hard and soft tops, dark blue, £575. MG-B, 1967, BRG, overdrive, wire wheels, radio, £820. Austin Healey 3000, 1961, overdrive, wire wheels, red, grey leather, history, £415. Lotus Elan S3 drophead coupe, 1967, red, centrelock wheels, radio, SP sports, electric windows and other well-loved features, £995. Morgan 4/4 2-seater, 1970/71J, chrome orange, multifarious extras including

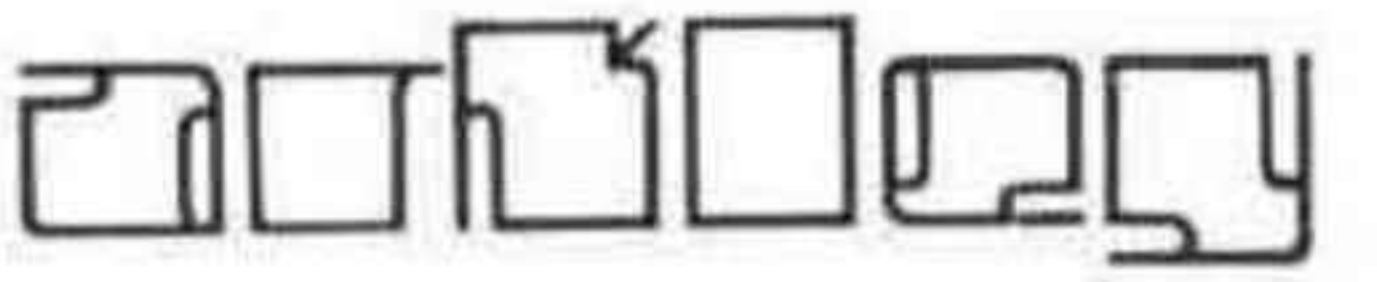


w/w, 4,000m, £1,395. Triumph TR4, December 1964, Signal red, 2 owners, £550. MG-B, 1967, white, overdrive, wires, power brakes, folding hood, grid, ZX, £845. MG-B, 1963, December red, black, red leather, wires, £585. Austin 127GT, 1970, flame red, £720. Lotus Seven Srs IV, 1970/71J, heater, rollover bar, tools, blue, £995. MG-B, 1969, wire wheels, Flame red, one lady owner, £1,050. Austin Healey Sprite MkIV, 1968G, Basilica blue, wire wheels, Cinturatos, £660. Morgan Plus Four Plus, 1966, this is the fixed head coupe in metallic maroon with wire wheels, someone rang up about it, we told him the price and he immediately put the phone down without saying good-bye. MG-B, 1969, Snowberry white, overdrive, luggage rack, one owner, £1,090. Morgan Plus Four, an "F" but not sure if it's a '67 or a '68, red, wires, Cints, £1,095. Morgan 4/4, 1968G, crimson, wire wheels, radio, five new G800s, £1,095. MG-B GT, 1967F, BRG, overdrive, wire wheels, Cinturatos, almost one owner, £915. Austin Healey Sprite, 1970, current model, Bronze yellow, one owner, etceteras, £840. Arkley SS, 1968, Goldflake, metallic brown wheels, £895. Morgan Plus Eight, 1969, broken white, Biode headlamps, £1,450. Austin Healey Sprite, 1969, Mineral blue, wire wheels, radio, ZX, oil cooler and high final drive ratio, £715. Probably got a few more in odd corners, also a zillion saloons, many more expected soon including a '71 Morgan, '68 MG-C, '68 MG-B, Spitfire. Late

models have what my typewriter calls a 3 moths guarantee, earlier cars more or less pro rata, all but the oldest have thorough service, three independent checks, fresh oil and filter, grease everywhere, faulty tyres/exhausts/batteries renewed. Arkley kits we have in stock (with the intermittent exception of wheels), prices commence at £98 for the complete body kit, during the past year we had so many enquiries by post that I'm sure some never got answered, may I please apologise for this; we now have a detailed printed price list and two road test reprints and are pretty well geared up to send these off by return post if you have any kind of a 1967 Sprite to sell we will pay an exceptional price as it is this



model we want to convert to Arkleys; will consider other years as well—1964 is another prime year. Last month I advertised a suspension and exhaust conversion for the MG-B; I have had to go back to the drawing board on this one as our development car (my own MG-B, JB 999) all the glass wool in the new silencer popped out of the tailpipe after only 4,000 miles so we have to specify a better make of silencer or curly glass wool or something. Personal export cars are a



speciality of ours, and there is an explanatory booklet which we would like to send you a copy of. A few Things as ever: Works MG-B hardtop £20, used tonneau covers for most models at £2/£3, and some mint ones at £5, MkI Sprite gearbox in 7 condition £3, new Nikon equipment at clearance prices (three bodies and six lenses only). We have a complete workshop service at your disposal (excluding accident repairs); please ring Peter May at our Arkley branch. Will have a vacancy for a young odd-job man/cleaner/polisher in Sept. Open to 7pm, closed Sundays. Please drop in for a snoot.



JOHN BRITTEN GARAGES LTD
Barnet Road, Arkley
Barnet, Herts.
01-449 1144

307 31 Moscow Road,
off Queensway,
Bayswater W2.
01-727 2707

WANTED—continued

- WANTED: VINTAGE**, 10-horsepower Talbot or Wolseley, condition immaterial but must be 4-seater. Isles, 5 Earls Hill Gdns., Royston, Herts. Tel.: 42197. (4275)
- ANY SPORTS CAR**, any condition, any year, damaged or unbent, also saloons, vintage cars. Cash. Tel.: 01-658 1005 (anytime). (4276)
- MORGAN 3-WHEELER** Wanted: 1931, or earlier, V-twin J.A.P. engines, accessories, spares, old handbooks. Particularly 1929/31 radiators and all other Morgan parts and accessories. Advertiser will collect. Cash on collection for good cars and parts. No dealers. Tel.: Chicksands 7355 or write D. V. Pull, 2 Elm Close, Campton, Shefford, Beds. (4277)
- M.G. TC parts** wanted: air cleaner, instruments, head and tail lamps, ring and pinion set, shock dampers, door latches, wheels, and many other spares. All inquiries answered. T. A. Barber, Beech Hill Rd., Huntingdon, N.Y., U.S.A. (4278)
- SURPLUS NEW** Renault chain wanted. Large or small lots, any lengths. Box 276). (4279)
- SPORTS CARS** Wanted: for cash or part exchange. Tel.: Boughton (022-775) 225 (Kent). (4280)
- DD, JD or D** registration with low or unusual number wanted. Tel.: 021-705 3245. (4281)
- ANY INTERESTING** registration number required, preference given to the L.E. series. Also new or used stereo Cassette car player required. Box 2907. (4282)
- AC GREYHOUND** wanted. Must be in good mechanical and structural condition and in running order, or capable of being made so without extensive repair work. Tel.: Brookwood (Surrey) 2562 after 6.30 p.m. or weekends. (4283)
- VINTAGE, P.V.T.**, w.h.y.? Must be interesting, running and under £300. 1 Grange Park, Steeple Aston, Oxfordshire. Tel.: Steeple Aston 606. (4284)
- WANTED: UHB 1-9, CHB 1-9, UPS 1-9, Jon 1-9, JAG 1-9 or 000-9**. Please help! Tel.: Uckfield (Sussex) 4563 (evenings). (4285)
- WANTED: M.G. J2** or similar sports/racing car suitable for renovation. B. Jones, Alwira, Chapel Lane, Brayton, Selby, Yorkshire. (4286)
- IMMEDIATE CASH** offered for Motor Sport in good condition. Also Autocar, Motor before 1950, Whitehouse, 46 Lawnswood Ave., Solihull, Warwickshire. (4287)
- HARD-TOP** for Spitfire J, Steel red or black. Tel.: Nottingham 292578. (4289)
- WANTED: L.H.D. Aston Martin, DB4** or 5, Rolls-Royce, SC1 or Ferrari. Cash or will trade for 1966 Cadillac Convertible. Jorres, 25 Hauffst, Bremen, Germany. (4290)
- WANTED: "M" TYPE M.G.** Sound and with M.o.T. Also Citroen L15 spares and 1923 Morris Cowley spares. Weller 90 Woodcote Way, Caversham, Reading, Berks. (4291)
- "E" TYPE ROADSTER** required, 1968/69. Must be immaculate, limit £1,650. Tel.: Trenerry, Bournemouth 21774 (office). (4292)
- MINISPRINT WANTED** in good road trim. Full details required. Contact Syston 2751 (evenings) or Richardson, Leicester 706946 (office hours). (4293)
- DH OR DNH** wanted with low or interesting number. Tel.: Peatling Magna (Leicestershire) 332. (4294)
- HARD-TOP** for "E" type. Also two lobe wheel nuts. Ramsbottom, Coney Lane, Kighly (5444). (4295)
- URGENTLY REQUIRED**, 1938/39 S.S. Jaguar 100 Convertible 2½/3½-litre. Body must be good. Good price paid. Any offers to: Lewis, Formby (Lancs.) 74792. (4296)
- PORSCHE WANTED**, luggage grid to suit 356C. Must be in good condition; reasonable price. Write or phone, Sowerby, 33 Yearby Cres, Martke-by-Sea, Redcar, Teesside. Redcar 72667. (4297)
- BEETLE 1300** for about £300. Please write: 19 Lyndhurst Rd., Rugby, Warwick. 4298
- WANTED: NASH** chain transmission, complete or parts. Tel.: Good Easter (Essex) 352. (4299)
- WANTED: MORGAN 3-wheeler**, Austin Nippy, or similar, Snape, 19 Moore Ave., Penwortham, Preston, Lancs. (4300)
- SUPERCHARGER** to suit 1½ to 2-litre car. Roots or Wade type preferred. Tel.: 01-499 7133 (day), 01-624 3927 (evenings). (4301)
- ROLLS-ROYCE**, Phantom III, preferably 1939, close-coupled saloon. Send photograph of side view, State price and history. Ross Turner, 29 Victoria Sq., Port-of-Spain, Trinidad, West Indies. (4302)
- HARD-TOP** for Healey 3000. Up to £85 offered for "works type" Mk. III or Mk. II sports convertible hard-top. K. C. Brading, Winton St., Ryde, I.O.W. Tel.: Ryde 4444. (4303)
- M.G.-A 1600 Mk II** convertible. Excellent cash price paid by private buyer for a really good example. Carter. Tel.: Northwood 24141 (daytime), 01-428 2059 (evenings). (4307)
- ASTON MARTIN** and Lagonda required for Spares; any age, model, or condition. Box 2912. (4424)
- "E" TYPE F.H.C.** "G" registration, from private seller to private buyer in Bristol/Gloucester area. Details Box 2910. (4426)
- SCIMITAR COUPE**, 1967 Mk I. Cortina GT exchange if not sold; white, fabulous condition; lowered; 5½-J's low mileage. Whitehouse, Wilton Lodge, Wilton. Tel.: Stafford 62965. (4572)

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Collector is disposing of what must be the most comprehensive run in the country. This collection is complete from Vol. 1 1895 to Vol. CXVII 1962 — 235 volumes (excluding 4 issues); 95% are bound with advertisements.

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TR3A, TR4, TR4A, TR5 and TR6 Specialists

TR6, 1970 Red with black interior
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TR5, 1968 'G' Reg. Valencia blue with
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Surrey Hard Top Kits for TR4s & 5s from £50 complete. Fit one to your TR6. Contrary to popular belief, its easy to fit, transforms the car and is much better than the works hard top (so we think anyway).

Parts and Labour guarantee.

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ROLLS-ROYCE SILVER SHADOW 4-DOOR SALOON. First registered 1970 (April). In Shell grey with Burgundy hide upholstery. One owner 13,000 confirmed miles only. Full F.S.S. specification. Over £300 worth of extras including 8 track slot stereo with 4 speakers, quartz halogen headlamp conversion, matched quartz halogen fog and spotlamp, refrigeration, Sundym glass, leather bound overmats, nylon fur rugs. Immaculate. £9,250



BENTLEY MK. VI 4-LITRE SALOON. First registered 1951 (April). Finished in special metallic two-tone Apple green over Pacific green-grey hide upholstery. Cibie quartz halogen headlamp conversion and many other extras. At 61,855 miles, Rolls-Royce (Crewe) completely checked this car from stem to stern replacing everything not up to new car standards. 74,333 confirmed miles. In superb condition. £1,995

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BENTLEY MK. VI BIG BORE SPORTS SALOON. First registered 1952 (Sept.). In Shell grey with Deep grey hide upholstery. Two owners only since new. 99,000 confirmed miles only. In most original and complete condition—down to the smallest detail, even the tool kit is complete, and the rear carrier straps are unmarked. A most magnificent example of this Marque. £1,450

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96-98 UPPER RICHMOND ROAD, PUTNEY, S.W.15



Another **FORD GT40** converted to road use, sporty, full Wood & Pickett interior, wind-up windows, radio, etc. (Bills available for £1,200 for this little lot.) Bright red. Borrani's, all chrome suspension.



PORSCHE Carrera 6. Shown just going through the workshop where it is being road equipped and brought up to concours standards. Just had £1,000 spent (all bills available). All duty paid and registered for road. Is this the most way-out road car yet? For the historian this was the first 906 built and was the works car.



Complete **JAG.** collection includes the above—a factory competition lightweight 'E'-Type, one of the rare cars with all block, fuel injection, ZF 5-speed box and diff. This has a very successful racing history including Le Mans in 1964 driven by Lumsden and Sargeant. Fully tractable road car restored to concours in red with fully trimmed interior in leather and West of England cloth.



A sure contender for top honours in H.S.C.C. events. **1959 Lister JAG.** Full 'D' dry sumped wide angled Jag. engine. The chance to buy a fully competitive car for half of a 'D's' value. Your last chance to jump on the bandwagon!



Beautiful **S.S.90/100.** Log book reads 1935 S.S.90 but S.S.100 engine. History unknown, believed raced just after war. Beautifully proportioned body looks the part in red with polished alloy bonnet. Restored to nigh on concours.



From the other famous stable we have a **DB4GT.** One of the few short-chassis 2-seaters, 12-plug head, Webers. Borrani's, long-range tanks. The car was a well-known A.M.O.C. car and has had lots of money spent on mechanics and has now been brought to mint condition by a complete retrim, respray and rechrome. Without exaggeration like new by even the most meticulous and discriminating standards. To enquirers about the **1928 4½-litre INVICTA,** it should be ready by now. Beautifully finished 2-seater boat-tailed body. Completely rebuilt in its entirety to concours condition. Also an **ALVIS Speed 25** 2-seater, believed to be a 'Brooklands Special'. Looks like a 250F Maser with two seats and cycle wings. £1,500 and £1,000 respectively.

Offers, exchanges, swaps, etc., considered.

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M.G. Midget, 1966, radio.....	£450
TR4A, 1967, wires, radio.....	£755
TR4, 1964, Surrey top.....	£525
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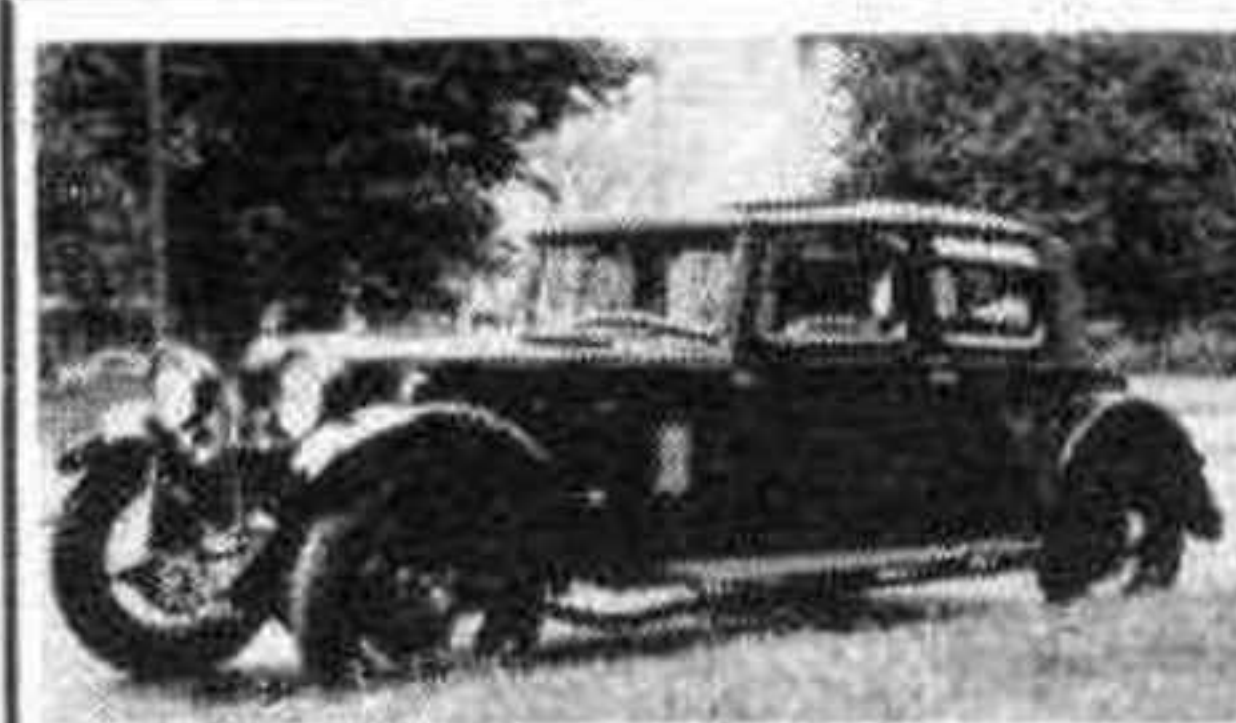
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Domed and Beaded: 5", 6" and 7"
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Carriage and packing: pair: 5/6,
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Guaranteed 'No Distortion' Weld
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NOV. 1968

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One of the rarest! White/black trim,
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1970 MUSTANG 351 4V fastback.
Right-hand drive conversion fitted
(£500). Automatic transmission, Sun-
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Koni suspension, air-conditioning, Poly-
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1970 model TRIUMPH 2.5 PI Mk. II
saloon. Magnificently finished in
Wedgwood blue with tan interior.
Fitted overdrive and all normal refine-
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Contact —

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WILLMENT or Elva O.H.I.V.; head conversion for 100E. Rojek, 24 Strathmore St., Barnhill, Dundee, Scotland. (4573)

MORGAN WANTED for rebuild, must be coupé, 4-seater, or Super Sports. Condition unimportant, cash available immediately. T. Henderson, Morgans Creek, Sheffield Park, Sussex; Tel.: Newick (4574)

MICHELIN 640 x 15. "X" one or a pair wanted urgently. Trier, 15 Mill St., Warwick. Tel.: 42794. (4575)

SHORT REGISTRATION number required. What have you to offer? Tel.: Rugeley 4932. (4576)

LAGONDA WANTED, LG6 or V12, drop-head (or Rapide). Will buy outright, or exchange for sporting open 4½-tourer. Schofield, Foxhill Stables, Mottram Rd., Stalybridge, Cheshire. Tel.: 061-338 4951 (evening), 061-624 6236 (day). (4577)

WANTED: M.G. NA/NB, 1936 preferred; 2-seater; immaculate condition only need reply. Bradshaw, Highworth Ave., Cambridge. (4578)

WOLSELEY 6/80 Wanted; two front wings and two valances in good condition. Howard, 24 Skelton Rd., Brotton, Saltburn, Yorkshire. (4579)

WANTED: Damaged Aston "E"-Type, Porsche or similar, preferably later model. Private inquiry, Box 2923. (4584)

RILEY 9 Merlin engine wanted, also Riley 9 Sports engine. Suitable for Ulster Imp. Tel.: Combe Down 3585. (4545)

BUGATTI WANTED by British enthusiast. Condition immaterial! Cash payment! No dealers. D. Griffin, 21 Russell Gdns, Mews, Kensington, London, W.14. (4600)

EXCHANGES

1967 PEUGEOT 504, 18,000 miles; exchange for interesting vintage car. Box 2880. (3868)

1933 SS TOURER needs work but is genuine exchange; TC, DF, M.G., Aston DB4; Daimler V250, late Morgan. Box 2909. (4323)

DA MLER CONQUEST, 1956, Silver/black, tested, licenced; attractive example. £150. Exchange. Tel.: 01-856 0772 (after 6/8/1971). (4384)

EXCHANGE: Very sound Jaguar XK150 f.h.c.; Carmen red; chrome wires; radio; overdrive, etc.; distinctive registration number; for good condition XK140 roadster; no weather equipment required. Cash adjustment either way. Bridgend. Tel.: Glamorgan 4649 (9 a.m. to 5 p.m.). (4555)

MALTA—SUPERB flat. Value £10,000 will exchange for vintage car(s); S. Ghost or S. Shadow/Bentley "T", d.h.c. or consider U.K. property. Tel.: Sheffield 301797 or Box 2916. (4554)

M.G. PA, 1935, Tidy, original (never rebored), in regular use, for similar 4-seater tourer, M.G., Austin 10, W.H.Y.? 116 Hillfield Rd., Little Sutton, Wirral. Tel.: 051-339 3345. (4553)

MISCELLANEOUS

REG. NO. HRG 150 on Aston-Martin, DB 2.4, offers. Box 2864. (3873)

WORKS RECONDITIONED Daimler century engine; 2,500 miles only. £85; bodywork could be restored. K. E. Lawson-Lynch, 43 Fareham Ave., Rugby. (3905)

REGISTRATION NUMBER: WFN 2 on 1961 Morris 1000 Convertible; M.o.T. 12 months; clean, good runner. £150. Tel.: T. Watkins, Oxshott 2420 (home), 01-870 0179 (office). (3982)

WILLYS KNIGHT, breaking 1927/8 model. Tel.: 031-554 7486. (3985)

WAA 3 on ageing Morris. Offers. Tel.: 01-723 4947. (3987)

RADIATOR BADGES, R-R (red), Minerva, Fiat, Lagonda, Reo, ABC, Hampton, Donnet-Zedel, Essex. Offers, Burr, 173 Goldcroft, Ycovil. (3990)

FROM 1937 ALVIS; matching speedometer and rev-counter, with 8-day clock; good working order; two P. 100s; headlamps; new reflectors; one chrome excellent, other poor. Offers to Box 2899. (4105)

NEW TR BITS, including set (four) liner/piston/conrod assemblies, crankshaft; set of new rear brake shoes. £25 o.n.o. Box 2899. (4105)

HITACHI CST-213 car stereo cassette player/A.M. radio, negative earth, £42.50, normally £54.95; speakers, £6; Pioneer TP-83 cartridge 8 player £35, normally £40; Speakers, £6.50, P. and P. 35p. Cheque/P.O./C.O.D. to Transit Travel, Wellington Grove, Stockport, Cheshire. Tel.: 061-480 5016. (4049)

4½ BENTLEY cylinder head, rocker shaft and push-rods. Offers to Jeans, 1 Little Orchard Coits., Longwick, Aylesbury, Bucks. Tel.: Princes Risborough 3067. (4179)

FOR SALE: Singer Le Mans engine, 1934, rebored—gearbox to suit—five wire wheels with tyres, 4-50 x 18. Tel.: 021-353 3913. (4180)

ROADTRANSPORTALLAYE, Historic Vehicle Show and Summer Fete. Free entry and flea market, Sunday, Aug. 22nd, 12.30 p.m., at Judson's Field, Meopham, Kent. Entry forms from: Nevill House, Norwood Lane, Meopham, Kent. (4181)

BUGATTI VINTAGE stable to be sold. View Belgium. Tel.: 01-399 1622 for details. (4182)

LE MANS, 1971, Coach leaving London Friday night, arrive back London Monday morning. Seats available £10.25, including entry to circuit. Tel.: 01-689 1621. (4183)

MISCELLANEOUS—continued

OCTAGON

MGs WANTED URGENTLY — 1930 ONWARDS
FROM WRECKS TO IMMACULATE. M, D, F, J, P, K, L, N, TAs, TCs, TDs, TFs, MG-As. AS SPECIALISTS WE CAN OFFER TOP PRICES
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SINGLE-CAR TRANSPORTING anywhere, any time. Reasonable rates. Tel.: Brighouse 2074 for quotation. (4184)

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. (4185)

THE A.C. OWNERS' CLUB invite A.C. enthusiasts to apply for membership. Advice and opinion on all aspects, including insurance. Membership Secretary, 33 Linden Ave., Ruislipp Manor, Middx., England. (4186)

SILVER GHOST spares. One or two 33 x 5 Dunlop straight-sided tyres (not remoulds), early tread pattern if possible; driving mirror to fit Auster front screen, nickel finish, size 6 x 3 in.; several wheel balance weights (Dunlop); any tools to complete our set; engine oil filler cap or can we borrow yours to copy? Jonathan Samuelson, Old Grove House, London, N.W.3, 6SP. Tel.: 01-435 2724. (4187)

VETERAN VINTAGE CARS on large multi-coloured stamps. Racing cars and drivers: Fangio, Clark, Lotus, Ferrari, etc.; s.a.e. for interesting list. G. S. King, 154 Telfer Rd., Coventry. (4188)

ROLLS-ROYCE registration book for sale relating to 1931 40/50, UD 4645. Offers. Also more than 600 other registration books, mostly pre-war. Offers for the lot. West, The Paddocks, Oakley, Bucks. Tel.: Brill 417. (4189)

"AUTOCAR", 1949-1970. Most years complete and many duplicates, s.a.e. for details and prices to: Robson, Fairfax Close, Bedford, Warwick. (4190)

S REGISTRATION. Car with registration number containing S wanted. Box 2895. (4191)

BRISTOL GEARBOX with overdrive, close ratio, to fit 100 D2 engine. Best offer. Pickering, Tel.: 01-937 9970. (4192)

CLASSIC AMERICAN Auto Club rallies to Woburn on Aug. 15th. As always, a friendly rally for the real pre-1942 American car enthusiast. This year a "show class" for post-war American cars up to 1955. Invited clubs are Raiton Owners, Model T Register and American Motorcycle Club. This is an open event—anyone with an eligible vehicle is welcome. Details gladly from Secretary, Old Laundry Cottage, Copthall, Hunsdon, Herts. (4193)

"AUTOMOBILE YEAR" No. 2 wanted (formerly annual "Automobile Review"). Realistic price paid. Duque, 280 Eastern Avenue, Ilford, Essex. (4194)

BOSCH MAGNETOS—Type ZU4 169 and 047B—£5 each; Zenith carburettor No. 3DA 01320, £5; Holmes, 45 Roundham Rd., Paignton. (4195)

TRIPLE 45 DCOE Webers on manifold for Jaguar 3.4/3.8, plus spare jets and chokes. £70 o.n.o. Also inlet manifold for Jaguar "C" or "D" for triple Webers. £25 o.n.o. Tel.: Bolton 23644 (day), 25777 (evenings). (4196)

RILEY 15/6 engine, stored since war, virtually complete. Offers. Tel.: Bromsgrove 31054. (4197)

313 TVT "E"-TYPE, Derby/London buyer of this car advertised last month. Please contact A.E.H. Tel.: 01-499 6137. (4198)

VOLVO B18/1225 engine, c/w clutch, gearbox, prop-shaft, b/axle, completely overhauled and ready for us. Will separate. Information on request. Phillips, 116 Benthom Drive, Liverpool 16. Tel.: 051-722 8538. (4199)

E.R.A. PISTONS, 6 new Hepolites 62.8 bore. Sell or exchange 6-cylinder Riley racing parts or pre-1951 "Motor Sports". Tel.: Hoddesdon 66298. (4200)

VINTAGE CARAVAN for sale. Manufactured in the late 1920s for East Anglian showman and used by him until his death some years ago. Since then completely rebuilt as original, including traditional decoration in gold leaf, new carpets, upholstery, etc.; etc. This small (10 ft. 6 in.) caravan has a most attractive and charming appearance and is quite practical for two people to use. Would make a perfect companion to any vintage car. £1,275. P. N. Garner, Park House, Diss, Norfolk. Tel.: 2311. (4201)

HEALEY SILVERSTONE spares. Three engines, one gearbox, two radiators; front and back axles. Many other parts, dynamos, starters, etc.; one set Dunlop racing tyres and wheels—550 x 16—one set road wheels and tyres. Tel.: Gaddesby (Leicester) 419. (4202)

COLLECTOR WISHES to dispose of part of collection of catalogues and books, 1914-1968. Balzano. Tel.: 01-689 7402. (4203)

"MOTOR SPORT" Complete 1924 to 1970 (less Volume 1, No. 1), 45 volumes bound, 1970 unbound, £450. "Autosport," Complete 1950 to 1969, 38 bound volumes, Volume 39, Volume 39 unbound, £200 or £600 the pair. Dale, 1 Portsdown Ave., Golders Green, N.W.11. (4204)

TWO UNUSED fitted suitcases made specially to fit boot of 1946 3½ litre Jaguar; £20 collected. Tel.: Presbury 48268. (4205)

MISCELLANEOUS—continued

CARS REQUIRING attention bought for cash. Tel.: Botley (Hants.) 2102. (4206)

REGISTRATION NUMBERS. Many low and interesting numbers for sale and transfer on cheap vehicles. Tel.: Wymeswold 880619. (4207)

QUARTZ IODINE Cibie, twin spot/fog, as new, £8 the pair. Tel.: Wymeswold 880619. (4207)

"BROOKLANDS GAZETTE", 1924 (Vol. 1, seven copies); "Motor Sport" (Vol. 2 to 4, 20 copies), bound volumes, reasonable condition. Offers, s.a.e. for details. Clewley, 19 Linnet Close, Willenhall Wood, Coventry. (4208)

FIVER EACH offered for "Motor Sport" March, 1928; May, 1929; June, 1929; Box 2902. (4209)

FIVE AUSTIN HEALEY 60-spoke wire wheels, all recently rebuilt, restored, with used S.P. Sports. Tel.: Southend 545625. (4210)

STORAGE or workshop premises holding 7-8 cars; electricity £10 p.w. S.W.9., Tel.: 01-769 7314. (4211)

"MOTOR SPORT", 1959 to 1971, 10p each—postage extra. Milnes, Birchlings, Cilcairn Rd., Pantymwyn, Mold, Flintshire. (4212)

GOOD RILEY 1½ engine (stripped condition), gearbox, back axle, other parts. £20. Tel.: Leeds 662533. (4213)

HAWORTH, YORKS, ideal for motor museum. Excellent showroom, 3,100 sq. ft., prominent position; over 300,000 tourists per season. Price £6,500. Apply: Dacre, Son & Hartley, Chartered Surveyors, 22/26 Devonshire St., Keighley. Tel.: 05352 5646, also at Otley, Ilkley and Skipton. (4214)

AWAKEN the dead with klaxon-type manually-operated hooter; early 1930s, possibly earlier. Offers Tel.: Mogador (Surrey) 3115 (evenings). (4215)

BOLTON, LANCASHIRE, Petrol and repair garage in good-class residential district, suitable for owner-occupation. Attractive premises; long leasehold. For sale £12,000. Apply: W. H. Robinson & Co., Chartered Surveyors, 79 Mosley St., Manchester, M2 3LP. Tel.: 061-236 2281. (4216)

REGISTRATION NUMBER UOU 1 on 1959 one-owner Citroen I.D. 19 for sale; M.o.T. Offers. Box 2877. (4217)

"BUGATTICS", Vols. 11-17. "Autocar" "Endless Quest for Speed", second series. All excellent condition. Box 2879. (4218)

FOUR BRAND new 14 in. x 6 in. five-stud-fixing Minilite wheels, would fit a B.M.W., Rover, etc., including chrome hub caps and wheel nuts. £85. Tel.: Sheffield 302879 (evenings or weekends). (4219)

CARBURETTERS, "E"-type manifold, complete with three carburetters and all linkage. Brand new—fit 3.4 or 3.8 engine. Tel.: Aylesbury 5875. (4220)

FORD SIDE-VALVE Day, 2 p.m. Saturday, Aug. 21st, at Twickenham Rugby Ground. All owners of cars powered by side-valve Ford engines are invited to enter the concours, grand parade, autotests, etc. Details and entry form from: 52 Mereway Rd., Wuirham, Middlesex. (4221)

1929 MUIRHILL dumper. In good working order. Believed to be the 20th one made. Chassis No. 1020. Best offer. 13 Johnsons Drive, Elmstead Market Colchester, Tel.: WIV 2129. (4222)

FOR SALE: Alvis all synchromesh gearbox, £25. Also TA and 12/10 gearboxes, £5; 12/70 engine, £15. Many other bits. 163 Springfield Rd., Elburton, Plymouth. (4223)

HJA 2 ON Standard Eight runner. Offers above £25. Pownall, Ingersley Vale, Bollington, Cheshire. (4224)

M.G.-B SPARES for five-bearing engine pistons, £4; connecting rods, £10; flywheel and clutch assembly, £6; crankshaft, £8; other miscellaneous items: M.G.-A 1600 Mk. II radiator grille (slats only), new, £7; M.G.-A twin-cam reground crankshaft, crack-tested, £26, two wheels, sand-blasted and zinc-sprayed, £5 each. Tel.: Abingdon 1980 or write: Kaelin, 132 South Ave., Abingdon, Berks. (4225)

£4 EACH PAID for "Motor Sports" Aug., Oct., 1925; March, 1926; April, 1927. Also interested in any motoring literature whatsoever, especially catalogues, magazines, brochures, manuals, etc. Richley, 14 Queen's Rd., Ashford, Kent. Tel.: 0233 20552 (evenings). (4411)

REGISTRATION NUMBER VNB 1 on 1957 Anglia. Offers to Elmes, 88 Harden Drive, Bolton, Lancashire. (4422)

LINCOLN GREYHOUND mascot and Rover Viking head. Best offer accepted. Box 2913 (London). (4423)

REGISTRATION NUMBER 1 LOB on magnificent red 356C Porsche (see "Cars For Sale") Tel.: 01-928 7999, extension 3035. (4452)

1935 MORRIS 8. Outstanding condition, £125 or exchange something 2-seater-ish needing attention; many handbooks and workshop manuals, all original, s.a.e. for what you need. Stanger, Ship Inn, Long Sutton, Lincs. Tel.: Long Sutton 363219. (4556)

MISCELLANEOUS—continued

SPORTS CARS FOR HIRE
MGB, MGB GT, and JAGUAR E-TYPE ROADSTER for self-drive hire. All cars 1969/71, with radios. Regret minimum age 25.

SPORTSHIRE LTD., 01-789 0757
4a, Deodar Road, Hours: 9.00-6.30.
Putney, Mon.-Fri.
London, S.W.15. Sat. a.m. only.

"MOTOR SPORT" 1956/68 still available owing unreliable prospective purchaser; "Small Car/Car 1964/1970"; "Cars, Car Conversions 1968/1970". Tel.: Uxbridge 51928 (evenings). (4557)

CENTRIC 160 supercharger; oil pump, pulleys £25. Wanted: M.G. TD radiator shell, Stoke House, Shaftesbury Rd., Gosport, Hants. (4558)

M.G.-B WORKS hard-top, £35; 185 Grand Prix on 5½J Dunlop wheels, £30. Martin. Tel.: 021-454 6951. (4559)

TWO MINILITES 7½ x 13 with 195 Rally Specials—new—£50, or complete with "J" registered Lotus-Cortina-Savage, white, sun-roof for 1949 extra only. Tel.: Hatfield 64547. (4560)

STEREO CASSETTE and cartridge hire service. Large selection; free brochure from: Stereo Cassette Lending Library (MS), 26 St. Dunstan's St., Canterbury, Kent. (4561)

90 PG on white 1966 Midget. Hard/soft-tops; 40,000 miles; lady owner will separate. NHJ1 on Corsair, maroon, 1967, will separate. Offers. Tel.: 01-550 6200. Write: 12 Park View Gdns., Ilford, Essex. (4562)

TOO LATE! The Austin Ten Drivers' Club for 10-28 h.p. 1930-1939 held their National Rally at Stapleford Park on Sunday, July 11th. Join now for rallies, regular newsletter, spares and meetings. Martin, Highlands Rd., Seer Green, Bucks. (4563)

83 "MOTOR SPORTS", 1954 to 1964, £1 P. and P. extra. Fleming, 67 Harpur Ave., Littleover, Derby. (4564)

XK150 F.H.C., body dismantled, suitable spares; rebuild, £110. "E"-type head, carbs., manifold, £40. Tel.: Halifax 22939. (4565)

TR3 ENGINE. New parts include high port head, £20; perfect roadster gearbox with overdrive, £20. Tel.: Langley Mill (Notts.) 4149. (4566)

XK OWNER? Join the XK Register and 700 other enthusiasts! Monthly bulletin (100s spares advertised), 12 area meetings each month, many activities. Recognised by Jaguar Cars and R.A.C. Membership Secretary: Ron Bradshaw, 41 Ingrave Rd., Brentwood, Essex. (4567)

ANY PP registration number wanted. Box 2928. (4568)

SUMP PUMP. Change oil through dipstick hole. No mess, no jacking, no waiting. Special hand pump 97p + 17p p. and p. From: R. Macinnes, 107 Finsbury Park Rd., London, N.4, 2JU. (4569)

ALVIS GLASS-FIBRE wings, silfs for TA14, TA21, TC21. Also spares for Silver Eagle, Speed 25, TA14, TA/TC21. S.A.E. for brochure or list. Farrimond, 117 Dicconson St., Wigan. (4570)

REGISTRATION NUMBER MLW 85 on scrap Riley 1½, towable, £15. Farrimond, 117 Dicconson St., Wigan. (4570)

4 x 19 ACE discs for 20/25 R.-R., pair RB 170 lamps. Offers. T. C. Clarke, 70 Redcliffe Sq., London, S.W.10. (4571)

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EDWARDIAN two-seater body, de Dion. Seat and cape cart hood for veteran; vintage French sports/racing car, ex-Brooklands; s.a.e. Box 2921. (4586)

ROLLS-ROYCE Twenty running chassis. Also Phantom I running chassis. Suitable for tourer bodies. David Nudd, Attenborough, Notts. (4595)

142 A.D. on Morris 1000 Traveller. Excellent condition; must be seen; M.o.T. and taxed. Offers. Tel.: Caudery, Berkhamsted 2075. (4532)

VETERAN AND Vintage Vehicle Rally and Show, Ashton Court Estate, Bristol, Monday, Aug. 30th. Gates open 11.30 a.m. Day's spectacular entertainment. Entire proceeds to charity. Selective concours class up to approximately 1955. Entry forms from Rally Secretary, 69 Oakfield Rd., Bristol 8 Securicor vehicle protection. (4601)

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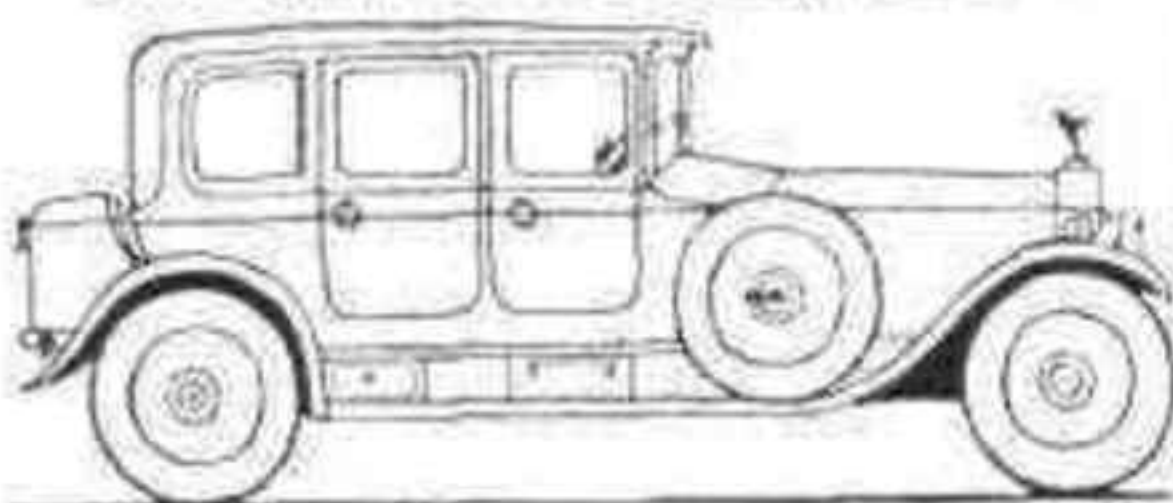
VETERAN AND vintage car enthusiast required to drive and maintain small private collection; modern self-contained flat West London area; suit single man or retired couple. Box 2898. (4054)

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Headlamps, picnic set, radiators. Shop full of Rolls-Royce spares, etc.



3 Rolls-Royce 20/25s, £850 to £1,450.



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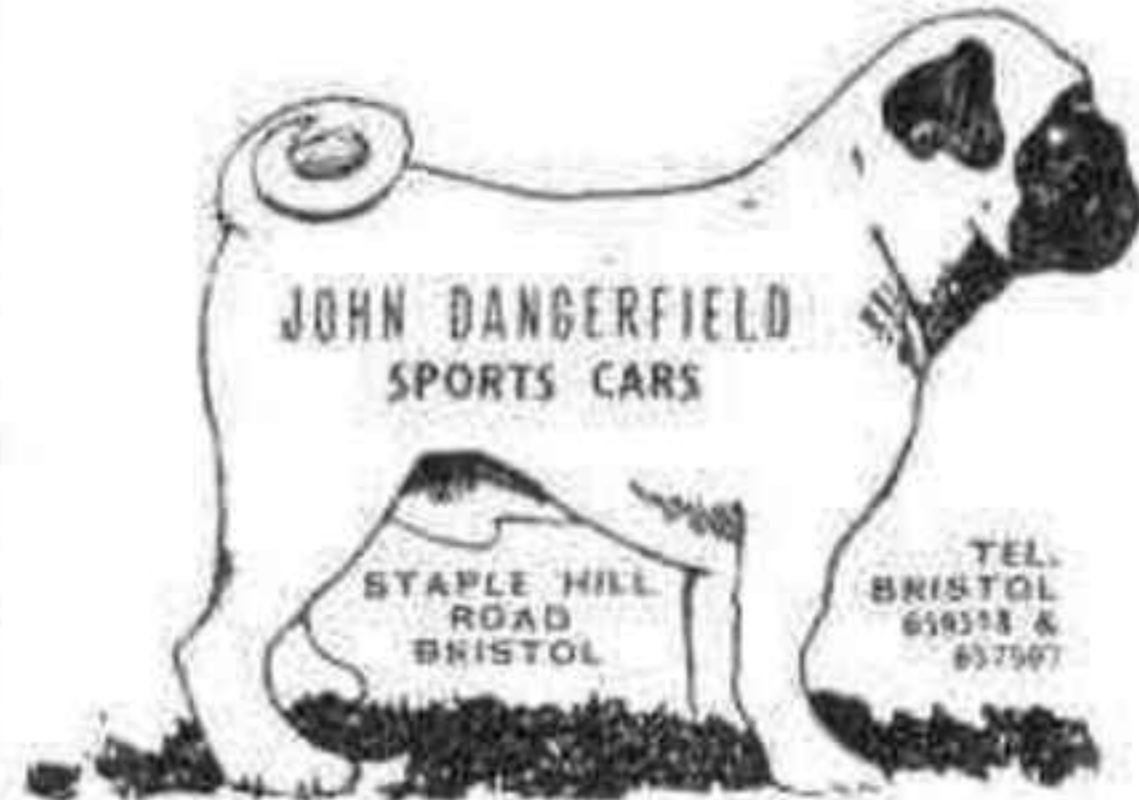
35 m.p.g., 80 m.p.h.; independent all round, inboard brakes. Approx. £225, spare engine. Series 2 Aprilia, 1949.



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1969 MORGAN 4/4 Competition model. All usual extras plus a few more. 8,086 miles. One lady owner ... £1,300

1969 M.G.-B GT. White. Overdrive, wires, ZX tyres. Supplied and maintained by us..... £1,225

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1969 Spitfire, Royal blue, wire wheels, new SP tyres, luggage rack..... £765

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1968 3-litre SCIMITAR coupé, radio, o/d., choice of colours..... £1,225

1968 TR5. White. Overdrive. Wires. New SP tyres. One owner..... £1,100

1968 M.G.-B red, o/drive, wires, radio, tonneau, new Cinturatos. Engine, gearbox and o/drive just reconditioned by us..... £1,050

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1967 'F' MORGAN 4/4 1600. B.R.G. One owner. Engine and front suspension just reconditioned by us. Very detailed service history..... £925

1967 SPITFIRE. Red. Hard-top. New Avon radials..... £650

1966 MERCEDES BENZ 220 SEB convertible. Power steering, automatic transmission, radio Q.H. spotlights, total mileage 58,000, works replacement engine fitted at 40,000 miles. 8 track stereo. Royal blue with grey hide, full service history.... £2,200

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By Park Ward, manual gearbox (very rare). Exceptional throughout. £2,750. 1963 R.-R. Silver Cloud 3. Sun-roof. Immaculate. £3,200.

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BENTLEY 4½-litre Mk. VI, 1952, Standard Steel saloon, finished in black over silver grey, with brown hide upholstery. Very good condition throughout £450. **ALVIS Firebird,** 1936, rolling chassis in full running order complete with bonnet, headlights and instruments, £125. **M.G. VA 1½-litre saloon,** 1939. Good mechanical condition but requires some body restoration, £60. Spares available for most pre-war Alvis' and also most mechanical parts for XK Jaguars.

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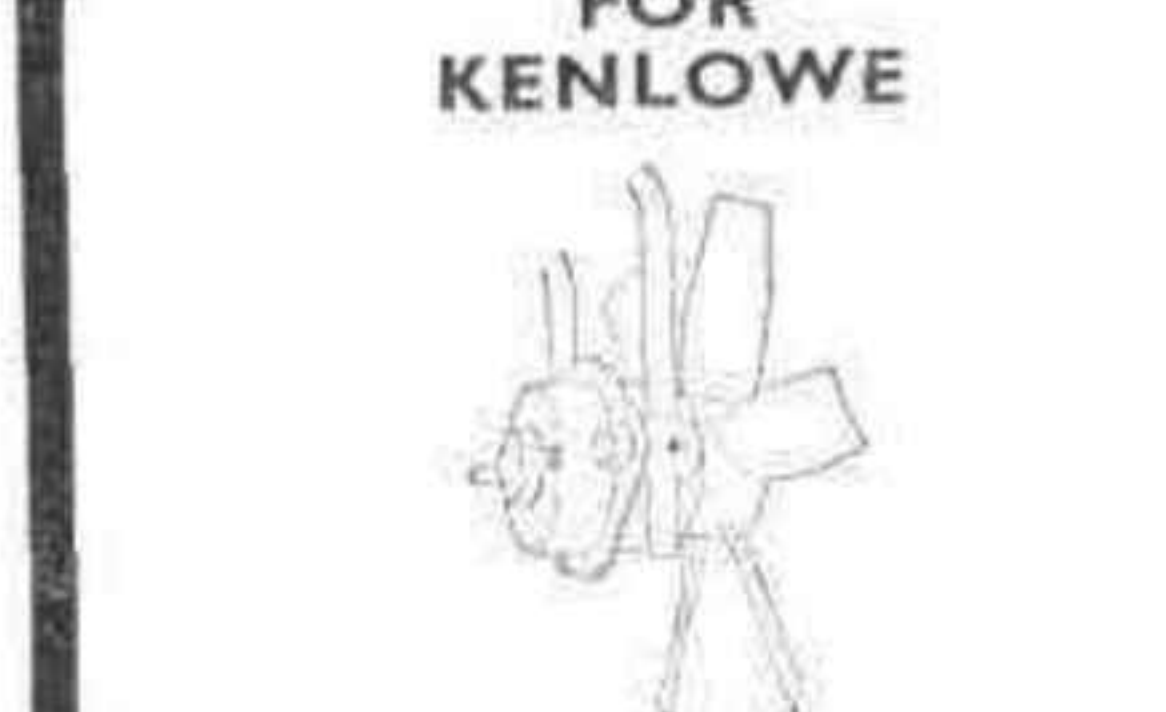
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1936 4½-litre Mulliner saloon, stored many years, running and drivable; good mechanically, wants work £445
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1948 NARDI-DANESE 2500 Alfa-engined sports/racing car, ran in Mille Miglia, Giro di Sicilia and Circuite di Pescara. Imported in many bits, duty paid ... £300

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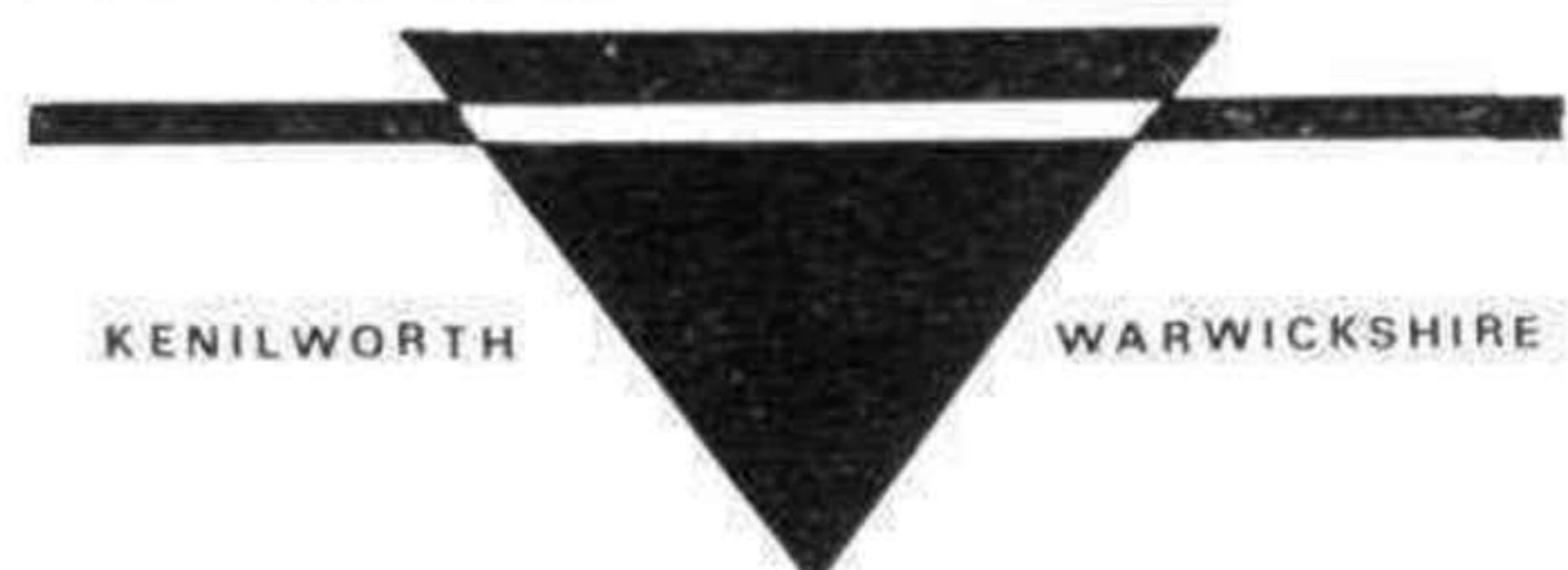
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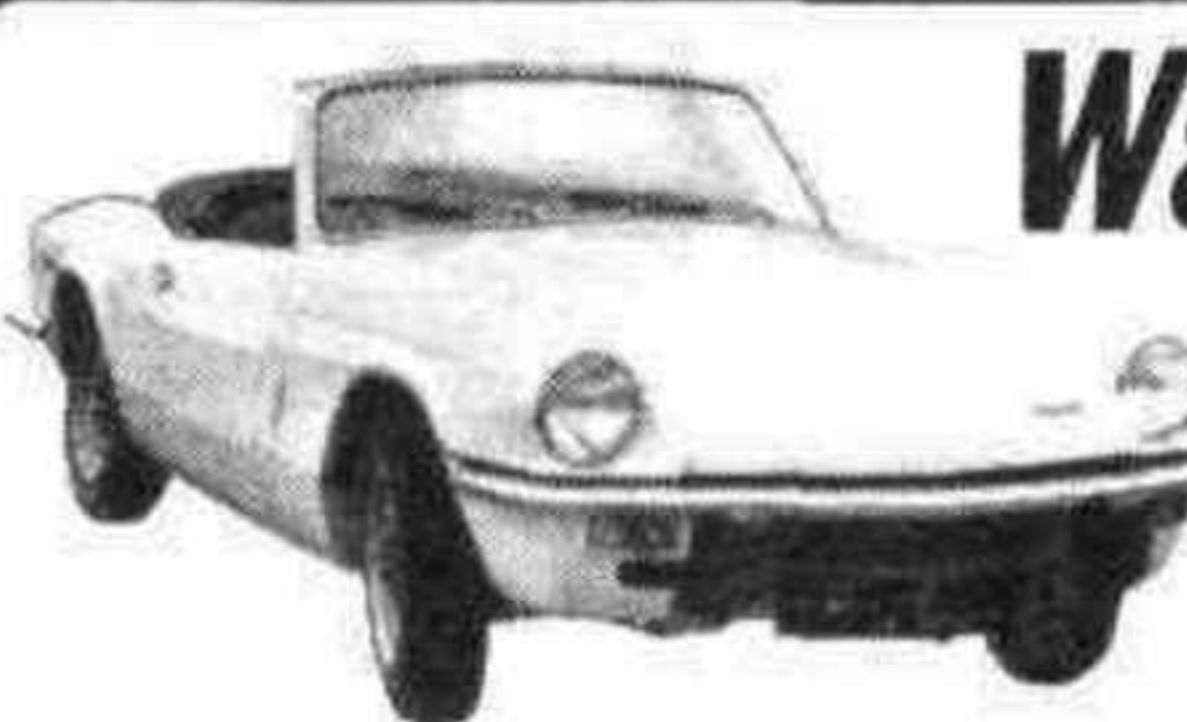
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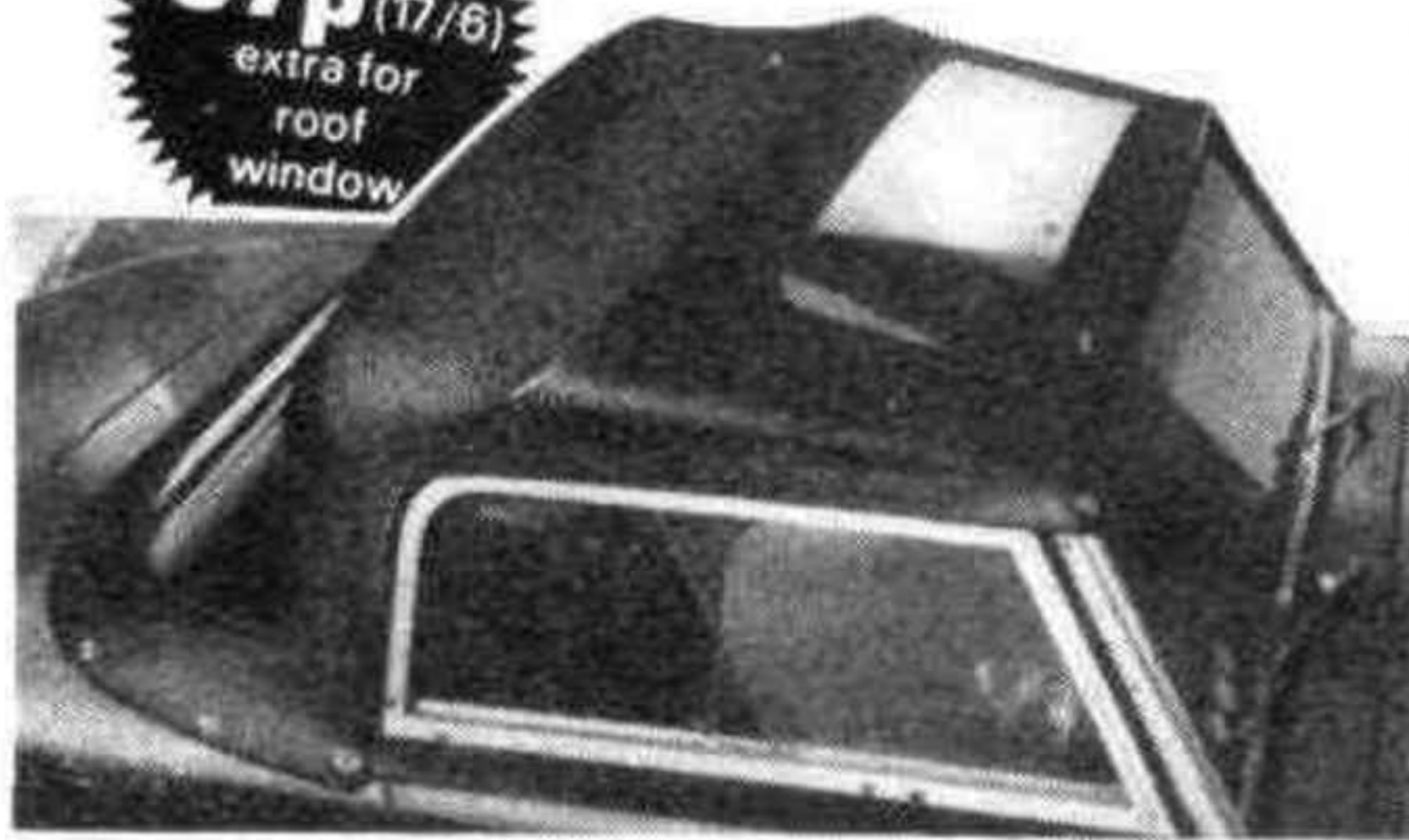
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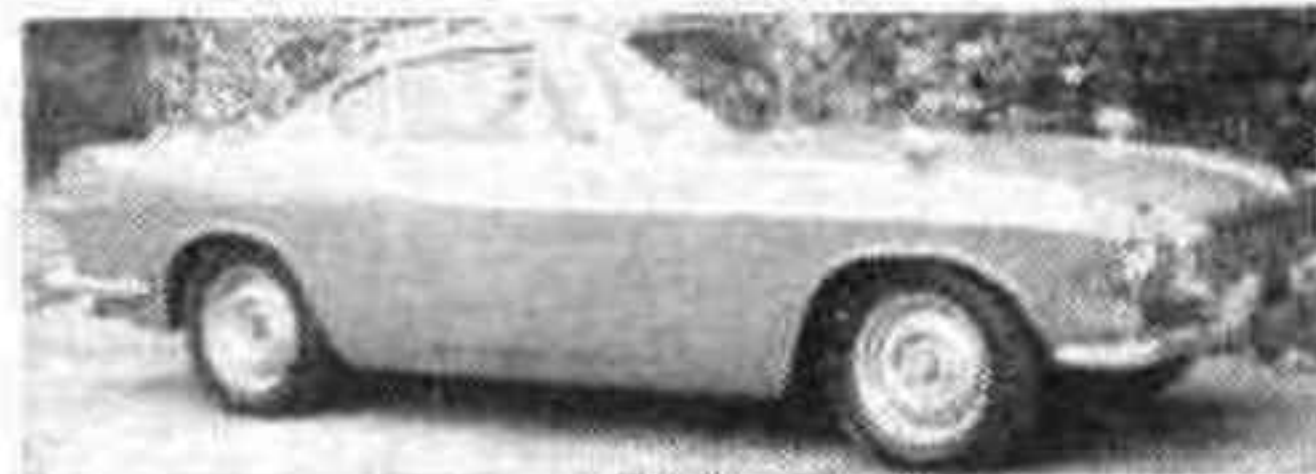
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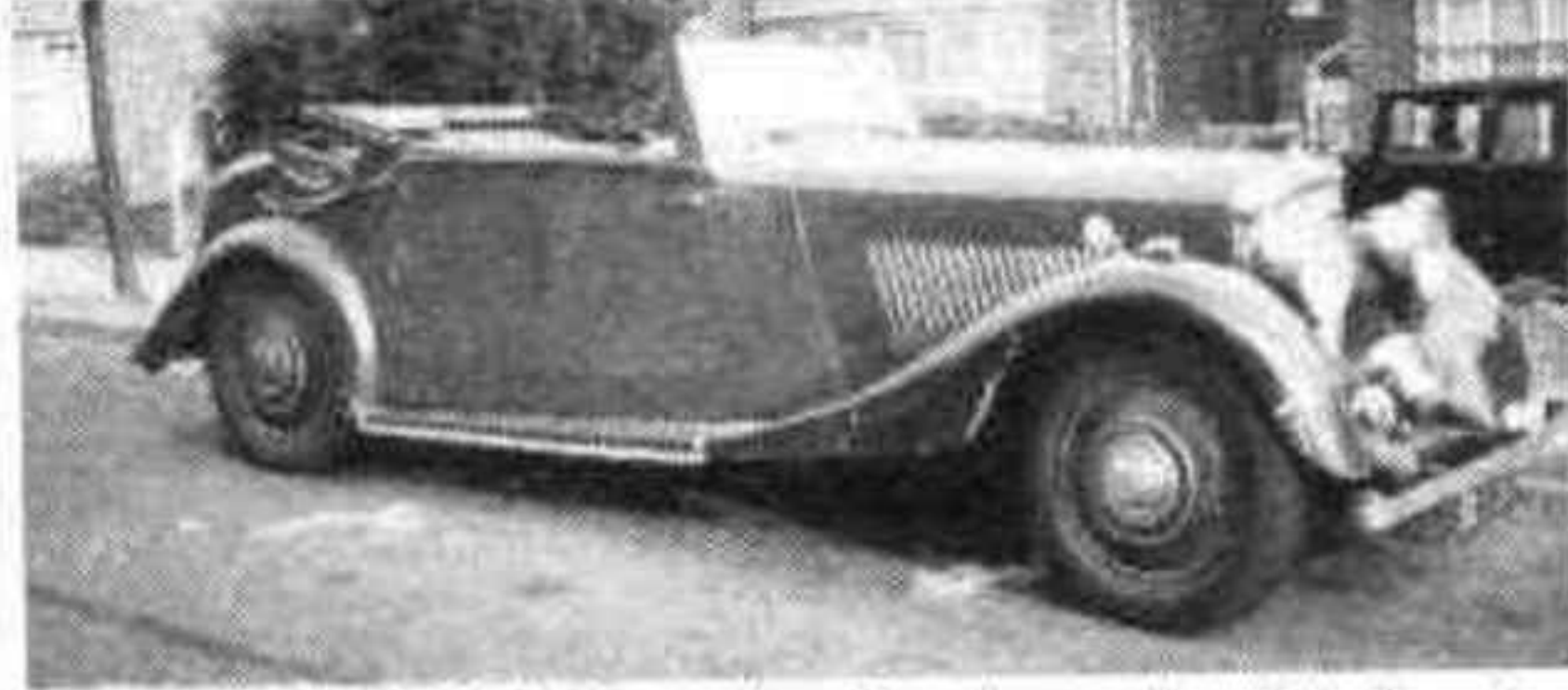
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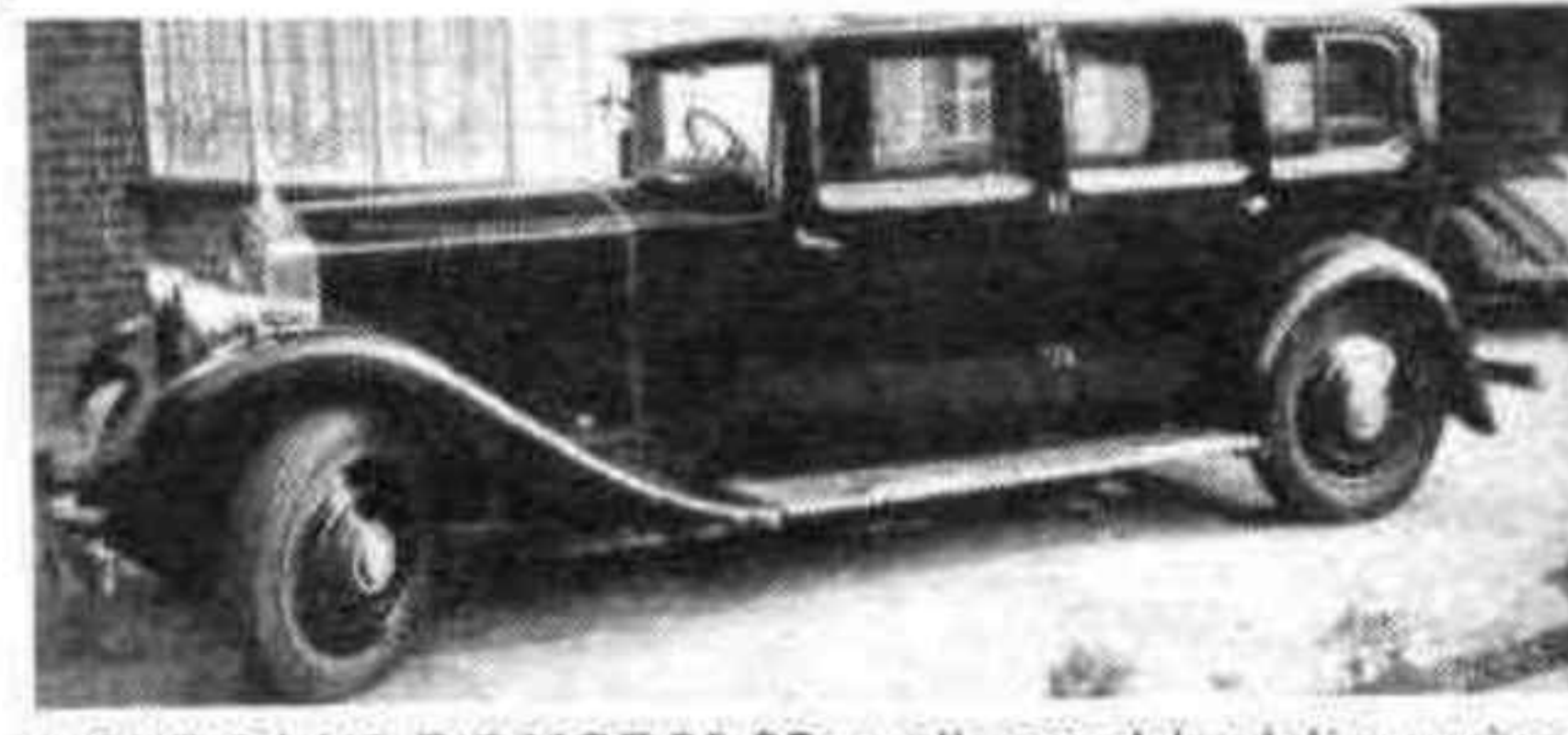
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1931 ROLLS-ROYCE 20-25 small neat d-back limousine with unusual coachwork by Startin & Co. occasional seating, leather front, cloth to rear, entire vehicle in extremely sound & original order, mechanically excellent, king pins and brakes just overhauled, new M.O.T.



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1952 BENTLEY Mk 6 H. J. Mulliner 4 door coachbuilt sports saloon, engine just completely rebuilt (bills £700) new exhaust, brakes & tyres, excellent paintwork finished in deep moss green with natural hide trim.



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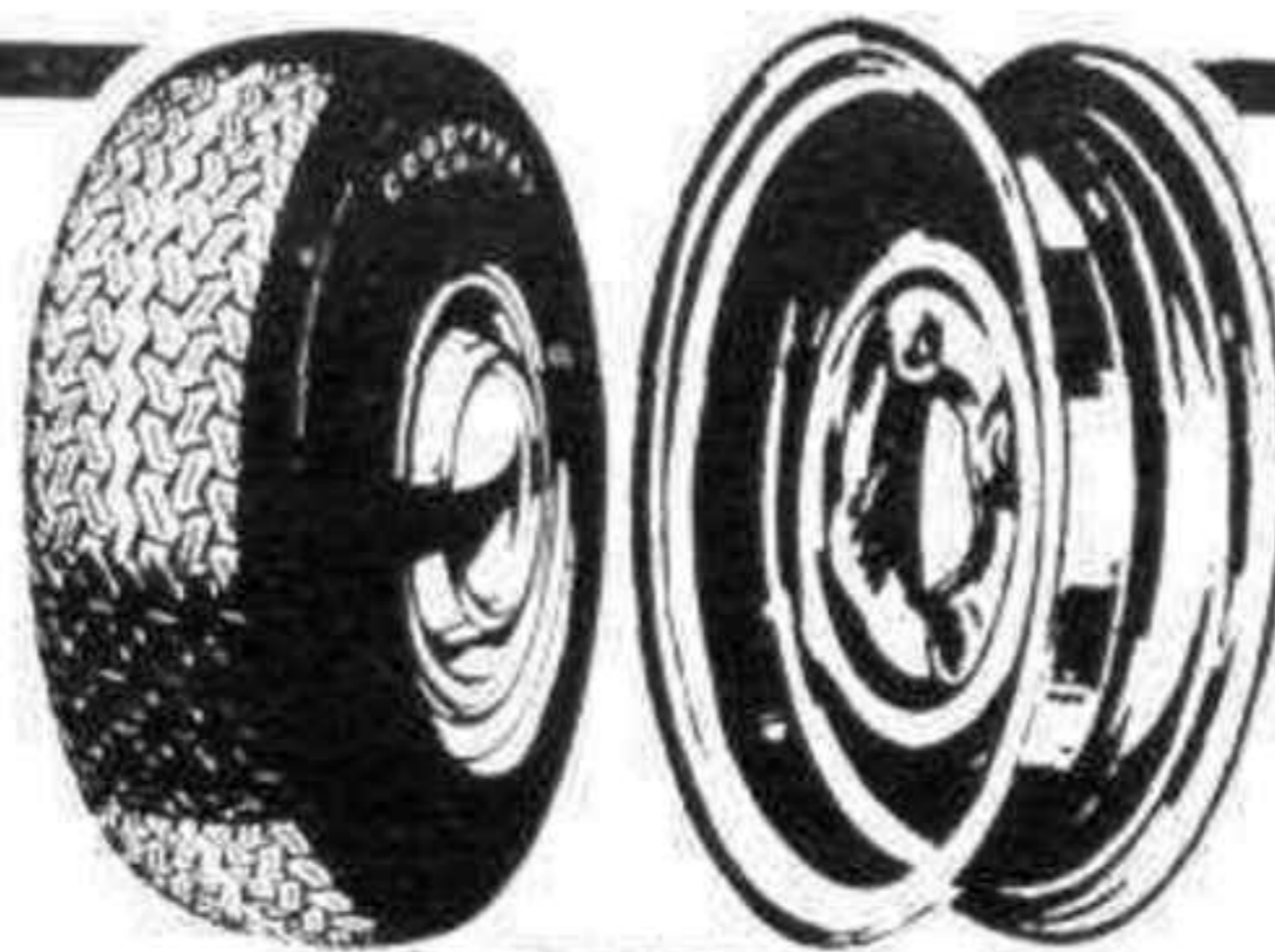
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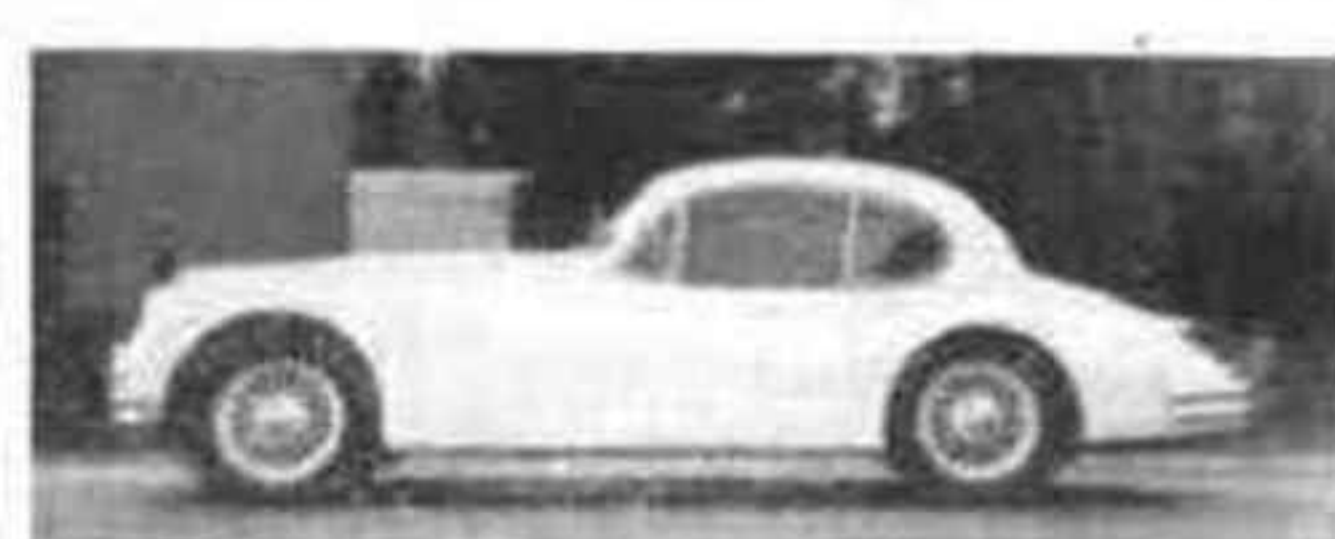
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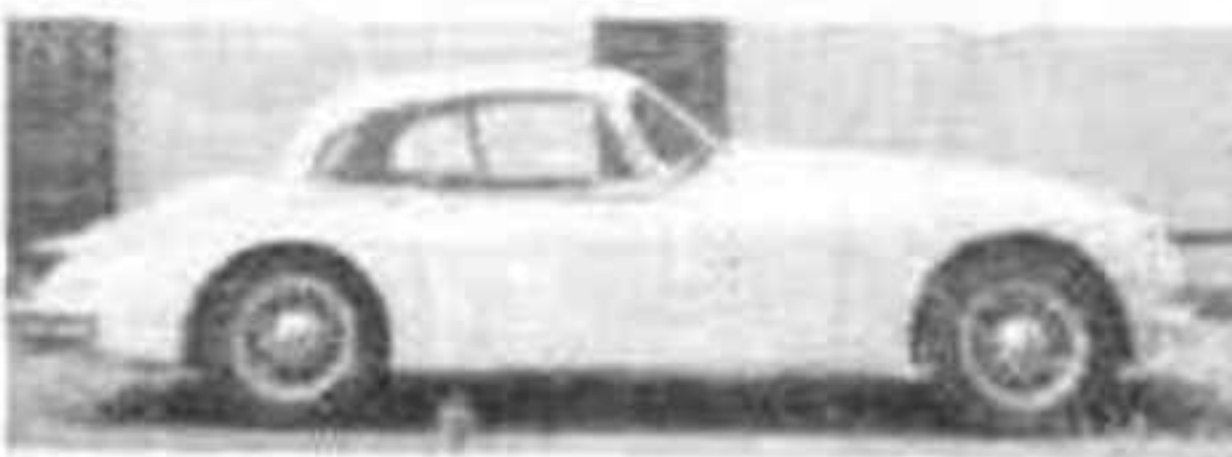
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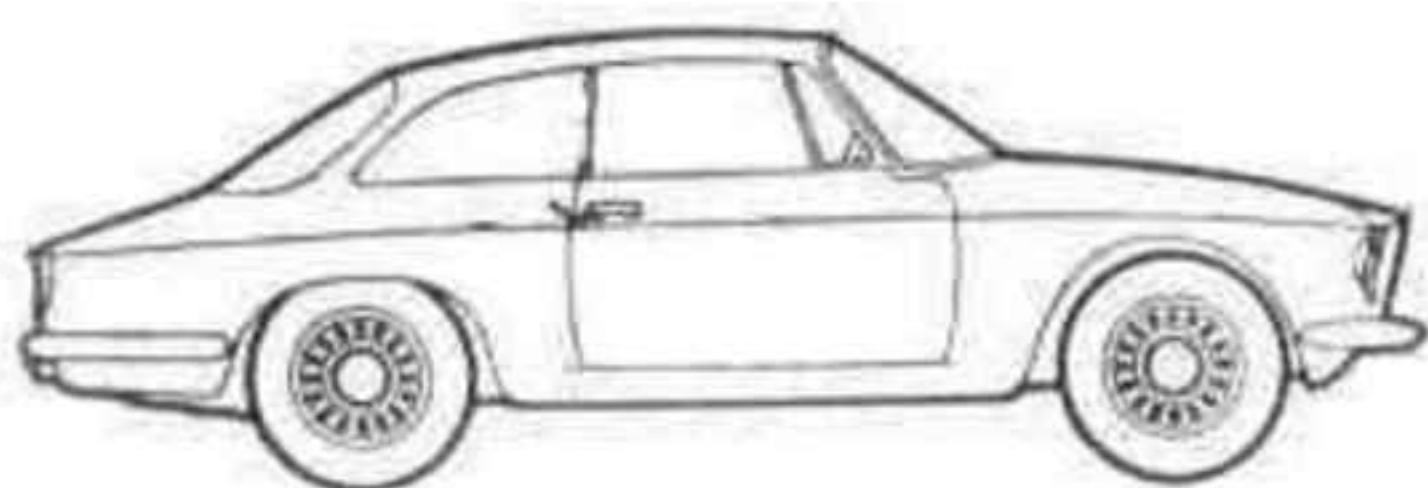
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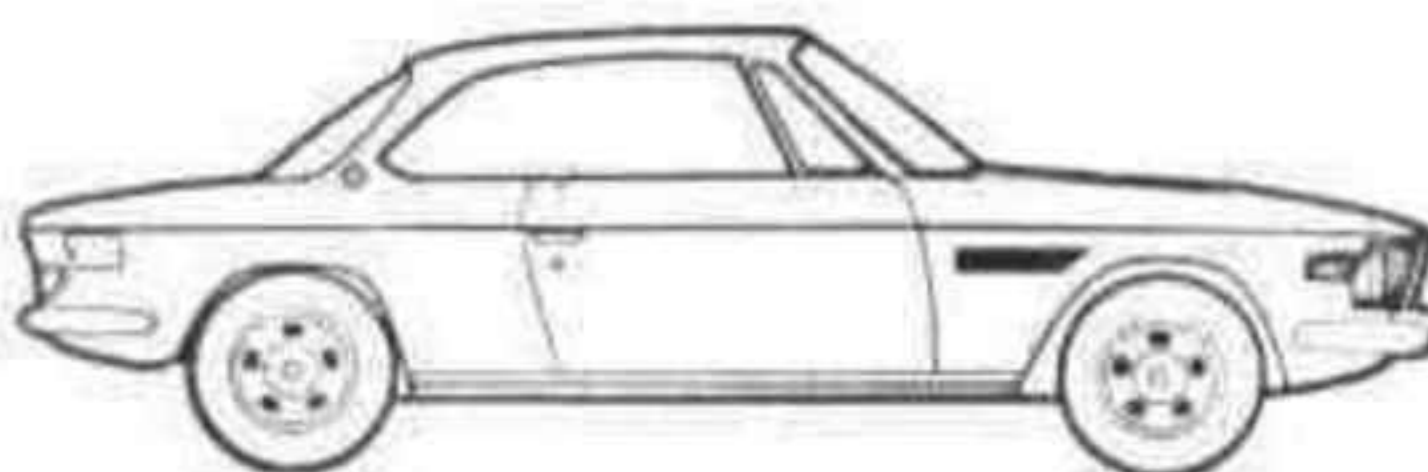
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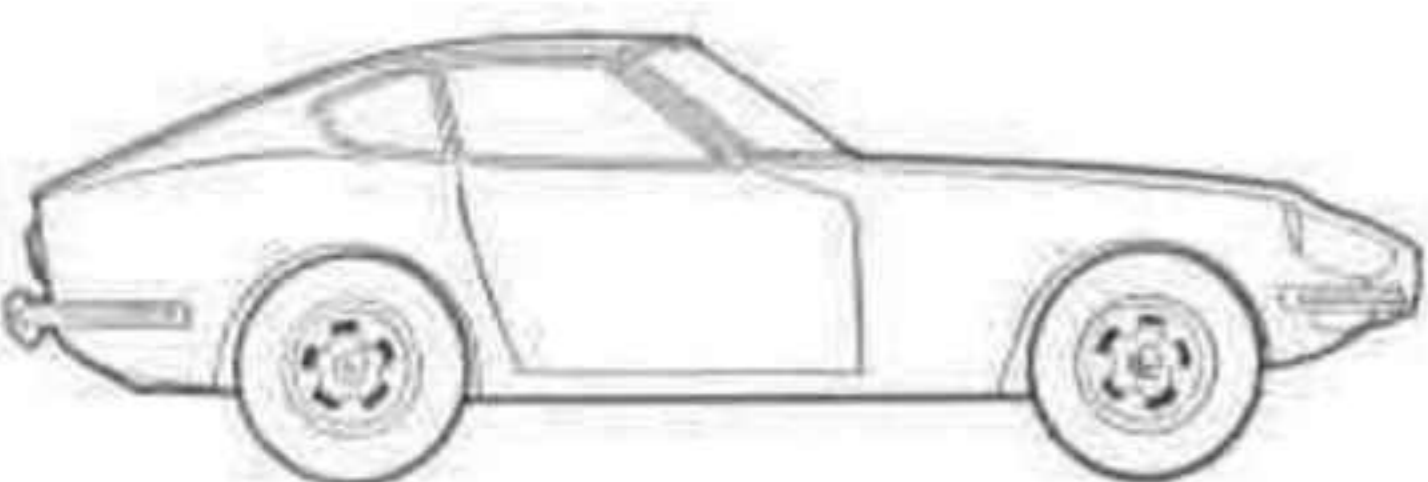
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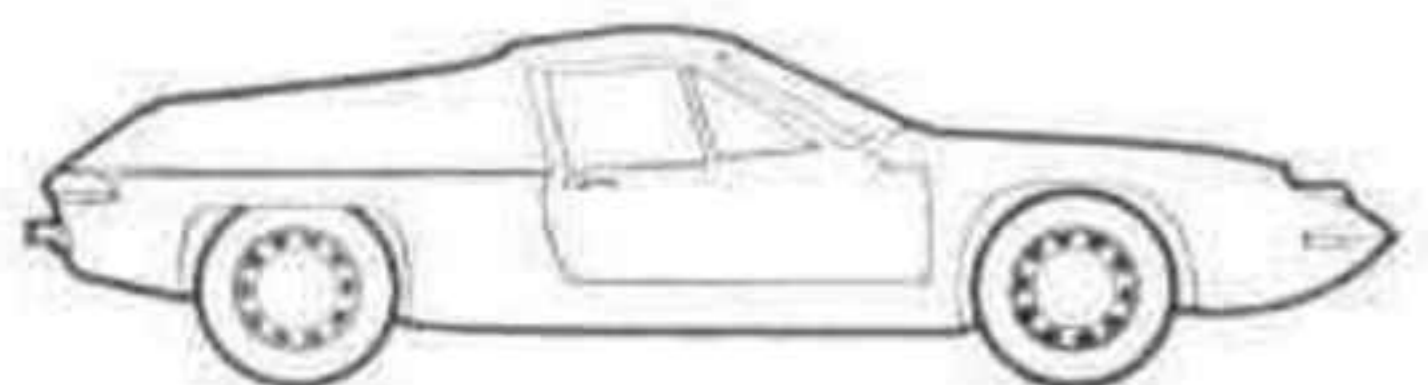
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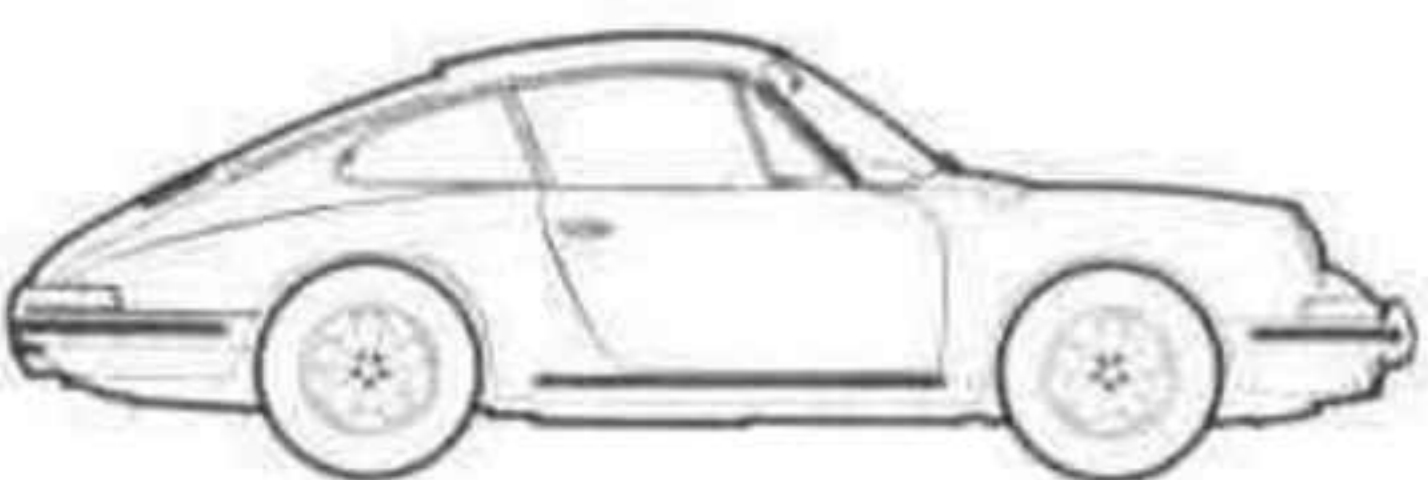
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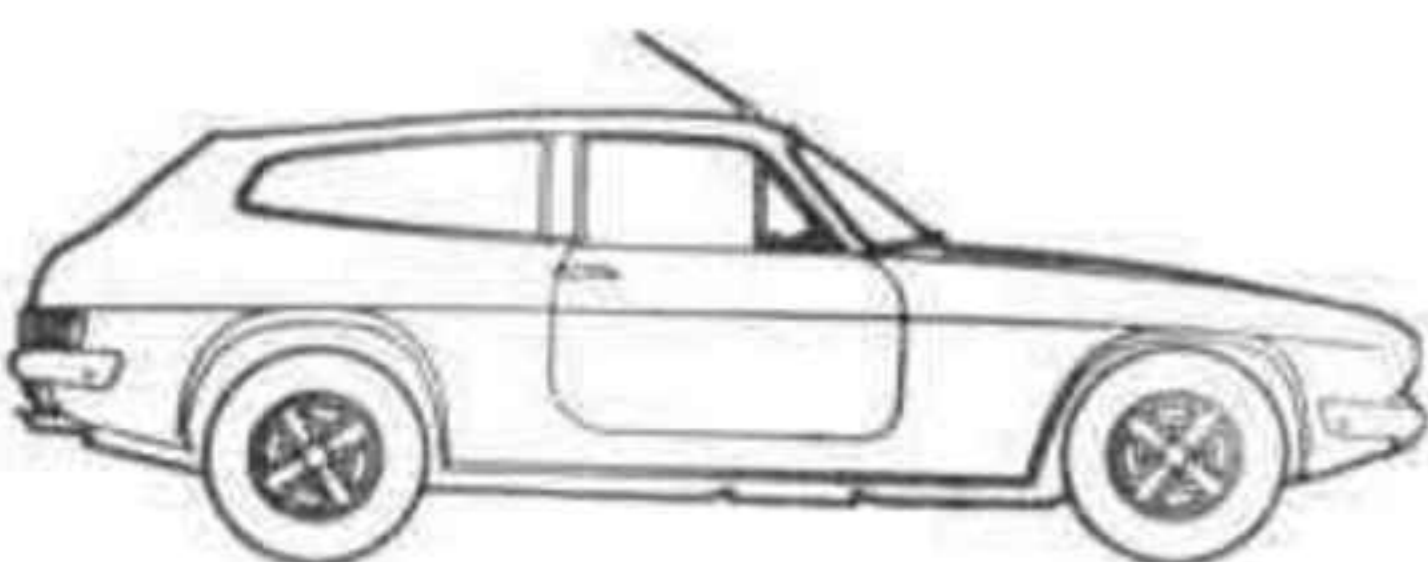
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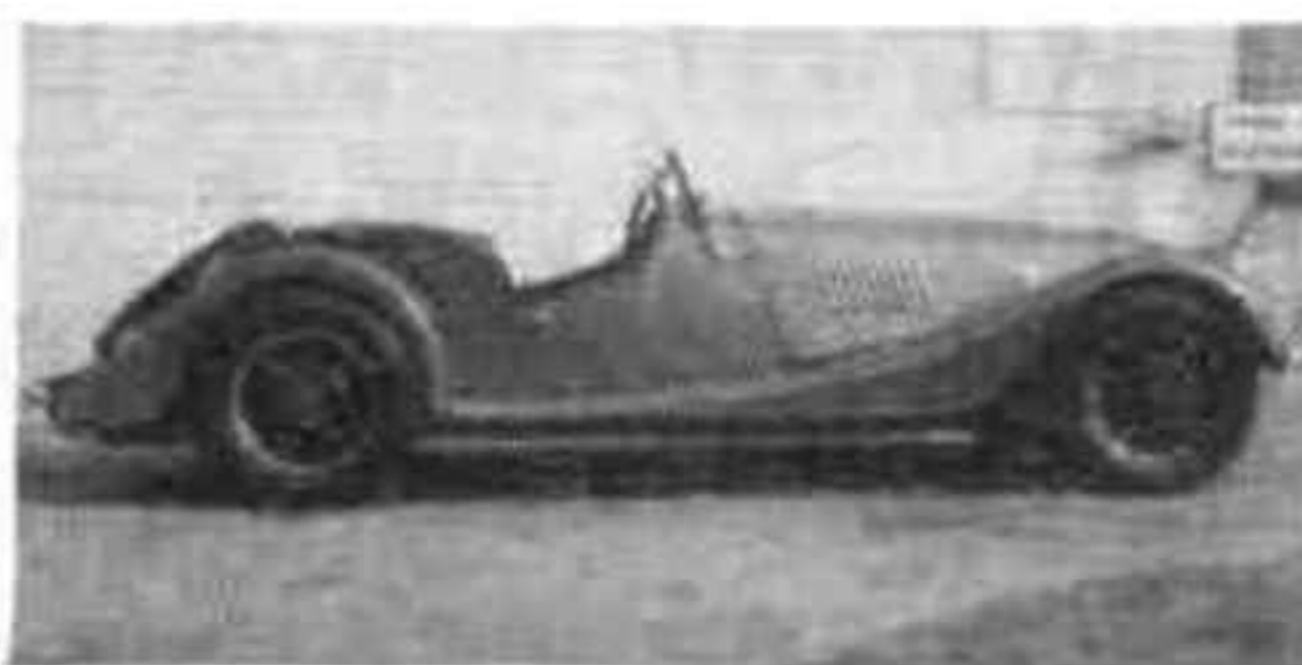
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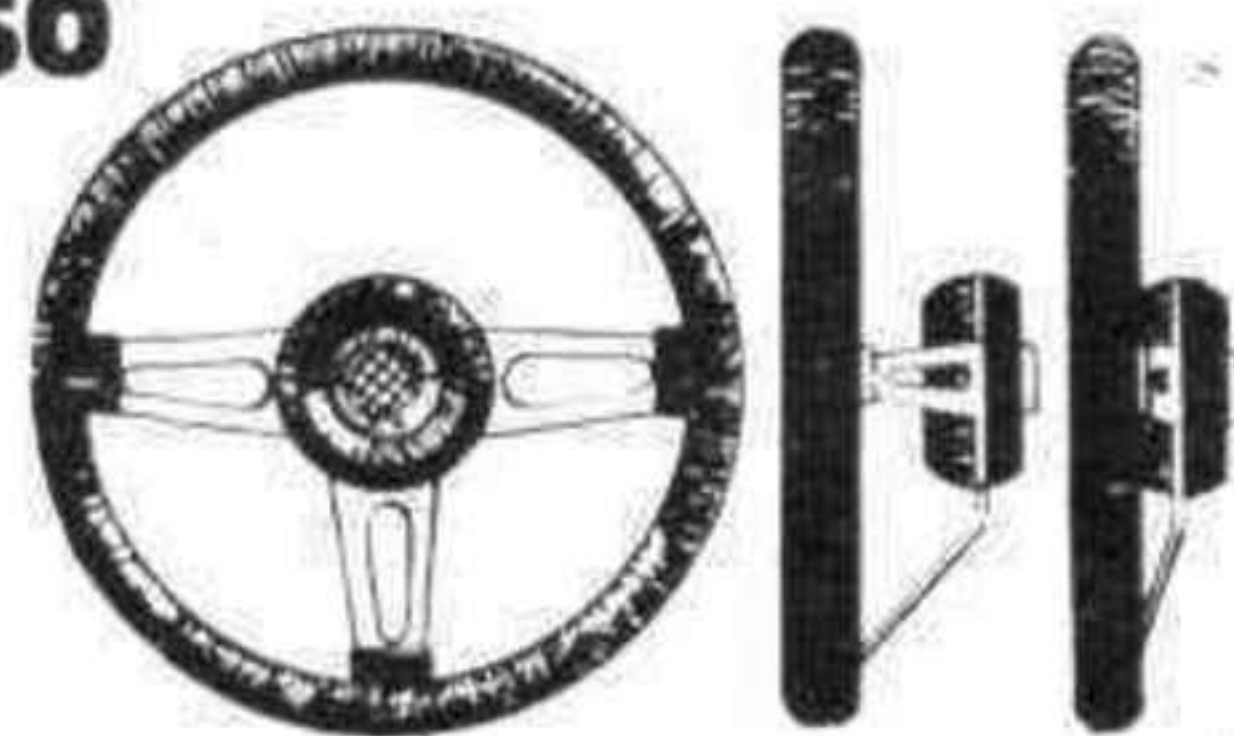
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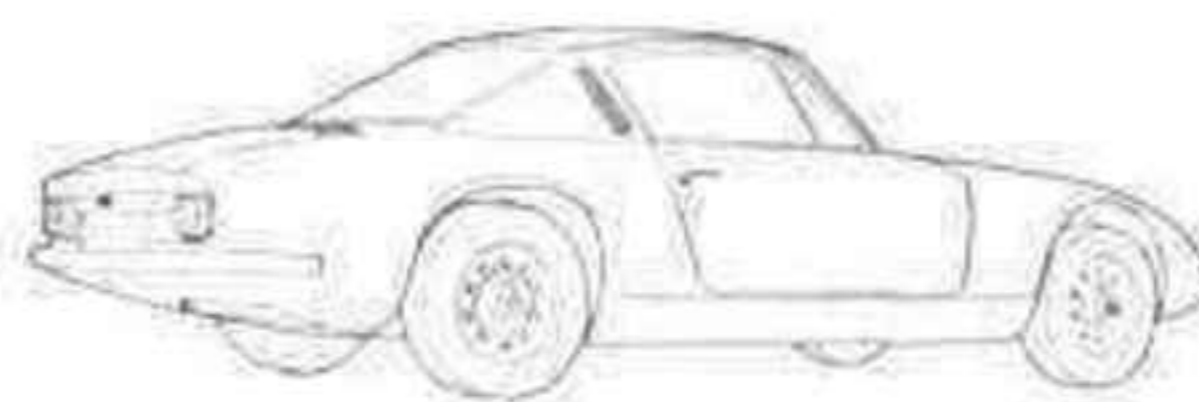
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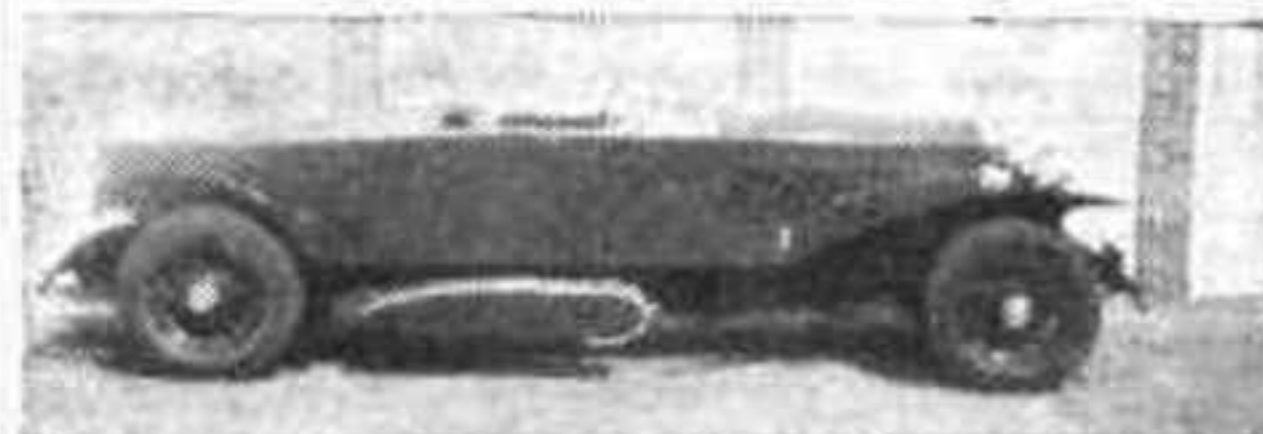
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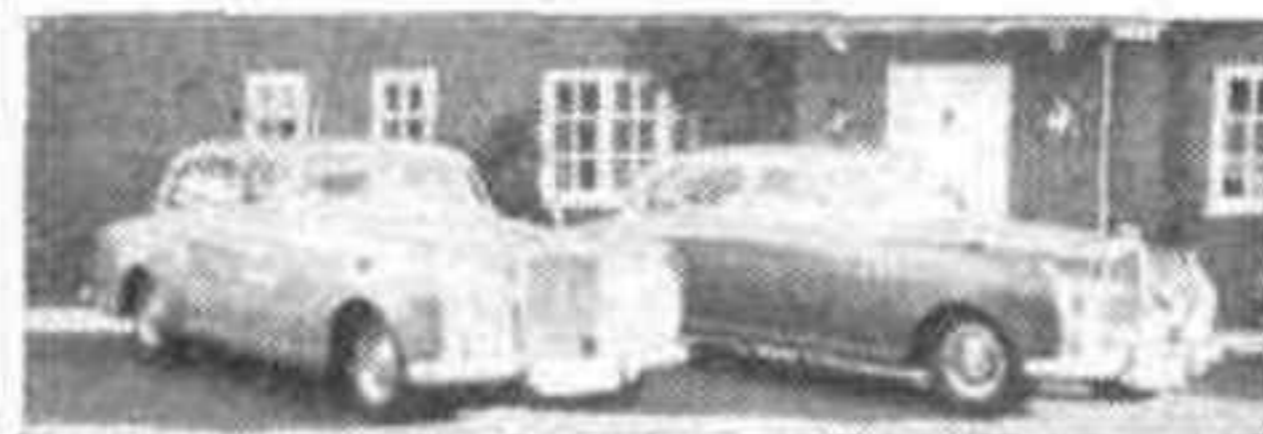
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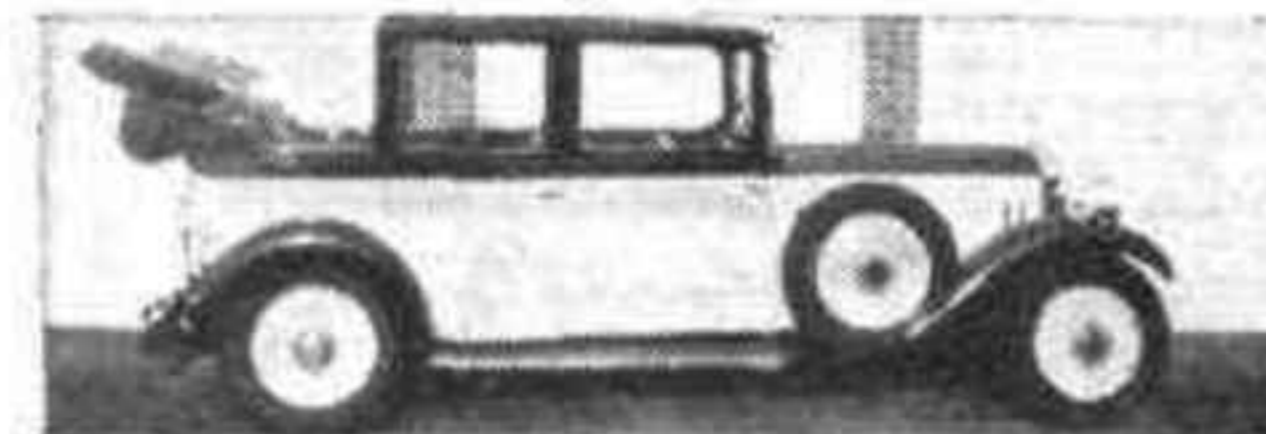
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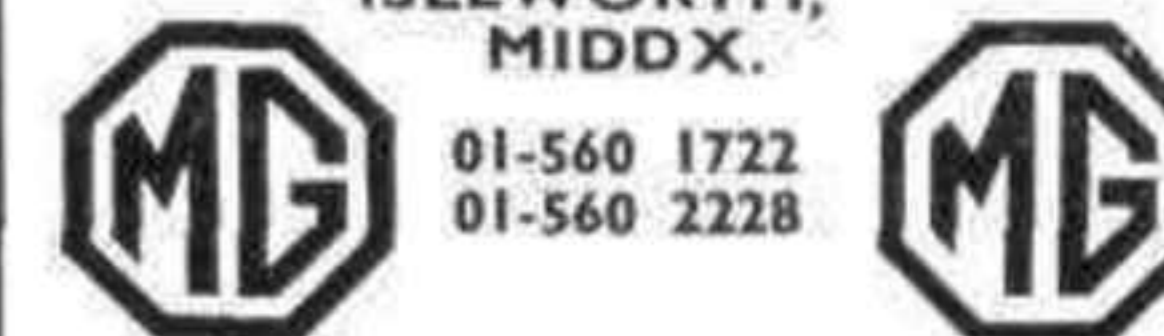
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MAKE OF CAR..... MODEL.....

CC..... YEAR..... VALUE £.....

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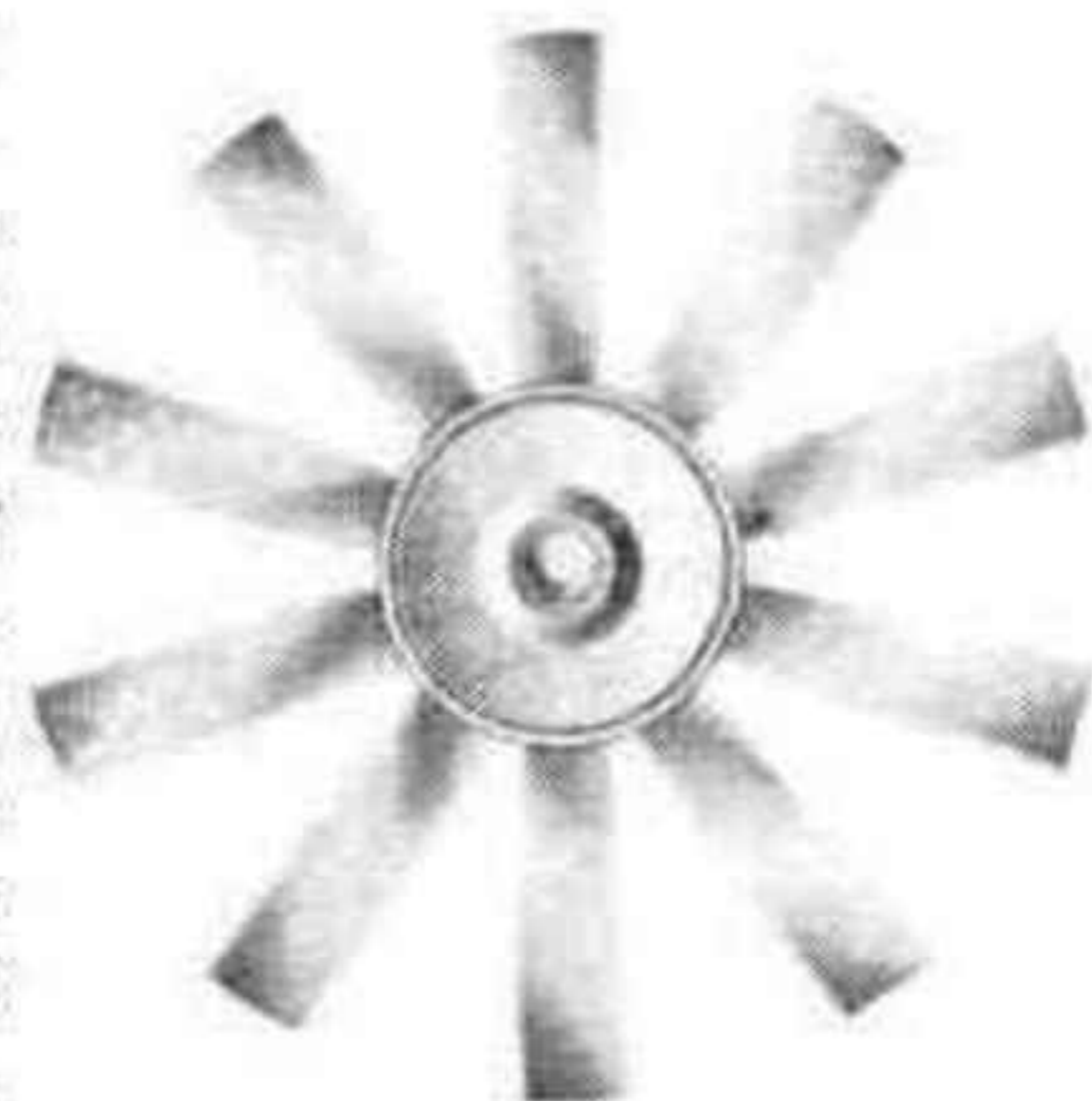
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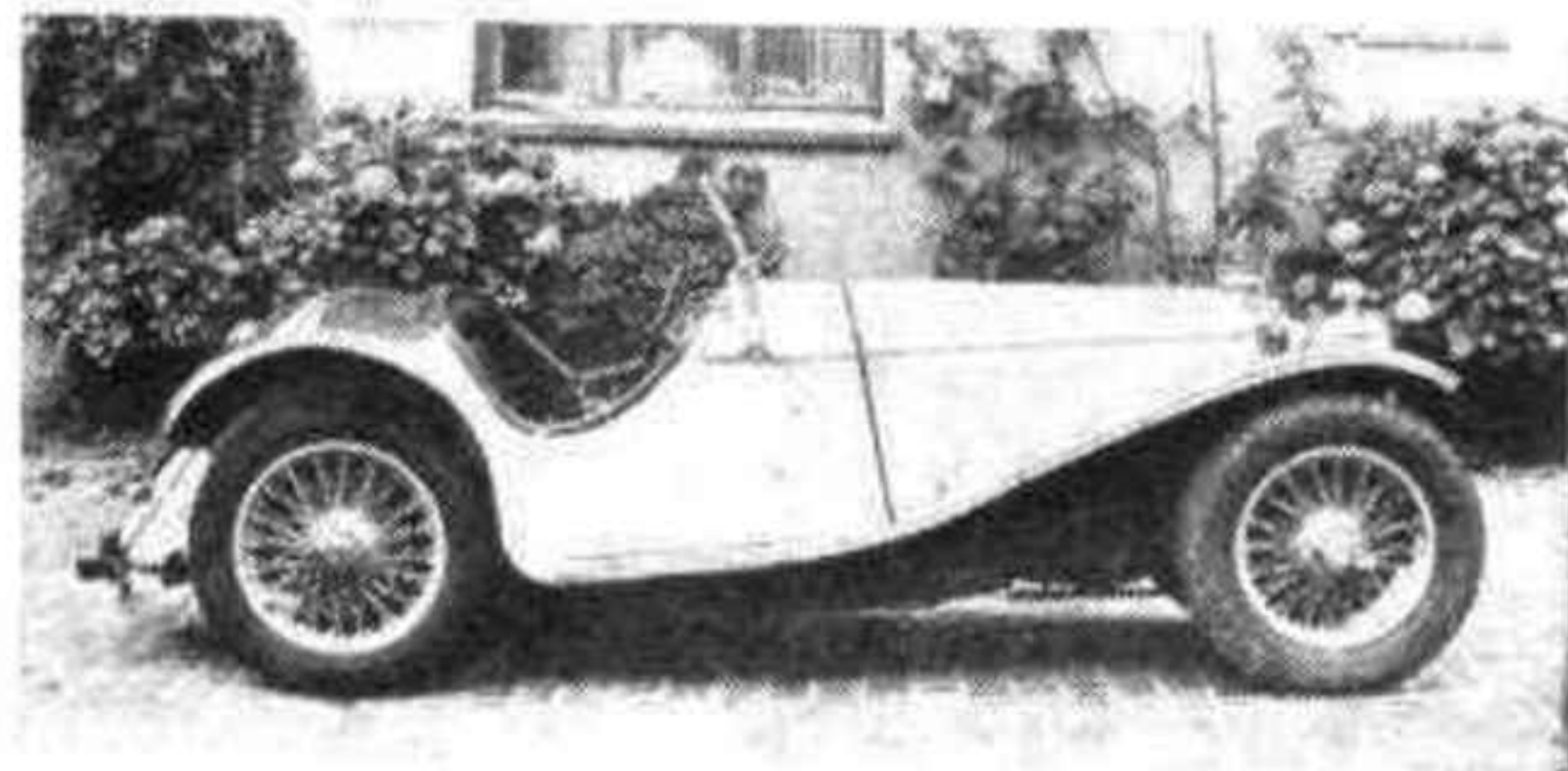
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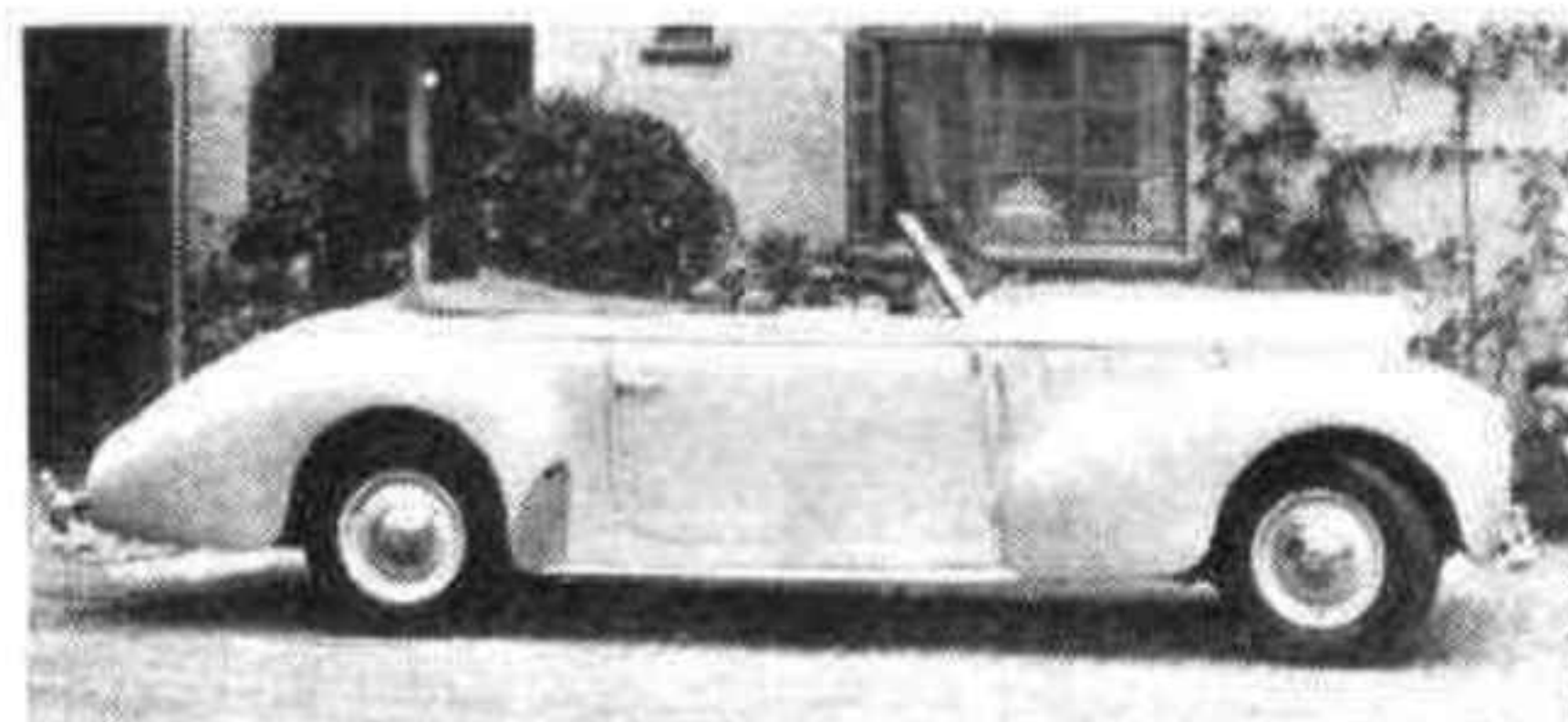
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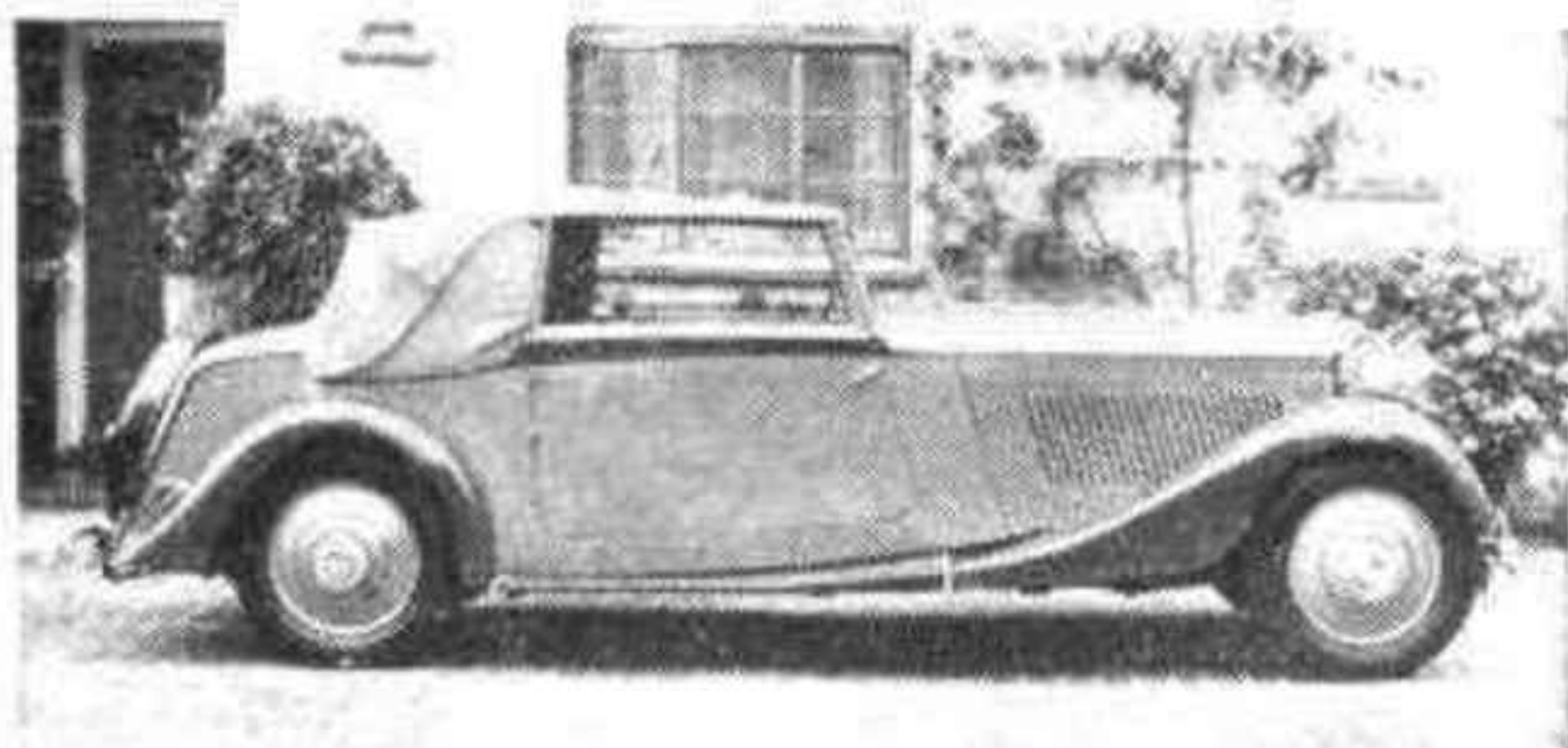
1934 RILEY Imp 2-seater. Original example in fine condition.



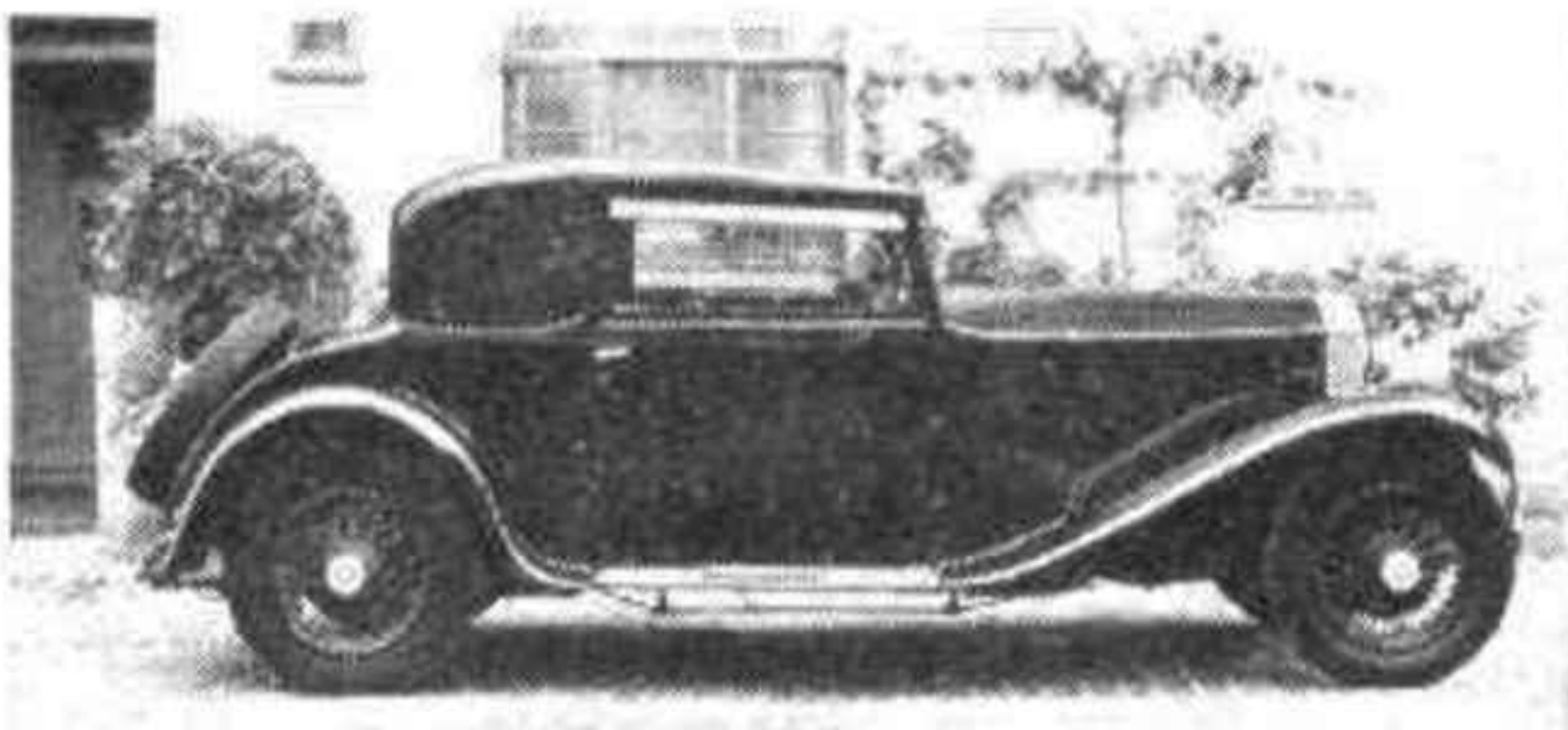
1937 ROLLS-ROYCE 25/30 Gurney Nutting "Owen" sedan coupé, fully restored and mechanically overhauled. 1971 Blenheim Prize Winner.



1947 BENTLEY Mark VI coachbuilt d.h.c. by Graber, disappearing hood, full-flow engine; one-owner car in very exceptional order.



1934 BENTLEY 3 1/2-litre drophead coupé by Park Ward, recently repainted, excellent chassis.



1929 ROLLS-ROYCE 20/25 fixed-head coupé by Hooper, very rare coachwork; whole car in very good order.



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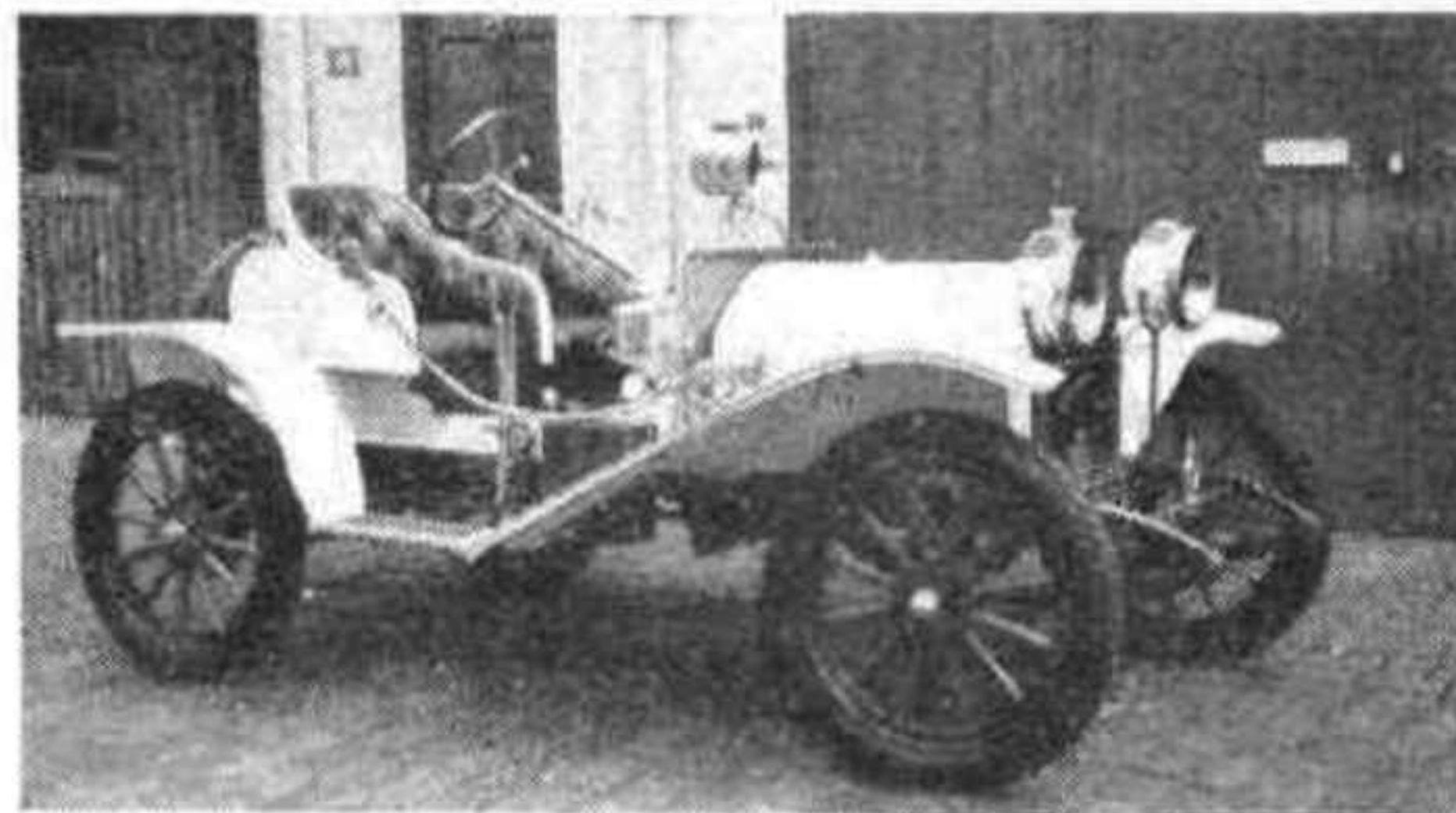
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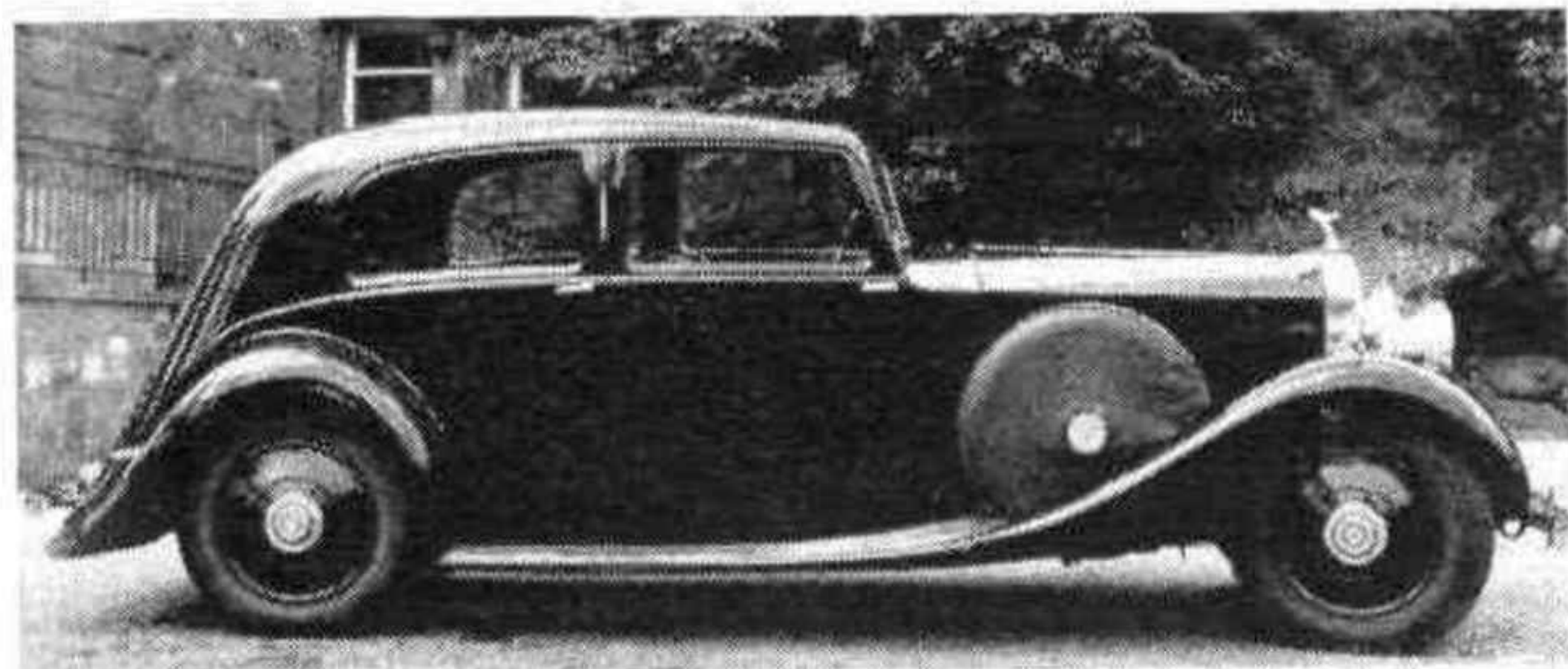
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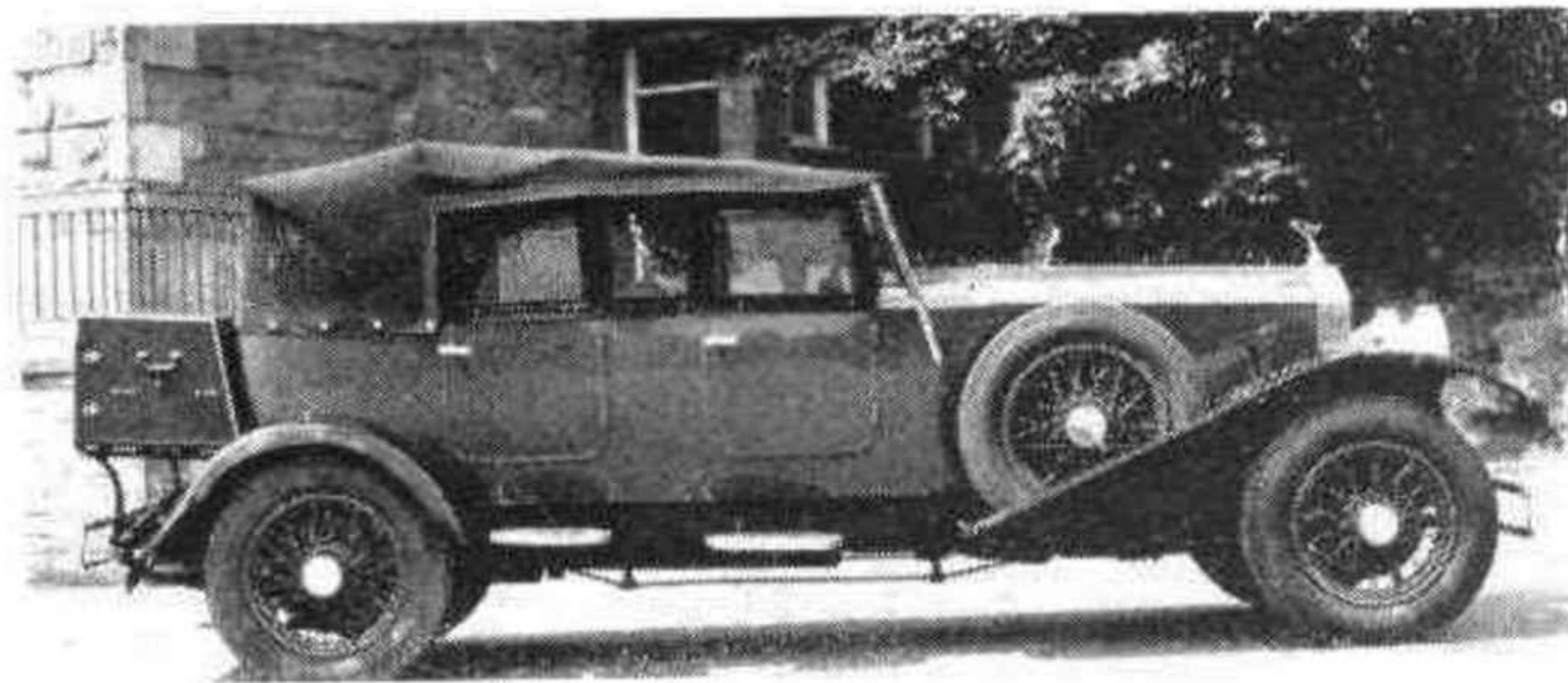
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