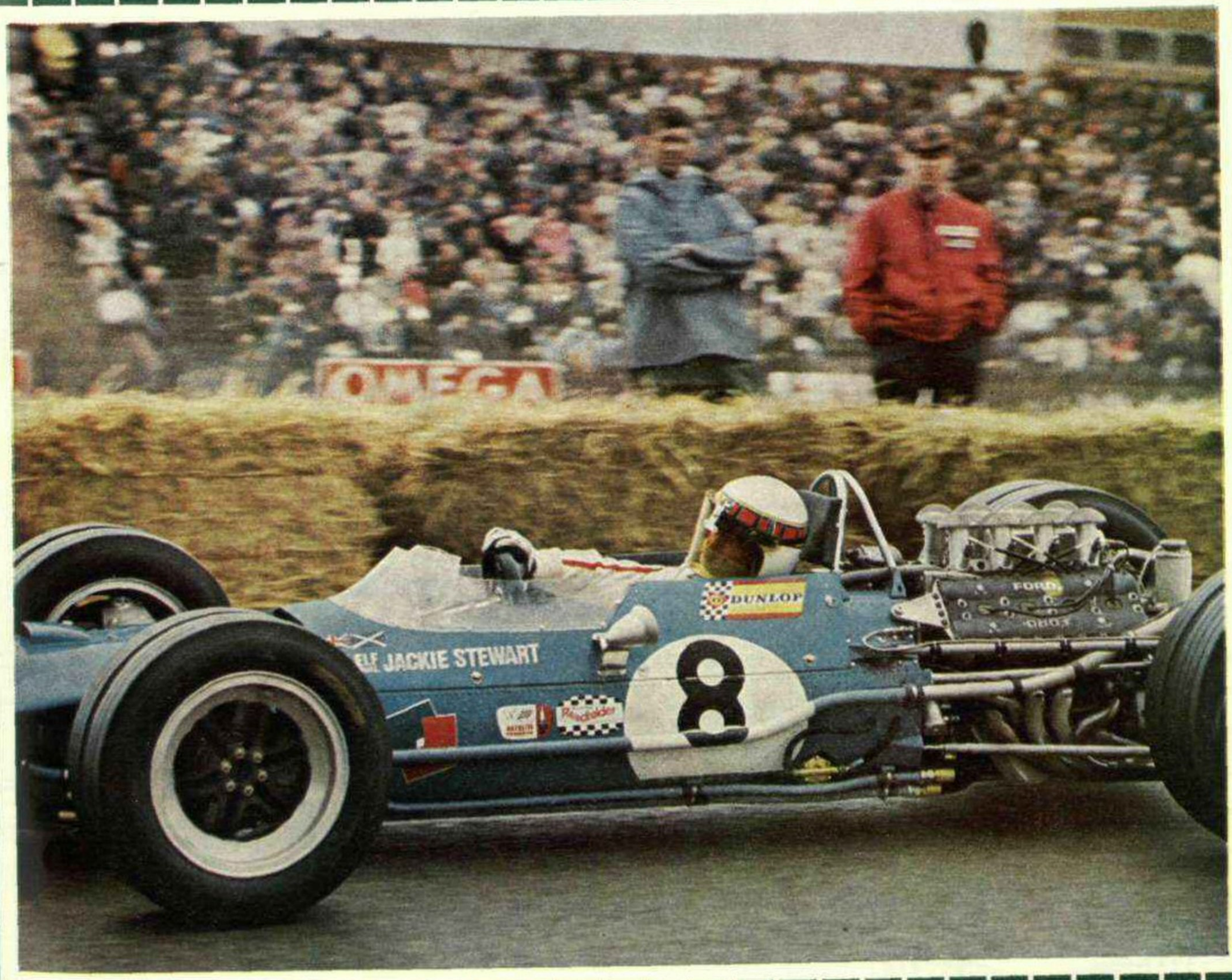
Vol. XLIV No. 8 TWO SHILLINGS AND SIXPENCE August 1968

MOTOR SPORT

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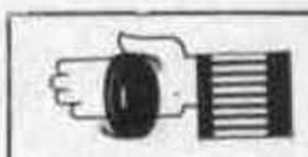
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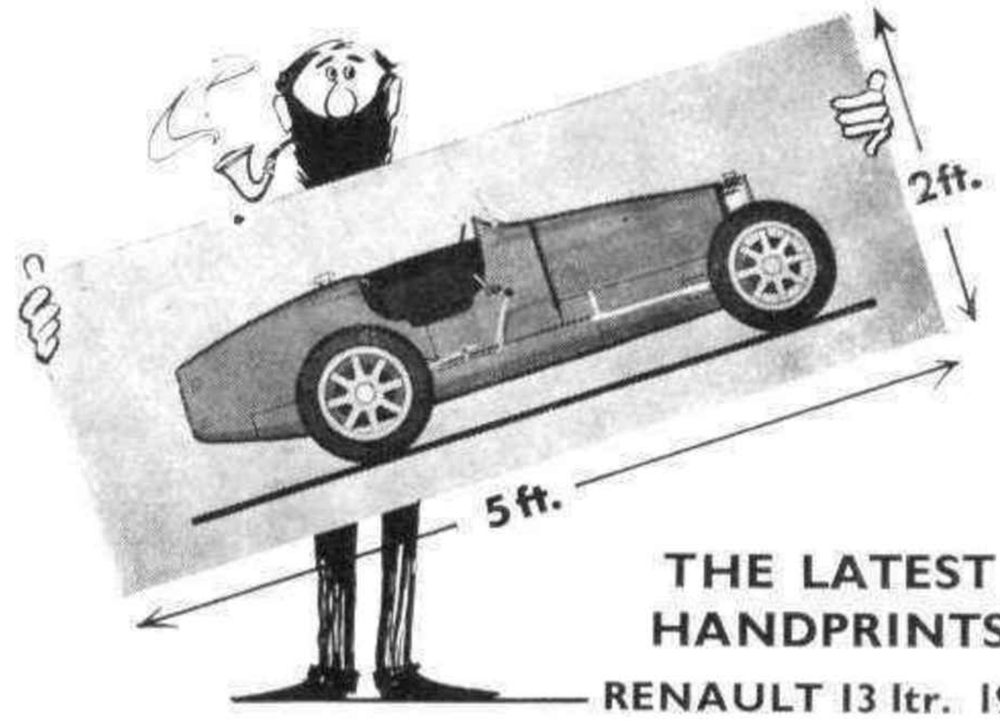
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12v.46 a.h.	"	5.	13.	6
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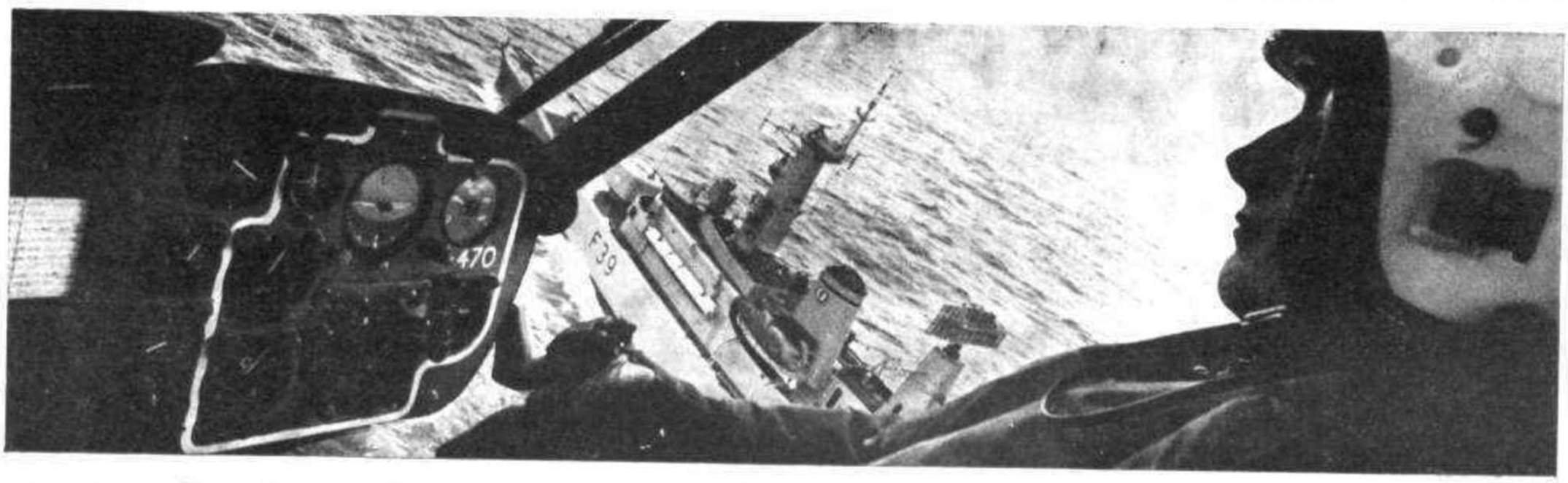
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MOTOR SPORT

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

VOL XLIV No. 8 AUGUST 1968

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

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FRONT COVER PICTURE: Jackie Stewart drove an impressive race in this Matra-Cosworth V8 to win the Dutch Grand Prix in continuous rain. The French blue showed up very well in the race, with Beltoise's works V12 Matra taking second place. Both cars used Dunlop tyres, the central grooves seen here draining the water away most efficiently.

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MATTERS OF MOMENT

■ GRANDS PRIX—TRIUMPHANT/TRAGIC

This issue of MOTOR SPORT is up to date with a report on the most recent Grand Prix. In the middle of a tragic season of motor racing it is desirable to look as calmly as possible at this highest, most exciting and most rewarding (not necessarily in a financial sense) form of the Sport. That is, if International motor racing can any longer be described as a sport . . . .

How ever it *is* regarded, there is no denying that under the prevailing 3-litre Formula some very fine racing at very appreciable speeds between cars of great technical quality and interest has been taking place. If the Brands Hatch Grand Prix, which was held a few days after these words were written, came up to standard the very large crowd which watched it, and those who, once again, saw it on I.T.V., must have been well satisfied. Conversely, there were times when all was far from well with G.P. racing. Either one make dominated the scene, or green cars were on the last row of the starting grid, if they appeared at all, or keenly-anticipated new cars failed to start and so on. Consider the position today. Already this year, to the time of writing, there have been six World Championship G.P.s and the results portray how open, and how Internationally-contested, these races have become:—

S. African G.P. 1st: *Lotus-Cosworth*; 2nd: Lotus-Cosworth; 3rd: Brabham-Repco.

Spanish G.P. 1st: Lotus-Cosworth; 2nd: McLaren-Cosworth; 3rd: Cooper-B.R.M.

Monaco G.P. 1st: Lotus-Cosworth; 2nd: B.R.M.; 3rd: Cooper-B.R.M.

Belgian G.P. 1st: *McLaren-Cosworth*; 2nd: B.R.M.; 3rd: Ferrari.

Dutch G.P. 1st: Matra-Cosworth; 2nd: Matra; 3rd: B.R.M.

French G.P. 1st: Ferrari; 2nd: Honda; 3rd: Matra-Cosworth.

No-one can complain that this is dull racing, lacking interest (as was the case when only two makes seriously contested G.P. races or when Mercedes-Benz inevitably won), with eight makes placed in six races, these cars representing Britain, France, Italy, Australia, New Zealand and Japan, while their technical variety is considerable, as regular articles in this journal have emphasised. The tyre situation is interesting, too, with Dunlop resuming battle against Goodyear and Firestone, and getting a "1st" at Zandvoort and a "3rd" at Rouen.

Alas, in the last of the races listed Jo Schlesser lost his life, in a horrid accident in the virtually untested new air-cooled Honda. This has raised the inevitable doubts as to whether the car should have been allowed to start, whether this driver, in spite of his versatility and enthusiasm, should have been allowed to drive, while one writer has placed the blame on commercial cupidity, displayed by Honda France.

Certain precautions must be taken to make motor racing reasonably safe and at Brooklands the question of a driver's competence was solved by stationing ex-racing drivers about the place during practice to observe the tactics of newcomers. However, it is very difficult for one person to assess another's driving ability, especially when that person has not been in a racing car for a decade or more; one remembers the retort of Freddie Dixon, when called before a committee of elderly B.A.R.C. Stewards after having driven his very fast but very light and therefore "difficult" 2-litre Riley too high, in their opinion, round the bankings: "Well, she's in the paddock and she's still warm—which of you gentlemen is going to take her round and show me how to do it?" Today such matters are presumably the responsibility of the G.P.D.A., after a National Club has accepted the entries; that body did not stop 40-year-old Schlesser from driving the experimental Honda at Rouen. If he died as a result of "cockpit error", he died courageously, in the best traditions of racing. One's sympathies go out to Schlesser's wife and children and also to John Surtees, who put on one of his brilliant driving displays in this race, to bring the older Honda home in second place. Racing in rain constitutes another problem. At Brooklands—forgive us for harping!—the faster cars went so quickly that letting them loose on a wet track wasn't on. The customers and competitors went home, to resume the cancelled or interrupted racing on a subsequent weekday, literally! Today, with motor racing such a significant commercial pursuit, this is out of the question, although racing in rain is very dangerous. The tyre makers do their best but usually a wet G.P. is a sorry spectacle.

It must be remembered that in this unhappy season Clark died in a F.2 race, Spence at Indianapolis, Scarfiotti while practising for a hill-climb. Grand Prix racing, apart from being the top form of motor racing, has a comparatively good accident record. Those who foster moans about modern lightweight racing cars being too pared down and overpowered for safety should remember that, providing spectators are adequately protected, the challenge rests with the drivers. And racing

drivers worth the title have accepted such challenges, from driving almost brakeless monsters through the dust and turmoil of a Paris-Madrid, lapping banked tracks at over two-miles-a-minute on the primitive beaded-edge tyres of 1914 and the early 'twenties, or coping with many hundreds of horses in the lightweight oversteering Mercedes-Benz and Auto-Union cars of the 1935-39 era of G.P. racing (*see* page 690). Let us hope that top-rank F.1 drivers have not become namby-pamby in recent times! And note that no-one accused the Daimler-Benz and Auto-Union racing departments of doing anything criminal when they packed the most powerful power-units possible in their under-15 cwt. cars in an era when road-holding and suspension science and tyre technique were far from the advanced state they have now reached.

■ COMPULSORY

To comply with the requirements of the Farewell State, the Editorial Rover was fitted the other day with safety-belts. Never mind whether or not they will ever be used! As they had to be fitted we used the very best possible, in the form of Britax Auto-Lok reel-type belts (12 gns. a pair). They afford maximum protection to those who are too timid to travel in a motor unless they are securely attached to it. But those who tune for performance may find reel-type belts too heavy and prefer to fit a less elaborate Britax harness—have you ever weighed a pair of reel-type belts?

We still consider the ruling a ridiculous one and another step towards bidding farewell to freedom of choice and fun of one's own making. . . .

■ TV AND MOTOR RACING

It is time that the bitter politics behind the TV ban on motor racing were exposed and expatriated. Already I.T.V. has broken away from the B.B.C. by filming the Brands Hatch Grand Prix. How can they feebly claim that the demon advertising (on the racing cars) is behind it, when not so long ago we chanced to see some tennis singles on the fool's lantern, played in Australia we believe, for high dollar stakes per point—all very commercial, and as the players walked slowly towards the cameras, what did we read on their racket covers but—DUNLOP. . . .

■ PEUGEOT POSTSCRIPT II

In the vintage-car section of this issue there is a picture of another surviving Henry Peugeot, this one also being in running trim, like Lindley Bothwell's 1914 4½-litre G.P. Peugeot. Looking at a photograph of this car, which is in the Briggs Cunningham Collection near Los Angeles, we took it to be one of the 1913 5.6-litre G.P. cars. However, Ronald Barker tells us it is a 1913 Coupe de *l'Auto* 3-litre and the actual dramatic ex-Menier Peugeot in which Arthur Duray finished second in the 1914 Indianapolis 500 Mile Race—*see* page 585 last month. We have also received, through the courtesy of a reader, details of the Henry Peugeot in the Bonnal Collection at Bordeaux. It is said to be a 1913 3-litre Coupe de *l'Auto* car, but is listed as "type Grand Prix", and claimed to be the car in which André Boillot won the G.P. at Dieppe, which is a contradiction of history, especially as four-wheel-brakes are referred to. The car looks to be complete but has modern-size tyres, twin magnetos, in the wrong place, and an incorrect fuel tank. The story is that a garage proprietor travelled to Paris for the *Salon* and bought the car, then sold it to another garage proprietor who, finding the car too lengthy to store, chopped off its pointed tail. M. Bonnal has been to great pains fitting a replacement pointed tail, which is rather droll, considering the 1913 Peugeots had bolster tanks. Unless, of course, this is one of the 1914 4½-litre G.P. cars. But the new tail looks all wrong anyway, like something off a Type 43 Bugatti.

Answers to our query "Where Have All The Peugeots Gone?" are coming in nicely!

■ THE LONDON-SYDNEY MARATHON

The entry list for the *Daily Express* London-Sydney Marathon is expanding well, in spite of the cost of entering and competing, a fact which, in conjunction with the prices paid for dubious old cars at auctions, suggests that there is no real shortage of lolly in the land. The ambitious "rally to Australia" should certainly enliven the dreary month of December, if some of the clauses in the regulations are anything to judge by. For instance, competitors are reminded that they must be vaccinated against smallpox and cholera and with T.A.B., should carry drinking water and anti-malaria tablets, equip their cars with powerful wind-horns, tyre levers, and a fuel range of at least 500 miles, and that the responsibility for return transportation of the cars rests entirely with them! The luxury of a third or fourth driver increases the entry fee by £125 per person. The best of British luck to our lot!

* * * *

Bentley D.C. Silverstone Meeting.—This enjoyable fixture takes place at Silverstone on August 17th, and is an excellent opportunity to see old and new cars in feverish action.

Motor Sport Fixture List For August

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list.** ★

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Aug. 1st/4th	—	**Cracow**	**Poland**	**Polish Rally (INT.)**	—
Aug. 3rd ..	750 M.C.	Silverstone	Towcester	Birkett 6-hr. Relay	—
Aug. 3rd ..	B.R.S.C.C.	Crystal Palace	London	Race Meeting (*N.B.*)	14.00
Aug. 3rd ..	Hants & Berks M.C.	Great Auclum (169/660672)	Reading	Hill-Climb (*N.*)	14.30
Aug. 3rd ..	750 M.C. (Dundee)	Beachroad Promenade (43/726583)	Montrose	Wills Driving Test (*R.*)	18.00
Aug. 3rd/4th	South Wales A.C.	Evans Garage (140/576½488)	Lampeter	Winter Double Rally (*R.*)	23.00
Aug. 4th ..	**A.v.D.**	**Nurburgring**	**Adenau, West Germany**	**German Grand Prix (INT.)**	—
Aug. 4th ..	B.A.R.C.	Thruxton	Andover	Race Meeting (*R.*)	14.30
Aug. 4th ..	Maidstone & Mid-Kent M.C.	Brands Hatch	Farningham	Race Meeting (*R.*)	14.30
Aug. 4th ..	Sussex C.C.	Perching Manor Farm (182/226115)	Fulking	Autocross	14.00
Aug. 4th ..	Tynemouth & Dist. M.C.	Hagg House Farm, Ellington	Morpeth	Autocross	14.00
Aug. 4th ..	Quinton M.C.	Lower Gooschill Farm (130/932622)	Droitwich	Autocross (*R.*)	14.00
Aug. 9th ..	Omagh M.C.	Lisanelly Barracks	Omagh	Driving Tests (*R.*)	18.15
Aug. 10th ..	**B.A.R.C.**	**Croft Autodrome**	**Darlington**	**Race Meeting (INT.)**	**14.00**
Aug. 10th ..	Monoposto R.C.	Castle Combe	Chippenham	Race Meeting (*R.*)	13.30
Aug. 10th ..	Ulster A.C.	Craigantlet	Belfast	Hill-Climb (*N.O.*)	14.30
Aug. 10th ..	Austin Healey Club	Silverstone	Towcester	Race Meeting	—
Aug. 10/11th	Ludlow Castle M.C.	Temeside Garage (129/513743)	Ludlow	Peak Revs Rally	22.31
Aug. 11th ..	B.A.R.C.	Mallory Park	Leicester	Race Meeting	14.00
Aug. 11th ..	Scottish M.R.C.	Ingliston	Edinburgh	Race Meeting (*C.*)	14.30
Aug. 11th ..	East Surrey M.C.	Lydden Hill	Canterbury	Race Meeting	—
Aug. 11th ..	West Essex C.C.	Snetterton	Thetford	Race Meeting	—
Aug. 11th ..	Worksop & Dist. M.C.	Morthen Road, Wickersley	Rotherham	Autocross (*R.*)	14.00
Aug. 11th ..	Dudley & Dist. C.C.	Clive Farm (130/825978), Pattingham	Wolverhampton	Autocross (*N.B.*)	—
Aug. 17th ..	**Mid-Cheshire M.C.**	**Oulton Park**	**Tarporley**	**Race Meeting (INT.)**	—
Aug. 17th ..	Bentley D.C.	Silverstone	Towcester	Race Meeting (*R.*)	—
Aug. 17/18th	Maidstone & Mid-Kent M.C.	Haynes Garages, (172/789522)	Parkwood	Grasshopper Rally (*R.*)	23.00
Aug. 17/18th	Bolton-le-Moors C.C.	Automobile Palace Garage (107/825810)	Llandudno	Bolton Rally (*N.B.*)	23.00
Aug. 18th ..	B.R.S.C.C.	Mallory Park	Leicester	Race Meeting (*C.*)	14.30
Aug. 18th ..	British Austin 7 Club	Longleat	Bath	Austin 7 Rally	—
Aug. 25th ..	High Moor M.C.	Baitings Dam	Ripponden	Hill-Climb (*C.*)	14.00
Aug. 25th ..	Winchester & Dist. M.C.	Chilcomb Down (168/524285)	Winchester	Autocross (*R.*)	14.00
Aug. 25th ..	Lincoln & Dist. M.C. & L.C.C.	Cadwell Park	Louth	Sprint (*C.*)	13.30
Aug. 25th ..	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	15.00
Aug. 31st ..	B.R.S.C.C.	Oulton Park	Tarporley	Race Meeting (*R.*)	14.00
Sept. 1st ..	—	Bush House, Milton Bridge	Penicuik	Scottish Alvis Day (*C.*)	11.30

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GTX is a full-bodied 20W-50 oil. And because of its high 'shear' strength, it keeps that full body. Even with sustained high speed work.

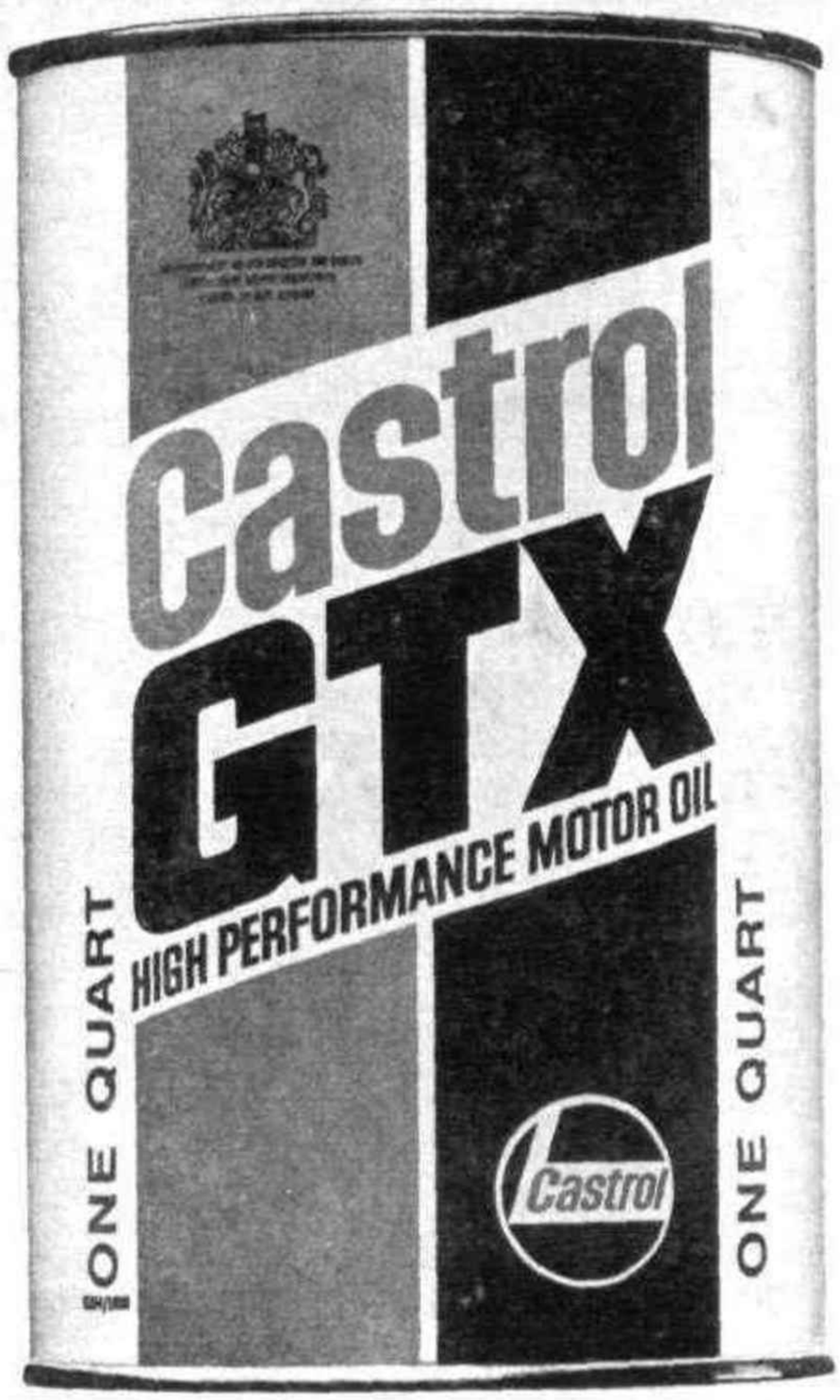
That's one reason it's called the high performance oil.

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GTX will combat other problems that can go with heavy drinking: loss of oil pressure, corrosion, and engine wear.

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THE FRENCH GRAND PRIX

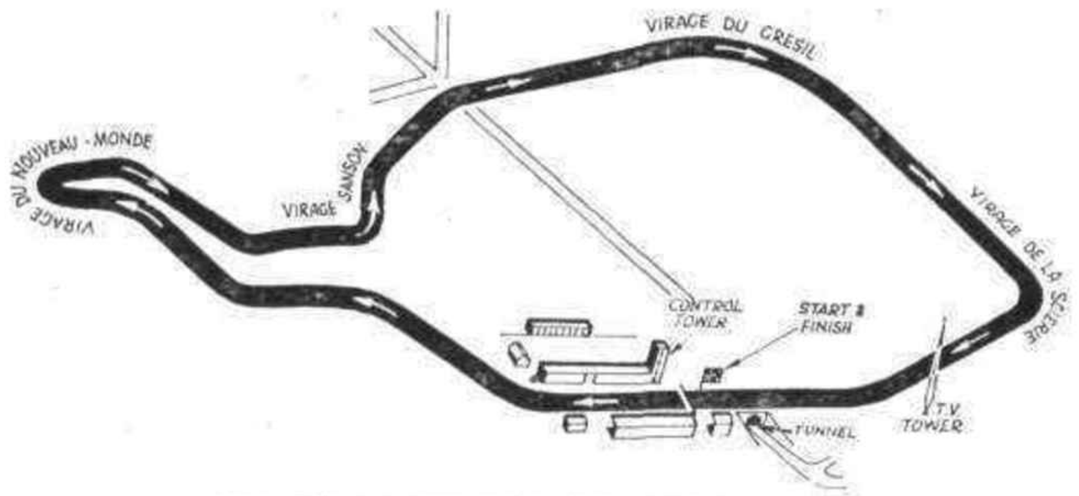
Very Wet

ROUEN-LES-ESSARTS, FRANCE, *July 7th*

AFTER the upheaval in French motoring circles last winter, when the F.F.S.A. took control of the sport from the A.C.F., a statement was issued that there would not be a further Grand Prix de l'A.C.F., which many people took to mean that there would be no French Grand Prix, but later the F.F.S.A. put out a notice that *they* would be running the *first* Grand Prix de France. So 1968 saw the end of the oldest Grand Prix race in history, the G.P. de l'A.C.F., and the start of the youngest, the Grand Prix of France. For those not interested in definitions and organisations all this was of little importance, for the previous races have always been referred to as the French Grand Prix, and the new title is translated into English with the same words. It is really a case of a change of government and title, but the established event remains the same.

The circuit at les-Essarts, some miles south of Rouen on the way to Elbeuf, is in thick forest land and is one of the better European road-racing circuits, being very fast, interesting, spectacular and exciting to drive round, let alone race round, but there is a price to pay and that is the limitation on the amount of time for which the roads can be closed for racing. There is never any practice on Saturday at les-Essarts, so that Grand Prix practice was held on Thursday and Friday in the late afternoon. The first session was supposed to have been from 5.30 p.m. to 6.30 p.m., almost criminally short for a major Grand Prix, but, to make matters worse, it started at 5.20 p.m. and was all over by 6.10 p.m., leaving everyone very disgruntled, the more so as the circuit was used until it was almost dark, by Formula Three contestants and a National "boy-racer" Formula entry. This was the first time 3-litre Grand Prix cars had been on the circuit, and the existing lap record was held by Rindt with a 1,600 c.c. F.2 Brabham at 2 min. 02.6 sec. for the 6.542-kilometre circuit (approximately 120 m.p.h.), so any self-respecting Grand Prix driver expected to break the 2-minute barrier and the faster cars would obviously be averaging over 125 m.p.h., which is a healthy speed on a circuit containing two hairpin bends. As the cars assembled for practice chief interest centred around the appearance of a brand new Honda from Japan, as distinct from the Honda from Slough. This was the V8-cylinder car, with air-cooling and numerous different approaches to Grand Prix car design, and is described in detail elsewhere. There was a certain amount of umbrage in the paddock as Surtees had tried the car at Silverstone, pronounced it not ready to race and intended to put into motion one of his well-known "development and testing programmes", which tend to go on a bit, saying he would continue to race the V12 water-cooled Honda in the meantime. On the morning of practice Mr. Honda took the new car and gave it to Schlesser to drive, on behalf of Honda-France, who were in the throes of trying to overcome embargoes on the import of Honda mini-cars into France; Mr. Honda had made a personal appearance in Paris at the beginning of the week, to assist his business enterprise, and entering his latest Grand Prix creation in the French G.P. with a French driver was obviously calculated to jolly things along in circles above motor racing. As there was no sign of Gurney and his Eagle, the progress of Anglo-American Racers being rather unsteady since they left Weslake Engineering, the Honda-France entry took the programme number of the Eagle, which confused a number of onlookers! While this new car was being run experimentally, the entry of a Grand Prix Alpine-Renault did not materialise, though the car was out on test in Belgium, on the Zolder circuit, it being powered by the 3-litre V8 Gordini engine as used in the Le Mans Alpines.

A full entry of regular Grand Prix contestants appeared, Brabham and Rindt driving the 4-o.h.c. Repco-powered Brabham cars, with the BT24 model as a spare; Beltoise driving the latest of the two V12 Matras, incorporating numerous parts made in titanium, a repositioned oil tank, and strange aluminium fairings over the top front suspension rocker arms, said to deflect the air and exert a downward force; Hulme and McLaren driving the M7A McLaren cars, both carrying aerofoil stabilisers above the engine, like the Ferraris, and mounted directly on the engine; Hill and Oliver in the works



ROUEN-LES-ESSARTS—6.542 kilometres

Lotus 49B cars, 49/5 repaired after its minor accident at Zandvoort, and 49/6 having much wider nose fins, while both cars carried really big aerofoils across the rear of the car, these being mounted directly on the hub carriers as the Chaparral did last year; Surtees was busily getting on with the V12 Honda, the RA 301 model, now fitted with lower and slightly tidier exhaust pipes, and Schlesser was driving the aforementioned RA302 Honda V8; Rodriguez and Attwood with the works B.R.M. V12 cars had new nose cowlings, in which the hot air from the radiator escaped upwards through large apertures on the top surface of the cowling, in the fashion of the McLaren cars, and they had a third car as spare; Amon and Ickx were driving the works Ferraris, the former having two cars to choose from, the latter only one, these being the same three cars as used at Zandvoort; they were fitted with two small scoops on the crash bar which directed air on to the central exhaust manifold; Stewart was driving the Ken Tyrrell Matra-Cosworth V8 with which he won in Holland, it having the aluminium deflectors on the front top rocker arms as on the V12 Matra; the Cooper team had a brand new Type 86B with B.R.M. V12 engine, driven by Elford making his Grand Prix debut, and the original Type 86B driven by Servoz-Gavin on temporary loan from Matra, and Siffert in the Rob Walker Lotus 49 and Courage in Parnell's Type P126 B.R.M. V12 completed the entry.

Being the lap record-holder and having won the Formula Two race on the circuit last year, Rindt shot off the moment practice began and set a searing pace in the Brabham-Repco, getting well under 2 min. for the lap almost immediately, his 4-camshaft Repco V8 working well for a change. Surtees was not too happy with the way Honda had managed things over the matter of the new V8 and he showed that the V12 was very raceworthy by thrashing round for a number of laps and being second fastest for quite a time, lapping under the 2 min. mark. The enormous aerofoils on the Lotus works cars made the Ferraris, McLarens and Brabhams look a bit ineffective with their mini-wings, and with these in place the Lotus wedge tails were not fitted. However, they were not happy, for the right-hand drive-shaft on Oliver's car was overheating its outer universal joint, and Hill was only just on the bogey-time of 2 min. Elford had a bad start to his first Grand Prix, for the fuel pump on the rear of the Hewland gearbox seized and broke its drive before he had started to try and go fast. Brabham was also in fuel system trouble and his 4-cam Repco V8 was running very badly, but Rindt was making up for this by staying at the head of the list and going faster and faster, ending with a time of 1 min. 56.1 sec., a speed of 202.852 k.p.h. (approximately 126 m.p.h.). The two McLaren drivers were well satisfied with their cars, considerable improvements having been made to the handling since the last race, and the aerofoils were giving them confidence so that they were both well under 2 min. for a lap, and Amon and Ickx were equally happy with the Ferraris, making almost identical times and half a second quicker than the McLarens. Stewart also broke the 2-min. barrier, still driving with his wrist strapped up, and Rodriguez got below bogey-time, but Attwood just missed it. The V8 Honda seemed trouble-free mechanically, but Schlesser was having to feel his way along carefully, never having driven anything with quite so much potential, and while learning he spun the car, but was quite happy. Although eight drivers got below the 2 min. mark none of them could approach Rindt's time in the short period of practice and when they all had to pack up and go home and leave a horde of amateur Formula Three drivers on the circuit they were justifiably disgruntled.

On Friday, practice was vaguely from 5 p.m. to 6 p.m., but in a feeble attempt to make up for the previous evening, it was extended for some 20 minutes. Fortunately both evenings were fine and dry, if

somewhat overcast and dull, but the second session did not go off in such a rousing fashion. Rindt could not repeat his previous performance, his Repco engine playing up and being difficult to start, and at one point the Brabham people were pouring petrol into the intakes from a bottle when there was a back-fire and a great sheet of flame that was more impressive than dangerous, but it made everyone leap in the air very smartly and be more careful. Hill was having trouble with the gearchange of his Lotus fouling something, and Oliver had a monumental accident when he got on the grass shortly before the pits and struck a parapet which tore the entire gearbox and rear suspension right off the car; he was very lucky to step out of the monocoque unscathed, but the car was beyond immediate repair. The V12 Matra appeared with a sheet of aluminium, forming an air deflector, over the rear of the engine, and it also had extra fuel tanks attached to the cockpit sides, on the outside. Elford was still in trouble, for after getting down to competitive times there was a loud bang and a big hole in the bottom of the B.R.M. engine in his Cooper, and Servoz-Gavin's engine in the other Cooper would not run properly, later traced to the valve timing having got out of phase. Although Stewart improved on his previous best time, he could not approach Rindt's fastest, while the time that Ickx did on Thursday put him in third place in the front row, even though Hulme had equalled it on Friday. Beltoise and Hill joined the select "under-2 min." group, so that there were ten very competitive entries for the 60-lap French Grand Prix.

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday
2	J. Rindt	Brabham-Repco V8—BT26-2	**1. 56.1**	2. 00.7
4	J. Brabham	Brabham-Repco V8—BT26-1	2. 03.5	2. 00.8
6	J-P. Beltoise	Matra V12—MS11-02	2. 01.0	1. 58.9
8	D. Hulme	McLaren-Cosworth V8—M7A-2	1. 58.2	1. 57.7
10	B. McLaren	McLaren-Cosworth V8—M7A-3	1. 58.4	1. 58.0
12	G. Hill	Lotus-Cosworth V8—49/5	2. 00.0	1. 59.1
14	J. Oliver	Lotus-Cosworth V8—49/6	2. 02.2	2. 00.2
16	J. Surtees	Honda V12—RA301-801	1. 58.2	1. 59.7
18	J. Schlesser	Honda V8—RA302-801	2. 07.0	2. 04.5
20	P. Rodriguez	B.R.M. V12—P133-01	1. 59.3	1. 59.8
22	R. Attwood	B.R.M. V12—P126-03	2. 00.8	2. 02.1
24	C. Amon	Ferrari V12—0011/0007	1. 57.8	1. 58.5
26	J. Ickx	Ferrari V12—0009	1. 57.7	1. 59.4
28	J. Stewart	Matra-Cosworth V8—MS10-02	1. 58.7	**1. 57.3**
30	V. Elford	Cooper-B.R.M. V12—F1-4-68	2. 33.0	2. 05.5
32	J. Servoz-Gavin	Cooper-B.R.M. V12—F1-1-68	2. 01.2	2. 01.2
34	J. Siffert	Lotus-Cosworth V8—49/2	2. 03.5	2. 00.3
36	P. Courage	B.R.M. V12—P126-01	2. 03.6	2. 01.1

The whole of Saturday was available for preparing the cars for the race, and there was a final test session at 8 a.m. on the Sunday morning for those who wanted to take advantage of it. The race itself was not due to start until 4 p.m., the whole of the day being taken up by two National races, a Formula Three race and lunch. This Festival of Speed, rather like a Silverstone meeting, was unfortunate, for the weather forecasts predicted rain before the end of the afternoon, and the skies were ominous all morning. Before the cars came out on to the grid there was a grand parade of a lap by some 20 Matra 530 rear-engined coupés, with the detachable tops removed, and in each one was a Grand Prix driver in the passenger seat, and his entrant, team manager or some other team member at the wheel. Tyrrell drove Stewart around, Forghieri drove Ickx, Le Guellec drove Beltoise, Rob Walker drove Siffert, and so on. While all this was going on there was a panic in the Brabham camp with a fuel tank leak on Rindt's car, and at Coopers one of the flexible rubber bag tanks in one of their cars had sprung a leak. With a race distance of 392 kilometres some cars were near the limit on fuel capacity and on McLaren's car a 2½-gallon cylindrical tank had been mounted on the rear, alongside the cylindrical oil tank, while Hulme's car had a slightly larger capacity slab tank strapped to the right side of the cockpit. The V12 Matra was still carrying its side tanks, and Courage's B.R.M. had the side tank strapped on as in Holland. Amon was using the newer of his two Ferraris, 0011, even though the engine was not as sharp as it should have been, for there had not been time in the short practice periods to get 0007 set-up for the circuit. Oliver was a non-starter, there being no spare works Lotus; Rodriguez was driving P133-01 and Attwood P126-03 and everyone else had the cars with which they practised.

After one warm-up lap, with the time already well past 4 p.m., the 17 cars lined up on the dummy-grid and there was feverish activity on Siffert's Lotus, changing the battery, and this was still going on when the field moved forward to the main grid. As they did so, some 15 minutes late, a gentle rain was falling and there was obviously

STARTING GRID

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26 J. Ickx (*Ferrari V12*) 1 min. 57.7 sec.
28 J. Stewart (*Matra-Cosworth V8*) 1 min. 57.3 sec.
2 J. Rindt (*Brabham-Repco V8*) 1 min. 56.1 sec.
24 C. Amon (*Ferrari V12*) 1 min. 57.8 sec.
8 D. Hulme (*McLaren-Cosworth V8*) 1 min. 57.7 sec.
6 J-P. Beltoise (*Matra V12*) 1 min. 58.9 sec.
16 J. Surtees (*Honda V12*) 1 min. 58.2 sec.
10 B. McLaren (*McLaren-Cosworth V8*) 1 min. 58.0 sec.
20 P. Rodriguez (*B.R.M. V12*) 1 min. 59.3 sec.
12 G. Hill (*Lotus 49B-Cosworth V8*) 1 min. 59.1 sec.
4 J. Brabham (*Brabham-Repco V8*) 2 min. 00.8 sec.
22 R. Attwood (*B.R.M. V12*) 2 min. 00.8 sec.
34 J. Siffert (*Lotus 49-Cosworth V8*) 2 min. 00.3 sec.
32 J. Servoz-Gavin (*Cooper-B.R.M. V12*) 2 min. 01.2 sec.
36 P. Courage (*B.R.M. V12*) 2 min. 01.1 sec.
18 J. Schlesser (*Honda V8*) 2 min. 04.5 sec.
30 V. Elford (*Cooper-B.R.M. V12*) 2 min. 05.5 sec.

Non-starter: J. Oliver (*Lotus 49B-Cosworth V8*), 2 min. 00.2 sec.

more to come. In one of the most untidy starts ever seen, due entirely to bad marshalling and flag control, 16 cars got away in a ragged column, leaving Siffert on the dummy-grid. He finally got going long after everyone else had disappeared down the fast, winding descent to *Nouveau Monde*. It was Stewart's Matra-Cosworth which led down to the hairpin, keeping up the Matra score of leading every Grand Prix race this year, but on the back of the circuit Ickx swept by into the lead on the wet track. With the uncertainty of the weather just before the start there was a lot of dickering-about over which tyres to use and in the end Ickx was the only one on full rain tyres and now that the rain was coming down he was making the most of it. Going up the hill from *Nouveau Monde*, through the sharp left-hand *Sanson* corner, Servoz-Gavin spun his Cooper and there was some quick dodging by the followers. This dropped him to the end of the field, save for Siffert, who nearly caught the Cooper while it was losing time. All 17 streamed through at the end of the opening lap, led comfortably by Ickx, with Stewart, Rindt, Surtees, Rodriguez, McLaren, Hill, Beltoise, Amon, Hulme following in quick succession, the rest tailing away until Servoz-Gavin and Siffert brought up the rear. On the second lap there was some sorting out and Rindt got past Stewart in second place, Hill got past McLaren, Amon passed Beltoise and Courage passed Elford, and down the wet streaming hill they all went, to the tight *Nouveau Monde* hairpin again. Alas, poor Schlesser never made it, for he lost control of the Honda V8 on the fast right-hand bend near the bottom of the hill and slid off the road on the outside and went up the bank. The car overturned and caught fire, the burst petrol tank throwing burning petrol on to a number of spectators, luckily without serious consequence. Schlesser was killed in the holocaust of burning petrol and magnesium and the fire spread right across the track, Servoz-Gavin and Siffert who were following just managing to squeeze by as flames and black smoke curled up into the already gloomy sky.

As the leaders finished their third lap they knew little of the tragedy, but as they went down the hill it became all too clear. During the third lap both Surtees and Rodriguez had gone past Stewart and Rindt, but they were three seconds behind Ickx, and when they got to the scene of the accident they all had to slow down and pick their way through the debris. In doing this Rindt picked up a piece of metal in his left rear tyre and it deflated so that he had to do the rest of the lap slowly and stop at the pits. However, while he was driving slowly along his team leader, Brabham, went by with a badly running engine and went into the pits at the end of lap 4, and Rindt arrived a little later. The left rear tyre was taken off Brabham's car and put on Rindt's and the Austrian was back in the race, but too far back to ever see the leaders again. Brabham's trouble was still in the fuel pump and fuel system and he stayed at the pits for a long time. With ambulances on the circuit and firemen and marshals at the scene of the accident, everyone had to reduce speed, and Surtees and Rodriguez closed up on Ickx, the three of them staying nose to tail on lap 5. The accident had obviously upset Beltoise and he dropped back to the end of the main pack, Siffert being a long way back, driving unhappily without a clutch, and Rindt was over a lap behind. The pace was relatively slow at 2 min. 14 sec. a lap, but even so the average speed was over 108 m.p.h.

Once the effects of the accident were over Ickx began to pull away again, and on lap 7 Rodriguez went past Surtees and stayed in front

of him, but could not get away. One of the B.R.M.'s rear tyres picked up a hard object as they passed the crashed Honda V8 and flung it at Surtees, striking his goggles and dislodging a lens, which did not make his job any easier, so he was content to keep the B.R.M. in view. At ten laps, which had seemed to take an age to cover, Ickx had nearly seven seconds' lead over Rodriguez, who had Surtees just behind. After a gap came Stewart, then Hill after a similar gap, and then a long way back came McLaren. Not far behind him, Courage was leading Elford, Attwood, Amon, Hulme and Servoz-Gavin, all in quick succession, but Amon and Hulme were making no attempt to motor-race, being dry-weather drivers. Beltoise had already been lapped by Ickx and on lap 11 he stopped at the pits and had wet-weather tyres put on the Matra to see if it would give him any confidence to go quicker, but it did not make much difference, and he was now last and behind Rindt. At this point Brabham got his car going again, and did one lap to see if it was any better, but it wasn't. Hill had been striving to catch Stewart, which he did on lap 13, and Courage was going well, leaving Elford and Attwood behind and catching McLaren, going by into sixth place on lap 14. Hill's joy at passing Stewart was short-lived, for as the Lotus accelerated up the rise from *Nouveau Monde* the left-hand drive-shaft broke and Hill coasted on to the grass to stand in the rain and watch the others go by. A little further on another driver was to stand in the rain and ponder, for Servoz-Gavin spun off and crashed into the woods with his Cooper-B.R.M., luckily escaping any injury, but they both got very wet as they made their way back to the pits. Ickx was gradually lapping everyone, his driving in the wet being the complete opposite to his performance at Zandvoort and having a lot to do with his liking for the Rouen-les-Essarts circuit, for a happy and contented driver will always go faster, no matter what the conditions. Surtees was still pressing hard on Rodriguez and these three had left Stewart far behind. Amon and Hulme were lapped by Ickx, which must have made them wonder if they were really Grand Prix drivers, and then he lapped Attwood and Elford, the latter doing well in his first race, but conscious of the fact that he was only on the bottom rung of a very long ladder. As the leaders were on lap 19, really torrential rain came down, squalling across the circuit, and Rodriguez and Surtees slipped by into first and second places, holding these positions as they finished the lap, and this little effort gave Rodriguez the fastest lap of the race in 2 min. 11.5 sec., but Surtees could only have been a fraction slower. Down the hill Ickx recovered traction and went back into the lead while the heavy rain continued, and at the pits there was a lot of activity, for Hulme had stopped with a punctured left-front tyre, and while it was being changed the storm had reached the pits, so he had all four changed for rain tyres. In the downpour Attwood and Amon also stopped to change all their tyres, and at the end of lap 20 McLaren did likewise. None of these drivers were going to win the race, or even looked like figuring prominently in the results, so they had nothing to lose, but it made them feel better.

As Ickx came down the pits straight to finish his 21st lap the Ferrari got into a vicious snaking motion as he crossed the white-painted lines of the dummy-grid, which made one realise just how close to the limit of adhesion these chaps were. Stewart threw away his fourth place by stopping at the end of this lap and changing to wet-weather tyres, and this let Courage up into fourth place, which was well deserved, for the young B.R.M. driver was driving very competently, but he was lapped by the irrepressible Ickx on the next lap, so that only Rodriguez and Surtees were on the same lap as the leader, but they were no longer any worry to Ickx. On lap 25 Courage could feel something trailing under the cockpit and, fearing that it might be a vital oil-pipe or water-pipe, he slowed down, letting Stewart go by, and stopped at the pits. It was one of the supporting straps for the side tank, which is fixed to the seat-harness bolts, and was not vital, for the tank was held by two more, but, having stopped, it was repaired. As the rain was still coming down steadily, Parnell decided that the car might as well have a set of wet-weather tyres fitted, so this was done, but by the time Courage rejoined the race he had dropped from fourth place to twelfth, which was a pity, for he had earned his fourth place. By the time half-distance arrived, which was 30 laps, everything had settled down and everyone was wet and miserable except the Ferrari team and Ickx. He was leading Rodriguez by a comfortable 7½ sec., who was in turn 3.7 sec. ahead of Surtees in third place. Stewart, McLaren and Elford were all one lap behind, and Rindt, Hulme and Attwood were two laps behind, while three laps behind were Amon, Siffert, Courage and Beltoise. However, at this point McLaren got a puncture in his right-rear tyre and stopped at the pits, which dropped him down to next to last, and Courage was making up time for his pit stop and was about to catch Siffert. The race average was just on 100 m.p.h. (160.909 k.p.h.), which was 20 m.p.h. under what it would have been in the dry, but still very fast for the awful weather conditions. Brabham had done one more lap and was still fiddling about trying to make things work properly, and Surtees was getting tired of squinting through his damaged goggles and on lap 34 he made a quick pit stop to grab another pair. It did not lose him a place, but it lost him all contact with Rodriguez, so that everything settled down now to a wet routine of ticking off the laps. For a brief moment the rain stopped and the sun actually shone through the clouds, and Brabham went off once again, this time to do seven laps before he stopped.

Ickx went on and on faultlessly, and at the end of lap 41 he was right behind Surtees, passing him on the next lap, to put the Honda a whole lap behind the Ferrari, and meanwhile he was over 2 min. ahead of second placeman Rodriguez. Way down the field Courage was not giving up after his long pit stop and had caught Attwood in the second works B.R.M., passing him on lap 44. When Rindt and Amon arrived at the end of their 44th lap, by which time the leader was on his 47th lap, they both stopped at the pits, Rindt to retire, as a petrol tank was leaking and he was soaked in petrol as well as water, and Amon to set off again after losing a place to Beltoise. On lap 46 B.R.M. fortunes tumbled, for Rodriguez had his Hewland gearbox stick in second gear and as he slowed the leading Ferrari lapped him, and by the time he got to the pits Surtees had also passed him and taken second place, though still a lap down on the Ferrari. While the gear mechanism was looked at it was seen that the right-rear tyre was deflating and a petrol pipe was damaged, so the stop was a long one, and Stewart moved up into third place. The gearchange fault could not be located, so the gearbox was put into fourth gear and the Mexican was told to leave it there and do the best he could to keep going to the finish. All this meant that Ickx had no worries and he eased off, letting the Honda go by and unlap itself, and as long as he kept it in sight he could tour home to win. After two laps Rodriguez was back in the pits, the gearbox somehow having got itself stuck in second gear again, and this stop let Elford move up into fourth place.

With ten laps left to run the sun came out again and Ickx was now coasting along, not even bothering to keep up with the Honda. One lap behind was Stewart, no doubt wondering what had happened to all his Zandvoort supremacy, and two laps behind Elford was running very steadily and fast for a beginner, leading Hulme and Rodriguez, the B.R.M. once again fixed in fourth gear. Then came Courage, who really should have been in Elford's position, followed by Attwood, who was making people realise that Monaco had been viewed through rose-coloured spectacles, and McLaren, Beltoise, Amon and Siffert were tailing dejectedly along in the rear. On lap 51 Rodriguez stopped again, this time claiming that the gearbox had selected second gear of its own accord, and once more he rejoined the race to continue slowly, but now in last place.

As the race was coming to a close Brabham suddenly came to life and did three more laps! Having led the whole race with the exception of the first half-lap, and for a brief moment on lap 19, Ickx was acclaimed enthusiastically as he received the chequered flag at the end of the 60 laps, having averaged just over 100 m.p.h. on his non-stop drive in appalling conditions. He more than made up for his poor showing at Zandvoort, and put renewed faith into Firestone, whose tyres he was using. A Ferrari victory has been overdue and its likelihood was seen earlier in Spain, but a lot of people expected Amon to achieve it. Surtees arrived second, the V12 Honda having run well, and Stewart was third, rather unhappy, for had it been dry he would undoubtedly have been in the running for another victory. In a very worthy fourth place was Elford in the Cooper-B.R.M. in his first Grand Prix race, having driven non-stop and given a perfect exhibition of what a new boy should do. Hulme was fifth, with Elford actually in sight at the end, but the New Zealander is a fair weather creature and was not seriously motor racing.

It was not a good French Grand Prix, whether you look upon it as another one in the long history of French motor racing or the first of a new era. It was a sad and wet event.—D. S. J.

Rouen Ramblings

The race upset the form book. After the wet Dutch G.P. many people thought Dunlop were supreme in rain. I thought Matras were good on wet roads, and Ickx seemed hopeless, while Stewart was brilliant. Could it be that anyone can go fast on the easy, safe Zandvoort circuit, but skill and bravery are called for on the spectacular circuit of les-Essarts?

Elford was driving a brand new Cooper-B.R.M. V12, number F1-4-68, the third car of the 1968 series not yet being seen as it was altered to take the V8 Alfa Romeo engine.

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This was the first race under the aegis of the F.F.S.A., although the A.C. of Normandy did the organising. They earned a lot of black marks, for minimal practice time, too much time spent on unimportant races, a late start and a shambles of a starting grid, while the Press Service was almost non-existent. The programme contained some awful mistakes, which did not help.

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Ferrari were delighted with their victory, as were Firestone, but Dunlop and Matra were puzzled and Goodyear were very sad. Rindt, Hulme, McLaren and Rodriguez all got punctures in their Goodyear tyres from running over bits of the debris from the accident.

Results :

FRENCH GRAND PRIX—Formula One—60 laps—392.520 kilometres
Very wet

1st	J. Ickx (Ferrari V12) (Entrant: SEFAC Ferrari) ..	2 hr. 25 min. 40.9 sec.—161.662 k.p.h.
2nd	J. Surtees (Honda V12) (Entrant: Honda Racing) ..	2 hr. 27 min. 39.5 sec.
3rd	J. Stewart (Matra-Cosworth V8) (Entrant: Matra-International)	59 laps
4th	V. Elford (Cooper-B.R.M. V12) (Entrant: Cooper Car Co.) ..	58 laps
5th	D. Hulme (McLaren-Cosworth V8) (Entrant: McLaren Racing)	58 laps
6th	P. Courage (B.R.M. V12) (Entrant: Parnell Racing)	57 laps
7th	R. Attwood (B.R.M. V12) (Entrant: Owen Racing Org.)	57 laps
8th	B. McLaren (McLaren-Cosworth V8) (Entrant: McLaren Racing)	56 laps
9th	J-P. Beltoise (Matra V12) (Entrant: Matra-Sports)	56 laps
10th	C. Amon (Ferrari V12) (Entrant: SEFAC Ferrari)	55 laps
11th	J. Siffert (Lotus-Cosworth V8) (Entrant: Rob Walker Racing) ..	54 laps
12th	P. Rodriguez (B.R.M. V12) (Entrant: Owen Racing Org.) ..	53 laps

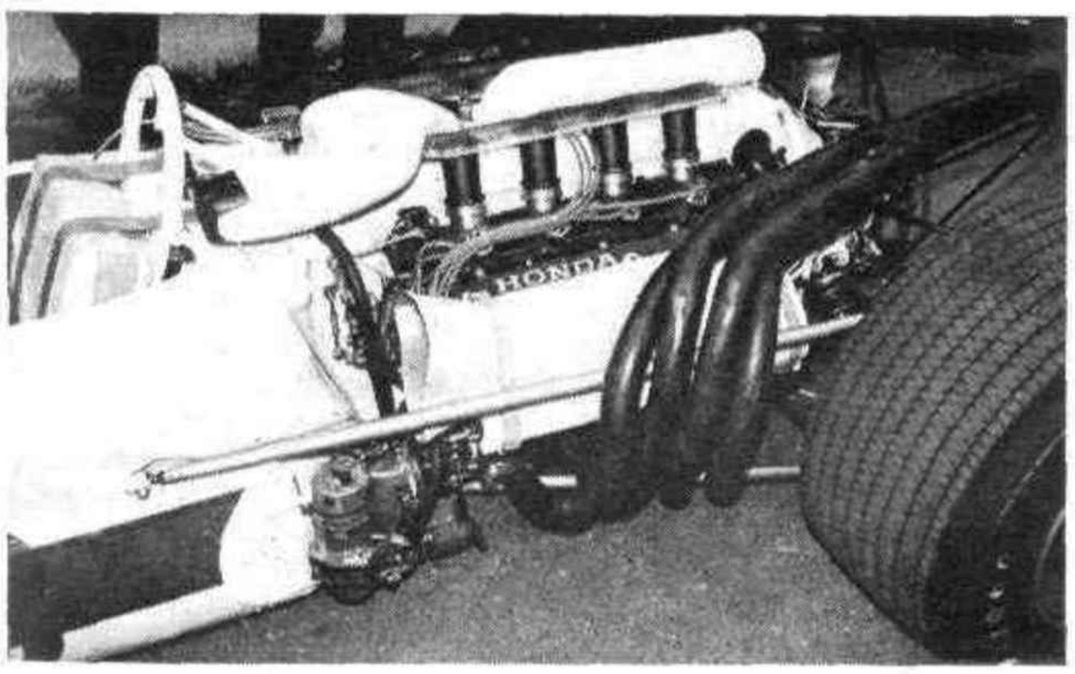
N.B.—Rodriguez did not cover 90% of race distance, so was not officially classified.

Fastest lap : P. Rodriguez (B.R.M. V12), on lap 19 in 2 min. 11.5 sec.—179.096 k.p.h.

Retired : J. Schlesser (Honda V8) on lap 3, accident; G. Hill (Lotus-Cosworth V8) on lap 15, drive-shaft broken; J. Servoz-Gavin (Cooper-B.R.M. V12) on lap 15, accident; J. Rindt (Brabham-Repco V8) on lap 45, split fuel tank; J. Brabham (Brabham-Repco V8) on lap 16, fuel system.

17 starters — 12 finishers.

THE HONDA V8



NEW DEPARTURE.—The new 120-degree V8 Honda engine was cooled by air and high oil circulation. A duct by the crash bar took air into the crankcase and it was expelled out of the tube running down the centre of the backbone frame, seen behind the near-side inlet trumpets.

SHORTLY before the French Grand Prix at the beginning of July a brand-new Honda Grand Prix car arrived in England direct from Japan. It was new from stem to stern and contained many interesting features and bore little or no resemblance to the V12-cylinder Hondas that Surtees had been racing. When the first 12-cylinder 3-litre Honda appeared in 1966 it was very clear that it had been designed and built on the assumption that development work would produce 500 b.h.p. With Honda racing motorcycle engines developing an easy 160 b.h.p. per litre, the idea of a 500-b.h.p. 3-litre engine was reasonable, so that the massive proportions of the Grand Prix car looked to be aimed for a long-term policy. It was assumed that the V12 would give well over 400 b.h.p. to begin with, and when this was proved wrong, and the expected 450 b.h.p. was not produced with development, let alone the 500 b.h.p., it became very evident that the whole car was outclassed. Surtees did his best, together with his associates, but the task was hopeless and they were really only scratching about on the surface of the problem. It was very clear that the whole conception of the car was wrong, and making bits and pieces lighter was only time-wasting. When Colin Chapman tackled the Indianapolis problem for Ford in 1964/5, he set up a requirement of an engine giving 1 b.h.p. for every 1 lb. of weight, and said that without that it was not worth starting the project. This was a very fair demand, and he got a 350-b.h.p. engine weighing 350 lb. If your basic power unit does not start at this level, then lightweight chassis frames, wheels, suspension units and so on are a waste of time. They all help, but they do not solve the problem.

When Honda started racing their 4-cylinder motorcycles they copied the N.S.U. backbone frame, which was already out-of-date and superseded. They soon found that their machines were lacking in handling, and straight away cut their losses and started again with a double-loop Norton, Gilera-type frame, rather than waste time trying to improve something that was fundamentally wrong. Presumably the same thinking prevails in their Grand Prix design team, and last winter they abandoned their basic thoughts on the V12-cylinder car and started on an entirely new conception, leaving Surtees to play with the 12-cylinder car. The new car was shown in Japan before being flown to England and was designated the RA302.

The engine was a 120-degree vee-eight, with four valves per cylinder, torsion-bar valve springs, two overhead camshafts to each bank of cylinders, and all the castings covered in cooling fins, for there was no water anywhere. The inlet ports were on top of the engine and the exhaust ports underneath, the exhaust pipes curling up round the sides of the car and over the back suspension. A five-speed gearbox was attached to the back of the engine and the whole power plant was bolted to the rear bulkhead of the chassis "monocoque". However, from the rear bulkhead another "monocoque" structure extended rearwards over the engine, in the vee between the inlet pipes, and this ended in a sheet-metal cross-member attached to the gearbox, and which carried the rear suspension pick-up points and spring loads, the lower suspension units being mounted under the gearbox; so, in effect, the engine and gearbox were hung from this backbone member. At the front of the "monocoque" which formed the cockpit, a bulkhead carried the front suspension, and the pedals were mounted on a tubular outrigger structure forward of this, the bulkhead having an opening through which the driver's legs protruded. The front suspension was by rocker-arm and inboard spring units, as on the 1966 and 1967 Honda V12, and forward of the pedals was a very thick oil-cooler. Behind the driver's right shoulder was a large oil-tank and undoubtedly a lot of the engine heat was dissipated by the oil, as on Porsche air-cooled engines, the important thing being to have a high rate of oil flow and good oil cooling. On each side of the cockpit were scoops to take air into the vee of the engine, while the sparking-plugs on each cylinder head were covered by another duct, with air being fed in at the front to blow across the valve gear and cylinder head. To the left and behind the driver's head was another small scoop that channelled air down into the crankcase, where it mixed with the crankcase oil mist and was then sucked out by a de-aerator which retained the oil, and the air was expelled from a rearward-facing vent on top of the backbone over the engine.

Bore and stroke of this new V8 engine were 88×61.4 mm., giving a capacity of 2,987 c.c., and on an 11.5-to-1 compression ratio first publicity estimates were 430 b.h.p. at 10,500 r.p.m., but later, when the car was run, only 380 b.h.p. was claimed and little over 9,000 r.p.m. The overhead camshafts were driven by a gear chain from the rear of the crankshaft and there were ignition distributors on the rear end of each inlet camshaft, each supplying the sparks for its own bank of cylinders. The wheelbase was 92 in., the front track 59 in. and the rear track 57 in., the car looking very short and squat, although the engine looked big compared to a Repco V8 or Cosworth V8. No attempt was made to cover in the mechanical components aft of the cockpit, and the all-up weight was quoted as being within a pound or two of the 500 kilogramme (1,102 lb.) minimum weight for a Formula One car.

After a brief test at Silverstone by Surtees, who was surprised to see the car, not expecting it to be ready until about August or September, it went to Rouen and Surtees intended to try it in practice but not to race it. Mr. Soichiro Honda was in Paris on trade business and decided the car should run in the French Grand Prix, so he got Honda-France to nominate Jo Schlesser to drive it, leaving Surtees with the V12 Honda. The outcome was the tragic death of Schlesser, when he crashed on the third lap of the race, in very wet conditions, and the car was completely destroyed by fire. The whole episode of the Honda V8 was an unhappy one, and only time will tell as to what the outcome will be.—D. S. J.

RALLY REVIEW

GULF LONDON RALLY

PURISTS, however businesslike their outlook, tend to regard the infiltration of sponsorship into the sport as a kind of pollution. I number myself among the purists, along with the majority of MOTOR SPORT's readers, I feel sure, but I nevertheless find it easy to realise that without this "trade contamination", as it has been unfairly called, much international class rallying and racing would be lost to us.

Sponsorship of a car, or even of a team of cars, is quite common even in low-grade events, and we all know how vital it is to some of the teams contesting international events. But this month I am more concerned with the financial support of entire events.

The Alpine Rally has existed for a long time on finance from Esso; the Tulip has been nurtured by B.P.; and even the East African Safari is not too proud to accept aid from such unlikely sources as Coca-Cola and Sabena Airlines.

The best-known sponsored rally in Britain is undoubtedly the Gulf London Rally which, although it is the youngest, is probably the toughest and most popular among the "home" internationals. It is sponsored handsomely by the Gulf Oil Companies of both Britain and Sweden, to such an extent that fuel and lubricants are provided free to all competitors and at a reduced price to service cars. When you consider the amount of petrol which can be consumed by 120 rally cars and their supporters in 2,000 miles of driving, that is generosity indeed. But the use of Gulf products is not in any way mandatory. Competitors are free to use whatever oil or petrol they choose. They seldom do, of course, in view of the Gulf offer.

This "blanket" sponsorship has caused some disenchantment between the Gulf Company and the Society of Motor Manufacturers and Traders, who objected to the use of the company name in the title of the rally. Only events approved by the S.M.M.T. are entered on the list of those which may be supported by its members. The London Rally, despite its prominence, is not on the list and this year an utterly ridiculous situation developed.

With teams coming from overseas factories, the British manufacturers could not afford to ignore the rally. Yet they could not enter the rally officially, owing to the ruling of the S.M.M.T. The situation then arose of works drivers "borrowing" works cars and entering them "privately". With so many well-known competitors in the running, tyre and accessory manufacturers could not afford to stay away, and a number of them turned up incognito, using rented vans.

Such intrigue has no place at all in rallying (which I consider to be still a sport) and the sooner the stunting regulations are amended the better it will be for all concerned. A hint that such an amendment was on the way came when the S.M.M.T. held a special meeting at the time of the Gulf London Rally, presumably to discuss their covenant.

Having taken up much of this solitary page to discuss the background politics of a non-championship event which puts most championship rallies to shame, I had better get down to the rally itself.

Taking the acceptable form of having low-average road sections to link high-speed stages over loose-surfaced forest roads (and one at Oulton Park), the event covered over 2,000 miles in England, Scotland and Wales, starting and finishing at Manchester, which seems to be rather alien for an event which was conceived in the shadow of Big Ben. Spread over four days and three nights, with rest periods totalling a mere five hours, it shows up clearly as a brainchild of David Seigle-Morris, the former Ford works driver whose love of the old, non-stop Liège rallies is no secret.

Physical stamina, and the ability to share the work load between driver and co-driver so that neither suffered too much from sleep loss, were just as vital as skill at the wheel. It was undoubtedly the realisation of this by competitors which confounded the speculators and produced 39 finishers from a field of 104. The expectation was that far less would arrive back at Manchester, but many of the crews running in the middle of the field drove without any thought of heroics, their sole object being to finish—which some of them did in commendable positions when their opponents fell at the wayside.

Again Swedish drivers showed the home side precisely how it should be done and occupied the first six places in the general classification. This is the third year in succession that Swedes have won the London Rally, and when you consider that Scandinavians have also won the R.A.C. Rally since 1960, the conclusion one can't help drawing is that British drivers are sadly in need of practice on loose-surfaced roads. This conclusion has been drawn by several other magazines whose writers appear to regard Scandinavia as the only place where men know how to go rallying. Having faith in British talent, I do not share this view, but the fact remains that legislation in this country does far more to restrict the sport than to encourage it, and when subsidies appear to go the way of minority pastimes such as marbles and polo it is disheartening to see money being milked away from the scores of motor clubs who form the nurseries of rallying.

Again I have digressed, so with no further ado I had better tell you that the rally was won by Ake (pronounced "okay") Andersson and Sven-Olaf Svedberg in a Porsche 911L prepared and entered by Scania-Vabis, the Scandinavian Porsche and Volkswagen importers. His team mates, Waldegard and Helmer, who so decisively won the Swedish Rally in January, retired when a wheel came off their Porsche and various brake parts were shattered.

In recent years the supremacy of B.M.C.'s Mini-Cooper S in European rallying has been a by-word. But these little cars from Abingdon (they may be born at Longbridge, but all the competition surgery is done in the Berkshire establishment) seem to have passed their peak, or rather, have *been* passed by other cars whose makers have gone all out to do what shrewd B.M.C. did some years ago. Among the 39 finishers there were only four Minis; 29 started.

The only car from Abingdon was a Cooper S entered in the groups 5 and 6 category and driven by Tony Fall and Mike Wood. This had a limited slip differential and "something special" under the bonnet. We never discovered what that special something was, for the engine compartment did not appear to be opened even during scrutineering. However, the car retired on the second stage when the differential failed and broke the sump.

The entry list contained the names of French stars Jean-François Piot and Jean Vinatier, who were to have driven Renault Gordinis, but the recent strikes in France made it difficult to prepare the cars in time. Despite the fact that the rally was a qualifier in the French National Championship, the Renault drivers went to Czechoslovakia instead for the Rallye Vltava, which Vinatier won. They were using the lightweight Alpine-Renaults, which were in a more advanced state of preparation than the Gordinis, it being considered that to bring the Alpines to Britain would serve little purpose, as road-going versions of the car are not sold here.

Ford was represented (but only unofficially) by Bengt Söderström and Gunnar Palm in an Escort twin-cam, and Ove (pronounced "oovay") Andersson with John Davenport in a similar car. Söderström disappeared in Dyfi, that very tricky Welsh forest which demands a great deal of respect, when his car slid to the edge of the track, hovered for a second or two, then rolled over and down to the trees 30 feet below. They were unhurt, and it says much for Big Bengt's sense of humour that he commented, "I making ten laps before losing count".

With the two Anderssons, in Porsche and Ford, up in front, the fight between them became a desperate struggle for supremacy. Twice each did they collect maximum penalties on special stages, Ove by breaking a throttle-spring and by leaving the road, and Ake when drive-shafts broke twice. A broken drive-shaft in the middle of a lonely special stage, out of reach of the tender care of service crews, would have retired lesser men on the spot, but Svedberg produced a spare shaft each time and calmly replaced the broken part in about eleven minutes.

Whilst these events were causing first and second places to change hands as the rally drove its way along the 79 special stages, not far behind (but never within real striking distance) were the Saab V4 of Carl Orrenius and Gustav Schröderheim (those of Larsson and Trana had retired with broken drive-shaft and clutch respectively), the Porsche of Lars Nyström and Lennart Svensk, the Opel Kadett of Anders Gullberg and Bo Bergman, and the valiant group 6 Sunbeam Imp of Andrew Cowan and Brian Coyle.

Cowan's ability is without question, as is his tenacity, for he had to replace broken doughnuts, tired dampers and endless punctured tyres, and yet tied with Gustavsson and Mattssom (Volvo 122S) for sixth place. The tie was resolved in favour of the Volvo, based on performances in the Scottish forests, an ironic twist, considering Cowan's nationality, but it so happened that it was in Scotland that he suffered most of his trouble. Although it may not be a winner, the Imp is still an incredible little performer on rough roads.

Work on the organisation of the London Rally always begins a matter of weeks after the previous one has ended, and already 1969 is under discussion. Whatever changes are made, what emerges from this capable band of organisers cannot fail to attract the cream of European Rallying—provided the S.M.M.T. allows trade support to come right out in the open.—G. P.

WATKINS GLEN SIX HOURS

THE eighth round of the 10-race series for the International Championship for Makes was run in the form of a six-hour endurance event at the 2.3-mile Watkins Glen circuit in New York State that is also the venue for the U.S. Grand Prix. The organisers were fortunate indeed that Le Mans was postponed to September for, had it not been, it is doubtful if this third American race in the series would have attracted the entry that it did. That is not to say that the entry was sparkling. The F.I.A.'s precipitate decision to restrict prototypes to 3-litres has produced few enough cars as it is, and with only Porsche and Ford in contention for the Championship hardly any other European entrants made the expensive trip across the Atlantic.

With four victories and two second places to their credit, Porsche went into the race with 42 points from their best five finishes and a win at Watkins Glen would have wrapped up the title for them. Ford, on the other hand, had three victories and one third place for a total of 31 points and had to win to keep their Championship hopes alive. Porsche's works entries consisted of four short-tailed 3-litre 908s for Siffert/Elford, Herrmann/Attwood, Patrick/Ikuzawa and Buzzetta/Follmer. Buzzetta has driven for the team on several occasions—he drove the winning Porsche in the Nurburgring 1,000 km. last year—while Patrick probably has more experience with Porsches than any other American, Follmer is not as familiar with the *marque*, although he did win the U.S. Road Racing Championship in 1965 with a Porsche-powered Lotus 23. Ikuzawa is the Japanese driver who has been racing Formula Three in England for several seasons. The only changes to the Porsches since they ran in the 1,000 km. at Spa were an air scoop mounted on top of the left wing to cool the oil tank behind the left front wheel and two stabiliser flaps at the rear. The flaps, a foot wide and seven inches high, pivot on rods attached to the body above and slightly behind the rear suspension. They are connected to the lower suspension arms by means of a short horizontal arm and a long vertical rod. The flaps are raised at a 35-degree angle and on the straights they act simply as spoilers. However, the linkage is arranged in such a way that when the car corners the angle of the flap on the outside (loaded) rear wheel is reduced, thus reducing the aerodynamic pressure on that side of the car. Conversely, the angle of the flap above the inside rear wheel (which, of course, tends to rise in a corner) is raised, and the air pressure on that flap is increased. The combined effect of the two flaps is to flatten or stabilise the car. This is a development experimented with by the Japanese Nissan firm, and flaps have been used on Porsche hill-climb cars this year, but not on the race cars. They are of little or no benefit on slow corners but Elford said they probably helped on fast sweeping bends.

The two Gulf-sponsored J.W. Automotive Engineering GT40s again provided the only serious opposition to the Porsches, Ickx sharing his lightweight car with his countryman, Lucien Bianchi, while Hawkins and Hobbs were back in the lightweight de-Miraged car that was being overhauled during Spa. The only major change since that race is the fitting of full 5-litre engines, still with Gurney-Weslake heads, instead of the 4.7-litre engines they have used up to now. (One 5-litre was tried in practice at Spa but was changed for the race.) The drivers said the main advantage was not so much the increased power as the wider and more flexible rev. band.

The Howmet team entered two cars for Heppenstall/Thompson and Dibley/Tullius, and for the first time both cars appeared. The only small change is the fitting of an inertia separator—a bulbous protrusion mounted just in front of the air intake that forces airborne debris to fly off at a tangent and away from the air intake. Since running in the B.O.A.C. 500, incidentally, one of the Howmets became the first turbine-powered car ever to win a sanctioned race. This was at an insignificant regional meeting, but it then went on to win one of the S.C.C.A.'s more important 4½-hour endurance races.

Alfa Romeo didn't enter any works cars although they were represented by a private 2-litre Type 33 driven by Kweech and Martino. Bonnier brought over his yellow Group 4 Lola T70 to co-drive with Axelsson (although on race day, without any practice in the car, former U.S. champion Chuck Parsons was pressed into service at the last moment). Woolfe was sharing his 3-litre Chevron-Repco with Piper, while Baker came to drive the same Sprite prototype that he took to a class win in the Nurburgring 1,000 km. The car has now been sold to an American but it was still fitted with the 1,300-c.c. Nurburgring engine. The remainder of the field was none too exciting from an International point of view, although several of them placed well at the finish as the result of a 50% attrition rate.

Practice was limited to 5½ hours in three sessions on the preceding Friday and Saturday, and seemed at first to be insufficient. However, it was terribly hot and humid and since no one was anxious to wear out their cars the track was often idle for 15 minutes or more. The four Porsches went out in line astern as soon as the first session opened and there was no surprise when Siffert set the fastest times because he has driven Formula One cars at Watkins Glen several times. Before the first session was over he had recorded 1 min. 10.2 sec. (117.95 m.p.h.), a time that stood up through the remaining two sessions to give him the pole position. Ickx won the other front row position on the two-two-two grid with a time of 1 min. 10.8 sec., but his GT40 was boxed in by Porsches. The Herrmann/Attwood car recorded 1 min. 11.1 sec., the Patrick/Ikuzawa car 1 min. 12.1 sec., and the Buzzetta/Follmer car 1 min. 12.3 sec. The Bonnier/Axelsson Lola was on the third row with 1 min. 12.4 sec. and the officials gave the second Gulf GT40 a time of 1 min. 12.6 sec., although their pits timed both Hawkins and Hobbs below 1 min. 12.0 sec. The two Howmet turbines occupied eighth and ninth with times of 1 min. 13.6 sec. and 1 min. 14.6 sec., and they were followed by the Woolfe/Piper Chevron at 1 min. 16.95 sec.

It was still hot and oppressively humid when the 28 starters took the green flag for the rolling start at 1.15 on the Sunday afternoon. Ickx's GT40 jumped into the lead at the first corner but Siffert quickly reversed the order, and at the end of the first lap his Porsche led from the GT40, with the Porsches of Patrick, Herrmann and Follmer in third, fourth and fifth. Thompson's Howmet turbine was sixth, followed by Bonnier's Lola, Hawkins in the second Gulf GT40 and Dibley in the second Howmet.

Siffert held the GT40 at bay for 12 laps but on the 13th lap Ickx again got past the Porsche and this time made it stick. One lap later the first of a succession of Porsche problems began when Follmer missed a change in the 6-speed gearbox and over-revved the engine. The Type 33 Alfa also retired early with a broken engine and the Woolfe/Piper Chevron was beginning to pump out all its water through a leaking cylinder-head gasket. After half an hour (25 laps) the field had settled down, with Ickx's GT40 holding off Siffert's Porsche by a slim second and Patrick's Porsche 5 sec. back in third and going very well. Bonnier had advanced his Lola to fourth, 20 sec. behind Patrick but 11 sec. clear of Hobbs in the second GT40. Thompson's Howmet turbine was almost half a minute further behind, and the only other car not lapped by the leader, Herrmann's Porsche, was seventh and not going too well, while the North American Racing Team's 2-litre Dino Ferrari driven by Charlie Kolb and Rodriguez (no relation to B.R.M. Rodriguez) held eighth.

For 15 minutes Siffert harried Ickx and on the 37th lap he flashed around the course in 1 min. 11.8 sec.—the fastest lap of the race until then—to take the lead. It proved to be Porsche's last brief moment of glory in the entire race. Two laps later Ickx was back in front again, and for the remaining 5¼ hours the leading position was the private preserve of John Wyer's cars.

As the clock marked off the first hour of the race, Porsche's problems began in earnest when Siffert stopped at the pits with the left front wheel bearing seized. As the mechanics set about changing it, Herrmann's car came in with the alternator overcharging and then moments later Patrick stopped from second place. The car had barely stopped before the semi-conscious driver, completely overcome by the heat, collapsed in the pit lane as he almost fell out of the car. He recovered fairly soon, but with three cars in the pits at the same time, Porsche was obviously in deep trouble. Since Patrick's car was so well placed the driver pairings were changed, the experienced Attwood taking out Patrick's car while new man Ikuzawa was assigned to Herrmann. It was good strategy, but to no avail because one hour later Attwood stopped with the left front wheel bearing seized, and half an hour after that Elford retired his car with exactly the same problem. The Watkins Glen course consists almost entirely of right-hand corners and Elford said there was a very bad bump in one of the fastest of these corners that was putting a tremendous strain on the left front wheel. The Herrmann/Ikuzawa car, in which Siffert also took a stint, managed to keep running but a succession of stops to replace tired batteries and repair the throttle linkage kept it well down in the field and out of contention. Bonnier's Lola lost all but 5th gear and also fell far behind.

The two Gulf GT40s, on the other hand, were running like trains in first and second places. At the two-hour mark almost to the second they were pulled in for Ickx to hand over to Bianchi and Hobbs to Hawkins. The Ickx/Bianchi car, however, was suffering from fluctuating oil pressure on the corners and Bianchi eased his pace considerably. A frustrated Hawkins was signalled to stay in second place and he did so for 1½ hours until Bianchi suffered a puncture. The stop took 1 min. 51 sec. and when the cars made their second fuel stops and driver changes right on the four-hour mark Hawkins gave Hobbs a lead of almost two laps over Ickx. Since the GT40s were now more than 10 laps ahead of their opposition both drivers were given an almost continuous succession of EASY signs by their pits. Ickx, however, was apparently having difficulty reading his pit signs because he spent the next two hours charging around the course at an almost record clip, first unlapping himself and then passing Hobbs a second time to take the lead half an hour before the finish. This didn't go down too well with either Hobbs or Hawkins, both of whom had followed the EASY instructions from the pits. At the six-hour mark the two cars crossed the finish line just 11 sec. apart, both completing 286 laps, or 657.8 miles at an average speed of over 109 m.p.h.

Behind the GT40s the two Howmet turbines put up by far their best performances ever and really showed their potential for the first time. The Heppenstall/Thompson car took over third place at the two-hour mark on its 80th lap and held it all the way to the finish despite having to make 2½ times as many pit stops as the GT40s and losing 9 min. in the pits to replace the voltage regulator and starter. Third overall also gave it first in the prototype category. The sister car, driven by Hugh Dibley and an American, Tullius, ran in the top six for more than half the race and had moved up to fourth behind Heppenstall/Thompson after 200 laps before the differential gave out with three-quarters of an hour to go. A repair was jury rigged and the car managed to take the chequered flag under its own power to be classified 12th overall. Two Porsche 906s ran reliably to take fourth and fifth places, and they were followed by the ailing works 908 driven by Herrmann/Ikuzawa/Siffert. The result evens the number of victories at four each for Porsche and Ford, but Porsche still leads the standings by 42 points to Ford's 40 (based on the best five finishes). Since the Austrian Grand Prix counts only half points, the International Championship for Makes will have to be decided at Le Mans.—D. G.

Overall Results :

1st	J. Ickx/L. Bianchi (Ford GT40)	286 laps
2nd	P. Hawkins/D. Hobbs (Ford GT40)	286 ,,
3rd	R. K. Thompson/R. Heppenstall (Howmet TX)	267 ,,
4th	W. Frank/R. Tritchman (Porsche Carrera 6)	259 ,,
5th	J. Locke/R. Bailey (Porsche Carrera 6)	257 ,,
6th	H. Herrmann/R. Attwood/T. Ikuzawa (Porsche 908)	257 ,,
7th	R. Rodriguez/C. Kolb (Dino Ferrari)	247 ,,
8th	P. Gregg/B. Everett (Porsche 911T)	244 ,,
9th	R. Grossman/R. Bucknum (Ferrari GTB)	240 ,,
10th	J. Bonnier/S. Axelsson (Lola T70GT)	240 ,,

Fastest lap : Ickx (Ford GT40), 1 min. 11.1 sec. (116.48 m.p.h.).

LETTER FROM EUROPE

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

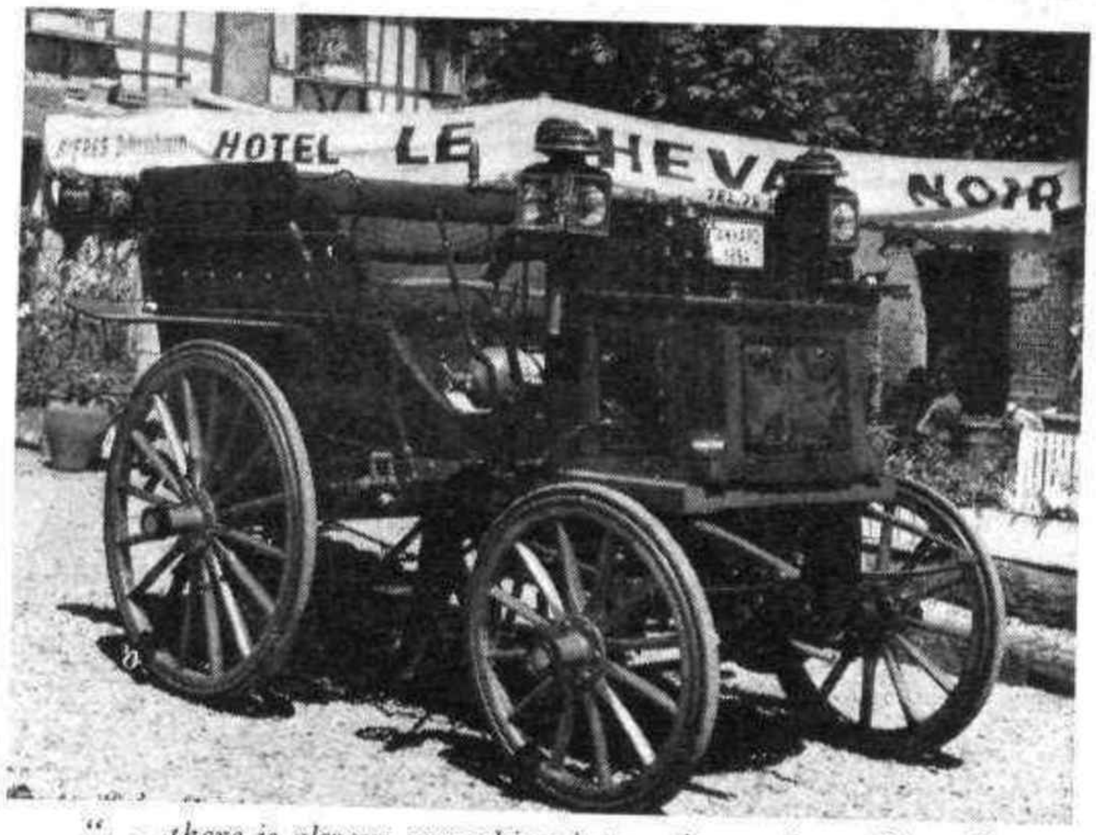
Dear W. B.,

I had an interesting trip across to the far side of Germany to the town of *Nürnberg*, not to be confused with *Nürburg* and the *Nürburgring*, for a mixed sports car race on the *Norisring*. In English we called the town *Nüremberg*, and it is where Adolf Hitler built his vast parade ground for his Nazi rallies when he was putting over his party politics to the multitudes. The gigantic concrete plinth on which he appeared, to make his speeches surrounded by bowls of fire, is the centre-piece in a concrete grandstand that holds 30,000 people, while the surrounding assembly area must have held 300,000 people. It is all still standing and the *Norisring* runs around this great concrete centre-piece, and it was packed with enthusiastic spectators, at least 100 being packed on to the railed-off balcony on which Hitler used to stand alone. I first visited the *Norisring* back in 1952, for the *Nürnberg* club's first International motorcycle meeting, and the recent race meeting was just as friendly and enthusiastic, providing a splendid race for the private-professional drivers and private teams, there being people from all European countries taking part, so that it really was an International event, not like some of the British race meetings where there is only one non-British driver taking part.

I only recently discovered why the circuit is called the *Norisring*. In German the word "ring" is used as we would use "track" or "circuit", added after the town name or district, such as *Nürburgring*, *Hockenheimring*, *Schottenring*, *Grenzlandring*, and so on. Obviously the *Nürnberg* circuit could not be called the *Nürnbergring*, as it would get confused with the classic circuit in the Eifel mountains, so the old medieval name of *Nürnberg* was used, which is *Noris*.

While in Germany I made some enquiries about the W125 Mercedes-Benz Grand Prix car that Colin Crabbe has acquired. It seems likely that it escaped from the Dresden museum, for in 1939 Daimler-Benz gave four Grand Prix cars of various types to the *Dresdener Automobile Museum*, and that was the last that was heard of them. During the war most of the town was destroyed and it was assumed that everything in it was destroyed. As Dresden is in the East Zone of Germany, no one knows what really happened. It now seems likely that much of the museum material was removed before the bombing by British planes, and it is very likely that the W125 was hidden away somewhere. This would also explain where the W163 Mercedes-Benz came from in 1946 or 1947, when Reg Parnell produced it in England and passed it on to America. This is the one that ran unsuccessfully at Indianapolis and was eventually hacked about and had an Offenhauser engine installed. The original V12 cylinder 3-litre engine had the two-stage Roots supercharging removed and a centrifugal supercharger fitted. The American Hawk model firm made a good plastic kit model of this car, but, of course, made it with the centrifugal blower layout and called it a 1939 Grand Prix car.

To return to Crabbe's W125, it would seem that it is a 1937 car, with straight-eight 5.66-litre engine, that Manfred von Brauchitsch drove in the Vienna Hill-climb in 1939. On June 11th, 1939, Mercedes-Benz entered two cars for the event that was known as the *Wein Höhenstrasse*, which was near *Kahlenberg*, and it was 4.3 kilometres in length. Hermann Lang drove a 1939 W163 V12, with stub exhausts out of each side, a small vertical radiator grille, and twin rear wheels, and von Brauchitsch drove a W125 straight-eight 5.66-litre, with a high level exhaust manifold ending just forward of the cockpit. Their opposition came from H. P. Müller in an Auto-Union and, although he made the best time with 2 min. 18.7 sec., the event was decided on the total time of two runs and Lang was the winner with 4 min. 38.6 sec., his best single time being 2 min. 19.0 sec. The old 1937 car was third overall, behind Lang and Müller. As the event had racing classes for "up to 3-litre" and "over 3-litre", von Brauchitsch naturally won the "over 3-litre" class, so no doubt if Crabbe ever gets his W125 running it will be lauded as the "winner of the Vienna Hill-climb in 1939". It didn't win, it was third. But still an exciting car. I understand that there are some problems with the supercharger, a single vertically mounted Roots-type. Nineteen thirty-seven was the first year that Mercedes-Benz passed fuel/air mixture through the supercharger, previously they had used blowers



". . . there is always something interesting to do at Cleres."

to pressurise the carburetters, so that they were purely air-blowers. They had a lot of trouble with the 1937 superchargers, and, while they built some 12 engines, they manufactured some 70 superchargers. The engine of the W125, known as the M125 (M for motor, W for wagen), was immensely powerful, giving an average of 570 b.h.p. at 5,800 r.p.m. running on a very potent fuel-mix, on the test-beds, some engines giving as much as 606 b.h.p. During races 5,300-5,500 r.p.m. seemed about the limit, but they still had a lot of power, and most of the engines seemed to develop about 100 b.h.p. per 1,000 r.p.m., i.e., 300 b.h.p. at 3,000 r.p.m., and so on. I should think 2,500 r.p.m. will be enough for V.S.C.C. racing!

With the French Grand Prix being at Rouen on the splendid Les-Essarts pure road circuit, I naturally stayed with our friend Jackie Pichon, at his Hotel le Cheval Noir at Cleres, across the road from his automobile museum. In the hotel yard was an early aeroplane, about 1931-32, with a radial engine, which he has recently acquired, and there is always something interesting to do at Cleres. This time I drove around the village on an 1894 Panhard, with single-cylinder Daimler engine running at constant speed, a 4-speed gearbox, chain drive, tiller steering and solid tyres. For its controllability, I thought it went much too fast, especially when notched up into 4th gear, with the engine pulling well. At 15 m.p.h. it felt completely out of control when I was in charge of the tiller and the lever that frees the clutch and applies the brake. As in any good period motoring drawing we were attacked by a fierce barking dog, who took great exception to our passing. Oddly enough he did not bark at a Peugeot that was following. In the workshop a very nice little s.v. Amilcar is being rebuilt, the chassis and mechanical parts all being finished, and the body now being attended to. I am sure that at some time or other every member of the V.S.C.C. has passed through Cleres, and the atmosphere is just like the Phoenix at Hartley Wintney on the first Thursday in the month, except that the Hotel le Cheval Noir is like it all the time.

I understand that at the end of July, on the 29th I think, there will have been shown on BBC-TV a play about the Mille Miglia 1955. By the time this is being read, the play should have appeared, and, while the idea is fair enough, it is the usual Television hotch-potch of "near-accuracies" and "the semblance of the truth". From what I saw when it was in the making there is a load of old rubbish in the dialogue and the chronology is hopelessly wrong and almost fictitious, but at least Mercedes-Benz lent them a 300SLR sports-racer. It was not the Mille Miglia car, but the 1956 prototype that never raced and that came over to Silverstone for the "has-beens" parade before the British G.P. last year. Some of the conversation that I am supposed to have had with Stirling Moss while training for that race is just laughable, and the producers did not even bother to find out the correct "hand-signal sign-language" that I used to convey my "pace-notes" to the driver, preferring to make up some fancy ones of their own. Some of the Moss "philosophy" that came out was taken straight from the Moss books by Purdy and Pomeroy. When he was racing at the top of his career Moss was a happy, simple chap, who did not know the meaning of "philosophy" or "introspection". He was a full-time hundred-per-cent racing driver. What a pity you and I worry so much about truth and accuracy!—Yours, D. S. J.

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THE BRITISH GRAND PRIX

Win for a Sportsman

BRANDS HATCH, ENGLAND, *July 20th.*

WITH Great Britain's major race taking place on London's back-door step, almost within the sound of Bow Bells, a short rush up the A20, one of our worst "race-track" main roads, and some hurried printing has enabled a report of the meeting to be squeezed into this issue, albeit limited in space and scope, so the following is a potted account from our potted circuit. As the Grand Prix only took up two hours of an eight-hour day of speed and thrills, it seemed a bit of a "potted Prix" rather than a "Grand Prix".

Thursday, July 18th, at 10.30 a.m., everything was set for practice but there were no competitors, they were all in the paddock, but no one seemed ready to go. In Rob Walker's van his mechanics were screwing the final bits on to his brand-new Lotus 49B, which Siffert was to drive, identical to the works cars, with Hewland gearbox, 1968 front and rear suspension, nose fins, and rear-mounted aerofoil, but all painted Walker blue. His old car, number 49/2, had been returned to the factory and it was being used as a stand-in to replace Oliver's car that was wrecked at Rouen. It still had the ZF gearbox and 1967 suspension but had a new nose, with adjustable fins, rear-mounted "wing", and had been painted red, white and gold like Hill's car. Both works cars had their rear "wings" mounted twelve inches higher than at Rouen, to get them out of the turbulence, and they both had small "spoilers" on the tip of the nose to break up the air-flow across the large, flat nose surface ahead of the windscreen. Surtees was bolting a fairly large "wing" to the back of the V12 Honda, though some of the parts looked a bit like Meccano, and Gurney's Eagle 104 had a "wing" that looked as if it would bend the exhaust pipes if it created any downward thrust. B.R.M. were steering clear of aerodynamics and had even removed the nose deflectors, the cars looking very naked. Everyone was in the paddock, including Hulme and McLaren with their orange McLarens, Amon and Ickx with three Ferraris, Brabham and Rindt with their "4-cammers" and their spare "2-cammer", Stewart with the two V8-powered Matras, and Beltoise with the number two 12-cylinder Matra, Elford and Widdows with the works Coopers, Courage with Parnell's B.R.M., Moser with Vogele's Brabham, and Bonnier with his McLaren V12. Absent were Bianchi, because Autodelta would not release to Cooper the 3-litre Alfa Romeo V8 engine as being race-worthy, even though it has reached 380 b.h.p., Lanfranchi, who seemed to have made an entry with a non-existent B.R.M., and a completely unknown "Tom Jones" who has bought the low, flat, 1967 Cooper-Maserati V12.

When the cars began to leave the paddock and practice got under way about 10 minutes late it really went with a rush. Record for the full Brands Hatch circuit was set by McLaren at the Race of Champions last March with a lap time of 1 min. 31.6 sec., and in no time at all Stewart and Gurney were around this figure, soon to be followed by Surtees, Attwood and Amon. Then Hill set the standard with 1 min. 29.8 sec., so that any laps at more than 1 min. 30 sec. were not going to impress anyone. He later improved to a splendid 1 min. 29.5 sec., the tall "wing" struts wobbling furiously on their rubber mountings as Hill drove with a fiery determination that was good to watch. Amon, who was wearing so much protective clothing that he looked very uncomfortable and hot, was well in the hunt and down to 1 min. 29.8 sec., and then Oliver used all his Brands Hatch knowledge, which is considerable, and took Chapman's advice to relax and not try so hard. The result was 1 min. 29.9 sec., in what is really an obsolete Lotus 49! Siffert felt his way along cautiously in the brand-new 49B, and Widdows was getting used to his first experience of a single-seater with something under the accelerator pedal, when there was a nasty noise from a big-end bolt breaking and a hole in the crankcase. Ferraris tried different-length exhaust pipes, and then Amon had his water system expansion tank split on 0011 which covered everything with a strange yellow-coloured water, but did no harm. Those drivers whose cars had "wings", "spoilers", "deflectors", "straighteners" or just bits of aluminium were busy altering, bending, twisting or tweaking them, in the way they used to play about with anti-roll bars or shock-absorber settings. Hulme took his "wing" right off, but after a lap or two stopped and put it back, convinced of its value. By 1.30 p.m. the tempo was terrific, the lap record looked very sick with nine drivers below it, and it confirmed that the standards of the Race of Champions in March were quite low, as I suggested at the time.

At 4.30 p.m. there was another hour of practice, and as Attwood's mechanic was driving his B.R.M. out of the paddock, through the crowds round the gate, they all stepped back, but the gatepost in their midst did not, and the right rear wheel struck it and ripped the bottom suspension members off. So Attwood could not practise. The morning tempo was not repeated, but Amon went quickly in the spare Ferrari, Rodriguez drove the spare B.R.M. as well as his own, Gurney had moved his "wing" forward, above the engine, the practice times of Hulme and McLaren, as shown in the accompanying table, meant either stalemate, superb tuning, or a remarkable equality of driving. Actually Hulme looked far from fit, his face being swollen and unhealthy-looking. Cooper having no spare car meant that Widdows could not do any more practice, and the Brabham team had been getting nowhere at all.

On Friday morning, at 10.30 a.m., it all began again. Attwood's car was repaired, as was Rodriguez's, for the Mexican driver had had the left front rocker-arm suspension mounting break away from the "monocoque" structure, at the end of the previous afternoon. Widdows had a new engine in his Cooper, McLaren appeared with his original car M7A-1 now rebuilt, and as a spare Brabham brought out the 1967 car as the 4-cammers were playing-up all the time, and everyone was keen for a go at pole-position and the 100 bottles of champagne that went with it. Hill's time of 1 min. 29.5 sec. was still standing, and the next serious contestant seemed to be Amon, although when the 4-cam Repco V8 behaved properly Rindt soon got below 1 min. 30.0 sec. McLaren got down to 1 min. 30.4 sec. in his spare car, which meant that all three McLarens had recorded the same time! Hill was not content to sit back, for Amon was approaching his time, and he rushed the Lotus 49B round in 1 min. 28.9 sec., which made Chapman beam with joy and Firestone purr with delight about their new "Y-front" super "wet-and-dry" tyres. Amon equalled Hill's old time and then Oliver did a magnificent 1 min. 29.4 sec., so that Team Lotus were one and two on the grid and everyone was smiling. As practice was nearing its end, at 12.30 p.m., Hill was standing by his Lotus all dressed up and ready to go if Amon should beat his time, and it was good to see this competitive attitude between teams once again. Unfortunately, the official announcement of Hill's fastest lap came over the public address some ten or fifteen minutes after he had done it, so that very few of the many spectators present were able to appreciate it. (See the article elsewhere on "Grand Prix practice" and think about it.) In the last few minutes Amon had got himself all worked up for a do-or-die effort when he was baulked by a well-known yellow car, and that was that; Hill got the champagne. Ickx had never really got to grips with the circuit, there was more oil about the Brabham pit than was reasonable, Stewart tried the V12 Matra and could not find anything to complain about, Hulme broke a drive-shaft inner universal joint on the left, Beltoise ran out of ELF (!) petrol in the V12 Matra, which now had a small "wing" astride the engine, but mounted on the chassis. B.R.M. packed up early, and Moser and Bonnier did not qualify. While everyone was watching Hill, Oliver and Amon, Siffert put in a lap at 1 min. 29.7 sec. which surprised a lot of people.

In contrast to Rouen, there was more than enough practice time, and at the end of Friday afternoon there was an untimed hour for final

PRACTICE TIMES

No.	Driver	Car	Thursday a.m.	Thursday p.m.	Friday a.m.
1	D. Hulme	McLaren-Cosworth V8—M7A-2	1. 31.2	1. 30.4	1. 30.7
2	B. McLaren	McLaren-Cosworth V8—M7A-3	1. 31.2	1. 30.4	1. 31.9
3	J. Brabham	Brabham-Repco V8—BT26-1	1. 37.7	—	1. 30.2
4	J. Rindt	Brabham-Repco V8—BT26-2	1. 31.4	1. 31.8	1. 29.9
5	C. Amon	Ferrari V12—0011	1. 29.8	—	1. 29.5
6	J. Ickx	Ferrari V12—0009	1. 32.7	1. 31.1	1. 31.0
7	J. Surtees	Honda V12—RA301-801	1. 30.3	1. 30.6	1. 31.0
8	G. Hill	Lotus 49B-Cosworth V8—49/5	**1. 29.5**	1. 29.8	**1. 28.9**
9	J. Oliver	Lotus 49-Cosworth V8—49/2	1. 29.9	1. 30.7	1. 29.4
10	P. Rodriguez	B.R.M. V12—P133-01	1. 33.1	1. 31.6	1. 32.7
11	R. Attwood	B.R.M. V12—P126-03	1. 31.7	—	1. 33.3
12	T. Lanfranchi	B.R.M.	NON-STARTER		
14	J. Stewart	Matra-Cosworth V8 MS10-02	1. 30.2	1. 30.7	1. 30.0
15	V. Elford	Cooper-B.R.M. V12—F1-4-68	1. 33.1	1. 33.0	1. 34.4
16	R. Widdows	Cooper-B.R.M. V12—F1-1-68	1. 35.4	—	1. 34.0
17	L. Bianchi	Cooper-Alfa Romeo V8—F1-3-68	NON-STARTER		
18	J-P. Beltoise	Matra V12—MS11-02	1. 32.6	1. 31.6	1. 31.6
19	S. Moser	Brabham-Repco V8—F1-2-66	1. 36.3	—	1. 35.4
20	P. Courage	B.R.M. V12—P126-01	1. 33.9	1. 32.3	1. 33.2
21	"T. Jones"	Cooper-Maserati—F1-2-67	NON-STARTER		
22	J. Siffert	Lotus 49B-Cosworth V8 49/7	1. 32.9	1. 31.5	1. 29.7
23	J. Bonnier	McLaren-B.R.M. V12—M5A	—	—	1. 36.8
24	D. Gurney	A.A.R.-Eagle V12—104	1. 31.0	1. 30.0	1. 30.7
30	J. Stewart	Matra-Cosworth V8—MS10-01	—	—	—
31	J. Rindt	Brabham-Repco V8—BT24-3	—	—	1. 33.1
32	C. Amon	Ferrari V12—0007	—	**1. 29.7**	1. 30.1
33	P. Rodriguez	B.R.M. V12—P126-02	—	1. 33.5	—
34	B. McLaren	McLaren-Cosworth V8—M7A-1	—	—	1. 30.4
18	J. Stewart	Matra V12—MS11-02	—	—	1. 32.1

adjustments, during which McLaren tried some Goodyear rain-tyres in the dry, and also drove Bonnier's yellow McLaren-B.R.M. V12, as it was not handling properly, Ferrari were out with two cars, Surtees appeared briefly, and Moser got his car going properly.

At twenty minutes to 3 p.m. on Saturday the first spots of rain began to fall, by which time the starting area was packed with people and Grand Prix cars and there was a mad rush by some for rain tyres and a dithering about by others from one foot to the other. After a warm-up lap they all lined up on the dummy grid, with Bonnier and Moser on the back row, as it seems that the R.A.C. write qualifying

STARTING GRID

↑

5	9	8
C. Amon	J. Oliver	G. Hill
(*Ferrari V12—0011*)	(*Lotus 49-Cosworth V8—49/2*)	(*Lotus 49B-Cosworth V8—49/5*)
1 min. 29.5 sec. (1 min. 29.9 sec.)	1 min. 29.4 sec. (1 min. 30.3 sec.)	1 min. 28.9 sec. (1 min. 30.9 sec.)
4	22	
J. Rindt	J. Siffert	
(*Brabham-Repco V8—BT26-2*)	(*Lotus 49B-Cosworth V8—49/7*)	
1 min. 29.9 sec. (1 min. 31.6 sec.)	1 min. 29.7 sec. (1 min. 29.7 sec.)	
3	14	24
J. Brabham	J. Stewart	D. Gurney
(*Brabham-Repco V8—BT26-1*)	(*Matra-Cosworth V8—MS10-02*)	(*A.A.R.-Eagle—004*)
1 min. 30.2 sec. (—)	1 min. 30.0 sec. (1 min. 31.1 sec.)	1 min. 30.0 sec. (1 min. 33.2 sec.)
2	7	
B. McLaren	J. Surtees	
(*McLaren-Cosworth V8—M7A-3*)	(*Honda V12—RA301-801*)	
1 min. 30.4 sec. (1 min. 32.9 sec.)	1 min. 30.3 sec. (1 min. 31.6 sec.)	
10	6	1
P. Rodriguez	J. Ickx	D. Hulme
(*B.R.M. V12—P133-01*)	(*Ferrari V12—0009*)	(*McLaren-Cosworth V8—M7A-2*)
1 min. 31.6 sec. (1 min. 31.9 sec.)	1 min. 31.0 sec. (1 min. 31.3 sec.)	1 min. 30.4 sec. (1 min. 31.3 sec.)
11	18	
R. Attwood	J-P. Beltoise	
(*B.R.M. V12—P126-03*)	(*Matra V12—MS11-02*)	
1 min. 31.7 sec. (1 min. 32.9 sec.)	1 min. 31.6 sec. (1 min. 33.5 sec.)	
16	15	20
R. Widdows	V. Elford	P. Courage
(*Cooper-B.R.M. V12—F1-1-68*)	(*Cooper-B.R.M. V12—F1-4-68*)	(*B.R.M. V12—P126-01*)
1 min. 34.0 sec. (1 min. 34.4 sec.)	1 min. 33.0 sec. (1 min. 33.7 sec.)	1 min. 32.3 sec. (1 min. 33.4 sec.)
23	19	
J. Bonnier	S. Moser	
(*McLaren-B.R.M. V12—M5A*)	(*Brabham-Repco V8—F1-2-66*)	
1 min. 36.8 sec. (1 min. 39.8 sec.)	1 min. 35.4 sec. (1 min. 37.1 sec.)	

N.B.—Times in brackets are fastest laps in race, times unbracketed are fastest practice laps.

rules into the regulations so that they can be broken. With almost military precision the field began to move up to the starting grid as 3 p.m. approached, except that Elford's engine would not start and he was wheeled on to the grass. When the flag fell the front row made a beautiful start, but Gurney's Eagle engine died and he had the sense to turn sharp right and get out of the way of the surging mob behind him. Siffert had followed the two works Lotus cars away and there they were, Lotus cars one, two, three, with Amon, Stewart and Surtees chasing them. Oliver led from Hill and Siffert, but even on the opening lap there was oil smoke coming from the back of the leading car. Brabham stopped for good at the end of one lap, his Repco V8 engine broken, Elford had got going and was in with the tail-enders, but Gurney was too far behind, with fuel-pump trouble, to be of any consequence. Almost immediately the race divided into two parts, those on dry-weather tyres and those on wet-weather tyres, the dry-weathers winning, for the spots of rain had not developed, and though the skies were grey and cloudy it remained dry. Oliver led for the first two laps, and then Hill went into the lead and apart from the oil smoke from 49/2, the three Lotus cars made a fine sight in complete command of the race, for while Amon, Stewart and Surtees were close behind, they did not look as if they could do anything about it.

In the second part of the race McLaren and Hulme were getting to grips with the opposition, the former hampered by wet-weather tyres, the latter hampered by feeling very under-the-weather physically. Rindt was needing all his "lightning reflexes" to cope with his Brabham on wet-weather Goodyears, and Rodriguez was in similar trouble with his B.R.M. Gurney's Eagle seemed to just lay down and die quietly, and Bonnier claimed to have broken his B.R.M. V12 engine, while Moser's gearchange went wrong.

At ten laps the Lotus triumphant tour was still very impressive, in the order Hill, Oliver, Siffert, with Amon hanging on tenaciously, but Stewart was showing signs of losing contact, as his left-hand exhaust tail-pipe was broken, and eventually fell off. His slight reduction in speed caused Surtees to lose contact with the leaders as well. The Matra V12 engine suddenly showed signs of seizing, so Beltoise hastily switched off and coasted to a stop, and Attwood dropped out with water-circulation problems. Though Surtees managed to find space to get past Stewart, he could not rejoin the leading quartet, who were now some way ahead, and as Amon was merely keeping up, and not challenging, it looked like being a Lotus benefit already. Courage stopped at the pits on lap 14 with his B.R.M. engine overheating, and Rodriguez stopped on the same lap to give up the unequal struggle on the wrong tyres and have them changed.

Hulme had taken over the second part of the race, his feeling ill cancelling out his tyre advantage over McLaren, and Ickx was now between them. There was quite a long gap before Rindt arrived, and he was followed by the two Coopers, Elford leading Widdows. While the triumphant Lotus tour was impressive, it was not fantastically fast, the new lap record being set at 1 min. 30.9 sec. by Oliver, though Siffert was really enjoying himself tailing the two works cars with his brand-new Lotus, and for non-Lotus fans the race had become a bore. On lap 27 Hill suddenly turned up the slip-road behind the pits and withdrew from the race with a broken right-hand drive shaft and broken suspension, the rear wheel leaning inwards; it all happened as quickly as that, and it left a very contented Oliver in the lead, his only worry being that the oil smoke had stopped, for it might have meant no more oil in the system to leak. It obviously did not, for he was still going well, and with a clear road ahead he lowered the lap record to 1 min. 30.8 sec. and then 1 min. 30.3 sec., pulling away slightly from Siffert. The field was fast diminishing, for Elford stopped out on the back of the circuit when the B.R.M. V12 engine in his Cooper made a loud and expensive bang, with a connecting rod through the side, Cooper's third B.R.M. engine failure in two weeks! At the same time Widdows' engine popped and banged with ignition problems. Stewart, who still had his wrist bound up, was beginning to slow visibly, and Ickx and Hulme were catching the Matra V8, the Belgian boy having got by the World Champion, but not away from him.

With one of the Lotus team gone, Amon began to put the pressure on Siffert, hounding him all round the circuit, and behind them Surtees was a lonely fourth, to become even lonelier when his "wing" mountings began to bend and finally the "wing" flew right off! Ickx and Hulme had caught Stewart, but the Ferrari driver had an incredible "moment" coming out of Hawthorn bend and was back behind the Matra and the McLaren by the time he got sorted out, but soon followed Hulme through past the blue car. Amon made a big effort and got past Siffert on lap 37 and on the next time round set up a new lap record at 1 min. 30.0 sec., to follow it up on lap 40 with 1 min. 29.9 sec., but Siffert stayed with him and recorded the same time, to improve it to 1 min. 29.7 sec. on lap 42, to which Amon could not reply. This little scuffle kept them very close, but all the while Oliver was holding a comfortable lead. The 40-lap mark was half-distance and the order had been Oliver (Lotus), Amon (Ferrari), Siffert (Lotus), Ickx (Ferrari), Surtees (Honda), Hulme (McLaren), Stewart (Matra), McLaren (McLaren), Rindt (Brabham), Rodriguez (B.R.M.), Moser (Brabham), Courage (B.R.M.), the rest having stopped. Ickx had made up for his slight error, Surtees was having a bad time without his "wing", and Rindt was just having a bad time. As Oliver swept round South Bank Corner and under the bridge there was a different puff of smoke than before and the ZF final-drive unit gave up. Just as this was about to happen Siffert had got in front of Amon, so that when the Swiss driver went round South Bank he went into the lead of the race.

Being in the lead, Siffert made quite sure that he left no opening on any of the corners, and though Amon followed him like a shadow there was nothing to do but follow. Both cars ran faultlessly, and it was now all over, everyone else seemingly touring round and getting lapped, Ickx in third place, Hulme fourth, Surtees fifth, Stewart sixth, McLaren seventh, Rindt eighth, and there was some slight excitement when the last-named went by on lap 54 with flames flickering around the left side of the gearbox, a leaking fuel pipe having caught alight and burning merrily, the speed of the car keeping the conflagration subdued. On the next lap it was still burning, and the lap after he found out and stopped smartly, and fire-marshals put it out before any real damage was done. Amon kept pressing, but Siffert was making no mistakes, and when on lap 76 they lapped Stewart the Scot got in the way of the Ferrari for nearly the whole lap, and it was then all over.—D. S. J.

Results :

BRITISH GRAND PRIX—Formula One—80 laps—341.182 kilometres
Warm and dry

1st : J. Siffert (Lotus 49B-Cosworth V8) (Entrant: R. R. C. Walker/J. Durlacher) 2 hr. 01 min. 20.3 sec.—168.70 k.p.h.
2nd: C. Amon (Ferrari V12) (Entrant: SEFAC Ferrari) .. 2 hr. 01 min. 24.7 sec.
3rd : J. Ickx (Ferrari V12) (Entrant: SEFAC Ferrari) .. .. 79 laps
4th : D. Hulme (McLaren-Cosworth V8) (Entrant: McLaren Racing) 79 laps
5th : J. Surtees (Honda V12) (Entrant: Honda Racing) .. .. 78 laps
6th : J. Stewart (Matra-Cosworth V8) (Entrant: Matra-International) 77 laps
7th : B. McLaren (McLaren-Cosworth V8) (Entrant: McLaren Racing) .. .. 77 laps
8th : P. Courage (B.R.M. V12) (Entrant: Parnell Racing) .. .. 72 laps
9th : S. Moser (Brabham-Repco V8) (Entrant: Ch. Vogele Racing) .. 52 laps*

* *Not qualified.*—

Fastest lap : J. Siffert (Lotus 49B), on lap 42 in 1 min. 29.7 sec.—171.16 k.p.h. (*new record*).

Retired : J. Brabham (Brabham-Repco V8) on lap 1, engine; J. Bonnier (McLaren-B.R.M. V12) on lap 7, engine; D. Gurney (A.A.R.-Eagle V12) on lap 9, fuel system; R. Attwood (B.R.M. V12) on lap 11, water system; J-P. Beltoise (Matra V12) on lap 12, engine; V. Elford (Cooper-B.R.M. V12) on lap 27, engine; G. Hill (Lotus-Cosworth V8) on lap 27, drive shaft; R. Widdows (Cooper-B.R.M. V12) on lap 34, ignition; J. Oliver (Lotus-Cosworth V8) on lap 44, transmission; P. Rodriguez (B.R.M. V12) on lap 53, engine; J. Rindt (Brabham-Repco V8) on lap 56, small fire.

20 *starters* — 9 *finishers.*

Brands Hatchings

Everyone seemed delighted and pleased that the Rob Walker/Jack Durlacher team had won. We all felt it helped to make up a little for the disaster of the Race of Champions weekend.

* * *

Ferrari certainly knows how to make strong racing cars. The two V12 engines were never heard to miss a beat throughout practice and the race.

* * *

Oh dear! Guess whose "wing" fell off?

* * *

We used to complain that the petrol companies had too much control over Grand Prix racing; is it time to suggest that the tyre companies are having too much control and influence.

* * *

The supply of information from the Press Department was first class; it must have made the visiting French journalists very embarrassed when they remembered Rouen.

* * *

The race only lasted a fraction over two hours and yet a lot of the Grand Prix cars fell apart, and I have been advocating 1 000-kilometre Grand Prix races. I must be joking. Grand Prix cars or Petit Prix cars?

* * *

Anyone who arrived around 1.30 p.m. must have wondered whether they were at a meeting of the Royal Aero Club rather than a meeting of the Royal Automobile Club. There were aeroplanes zooming in all directions and not the sound or smell of a racing car.

* * *

First Championship race this year that Matra have not led at some point.

Supporting Races

FORMULA THREE—20 laps—85.296 kilometres

1st : J. Miles (Lotus-Ford) .. .. .. 33 min. 05.5 sec.—154.650 k.p.h.
2nd: R. Pike (Titan-Ford) .. .. .. 33 min. 07.7 sec.
3rd : C. Craft (Tecno-Ford) .. .. .. 33 min. 25.9 sec.

GROUP 5 SALOONS—20 laps—85.296 kilometres

1st : F. Gardner (Ford Escort Twin-cam) .. 36 min. 33.3 sec.—140.0 k.p.h.
2nd: H. Hahne (Ford Falcon V8) .. .. 36 min. 44.0 sec.
3rd : J. Fitzpatrick (Ford Escort GT) .. .. 37 min. 59.8 sec.

N.B.—For what it is worth, the TV play referred to on page 690 will be shown on August 5th.

AMERICAN COMMENT

THE Board of Directors of the United States Auto Club has rejected a recommendation from its Rules Committee that it place an outright ban on turbine-powered race cars. At the same time, however, the Board has given present turbine-powered cars a reprieve lasting only one more season by ruling that, effective January 1st, 1970, all U.S.A.C. cars shall be limited to two driving wheels and that turbines eligible for its Championship circuit shall be of the "automotive type". The Rules Committee, acting under heavy pressure from the more conservative element in the U.S.A.C. membership, had recommended shortly after this year's Indianapolis 500 that all U.S.A.C. cars be restricted to internal combustion, reciprocating engines (thus, in effect, banning not only turbines but also rotating combustion engines such as the Wankel and any steam or electric engine designs that might appear). The Rules Committee had also recommended that a special engine size sub-committee be set up to review the various U.S.A.C. equivalency formulae, of which there are nine at the moment, with a view to reducing and/or adjusting them for the 1969 season.

The U.S.A.C. directors did accept this second recommendation and the sub-committee is due to make its report to the Directors no later than their September meeting. This sub-committee was also asked to define "automotive turbine"—which may be difficult since there are no such engines in commercial production at the moment—and also to define "stock block engines". This refers to such engines as Dan Gurney's Ford with Gurney-Weslake heads (which Gurney now calls a "Gurney-Eagle", incidentally) that powered him to second place at Indianapolis and more recently to victory in a U.S.A.C. Championship race on the Mosport road circuit near Toronto in Canada. At present the U.S.A.C. rules say only that such engines must be of "*American stock block production design (with) single non-overhead camshaft (and) removable head*". They are limited to 5-litres if unsupercharged and 3.3-litres if supercharged. This rule is open to many interpretations, and while Gurney's original engine drew its inspiration from a stock block Ford, it is of course far from stock now.

Referring to the engine review sub-committee, Thomas W. Binford, the U.S.A.C. President and Chairman of the Board of Directors, said: "This review stems primarily from the Board's concern with the rapidly increasing speeds accomplished by at least two of the equivalency formulae, which indicates that they are no longer equivalent. The Board is hopeful a reduction can be recommended." Mr. Binford did not indicate which two formulae the Board considered out of balance, but the results of this year's 500 suggest that he is referring to the formula governing turbines and that governing supercharged overhead camshaft engines (now restricted to 2.8-litres). The STP-Lotus turbines both made the front row at Indianapolis with average speeds over 171 m.p.h., while Bobby Unser, in an Eagle-powered by a turbo-charged Offenhauser, had earlier become the first driver ever to lap the 2½-mile Speedway at over 170 m.p.h. Unser, of course, won the race, and in addition the fastest race lap—168.666 m.p.h.—was set by Lloyd Ruby, whose Mongoose was also powered by a turbo-charged Offenhauser engine.

If the review sub-committee does take the opportunity to change the turbine formula it will be the third time in as many years that this has been done. Turbines were unlimited until 1966, when a rule was introduced restricting the air inlet area to 23.999 sq. in. Last year, after Parnelli Jones came within a whisker of winning the 500 in Andy Granatelli's original STP Turbocar, turbine air inlets were further restricted to 15.999 sq. in. Granatelli fought the reduction in the courts but lost his case. Although it is late in the day to be changing engine sizes for next season, one possible benefit that could result from the sub-committee's review would be an overall reduction in all U.S.A.C. engine sizes. This would bring them more nearly into line with the 3-litre Formula One limit and also would bring closer the day when the same International formula would be used in Europe, North America and Australasia.

While the review committee's work affects all U.S.A.C. formulae, the banning of four-wheel-drive after next year is aimed directly at the turbines. To quote Binford again: "The action regarding 1970 (which also restricts turbines to 'automotive type') reflects the Board's desire to bring the turbine-powered cars into the mainstream of automotive development as opposed to industrial or aircraft development. When the formula becomes effective, the turbines will no longer require a four-wheel-drive, which is extremely expensive and presently is not being used in passenger cars and has little chance of being used in the near future, according to the experts. The action was delayed until 1970 to give those interested an opportunity to develop an automotive turbine race car while continuing to compete with their present type turbine combined with four-wheel-drive."

Binford's remarks produced a bitter reaction from Harry Ferguson Research Ltd., who, of course, supply the production four-wheel-drive system for the Jensen. A Ferguson statement said that listing expense as a reason for the ban is "so lame as to be laughable". After pointing out the relative costs of a racing four-wheel-drive system and a racing engine, they said "the cost of a four-wheel-drive is, in fact, a mere pretext for the ban. . . ." Their statement concluded: "No U.S.A.C. ban will prevent the eventual adoption of all-wheel control for passenger cars. It will only place on record in the history of automotive engineering progress that U.S.A.C. did what it could to harm, and not to expedite, this desirable development." This is a very sensitive point, if not with U.S.A.C. itself then certainly with the Indianapolis Motor Speedway. Ever since Ray Harroun became the first driver ever to fit a rear-view mirror to a racing car—in the first Indianapolis 500—the Speedway has trumpeted the claim that it is a testing ground for automotive progress and development.

Andy Granatelli, too, expressed extreme regret at the decision and called on other principals in U.S. racing to join him in asking U.S.A.C. not to change the rules. Granatelli said: "It was strange indeed that a supercharged engine won Indianapolis in 1946 and finally won again in 1968 (but) in the 21 years that intervened, not a single effort was made to equate supercharged engines with the 50% larger unsupercharged power plants." He said that more than half a million dollars was spent to meet new turbine specifications for this year's 500, and a similar amount would be needed to meet any new limitations for next year. He added that his cars were competitive this year because of four-wheel-drive and "the most advanced streamlining and chassis design in history".

"It must also be remembered", he continued, "that four-wheel-drive, used in Indianapolis racing for more than 40 years, has now been banned because of its success. The new proposal in effect constitutes an efficient and ambiguous way of barring (my) turbines in the future." Granatelli then summed up the whole sorry dispute by saying: "These constant changes in rules make it almost impossible for an advocate of progressive engineering ideas to compete any longer in U.S.A.C. racing. Thus, if U.S.A.C. persists in this plan to revamp engine sizes and chassis design again in 1969 and once more changes basic construction rules in 1970, many of us will be hard pressed to continue in the sport which we have built to such importance over the years."

* * *

To judge by all the publicity generated by the turbine controversy, one would think these cars have been completely monopolising the U.S.A.C. Championship circuit. Granatelli has kept his promise, made at Indianapolis, to campaign the STP-Lotus turbines in every Championship race he could, but the fact of the matter is that a turbine-powered car hasn't won a single U.S.A.C. race. Indeed, until three weeks ago, when Art Pollard drove an STP-Lotus to fifth place in a U.S.A.C. road race, not one turbine car had even finished a race. This controversy will no doubt continue to rage, but in the meantime the U.S.A.C. Championship circuit has been enjoying one of its best and most competitive seasons. Gordon Johncock won the opening race of the year, and then Bobby Unser put together a string of four victories that culminated at the Indianapolis 500. In the five races since the 500, however, Unser has hardly been able to finish, let alone win. These five races were won by five different drivers—Lloyd Ruby, Dan Gurney, Gordon Johncock, A. J. Foyt and Al Unser—indicating that the leading contenders are closely matched and that the competition will be stiff in the 13 remaining U.S.A.C. Championship events.

The same can hardly be said of the Sports Car Club of America's two major race series, which have been largely dominated by one team—Mark Donohue driving the cars owned and prepared by Roger Penske's racing team. Donohue's domination has been most complete in the Trans-American series for compact saloons up to 5-litres, in which he has driven Penske's Chevrolet Camaro to victory in six of the last seven races. Fords' Mustangs, which won the Trans-Am Championship for the first two years, managed to win only the first race this year (run concurrently with the 24 Hours of Daytona) and have since been plagued by mechanical problems and a lack of horsepower. It is significant that when Mustangs won the Championship in 1966 and 1967, the engines and cars were prepared, managed and run entirely by Carroll Shelby's team. This year, Shelby's people still manage the cars at the track but the engines are prepared by Ford itself and the cars are set up by Shelby to Ford's specification. It brings to mind the folk song with the title "When Will They Ever Learn?" The best feature of the Trans-Am series has been the remarkably successful return to racing by the small American Motors Corp. Their Javelins only began campaigning at Sebring in March but in five of the last six races they have finished second three times and third twice.

Donohue has also dominated the S.C.C.A.'s U.S. Road Racing Championship series for Group 7 cars, although not quite so completely. Driving Penske's McLaren Mk. 6A powered by a 7-litre Chevrolet, Donohue has won four of the first seven races (the most recent being at Watkins Glen in mid-July), and has earned 39 points in defence of the Championship he won last year. His strongest opposition has come from Chuck Parsons, the 1966 U.S. road-racing champion, and Skip Scott, who drive a pair of 6-litre Chevrolet-powered Lola T70s sponsored by Simoniz. Parsons had 25 points after seven races and Scott had 24.—D. G.

Continental Notes

NOW that France has got over its political upheavals the motoring scene has returned to normal, but the situation caused a lot of worry for organisers, and hardest hit must surely be Le Mans. The F.I.A. have granted the French permission to run the 24-hour race on September 28/29th and Le Mans enthusiasts say "better late than never", but a lot more people would have preferred the A.C. de l'Ouest to have cut their losses and cancelled the race for this year. The Club are determined to go ahead with the event, as they have already had an outlay of some £10,000 on advance publicity alone, and even if they do not make their usual vast profit they will be satisfied to make a small profit or merely break even. In view of the fact that it will get dark much earlier at the end of September than in mid-summer, and will stay dark longer on Sunday morning, the Club have obviously had mis-givings about the attraction for the public, so they have advanced the start from the traditional 4 p.m. on Saturday afternoon to 3 p.m., the race finishing on Sunday afternoon at 3 p.m. If there is one thing that Le Mans thrives on it is tradition, so it will be interesting to see what the outcome of the 1968 Le Mans 24-hour race will be, starting at 3 p.m. and being held at the end of September.

When you think of the enormous undertaking that such an event involves, not only for competitors but for organisers, it makes you realise that the decision to postpone the event could not have been made lightly. Apart from all the pre-race publicity that came to nought and had to be scrapped, imagine the question of food and drink for the 30,000 people around the pit area and the village. At Le Mans the public are not content with hot dogs and plastic sandwiches wrapped in celophane, like the public at Brands Hatch, they want proper food and drink, and they want it for 24 hours. Restaurants providing three and four course meals are needed throughout Saturday and Sunday and the organisation and supply of provisions is enormous. Sideshows, exhibitions and non-motor racing attractions abound, and all had to be booked and prepared weeks in advance; the French Radio and Television run a gigantic open-air cabaret on Saturday night and top variety artists and big bands are booked up, fairground and circus people make an annual pilgrimage to Le Mans, and all this was suddenly stopped in mid-flight and postponed for three months. It must have been a nightmare for the organisers, the trades-people, the entertainment world and the public services. Their next problem is what sort of crowd should they cater for in September, will there be the usual crowd of 250,000 or will it be 25,000? One thing is certain and that is that hot food and hot drinks, to say nothing of hot water bottles, will be at a premium, especially during the early hours of Sunday morning.

* * * *

The other big French meeting that was affected by the political strife was the Reims Feast of Speed and Champagne, on the super-fast triangular Reims-Geux road circuit. The decision here is to run half the meeting on September 15th, rather than no meeting at all, but unfortunately the Automobile Club du Champagne have decided to run the wrong half, for the 12-hour sports car race has been cancelled and they are running F2 and F3 races only. With Le Mans only two weeks later they did not feel justified in running their 12-hour event, which is reasonable. Those people who keep crying out for close racing should go to Reims on September 15th, for Formula Two cars and Formula Three cars on the very fast Marne circuit are relatively so slow that anyone can be at the head of a pack of cars at the finish, and quite often "anyone" is. It is certainly close, but is it racing? I really lost interest in "slow" cars at Reims when I saw Alan Rees beat Jack Brabham in the last quarter mile merely on power-to-weight ratio. Their cars were identical and had the same maximum speed, but there must have been half a hundred-weight difference in their personal weight, and this was the deciding factor as they accelerated from 80 m.p.h. to 120 m.p.h. It was close, but was it racing? And Formula Three at Reims, as I once remarked, is so close that the first driver to raise his hand as they cross the line is the winner. Now 600 b.h.p. U.S.A.C. Indianapolis-type cars at Reims would be different.

* * * *

While all the Grand Prix cars are busy racing this season there is a lot of design and development work going on behind the scenes on what might well prove to be the beginning of a new era. It is certainly time we started on a new era in Grand Prix design, for we have been



HIT OR MISS.—McLaren and Ferrari have "aerofoils" of comparable size and design, attached to the engine, but make widely varying claims for their effect, but at least they both keep the drivers contented. Hulme (McLaren) is seen leading Amon (Ferrari).

stuck with the existing layout for longer than is reasonable. If racing car design is progressing correctly then it undergoes a radical change every 10 or 15 years. After starting with the primitive horseless carriage in 1895 we went through the stage of the monster 10 or 12-litre giants of the Edwardian period, to the comparatively small and sophisticated cars of the period just before 1914. In the vintage years of 1920–1930 we settled for nicely-engineered front-engined 8-cylinder cars, culminating in the Monoposto Alfa-Romeos and Maseratis of the early 'thirties, when conventional meant front mounted supercharged straight-eight engine, channel-section chassis frame, leaf springs and beam axles, with the fuel tank forming the pointed tail. Then we passed into the Teutonic age when Mercedes-Benz and Auto-Union swept us forward in a wave of light-weight engineering, high power outputs, all-round independent suspension, streamlining and other technical advances, culminating in very sophisticated two-stage supercharged high revving engines, and the real beginnings of serious design thought in chassis and suspension. This era lasted from 1933–1939 and the backwash carried us on through 1947 to 1951, when we started on the unsupercharged engine era, when circuit speeds were increased by chassis and suspension design rather than sheer power. The design accent continued on road-holding from 1951–60 and we then arrived on the threshold of the era of the rear-engined racing car, with all four wheels sprung independently by very scientific and geometrical means and from 1960 to 1968 the design layout of the Grand Prix car has been more or less stagnant, only detail work improving. Chassis and suspension design has reached a very highly developed state today, but seems to have come to the end of the road. Since the introduction of the 3-litre engine limit in 1966 the Grand Prix engine has begun to develop real power and today's cars are getting very big and fierce. The present conception of a Grand Prix car has been with us now for eight years and if all the work going on behind the scenes comes to fruition I feel sure we are on the threshold of an interesting new era.

One thing that is receiving a lot of attention is the question of 4-wheel-drive but not in the simple way of a jeep or tractor. It would be better to describe the research that is going on as an investigation into the division of available horsepower between all four wheels, as and when desired. This will inevitably bring with it some serious thought on the question of the prime-mover, or engine, and the old-fashioned poppet-valve V8 and V12 engines may well be on their way out. With a change in the thinking about the prime-mover will come a change in the mechanical layout of the Grand Prix car, and Indianapolis has already given us a lead, even though U.S.A.C. officialdom is doing its best to stunt progress by restrictions, even going to the extent of banning 4-wheel-drive.

When the prototype Matra V12 first appeared it had a thick flange welded on the top of its Hewland gearbox, (a masterpiece of alloy welding it was) and this had a circle of studs and a cover plate on it. Enquiries as to its purpose elicited the information that it was an experimental set-up for driving a pump, "for cooling the driver, or something" it was suggested with a grin. It later transpired that this pump was a hydraulic one, and in connection with a probe into 4-wheel-drive whereby the front wheels were driven by hydraulic motors mounted in the front hubs, the pressure piping running the length of the car from the pump mounted on the top of the gearbox/differential unit. In a not-so-remote part of Europe there have been sounds from a test-track of a vehicle with an exhaust note the like of which has never before been heard on a racing circuit. With new forms of wheel suspension already on test by Lotus and Alpine, and 4-wheel-drive projects by Matra and Cosworth I feel sure the conception of the Grand Prix car is about to undergo a radical change. Already this season the question of aerodynamics has caught on in a big way, and whereas the Chaparral "wing" was a rare sight and a novelty, a Grand Prix car today without some form of air-deflector somewhere looks strangely naked. While I am convinced that sound aerodynamics applied to a racing car must be beneficial I am not so sure that all the things being done at present are sound. An example is the claims of Ferrari and McLaren for their aerofoils, for they are of comparable size and position and while Ferrari claim 50 lb. downward thrust, McLaren claims 200 lb. If Ferrari get only 50 lb. from their "wing" then the effect of the little sheet of aluminium above the gearbox as tried by the Matra V12 and the Honda V12 must be negligible. Lotus are only waiting for the development of two-pedal control to introduce driver controlled aerodynamics, so that with fully-automated 4-wheel-drive, some new thinking on prime-movers, and revolutions in suspension systems, the overdue new era cannot be far away.—D. S. J.

V.S.C.C. SILVERSTONE RACE MEETING (JULY 20th)

WHILE a great many people were at Brands Hatch watching drivers reclining on their backs in modern racing cars, as they fought the British G.P. for professional gain, I was enjoying seeing around 40 different makes of the older cars being raced for fun at Silverstone, by amateur drivers who sit up to drive, just as they used to do at Brooklands, Donington and suchlike venues before the war. As the Hawthorn and Boulogne Trophy races were contested Brands Hatch seemed very far away, almost another world. . . .

Practice passed off uneventfully, the main items on Friday being Lindsay driving Sir Ralph Millais' Sunbeam "Tiger", recently overhauled, which he did to such good effect, although keeping down to about 5,000 r.p.m., that brake pedal travel increased to an extent which precluded effective "heeling-and-toeing", and the Napier-Sunbeam, which has the sister chassis, being started up. Even hardened V.S.C.C. marshals back well away as 24-volts are put through the starter and the 24-litre marine engine erupts into explosive motion. The subsequent acceleration is something to behold and the brakes are aided by an enormous vintage vacuum-servo. The power unit will run all day at 2,600 r.p.m., and at present pulls a 3.0-to-1 axle-ratio, with 7.00×19 Dunlop Racing rear tyres. The wise decision was made not to race the car again until some water leaks have been cured.

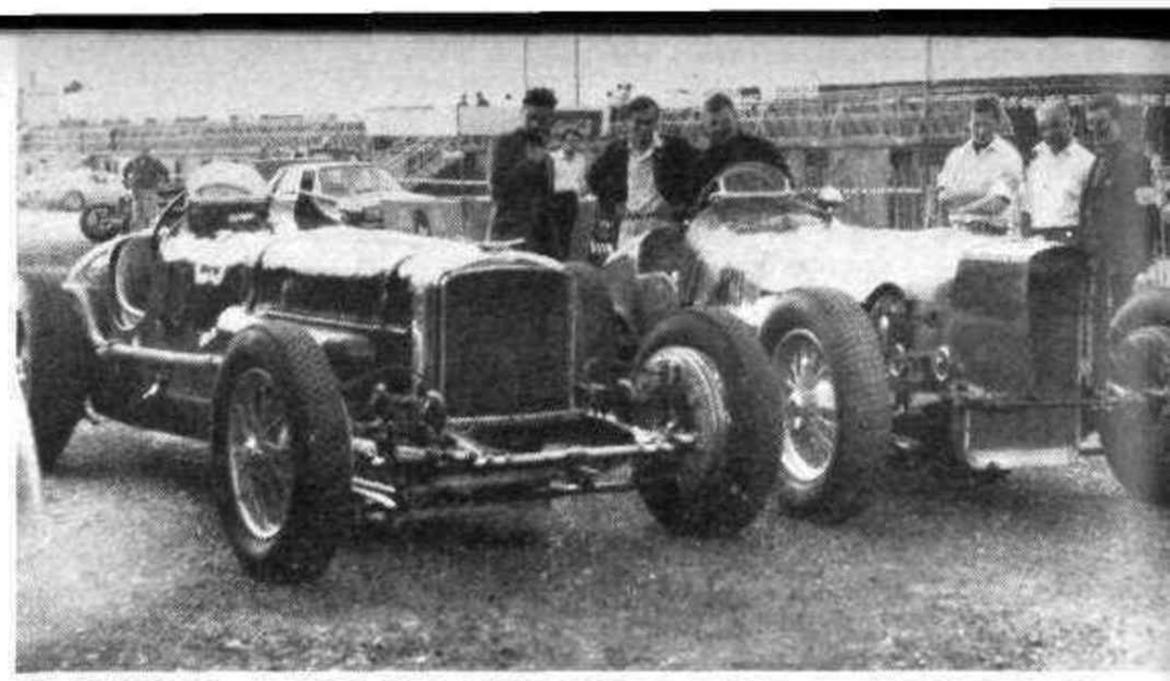
The meeting began with a demonstration of how not to drive a Mercedes-Benz 300SLR, which spun at Copse. The opening races were 5-lap handicaps, Batho's Amilcar-Riley taking the lead in the first after two laps, to win from Smith's Brooklands Riley and Mrs. Pilkington's twin-cam 1750 Zagato Alfa Romeo. The next race saw Shoosmith's 6½-litre Bentley take the lead, again after two laps, and just keep it, although Glydon's Le Mans Aston Martin LM9 was only 0.4 sec. behind it as the line was reached. Eaton's Frazer Nash-A.C. was third. Haynes drove an ex-Fane 328 B.M.W. and a Railton with wind-up side windows, bodied originally for the Shuttleworth family, competed.

In the third race Mrs. Pilkington took the lead on lap 3 but was swamped by the fast back-markers before the finish, Barr's 4.3 Alvis Special scraping in 0.2 sec. ahead of Symondson's Corsica-bodied Type 57S Bugatti. Woolstenholmes' 4.3 Alvis started from the same mark as Blight's "hot" Talbot 110 and beat it to third place by 0.4 sec.—close racing. Barr lapped at 75.37 m.p.h., faster than scratch-man Clinkard in his E-type E.R.A.-bodied 4.3 Alvis Special, with Shorrock blower from a Gardner M.G., said to give 225 b.h.p. and to weigh 17 cwt. In the last of the short races before the longer events Holden's 4½-litre Lagonda won from scratch, unlike Alexander's 4½-litre Lagonda, which boiled. The places were filled by the Amilcar-Riley and Young's 1937 H.R.G. Lord Montagu's Prince Henry Vauxhall looked sedate with its hood-bag, and fast cornering did not avail Hornby's Grasshopper Austin 7.

The 10-lap Boulogne Trophy Race for vintage racing cars should have been a great Sunbeam/Bugatti battle, if Corner had not tried to start with his fuel turned off, giving Lindsay in the V12 Sunbeam a fine run-away win. Corner, after a dangerous push-start, was 13th on lap 1, eighth on lap 2, fifth on lap 3, behind the Sunbeam, Kain's Bugatti, Moffatt in Wall's single-seater Bugatti, and the big V12 Delage. He took the Delage during the following lap, and Moffatt on lap 7, by which time Lindsay was out on his own, far ahead. A lap from the finish Corner passed Kain, finishing second, 44 sec. in arrears. The unanswered question was whether the Sunbeam's brakes would have held out, had the 2.3 Bugatti pressed it. As it was, Lindsay averaged 77.95 m.p.h. and made fastest lap, at 79.08 m.p.h. The other class winners were Boyce (Frazer Nash) and Farquhar (Riley). Sant didn't complete a lap in Davenport's G.N., the 1922 Godfrey 200-Mile Race car; the official results say the "crown wheel and pinion went" but we don't believe this!

The 15-lap Hawthorn Trophy Race for Historic Racing Cars was not nearly so satisfying. The luckless Wilks led Boorer for six laps, then retired through overheating (Lotus, not driver), giving Boorer possession of the race, which he won at 82.38 m.p.h. Lindsay lost a drive in his Maserati, as transmission trouble struck, and after holding second place to lap 8 Lord Clydesdale came in, his 250F Maserati being replaced by Cameron Millar's. Millar looked certain to get second place but on the run-in he allowed the wily Cottam (Connaught) to take him on the inside at Woodcote, by so fine a margin that both were given equal race times. Murray brought his E.R.A. in fifth, best of the pre-war cars. The race was marred by a crash in which Balmer was thrown from his Cooper-Bristol at Copse corner and badly injured; in the second race Stoyel's Frazer Nash got no farther than the first corner before crashing, breaking his ribs.

A parade of varied Lancias preceded the 8-lap Pre-War All-Comers' Race. In the absence of the *monoposto* Alfa Romeos of Corner and Lindsay and Miller's CTF Maserati, the field was not of top quality, but interest was lent by Crabbe's 1934 2.9 8CM Maserati. It came in third, no match for Merrick, who led all the way in Murray's E.R.A., to win at 79.71 m.p.h., with Brown's E.R.A. second. Although the V.S.C.C. does not take kindly to non-original Rileys, the handicappers generously permitted Knight's tail-less 1930/5 version to win the fifth 5-lap handicap by a margin of 22.6 sec. from Milner, who had forsaken



TOGETHER AGAIN FOR THE FIRST TIME SINCE BEFORE THE WAR!—Left : *Sir Ralph Millais' V12 Sunbeam "Tiger" in which the Hon. Patrick Lindsay ran away with the Boulogne Trophy Race.* Right : *The sister Sunbeam, now powered by a 24-litre Napier Lion aero-engine.*

his 30/98 to conduct Barry Clarke's Ulster Austin. The winning Riley had a 4-Amal 12/4 engine with big sump, Wilson gearbox, hydraulic brakes and not much bodywork. To be fair, it made fastest lap, at 68.43 m.p.h. Cobb's British Salmson engine propelled his Frazer Nash into third place. Before a packed stand, and running well ahead of schedule, the meeting concluded with another 5-lap handicap. Merrett, driving the 10½-litre V12 Delage, got away magnificently and held off the rest of the field, winning by an adequate distance but in an exciting finish from Symondson's Bugatti, presumably without exceeding the allotted 2,500 r.p.m. Again Woolstenholmes' Alvis beat Blight's Talbot to third place, this time by 0.2 sec., and Barr again made fastest lap, in his cut-and-shut, i.f.s., 4.3 Alvis, at exactly the same speed as he had done in the third race.—W. B.

Results :

10-lap Boulogne Trophy Race for Vintage Racing Cars : 1st : The Hon. P. Lindsay (1925 3,978-c.c. V12 Sunbeam s/c.), 77.95 m.p.h. **2nd** : E. N. Corner (1930 2.3 Bugatti s/c.). **3rd** : B. B. D. Kain (1926 2.3 Bugatti 2/c.).

15-lap Hawthorn Trophy Race for Historic Racing Cars : 1st : D. E. Boorer (1959 1,990-c.c. Lotus), 82.38 m.p.h. **2nd** : A. S. Cottam (1953 1,960-c.c. Connaught). **3rd** : A. C. M. Millar (1956 2,500-c.c. Maserati).

8-lap Pre-War All-Comers' Race : 1st : A. J. Merrick (1934 1,496-c.c. E.R.A. s/c.), 79.71 m.p.h. **2nd** : B. E. Brown (1936 1,488-c.c. E.R.A. s/c.). **3rd** : C. Crabbe (1934 2,986-c.c. Maserati s/c.).

First 5-lap Handicap : R. C. Batho (1927/8 1,087-c.c. Amilcar-Riley), 60.88 m.p.h.

Second 5-lap Handicap : G. T. Shoosmith (1929 6,597-c.c. Bentley), 63.70 m.p.h.

Third 5-lap Handicap : H. F. Barr (1937 4,300-c.c. Alvis), 73.02 m.p.h.

Fourth 5-lap Handicap : R. V. W. Holden (1937 4,450-c.c. Lagonda), 65.31 m.p.h.

Fifth 5-lap Handicap : K. Knight (1930/5 1,489-c.c. Riley), 66.45 m.p.h.

Sixth 5-lap Handicap : R. A. Merrett (1923 10,500-c.c. V12 Delage), 70.98 m.p.h.

Fastest lap of the day : D. E. Boorer and W. E. Wilks (1959 Lotus cars), 85.13 m.p.h.

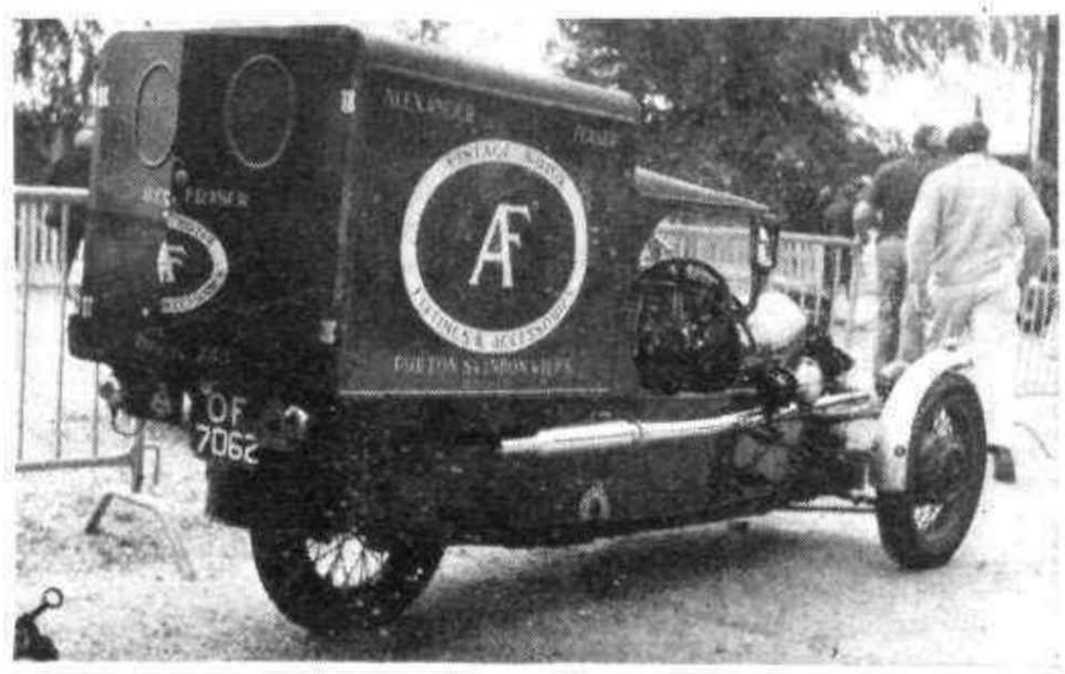
Leaders to date in MOTOR SPORT Brooklands Memorial Trophy Contest : E. N. Corner (Bugatti), 49 points; P. G. Cobb (Frazer Nash), 47 points; G. R. Footitt (A.C./G.N.), 39 points; A. C. Peters (S.S.100), J. D. Abson (Lagonda Rapier), I. Woolstenholmes (Alvis), 36 points each; K. Neve (1914 Humber), R. Glydon (Aston Martin), A. J. Merrick (E.R.A.), R. V. W. Holden (Lagonda), 31 points each; R. C. Symondson (Bugatti), 26 points; Mrs. Pilkington (Alfa Romeo), 21 points. The final round will be at Thruxton on September 14th.

Silverstone Postscript

Among interesting competitors were Lock's 1933 M.G. Magna, which was a works team car, driven by Tommy Wisdom in an Alpine Trial, and raced at Brooklands; Mrs. Cherrett with yet another Alfa Romeo, an ex-Benjafield 1928 blown twin-cam 1½-litre, one of ten converted by the works to Mille Miglia specification; and Roberts' Type 57S Bugatti Vanvooren drophead.

* * *

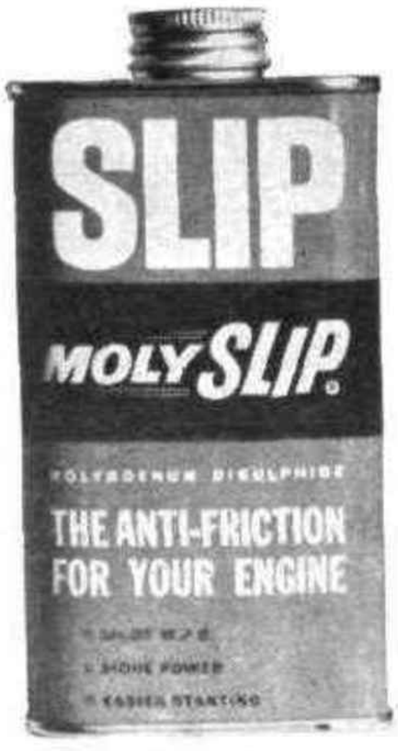
Densham's 30/98 Vauxhall, driven by Mrs. Missen, had its head off in the Paddock before racing started and Clifford's Alta was tow-started by a dignified Daimler. A Type 55 Bugatti in the Paddock apparently had two gear levers but this was not so startling as a vee-twin Morgan 3-wheeler with van body!—*see* picture below.



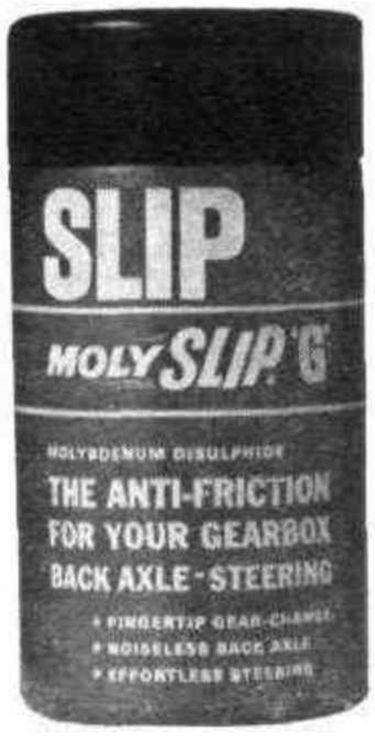
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ON THE ROAD



READY FOR THE ROAD.—A picture which typifies a "Club Sunday". A 1930 Sunbeam Sixteen with post-war estate-car body, a 1936 Talbot 110 Freestone and Webb saloon and a 1921 24 h.p. Sunbeam saloon limousine about to leave Oxfordshire for the S.T.D. Register Wolverhampton Rally.

THIS COLUMN, as some of the professional journalists put it, has recently been attending one-make rallies which take place mostly off the road. Some are reported elsewhere, but it is interesting that whereas vintage cars are usually encountered very infrequently these days on ordinary journeys, when I was driving to and from Wolverhampton for the annual S.T.D. Register rally we met not only a very large steam traction engine proceeding very slowly southwards between Oxford and Stratford-on-Avon, but a very sporting Aero Morgan and, before the day was out, a Lancia Lambda and a vintage Lea-Francis. Maybe the V.S.C.C. Oulton Park race meeting of the previous day had something to do with this . . .

It is nice to know that the Wolverhampton police are still as willing as ever to marshal all the visiting Sunbeams and let them parade through the town, as they have been doing this for more years, originally at my instigation, than I care to remember. They show keen interest in the old cars and it was not all that long ago that they permitted us to run the 1924 G.P. Sunbeam "The Cub", a car recently the subject of much comment, in the parade, although it had no mudguards, silencer or other legalities. Incidentally, our "Wolverhampton Sunday" this year was not spoilt by traffic congestion, although we had to take a route involving Oxford, Stratford and the Midlands around Redditch, Lickey End and similar places. I noticed, too, that the old courtesy of giving passage to vintage cars seems to be returning. At all events, on more than one occasion drivers of modern cars, seeing the lofty 1921 Sunbeam which was leading our personal convoy, abandoned their right of way at roundabouts to wave us through. They let me proceed as well, in the 1930 Sunbeam "glasshouse". But the 1936 Talbot 110 which had been acting as our tail-ender, until it used its superior speed to go ahead, must have looked much more modern, because it was usually chopped off and thereafter had to use its greater acceleration to catch us up.

* * *

I was much cheered to meet a reader of MOTOR SPORT who told me that our road-tests have directly influenced his choice of cars over the past decade and a half, commencing with a Volkswagen and going through three Mercedes-Benz to a Rolls-Royce Silver Cloud, with a Rolls-Royce Silver Shadow on order, as a result of reading my remarks about this car in the May issue. It is nice to know that road-test reports sometimes really do bring follow-up sales . . .

* * *

Keeping an eye roving for unusual road signs, I came upon one which, for obvious reasons, it would not have been prudent to have stopped to photograph. It read "ESCAPE ROAD", just like you might expect to encounter on a race circuit. It is a safeguard at one of the sharp bends going down Fish Hill into Broadway. If one had to use it, would one be subject to prosecution? Presumably, because to do so would imply lack of concentration, or inability to steer, or inadequate brakes, or careless driving, or something of this kind, surely?

It was in the barren wastes of Hayes, under the shadow of London Airport, that I noticed an omnibus displaying an advertising poster which read "Have a Good Evening". It had stopped near a store on which was the notice "400 Prams Available".

* * *

On The Road has been using small cars to visit off-the-road rallies and motor races. The first of these was a Morris Mini Mk. II 1000. I did not drive a road-test Mini all last year, but after re-reading the late Laurence Pomeroy's book "The Mini Story" (Temple Press, 1964) I came under the influence of Mini nostalgia. So I was determined to enjoy this one and left home in it at 6 a.m. for Oulton Park the first day I had it, not getting back to the Oxford area, where I was spending the night, until around 9 p.m.

Perhaps that was too full a day's motoring in one of our smallest, albeit roomiest, cars, because I was not happy with the choppy ride, the noise, mainly from the 10 in. Dunlop C41s but also from engine and gears, the rather vague steering, which was stiff for some degrees away from the straight-ahead position, making for continuous wrist movements to keep to the intended path, the sticky throttle or the very notchy, heavy gear-change. The clutch, due to the small pedal-pad, also feels heavy. Moreover, although the car had been held back a day for servicing, the brakes were not at all effective unless you pumped the pedal.

However, in this day and age, there is a great need for a small car in most garages, and this big-engined Mini, while far more docile than a Cooper version, has useful acceleration, although on ordinary roads it showed an indicated cruising speed of nearer 65 than 70 m.p.h. and cannot exceed the legal limit by much more than 7 m.p.h. It took four people in partial comfort, thanks to Issigonis' inch-pinching, and the sure-footed cornering and firm road-holding of f.w.d. allied to Moulton rubber-cum-Hydrolastic suspension, are a decided asset to safety as well as enjoyment. The tip-up front seats of this two-door saloon are not particularly comfortable but better than they once were, and the internal stowage space needs no further praise from me, all Minis being famous for it.

The car still has sliding windows, but with improved catches, and wire-pulls to operate locks which are hardly a contribution to safety, being too easily grabbed, in an emergency, by nervous passengers. Its instrumentation is simple in the extreme, the central speedometer-binnacle incorporating a temperature-gauge, the needle of which hung satisfactorily downwards halfway between "C" and "H", an oil-gauge which showed 50 to 75 lb./sq. in. depending on engine speed, while the speedometer-cum-odometer contains a very pessimistic fuel gauge. Two little flick-switches look after lights and wipers, a press-button between these and the steering column working the washers. The headlamps are dipped or flashed, and the turn-indicators worked from a l.h. stalk control which may be more dependable than the old type, which had an indicator-light at its tip, but which is both too short and too close to the steering-wheel rim to be easily accessible, which is serious because its tip carries the horn-push.

The heater is now very effective, but it seems untidy to have to leave a knob sticking far out from the dash rail in order to cut it off, and even then cold air issues on to the feet of those in the front of the car, even with the other control, on the heater box, set to "off". Issigonis has said that, like me, he has no use for safety-belts, having made a very safe car in which the driver should be able to dodge the incidents. This is both true and just-as-well, for there are a number of projections within the box-like body, including a courtesy-acting roof-lamp and switch which is very near the occupants' heads.

The severe vibration at idling speed remains, demisting with the heater on "screen-cold" was not effective, and I was reminded of the thin-gauge steel used for the body shell because the front passenger could easily depress the floor with his or her feet.

The aforesaid run to Oulton Park was on V.S.C.C. Saturday, when the heavy rain encountered proved to me that 1968 Minis do not suffer from sparking plugs which are vulnerable to moisture. But faint traces of petrol fumes were noticed, which seemed to come from the heater.

The back seat has a considerable angle to its cushion, which is apt to be appreciated more by canine than human passengers. But some creature comforts are there, like ash-trays front and back, hinged rear side-windows, a conventional but convenient central hand-brake, and dual anti-dazzle vizors. All-round visibility is excellent and there is a useful back-shelf to augment all those stowage bins and the full-width front shelf. There are metric calibrations of speed and oil-pressure and warning lights for blocked oil-filter and low oil-pressure, supplementing the oil-gauge.

For short runs, lane exploration and shopping, the Mini really excels, and, once accustomed to this rather course little car, I confess I much enjoyed it—on short runs. Even with the acceptable extra pick-up of the 998 c.c. engine, we got 42.6 m.p.g. of four-star petrol, mainly on fast main-road running, which is distinctly useful. No troubles developed, although this Mini had done more than 10,000 miles. Oil consumption came out at approx. 750 m.p.p. At the price of £635 this Mini holds its own in the small-car field, especially amongst those who see this unique front-drive vehicle as today's version of the pre-war Austin Seven.

I like small cars which have practical, ingenious aspects which are individual to them. The Citroën 2 c.v. had these in generous measure, and so does the Renault 4 and the Fiats 500 and 600. The B.M.C.-conceived Minis lack nothing in this respect, and are either respected for it or disliked. If I seem to have been unduly critical of this Mk. II Mini it is because in this country we use little cars for long journeys. The French are, maybe, more logical, inasmuch as they regard their 2 c.v.s of the last decade, as they did their Citroën 5 c.v.s and Peugeot Quads of the vintage years, as very useful for local runs but do not enthuse over them in other ways, or regard them as potential racing cars. With the present more-savage-than-ever tax on petrol the under-1,000 c.c. cars are in great demand. Incidentally, because they are small their windscreens are extra vulnerable to stones dropped from the back of moving grit lorries. Now that we are required by law to have safe tyres, safe lamps, safety-belts, drive comparatively slowly, and soon will not be permitted to make a noise, it is time for something drastic to be done to stop this shedding of the load by trucks, which can be lethal to following cars.

* * *

Hearing someone say how tired the Wimbledon tennis-players must be, as they had been playing for nearly two hours, reminded me of the driver, I think it was Brian Lewis (now Lord Essendon), who, when a lady asked him at Brooklands why he had taken up motor racing, replied that it was the only sport he could enjoy sitting down . . .

* * *

The next small car to submit itself for test was a Sunbeam Stiletto (what odd names they give cars, these days!), which was more refined than the Mk. II 998 c.c. Mini, as it should be, for it costs £178 more. This Stiletto is Rootes' latest Imp permutation, with the Californian body-shell having a fastback roofline, the Imp Sport engine which gives 51 (net) b.h.p. at 6,100 r.p.m. using twin Zenith-Stromberg 125CDS carburetters and a 10 to 1 c.r., with such nicities as a vacuum-servo for the Girling drum brakes and new facia, leather-covered steering wheel, and the inevitable vinyl-covered roof.

The black upholstered interior is very nicely finished and the rather embarrassing external gold finish toned down after that Saraha dust from the freak storm which carried it into London last month had settled on it. I thought this Sunbeam Stiletto great fun to drive, and quite civilised into the bargain. There is much engine noise as the



TWO SMALL ONES.—The £813 Sunbeam Stiletto and the £635 Morris Mini Mk. II, showing the latest front-end grille on the latter.

tachometer-needle sweeps towards the red sector at 6,500 r.p.m., and some gear train whine, but otherwise the car is quiet for a "hot" 875 c.c. and is more akin, both in this respect and from the driver's outlook, to an 1100.

The recessed instrumentation is tastefully done, with decimal trip mileometer in the 110 m.p.h. speedometer, but there is no oil-gauge or ammeter and the temperature-gauge needle normally sat centrally on an uncalibrated dial—modern thermometers seem to be insensitive to anything except enormous changes in temperature. The cranked stalks on the facia to left and right of the steering column provide for convenient manipulation of lights, turn-indicators and horn and represent good ergonomics; thumb and second finger of the right hand can simultaneously work washers' button and wipers' switch.

This little Sunbeam covers the ground remarkably well, having a top gait of over 88 m.p.h. and getting noisily to 60 m.p.h. from rest in 17½ seconds. The gear change is splendid, but likes full depression of the clutch, the hand-brake is conventional, on the floor, the steering quick and responsive (2.6 turns, lock-to-lock). There is some body-shake and the suspension, being firm, responds to bad surfaces a little wildly, throwing the car's occupants about. But generally the comfort factor, for the front-seat occupants, is high, except that the spongy front-seat cushion was not acceptable and made it awkward to depress the off-set pedals, and the patterned plastic upholstery of the cushions didn't increase comfort on a hot day—I *still* prefer real leather. However, there are good adjustable squabs, properly shaped.

For the back-seat sufferers, it is a different matter. The back bench seat is shaped for two, and they are restricted in leg and head room. I prefer to regard the Stiletto as a two-seater mini-GT car, with accommodation for a single cross-wise-sitting adult when the backs of the back seats are lifted up—they fold down flat to give a very useful luggage platform, but access to this has to be *via* the side doors, as by going "fastback" the Imp's very acceptable lift-up back window has been sacrificed. The rear side windows are fixed, but the doors have quarter-lights.

Although rear-engined, this little Sunbeam corners exceedingly well. It goes round fast bends in a beautifully balanced fashion, although I think the Mini was just that much quicker. The brakes were good for normal motoring, until they became a bit tired in London, and only seemed slightly lacking when harsh stops were needed from high speed; they are still on the heavy side, in spite of the servo. The clutch needs care for sudden starts.

The front boot, which has to be propped open, will not take a large suitcase, but if only two people travel in the Stiletto this is no criticism because then that excellent luggage platform can be used. There is a lockable cubby, which refused to accept a Rolleiflex camera, and front and back metal side-wells, cribbed from Issigonis, but less roomy than those in the Mini.

It is fun to have a light-alloy overhead-camshaft engine up behind. It takes a little time to warm up from cold but starts promptly if the choke control, ahead of the central gear lever, is used and usually at the second attempt at other times. It idled fast, at 1,000 r.p.m., and does 4,500 r.p.m. at an indicated 70 m.p.h. It is charmingly economical, the accurate petrol gauge, calibrated in litres as well as in gallons, sinking very slowly. In fact, I got 37.1 m.p.g. of 97-octane petrol, inclusive of traffic work and local journeys. The tank holds 6 gallons, or 27 litres. It is filled from the front after opening the boot lid, as are the brake-fluid reservoir and the washers' bottle. The boot also

Continued on page 703

ROAD-TEST REPORT ON A SPORTS CAR

The Fuel-Injection Triumph TR5 PI

ON October 3rd last year Standard-Triumph announced the latest model in their successful range of TR sports cars, this one being christened the Triumph TR5 PI. Using the same shell as the previous TR4, the new model also incorporated a much improved version of the independent rear suspension system fitted on the earlier TR4A, and was powered by a 2½-litre version of the Company's successful 2-litre 6-cylinder engine. An interesting innovation, however, was the use of a Lucas fuel-injection system, making this the first British production car to be fitted with this type of induction system as standard.

We decided to delay a road test of the car until after the initial wave of enthusiasm had died down, and a Valencia blue TR5 PI "soft-top" was finally delivered for a fortnight's road testing at the start of July. At that time the International Gulf London Rally was taking place and, as the route formed a huge figure of eight, starting and finishing in Manchester and taking in Wales, the West Country, the Midlands, the north-east coast and much of southern Scotland, I decided to follow it in the Triumph. The result was a rather exhausting total of 2,084 miles covered in four days over mainly rural byways, and this proved an extremely enlightening test of this very pleasant big-engined sports car.

The TR5 itself is, at first sight, one of these old cars with a new name which far too many manufacturers seem to be turning out nowadays. But the TR4 shell has an attractive aggressive look about it, so perhaps this is no bad thing, and only detail alterations have been made to the interior and exterior trim. Revised stainless steel side flashes, a new-style radiator grille, protruding indicator repeater-cum-side-lights, twin reversing lights, TR5 and "2500" badges, and rather silly "custom" wheel trims looking like the Rubery Owen pressed steel wheels fitted to the Rover 3.5 and Cortina 1600E, all serve to make this new model that much different.

Inside, more changes have been made, and the test car was upholstered in fawn Ambla material, the two well-shaped and deeply padded bucket seats having non-reclining backs although endowed with a fair amount of fore-and-aft adjustment. The dash panel was a rather cheap-looking affair of dull-finished wood with a prominent join in the middle, but carried a large Smiths tachometer and speedometer well in view dead ahead of the driver, with temperature and oil-pressure gauges also well-placed left of centre and fuel gauge and ammeter between them and the tachometer. Dash panel lighting was controlled by a too-large rheostat knob mounted over the join in the panelling. Warning lights were supplied for oil pressure, ignition, high beam and indicators, two in the foot of each of the large instruments. Right-hand rocker switches operated the 2-speed wipers and electric windscreen washer, and a cowled console over the transmission tunnel carried pull-out knobs controlling air distribution (this one carrying a steering column and arrows symbol which made it look like the non-existent steering-column rake adjustment), 2-speed fan, heater temperature and "choke" for the fuel injection system's cold-starting arrangement. Two face-level fresh-air vents are provided with centre twist flow regulators, and are fed from an inside-controlled scuttle intake.



In a layby on a track near Lake Vrnwy in central Wales, the Triumph TR5 looks somehow in its element. What look like pressed-steel wheels are in fact only trims, and the bulge on the bonnet clears nothing now that carburetters have been dispensed with. Apparently both appeal to the buying public, however, and the appearance of the car is attractive.

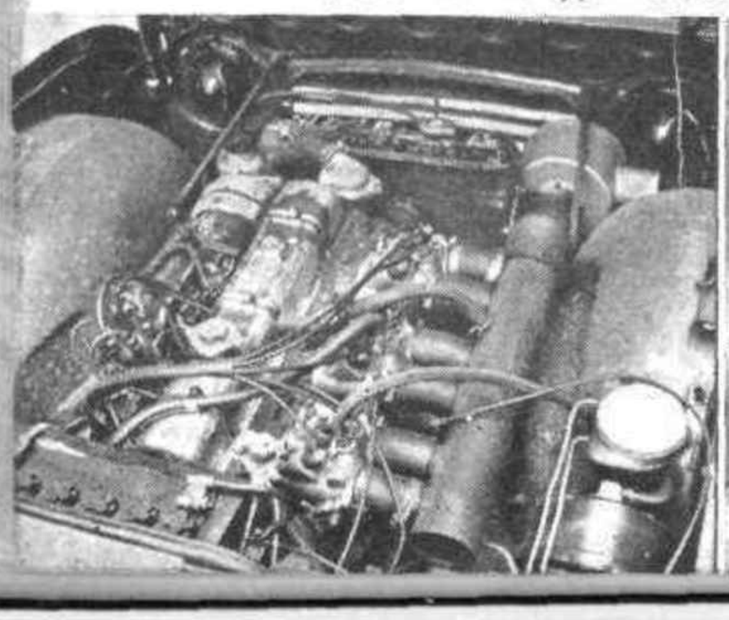
The large pedals were slightly offset in the tapering footwell, but seemed well-spaced, while a foot dip-switch was mounted to the left of and above the clutch, which was not a good point, modern dip-stalks being much more simple to use—and find! Steering-column stalks in this case controlled the side- and headlights, and the indicators, with a central horn push sunk into the steering boss of the pleasant padded-spoke, leather-rimmed steering wheel.

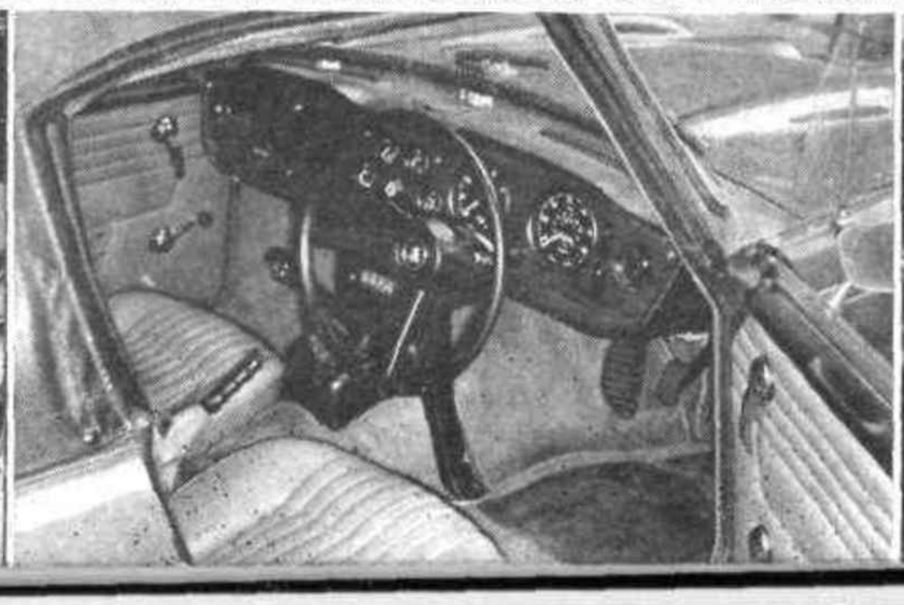
The chunky gear-lever stood in a black leather gaiter on the transmission tunnel, placed handily quite close to the steering-wheel rim, with the hand-brake, clad in a fawn Ambla gaiter, just behind it and down beside the driver's hip. The lock-down seats tipped forward to give access to the small carpeted shelf in the rear of the cockpit, which could jokingly be described as an occasional seat but which formed a useful baggage space. Further stowage was offered by stretch pockets in the door trims and by a small lockable glove compartment on the passenger's side of the dash panel. The boot itself is rather small, with the large spare wheel stowed beneath the floor. A Radiomobile wireless was fitted in the centre console between the footwells. A small ashtray was located on top of the heavily padded facia, and the crash padding is augmented by a collapsible steering column and lap and diagonal Britax seat belts.

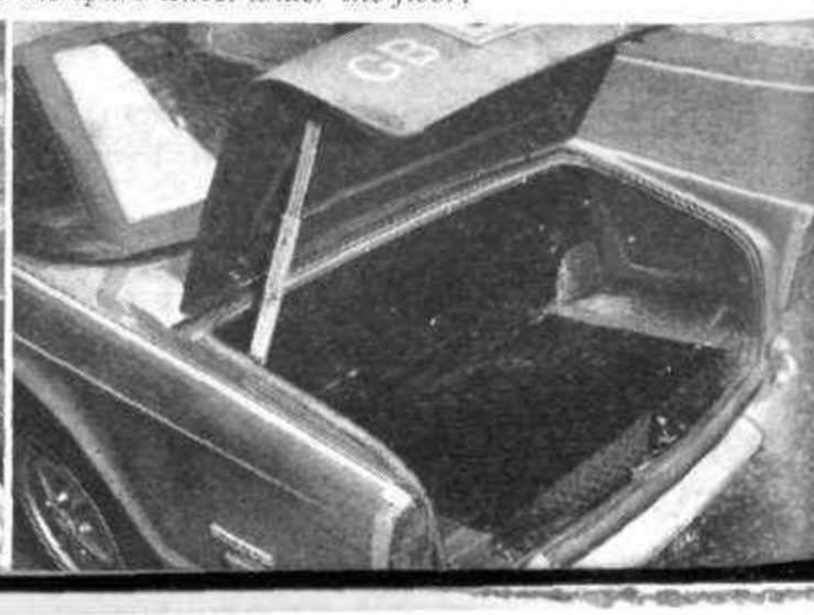
The test car was a soft-top, and the hood is one of the best of its type that I have seen. It is non-detachable, folding down and taking up some of that useful space behind the seats but, with rigid channel sections above each wind-up side window, Velcro nylon press fastening along the channels and lever tensioning at the front, proved almost totally flap-free and extremely weather-proof; the days of fold-up celluloid sidescreens certainly seem to be over. . . .

The TR5 has had its chassis altered in detail only to accept the long 2,498-c.c. 6-cylinder engine, which has under-square bore and stroke dimensions of 74.7 mm. × 95 mm. and a compression ratio of 9.5 to 1, demanding 5-star fuel. The fuel-injection system feeds from an

TYPICAL ASPECTS OF THE TRIUMPH TR5 PI.—The fuel-injection system feeds from a high-pressure pump in the tail through a metering unit on the nearside of the engine and so into the inlet manifolds, downstream from the throttle butterflies. On the right is the enormous brake servo. The interior is well-appointed, with well-placed instruments, but the boot is rather small, with the spare wheel under the floor.









The Triumph 2-litre Vitesse...



If we told you it out-accelerates and out-manoeuvres eleven sports cars* would you believe us?

The Triumph Vitesse may be a four-seater, but it certainly doesn't act like one. In fact, 'Motor' calls it the sportsman's saloon. With its 2-litre, 95 b.h.p. engine she takes a mere 8.3 seconds to go from 0 to 50. But while surge is always there, noise never is. That's the beauty of six-cylinder motoring—you overtake so *quietly*.

Mind you, the Vitesse is far from being just a straight-stretch performer. On fast corners, for instance, independent suspension keeps the wheels tight down on the road. All four of them.

You get this same security when you touch the disc brakes. Or handle the light, positive steering which gives you that fantastic 25-foot turning circle. So when you park, you can slot the Vitesse in almost anywhere.

The price is equally impressive. For all this liveliness we ask just £872.5.0 for the saloon; £918.5.0 for the convertible, purchase tax included. And a test drive, remember, costs nothing. How soon are you going to become a Vitesse man? **Check the figures for yourself in 'Motor' Road Test Summaries.*

Standard-Triumph Sales Ltd. London Showrooms: Berkeley Sq. London W1. 01-499 6050

Triumph puts you safely ahead

BRITISH LEYLAND **TRIUMPH**

11¼-gallon tank with spring-loaded central filler cap, and consists of a special filter and an electric fuel pump feeding at 100 lb. p.s.i. to a rotor metering unit mounted low on the near side of the very accessible engine. The metering unit is driven at one-half engine speed, and delivers pulses of fuel to each downstream inlet as it is required, the fuel quantity being determined by a mixture-control device which is operated by manifold pressure. Any excess is returned to the tank from the filter and metering unit, and separate inlet manifolds with individual throttle butterflies are used.

With this system, the TR5's engine produces a quoted 150 b.h.p. at 5,500 r.p.m. Transmission is through an 8½-in. diameter diaphragm spring clutch to an all-synchromesh four forward and reverse gearbox, with ratios of 3.14, 2.01, 1.33 and 1.0 to 1 in the forward gears and 3.22 to 1 in reverse.

Since Standard-Triumph adopted all-independent suspension in their TR range (on the TR4A), they have come in for a lot of adverse criticism. Consequently the similar independent rear suspension used on the TR5 has been stiffened considerably to improve roadholding, and this certainly seems to have worked. The system uses semi-trailing arms and co-axial coil-spring/damper units, and the whole thing is hung on a rubber-bushed sub-frame. At the front, upper and lower wishbones are used with, again, coil-springs as the suspension medium.

On the road, the TR took quite a bit of getting used to. At first the bonnet and wings seemed completely invisible from the driver's seat, and I was reduced to stuffing my jacket down the non-adjustable seat back to sit up and forward a little more to see. But after a few more miles I soon became acclimatised, and found that the car could be aimed quite accurately through its fairly light and rather dead rack-and-pinion steering by sighting along the "power bulge" in the bonnet. (This is a legacy from TR4 days, and with fuel injection instead of carburetters is not really necessary.)

The clutch had a long travel, but was sensitive and eventually proved very quick to use, and the gearbox, which seemed stiff and notchy, changed ratios quickly once I had got used to their placings and individual idiosyncrasies; 2nd, for example, had rather weak synchromesh when trying to change up quickly, and really this is not a very good unit at all. But I should say that I feel a difficult gearbox is half the fun in a real sports car, and unbeatable synchromesh would be a loss of character.

A large servo is included in the braking system, which has a tandem master cylinder operating front 10¾-in. discs and rear 9 in. × 1¾-in. drums independently, and moderate pedal pressure was all that was necessary for a most impressive stop—I took to wearing my seat belt!

One peculiarity of this particular car was a slightly sticky throttle and, with fuel injection, throttle response was so instant that this gave rise to some kangaroo-style motoring for a little while. Power seemed to be either on or off, with no shades of grey in-between, but with some practice and a lot of concentration it became possible to "feather" the throttle over the point where it stuck slightly and things were then smoothed-up considerably. Smoothness, in fact, is one of the TR5's keynotes, for the 6-cylinder engine is silky smooth throughout its rev. range, the muffled exhaust note hardening at around 3,000 r.p.m., at which point the power really began to come in, although there is plenty of torque throughout the range.



At the London Rally's fuel stop at Frenchay, Bristol, with the hood down. The cockpit was roomy and comfortable, but the light tan upholstery dirtied easily. The space behind the seats took a lot of useful baggage, despite the hood folding into it.

Leaving Manchester Airport at the start of the London Rally, we soon ran into torrential rain, and in these flooded conditions the Michelin XAS tyres showed up excellently, draining so well that we never had a nasty moment with aquaplaning, which most other people seemed to be experiencing. In just damp conditions though, with a slick road surface, they did tend to let go, and with the car's inbuilt tendency towards understeer it was possible to slide into corners with the front wheels on more lock than necessary, but with 150 b.h.p. driving the rear wheels these could easily be unstuck to bring the car round and point it out of the corner before "feathering" the sticky throttle in again to accelerate gently away. Under heavy braking also it was possible to lock the front wheels, but cadence braking, naturally, minimised the effect.

With the extremely changeable weather conditions we encountered the hood was raised and lowered several times, a simple and quick operation, but we did find that the separate hood cover provided suffered from rather brittle moulded plastic popper fittings. These have a very narrow moulded neck in them, and with very little effort three of them were snapped off, leaving the cover to flap slightly. The hood itself, however, was virtually faultless, giving plenty of head-room and excellent all-round visibility. The windscreen pillars were also sufficiently slender to eradicate any obvious blind spot, but the wipers missed a patch near to the off-side pillar on the curved screen, and after a few miles this became so mud-encrusted as to present a serious problem. The wipers also, incidentally, lifted from their normal parked position at speed, and were rather annoying as this made it difficult to sight on the raised near-side wing.

Under hard acceleration the suspension is soft enough to allow the nose to cock up in the air and the tail to sit down, and gear-changes were accompanied by a sharp dip of the nose, allowing a glimpse of the road ahead, before the tail sat down again and the TR5 was bounding away towards the horizon. This long nose also got in the way on some of the blind crests in the Welsh and Scottish lanes, and this usually meant the passenger standing up or the driver leaning out of his door to see which way the road went up ahead.

But apart from these freakish situations the TR5 proved itself very comfortable and quick long-distance transport, and even without reclining seats was a very easy car to sleep in—which is something you can't say about many sports cars.

A peculiar trouble struck the twin-tone horns, which suddenly began to operate at less than half-power, emitting a weak "threep". This developed until it happened every time we hit a bump in the road, and the ammeter showed a huge charge at the same time! Finally a bump near Wark in Northumberland left the horns on permanently, a broken tag in one connector was found, and things were put right. The headlamp flasher also ceased functioning.

Most of our 2,084-mile total in those four days was put in over some pretty rough country roads, and while it was rather deflected at speed by the bumps, the TR generally rode them well, being stiffly, but by no means solidly, suspended. The only worry with the ground clearance occurred when a downhill slope of about 1-in-15 became an uphill climb of about 1-in-4 under a bridge. At 60 m.p.h. or so, this dip put a large dent in the silencer, but for most practical purposes ground clearance is more than sufficient, and even this mighty wallop did not hole the silencer.

Tickover was at first lumpy and then failed altogether, a lot of heeling-and-toeing being necessary to keep the engine running at rest. The front disc brakes tended to pick up grit readily and rub and squeal, but a dab usually cleared this and reasonably silent travel was resumed.

The bulbous reversing lights were flexibly mounted on rubber, the offside one filling with water during our chase of the Rally, but still operating perfectly—which must prove something. . . .

When we took our acceleration figures a high and very changeable wind was blowing, and this may explain why our figures were slightly better than those which the manufacturers claim.

Fuel consumption figures for the entire run totalled 21.8 m.p.g., and 3½ pints of oil were added to the engine. This trailed quite a bit of smoke from the twin tail-pipes at times, but the engine itself stayed very clean. Incidentally oil pressure was 60 lb. p.s.i. at any maintained road speed over about 40 m.p.h., and the engine ran cool enough for the radiator to be touchable at all times. A plastic overflow catch tank was provided and this was always full.

After that hectic week chasing the Gulf London Rally, a further 778.1 miles were put in on the car before it was returned, rather sadly (and rather muddy), to Standard-Triumph. It is a sports car with a

mixed personality. In town it burbles along gently in top at anything down to about 20 m.p.h., to accelerate cleanly away when required without changing down. It is quiet, smooth and comfortable at these speeds, and then out on the open road, or on a twisty country lane in particular, it is all thunder and fury, the engine swinging through its smooth rev. range rapidly and spinning the wheels under heavy-footed acceleration away from tight corners. In town 25 m.p.g. or more is possible, while on very fast sections it can drop to as low as 17 m.p.g., but the figure returned during our hard chase up and down the country was very good for a 2½-litre sporting "six". The TR5 has its imperfections, but is a vast improvement over the immediately preceding TR4A, and is a most desirable sports car, being one of the few real "man's cars" remaining, for it is very fast, quite heavy and a handful if it should break loose, but still sufficiently sophisticated to be well worth the £1,212 8s. 11d. asked for the soft-top version tested.

D. C. N.

TR5 PI SPECIFICATIONS

Engine : Six cylinders, 74.7 mm. × 95 mm. (2,498 c.c.). Push-rod operated overhead valves, 9.5-to-1 compression ratio, 150 b.h.p. at 5,500 r.p.m., 164.2 lb. ft. (quoted as 1,970 lb. in.) torque at 3,500 r.p.m.
Gear ratios : 1st, 3.14 to 1; 2nd, 2.01 to 1; 3rd, 1.33 to 1; top, 1.0 to 1; reverse, 3.22 to 1.
Tyres : Michelin XAS on 4½J 15-in. steel disc wheels.
Weight : 19¼ cwt. dry, 24½ cwt. maximum.
Steering ratio : 3¼ turns lock-to-lock.
Fuel capacity : 11¼ gallons.
Wheelbase : 7 ft. 4 in.
Dimensions : 12 ft. 9⅞ in. × 4 ft. 10 in. × 4 ft. 2 in. (hood up).
Prices : £1,212 8s. 11d. (soft-top with p.t.), or £1,255 9s. 4d. (hard-top with p.t.).
Makers : Standard-Triumph Ltd., Coventry.

Performance Figures

Acceleration :

0-30 m.p.h.	..	..	..	..	3.5 sec.
0-40	,,	..	..	..	..	5.0 ,,
0-50	,,	..	..	..	..	6.7 ,,
0-60	,,	..	..	..	..	8.7 ,,
0-70	,,	..	..	..	..	12.1 ,,
0-80	,,	..	..	..	..	15.6 ,,

Speeds in Gears :

1st, 37 m.p.h.; 2nd, 58 m.p.h.; 3rd, 88 m.p.h.; top, 125 m.p.h. (Indicated 112 m.p.h. best achieved, then ran short of road.)

ON THE ROAD—continued from page 699

houses the spare wheel. At the back, lifting the "piano lid" reveals a fine collection of machinery, the engine canted over to the o/s, its radiator with cowled fan on the n/s. There is an oil-cooler, and the dip-stick is reasonably accessible and shows a quart between the high and low marks, which on the Mini represent one pint. In 700 miles the oil-level had fallen by less than half-a-pint.

The Sunbeam Stiletto has dual Lucas headlamps, and is shod with 12 in. Dunlop SP41 tyres. The screen is a Triplex toughened "Zebrazone" and the test car had external mirrors and a Smith's Radiomobile radio. The black vinyl finish of the facia and black, drilled, metal steering-wheel spokes give a touch of the competition cockpit and obviate dazzle. The driving position, off-set pedals apart, is excellent and the steering pleasantly light, with the Imp's tight turning circle at the expense of front-tyre scrub on full lock. A brake stop-light was inoperative on the test car, and the driver's window-winder was loose.

Altogether, I thought this Sunbeam a nice little thing. But its price is against it, unless you are shopping for a truly small-engined car, because it costs more than the B.M.C. 1100s and 1300s and the ordinary Ford Escorts, nearly as much as an Escort 1300GT, 4-door Cortina 1300 or Fiat 124 saloon. But a Super Imp is a different proposition and the de luxe Mk. II Imp is less costly than the 998 c.c. Mk. II Mini by £9 (although a basic 850 c.c. Mini undercuts this Imp by no less than £110). So I think I might prefer the Hillman version of these nice little motor cars from Scotland.—W. B.

PITY THE POOR HISTORIAN . . .

ONE day someone will write a further history of the French Grand Prix, and in order to produce facts and figures he will no doubt turn to the bound volumes of his favourite motor magazine. At the moment there are five weekly publications specialising in race reports and the wealth of information on Grand Prix races is truly remarkable. Now the reporting of action and incidents depends entirely on the observer, while observations on the race itself, the cars and the drivers, will again depend on the individual writer, which is why some people buy one publication, others buy another. It is a matter of individual taste and each known writer of Grand Prix racing has his following. When it comes to tabulating cold facts and figures the individual writer is of no importance, and on a simple thing like the plan of the starting grid there is no question of choice among various writers.

At the recent French Grand Prix the layout of the starting grid was decided by Friday evening, when practice finished, but as Jack Oliver had crashed his Lotus, and there was not another one available, he had to be posted as a non-starter. In consequence the organisers reshuffled the starting positions from Oliver's place to the end of the grid, so that row five read from right to left, Siffert, Attwood and Brabham, the first two having been moved across one place to the right, and the third driver being brought forward from the right of row six, to the left of row five. Similarly, Courage was moved from the left of row six to the right, and Servoz-Gavin brought forward a row, moving from right to left. By practice times the back two should have been Schlesser on the right, Elford in the centre and a blank space on the left, the grid being three-two-three-two, etc.

So far, no problems, but when the cars lined up at the end of the warm-up lap the marshals got Elford and Schlesser in opposite places, and also lined them up directly behind the two cars in the row ahead of them instead of offset to the right. Some years ago the Director of French races was the great Charles Faroux, who always made it a personal matter to see that the starting grid was in order and that his marshals had done their job properly. The present Director of French races is Raymond Roche, who has brought with him a sloppy, casual attitude to start-line procedure that must be making Faroux turn in his grave. Be that as it may, it is a French domestic problem; our problem is to record what takes place, right or wrong. Of the five weekly publications that carried a full report of the French Grand Prix not one of them got the grid order correct; in fact, there were five variations of the starting grid. Considering that two of them go to great lengths, and space, to tabulate the facts and figures of a Grand Prix, I feel they are defeating their object. Taking them in order of age and experience: *Autocar* published the grid as it was settled on Friday night, complete with Oliver, and nothing to indicate that he was not on the starting grid; *Motor* did the same except that they had a mirror-image of the grid, with pole position on the left instead of on the right; *Autosport* published the Friday night layout, with an arrow pointing to Oliver saying "Oliver did not start"; *Motoring News* did at least leave Oliver off the grid, and put a blank space where he should have been, with an asterisk and a footnote, but left everyone else in the wrong positions; and *Speed World* left Oliver on the grid with an asterisk and a footnote saying that he did not start.

Now at the moment you might feel that all this is nit-picking and carping, but in ten years' time there will be much discussion about what really happened. Did Oliver take his place on the grid and fail to start? Was he at the start and failed to complete the first lap? Was Rindt on the right or the left of the front row? Were there three cars in the back row, or two? and so on. If it were a question of describing a driver's ability to drive on the wet track, or the merits of Ferrari versus Matra, then it would be fair enough, for it would depend on the individual writer's opinions and knowledge, but a simple thing like recording the order in which the cars were lined up at the start should not be open to discussion.

More than likely I shall hear the age-old cry "It's all right for MOTOR SPORT, they are a monthly, we have to rush reports through for the following week". This is fair comment on some aspects of race reporting but it doesn't hold water over the simple matter of recording the start of the race.

Every now and then we get letters from readers complaining bitterly about the inadequate or inaccurate reports in the Daily Newspapers on Monday morning, or the poor coverage of Grand Prix racing by Television and Radio, and much of the criticism is valid, but I do think that we should look more closely at our own house, for it is far from healthy. With five magazines publishing reports of the same race during the week they are falling over each other to be first with scoops and news items, rumours and scandal, with the result that they seem to have lost one of the principles behind reporting, which is accuracy of detail, especially in publications which tend to be kept by the racing enthusiast for future reference purposes. I consider that these journals are doing a serious disservice to our sport.—D. S. J.

(*N.B.*—The correct starting grid for the French Grand Prix at Rouen will be found on page 685.)



Old Sunbeams create interest in West Park, Wolverhampton.

SUNBEAMS AT WOLVERHAMPTON (June 23rd)

MEMBERS of the S.T.D. Register have been taking their Sunbeams back to the place of origin of these fine Coatalen cars since 1951, with Roesch Talbot owners coming as their guests. So it was this year, with two Stars and a couple of vintage Sunbeam motorcycles joining in, as they, too, were made in Wolverhampton.

After a police-led parade through the town the entry assembled in West Park for examination by interested members of the public and the *Concours d'Elegance* judges. The traditional pause had been made outside the rather sombre buildings which once constituted the proud and extensive factory of the Sunbeam Motor Car Co. Ltd. Here Cookson's smart 1925 14/40 two-seater had temporary ignition trouble, but a fellow member promptly came forward with a spare magneto. In the park, Phelps was pulling down the head studs of his 1930/31 Sixteen coupé which carries a mysterious small tank strapped on the n/s, presumably a removable brandy supply, and Paget was ruefully regarding the damage to his otherwise immaculate and glossy Dawn, caused when a brakeless American car ran into the back of it. The absence of Gates' 1924 24/70 tourer was offset by his very nice 1926 twin-cam 3-litre on 820×120 Goodyear tyres. It was supported by two non-competing Sunbeams of this exclusive model, one of them a Weymann saloon, of which only one other is thought to have survived, and Forshaw's impressive racing version, of Phœnix Park and Brooklands memory. Incidentally, there were some interesting combinations of tyres to be seen, Peter Moores' ex-show model Talbot 110 saloon, which has the Roesch "Traffic" clutch and pre-selector gearbox, using Michelins on the front wheels and Dunlops on the back wheels, although his splendid 1921 24 h.p. Sunbeam saloon, still with its original bores and bearings, is shod, like most of the older cars, by grace of Dunlop's special supply of h.p. tyres in the old sizes. The Ashen/Eccleston 1932 23.8 h.p. coupé, in an immaculate hand-paint finish, was on a mixture of Indias and Dominion Royal retreads, and Wiggin's 1924 10/23 Talbot had a wavy-tread Firestone on one front wheel.

As the public closed in they noted things like the labelled pressure-filter on the engine of Selwyn's 1928 Twenty Weymann saloon, a fabric body by Penman of Dumfries on the 1929 Sixteen of Harper, a car which had only one owner up to last year, who drove it a mere 27,000 miles, and the dual ignition and oil-cooler on Durnford's rare coupé 1930 Twenty. Neate and Allan had brought a nice pair of 1925 14/40 tourers, Secretary Fidgen rode on real horsehair (fully visible) in his 1923 Fourteen tourer, and Burley came in a typical 1927 Sixteen tourer.

Fox's 1931 Twenty was a roomy saloon with a sexy mascot, and Stone's 1934 23.8 h.p. was even bigger. Many S.T.D. members are family men; perhaps it is the size of the cars which appeals to them? The Sunbeam motorcycles were interesting, with leaf front springs, one having a band front brake, and both being lit by gas and having their chains encased in the famous Sunbeam oil-baths.

Reverting to Sunbeam cars, there was a remarkable example with an elegant coupé cab and a truck behind, built up by F. W. Joyce, without whom no S.T.D. event would be the same, and who had come in one of his two Speed 20s, a car which is in daily use, has covered more than 140,000 miles, and still has the original paint on its elegant body. Roger Carter was also there, up from Devon in his 1934 Twenty tourer, which had a spot of overheating trouble *en route* and had broken its crown-wheel and pinion on the Friday, while Walker made his usual pilgrimage from Halifax in his 1919 Sixteen tourer, accompanied by a Rolls-Royce.

Owing to a misunderstanding, the *Concours d'Elegance* results could not be announced at tea, but the Register's President, Mrs. Boddy, was able to hand the Rootes Trophy, for the oldest car coming the greatest distance, to A. James, who had driven from Milford Haven in the aforesaid Sunbeam Twenty, and the Perkins Trophy, for the year's most meritorious restoration effort, to D. Cookson, who had worked industriously on re-timbering and re-upholstering his, also aforesaid, 14/40 two-seater. Incidentally, I was told that the rather similar building opposite the old Sunbeam factory was once occupied by Star, which, if correct (Doyle quotes Frederick Street), should have interested the owners of the two Stars present, a 1908 12 h.p. and a 1930 18/50, and might explain why later Star models closely resembled certain Sunbeams, for the draughtsmen could almost copy one another's drawings by looking through the windows.

The Register's next main event will be the Sandhurst Rally and Driving Tests in September. The Secretary is F. J. Fidgen, 5, Woodlodge, Lake Road, Wimbledon, S.W.19.—W. B.

Results :

Perkins Trophy : *D. Cookson (for the most meritorious work during the year on his 1925 Sunbeam 14/40 two-seater).*

Rootes Trophy : A. James (for travelling the farthest distance (from Milford Haven) allowing for the age of the car, a 1931 Sunbeam Twenty).

Concours d'Elegance :

First Class Awards : P. Moores (1921 24-h.p. Sunbeam) and P. Ashen and B. Ecclestone (1932 23.8 Sunbeam).

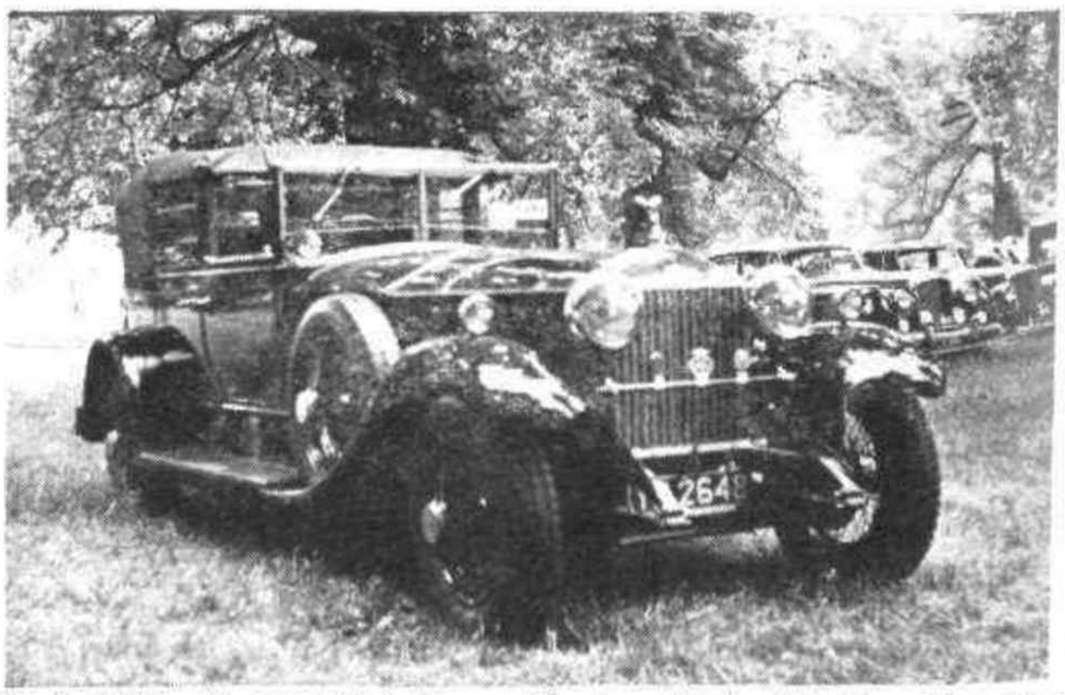
Second Class Awards : R. Neate (1925 Sunbeam 14/40), L. Lancaster (1934 Sunbeam Dawn) and D. Cookson (1925 Sunbeam 14/40).

Third Class Awards : A. Wiggin (1924 10/23 Talbot), C. Paget (1934 Sunbeam Dawn), and the following who tied : B. Burley (1927 16.9 Sunbeam), M. Collis (1927 20.9 Sunbeam), A. Forshaw (1929 Sunbeam Twin-Cam 3-litre) and H. Stone (1934 23.8 Sunbeam).

ROLLS-ROYCES AT BLENHEIM (June 16th)

ROLLS-ROYCES of all ages, types and condition converged on Blenheim Palace for the R.-R.E.C. annual Rally and *Concours*. The spacious venue, lent by kind permission of His Grace the Duke of Marlborough, on payment of a usage fee, was well marked out and the event was most efficiently organised. An excellent programme was available and Dunlop had a service van in attendance.

Continued on page 714



W. J. Oldham's 1935 Rolls-Royce Phantom Barker Continental touring saloon at Blenheim—just as elegant as those Rolls-Royces which were featured as colour-plates in the motor books of our youth.

For all those who thought their sports car days were over.

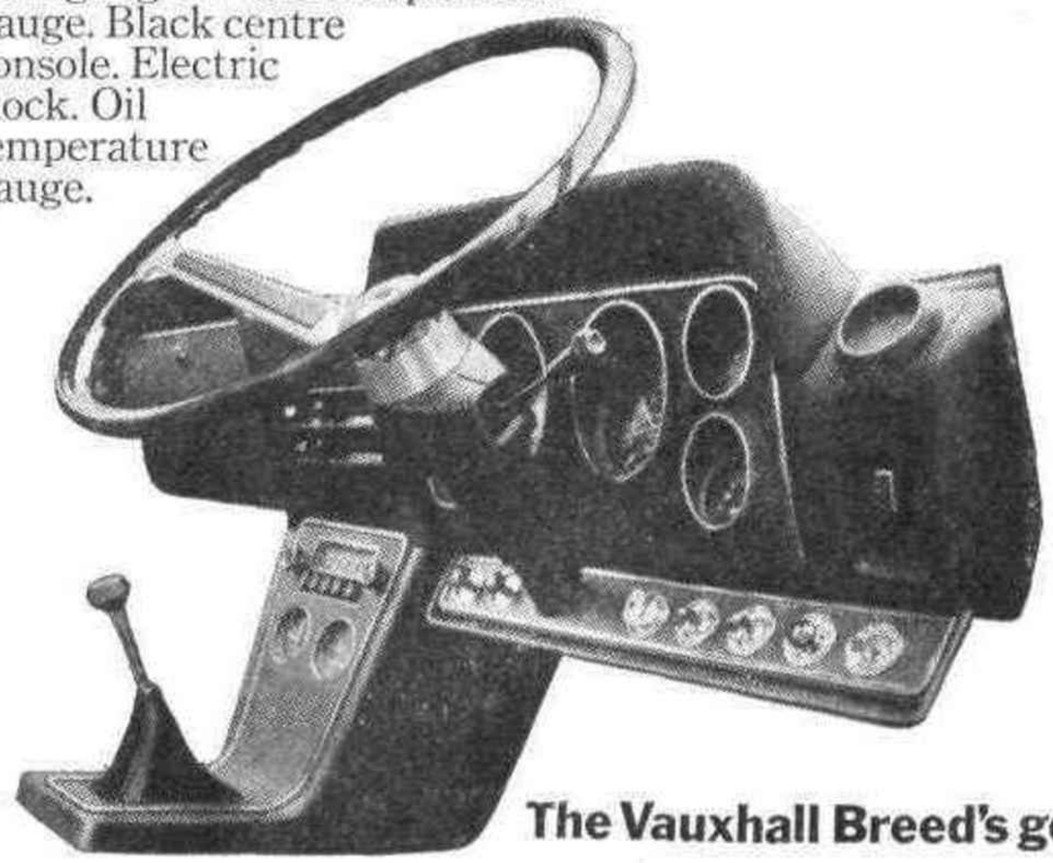


Viva G.T. £1063 inc. pt. Now you can sit in twin bucket seats. Scan a land of gauges. Shift gear. And go bendswinging. All with a good solid roof over your head. The name of the game is Grand Touring. In the G.T. car that's a real 2+2. Not a 2+1 with the 1 lying down. The name is Viva Gran Turismo. And this is how it's done. Viva G.T. Tech Spec:

Two litre, ohc engine
Belt-driven, single overhead camshaft. Cross flow head. Individual ports. Fully machined combustion chambers. Patent easy-adjust tappets. Free-flow manifolds. Twin C.D. variable choke side-draught carbs. 8·5:1 compression ratio. Cylinders inclined at 45°. Five bearing crank. 112 bhp at 5,400 rpm. Torque-127 lb ft at 3,400 rpm. Mechanically operated 8″ diaphragm clutch. All-synchro 4 on the floor. 3″ prop shaft. 3·9:1 hypoid back axle.

Gran Turismo handling
Beefy all round, all-coil suspension. Special rate coil springs. Matching shock absorbers. Front anti-roll bar. Rubber bushed linkages. 4 link rear suspension. Rack and pinion steering. 3·4 turns lock to lock. 4½J × 13 wheels. 155 × 13 radial tyres. Power assisted 10″ front disc brakes and 9″ + 1¾ rear drums.

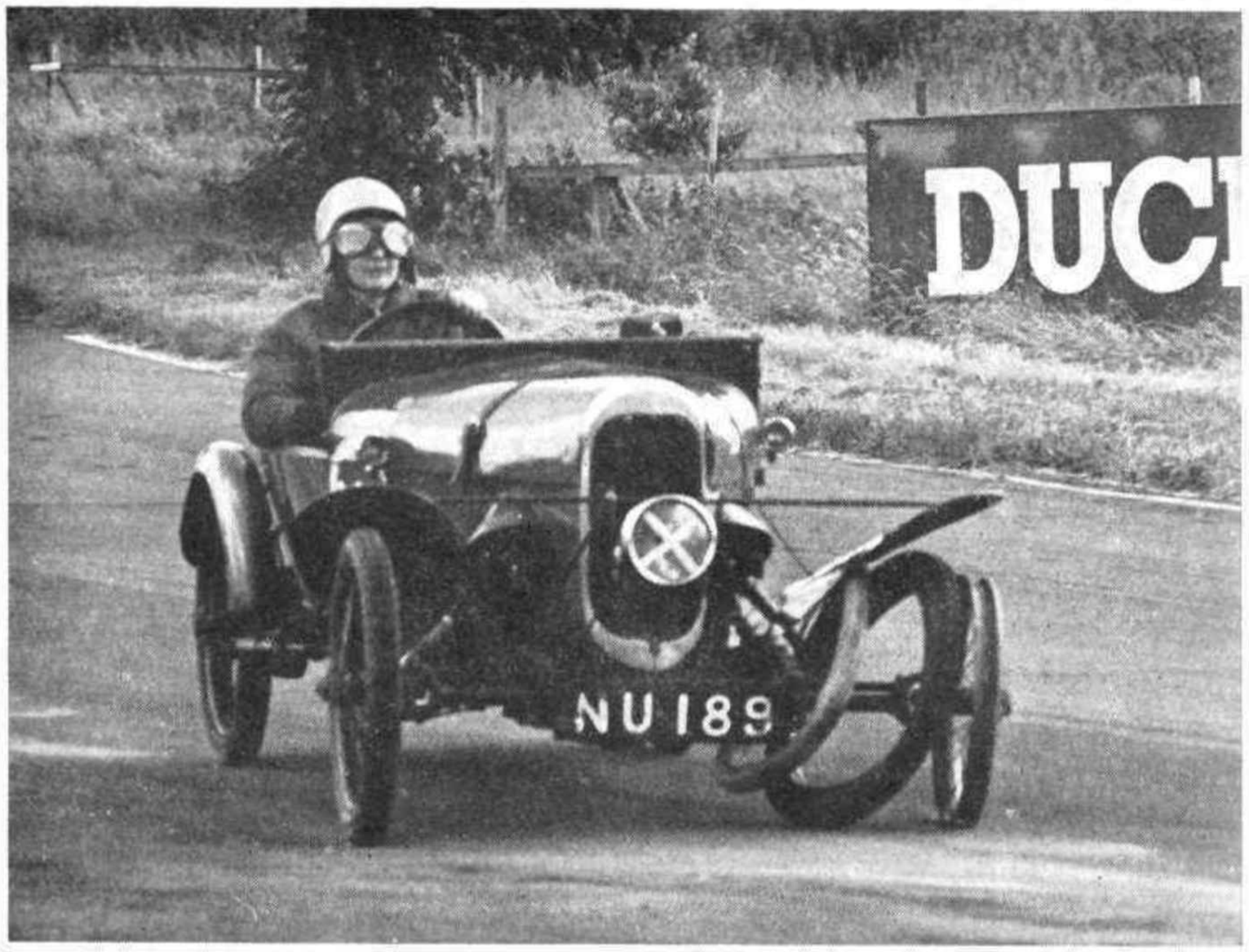
Matt black bonnet
Twin bonnet air scoops. Black grille. Black rear panel. Dual sportstripes. Four chrome exhausts. All-black luxury interior. Leather covered alloy spoked steering wheel. Black instrument panel. 120 mph speedo. Rev counter. Oil pressure gauge. Ammeter. Fuel gauge. Water temperature gauge. Black centre console. Electric clock. Oil temperature gauge.



The Vauxhall Breed's got style.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



JUST LIKE IN A STORY BOOK.—Mrs. Pamela Arnold-Forster loses tube and tyre from a front wheel of her 1921 G.N. at Oulton Park. This happened at the first corner, after she had started from "limit" position, a whole minute before the first Frazer Nashes to be flagged-away, in the Chain Driven Frazer Nash and G.N. Handicap Race.

V.S.C.C. OULTON PARK RACE MEETING (June 22nd)

THE VINTAGE S.C.C. were unlucky with the weather for their annual Oulton Park meeting, which is usually so enjoyable. Rain set in after the first four races had been run and before the really fast cars were unleashed. There was also that unfortunate practice accident, involving the Hon. Patrick Lindsay, who spun off at Old Hall and mounted the bank, his Maserati 250F overturning and catching fire. The greatest possible credit is due to the fire marshals, who had the flare-up out almost before it had started. This was just as well, because lots of petrol was spilt and Lindsay was liberally soaked in it, presenting a very naked spectacle to those around as he was washed down. Otherwise, he was unharmed, and was watching the racing the next day, all smiles and accepting all the blame. He had flown to the circuit after conducting a successful sale of pictures at Christie's.

The programme opened with a 4-lap handicap for vintage and p.v.t. cars, the big field encompassing Portway's interesting Lea-Francis, which has a Vulcan-built 14/40 twin-cam six-cylinder engine in a car reputed to have been intended for Brooklands, using a Meadows 4ED engine. Brough drove a Riley Gamecock, and Hockley Gilbert's cut-down Alvis Firefly with 12/70 engine, a car reputed to have a body once used on one of Parry-Thomas' cars, into which I must one day look.

Ashton led away in his alloy-bodied, brightly shining Fiat Balilla but had dropped to third place by half-distance behind Neve's T.T. Humber, which had a front-wing in place, and Howe's 4ED-engined Lea-Francis. Farquhar's Treen-looking ex-Dixon Riley pipped the Humber to the flag, however. Mrs. Cairnes toured round in a 12/70 Alvis tourer, not entirely on account of the boot-lid forming an air brake.

The G.N./Frazer Nash Handicap saw Mrs. Arnold-Forster start with three minutes in hand, in the French-built 1921 G.N., which has a body reminiscent of that on a sports Crouch and which had been driven to the circuit with sundry adventures en route. Alas, at Old Hall, very shortly after the start, the n/s front tyre detached itself from the rim. Meanwhile, Freddy Giles was blipping through in the lead in his A.B.C.-powered G.N., and there was the stirring spectacle of the Semmence heading a twitchy bunch farther back. The G.N. was still in the lead at half-distance, but Trainer's Meadows Frazer Nash passed it on lap 3. Then the back-markers stormed through, Smith winning in his scratch 3½-litre Alvis-propelled 'Nash, after setting a new "Chain Gang" lap record of 75.3 m.p.h., from Joseland and Cobb, respectively Anzani and British Salmson-powered. It was a close finish, the handicapping being excellent.

The Seaman Trophy Pre-1940 Historic Racing Car 10-lap race provided more speed, and had Merrick in the lead in Murray's E.R.A. for seven laps. He then had the float chamber come loose and was passed by Kergon, who was driving Bill Morris' E.R.A. "Hanuman II" very nicely indeed. Waller's E.R.A. had been in third place for eight laps but it then coasted in, with transmission trouble. This allowed the flying Bernard Kain to move up to third place in his Bugatti, now with its back wheels strengthened with Jaguar discs. Bertie Brown had put his E.R.A. ahead of Kain on lap 6, but the Bugatti had repassed three laps later. That is how they finished, Lady Dorothy Campbell presenting the trophy to Kergon, who had averaged 80.3 m.p.h. and lapped at 82.15 m.p.h. On handicap, Masters' very quick Q-type M.G. beat Blight's Talbot 105.

There was an interlude, as it were, before the next Seaman Trophy Race, in the form of a 4-lap handicap, in which we were delighted to see Kenneth Neve take the lead on the second lap and hold it to the end in his 1914 T.T. Humber, perhaps the first race the car has won since it was built. Anyway, from his entertaining account of what it is like to lap Oulton Park as fast as possible in this delectable Edwardian, which appeared in a contemporary, we know the driver was enjoying it; he averaged 61.26 m.p.h. Howe's Lea-Francis was next home, with Stephen's rapid 4.3-litre Alvis coming through to third place, after making fastest lap at 70.1 m.p.h. The whole race was pleasantly reminiscent of Brooklands, with the Humber winning, as Wallbank's similar car once did at the Track and Wood, in plus fours, chatting to his charming wife on the starting line, before she went off in the low-chassis 4½-litre Invicta to make fastest lap by a lady at over 62½ m.p.h.—ten of the girls were trying for the special Lady's fastest-lap Award.

Unhappily, heavy rain was falling for the Seaman Trophy Vintage Racing Car event—we were again reminded of Brooklands, where if this happened it was all postponed until the following Wednesday, and not a bad idea either! When the flag fell Kain and Corner stormed away in their Bugattis, the former leading until halfway, when he stopped out on the circuit with one cylinder block adrift, losing any chance of doing the hat-trick with three victories in succession. Corner went on unchallenged, with Footitt in fast pursuit, the versatile A.C./G.N., rattling to itself, perhaps to mask the fact that, as the programme said, it appears to get younger every day! These two finished first and second, Corner averaging 66.32 m.p.h. on the wet track, Kain having lapped faster, in 68.45 m.p.h. Third place went to Moffatt, in Wall's single-seater 2.3 Bugatti, and the Semmence was fourth, with Moffatt's "beaded-edge" Bugatti, driven by Rippon, mixing it with the Bentleys some way behind. On handicap, Farquhar's aforesaid ex-Dixon Riley took the prize from Hine's Bentley.

It was teeming with rain for the 10-lap Historic Racing Car Scratch Race. Boorer, in his Lotus, made a too-prompt start and was penalised, so the real race was between Brewer's Aston Martin and

Lord Clydesdale's Maserati 250F. Brewer was eventually overtaken by both Clydesdale and Pilkington's Cooper-Bristol. They finished in that order, with Day's E.R.A. leading the pre-war contingent. The winner averaged 68.68 m.p.h. and fastest lap was made by Boorer's Lotus, at 71 m.p.h. The racing concluded with three damp handicaps, the winners of which are given below.—W. B.

Results :

Richard Seaman Vintage Trophy Race :
1st : E. N. Corner (1930 2,362 c.c. s/c Bugatti) .. .. .. 66.32 m.p.h.
2nd: G. R. Footitt (1925 1,991 c.c. A.C./G.N.)
3rd: H. Moffatt (1926 2,261 c.c. s/c Bugatti)

Richard Seaman Historic Trophy Race :
1st : D. N. Kergon (1936 1,488 c.c. s/c E.R.A.) .. .. .. 80.30 m.p.h.
2nd: A. J. Merrick (1934 1,488 c.c. s/c E.R.A.)
3rd: B. B. D. Kain (1926 2,262 c.c. s/c Bugatti)

Historic Racing Cars Scratch Race :
1st : Lord Clydesdale (1956 2,500 c.c. Maserati 250F) .. .. 68.68 m.p.h.
2nd: R. A. Pilkington (1953 1,971 c.c. Cooper-Bristol)
3rd: F. P. Brewer (1959 2,500 c.c. Aston Martin)

Frazer Nash & G.N. Handicap :
1st : G. Smith (1934/37 3,500 c.c. Frazer Nash/Alvis) .. .. 72.53 m.p.h.

First 4-lap Handicap :
1st : A. N. Farquhar (1930 1,080 c.c. Riley) .. .. 63.57 m.p.h.

Second 4-lap Handicap :
1st : K. Neve (1914 3,300 c.c. T.T. Humber) .. .. .. 61.26 m.p.h.

Third 4-lap Handicap :
1st : H. P. Hine (1924 2,996 c.c. Bentley) .. .. 60.98 m.p.h.

Fourth 4-lap Handicap :
1st : J. D. Abson (1935 1,485 c.c. Lagonda) .. .. 68.24 m.p.h.

Fifth 4-lap Handicap :
1st : P. G. Cobb (1928/36 1,496 c.c. Frazer Nash-British Salmson) 59.59 m.p.h.
Fastest lap by a lady driver : Mrs. S. Wood (1932 4½-litre Invicta), 62.59 m.p.h.
Fastest lap of the day : A. J. Merrick (E.R.A.), 82.15 m.p.h.

Oulton 'onkings

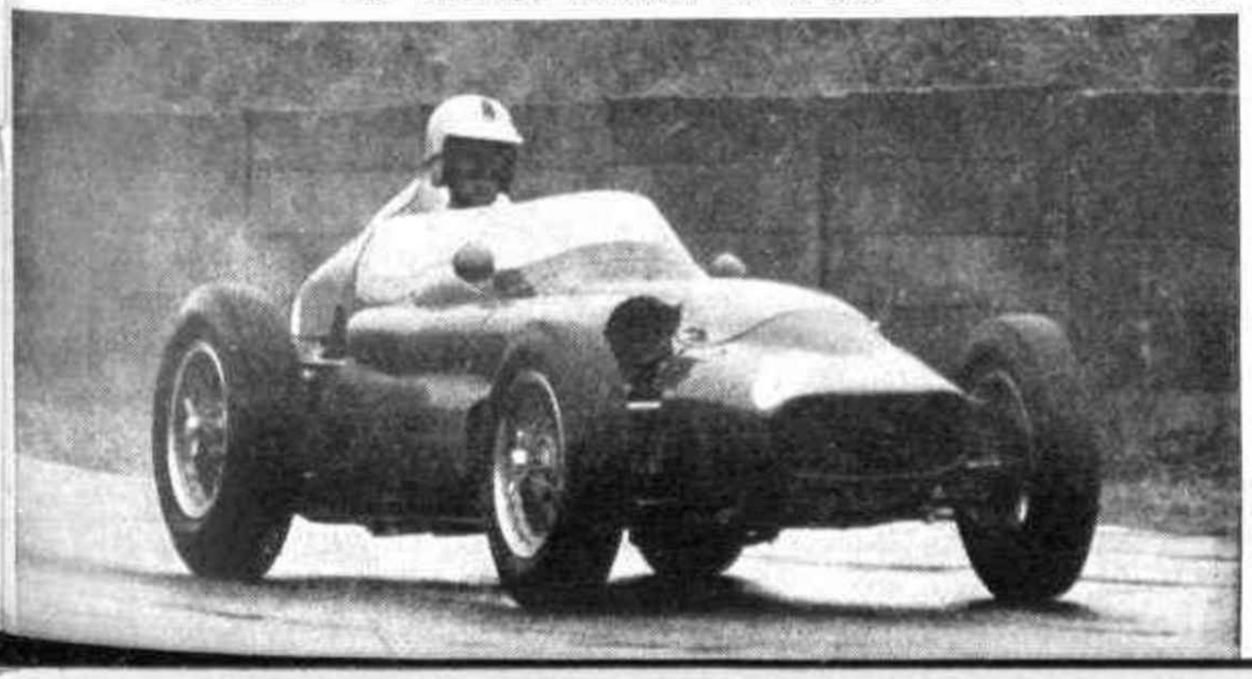
Many of the more interesting cars were absent, but the 1959 2½-litre Tec-Mec Maserati of Kergon, after being towed round and round the paddock most of the morning, managed to start in its first race in this country. Lindsay elected not to drive, although his *monoposto* Alfa Romeo was entered as an alternative to his slightly-damaged Maserati. Wicks drove Sir Ralph Millais' P3 Alfa Romeo, but cautiously, for the oil-pressure is still a cause of anxiety, so that Blight's Talbot, now able to go to 5,000 r.p.m., just about held it. Cameron Millar's 8CLT Maserati was again an absentee.

* * *

One very interesting car which *did* run was Llewellyn's Napier Sunbeam. It consists of the Sunbeam "Tigress", bought from Richardson, who threatened to put an 8-litre Bentley engine into it but never did, now powered with a 24-litre 12-cylinder Napier Sea Lion marine engine, dating from 1922 and taken brand-new out of its original packing-case. The pre-selector gearbox put into the Sunbeam for Sir Malcolm Campbell is retained, as is the 3.3-to-1 Sunbeam back axle and the big Lockheed hydraulic brakes. This axle ratio would have been too low round Brooklands but seems about right for present-day circuits. The radiator has been cowled, which has stopped a tendency to boil—so those who fitted such cowls for racing at Brooklands were not so foolish as some aerodynamics experts think they were! This Napier Sunbeam exhausts straight into the open through long stub pipes, four on one side, eight on the opposite side, which crackle very loudly indeed on the over-run; no wonder Brooklands' giants fascinated the crowds of the nineteen-twenties!

The official bade Morley, who was driving it, to be careful in the wet with this compact monster. He only had one gear, anyway, as the gearbox bands were slipping, but on its first appearance the car contrived to circulate about two-thirds down the field and went on for more than the prescribed ten laps, so it promised well for Silverstone.

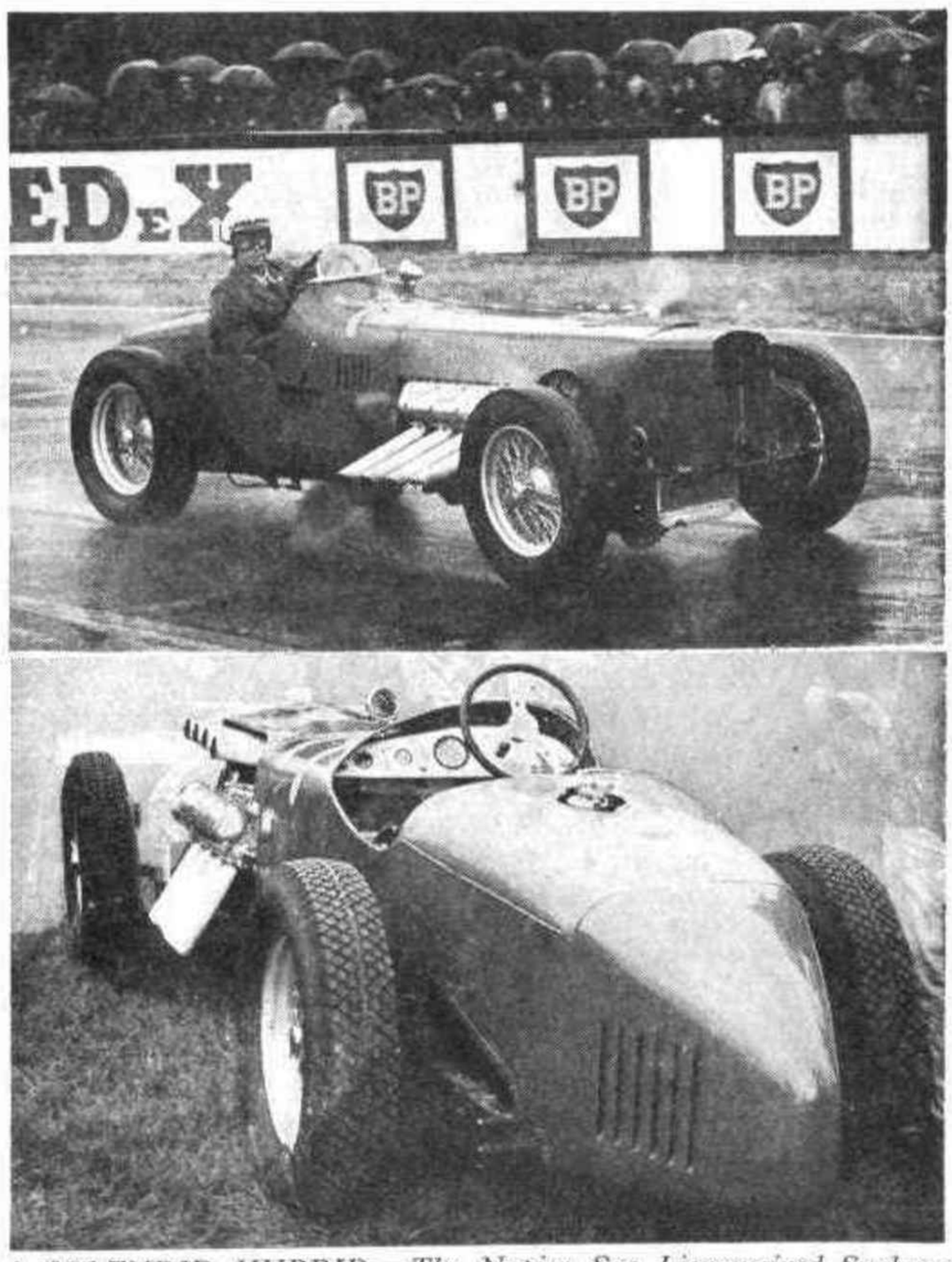
DEBUT.—The Tec-Mec Maserati on its first race in this country.





FAST LADY.—Mrs. Sally Wood using her husband's 1932 4½-litre low-chassis 100 m.p.h. Invicta to good purpose to win the award for fastest lap at Oulton Park, on V.S.C.C. day, by a lady competitor. The car behind is Jardine's 1921 16-valve Bugatti.

Racing was preceded by the traditional parade of beautiful cars, the Concours d'Elegance *Cheshire Life* Trophy having been won by Villar's 1934 blown 2.3 Alfa Romeo drophead, the Concours d'Etat winner being Middleton's 1936 Riley.



A SPLENDID HYBRID.—The Napier Sea Lion-engined Sunbeam "Tigress" ably driven in the wet at Oulton Park by Peter Morley. Note the polished valve covers, each enclosing two o.h. camshafts on this three-bank 12-cylinder engine, and the exhaust stubs, four on the o/s, eight protruding on the n/s of the car.

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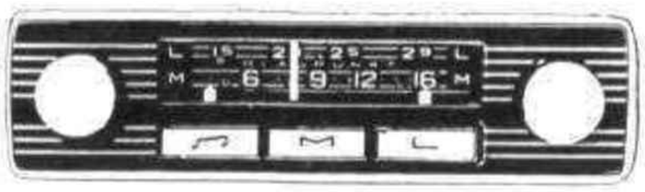
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Address _____

Make and year of my car _____

MS



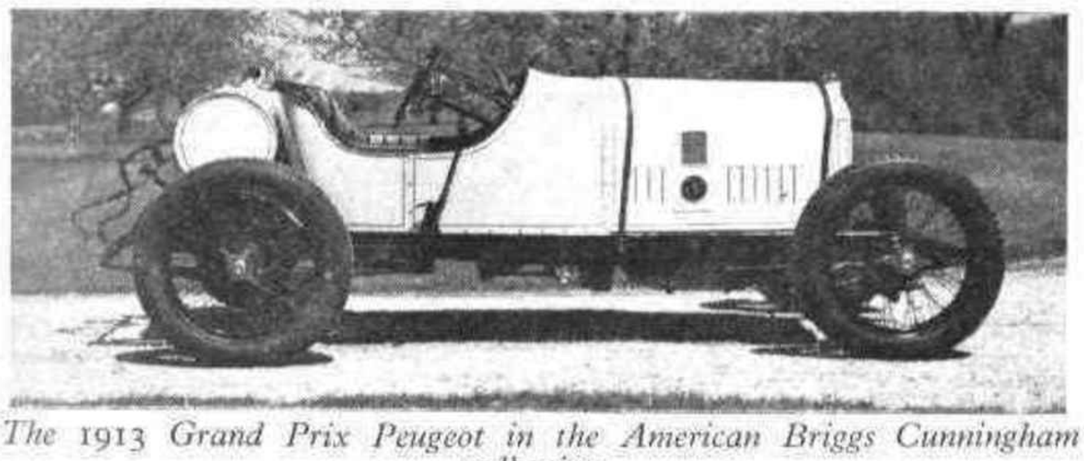
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PEUGEOT POSTSCRIPT

The article "Where Have All The Peugeots Gone?" which featured in the last two issues has aroused considerable interest. Stanley Sedgwick, returning from California, rang us to say he had seen a 1913 G.P. Peugeot in Briggs Cunningham's Museum, and several letters have been received on the subject generally.



The 1913 Grand Prix Peugeot in the American Briggs Cunningham collection.

Incidentally, in connection with Mr. Grant's letter in "Vintage Postbag" last month, Lt. A. E. S. Walter certainly drove the ex-Menzies' 1912 G.P. Peugeot at Southport sand races before he was killed at Brooklands in 1930 while racing an M.G. Midget at a Club meeting. He also drove the venerable Peugeot at the 1925 West of England M.C. Speed Trials, covering the flying ½-mile in 21.4 sec., which gave him second place in the Unlimited Open class to Joyce's racing A.C., which was 1.6 sec. faster. The car's last competition appearance seems to have been in 1926, when George Pemberton, who usually drove his 30/98 Vauxhall and a Frazer Nash at Southport (his wife also drove the Frazer Nash, and an Alvis), brought the old car as well as his Vauxhall out for the Cheshire Centre A.C.U. Meeting. It was second to Jackson's Sunbeam in the Unlimited class event and was fighting a duel with this car in the 10-mile race when this was stopped because Higgin's Salmson had overturned and the passenger was pinned beneath it. After this the Peugeot presumably succumbed to the mechanical disasters referred to by our correspondent.—W. B.

WOLSELEY POSTSCRIPT

Writing away from my sources of reference last month, I said that the 1924 Wolseley 14 in which Major Forbes-Leith was the first motorist to cross Asia Minor was presumably an o.h.c. model. For the sake of technical accuracy, which our type-setters do not observe when "correcting" what I have written (the item quoted in the letter on page 733 is not by any means the only example of knowing better than the writer), I would now state that the car was apparently the side-valve Type AC7, which was introduced in 1923 and was of the same engine size as the o.h.c. Type A9 which dated from 1920 and was known as the Fifteen, the s.v. car being called the Fourteen. Whereas the Fourteen was continued until 1927 as the 16/35 Type AC8, the o.h.c. Type A9, re-rated as a 15/40 in 1925, was discontinued that year. Both were 4-cylinder cars.—W. B.

V.S.C.C. PRESCOTT HILL-CLIMB (August 11th)

As a change from circuit racing the Vintage S.C.C. has its annual speed hill-climb at the Bugatti O.C. venue near Cheltenham on August 11th. This is something not to be missed, for all manner of pre-war cars can be seen running up the hill singly, making two timed runs, the position class by class is easily followed from quickly-announced times and the Paddock setting is delightful. There is practice on the 10th. The public are welcome, the car park fee being 10s., but dogs must be left at home. Admission tickets are required, obtainable from the V.S.C.C., Bone Lane, off Mill Lane, Newbury, Berks. Entries have closed.

AIR DISPLAYS

Many of our readers like to see at least one old-style air display a year, to offset other vintage interests, like attending V.S.C.C. race meetings and traction-engine rallies. The following are some of this season's remaining fixtures:—

August 2nd-3rd : National Air Races and Display, Middleton, Tees-side.
August 11th : Tiger Club Display, Shoreham, Sussex.
August 22nd-24th : King's Cup Race and Display, Tollerton, Nottingham.
August 25th : Shuttleworth Collection open day, Biggleswade, Beds.
August 31st : Display, Booker, High Wycombe, Bucks.
September 2nd : Goodyear Race and Display, Halfpenny Green (Bobbington), Staffs.
September 29th : Shuttleworth Collection open day, Biggleswade, Beds.



Barker and Moffat get down to navigational chores before the V.S.C.C. Edwardian & Light Car Rally.

EDWARDIAN AND V.S.C.C. LIGHT CAR RALLY (June 30th)

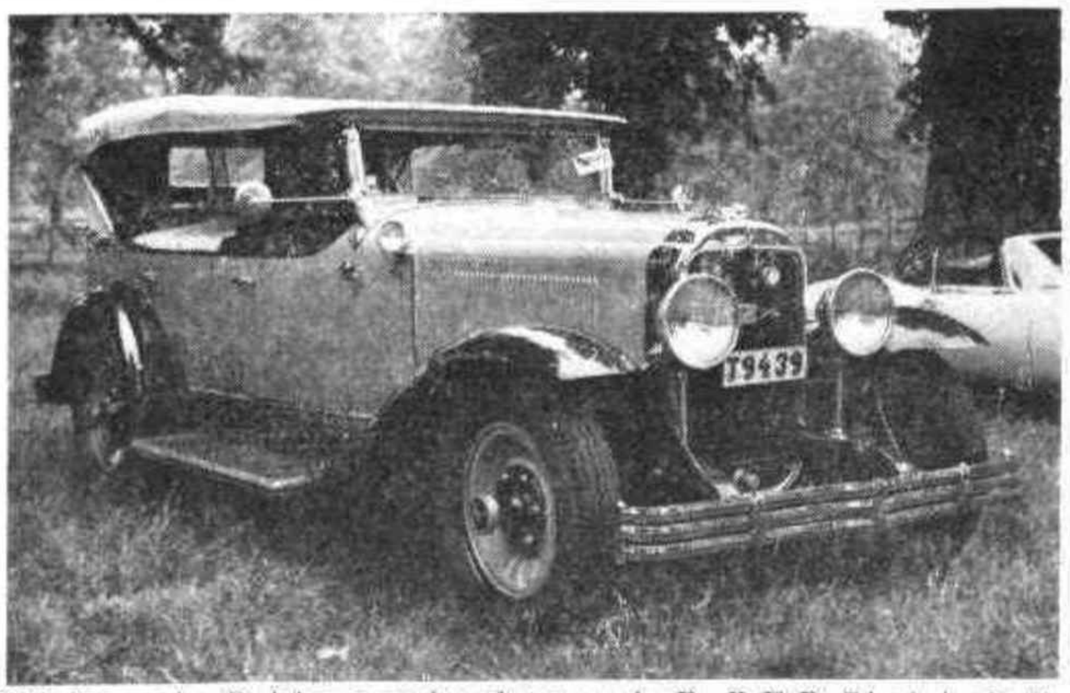
A pleasant, peaceful affair, starting and concluding at Arnold-Forster's country house in Wiltshire, this year's event coincided with the first summer weather of the year, making it doubly enjoyable. Especially as this reporter was driven through the shimmering Wiltshire countryside behind the extensible rear windscreen of a 14/40 Humber, which proved to ride well, possess excellent brakes and behave in that solid, satisfying manner generally as only a high-grade vintage touring car can, although hard-pressed to keep Mrs. Arnold-Forster's 1921 G.N. in sight.

In the absence of Barry Clarke's 1913 Talbot there were three Edwardians, Clutton's 1908 G.P. Itala looking particularly pristine, after having, we hear, recently celebrated its 60th birthday with a gay party at Silverstone. Not to be outdone, Barker arrived intact, if late, in the 1908 Napier, having dallied to adjust his clutch; Moffat busied himself with the route, and they set off, last but undismayed. Plaister's 1910 Hotchkiss represented the best type of sporting Edwardian tourer.

It was really the light cars' day, and a very presentable array they made. Mrs. Cardy's Austin Chummy family transport was having some engine tune, and Milner's A.C. was reduced to gravity, instead of the handle or the starter motor, for energising its engine. Most sporting was Burke's M.G. Midget; most sedate, perhaps, Wood's 1923 s.v. Riley; most unconventional, surely, Piercy's 1926 Trojan. We had forgotten how vintage cars used to *sound*, but were reminded by a distant grinding noise, which materialised into Condon's 1923 A.C. climbing up over Wiltshire downs, attended by a Fiat 600.—W. B.

Results :

The Lady Rachel Trophy : G. P. Marsh (1929 Austin 7).
Edwardian Cars :
First Class Award : G. G. Plaister (1910 Hotchkiss).
Light Cars :
First Class Award : Mrs. G. C. Cardy (1925 Austin).
Second Class Awards : C. M. Piercy (1926 Trojan) and R. N. T. Burke (1929 M.G.).
Third Class Awards : G. E. Hicks (1919 Stellite), D. R. Belt (1924 Talbot) and J. K. Milner (1926 A.C.).



This interesting Buick was an interloper at the R.-R.E.C. Blenheim Rally.

TOURING IN 1907

From Kingston-on-Thames to Hull

THIS account, written by Dr. and Mrs. Howlett, of an autumn tour on a Wolseley, which appears to have been an old car, even in 1907, is of such interest that we publish it exactly as written, over 60 years ago (see letter on page 712).

First Day

Stella Howlett writes:

Left Kingston 9.30. Bag, tyre, tea basket for luggage. Fairly warm —clothed in woolly jacket, cape and gaiters—later could have done with extra jacket, found it was left behind. Car started full of power, but missing across Kingston Bridge. Hampton Court to Sunbury—missing became worse though still going splendidly. Sunbury, came to a dead stop. Found pin of inlet valve had disappeared. Put new pin in, but was considerably weaker much to our chagrin. Took silencer off without much benefit. Put oil in crank-case thinking it was worn rings. Expected great results and were disappointed. Went through Staines, Egham, Old Windsor, Windsor—fine place, beautiful castle. Car going stronger by fits and starts, but always sinking back into comparative weakness. Through Maidenhead (river place with fancy girls) to Henley, going in dread of Nettlebed Hill. Climbed steep hill out of Henley—B. had to dismount. Surprised to find hills of no mean proportion succeed each other, each of which I felt sure must be Nettlebed but B. scorned the idea. Passed through beautiful wooded country after much climbing and lo we were in the village of Nettlebed, the great bugbear left behind unclimbed in some miraculous way. A kind Providence must have guided us by a circuitous route. The car still being a good deal short of power and twice having to be relieved of one passenger, we finally reached Benson. Had lunch for 3s. 4d.—a luxury we avoided after. Brought away a tomato which was the plague of our lives for about three days when it burst in the bag.

Through Shillingford and Dorchester to Oxford. Arrived about 4. Didn't stop—passed some of the Colleges in the High Street—pressed on through Woodstock (saw monument) on through Enstone. Steep hill, both had to dismount and let car run up. Of course another car passed us. Through Shipston-on-Stour (very hungry) across beautiful bridge to Stratford. Arrived about 7.30, put up at Red Horse—full of Americans. Had Table d'Hote—awful woman who talked favourably about the Mormons. Went out and looked at Shakespeare's house—sat a bit in Washington Irving's parlour. Retired early—not much attention from chambermaid.

Second Day

B. cheered by advice from chauffeur to put thicker air-cooled oil in crank. Had thought of running into Birmingham, but now full of hopes that all will be well.

Breakfast 8.30—strong bacon—family of Americans having porridge. Paid bill for £1 2s. 6d. (thought this rather high). Went inside Shakespeare's house—quaint old place. Sat in inglenook in birth room, most interesting. Signatures of Walter Scott and Carlyle on window. Browning written on beam, and names of various famous stage people. Took snapshot of garden at the back. Every tree and flower mentioned in Shakespeare's work is grown in the garden. Caretaker told us that butcher named Court lived there within living memory.

Returned for motor and set off for Warwick. Car disappointing—several steep hills, entrance into Warwick particularly—B. had to jump out. Enjoyed some Stratford plums. Paid 2s. each for entrance to castle, but it was well worth it. Entrance gate had hooks above for gruesome purpose of suspending portions of dead enemies—also portcullis. Castle surrounded by dry moat except on river side. Lovely lawns with peacocks—one white. Beautiful corridors inside and interesting pictures —one of Mrs. Siddons as Tragedy—one innocent looking one of Henry VIII as a chubby boy. Many Vandykes and Reubens. A great deal of interesting armour. Finally out again across to conservatory to see a Roman vase 400 B.C. from Hadrian's Villa.

From here Bernard Howlett takes over:—

Left castle about 12 o'clock—took in two gallons of petrol and started along Kenilworth road—saw mill at Guy's Cliff, then on to Kenilworth where we had milk and buns before going to the castle. Several motors outside, and the passengers were having a picnic in the Great Hall. We had a look round and then resumed our way having determined to call at the Wolseley works at Birmingham to ask advice as to our loss of power. Passed through Bickenhill, the country becoming more suburban until at last we got among the bricks and mortar and smoke of Birmingham. Just at this time the pin of the inlet valve stem came out and I had to take valve out and put in another pin. This only delayed us about five minutes, and after enquiries we found our way to the gates of the Wolseley works, which are surprisingly large. We were directed through the gates and across a trial track—a sort of miniature Brooklands—round which several cars were careering wildly—to an office where I made enquiries. A man came out and had a look at P2722. On examining the inlet valve he said at once that it was opening too wide and he would have it adjusted. After a wait of about 20 minutes he reappeared: we put in the valve and on asking the damage, he smilingly told us that there was no charge. We accordingly started up the engine and careered out into the slums again, the car pulling like mad as if rejoicing in its regained powers. After running into some slummy roads amid a perfect artillery of boys' caps, we escaped into the country via Castle Bromwich. We encountered some steepish hills, all of which we tackled with confidence and ease. Passed through Orlon, Shrubstoke, Arley and approached Nuneaton. We were passed by a car with an awful syren at this point. Not seeing a likely pub at Nuneaton, we decided to push on to Hinckley where I know the George Inn to be tolerable. Crossed Watling Street and got to Hinckley at 7. Ordered steak and onions which we enjoyed very much. Went out and posted card to Nottingham, and visited a noisy fair with merry-go-rounds, etc. I had 8 shots at a rifle range but only made 2 hits. Went back to George Inn and drank ginger pop before retiring—very comfy room.

Third Day

Breakfast 8 a.m. in company with a bagman—eggs on toast. Bill amounted to 12s.—very cheap. Got 2 gallons of petrol and made early start for Leicester—about 10 miles. Loose terminal necessitated short stop—brought piece of insulated wire. Ran through Leicester and on to Loughborough where we should have turned off to Nottingham, but went a mile or two off to Hathorn and reached Nottingham over the Trent Bridge. Arrived 12.30 and were regaled with duck and green peas, both home grown. Gave various kids rides up and down the road. Fred took me to his favourite test hill which the car absolutely refused to climb much to his satisfaction and my chagrin. Garaged car close by house—had old tyre taken off and spare put on. Slept well.

Fourth Day

Started off for Hull at 9.30 amid the farewells of a host of kids. Went out by Mansfield Road—when out of sight round the corner, car stopped. Remembered I had turned off petrol tap, so soon got going. Passed through Sherwood Forest to Mansfield and Worksop—beautiful country, cornfields ripe. Reached Doncaster about 1 p.m. and bought Stella some butterscotch, then out by Thorne Road. Had lunch by road-side, and saw two "P" cars. Took snapshot of S. and the car. Ran along by side of Dutch River, saw smoke of Goole in the distance. First signpost to Hull—29 miles. River had to be crossed at Booth Ferry. Waited while boat was leisurely pulled over. Manœuvred car onto boat and sat in her while we were rowed across. Partly drove and was partly pushed up steep and stony bank on the other side. We were now on road that I knew from having cycled on it in H.R.I. days. Were passed by big car going same way. All the road was now well known. Passed the inn where S. and I had lunch on our great Brantingham day four years ago. Drove along Hessle Road to Hull. At the end of Dorset St. engine gave up the ghost and stopped within 100 yds. of the house! Had to take out inlet valve and found broken screw. Replaced screw, got engine started and arrived at No. 18 where we were warmly greeted by J. and N. Had a colossal tea and changed out of travelling togs. J. and I took car to garage to have new screw and a wash down. Bought a magnificent cap as my headgear needed replenishing. Got J. to talk about his China experiences after supper, then retired early and slept soundly.

Fifth Day

Got up about 8 a.m. on Saturday. Air very bracing, glorious appetites. Car was not ready so I went along to the H.R.I. to look up old friends. Eve asked us to tea at the Golf Club but we thought we wouldn't go. S. and I had a look around the town and down to the pier to enquire about the steam ferry. Very rainy and cold. Went back to infirmary after dinner—saw Sister Anker, Sister Pearson. Were shown round new wards—mosaic flooring, everything up to date—balconies, etc. Went up to "Simpson" and looked at the old duty room which we both remembered well. Both did justice to a scrumptious tea and talked hard about old times. Flirtations, some serious, some otherwise, have been going on, but Dr. F. N. complained to the Committee about one of the residents and a nurse being seen together, and Miss B. had to give out that any nurse offending in this way would be dismissed. Also Dr. Eve and Nurse Woolley!

Sixth Day

Went down to Infirmary again—Eve showed me round the wards and asked my advice on one or two "obscure" cases. Then said goodbye to them all, as we were leaving on Monday morning.

Went to Prospect St. Church.

Seventh Day

After breakfast, I fetched car from garage—charged 10s. 6d., very reasonable. Packed baggage on to car, said farewell and left Dorset St. to catch boat at Corporation Pier for New Holland and Lincolnshire. With some manœuvring we got car on to boat and sat in her all the way over. Splashed by spray, strong southerly wind against us.



The fastest production one litre car in the world.*

*That's what 'Autocar' said about the Honda S800—and with a top speed of over 95 mph and 0-50 in 9.4 seconds they were dead right. And the Honda has something other sports cars don't have. It is a complete entity—every component has been designed specially for this one car.

Heavily influenced by the virtually unbeaten Formula 2 Brabham Hondas it has a 791 cc twin overhead camshaft, water cooled in-line four cylinder engine with two twin-choke carburettors. The engine and gearbox unit are all alloy giving a good power to weight ratio, excellent heat dissipation and a long life. Like the racing Hondas it has needle roller bearings to reduce frictional drag.

Driving the S800 is a real joy. Smooth gear change, zipalong acceleration, magnificent steering and roadholding make this just about the most interesting car you can drive.

And 'Motor Sport' said: 'The Honda sticks down very well indeed, on wet as well as dry roads, understeering mildly, the quick, accurate steering, geared a mere 2½ turns, lock-to-lock, with hardly a trace of free-play, making it a very pleasing, as well as essentially safe, car for fast driving'.

The S800 is fitted with Dunlop SP 3 radial tyres, racing steering wheel and a host of luxury extras that don't cost you any extra. £935 with tax all up. Arrange a test drive with your local dealer.

YOU'VE GOT TO HAND IT TO
HONDA S800

Got ashore safely and went on to Barrow-on-Humber and the Brigg road. I used to cycle on it from H.R.I. with Eve. Wind very strong in our faces. Stopped at the 20th milestone from Lincoln and had lunch (supplied by N.). Heavy shower, so turned car with hood back to wind and lunched inside. Continued to Lincoln. Road absolutely dead straight—Ermine St. made by Romans—very monotonous scenery. Could see the cathedral at the end of the road, so to speak, from seven miles away. Had a little tea near cathedral, and got down the awful precipice into the town, where we put up at the "Spread Eagle", a very comfortable little inn just outside the old gates. After getting settled we had a look round the cathedral and castle (glorious views). Had ordered a meal (steak and onions) for 6.30, to which we did full justice. Looked at shops, bought Lincoln imp.

Eighth Day

Started straight after breakfast—bill 14s.—very cheap. Steep hill out of Lincoln, went through Sleaford where we took in petrol and plums. On through Willoughby, Market Deeping and Peterborough, where we lunched at a shop. After Yaxley we got on to the Great North Road through Connington over Alconbury Hill to Huntingdon, where we turned off to Cambridge. Poured with rain. Saw several 6 h.p. Rovers in this part of the country. Stopped just outside Girton through short circuit caused by wet on sparking plug. Got going again and put up at the Old Castle Hotel, very comfortable—a cold night and fires were welcome.

Ninth Day

Went out after breakfast and looked round Christ Church, Kings, Clare, Trinity Hall, etc. Thought I saw A. R. Phelps of Westminster, Trinity Hall and St. Thomas's. Got off about 12. Had a good run, took in petrol and plums at Royston. Went on through Baldock, Knebworth, Welwyn to St. Albans and then Watford. We saw Dr. Woolley and his wife from Kingston doing a driving tour in their dog cart. Uneventful run through Bushey, Harrow, Ealing, across Kew Bridge to Richmond and home, arriving at Springfield Road about 6 p.m.

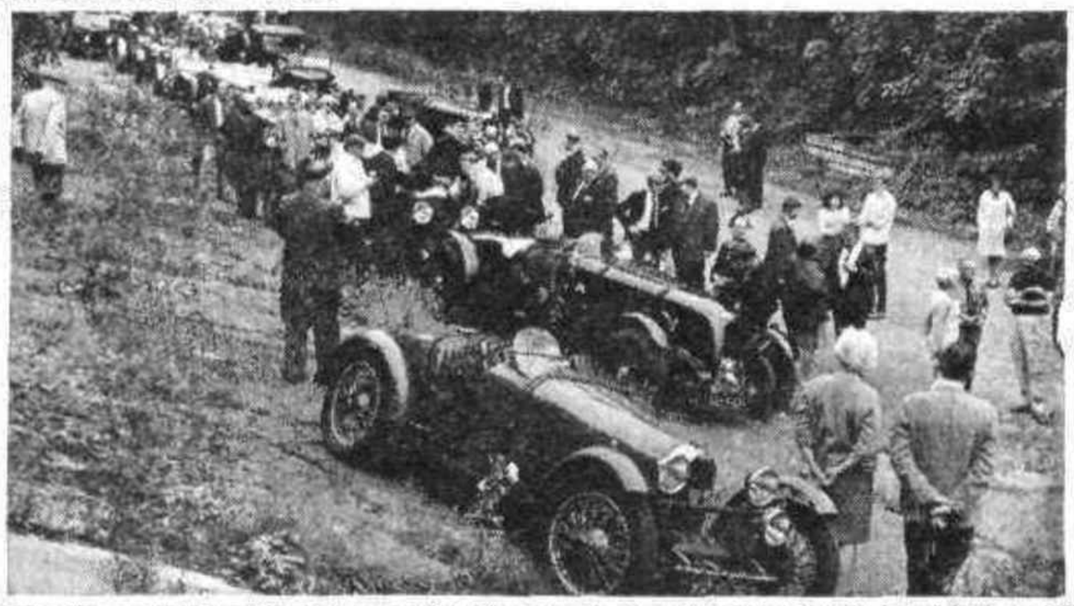
A most successful and thoroughly enjoyable tour.

BROOKLANDS SOCIETY NEWS

THE Brooklands Society held the first of its own re-unions at the old Track on July 7th, by grace of the British Aircraft Corporation. The Vickers' police laid on the usual nostalgic tour of the grounds, the long procession of cars carrying those paying homage and re-living personal memories being led by Russ-Turner's ex-Birkin lap-record blower-4½ Bentley, while behind it came other appropriate pre-war sports cars such as Edmondson's 3-litre Lagonda, an open Talbot, an early 3-litre and a 4½-litre Bentley, John Goddard's stark s/c 8-litre Bentley two-seater, Frazer Nashes, including Mrs. Geoghehan braving the subsequent wet weather in hers, a 328 B.M.W., a big Alvis tourer, Clive Windsor-Richards in Tony Jones' 30/98 Vauxhall with Peter Hull in the stern, Gahagan's Type 37 Bugatti, H.R.G.s, a 12/60 beetle-back Alvis, and many others, while Vic Derrington was giving his racing Salmson a further taste of the Weybridge air on its trailer.

The members present are too numerous to list individually, but MOTOR SPORT's candid-camera captured some of them (below) and I saw Kenneth Evans in conversation with G. P. Harvey-Noble and Vice-President Alan Hess, Stanley Sedgwick who arrived in his Ferrari, T. A. S. O. Mathieson, the Hon. P. H. Annesley, Peter Cavanagh, R. J. P. Morley, F. Kirby who raced Sunbeam motorcycles up to 1929, Mrs. Lister, *nee* Wood, who was recalling the days when her head was stuck under the bonnets of the Team Bentleys and her first flight, from Brooklands, in a 1916 Avro, R. M. Turner, the Bentley driver, and E. P. Huxham of Morgan memory. Apart from motor-racing this was a great social occasion; Joyce MacPherson, *nee* Lambert, and her husband, for instance, met old friends with whom they shared a flat in Baghdad during the war and had not set eyes on since. Then there were all the "regulars" to Brooklands re-unions, walking on the old Members' lawn, looking down the overgrown Test Hill, driving round the foot of the Members' and Byfleet bankings (Russ-Turner's Bentley climbed high up), and seeing again Parry Thomas' bungalow and workshops, the 1910 flight ticket office, the lofty Byfleet bridge and other once-familiar sights. Heavy rain damped the occupants of the open cars but not their enthusiasm. And there was a respite from the elements when a brand-new VC10 was inspected in its vast hangar.

Tea was taken at the "Hand & Spear", followed by a splendid unedited (and none the worse for that) film-show of Brooklands and other contemporary racing, laid on by Dudley Gahagan. The old days seemed closer as the evening proceeded, and the Society is full of plans for forging other links with the Brooklands days, in the not too-distant future.—W. B.



The Brooklands Society cavalcade pauses on the Members' banking, with a Type 37 Bugatti and Russ-Turner's ex-lap-record blower-4½ Bentley in the foreground.

V.E.V. Miscellany.—A reader in Berkshire has some spares for a 1934 Le Mans Singer he is prepared to give away. The *Kent Mercury* carried a story in June about a 1920 Rolls-Royce Silver Ghost whose owner drove it from Maidstone to Lewisham in the hope that its Elliott speedometer could be repaired by the original makers. Elliotts no longer make speedometers, but they found a retired worker who had been apprenticed to them in 1916 and he soon had the old speedometer working and, moreover, found a new cable for it, which he took down to Maidstone and fitted some days later. Information is sought as to the present whereabouts of 1926 9/20 Humber tourer NX 9854, as its former owner would like to re-discover it. Restoration of the 1910 25 h.p. Rothwell referred to in MOTOR SPORT for June, 1963 has been completed and a replica body built for it, the car being on show last month at the new showrooms of H. Hughes and Bolton Ltd., Rootes agents, in Oldham, along with a 1927 Humber Nine saloon. It seems that the Rothwell's original owner took it off the road and chopped up its body for firewood in 1920, because he took exception to Lloyd George's new tax on horse-power!

A 1911 model-T Ford has come to light in a Lincolnshire barn. Apparently it was converted into a farm truck around 1920 and was last registered in 1930. But its hood and original silencer have been found and restoration has commenced.

VINTAGE POSTBAG

A Doctor's Cars

Sir,

Recently my mother, aged 88, died and I had occasion to sort through numerous old papers. Amongst these I found an account of a motor tour undertaken by my father and mother in 1907. It was written in diary form and the typed copy is a word-for-word reproduction.

It is not an account written particularly from the "motoring" angle, but is nevertheless interesting as a general glimpse into those forgotten times.

I cannot remember the car in question since the events recounted took place before I was born, but I believe the Wolseley in question was a 1904 model generally similar to the little red Wolseley which used to belong to J. G. Allday, one-time president of the V.C.C., and which has taken part in many Brighton Runs. Anyway, it is clear from the account that it was a single-cylinder model, with an automatic inlet valve!

My father (Dr. B. Howlett) was a keen motorist all his life and competed in a number of M.C.C. London-Edinburghs between 1912 and 1926, winning two "Golds" and one "Silver".

One point I cannot reconcile is the registration number of the Wolseley, quoted as P2722. My reason for this is that I have photographic evidence that an A.C. tricar, with which my father won a "Gold" in the Edinburgh of 1912, bore the registration P82, clearly a much earlier registration than the older Wolseley.

Perhaps you can offer an explanation for this apparent discrepancy? I don't believe either car was bought new, but, even so, it seems odd.

My father owned cars from 1902 (I believe) and these were (in order of ownership):

Oldsmobile, Wolseley, A.C. tricar (Sociable), Baby Peugeot, 7 h.p. de Dion Bouton (1912 model), Carden cyclecar (1920) and various

Continued on page 735

GRAND PRIX PRACTICE

Could it be improved?

WITHOUT DELVING into the archives or pouring over history books I could not say exactly when the idea of practicing for a race first caught on. It is pretty certain that drivers did not practice the routes of the early town-to-town races at the start of the century, for in the beginning it was achievement enough to get from the start to the finish. Testing was certainly undertaken before an event and in that early motoring novel of the Williamsons mention is made of Fournier testing a racing Mors along the poplar-lined straight near Arles in the south of France, and Algernon Guiness has told how the V8 Darracq of 1904 was tested for speed across Hartford Bridge Flats in Hampshire, where Blackbushe Airport now stands. In those days it was sufficient to test the racing car for speed alone, for cornering and circuit racing as we know it today did not exist. Those were the days of the racing *motorist* as distinct from the racing *driver*.

For many years now practice for a Grand Prix race has been something of a ritual, with drivers doing all they could to get the best lap times, for the starting grid is made up in order of lap times recorded during official practice, or training, as it is known in European language. For some drivers, like Ascari, Fangio and Clark it was a personal point of honour to make the fastest practice lap and be on pole-position on the starting grid. Most drivers are content to try as hard as they can in the hope that theirs will be the best time; few are confident enough to make a personal issue of it, even Moss could not guarantee a fastest lap, like Fangio or Clark could. A driver like Clark, who could make fastest practice lap and lead the race from the first corner to the chequered flag, could be said to have dominated that Grand Prix. To win a race from the back of the grid shows brilliant driving, but not domination of the entire meeting, for these days practice is nearly as an important part of a Grand Prix as the race itself. More often than not the ultimate in lap times is set up in practice, because conditions can be perfect and the car can be running with very little petrol in the tanks and the circuit can be free of oil and rubber. In the days of Maserati and Pirelli racing tyres Fangio used to have a special set of tyres standing by for use if the opposition gave him trouble in the battle for pole position. These tyres were first worn to the optimum for dry-road cornering power, and when you saw his 250F Maserati being fitted with them you knew he was going to settle once and for all who was on pole position.

In the pre-war days of Mercedes-Benz and Auto-Union many of the Grand Prix starting grids were decided by ballot among the works drivers, so that times in practice were of no use to the driver. However, they were of use to team managers, for in the days of three-car teams refuelling stops and tyre changes, tactics played a big part in racing. They were also useful to the technicians who were determining fuel consumption, tyre wear and engine reliability, for races were not short sprint affairs we have today.

Today, either because everyone knows everything about Grand Prix car design, or because they are all floundering about in the same darkness and slavishly following each other or the component specialists, racing is much more competitive and practice times on most circuits vary only a few seconds between the fastest and slowest of 20 cars and drivers. The starting grid can be decided by the tremble in a timekeeper's hand if hand timing is used, and the accuracy of two or more watches, or if electric beam timing is used the pole position may be decided by a mere one-hundredth of a second. When practice begins everyone circulates as and when he feels like it, and at any speed he wants to, and the timekeepers record every lap for every car, the timekeeper's assistants keeping the records from the master sheets of figures. At the end of practice, or at intervals of, say, 30 minutes or one hour, depending on the organisation, the fastest lap recorded by each competitor is listed in descending order and everyone cross-checks to see if their own observations agree with the official times. It is all very accurate and honourable, but until it is all over no one gets any benefit from all the effort. Occasionally, as at Francorchamps or Reims, the local commentator is clued up and keeps a stop-watch on the faster drivers so that spectators get a rough idea of what is happening, and if he sees someone make a very fast lap he gets immediate confirmation from the timekeepers. But whatever happens you never get the opportunity to witness a fastest lap, you only know that "so-and-so" *has just made* the fastest lap. Occasionally, and if you happen to be following practice closely, that driver's next lap may be even faster and your own stop-watch will give you the feeling of speed and tension, but he may be half-way round on his slowing-down lap before the timekeepers can say officially whether it was the fastest or not.

I think the time has come for a change in procedure, in order that more people may enjoy official practice. We could do no better than to follow the long-established lead of the United States Autoracing Club in the simple practice of qualifying trials for one car at a time. Since the "gold diggers" followed Jack Brabham and Cooper to Indianapolis they have brought back to Europe many U.S.A.C. ideas, such as space-helmets, fire-proof suits, seat harness, face masks, safety fences, guard rails, roll-over bars and many other things all designed to protect or benefit the driver. So how about bringing over a U.S.A.C. principle to benefit the spectator and race-follower? At Indianapolis there are only 33 places available on the starting grid and there are usually more than twice that number of entries. Qualifying is carried out to pick the fastest 33 cars and drivers out of the total entry, and the decision is made on the *average speed* for four flying laps of the Indiana Speedway. There are no ifs and buts, you know when you have to attempt the four laps, and your speed decides whether you are in or not. If you are in it also decides where you are positioned on the starting grid.

I would like to see this system brought into use in Grand Prix racing, especially now that most Grand Prix races are run on closed circuits or tracks, where the available time is not limited. This system would not be possible at Francorchamps, or Rouen, or Reims, as on those circuits racing is on public roads closed for the occasion and the time available is limited. But at Brands Hatch, Silverstone, Zandvoort, Jarama, Monza, Watkins Glen, Mexico City and South Africa the circuits are on private land and time is available. It could even be available in Monte Carlo, for didn't their Royal Highnesses practically close the whole town all day for film-making!

The system would be quite simple, there would be free-for-all practice time from 9 a.m. to midday, or even 1 p.m. and from 2 p.m. to 5 p.m. there would be qualifying trials over *two* flying laps, the total time to count for grid position. Drivers would draw a ballot for starting order for qualifying, and on most circuits with 18 or 20 entries as we get today, this would permit 10 minutes a car. At 2 p.m. precisely, on Friday, for example, Graham Hill would set off in his Lotus 49B and do one warming-up lap, two flying laps and one slowing-down lap. Then out would go the next driver, and so on through the 18 or 20 entries. On Saturday there could be another morning practice session, and in the afternoon further attempts to improve on Friday's qualifying times, and in this way the starting grid would be drawn up. If this seems too much, then let us have free-for-all practice all day Friday and qualifying on Saturday morning, giving time for final preparation for the Sunday race. I am not suggesting this for the Nurburgring, that is a one-off special circuit that can stand on its own, I am only suggesting it for closed tracks of the stadium type.

Now, so far so good, but as yet we have not really benefited from the new scheme. At circuits such as Brands Hatch, Silverstone or Zandvoort a large two-faced clock must be erected high above the centre of the pit area, where it can be seen from the main grandstands and enclosures. It would need to be at least six feet in diameter with a sweep of one revolution per minute and should be coupled directly to the official time recorders. If we did the job properly we could have a very large digital counter that *was* the official time recorder. As each driver does his two flying laps practically everyone at the circuit could follow his progress and a really good announcer could have the grandstands packed with excited race followers. If the whole affair was handled with competent publicity and put over as an exciting entertainment I guarantee that the crowds on practice days would nearly equal those of race days. It is just this sort of production that draws 250,000 people to the qualifying trials at Indianapolis. European race promoters are always moaning that they do not make enough money, or that the Grand Prix teams demand such high starting money that it takes away all the profit, yet they do very little to attract more people. Race publicity today is no improvement on what it was 20 years ago. If the Grand Prix teams are demanding too much appearance money, then let us make them put on more of a show and let the spectator, who pays to get in, have more fun. Just imagine Monza in September, on a hot Saturday

afternoon and everyone knows that at 4.30 p.m. Chris Amon is to make his qualifying attempt in the V12 Ferrari. The stands would be packed with screaming Italians, and if they could see on a big clock that his first flying lap was two-fifths of a second faster than the best up to that time, how they would cheer him all the way round his second lap. Even at Silverstone there would be a rush for the best grandstand positions on Friday if it was known beforehand that Graham Hill was going to qualify in the Lotus 49B at 3.40 p.m., and I bet there would be a great cheer as he crossed the line after his two laps. The rising tension as the stars came out one at a time to give everything they had got for two laps on a clear track would be enormous, and handled properly it might draw bigger crowds than race-day itself, which would confound the money grabbers.

As things are at the moment, practice can be deadly dull to the spectators, with cars going round and round in what appears to be an aimless and disorderly fashion. The loudspeakers will suddenly say: "A new fastest lap; Stewart in the Matra has done 1 min. 26.25 sec." You have no idea of when he did that lap, and even if you saw it you would not have known, but the keen race follower says to himself: "How marvellous, that puts him on pole position". Surely he would have preferred to have *seen* Stewart do 1 min. 26.25 sec.? Of course he would, and I say it is high time organisers and the teams made an effort to let the paying public see the drivers earning their appearance money, apart from the first five laps of the race, before the field sort themselves out into a procession.

There are snags to the idea, just as there are snags at Indianapolis and other U.S.A.C. races. It can rain half-way through qualifying, one of the cars can drop oil, an engine can go off song, people can cheat, with special "qualifying engines", but none of these things are insuperable in the long run, and I am sure the benefits to the onlooker would be great, and, after all, they provide the "starting money". At the British Grand Prix there would be the cry, "What about the supporting races?" I say do away with them; if a Grand Prix for the world's top drivers was organised properly there would be no need for supporting races. There is so much saloon car racing, Formula Three, historic racing, and sports car racing going on in Britain every weekend that we could surely give it a rest at Grand Prix time.

So far the people I have discussed this idea with have been for it, certainly not against it, and all it wants is a go-ahead organisation, such as the Watkins Glen group who run the United States Grand Prix, to put it into practice.—D. S. J.

FORMULA TWO, HOCKENHEIM (June 15th)

FOLLOWING a fortnight after Crystal Palace there was a huge field assembled for the Rhein Cup race at the notorious Hockenheim circuit. The circuit remained exactly as before, a battle of speed, nerves and slip-streaming ability. The only regulars not in attendance were the works Tecnos, Hill for obvious reasons and Stewart, whose arm was giving him considerable pain following the Belgian G.P.

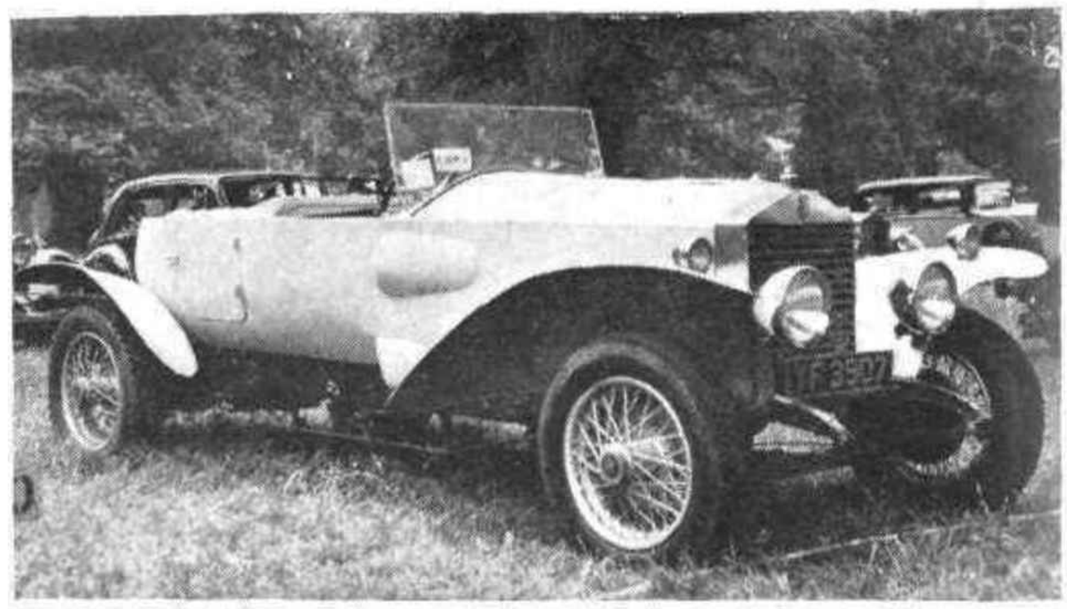
The works Matras worked together in practice to record the fastest two times, followed by the two works Ferraris and Gardner in the McLaren. When the slip-streaming battle began, twelve cars managed to detach themselves from the rest. They were covered by only three or four seconds for lap after lap and any one of these could win. Before half distance the number was reduced to ten, when first Lambert then Beltoise retired in quick succession. Lambert, who was leading independent, retired with a broken fuel injector trumpet, while Beltoise's engine trouble was rather more serious. The rest continued jockeying for position, unhappy in the knowledge that only the last lap would really count for anything. Oliver, who was driving very well, led quite often, as did Pescarolo and Rindt, while Rodriguez made the occasional appearance at the front.

When they burst into the stadium for the last time it was the crafty Austrian in front and no one was going to get by him on the last lap. Moser, in his private Tecno, lost seventh or eighth place with a last corner spin, and when they flashed by the line the order was Rindt, Oliver, Ahrens, Rodriguez, Ickx, Pescarolo, Courage, Amon, Attwood and then Moser. Jonathan Williams, substituting for Bell, led home the second group.—A. R. M.

Results :

1st	J. Rindt (Brabham-Cosworth FVA) ..	1 hr. 01 min. 41.4 sec.—197.500 k.p.h.
2nd	J. Oliver (Lotus-Cosworth FVA) ..	1 hr. 01 min. 42.2 sec.
3rd	K. Ahrens (Brabham-Cosworth FVA)..	1 hr. 01 min. 42.5 sec.
4th	P. Rodriguez (Tecno-Cosworth FVA) ..	1 hr. 01 min. 42.7 sec.
5th	J. Ickx (Ferrari Dino 166)	1 hr. 01 min. 43.3 sec.
6th	H. Pescarolo (Matra-Cosworth FVA) ..	1 hr. 01 min. 43.8 sec.
7th	P. Courage (Brabham-Cosworth FVA)	1 hr. 01 min. 44.5 sec.
8th	C. Amon (Ferrari Dino 166)	1 hr. 01 min. 45.2 sec.

Fastest lap : Rindt, 2 min. 59.8 sec.—203.40 k.p.h. *(new lap record).*



A 1926 Rolls-Royce Twenty endowed by M. Pickwoad with a replica sporting body.

ROLLS-ROYCES AT BLENHEIM—continued from page 704

It would be quite impossible to refer to all the cars present, in half a page, but they ranged from the unbelievably immaculate to some very rough specimens, proof that you need not be reluctant to take your R.-R. to one of this Club's events even if restoration isn't anywhere near complete. Apart from the Rolls-Royces, vintage Bentleys were invited, these being, as the R.-R.E.C. put it, "a splendid and rugged foil to the esoteric silence and luxury of the Rolls-Royce".

Among the especially interesting cars present were W. J. Oldham's splendid 1935 Barker Continental touring saloon built for the Amsterdam Show of that year and just like those great Phantoms we used to admire in colour plates in the books of our schooldays, a Mk. VI Bentley Park Ward d/h built for the King of Denmark, a 1934 20/25 Hooper saloon used by the Marquess of Zetland, a 1937 P.III sedanca owned by the Editor of the *R.-R.E.C. Bulletin* and formerly by the Lord Mayor of London, down to Jack Barclay's 1930 20/25 truck. Lord and Lady Montagu came in a 1925 Phantom I Barker barrel-sided tourer previously owned by Lord Montagu's father and which was out for the first time in his son's hands.

I liked the replica sports tourer with flared wings on a 1926 Twenty chassis, which a young member, M. Pickwoad, has rebuilt from a shooting brake; it was unfinished, with a Perspex windscreen held on by woodworker's clamps, but should be light enough to give some performance and is a car in keeping with the sporting spirit of its period. (Pickwoad is a student of Southampton University who clearly spends his time far more sensibly than some of today's students!) There was even a hand-controlled Silver Shadow, driven by a very keen disabled owner.

The classes included a Selling Plate, but I do not think anyone wrote out a cheque for £7,000, which was the price being asked for one of the exhibits! Of cars *not* for sale, there was a 1925 Jarvis-bodied Twenty tourer which has served one family faithfully for 42 years and has their 1904 Reg. No., a 1922 Silver Ghost with the test-rig body with which it was driven back to England from a Baghdad junk-yard for restoration, and a 1922 Barker limousine which had come all the way from the Netherlands. Altogether it was quite a day and one which I know, from personal hearsay, is still remembered with pleasure and awe by garages in the vicinity of Blenheim, where some of the entrants stopped for petrol. The Club's next fixture is the Arundel Castle Rally on August 24th. The Hon. Secretary of the R.-R.E.C. is Lt.-Col. E. B. Barrass, O.B.E., T.D., "Lincroft", Montacute Road, Tunbridge Wells, Kent.—W. B.

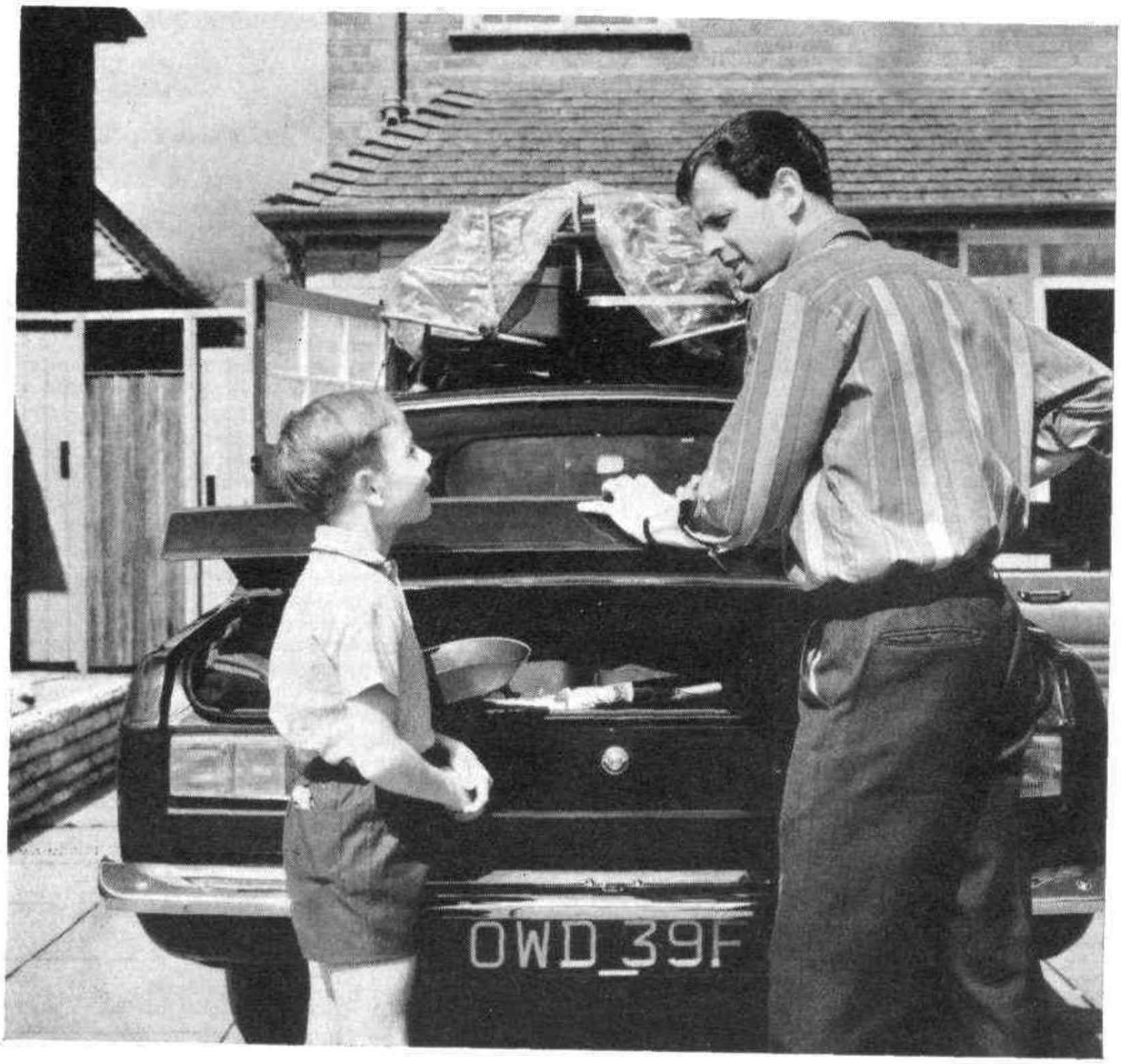
SO CARS ARE SOME GOOD, AFTER ALL!

The following has been received from Smiths Industries Ltd.:—

The application of a Smiths Industries car heater is, one would think quite obviously, the heating of motor vehicles. Naturally this is so, however every day more and more unusual applications are being discovered. The latest by the Hammersmith Hospital Child Health Department.

In certain cases premature babies who are generally very weak must have specialised attention and are fed with a part oxygen environment at a carefully controlled temperature. At the Hammersmith Hospital an apparatus has been designed which incorporates the Smiths Industries R.125 heater radiator. The radiator is immersed in a water bath through which is carried the tube supplying oxygen to the baby. By controlling the flow through the radiator, heat is transferred to the water keeping it at the temperature level required for the baby. This method has proved highly successful but the present apparatus can be used only for small babies. Now a larger apparatus is being designed incorporating an Austin Mini heater radiator and will accommodate babies of normal size for the same treatment. Not only does the Smiths Industries heater warm people in motor cars but it plays its part in saving the lives of newly born babies.

Before you set out...



...make sure he's a B90 dad.

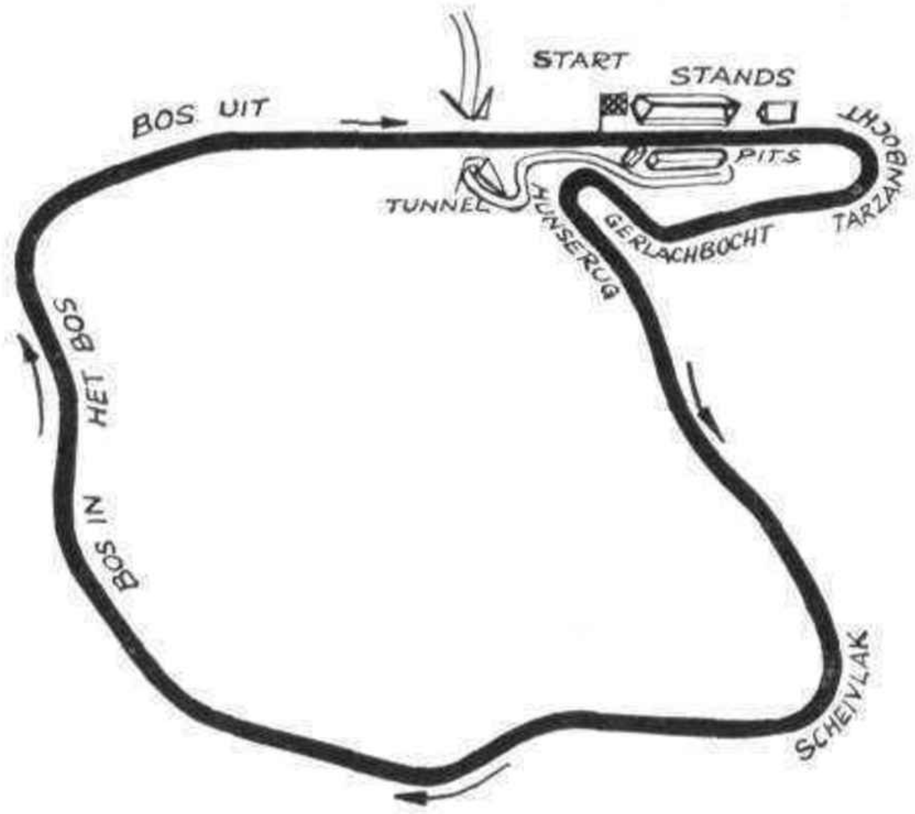
What with paying, packing and driving, holidays mean a lot of headaches for poor old dad. Do him a favour and make sure he knows all about the Lucas B90 Unit Exchange Service.

B90 is an extra insurance against a spoilt holiday because it is Britain's most comprehensive unit exchange service, providing over 900 different electrical units including generators, starters, distributors, regulators, horns and wipers for all types of British cars—new or old. All B90 exchange units are made to the very latest specifications and are covered by a full year's guarantee. Garages all over the country are ready to get you out of trouble with fast expert B90 service.

LUCAS B90 exchange units

THE DUTCH GRAND PRIX

A Franco-British victory



ZANDVOORT, HOLLAND, *June 23rd*

WHEN THE Grand Prix teams arrived in Zandvoort for the beginning of practice the Brabham team were in a shambles, with their 4-cam Repco engines in bits as the pistons had been touching the valves at peak revs. during test sessions at Silverstone, the McLaren team were confident as they had already been practising on the Zandvoort circuit, and had got down to around 1 min. 24 sec. and the Honda team were gloomy, having been in Zandvoort all week with incessant rain. The Eagle team were present in personnel only, Ferrari were strong, B.R.M. a little uncertain, Lotus still at half-strength with only one top driver, Cooper despondent with only one car, and Matra were out to make amends for the Spa debacle.

McLaren and Hulme had the two team cars from McLaren Racing that they had used at Spa, both with the heavier and stronger drive shafts, Lotus had their two 49B cars, for Hill and Oliver, still carrying the taped-on strips of aluminium across the top of the wedge tails, Brabham and Rindt had the two BT26 cars as at Spa, with nose fins and tail-mounted "wing", and they had the BT24 car driven at the Spanish G.P. by Rindt as a spare. The Gurney-Eagle engine was too far behind in its development programme to justify racing, so the Californian driver was awaiting the use of the spare Brabham, depending on how the new ones performed. Since the parting of the ways between Gurney and Weslake Engineering the V12 engine development, as done by A.A.R., has not got properly under way. Surtees was still alone with the little yellow men and their unsuccessful V12 Honda, and Cooper were reduced to their original Type 86B with Bianchi as driver, after their misfortunes of the Spa weekend. B.R.M. were still running the 12-cylinder cars, with Hewland gearboxes, there being no sign of their own new gearbox, or of the new 16-cylinder cars. They had P133-01 for Rodriguez and numbers two and three of the P126 series for Attwood to choose from. Stewart had the choice of Tyrrell's two Matra-Cosworth V8 cars, and Beltoise had the original Matra V12 as the second car was being prepared with new and lighter components for their all-important French Grand Prix. The Ferrari team had re-positioned the aerofoil "wing" on their cars, moving it forward to a position just above the front of the engine, and Amon had the choice of 0007 or 0011, while Ickx had 0009, all three running on 13-in. front wheels. Courage had Tim Parnell's 12-cylinder B.R.M., Siffert the Team Walker Lotus 49, with new engine after the disaster at Spa, Bonnier his yellow and red McLaren-B.R.M. V12 and Moser the 1966 Brabham-Repco V8 belonging to Swiss enthusiast Charles Vogele.

Although overcast and windy, Friday remained dry and the whole day was devoted to practice, with breaks for lunch and tea, so that with lap times of well under a minute and a half there was more than enough time available for most people. At the previous Grand Prix, in Belgium, everyone had seemed reluctant to start pushing hard on the first day and when it rained on the second day the result was a rather false starting grid. At Zandvoort the opposite was the case and McLaren and Hulme were out very smartly to set the pace and stir everyone up. Last year, in a last-minute flurry, Hill had recorded 1 min. 24.6 sec. in the brand-new Lotus 49, Gurney had got his Eagle V12 round in 1 min. 25.1 sec. and Brabham did 1 min. 25.6 sec. with the old vertical-valve Repco engine. Everyone had broken 1 min. 30 sec. during practice and the race lap record was a not-very-impressive 1 min. 28.08 sec. by Clark in the second of the Lotus 49 cars. Later last year Ickx had set a new lap record in 1 min. 27.9 sec. in an F.2 Matra, which indicated that one year later, with chassis development, tyre development, brake development and engine development, to say nothing of more experienced drivers, times in the very low one-minute-twenties were anticipated. If not, then the Grand Prix "circus" had been wasting its time over the past 12 months, for, apart from a few guard-rail "triffids" growing up, the track was unchanged. In a very short space of time Hulme was lapping in under 1 min. 25 sec. and McLaren was not far off, and this got the rest going, so that by lunch-time Hill, Amon and Ickx were hard after Hulme, with times in the 1 min. 25 sec. bracket, and Rodriguez, Courage and Siffert were right behind them, while Moser, Bonnier, Attwood and Bianchi had yet to get below 1 min. 30 sec. Neither of the 4-cam Repco engines had been got running by lunch-time, the laborious job of increasing the clearance of the tops of the pistons having to be done by hand scraping, and because of this Gurney was unable to use the spare Brabham-Repco. The engine in Hill's Lotus 49 was sounding awful at peak r.p.m. and it was thought that the rev-limiting electrical device was wrongly set, but it later turned out to be caused by faulty ignition timing. The Ferraris were in excellent tune and sounded superb and once again Courage was going faster than the two factory B.R.M. drivers. The V12 Matra engine was using a different and shorter exhaust system and had lost some of its sharpness from the exhaust note, and Stewart was finding all the cornering a strain on his damaged wrist.

After lunch the first of the Brabhams appeared, being BT26-2 for Rindt, and Brabham had a go in it as well, while Amon changed from Ferrari 0011 to Ferrari 0007, recording identical times with the two cars. Oddly enough the two McLaren drivers had made little progress during the day, but their initial outing had given everyone a sense of urgency and the afternoon saw some really fierce motoring take place with a whole lot of laps in the 1 min. 23 sec. bracket, relegating the McLarens to mid-field. Courage had to stop embarrassing the works B.R.M.s when an ignition pick-up on the flywheel broke, but up to then he had been really enjoying himself. Oliver was working very hard in the second Lotus 49, endeavouring to keep up with the top boys and justify his place in the Lotus team, and while he was not too smooth he was fast. Practice ended at 5.30 p.m., but long before that the B.R.M. team had gone home in despair, feeling that their drivers were not getting anywhere and were simply wearing the cars out. Beltoise had made steady progress all day, starting at 1 min. 29.75 sec. and working his way down progressively to 1 min. 26.76 sec., and everyone was below 1 min. 30 sec., except for Gurney, who did not practise. Rindt and Brabham shook everyone by joining in the race for pole position from the moment they appeared on the track, and in no time at all Rindt was in the one-twenty-fives and got faster

PRACTICE TIMES

No.	Name	Car	Friday	Saturday
1	D. Hulme	McLaren-Cosworth V8—M7A-2	1. 24.45	1. 25.54
2	B. McLaren	McLaren-Cosworth V8—M7A-3	1. 24.58	1. 24.97
3	G. Hill	Lotus-Cosworth V8—49/5	1. 23.84	1. 24.49
4	J. Oliver	Lotus-Cosworth V8—49/6	1. 25.48	1. 25.51
5	J. Brabham	Brabham-Repco V8—BT26-1	1. 23.90	1. 47.22
6	J. Rindt	Brabham-Repco V8—BT26-2	1. 23.75	**1. 23.70**
7	J. Surtees	Honda V12—RA301-801	1. 26.20	1. 25.22
8	J. Stewart	Matra-Cosworth V8—MS10-01 MS10-02	1. 24.41	1. 32.62
9	C. Amon	Ferrari V12—0007 0011	**1. 23.54**	1. 23.85
10	J. Ickx	Ferrari V12—0009	1. 24.42	1. 25.70
14	L. Bianchi	Cooper-B.R.M. V12—F1-1-68	1. 28.44	1. 28.31
15	P. Rodriguez	B.R.M. V12—P133-01	1. 25.88	1. 25.51
16	R. Attwood	B.R.M. V12—P126-02 P126-03	1. 28.21	1. 26.72
17	J-P. Beltoise	Matra V12—MS11-01	1. 26.76	1. 27.68
18	D. Gurney	Brabham-Repco V8—BT24-3	—	1. 25.79
19	J. Bonnier	McLaren-B.R.M. V12—M5A	1. 29.22	1. 28.43
20	P. Courage	B.R.M. V12—P126-01	1. 26.26	1. 26.07
21	J. Siffert	Lotus-Cosworth V8—49/2	1. 25.86	1. 27.29
22	S. Moser	Brabham-Repco V8—F1-2-66	1. 28.29	1. 29.94

and faster to record second best of the whole day with 1 min. 23.75sec., a mere quarter of a second behind Amon. Brabham appeared when most people had had enough and in a very few laps had clocked 1 min. 23.90 sec., which made everyone realise that the 4-cam Repco V8 engine will be a force to be reckoned with when it gets over its teething troubles.

There was a general feeling of relief when practice ended for the overall pace had been much faster than anyone anticipated, with the first eight cars below last year's fastest practice lap, the first 14 below the 1967 lap record, and the remaining four well under 1 min. 30 sec. It seemed that the whole field had started in 1968 at the point where they had left off in 1967 and shown some real progress. If we get a good 4-wheel-drive car and a good 4-wheel-drive driver on the scene in 1969 we should get another big stride forward to times below 1 min. 20 sec. for the Dutch circuit.

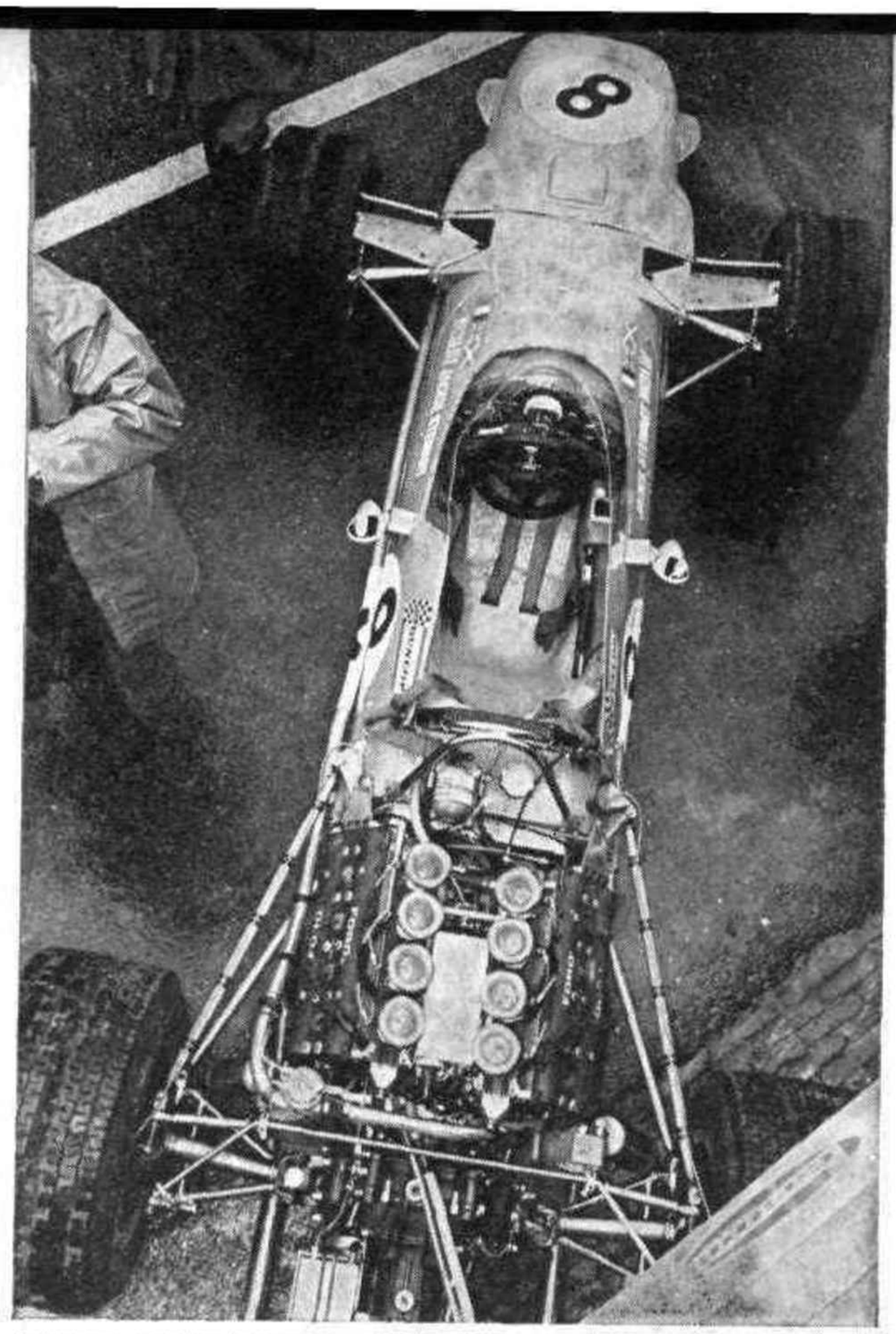
On Saturday there were only two hours of practice, from 3.30 p.m. to 5.30 p.m., and it was felt that it would be enough for yet further improvements to be made, but the weather thought otherwise and rain and wind blew in from the North Sea and cast a gloom over the town and the circuit. Although most drivers were out on the damp track no serious fast laps could be achieved, but even so there were various troubles, for Brabham's Repco V8 engine had a bearing in the drive to the alternator seize up, Hill had some new drive shafts fitted to his Lotus, but the universal-joints did not have enough angular movement on full suspension bump so they were replaced by the old-type shafts, Siffert had a radius arm mounting pull away from the chassis on the left side, and Hulme's new engine would not run cleanly. Gurney at last managed to get his hands on the spare Brabham, and after much difficulty was able to more or less fit in the cockpit. Stewart's wrist had swollen up so he gave practice a miss, and Beltoise had a quiet go round in the first of the Cosworth-powered Matras, as well as his own V12 car. After a short dry period, when Gurney quickly got into the 1 min. 25 sec. bracket, the rain swept down again and nobody showed much interest in going out, but as it eased off those two professional-professional-drivers, Brabham and Surtees, went out to be prepared for rain on race day. The rain then stopped and the strong wind dried the track surprisingly quickly so that the last part of the afternoon saw a lot of activity and some very fast laps, but not quite as quick as the previous day on average, though some drivers made fractional improvements. It seemed very likely that had it been a dry, cool day Rindt would have got his 4-cam Brabham-Repco V8 round in close to 1 min. 22 sec., while Amon (Ferrari) and Hill (Lotus 49B) would have been right with him, but the weather put a stop to any serious progress.

STARTING GRID

↑

3 G. Hill (*Lotus 49B-Cosworth V8*) 1 min. 23.84 sec.	6 J. Rindt (*Brabham-Repco V8*) 1 min. 23.70 sec.	9 C. Amon (*Ferrari V12*) 1 min. 23.54 sec.
8 J. Stewart (*Matra-Cosworth V8*) 1 min. 24.41 sec.	5 J. Brabham (*Brabham-Repco V8*) 1 min. 23.90 sec.	
2 B. McLaren (*McLaren-Cosworth V8*) 1 min. 24.58 sec.	1 D. Hulme (*McLaren-Cosworth V8*) 1 min. 24.45 sec.	10 J. Ickx (*Ferrari V12*) 1 min. 24.42 sec.
4 J. Oliver (*Lotus 49B-Cosworth V8*) 1 min. 25.48 sec.	7 J. Surtees (*Honda V12*) 1 min. 25.22 sec.	
21 J. Siffert (*Lotus 49-Cosworth V8*) 1 min. 25.86 sec.	18 D. Gurney (*Brabham-Repco V8*) 1 min. 25.79 sec.	15 P. Rodriguez (*B.R.M.-V12*) 1 min. 25.51 sec.
16 R. Attwood (*B.R.M.-V12*) 1 min. 26.72 sec.	20 P. Courage (*B.R.M.-V12*) 1 min. 26.07 sec.	
14 L. Bianchi (*Cooper-B.R.M. V12*) 1 min. 28.31 sec.	22 S. Moser (*Brabham-Repco V8*) 1 min. 28.29 sec.	17 J-P. Beltoise (*Matra V12*) 1 min. 26.76 sec.
	19 J. Bonnier (*McLaren-B.R.M. V12*) 1 min. 28.43 sec.	

The race was due to start at 2.30 p.m. on Sunday and by that time rain was in the offing so there had been a lot of last-minute tyre changing and a lot of uncertain decisions were made. The K.N.A.C. had obtained special permission from the F.I.A. to permit six mechanics to work on a car at the pits if a change of tyres was deemed necessary during the race, instead of the normal maximum of two mechanics for any other sort of pit stop. Unlike the Belgian G.P. where the start is preceded by a certain amount of "showmanship" for the benefit of the paying customers, the Dutch G.P. is preceded



Stewart's Matra-Cosworth, showing the wet weather Dunlop tyres with a central drain groove and the full safety harness this very safety-conscious driver wears.

by nothing in the way of presentation, the drivers and cars drifting out of the paddock in disorderly fashion and going off on a warm-up lap in their own time. As the 19 cars lined up on the "dummy-grid" there were still doubts in some team managers' minds as to which type of tyre to use, and the rain was already falling. As they moved up to the start-line the front row looked "all wings and fins", with Amon (Ferrari) on the right, his car with nose spoilers and rear "wing", in the centre was Rindt with large yellow nose fins on his Brabham and a yellow rear-mounted "wing" carrying a Goodyear advertisement, and Hill (Lotus 49B) with golden fins on each side of the nose of his car, and the "wedge-shaped" tail with additional aluminium "spoiler" along the trailing edge. Whether all these "bits and bobs" were doing any good it would be hard to say, but they looked interesting and colourful and made the drivers happy, so that they drove that much harder round the corners!

In the pouring rain it was a question of throttle pedal control that got the cars away from the line and on "tip-toe" Rindt led the field into the first corner and along the twisty bit behind the paddock. As they splashed their way over the hill and away round the sand-dunes, first Hill went by Rindt and then Stewart, as the Austrian driver discovered that B.F. and B.I. get you nowhere on a wet track and a delicate touch on the controls was going to be the order of the day. They all streamed by on the opening lap, with spray flying high off the fat tyres, with Hill leading Stewart and Rindt holding up Amon, Ickx, Rodriguez, Siffert and Beltoise, while McLaren and Brabham were higher up the field than they deemed safe and soon dropped back. On the second lap Hill and Stewart had left the rest behind, as Rindt was still blocking the progress of the others, but on lap 3, Amon, Ickx, Beltoise, Rodriguez and Siffert all got by the Austrian in that order. As they ended the fourth lap Stewart drew level with Hill and swept by into the lead as they braked for the hairpin at the end of the straight. At the same time Beltoise took the V12 Matra past the two Ferraris and into third place, so that Matra were not only leading as they have done in every championship Grand Prix this season, but had

a strong third place as well. Stewart proceeded to give a wonderful display of wet-weather driving, all the more creditable as he had not practised in the wet, and Beltoise backed him up by leaving the Ferrais and closing on Hill. It was very clear that Hill did not feel confident in the Lotus 49B on the slippery track, and the Ferraris were suffering from a lack of r.p.m. range, the sudden arrival of power making them spin their wheels instantly. However, Amon (in 0011) was controlling his accelerator pedal much better than Ickx (in 0009) and delicate throttle control was all-important under the terribly slippery conditions. As the two Matras were on new Dunlop rain tyres, and the Lotus and the Ferraris were on Firestone tyres it looked as if tyres were deciding the race, but equally it could have been that the Matra chassis was that much better than the Lotus or the Ferrari. Rodriguez and Gurney, both on Goodyear tyres, were moving up rapidly after a poor start, whereas the two McLarens, also on Goodyears, were falling back equally rapidly, and Attwood, on Dunlops, was getting nowhere.

On the fifth lap Courage spun coming out of the *Hunzerug* hairpin and damaged the nose cowling on his B.R.M., so he stopped next time round and B.R.M.'s spare one was fitted, this stop dropping him to last place, a lap behind the leaders. Lap times were down to 1 min. 46 sec. in the pouring rain and how they all stopped at the end of the fast straight past the pits was amazing, for, apart from the brakes being full of water, there seemed to be no adhesion at all. Siffert was gradually dropping back and Hulme was down at the end of the field with a misfiring engine, and he gave up the unequal struggle after nine laps and stopped at the pits. By ten laps the race had settled into a pattern, with Stewart, in the newer and lighter of his two Matras, drawing steadily away from everyone; Hill in Lotus 49B/5 was just holding second place, but Beltoise in the original V12 Matra was about to catch him; then, after a gap, Amon and Ickx were being pressed by Rodriguez (B.R.M.-P133) and Gurney (Brabham BT24) was closing on them; Rindt (Brabham BT26) was getting the hang of wet weather driving and keeping in front of McLaren, Surtees and Brabham; then came Siffert, Attwood, Oliver and Moser, with Bonnier and Bianchi bringing up the rear, apart from Courage, who was last due to his pit stop. As Beltoise went by into second place on lap 11, Hill made no attempt to keep up with the Matra V12 and the French blue cars were now firmly first and second. Surtees finished this lap by stopping at the pits to fit some different Firestone tyres and Bianchi failed to finish the lap, as on the last corner before the straight he was blinded by the spray from Bonnier's McLaren and struck a kerb and ran into a marshal's post, fortunately without any personal damage. There was spray and water everywhere and it was amazing how the exposed ignition systems continued to work, or anything else for that matter. The two works Brabhams were running their 4-cam Repco engines without the drive to the alternators, as they had found the bearing on Rindt's engine seized after practice. After 14 laps Rindt stopped at the pits with a misfire, thought to be due to water on the ignition, but after two more laps he stopped again and had the battery changed as it was running down, with no alternator working. Surtees found his change of tyres very little better, and spun, without damage, out of the tight *Hunzerug* hairpin, and he and Rindt were trailing along dejectedly at the end of the field, while the two Matras were in complete command of the race and quite unchallenged. Siffert, in Walker's Lotus 49, Attwood in the works B.R.M. V12 and Oliver in the second Lotus 49B were running in close company, and keeping up with them, driving very smoothly, was the swarthy little Swiss driver, Silvio Moser, in Vogele's 1966 Brabham-Repco V8.

On lap 19 Stewart lapped Brabham, who was in a sad ninth position, and on the next lap he would have lapped McLaren, but the New Zealander forestalled him by overdoing the braking at the end of the long straight and going well off the road at the entrance to the *Tarzan* hairpin. McLaren was out of the race and would undoubtedly have preferred to have stayed on the road and been lapped, but conditions were so wet and slippery that everyone looked as if they were going to go straight on when they put the brakes on. As Beltoise started his 21st lap and braked for the *Tarzan* corner his throttle slides did not shut properly, because of rain and sand in them, and he had some busy moments, using all the road, a lot of the sandy edge and bounced along the wire netting fence. It looked as though his race was over, but he did not give up and fought the car back on to the road and carried on. After a further big moment on another corner on the next lap, he stopped at the pits and the slides were washed out with petrol and he was away again, but he had dropped to seventh place, almost a whole lap behind his team-mate. While he was having his pit stop Rodriguez had forced his B.R.M. through the spray and past the Ferrari of Ickx into fourth place and Brabham's engine had died on him, and in trying to stop on the brakes alone he had gone off the road almost next to McLaren. With his battery being down on charge, he could not restart the engine and was forced to retire, but wisely removed his car from its vulnerable position on the outside of the hairpin, pushing it across the track to the infield. During all this Hulme had done one more slow lap and then given up, as his engine refused to run properly. Having got nowhere at all on his rain tyres by Firestone, Surtees stopped again for a further change of tyres, but it made little difference to his progress and even though the two Matras were running on different types of Dunlop tyres there was still a feeling that tyres were the reason for the superiority of the French-built chassis. Whatever type of Firestone was on the Honda it was depressing and getting nowhere, and there isn't a better wet-weather driver than Surtees, so perhaps the French-built Matras were handling better than the Lotus, Ferrari, B.R.M., Brabham and Honda. From his seventh position after his pit stop Beltoise climbed steadily back up to second position. He passed Gurney fairly easily, having no trouble with Ickx, for on lap 29 the Belgian boy did a pirouette on the wet track as he put the power on out of the *Hunzerug* hairpin, Amon was no problem, for his Ferrari was no more controllable than his team-mate's, but he was much more skilled at throttle control, but Rodriguez took a little longer to pass, the Matra V12 eventually out-accelerating the B.R.M. up the hill behind the pits. This brought Beltoise back into third position, 20 seconds behind Hill, and for a while the rain stopped and the track showed signs of drying. They were now on lap 33 and Stewart had lapped Gurney, while Moser was obviously very happy and had forced his Brabham past Attwood and Siffert. Right at the back of the field were Rindt and Surtees, both feeling very unhappy.

Leading the race with complete control Stewart relentlessly lapped all the other runners, and equally relentlessly Beltoise was catching Hill's Lotus, the gap falling steadily from 20 seconds to 15 seconds, to 10 seconds, to seven seconds, the V12 Matra never missing a beat. At 45 laps, half-distance, Stewart had lapped all but Hill and Beltoise, the V12 Matra now only four seconds behind the Lotus. Then came Rodriguez, Amon, Gurney, Ickx, Moser, Siffert and Attwood, the last three still in close company, and tailing along at the back, Oliver, Courage, Bonnier and Surtees; Rindt had given up the unequal struggle, delicacy and finesse not coming naturally to him. While Hill skated along, feeling anything but in control of his Lotus, Beltoise closed the gap and passed the Lotus as they ended the 50th lap, and at the same time Ickx got abreast of Gurney, having made up for his spin earlier. These two had just lapped Moser, and the little Swiss tucked in behind Gurney's Brabham and kept up his pace, drawing away from Siffert and Attwood, who had been with him. Heavy rain started again, being really torrential on the far side of the circuit and Courage suddenly spun off the road and out of the race on what was virtually a straight part of the circuit. Gurney spun at *Hunzerug*, but continued, and Oliver's engine became waterlogged and he stopped at the pits to have things dried out. Gurney was in trouble with his goggles and stopped after the *Tarzan* bend and Amon decided the rain was going to fall forever and stopped at the pits to have some very knobbly-tread tyres fitted to his Ferrari. In great clouds of spray Stewart lapped Hill, who was not attempting to keep with Beltoise, this being on lap 54, and on lap 57 Stewart lapped the V12 Matra. In the heavy rain Gurney was driving without goggles, and Siffert stopped at the pits, unable to see properly and being bothered with gear-changing; as he was nowhere in the running he did one more lap and gave up. Amon's tyre-change stop dropped him to eighth place, behind Moser, and the handling of the Ferrari seemed little better on the different tyres. On lap 61 Hill lost control on the *Tarzan* corner, went off the road on the outside of the bend, struck a fence post, which went between the nose and the left-hand wheel, and tore off the fin on that side. He was able to reverse back and rejoin the road, conscious that there was something bent in the steering, and that he had crashed because the throttle slides had not shut properly. While all this was going on Rodriguez went by, into third place, but in no position to challenge the Matras. Two laps later Gurney went off into the rough briefly and sand got in his throttle slides, so after some more wild slides he pulled into the pits and packed it in. At the beginning of this heavy rainstorm Surtees had crept quietly into the pits and gone home, with water in all the wrong places, and when the rain stopped and the track showed signs of drying, around lap 65, there were only ten cars still running, Stewart having lapped all the nine others, some of them many times.

With the race average being so low, relative to what it would have been in the dry, the length of the race seemed interminable and at 70 laps it was all settled and just a question of everyone surviving to the finish. Having lapped the second place car, Stewart now decided he could ease up and give his injured wrist a rest, so he let Beltoise go by and "unlap" himself. Rodriguez was a secure third, Hill a doubtful fourth, Ickx in fifth place, Moser going extremely well and having no trouble with the water, in sixth place, Amon a hopeless seventh, and Attwood, Bonnier and Oliver trailing along at the back. Stewart continued to lap slower and slower, but he still had over a minute and a half lead on the V12 Matra, which had now lapped Hill, and steadily the race ran out. To qualify as a finisher a car had to cover 90% of the total distance, which was 81 laps, and having done that Hill went off into the fence at *Tarzan* corner again, this time collecting a fence post between the nose and the right front wheel, knocking off the other fin, but also breaking the front suspension, so that was that and he walked back to the pits to apologise to Chapman for making a mistake. The two Matras cruised to the finish on the same lap, everyone else a lap or more behind, and Hill's mistake let Moser up into fifth place, which he well deserved.

This was the first Grand Prix victory for Matra, having led the S. African race with Stewart in the prototype Cosworth V8-engined car, led the Spanish G.P. with Beltoise in a new lighter car, led at Monte Carlo, with Servoz-Gavin in the first 1968 car, led the Belgian G.P. with Stewart in the same car, and now they had won the Dutch G.P. with Stewart in the newer and lighter car that raced in Spain. More important to the French team was their V12-engined car finishing second, for it was only its third race, and within six months of it first running. This was progress that many people would have enjoyed.—D. S. J.

Results :

DUTCH GRAND PRIX—Formula One—90 laps—377.37 kilometres
Very wet

1st : J. Stewart (Matra MS10-Cosworth V8) (Entrant: Matra International, France) —2 hr. 46 min. 11.26 sec.—136.245 k.p.h.
2nd: J-P. Beltoise (Matra MS11-V12) (Entrant: Matra-Sports, France)— 2 hr. 47 min. 45.19 sec.
3rd: P. Rodriguez (B.R.M.—P133-V12) (Entrant: Owen Racing Organisation, England) .. .. 89 laps
4th : J. Ickx (Ferrari V12) (Entrant: SEFAC Ferrari, Italy) .. .. 88 laps
5th : S. Moser (Brabham-Repco V8) (Entrant: Charles Vögele Team, Switzerland) .. .. 87 laps
6th : C. Amon (Ferrari V12) (Entrant: SEFAC Ferrari, Italy) .. .. 85 laps
7th : R. Attwood (B.R.M.—P126-V12) (Entrant: Owen Racing Organisation, England) .. .. 85 laps
8th : J. Bonnier (McLaren M5A—B.R.M. V12) (Entrant: Joakim Bonnier, Sweden) .. .. 82 laps
9th : G. Hill (Lotus 49B-Cosworth V8) (Entrant: Gold Leaf Team Lotus, England) 81 laps—not running at end of race
10th : J. Oliver (Lotus 49B-Cosworth V8) (Entrant: Gold Leaf Team Lotus, England) 80 laps : not classified : less than 90% of race distance

Fastest lap : J-P. Beltoise (Matra MS11-V12) in 1 min. 45.91 sec.—142.524 k.p.h.

Retired : L. Bianchi (Cooper-B.R.M. V12) on lap 11, accident; D. Hulme (McLaren-Cosworth V8) on lap 11, engine; B. McLaren (McLaren-Cosworth V8) on lap 20, accident; J. Brabham (Brabham-Repco V8) on lap 23, accident; J. Rindt (Brabham-Repco V8) on lap 39, gave up; J. Surtees (Honda V12) on lap 52, gave up; P. Courage (B.R.M.-V12) on lap 52, accident; J. Siffert (Lotus 49-Cosworth V8) on lap 56, gave up; D. Gurney (Brabham-Repco V8) on lap 64, gave up.

19 starters — 10 finishers

Ziftings in the Zand

Sad to see Dan Gurney and his mechanics with an old Brabham; reminded them of 1965.

* * *

Dunlop were justifiably jubilant with first and second places. A Grand Prix victory has eluded them for far too long.

* * *

Although Esso are out of racing, their Dutch branch were sponsoring the Press information printing.

* * *

Is the McLaren team progressing backwards or have all the others caught up. Their performances at Brands Hatch and Silverstone at the beginning of the season look like being the "flashes in this year's pan".

* * *

Cosworth V8 engines have now won every Championship Grand Prix since the U.S.A. race last year. Seven Grand Prix races in a row, as well as two minor events.

* * *

The "Yes, but . . ." department was in full song after the race, with excuses about tyres, plugs, engines, electrics, water, goggles, and everything else. Stewart was very pleased to have given victory to Matra in their first season of Grand Prix racing.

Has the day of "the new boy in Grand Prix racing" arrived? Of the first seven placemen Stewart was the most experienced, being in his fourth year.

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200 MILES OF NURNBERG (June 30th)

ON THE anti-clockwise road circuit around the Zeppelin-stadium on the edge of the town of Nurnberg, under a blazing sun and in front of a crowd of 60,000, a race was held for Group 4 sports cars, Group 6 Prototypes and Group 7 two-seater racing cars, over two heats each of 100 miles length, overall results being obtained by the addition of heat times. This flat road circuit, known as the Norisring, is not to be confused with the Nurburgring, for they lie on opposing sides of West Germany, the town of Nurnberg (or Nuremberg in English) is not far from the East German border, whereas the famous Eifel mountain circuit lies near the Belgian border.

Being open to the three types of sports cars Piper entered his 4-litre Ferrari P3/P4, Gardner drove the Sid Taylor Lola Mk. III with 5½-litre Chevrolet engine, Mitter had a factory 3-litre Porsche 908 and Quester drove the factory B.M.W. 2-litre hill-climb car. The rest of the entry comprised numerous Ford GT40 cars, 910 Porsches and 906 Porsches, Group 4 Lola-Chevrolets, the Belgian VDS Racing Team Alfa Romeo "33" cars and various home-brewed specials.

Mitter lasted only five laps in the first heat before something dreadful went wrong in the clutch compartment, this being a new layout for the 3-litre Porsche with the clutch between the engine and gearbox and not on the back of the gearbox as previously. Piper took the lead with his Ferrari and was unchallenged for the remainder of the 41-lap race, for Gardner had gearbox trouble and could not select 2nd and 3rd gears, and Bonnier's Lola-Chevrolet went sick. Hawkins expected to be well placed with his GT40 with Gurney-Eagle cylinder heads and Hewland gearbox, but a water pipe came undone and the pit stop put him out of the running. Surprise among the 2-litre cars was the speed of the hill-climb B.M.W. with radial 4-valve head, ZF gearbox, side-mounted radiator and smooth unbroken nose cowling. In spite of 910 Porsches being driven by Siffert and Steinemann, of the Swiss Hart Ski team, Ben Pon, Elford and Koch, as well as Pilette in an Alfa Romeo "33", the Austrian driver, Dieter Quester, left them all behind and finished third.

There was a 40-minute interval to effect repairs or adjustments and then the survivors of Heat 1 lined up in pairs behind a Chevrolet-Corvette pace car and, after a warm-up lap, a rolling start was given for the second heat, also of 41 laps. Piper had little trouble in winning this, although Bonnier started from the back of the grid and worked his way into second place, and eventually Piper let the yellow Lola-Chevrolet go by as the Ferrari was assured of the overall victory. Gardner's gearbox trouble was not cured, added to which he had a petrol leak in the cockpit, so he never got into serious contention. When Elford, driving Bradley's Porsche 910, collided with the Lola and damaged a wheel rim, Gardner gave up, the Porsche also being too badly damaged to continue. Once again the works 2-litre B.M.W. was most impressive, and third place in this heat gave it second position overall. Hawkins had to give up with overheating, internal engine damage having been caused in Heat 1 when he lost all his water. Muir was going well in Piper's Ferrari 275LM until he went through the straw bales on a hairpin, but finished with the bodywork held together by sticky tape.—D. S. J.

Results :

200 MILES OF NURNBERG—Groups 4, 6 and 7—Two Heats—82 laps total
Very hot

1st : D. Piper (Ferrari 4-litre P3/P4) .. .. 1 hr. 53 min. 29.0 sec.—170.820 k.p.h.
2nd : D. Quester (B.M.W. 2-litre) .. .. 1 hr. 55 min. 05.9 sec.—81 laps
3rd : J. Siffert (Porsche 910) .. .. 1 hr. 54 min. 49.3 sec.—79 laps
4th : R. Steinemann (Porsche 910) .. .. 1 hr. 53 min. 59.0 sec.—78 laps
5th : T. Pilette (Alfa Romeo "33") .. .. 1 hr. 54 min. 28.6 sec.—78 laps
6th : J. Neuhaus (Porsche 910) .. .. 1 hr. 55 min. 29.0 sec.—78 laps
7th : B. Pon (Porsche 910) .. .. .. 1 hr. 55 min. 05.7 sec.—77 laps
8th : A. Hezemans (Porsche 906) .. .. 1 hr. 54 min. 33.9 sec.—76 laps
9th : E. Bitter (Porsche 906) .. .. 1 hr. 55 min. 23.8 sec.—76 laps
10th : H. D. Dechent (Porsche 910) .. .. 1 hr. 54 min. 01.7 sec.—75 laps
11th : J. Epstein (Lola-Chevrolet V8) .. 1 hr. 53 min. 51.9 sec.—74 laps
12th : J. Bonnier (Lola-Chevrolet V8) .. 1 hr. 41 min. 26.4 sec.—73 laps
13th : E. Liddell (Ford GT40) .. .. 1 hr. 54 min. 28.4 sec.—73 laps
14th : B. Muir (Ferrari 275LM) .. .. 1 hr. 54 min. 46.3 sec.—72 laps

Fastest lap : D. Piper (Ferrari P3/P4), in 1 min. 20.9 sec.—175.330 k.p.h.

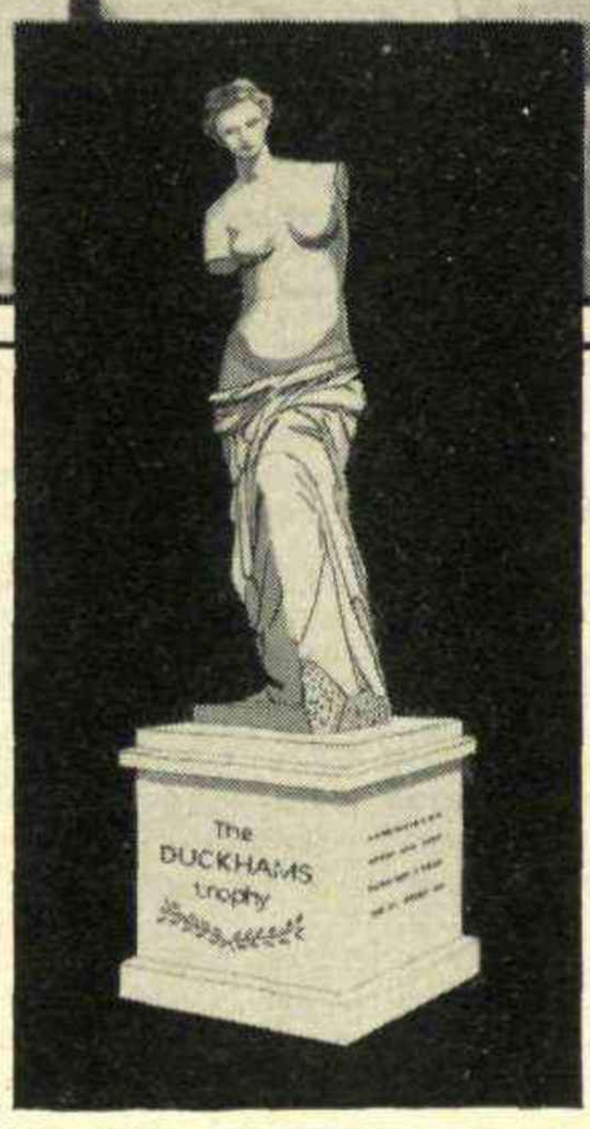
Retired : G. Mitter (Porsche 908), P. Hawkins (Ford GT40), E. Nelson (Ford GT40), V. Elford (Porsche 910), D. Prophet (Ford GT40), G. Koch (Porsche 910), U. Norinder (Lola-Chevrolet V8), F. Gardner (Lola-Chevrolet V8).

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PICTORIAL REVIEW

V.S.C.C. OULTON PARK | **DUTCH GRAND PRIX** | **FRENCH GRAND PRIX** | **GULF LONDON RALLY**





V.S.C.C. OULTON PARK

WELL-MERITED VICTORY. — David Kergon winning the Richard Seaman Historic Trophy Race in Bill Morris' 1936 E.R.A. "Hanuman II".

MASERATI IN FRONT.—Lord Clydesdale coped well with a wet track to win the Historic Car Event with the Maserati 250F. Wilks (Lotus) and Pilkington (Cooper-Bristol) hang on.

VINTAGE RACING CARS IN ACTION.—Neil Corner had a tough task to win the Richard Seaman Trophy Race for Pre-War cars in his 1930 2.3 blown Bugatti until Bernard Kain in a similar but earlier Bugatti, after making fastest lap at 68.45 m.p.h., stopped with a cylinder block lifting. Corner won at 66.32 m.p.h., hotly pursued by Footitt's remarkable A.C.-G.N.



DUTCH GRAND PRIX

GRAHAM HILL put up an unsuccessful fight against the elements in his Lotus 49B at Zandvoort, and with two excursions into the fence at Tarzan Hairpin he was lucky to be classified ninth overall. Here the Lotus is about to be lapped by eventual winner Jackie Stewart in the Matra-Cosworth.

IT RAINED INCESSANTLY during the Dutch Grand Prix, and making the spray fly here are Jacky Ickx in his works Ferrari and Piers Courage in the Parnell B.R.M. P126. Courage went very well despite two spins, the second putting him out of the race, while Ickx was fourth but seemed to lack the accurate throttle control needed for the desperate conditions.

BUNCHED.—Streaming away from the Hunzerug here are Pedro Rodriguez's works B.R.M., Surtees' unhappy Honda, Brabham's sliding BT26, Beltoise's Matra V12, which finished second, Oliver's Lotus, and Gurney in the spare Brabham BT24.

UNHAPPY.—After going well in practice, the two works Brabhams suffered in the race, and team leader Jack Brabham eventually went into the dunes at Tarzan and was unable to restart. Shadowing him here are two others soon to retire, Courage, and Denis Hulme in the McLaren-Cosworth.

RETURN OF THE BLUE.—The French International racing colour was well to the fore at Zandvoort, with Stewart winning in the Ford-engined Matra MS10 and Jean-Pierre Beltoise (below) driving a hard race to bring his Matra V12-engined MS11 home in second place after a pit-stop.

FRENCH GRAND PRIX JACKY ICKX joined the ranks of the Grande Epreuve winners at Rouen when he drove this Ferrari V12 to victory in dangerousl him here are John Surtees in the Honda V12 RA301 which finished second, its best result so far, and Pedro Rodriguez in the **fastest lap before going out.**

ENVELOPED IN SPRAY, Jackie Stewart splashes downhill in the Matra-Cosworth. He made a quick pit-stop to have his tyres changed, and finished Ickx and Surtees. At Zandvoort the car had appeared with mounting tabs on the front rocker arms to accept airfoil fins and at Rouen these were u thrust of the nose spoilers.

QUICK-CHANGE.—Jo Siffert, with goggles too dirty to use, stops his Walker Lotus by Graham Hill's retired car, and prepares to borrow his vizor. Hill had had a drive-shaft shear, and Siffert restarted, to bring the Walker car home eleventh with a troublesome clutch.

y wet conditions. Shadowing
e works B.R.M. P133, who set

d in third place, one lap behind
used to supplement the down-

PUNCTURE.—Jochen Rindt limps round with a flat tyre on his Brabham as Hulme's McLaren leads Jack Brabham himself through one of Rouen's tighter corners. Vic Elford soldiers on behind in the Cooper on his first Formula One drive; he finished fourth.

MIXED FORTUNES.—John Surtees finally had the V12 RA301 Honda running well in the rain at Rouen and finished a worthy second, after a tremendously fast drive. The tragic death of Jo Schlesser in the new Honda V8 marred such a good result.



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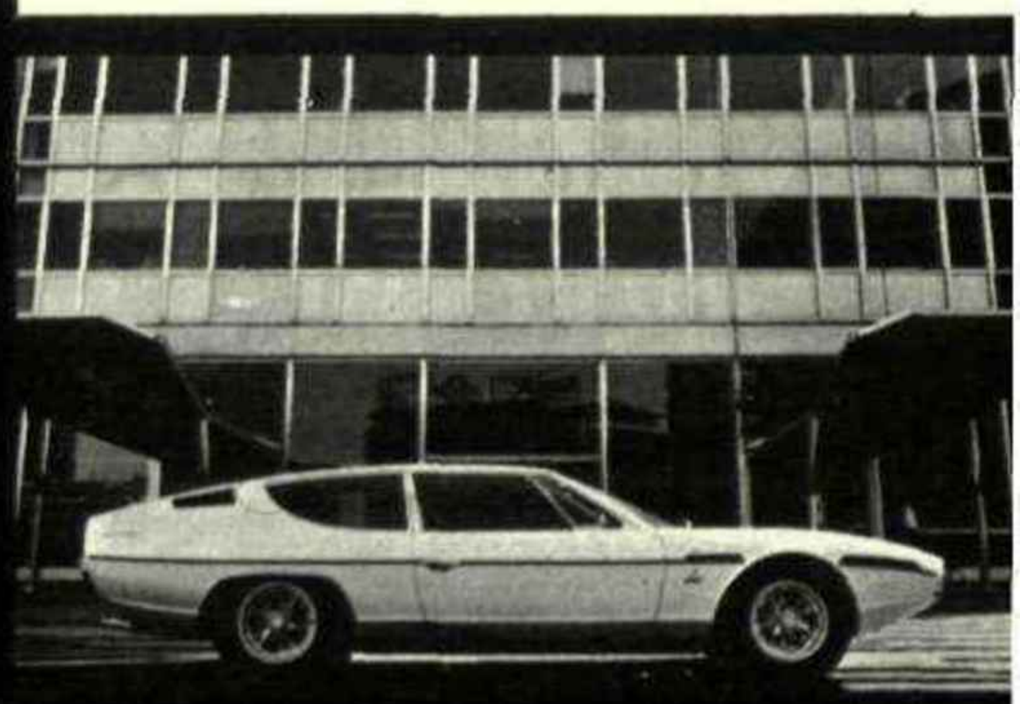
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GULF LONDON RALLY

CRUNCH.—Ake Andersson bottoms the rear of his Porsche 911L heavily into a pothole on one of the 78 forest stages on the London Rally. Twice during the event the car broke drive-shafts on critically-timed stages and co-driver Sven-Olof Svedberg replaced them in eleven minutes, the Swedish pair going on to win.

RELIABILITY is something which Ford has achieved pretty quickly with its Escorts. This Group 6 twin-cam version, driven by Ove Andersson and John Davenport, harried the Porsche very closely, getting ahead on occasions, but eventually finished second, 2½ minutes behind. Like his namesake, Ove Andersson collected two maximum penalties on stages, once when a throttle spring broke and once when he left the road.

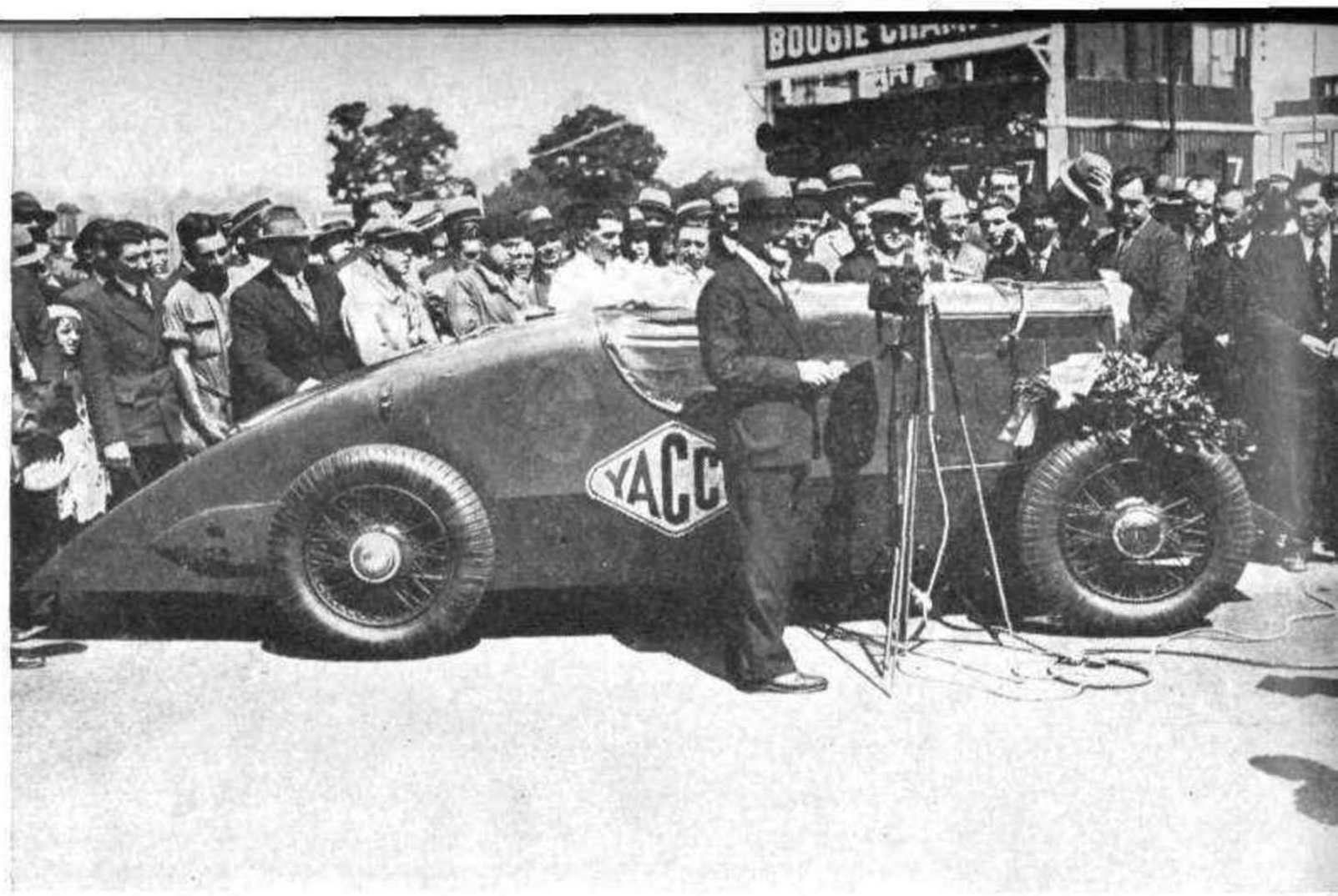
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SORTING OUT THE CITROËNS



WHEN CITROEN WENT RACING.—André Citroën addressing the onlookers after a long-distance record-breaking affray by the Yacco oil-sponsored Citroën "Little Rosalie" at Montlhéry. This picture does not appear in the new Citroën history book but it does contain a colour-plate of the car.

GRADUALLY, in recent times, indeed, with growing frequency, gaps in the one-make histories are being filled in. Nevertheless, some serious omissions remain. For instance, we have had a history of the Renault brothers, but nothing comprehensive about Renault cars. Voisin has published his informative autobiographies, covering his automobile and aeronautical creations, but these have not seen a complete translation into English, and so far the long-promised biography of André Citroën has eluded us.

But now an excellent commentary on the Citroën car has been issued by the company's Publicity Department in Paris, which throws much light on a complex range of models from a manufacturer who has always been something of an enigma, so far as matters emanating from within the factories are concerned. It is right and proper that the pre-war Citroëns should be written-up, because, if they were never particularly significant cars technically, they were exceedingly popular numerically and thus, like the Bull Nose Morrises, which have such an excellent volume all to themselves, and the Austins, of which Wyatt has already comprehensively documented the Seven and whose Complete History of Longbridge is eagerly awaited, they fully deserve to go on record.

This big volume from the Citroën publicity archives covers the models of 1919 to 1939, so we have to forego the pleasure of reading about how the great post-war models from 2 c.v. to DS were evolved and developed.

The models the book *does* deal with, however, are well covered, with long specifications of each and very interesting, if brief, historical introductions. The first part of "Citroën—1919-1939" is devoted to 29 large colour side-views of well-known models, part art-work, part diagrammatic, certainly very artistic, on the lines of the well-known Hugh Evelyn colour-plates.

These plates range from the 1919 type A 10 h.p. tourer to the 1924 and 1931 "half-tracks", and include the record-breaking 1933 "Petite Rosalie", the 1922 B2 Caddy sport—for those who forget that even Citroën once made a sporting model—and a 1927 B14 taxi. That chosen for the dust-jacket is a picture of the lemon-yellow 1922 Type C 5 h.p.

Some interesting and hitherto little-known facts emerge from the text, although, as is to be expected of publicity literature, all models are described in glowing terms. We are reminded in the Introduction that claimed Citroën "firsts" include "all-steel body (1926), vacuum-servo brakes (1926), six-cylinder, four-bearing engine (1928), rubber-block engine mountings, low-pressure tyres, synchromesh gearboxes, choke-fitted carburetters, hydraulic shock-absorbers with thermostatic correction, box-frame chassis with hollow members, monocoque body construction (1932), i.f.s. by torsion bars (1933), rocker-operated o.h. valves and removable wet-sleeve cylinder liners, monocoque body and chassis construction, f.w.d., f.w. hydraulic brakes (1934), rack-and-pinion steering, inertia dampers and longitudinally interconnected suspension (1948), hydropneumatic suspension (1953), auxiliary centrifugal clutch (1954), disc brakes, mass adoption of hydraulic controls, etc." I am not taking sides, and historians will probably raise a protesting pen here and there. But Citroën *have* built some very advanced *and* successful cars, and still do, and, of course, Rolls-Royce are pleased to use their power hydraulic braking.

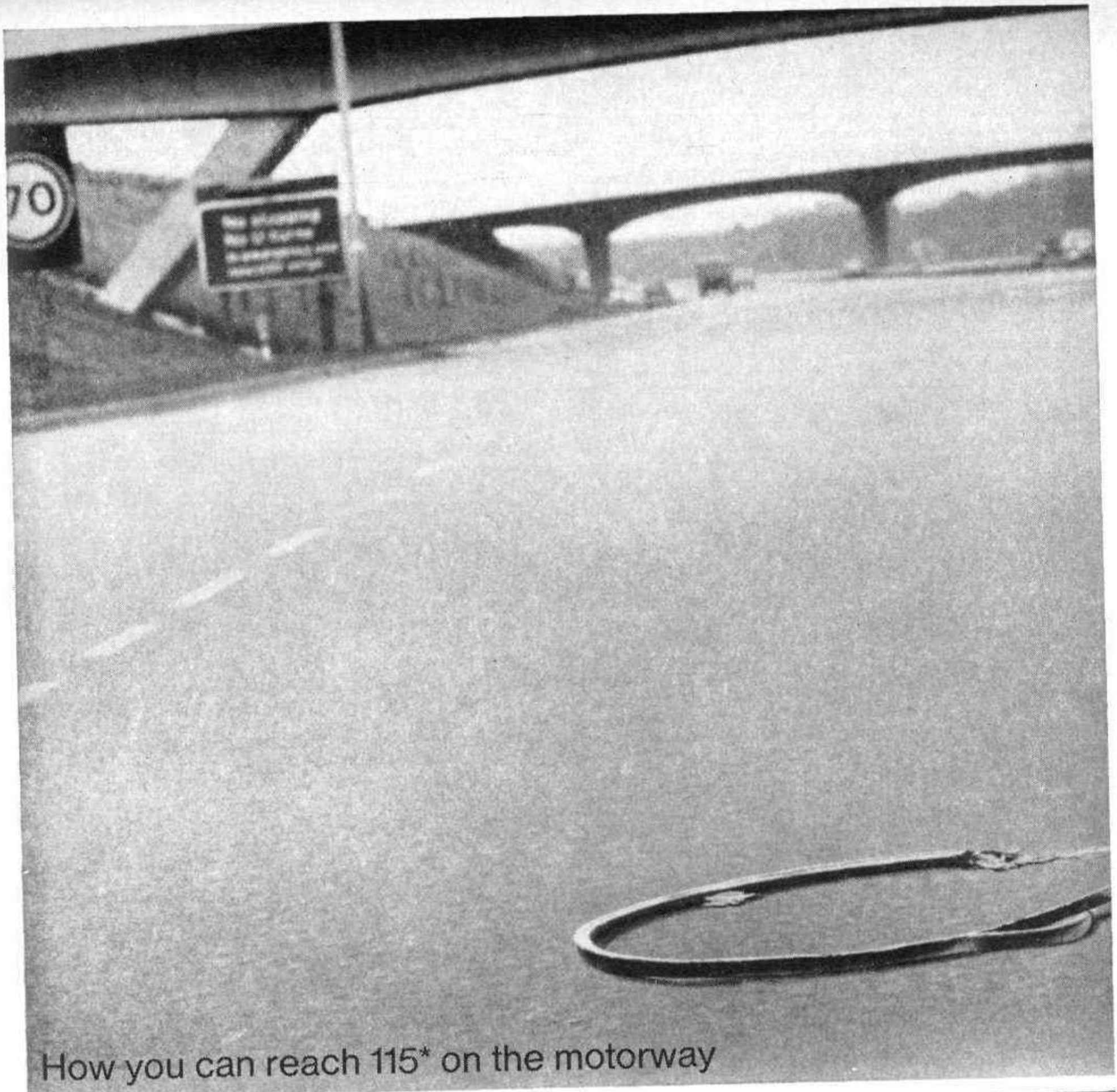
In the book under review a wide range of models is dealt with, such as the B14F, B14G, B18, AC4, C4F, C4G MPF and all the others of a range so complicated that this book is a most useful source for sorting them out.

Some forgotten or never-known items of information come to light, such as the fact that the Caddy Sport differed from the ordinary B2 Citroën of 1922 in having o.h. valves, giving an increase of 2 b.h.p. and a maximum speed of 56 m.p.h. against 43½ m.p.h., so that it *did* possess some claim to being a sports car, the advent of coil ignition in 1922, in which year exchange units became available, but of *overhauled*, not *new*, components as today, the party organised for Charles Lindbergh at the Quai de Javel workshops in 1927, the Eifel Tower advertising, the advent, and publicising, of the first 6-cylinder Citroëns and of "Floating Power" in 1929 and 1932 respectively, the fact that the revolutionary new f.w.d. Citroëns of 1934 (launched in 1931) *nearly* had Sensaud de Lavaud automatic transmission to add to their other ingenuities, François Lecot's run of some 250,000 miles in 1935 to publicise these new 11 h.p. front-drive models, and so on.

The Half Tracks and the long-distance record-breaking "Rosalie I", "Rosalie II" and "Little Rosalie" Citroëns stemming from an independent Yacco oil project, get pages to themselves. We are reminded, too, of the 7UA and 11UA models, built between January, 1935, and July, 1938, as rear-wheel-drive cars using f.w.d. components, for customers still hesitant about the novelty of the latter, and of the 22CV, intended to have a 3.8-litre V8 engine using 11BL cylinder blocks, of which some 20 prototypes were built before the project was abandoned in favour of the F.W.D. models, although the engine was never finalised and testing was done using a Ford V8 power unit.

This is both a very fascinating and a very informative book, which sets a splendid example to other manufacturers who have not yet got their histories written and published. As Editor Delpire says of this Citroën between-wars history, this book, dedicated to some 45 million men and women who have driven Citroëns, fills in some gaps in a century which "seeks reassurance by looking for precedents and antecedents; it spends its time feverishly classifying, filing and taking stock (with what liquidation in view?)."

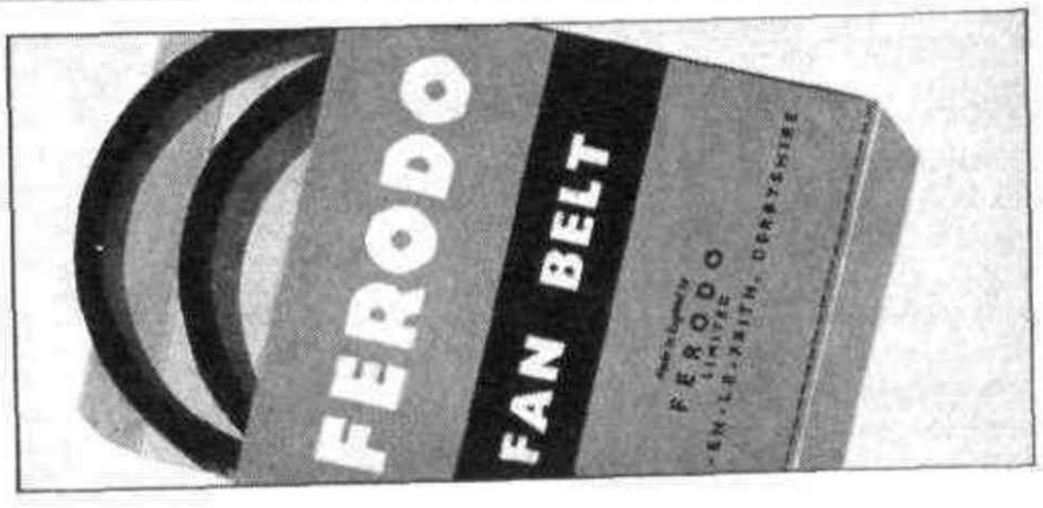
Whether from the point of view of eventual liquidation or because of take-over bids which spell the end of individual makes, companies whose histories remain unwritten are urged to make haste. At present this excellent Citroën book is not available outside the organisation, and you are requested not to apply for a copy, but it is hoped that towards the end of this year it will be on sale through the usual channels.—W. B.



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CARS IN BOOKS

TAKING OUT of the library "The Right Age", by Mary Koutouzow Tolstoy (Macmillan, 1961), to get a break from reading and writing about cars, I had not got beyond page 28 before I encountered not only cars but motor racing, for, after a passing reference to the tragic motoring accidents which engulfed Isadora Duncan (but no mention of the Bugatti which strangled her), the authoress says of Edward Arnold, whom she met in New York before the First World War and fell in love with: "His hobby was car racing and for several years his big Fiat competed in the Vanderbilt Cup races, driven by Ralph de Palma. It was one of the excitements of our young lives to get up at four, start off with picnic baskets, and witness the race".

This whetted my appetite, for I am never really tired of reading about motoring, but the book did not produce much more of note. It does, however, refer to the authoress' 15-year-old sister being allowed to drive Arnold's "many cars—I believe he had eight! It was reported to my mother that she was seen racing down the South Country Road, her long pale hair flying behind her. It was before the days of driving licences, but she was, in any case, forbidden to drive again". Eventually Dorothy Tolstoy married Arnold and in 1910 they used their motor-yacht to go to the Yale-Harvard boat-race. Moreover, Dorothy was driving again, because to escape the anxiety of burglaries in the Port Washington district the sisters moved to their mother's apartment in town: "We drove in Dorothy's car, but the roads were in a frightful state that summer and I was badly shaken. Be that as it may, I lost my baby".

Returning to Paris in the *Provence* the Tolstoys met Leblanc, Bleriot's manager. This led to a desire to fly and at Pau in the winter of 1911 "I was delighted to find Leblanc and the Bleriot family at our hotel, the Gassion. I pestered the life out of the former. At last he consented and we drove out to the aerodrome. We made two turns of the field in his little open plane and the wind tore at my cheeks. It was one of the most thrilling experiences of my life. It was indeed such an event to have a passenger flight in the year 1911 that a photographer who happened to be present took pictures, and postcards of the flight were sold in the town with the inscription: *Comtesse Tolstoy, passenger de Monsieur Leblanc*".

After references to meeting some of the 1914/18 pilots, the authoress having done hospital work on the Western Front, she recalls her first car, bought in France in 1926, in which she went for a holiday at St. Jean-de-Luz, accompanied by friends in another car. She says: "I have rarely enjoyed travel so much as I did that trip in our funny little car. The luggage was strapped on behind, there was no hood of any kind or any protection from sun or rain, and at least once a day there was a blow-out or engine trouble. We took it in turns to drive and travelled down on the National Route to Marseilles. Then we went to Béziers, Carcassone, Montpellier and Toulouse. It was exciting driving through the desert of Craux, les Alpilles, and visiting the strange little town of Les Baux". But the following year ". . . we were able to travel in style. We had a Renault with a hood and an extra seat at the back which held luggage. There were fewer breakdowns and it was very enjoyable, but somehow it lacked the sense of adventure which we had experienced in the little Mathis". This Renault was almost certainly an 8.3 or 9/15 cloverleaf. In 1932 the André Citroëns are mentioned, as at St. Moritz for the Christmas ski-ing with Charlie Chaplin, and in the summer of 1934 the authoress and her family went to Portugal: "We drove the latest Citroën down the Spanish coast. . . . When we started back to France the car broke down, but we managed to coast nearly all the way to the frontier". There is a great deal more motoring about Europe, but the makes of the cars used are unfortunately not disclosed. As late as 1937 drivers who crossed the Gross Glockner Pass were given "a precious piece of paper" for pasting on the windscreen to show this difficult journey had been undertaken and no cars, apart from that belonging to the Duke of Spoleta, were permitted on the Island of Brioni, off the Istrian Peninsula.

The book closes with the Second World War, at the beginning of which the authoress was again serving in France, with the S.A.F.F., in the Peugeot building on the Champs-Elysées. One journey from Paris to the front line at Mulhouse is described as undertaken "in a car driven by an English girl, Miss Rachel Ford". The car was an "enormous Hispano-Suiza" which took the library, two dogs and three girls and which refused to start after a night in an open shed at Montbeliard until a garage-hand finally succeeded in getting it going, after which he asked permission to drive it around the town, "to see what it would be like to handle an Hispano-Suiza". A week later, on this icy winter war-time journey, the car again refused to go, and "We gathered that the garage-hand had had too heavy a hand for the delicate gears". It jibbed again at Chaumont and had to be abandoned, Miss Ford taking with her a part which had to be replaced, returning to the car a day or two later. Where is Miss Ford, who was able to drive a big Hispano-Suiza about war-ravaged France and find spares for it, now, I wonder, and does she still like large motor cars?

"The Right Age" concludes with a flight to America in a Clipper flying-boat and the return of the authoress to France, soon after D-Day. So much for my respite from reading about motoring and motor cars!—W. B.

Postscript.—It's remarkable how cars figure in so many books—even in the autobiography of a 91-year-old parson who became Author of the Year in 1965 with his book, "The Concise British Flora", there is a reference to the driving skill of Mr. D'Oyly Carte in his big car on the roads of Devonshire in 1909.

MINIATURES NEWS

Mettoy Playcraft have produced some exciting new Corgi car miniatures for August. For instance, there is a 4¼-in. replica of the Oldsmobile Toronado, complete with the recently-introduced Corgi "Golden Jacks" to raise it off its wheels, and another new feature in the form of retractable jewelled twin headlamps, as on the full-size Toronado. These are worked on the model by a tiny knurled wheel beneath the o/s wing but had jammed on the test-car. Finished in either polychromatic red or lime green to choice, this Corgi, No. 276, sells in the U.K. at the retail price of 7s. 3d. The wheel hub trims and treaded tyres are most realistic, but the steering wheel (l.h.d.) is at an even more 'bus-driver angle than a Mini's.

Corgi also have a very nice miniature of a Jaguar E-type 2+2 coupé, with bonnet opening to reveal a twin-cam engine, the door in the tail opening correctly from the side, and a wealth of detail even to tilting seat-backs, half-open windows, rear-view mirrors, bonnet louvres, opening doors, instruments, prop-shaft tunnel, dual exhaust system and very good wire wheels, in spite of an overall length of only 4½ in. It is a pity, however, that the headlamp covers are plated instead of being transparent. This fine Jaguar must surely be a best-seller. It is No. 335 in the Corgi toys series and costs 11s. 6d.

Finally, there is a 3⅞-in. long Ford Mustang, spoilt for us because Corgi have finished in lurid pop-art colour patterns. If this doesn't spoil it for you, the number is 348, the U.K. price 7s. 6d.

Another Jaguar E-type 2+2 miniature is available from Dinky Toys, this Meccano product being a white coupé, which I am frequently told is a young girl's highest ambition. Not quite so detailed or finely moulded as the Corgi model, this one is of approximately the same size and possesses a radio aerial, and Reg. Nos. front and back in the latest identification colours. Its headlamp covers are better done, too. The price is 12s. 11d. and is No. 131 in the Dinky Toy series.

Old "Meccano boys" will like the idea of the 12-ft.-long Meccano model of a British multi-storey car park capable of holding almost 1,000 Dinky Toy cars and fitted with fully-automatic lifts and ramps along which six such models will travel continuously. It forms the centre-piece at the Macy's Festival of Great Britain Fair in New York, opening on September 3rd for three weeks. This Meccano model contains more than 20,000 parts and 120 light bulbs and weighs 10 cwt. It took Meccano staff-man Pat Lewis and three assistants three months to build.—W. B.

THE THINGS THEY SAY . . .

A contemporary, reporting on old vehicles for disposal: "A 1934 S.S.11 needs a new home in Brighton". Presumably it likes sea air! And from the same source: "A 1928 Graham-Paige limousine is said to be in need of a new home in Staffordshire..." Why Staffordshire?

* * *

"While a special police squad watched for car thieves at Brands Hatch, Kent, racing circuit yesterday, Mr. John Gott's car was stolen. He is Chief Constable of Northampton."—Report in a local paper.

LETTERS FROM READERS

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

YOU JUST CAN'T WIN!

Sir,

While driving my Lotus Elan, I was recently stopped and reported for allegedly driving at 42 m.p.h. through a radar beam in a restricted area. I had been warned of the trap by another Elan coming the opposite way about half a mile before the trap and had seen it myself about 200 yards before it, so I had plenty of time to check that my speed was not in excess of the limit. My passenger is also willing to testify to the speedometer reading.

On being stopped I naturally expressed surprise and the Police somewhat grudgingly agreed to check my speed if I drove through the beam again. In fact, they broke the law themselves by telling me to drive through at 40 m.p.h. so they could check at that speed. On each occasion their radar read 8-to-10 m.p.h. faster than my speedometer.

I later had my speedometer checked by Smiths, who certified it to be 1 m.p.h. fast at 30 m.p.h., but accurate to within manufacturing tolerances at all other speeds.

The next weekend my passenger was talking to a friend of his who has worked with radar all his life. He said that because the refractive index of fibreglass is totally different from that of steel any reading obtained from a fibreglass car was bound to be completely inaccurate.

The only possibility that I can see is that when the car is moving at 30 m.p.h. the outer edge of the wheel knock-off ears will be moving forward at approximately 9 m.p.h. faster, which could account for a reading of about 40 m.p.h.

My solicitor has suggested that I write to you to see if you have heard of any similar cases or know of an expert witness able to testify to the inaccuracy of radar on fibreglass cars.

C. C. WALKER.

Kingston-upon-Thames.

[Interesting that the Police permitted 40 m.p.h. in a 30 m.p.h. speed limit area. It is obvious to anyone but the Establishment that if a great many drivers are brought to court for doing around 40 in a 30 area the road in question is overdue for promotion to a 40 m.p.h. speed limit; because the vast majority of drivers have self-preservation foremost in their minds and do not go at speeds which in the circumstances might end in instant snuff-out. What a farce the whole thing is! Readers' comments on the last paragraph of this letter would be appreciated.—ED.]

* * *

HONDA HORROR

Sir,

At a time when the powers that be are trying to persuade the man in the street to buy British in order that our extremely poor economic circumstances may improve, it is perhaps encouraging to note that at least one well-known overseas competitor in the Motor Trade is helping us as much as he can.

I was looking at a Honda S800 coupé in a well-known London garage recently and, having done all the usual things to determine whether the vehicle was capable of taking me and mine in comparative comfort, I opened the bonnet to examine what is perhaps the most important part of this vehicle. I was extremely surprised to observe on one of the cylinder heads severe cracking in two places, one of which was the housing around the distributor drive. I pointed this out to the salesman, who was amazed, and said that this must be a bad one and would arrange to get it changed forthwith. Still partially interested in this make of vehicle, I took with me a brochure, and to my absolute astonishment observed a photograph of the engine of a Honda S800 showing the cracking exactly as it had been on the vehicle on show. I enclose this brochure and have ringed the area which shows the cracking very clearly and have arrowed the area in which I observed cracking on the demonstration vehicle.

M. W. J. SPENCER.

Maidstone.

* * *

EDITOR'S NIGHTMARE

Sir,

I wish I had a pound note for each time I have seen the Austin Seven "Opal" 2-seater called an Opel, but I never expected to see it in the well-respected MOTOR SPORT—or perhaps it was a printer's error . . . ?

J. E. MEADOWCROFT.

Wray.

[I have checked the copy and I wrote this very clearly as OPAL.—ED.]

* * *

ANSWERING CRITICISM OF THE ROLLS-ROYCE CONVERTIBLE

Sir,

Let me, for one, hasten to inform *Penthouse* that when Rolls-Royce do something, it is usually right—not automatically because it's Rolls-Royce, but because of the trouble which R.-R. go to, to ensure that what is done by them is right. The convertible top in question (I have no experience of the Silver Shadow, unfortunately), which does not disappear completely, has, however, the virtue that howling gales around one's ears (and around milady's hair-do—shall we say coiffure), in the rear seat, with the top down, are considerably reduced, because the bulging cover tends to discourage air flowing straight across the top of the rear seat, to one's neck and ears, etc. The less said of the way the Lincoln, or Cadillac for that matter, protect these parts, the better. No, sir—even in dropheads, Rolls-Royce have sound reasons for claiming that theirs is "The Best Car in the World".

R. A. ELIASON.

Johannesburg.

* * *

ROVER 2000 TYRES

Sir,

I was surprised to note the uneven tyre-wear characteristics found on Rover 2000 near-side front wheels by the Editor and Mr. Wareing.

Having now done 15,000 miles in a secondhand 1964 SC, I have been amazed at the even tyre-wear on all wheels, especially when the high cornering speed potential is realised, and used when traffic conditions permit.

I ran a P4 "60" for 45,000 miles, and with much lower cornering and cruising speeds I found much more wear on the outside edges of both front tyres; by comparison, the 2000 tyres could well be cut down with a precision grinder rather than on uneven roads with constantly varying cornering loads.

However, I have found another phenomenon which perhaps indicates the precision with which the suspension is tuned. Due to a temporary size shortage, I was forced to fit Pirelli 155×14 instead of 165×14 tyres.

Although no appreciable loss of adhesion was noted, violent vibration of the whole body structure came in over 65 m.p.h. and increased with speed. This was not "Barbara's conscience", as I have now changed back to the correct size and the trouble immediately vanished.

Koni dampers all round seem to improve the ride; not that it was bad previously. I cannot praise the car without repeating what many people have said before me, except to say that I doubt if a better four-seat saloon has yet been produced in the world, at under £2,000.

Usual disclaimer and congratulations on the continuing high standard of your publication.

J. STICKLAND.

Bridport.

* * *

ROAD-TEST PEUGEOT 404KF2

Sir,

For the record, it is now three years since you road-tested Peugeot 404KF2, 998EBY, in your issue of June, 1965. That "hard-used test car", having been put through its paces as a demonstrator for two years, was acquired by me as an act of faith and after 18 months in a country doctor's practice, charging along the unmade lanes of rural Hampshire, shows no signs of falling apart.

It was pleasing to have one's thoughts confirmed by your correspondent, Mike Jackson, in the June, 1968, issue under Another "Short List". By an oversight he had two glaring omissions in his specifications. I refer, of course, to (21) stainless steel bumpers, and (22) a starting handle. I had cause to be thankful that the last-named allegedly obsolete tool was readily to hand, when, with my stop-and-start motoring last winter, the original battery died on me. One pull and we were quickly on our way to Alton, where Kerridge's

had a replacement fitted within the hour.

My patriotic son sums it up—"If the French can make a car like this, why can't we?"

Your monthly tonic is very much appreciated. I was sorry to hear about your painful thumb joint. A spell behind the wheel of a 504 would probably cure it!

Bordon.

SAM MACILWAIN.

* * *

FIAT 124 AND 125 COMPARISONS

Sir,

As the owner of a l.h.d. Fiat 125, and a late Fiat 124 owner, I was very interested to read your road impressions. I certainly agree with most of them—it *is* a very good motor car, but could possibly be better in some respects.

The 124 was, in my opinion, a more balanced car to look at and had less woolly (or rubbery) steering—one could hurl it about in the Alps. The 125 I feel does not take quite so kindly to this treatment—at least it is harder work! In some ways a plusher 124 with 125 silence and comforts and the d.o.h.c. engine, which is beautifully smooth, would suit me better, with, of course, the 125 gear change, too.

Unless r.h.d. cars are different I do not agree with your note about the foot-operated screenwasher—the wipers operate for as long as the foot plunger is held down.

At its average Continental price of about £800 devalued pounds sterling, or less, I think that Torino are again to be congratulated for having produced a car which is exceptional value for money as well as an excellent performer, and, like almost every Fiat, great fun to drive. An achievement to add to all Fiat's others, as their simple Italian advertisement beside the roads says, *in Terra, Mare, Cielo!*

St. Cloud, France.

C. W. FENSOME.

* * *

HEADLAMP SIGNALLING

Sir,

Without wishing in any way to get any further personal editorial, thought you would like to see a copy of the *Croydon Advertiser* which highlights one of the points I made in a speech at the East Surrey Motor Club dinner and dance, which was held on Friday, May 31st.

My actual words were, in fact:

> "The use of headlamp flashers is growing and a large number of new cars have this device fitted as standard equipment. On the Continent it is quite clear when the headlamp flasher is used what the Continental driver means. He means 'I'm here and I'm coming', it isn't a signal for you to come on. For example, in these dangerous three-lane roads, if you are overtaking and use the headlamp flasher, it clearly means that you are coming through and that you are committed, and therefore the other drivers should stay in a single lane. It doesn't mean that you are a bully, but means that you have a motor car weighing 1½ tons travelling at 70 m.p.h. which you probably cannot alter in the space of a few yards.
>
> "All of us who drive see headlamp flashers being used in beckoning across zebra crossings, to beckon somebody to pass in front of you. Our own Ministry of Transport have so far been reluctant to include the use of headlamp flashers and give a definite procedure in the Highway Code, but all of us who are enthusiastic motorists and probably, in competence, a little ahead of some road users (even if not in courtesy), should use a flashing headlamp signal as a warning and not as a 'come on'."

These words have been slightly added to by the journalist in question, but quite definitely make the point that we really cannot continue the present chaotic situation where flashing headlights mean "come on" to one man and "go back" to another.

Purley.

GORDON H. PROCTER.

[In general, we agree. But would it be sensible to suggest that headlamp flashing on a *stationary* vehicle might mean "come on" (what other easily seen signal is there?), but that the same signal on a *moving* vehicle means just what Mr. Procter so clearly describes?—ED.]

* * *

INSURANCE "CAUTION" AGAIN!

Sir,

I feel I must write concerning the inexplicable panic of British insurance companies at the initials "GT".

Africa has been my home for the last two years, but I had to make an unexpected departure due to illness and brought my GT Cortina to the United Kingdom with me.

Having been satisfied with the insurance company in Africa, I contacted their associate company in the United Kingdom. In due course the proposal form was completed and returned. The full premium required annually is £81 for a car worth only about £600. (Actually I would only pay £43 10s, because of a 50 per cent N.C.B.) In spite of this premium the company were at pains to point out that the policy would be restricted for (quote) "such high-performance vehicles" (unquote). The restrictions were as follows: (i) only my wife and I can drive the car; (ii) no cover for me when I am driving another vehicle—my comment is that it is very unreasonable and illogical that I cannot drive my friend's clapped-out Ford 100E; (iii) no cover outside the United Kingdom—my comment: it is only outside the United Kingdom that I can use the "high performance" which the insurers speak of.

(iv) I must pay £25 excess or, if my wife is driving, £50.

I shudder to think of the conditions which might operate if and when I buy a Lamborghini GT. The premium will be over £1,000 and by a logical extrapolation one could assume that no one will be covered to drive it and the car will only be covered if it remains in the garage.

I hasten to add I will probably change companies.

Apperley Bridge.

J. FORD.

* * *

LIMOUSINES

Sir,

Your article on the new Daimler limousine contained an interesting cross-wire. Surely the "600" Mercedes-Benz is a Vee-eight and not a Vee-twelve? [Correction accepted!—ED.]

I also feel that twin-cam limousines are not quite as rare as you imply. A good many of the long-chassis Model-J Duesenbergs of the 1929-1937 period carried immense formal coachwork which was catalogued by the makers. I also seem to recall having seen examples of the DV-32 Stutz of *circa* 1931 in limousine form.

Midhurst.

MICHAEL SEDGWICK.

* * *

THE MODERN CAR

Sir,

Many of today's motor cars are fabricated from steel so thin as to be laughable, and as to their fastening, cans of peaches have far superior welds. We buy (without a murmur) fake woodwork which melts in warm weather or which emits a "ping" when tapped and is measured in s.w.g. We are invited to lower our posteriors into plastic seats and hold a steering wheel which bends in our grasp, and suffer the dictates of motor fashion which render so many drivers over six feet tall as uncomfortable as trussed chickens in a baking tin.

The passable mechanicals of volume production units are not given full justice by the uninspired and inadequate design of their bodies, which range from the frumpish to the vulgar. It is only lack of sufficient funds and a good lawyer which precludes me from mentioning specific brand names.

Devotees to the cult of more, more, more, the motor giants in their breathless haste offer insufficient paintwork, an inadequate range of colours and still adorn cars with stainless-steel "styling" strips whose iron fastenings rust away after only a couple of years. Progress has given us gimmicks that try and deceive us into thinking that even our most mundane of saloons has at least caught a whiff of the coachbuilder's paintbrush, chisel and Connolly. These days chromium plate is so thin that one needs a jolly good micrometer to measure it.

In the British volume car industry honesty is clearly not the best policy, and the cry of "planned obsolescence" (to be said with a laconic mid-western drawl) echoes tinnily in the showrooms.

Rover's, Jaguar's and Daimler's have all sold their souls to the devil, and I have no doubt that when all the constituents of the new dinosauric B.L.M.C. combine have been homogenised, the suburban niceties that will tumble from the production lines will be but mere compromises to join the ranks of anonymous Fords, Rootes and Vauxhalls.

Chaque homme à son auto.

Chesterfield.

PETER L. ULLATHORNE.

* * *

RADIO *v.* TV

Sir,

With regard to the television advertising row that still seems to be on the boil in your excellent magazine I endorse Sir Max Aitken's message to the TV companies at Silversone earlier this year, namely—"Get lost."

Who needs a deadly dull *monochrome* picture usually accompanied by *monolithic* commentary? No, as long as we have Robin Richards' radio reports for the Continental Grands Prix and our own get-up-and-*go* for the British races who needs television?

Benfleet.

S. J. LAWRENCE.

VINTAGE POSTBAG—continued from page 712

10 h.p. and 12 h.p. Swifts in the vintage period until his last car, which was a 1934 Austin 10 h.p. tourer. There were also various motorcycles, as follows: Matasococche (Minerva engine), Swift sidecar outfit (White and Pappe engine), 1913 Wall Autowheel and 1914 2¾ h.p. Douglas.

Hampton Wick. J. M. HOWLETT.

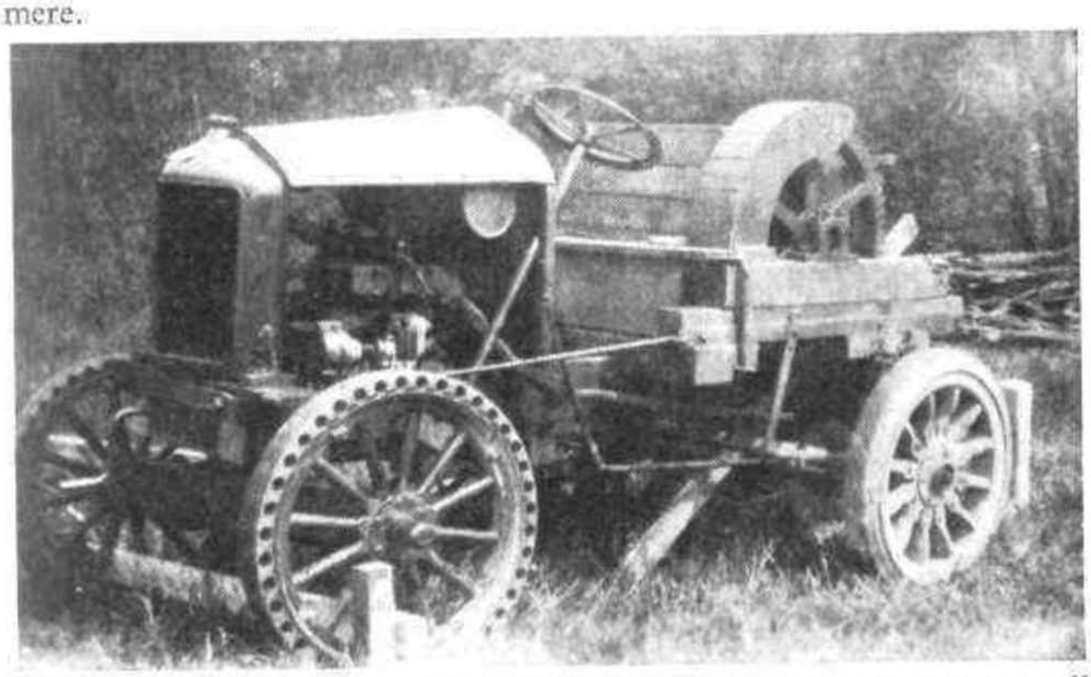
[The manuscript is so interesting, as portraying the freedom enjoyed by Edwardian motorists, that it is published, exactly as written, commencing on page 710. Can anyone explain the registration discrepancy?—ED.]

A Rare Make

Sir,

Among the numerous makes of old cars discussed or mentioned in this section of MOTOR SPORT over the past few years I have seen no reference to a French car called the Sidea.

My grandfather acquired one of these cars in the early 1920s and converted it into a motor winch for use in his timber yard at Haslemere.



I should be most interested to hear if any of your readers can recall details of the car or if there are any photographs showing its original form.

Bramhall. D. G. MANN.

The Lockhart Stutz

Sir,

Permit me to rectify an error in your article on "Babs". Mr. W. Boddy refers to Frank Lockhart's remarkable car as "a Stutz". Though for financial reasons the name "Stutz" was painted on the scuttle, the car was in fact a Miller specially built for the world speed record attempt by Lockhart himself. The car was fitted with two 1½-litre 91 cu. in. supercharged engines geared together, within a bodywork that for beauty and streamline put to shame the G.P. Mercedes of a decade later. All reports agree that this 3-litre car was travelling at well over 200 m.p.h. when the fatal accident took place, and that probably a front tyre was cut by a sharp stone or debris.

The engines from Lockhart's car were later fitted into the Sampson Special which ran several times at Indianapolis.

Lucerne, Switzerland. ADRIAN M. CONAN DOYLE.

[Hardly an error, because I knew about the Miller engines, but an interesting extension of the bare facts I quoted.—ED.]

The Hodgson

Sir,

About 1926 a Hodgson car was owned by a Mr. Dawson, the son of a Pontefract vet. At that time it had a narrow two-seater long-tailed aluminium body, outside gear lever and handbrake. It was reputed to have raced at Southport.

In 1928 it turned up at a Pontefract garage, where I worked at the time. It had been fitted with an ugly two-seater touring body, and remained with us for some six months. The chassis rather heavy, ½-elliptic springs, rear wheel brakes only. Anzani 11.9 s.v. engine with polished ports and straight-through exhaust. Zenith triple diffuser, no starter, I think, r.h. gear change, 4-speed box (Moss?). Dash, rev. counter, oil gauge, amp. meter. No speedometer. On the road it felt pretty high geared, but quite brisk for those days. I would guess the maximum about 70 with the touring body. Later this car passed into the hands of Messrs. Ubank, a motorcycle dealer, who used it as a garage hack.

Just before the last war I was in Bradford, and on the junk heap of a garage I saw several Hodgson radiators, chassis, axles and sundry bits. I cannot remember the name of this firm or the locality. I think very few of these cars were made, or I would have heard about them, being in the "Trade".

Leeds, 17. C. O. B. HUDDART (Major).

Items From France

Sir,

First of all let me thank you for the excellent magazine you give us each month; I can assure you it is greatly appreciated by readers this side of the Channel.

Your article about the Peugeots in the June issue reminds me that a 3-litre Peugeot exists in the Bonnal Museum at Bordeaux; it was on show a few years ago at the Paris *Salon de l'Auto*. Speaking of this car, René Thomas, also called "Trompe la Mort" or "Fritz", says that he won his first victory with it at the *Coupe du Royal Automobile Club* during the Belgium Grand Prix on the famous Circuit des Ardennes in 1912.

Now something very different: Our club, the A.A.H.A., is organising on the Montlhéry circuit a Vintage and Post-Vintage race on October 20th next. Priority shall be given to foreign entries, and no entry fee shall be asked from foreign competitors. No official regulations have yet been published, and our president, Serge Pozzoli, and myself are ready to satisfy everybody's requirements. Could MOTOR SPORT readers who are interested by this event please write to me, and they shall be personally advised of what shall happen. We have a good number of French cars for the moment.

May I also advise you that our country has (at last) its own Club Citroën et Panhard Levassor. With Pierre Dumont (the author of "The Time of Motorists") for president, its address is 161, Rue Tahère, 92 Saint-Cloud.

As you can see, the recent strikes have not depressed us too much, and our 26 clubs still go on breathing, even during the elections . . .

49, Rue Petit, Paris XIXe. THIERRY B. MANTOUX.
President des jeunes de l'AAHA,
Vice-President du Club Citroën,
Secrétaire de Redaction de l'Anthologie Automobile,
President du C.I.A.V.A.

TAILPIECE



[Photo: F. J. Brymer

Driver Smith and Navigator Boddy being towed up Fingle Bridge in a 1920 Tamplin during a post-war M.C.C. Trial. In those days this sort of thing was enormous fun, even when the J.A.P. engine tore itself out of the fibreboard body. Today we are beset by a sordid aura of speculative buying. This Tamplin was bought recently for £480. We can assure the new owner that his passenger is going to have a most uncomfortable ride!

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PLEASE WRITE CLEARLY

FOR SALE

1960 PEERLESS, EX. CONDITION, KENlowe. 40,000 miles. £320 o.n.o. Lloyd, 62 Buxton Rd., Dove Holes, Buxton, Derbyshire. (4571

1930 AUSTIN 6-CYLINDER LIMOUSINE. Very complete, original gleaming condition. M.o.T. Has much charm. £295. Tel.: Nottingham 256676/250614. (4572

MY WIFE WISHES TO ANNOUNCE that our 1964 Austin Healey Sprite Mk. III is on the market as there is no room for her new pram. Belts, mirrors, luggage grid, taxed Jan. Tel.: Wye (Kent) 504 (after 7 p.m.). (4573

1949 SUNBEAM TALBOT 90 MK. I. Immaculate condition. £175 o.n.o. Seen at Paul Garage, near Penzance, Cornwall. Tel.: Mousehole 440. (4574

1959 1600 PORSCHE F.H.C. RED. ENgine just reconditioned. £440 o.n.o. Tel.: Kiveton 835 (any time). (4575

M.G.-C AND R TYPES CARS, SPARE engines. Offer. Tel.: Heckmondwike 3180 (after August 4th). (4576

SALMSON 54E DROPHEAD TOURER. French. R.h.d. Registered U.K. 1956. 2.3-litre D.O.H.C. engine, Cotal gearbox. Good original order, new hood, body sound, no rust or rot. This rare and impressive coachbuilt automobile of advanced specification for its time is virtually a collector's item and must be considered in terms of investment. In daily use by present owner, who is going abroad early August. £325 o.n.o. C. Holt. Tel.: 736 4476 (after 6.30 p.m.). (4577

A.C. 2-LITRE, 1949. MECHANICS GOOD, body fair, needs tyres and dynamo. M.o.T. Feb., '69. Offers. Tel.: 668 4341 (after 7). (4578

1966 CORTINA GT. WHITE, WITH C.R. gearbox, 5½J wheels, high pressure oil pump and cooler, radio, i.s.t. Never raced or rallied. Shortage of capital sole reason for sale. Offers over £600. James, Rosebank, Roslin, Midlothian. (4580

500 C.C. COOPER MATCHLESS RACING car. G80C. All-alloy engine, trailer, full spares. £165. Details Hollinshead, 43 Dickens Lane, Poynton. (4581

CORTINA GT, 1964. EXCELLENT CONdition, Red. Five new Cinturatos. £385. Tel.: Sunbury 84072. (4582

ALVIS TA14 SALOON. MECHANICS Alvis maintained six years. Oil 50 hot. Fram filter. Double dip. Body completely renovated by specialists. Four new fibre wings. Good tyres. M.o.T. Best over £275. 21 Bedford Rd., Sandy, Beds. Tel.: Sandy 339. (4583

TYPE 400 BRISTOL, 1949. EXCELLENT mech. Body needs respray. £250. Yew Tree Farm, Tivetshall, Norfolk. Tel.: Tivetshall 259. (4584

LAGONDA DROPHEAD COUPE, 1952. 2.6 Aston Martin engine. Excellent condition all round. Radio, heater, hood bag, etc. M.o.T. £250. Arnold, 73 Barnett Lane, Wordsley, Stourbridge. (4585

CHRYSLER IMPERIAL AND PACKARD. On blocks since 1940. £300 o.n.o. the two. Dick Edwards. Tel.: Blandford 2773 (Monday-Friday). (4586

MORRIS MINI-COOPER, 1965. ONE owner. White/black, 998 c.c. Belts, heater, discs, bucket seats, woodrim, Cinturatos, security locks. Excellent condition, full service record, recent top overhaul, new brakes, utterly reliable. £360. Tel.: Medway 31974 (after 6 p.m.). (4587

MERCEDES 190SL, 1956. SILVER. HARD and soft tops, new tyres, radio, etc. £650. Tel.: Evenings 051 (Liverpool), CRE 1110. (4588

ALVIS TD21, NOV., '61, PARK WARD saloon. Metallic maroon. W/wheels, overdrive, radio, new exhaust and carpets. Excellent condition throughout. Forsaken only for Aston Martin. £680 o.n.o. Tel.: Abergavenny 72/60072. (4589

BENTLEY MK. VI, 1950. BLACK WITH blue interior. Bodywork and mechanics excellent, interior absolutely unmarked. Good tyres, exhaust, etc. Sole reason of sale is purchase of Bentley convertible. £265. Tel.: HAM 0419 (evenings). (4590

FOR SALE—continued

1932 AUSTIN 12/4. SUNSHINE ROOF saloon. One owner until last year. Beautiful condition, in original black and brown cellulose, interior unmarked, mechanically perfect, used regularly, 3 new tyres. £135. Tel.: Burgess Hill 3215. (4590A

M.G. TF 1500 B.R.G. GOOD ORIGINAL condition. £270. 24 Godden Rd., Snodland, Kent. Tel.: 495. (4591

1933 16/80 LAGONDA SPECIAL SIX, very rare, 2-seater Vanden Plas. Price £825. Also 1933 16/80 Lagonda 4-seater tourer Vanden Plas. £750. Both Concours winners. Harris, 3 Bishopsgate, Englefield Green, Surrey. Tel.: Egham 3386. (4592

LEA-FRANCIS 14 H.P. SALOON, 1951. Mechanically good. Body needs respray. New tyres. £70. Turpin, 21 Meole Walk, Shrewsbury. (4593

SUNBEAM ALPINE, 1961. BLACK. H/S tops, tonneau, w/wheels, rebuilt engine. Above average condition. £330. Tel.: Stoke-on-Trent 48379 (August 19th-31st). (4594

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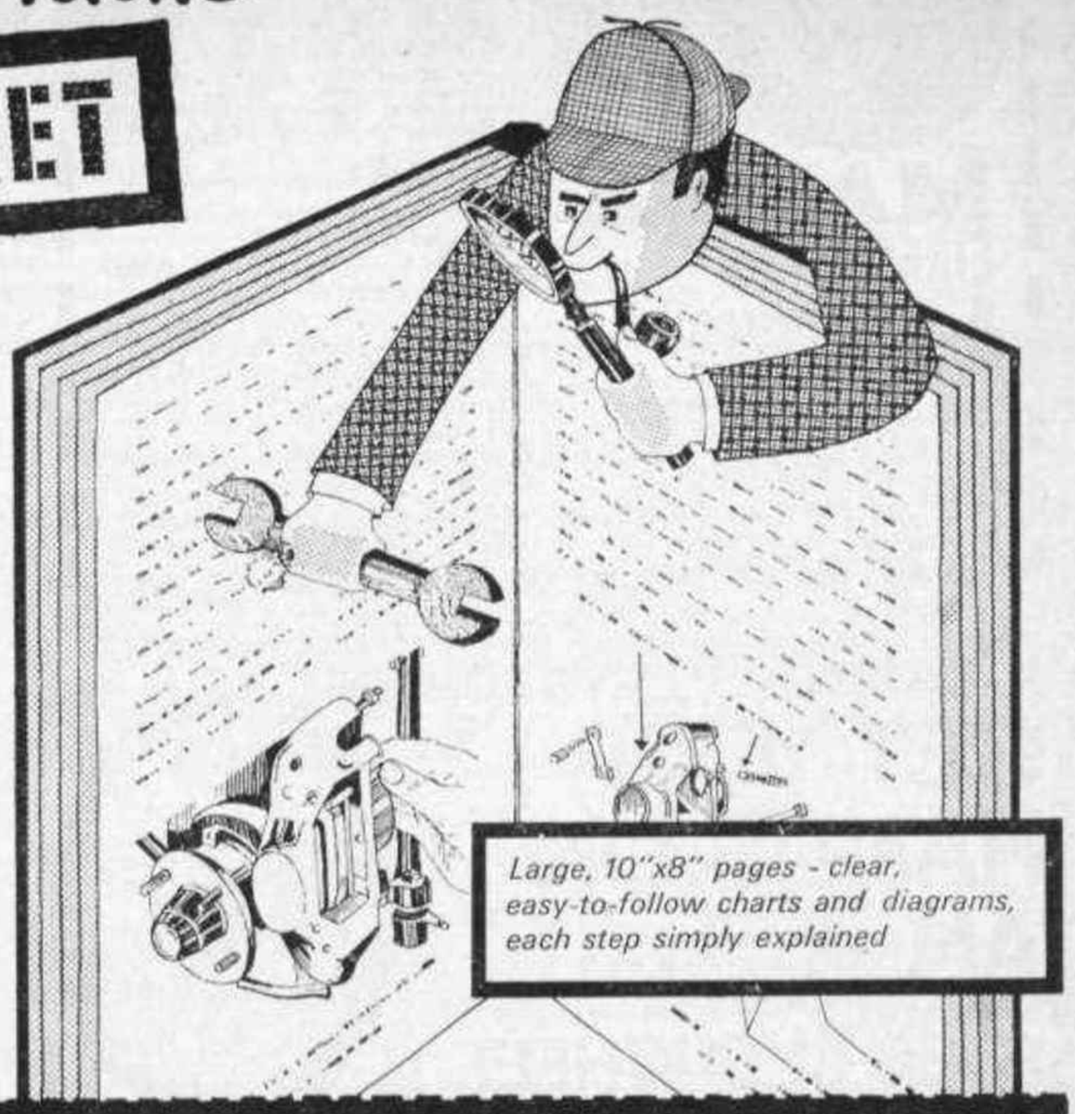
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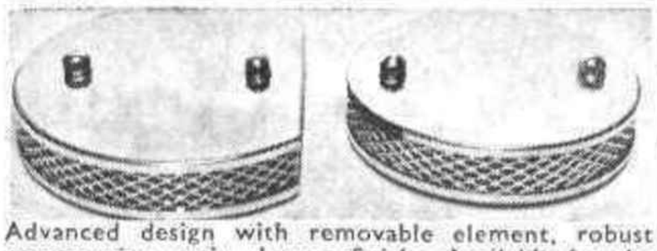
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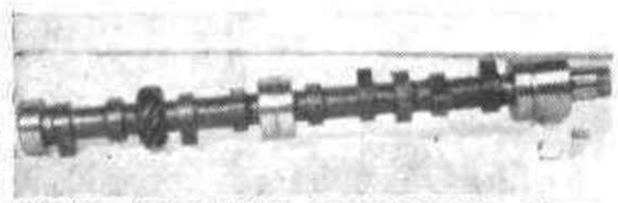
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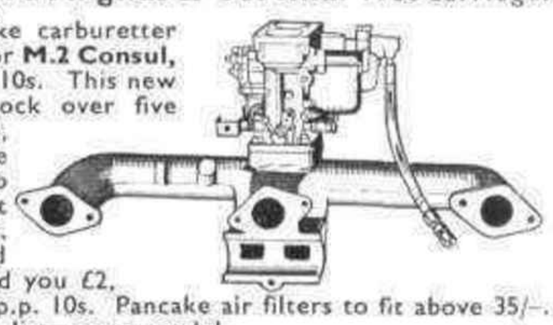
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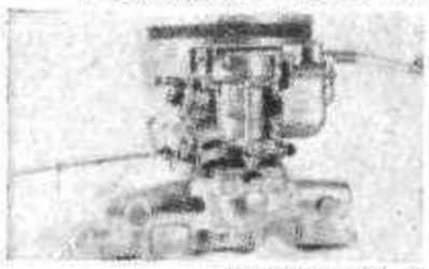


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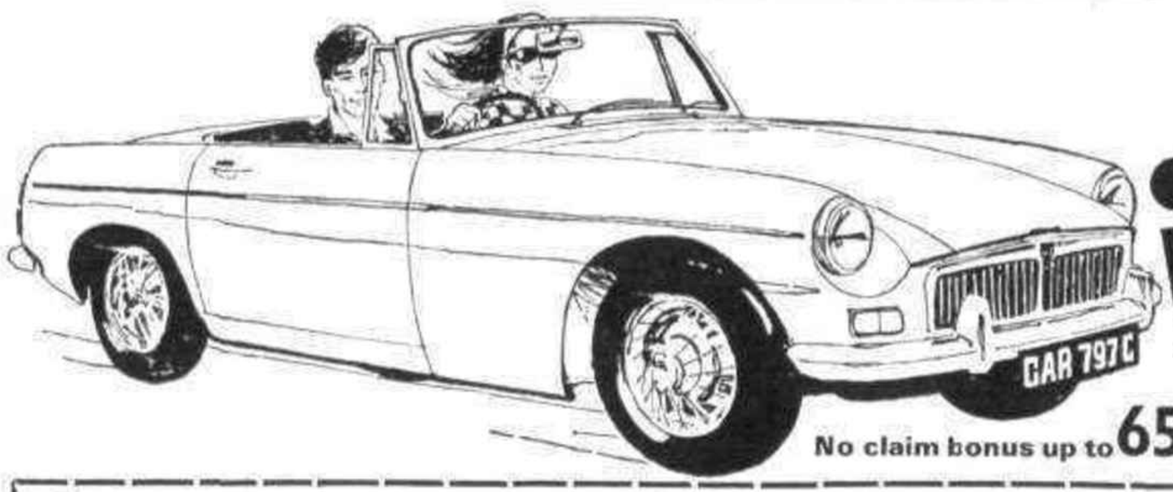


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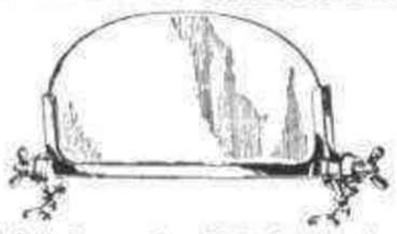
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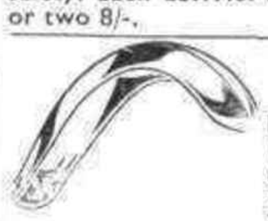
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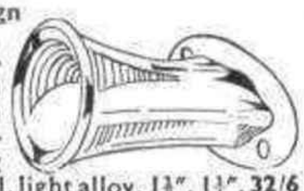


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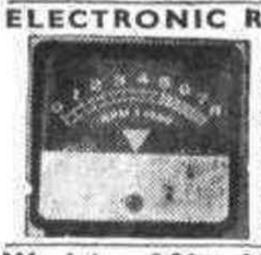
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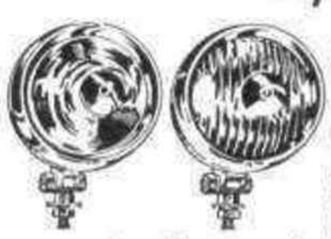
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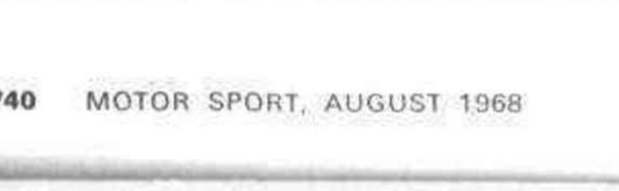
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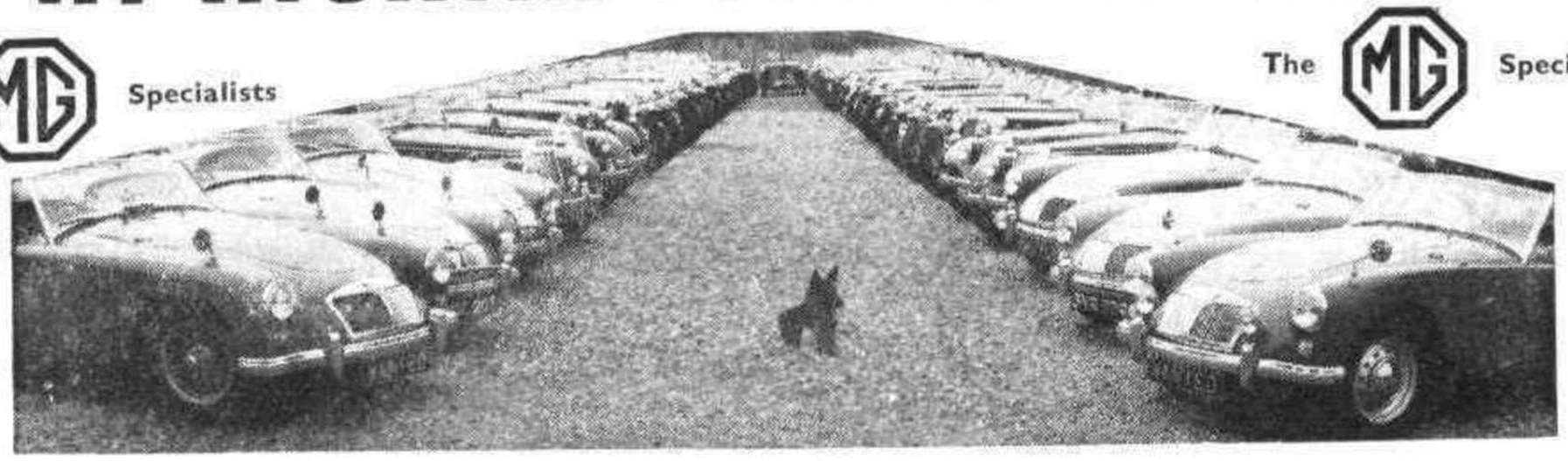
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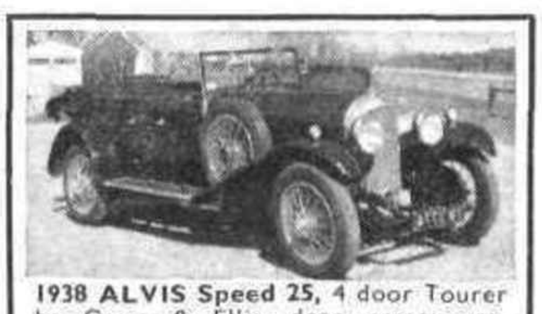
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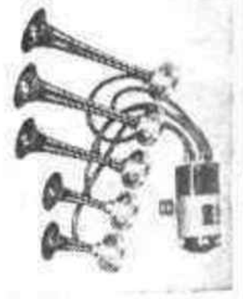
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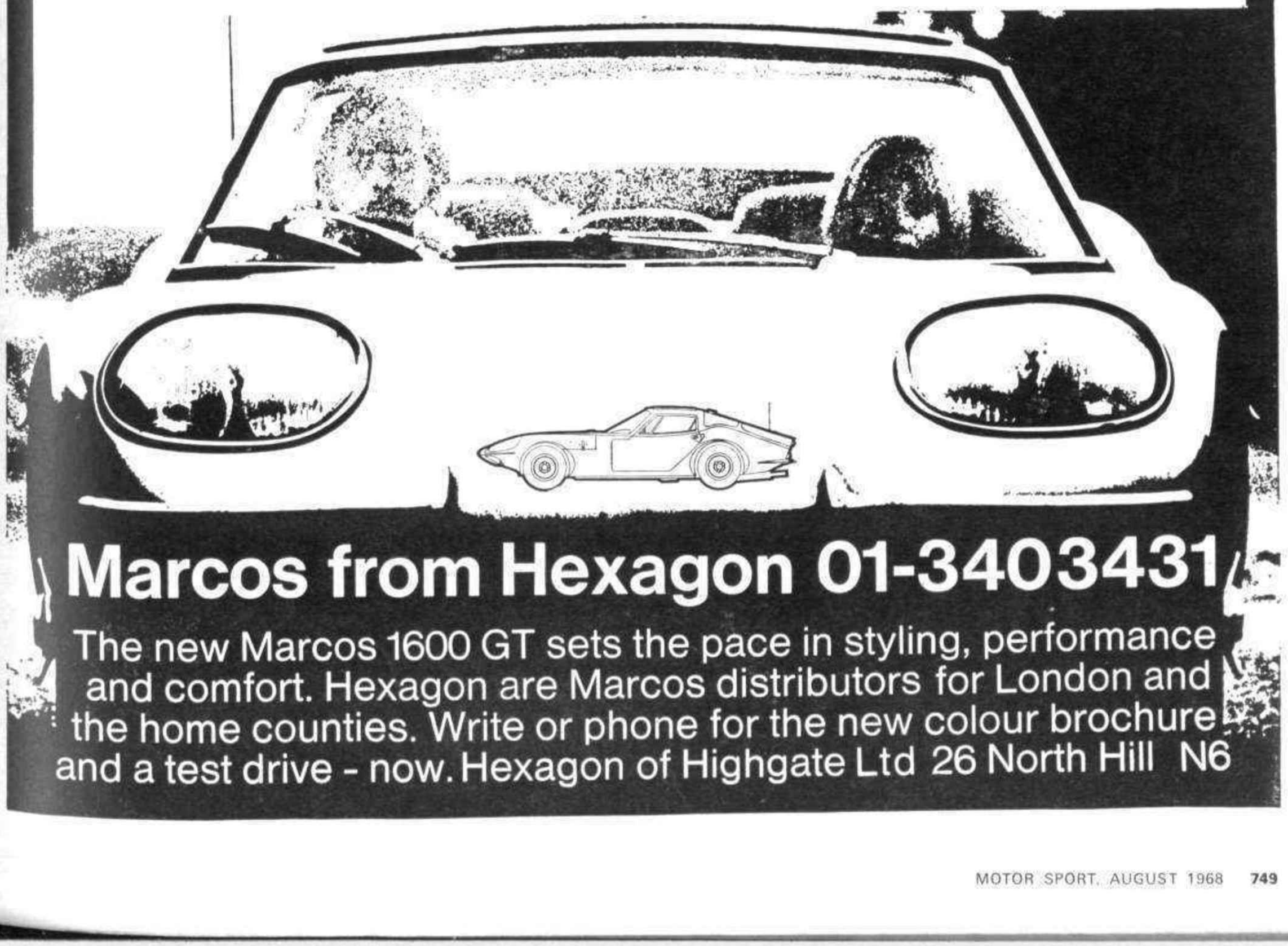
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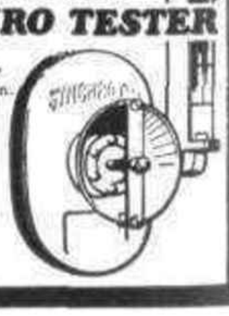
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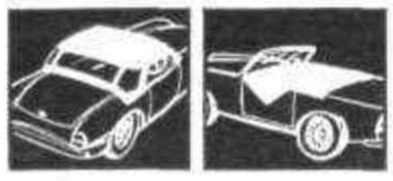
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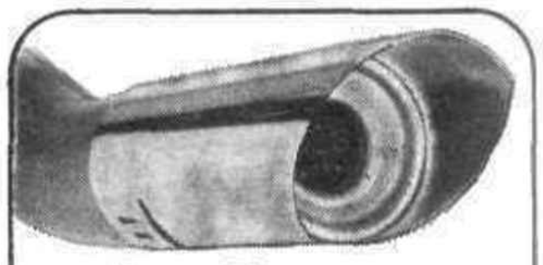
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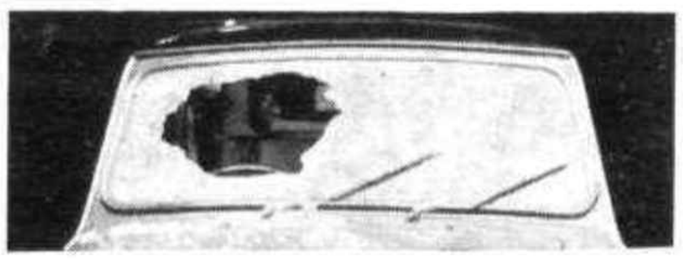
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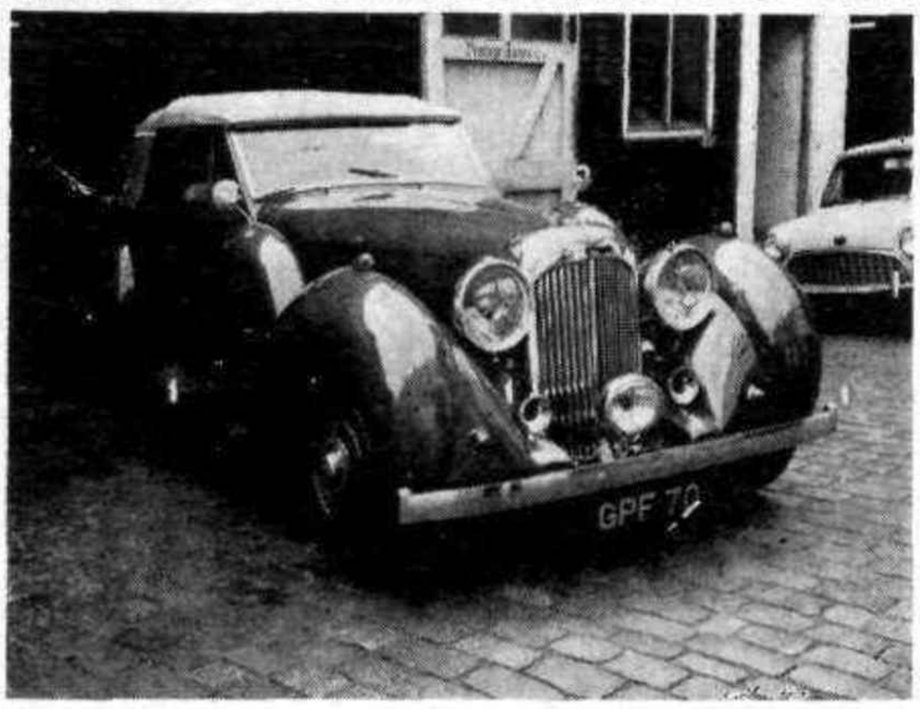
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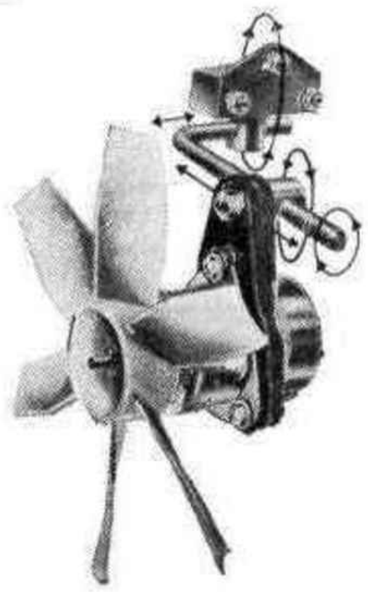
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DID YOU KNOW THAT KENLOWE ACCESSORIES tested a Vauxhall Viva fitted with a Kenlowe 'Thermomatic' Engine Cooling Fan and immediately the maximum road speed rose from 80.7 m.p.h. to 83.6 m.p.h.!

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ASTON MARTIN DB4 Superleggera, 1960 4 str. Outstanding and meticulously maintained ... **£895**

HEALEY 3000 Mk. III, 1966 2/4 str. Immaculate in Rolls Royce maroon/grey, wire wheels etc. ... **£835**

HEALEY 3000 Mk. III, 1965 2/4 str. Overdrive, wire wheels etc. An immaculate example at... ... **£730**

HEALEY 3000, 1961. Another superb car with hard/soft tops, overdrive, wires, radio etc.

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JAGUAR XK150 3.8 S/E, 1960. F.H.C., overdrive, wires, 2/4 seats etc. Outstanding car **£495**

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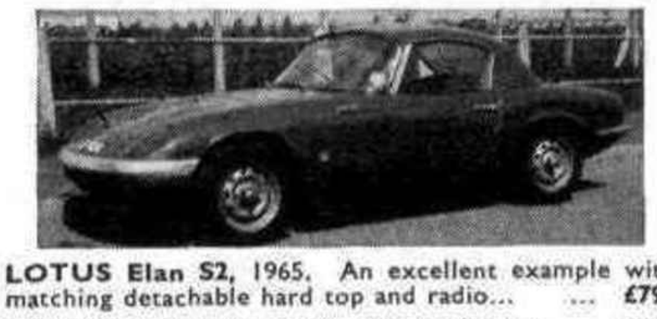
MERCEDES 190SL, 1961 2/4 seater. An excellent car with hard and soft tops, radio, I.R.S. etc. ... **£795**

M.G.-B, 1966. Two immaculate cars in opalescent silver grey and dark metallic blue at **£770**

M.G.-B Roadster, 1965. Overdrive, wire wheels, excellent car in B.R.G. with black interior ... **£695**

M.G.-B Roadster, 1964. Wire wheels, superb at **£595**

M.B.-B Roadster, 1963. Overdrive, superb at... **£540**



LOTUS Elan S2, 1965. An excellent example with matching detachable hard top and radio... ... **£795**

TRIUMPH Spitfire, 1964. A very nice car ... **£435**

TRIUMPH Spitfire, 1963. Another nice car... **£380**

M.G. Midget, 1963. 1,098 c.c., very attractive in ice blue. Radio and other extras **£380**

AUSTIN Mini Cooper 1275S, 1965. Rally-winning performance and one or two extras at **£465**

FORD Cortina GT, 1965. White, black interior **£525**

FORD Cortina GT, 1962. 5½J's, radio etc. ... **£375**

RELIANT Sabre 6, 1964. 2/4 str. GT, o/d ... **£495**

JENSEN 541, full 4 seater GT. An extremely well maintained car, fitted overdrive etc. **£380**



MINI-MARCOS, 1966 (Regd.). White with black interior. A most attractive and unusual car at... **£395**

HEALEY Sprite Mk. II, 1962. A very nice little car in red with red interior and radio **£315**

HEALEY Sprite Mk. I, 1960. Monza bonnet, hard top, radio etc. etc. Absolutely outstanding ... **£320**

TRIUMPH TR3A, 1958. Hard/soft tops, wire wheels, Excellent example in powder blue... ... ... **£295**

M.G.-A F.H.Coupe, 1957 (Dec.) Dark blue ... **£290**

LANCIA Aurelia GT, 2-litre fastback. A most desirable and highly sought after car. Bargain... **£195**



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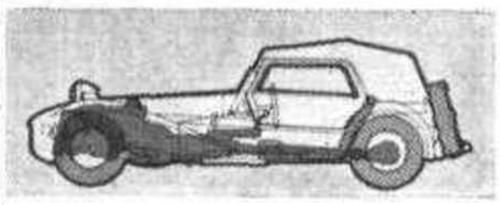
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SPECIFICATION
1600 or 1300 Ford GT cross-flow engine, 5½J wheels and many modifications.

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At Ringlestone Inn—the medieval candle lit tavern—Wednesday 7th August, 8.00 p.m. Signposted from southern end of Maidstone by-pass A20(M).

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CITROEN LT15, 1949. EXCELLENT condition. Extras. £150 o.n.o. Tel.: Caterham (Surrey) 46154. (4863

TR3A, 1958. OVERDRIVE 2/3/4, WIRE wheels, occasional rear seat, reconditioned engine, resprayed B.R.G., new battery, seat belts, heater, s/top, tonneau, sealed beams. In other words, the lot! *Exceptional. Only £270. Tel.: Soham (Cambridgeshire) 473 (any evening).* (4864

R'LEY 1½-LITRE RME, 1954. BEAUTIful car. Engine, clutch, etc., completely reconditioned by expert. *New roof.* Absolutely reliable. £300 o.n.o. Tel.: Berkhamsted 5282. (4865

MIDGET, 1962. ONE OWNER. RECONditioned engine (balanced) and gearbox, both just fitted, Stage II gas-flowed cylinder head (cost £40), almost new tyres, relined brakes, special hard-top (cost £70), centre arm-rest and console, racing mirrors, special custom-built door pockets, occasional rear seats, spotlights. In splendid condition throughout. Private sale, £275. Tel.: 01-360 8467 (away Aug. 4-17). (4989

RILEY 1½-LITRE, 1949. RESPRAYED. *Good roof,* inertia reel s/belts, quartz iodine spot. Mechanically very good. Flashers. £160. Tel.: 01-549 1537 (Richmond). (4915

FOR SALE—continued

M.G. TF 1250. METALLIC BLUE, COMplete rebuild, resprayed, retrimmed, new Xs. Beautiful condition throughout. £450. Mellor, 15 Fern Rise, Leicester. Tel.: 66673. (4916

FIAT 1500 SALOON, 1963. EXCELLENT condition. £325 o.n.o. Tel.: Skenfrith (Monmouthshire) 204. (4917

1934 BENTLEY 3½-LITRE PARK WARD drophead coupé. Body partly dismantled. Less engine, radiator, lights and electrics. £85. H. M. Buckley, Adelaide Cottage, Adelaide Sq., Windsor, Berks. Tel.: Windsor 63808. (4918

SWALLOW DORETTI 2-LITRE SPORTS, 1955. Red, black hood and tonneau. Recent overhaul. Taxed, M.o.T. £160. Dando, 47 Broadfield Rd., Bristol 4, BS42UH. (4919

JENSEN 541R, 1959. NEW BATTERY, tyres, carpets, radiator, brakes. Recellulosed black/gold. Overdrive. Superb economical GT. £450. Tel.: Leicester 706962. (4920

1949 M.G. TC. RED. M.O.T. RECENT new tyres and battery. Can be seen West Essex. £175. Tel.: Uxbridge 38046. (4921

AUSTIN SEVEN SPECIAL, 1931. VERY good condition. Highly tuned engine, underslung suspension and hydraulic brakes, good tyres. B.R.G. Offers. Tel.: Oakwood Hill 355. (4922

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ROLLS-ROYCE **BENTLEY**

1935 ROLLS-ROYCE 20/25 with coachwork by Lancefield in magnificent condition. 85,000 miles and two owners from new. Every tool, original handbook, etc. ... **£1,150**

1936 BENTLEY 4¼ by Park Ward, blue and grey; detailed history and mechanically very fine **£525**

1952 BENTLEY 4¼ with special coachwork by Hooper in two shades of grey; two owners, 114,000 miles. This one is in *concours* condition and must be seen ... **£925**

1953 BENTLEY "R"-Type. Choice of three cars, manual or automatic. From **£650**

We also have a choice of Bentley S.1 and Mk. VI cars at various prices.

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DAIMLER Conquest Century roadster, 2½-litre, 1955. All-aluminium body. Recent o'haul incl. engine recon., new axle, gearbox, o'drive, new hood, tonneau, Cinturatos, etc. Rechromed, recellulosed red **£465**

LAGONDA 3-litre 4-door Tickford all-aluminium sports saloon, 1957. Blue. All-independent suspension, floor-change, radio, new R/tyres. Well-kept **£385**

ALFA ROMEO Giulia 1600 Spider, 1964. R.H.D. Red. 5-speed g/box, new tyres, *recent hood, cover* **£565**

DAIMLER Barker Special Sports, 2½-litre, 3-str. Black and gold. Recon. engine 23,000, Repl. hood, tyres, exhausts, chrome. Fitted o'drive; 24 m.p.g. **£325**

DAIMLER Conquest Century drophead coupé, 2½-litre, 4-str., 1955. Power hood, *new full-length tonneau, new hood cover.* Beautifully kept, one owner 10 years, unmarked steel-grey cellulose, red leather interior. 24 m.p.g. **£265**

JAGUAR 1½ sports saloon, 1948. Black and chrome, brown hide interior. Bills for recent o'haul, incl. new rear axle, new tyres, brakes, etc. **£110**

WANTED
Daimler DB18 or 2½-litre models. Jaguar XK120 or XK140, d.h.c. or r'sters.
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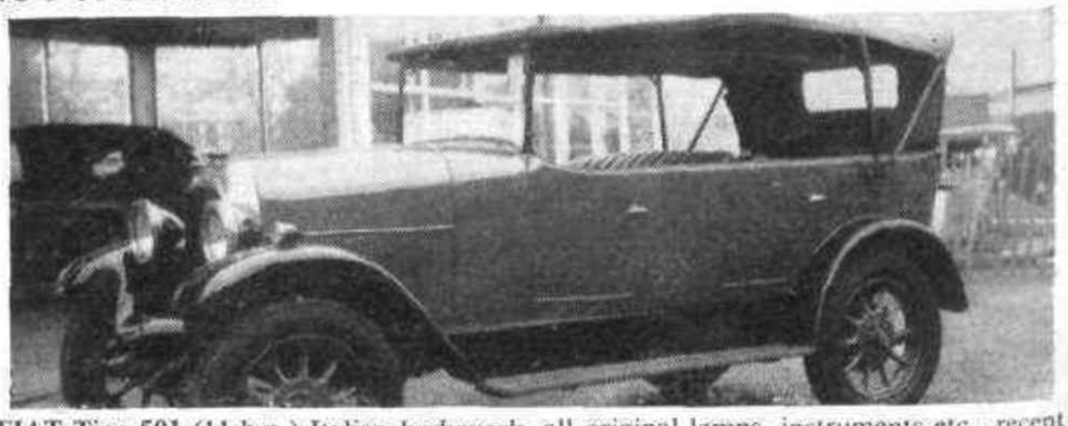
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Unique ROLLS-ROYCE Phantom III four-seater fixed-head coupé, said to be by Panelcraft, circa 1948, to order of original owner; first registered June 1937, one owner to 1959 and one since; *not* a replica or an adaptation, but a first-class piece of coachbuilding, all alloy; beige hide upholstery good, but carpets, interior woodwork and paintwork are only fair; general mechanical order very fair, excellent tyres, good radio and heater and outstanding value at **£1,150**



FIAT Tipo 501 (11-h.p.) Italian bodywork, all original lamps, instruments etc., recent overhaul of engine, clutch and steering and complete renovation of coachwork; red paintwork with black wings and upholstery; new hood and side curtains, very good tyres, handbook and quite a few spares; a pleasing, practical and extremely well-made vintage car with a very fair performance and at an equally fair price, namely **£650**

ROLLS-ROYCE Silver Wraith *James Young touring saloon with electric division,* 1949, duo grey, grey interior; not immaculate, but generally very sound and excellent value at **£595**

ROLLS-ROYCE Phantom I, 1929, also with sound hearse coachwork, no evidence of *any recent work,* but nevertheless a very sound chassis on excellent tyres with everything in working order. **£475**

BENTLEY S-Type Continental by Hooper, one of only seven made, for photograph and description see last month—a very rare car. **£2,450**

BENTLEY Mk. VI, 1947, with the rare James Young 2-door razor-edge sports saloon coachwork—the chassis is good, the body very fair, tyres almost new; some work required on paint and interior—if we do this, completed price will be approximately **£475**

BENTLEY Mk. VI 'big-bore' standard steel saloon, April 1952, silver-grey on black, beige interior, in much-above-average condition, recent brake overhaul, new tyres, etc. **£475**

We are negotiating for a much-above-average 1956 Bentley S1, and also for an early Mk. VI fitted with continental type 2-door coachwork.

CADILLAC V8 limousine by Fisher, 1934, r.h.d., engine just completed overhauled, car repainted, and a superb American Classic. **£650**

DAIMLER Light Straight Eight 25 h.p., 1934, Mulliner 4-light sedanca coachwork, mechanically very good, recent complete engine overhaul, coachwork shabby but sound and easily renovated. **£275**

F.N.—B.M.W. Type 326 4-door saloon, 1939, the rare model with i.f.s., in very sound order, recent repaint in grey. **£185**

JAGUAR XK140 convertible, 1956, overdrive, wire wheels, pale blue, grey interior, well above average both bodily and mechanically. **£365**

JOWETT Javelin saloon, 1952, with series III engine; this remarkable specimen has had one owner only; grey paintwork and interior are exceptional, there is virtually no rust, and a comprehensive set of maintenance notes show this car to have covered *in excess of* 192,000 *miles;* storage since '65 may be cause of suspect valves, but o.i. pressure O.K. and everything functions; excellent tyres and a good battery, handbooks, tools, etc.—this may well be a collector's item one day and is not dear at **£175**

MORRIS 10/6 saloon, 1935, very original and in very fair order for its year. **£95**

PACKARD Super Eight limousine, 1937, r.h.d., one private owner since 1953, and reputedly one previous distinguished politician owner; exceptional interior in black leather (front) and brown cloth (rear), excellent black paintwork, very good tyres with twin side-mounted spares; quiet, comfortable and pleasant to drive, with excellent brakes, it is an impressive car and impressive value at **£425**

RILEY R.M.F. 2½-litre, 1953, saloon, not without faults but a very fair car for its price of **£75**

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1899 V.C.C.-dated, DESCHAMPS motor tricycle, *fully restored, with 2-speed gear,* lamps, new tyres, and ready to use. **£800**

1929 SUNBEAM Model S motorcycle combination, 500 c.c., in sound and original order. **£95**

MORGAN Aero, *circa 1929, s.v.w./c. engine; frame, wheels, radiator,* believed all chassis parts but no bodywork. **£95**

1913/14 SUNBEAM 16/20, all chassis parts except frame and springs, no body or radiator—a worth-while "basket-case", open to offers.

1924 FORD Model T *tourer with Ruxstall 2-speed axle, restoration approaching completion,* finished price approximately **£1,000**

SUNBEAM 20/60 tourer, 1928; a highly original car (one owner since 1934), on which an extensive renovation is now almost completed. Price will be in the region of **£1,000**

All vehicles sold in running order carry an M.o.T. Certificate.
Immediate Hire Purchase and Insurance facilities can be arranged.
All types of part-exchange considered.

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LADY-OWNED 1933 B-MODEL FORD V8 drophead coupé with dicky. In mint condition. Taxed, M.o.T. £450 o.n.o. Part-exchange considered. Tel.: 061-480 6453 (8 a.m.-8 p.m.). (4923

ELVA COURIER. 1960. EXCELLENT bodily and mechanically. Dark metallic green. 28/35 m.p.g. No rust problems. £275. A. Roberts, 26 Hunstone Ave., Sheffield 58/8GE. Tel.: 46909. (4924

M.G. TD2. 1953. B.R.G. RECONDITIONED engine, good body, hood, tonneau, heater, Xs. £300. Weller, 6 Bray Court, Park Place, Amersham, Bucks. (4925

SPRITE MK. I, 1960 MODEL. B.R.G. Heater, tonneau. Recent respray, engine overhaul, gearbox, new kingpins, brake linings, clutch. Taxed. Outstanding example. Genuine reason. £225. Wycherley, Grinshill, Shrewsbury. Tel.: Clive 214. (4927

RILEY ADELPHI, 1938. COMPLETE and original. Clean interior. £60. Tel.: 01-852 8786. (4939

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1966 **JAGUAR 3.8 "S"** golden sand	**£1,300**
1964 **JAGUAR 3.4,** Carmen red	**£675**
1963 **JAGUAR 3.4,** one owner	**£495**
1963 **HEALEY 3000,** red, wires	**£525**
1966 **SPRITE,** black, w/wheels	**£545**
1964 **SPITFIRE,** green	**£445**
1963 **SPITFIRE,** blue, folding hood	**£395**
1956 **HEALEY 100/4** Le Mans	**£195**
1964 **G.S.M. DELTA,** 105E engine	**£195**
1961 **SPRITE,** with hard top	**£315**
1960 **SPRITE,** immaculate, radio	**£265**
1957 **M.G.-A,** choice of two	**£195-£225**
1964 **COOPER 1275'S',** extras	**£445**
1959 **M.G. Magnette**	**£165**
1963 **TRIUMPH Vitesse**	**£345**
1949 **BENTLEY,** James Young	**£295**

Tonneau covers **£5**. Hardtops, Alpine **£30**, Spitfire **£29**, Sprite **£19**.

Closed for holidays during part August/Sept. Telephone for appointment

FOR SALE—continued

HEALEY SILVERSTONE LOW 273. Chassis No. D42. Retrimmed, resprayed. Steel hard-top. Outstanding condition. £685. Tel.: Darlington 3255 (after 6 p.m.). (4926

M.G. TF. IMMACULATE CONDITION. Resprayed midnight blue. Radio, heater. Undersealed. Rechromed. £395. Murby, 6 Somers Rd., Leicester. Tel.: Thurnby 3633. (4928

BENTLEY 4¼-LITRE, 1936. K.U. chassis series. Completely overhauled running chassis. Ex property of Tony Vandervell. Ideal opportunity to fit sporting body or whatever. £300. Also 2-door 3½-litre 1934 Bentley fixed-head coupé by Nierink of Brussels. Body very rough but very good engine, etc. Restoration improbable, hence spares price of £75. Tel.: 061-330 1113 (4929

1930 SILVER EAGLE ALVIS BRAKE. Good chassis, spurious body. £100. May dismantle, if enough enquiries. C1911 Smith's brass drum-type trip speedometer, mint, £17. Box 0760. (4930

VOLVO 1800S, 1964. RED, BLACK INTERIOR. Immaculate. Overdrive, radio. Only 30,000 miles. £879. Tel.: Wigan 55754. (4931

GIULIA 1600 T.I., 1964. TWO OWNERS. L.H.D. Superb condition. £395. Tel.: 01-958 7073 (Edgware). (4932

RILEY 2½-LITRE RMF, 1953. SHERWOOD green, green trim. Excellent throughout. Five new tyres. Taxed May, 1969. Tested Aug., 1969. £285. Possible exchanges. Gillard, 28 Moorlands Rd., Malvern, Worcs. (4933

1964 JENSEN CV8 MK. II. SILVER grey with red leather interior. Electric windows, radio, Selectaride. £1,250. Tel.: Market Harborough 2974. (4934

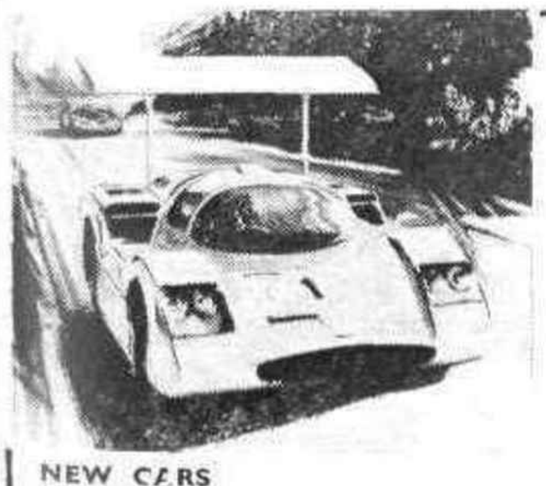
1964 ALFA ROMEO SPIDER 2600. FIVE-speed gearbox, radio. Requires a little attention. £600. Tel.: Market Harborough 2974. (4934A

SPITFIRE, 1965. WHITE. HARD-TOP, soft-top, radio, heater, belts. £385. Burnham-on-Crouch, Essex. Tel.: 2396. (4935

ALVIS 1954 TC21/100 SALOON. WIRE wheels, extras, radio, vacuum gauge, automatic upper cylinder lubrication. Everything works. £150 o.n.o. Walters, 8 Brookgate, Forsbrook, Stoke-on-Trent. Tel.: Blythe Bridge 2921. (4936

DENNIS LONDON FIRE ENGINE, 1938, with Magirus 100 ft. turntable ladder and high-power pump. Ex-Battle of Britain veteran and still maintained to L.C.C. standard throughout. Complete and in perfect working order, with new batteries and perfect tyres. This gleaming 9½-ton monster is a terrific crowd-puller and is a very safe investment at £650. Tel.: 01-808 2576, 10 a.m.-8 p.m. (not Sundays). (4937

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Jaguar 4.2 fixed-head coupé. Opalescent silver blue. Chrome wire wheels, H.R.W.
Jaguar 4.2 fixed-head coupé. Carmen red/black. Chrome wire wheels, H.R.W.
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Jaguar 420 saloon. Automatic. Cream/dark blue. Power-assisted steering, H.R.W.
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1967 ('F' reg.) **Lotus Elan + 2.** Finished in silver	**£1,750**
1967 ('F' reg.) **Lotus Elan-B.R.M.** 6,000 miles	**£1,650**
1967 **Lotus Elan-B.R.M.** drophead coupé. Radio	**£1,450**
1967 **Lotus Elan** drophead, S/E. Motor Baldet. Green	**£1,325**
1967 **Lotus Elan,** S/E., drophead coupé. Silver. Radio	**£1,325**
1967 **Lotus Elan** drophead. White	**£1,250**
1966 (model) **Lotus Elan** coupé. Medici blue, K/O wheels, radio. 18,000 miles	**£1,095**
1967 **Mk. II Lotus Cortina.** White. Low mileage	**£1,050**
1966 **Lotus Elan S2** convertible. K/O wheels, radial tyres. White	**£895**
1966 **Lotus Elan S2** convertible. White	**£895**
1965 **Jaguar 3.8 Mk. II.** Overdrive. Laminated screen. Golden sand/red	**£875**
1965 **Lotus Elan S2** convertible. Bahama yellow	**£850**
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1962 **Jaguar 3.8 Automatic.** P.A.S., reclining seats. Op. maroon. Radio	**£495**
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1964 **Austin Mini-Cooper 1275 'S'.** Green/black	**£425**
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Cosworth 1,600-c.c. Racing Twin-Cam engine, ex-racing Elan. Approx. 150 b.h.p.	**£325**

ELAN ENGINE CONVERSION, 130/140/150 b.h.p.
SLOT STEREO AT PRE-BUDGET PRICE OF £37.10.0d.

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ALL NEW MORRIS AND M.G.s AVAILABLE FOR IMMEDIATE OR EARLY DELIVERY

1961 Alfa Romeo TI saloon, white, Cinturatos; excellent	**£265**
1966 (Oct.) Austin Mini All Metal Traveller, blue, heater	**£395**
1964 Austin Cooper, green, one owner, belts, heater, discs, anti-thie'	**£325**
1965 Austin Mini Moke, orange, full weather equipment. Engine by Nerus, masses of other extras	**£345**
1963 Austin Mini Cooper, green/white top, heater, discs, Yale locks	**£295**
1967 Austin 1100 De Luxe, blue, one owner, 10,369 miles, heater, mirrors	**£565**
1965 Austin 1100 De Luxe, blue, heater, discs, mirrors, one owner	**£375**
1964 Austin Healey 3000 Mk. III convertible, duotone white and black, wire wheels, radio, heater, tonneau, overdrive, "SP" tyres, fog/spot	**£645**
1963 Austin Healey Sprite, red/red hard-top, heater, discs, soft-top	**£365**
1962 Austin Healey Sprite, De Luxe, red, heater, tonneau	**£285**
1966 Bond GT4, white/black, htr., discs, one owner. Certified mileage 15,356, immaculate	**£595**
1953 Bristol 403, blue, heater, radio; M.O.T. Excellent tyres	**£725**
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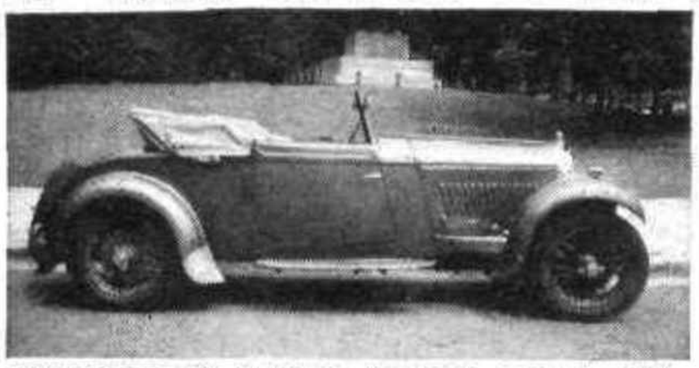
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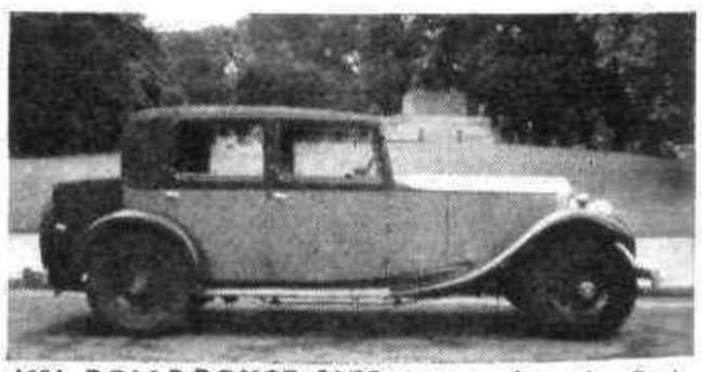
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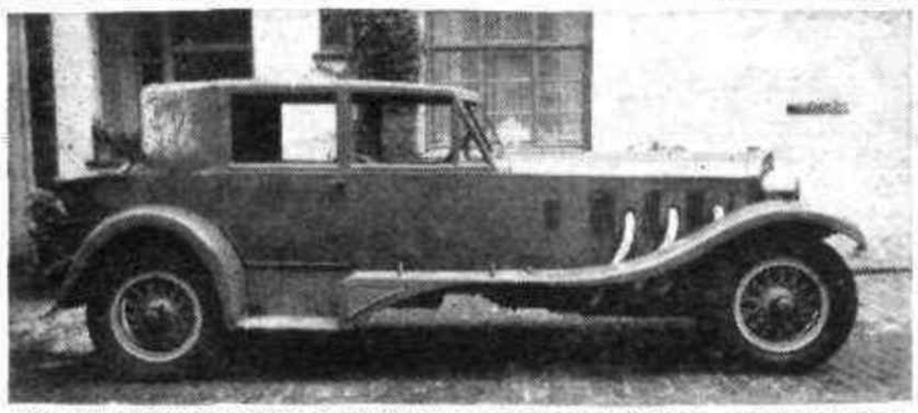
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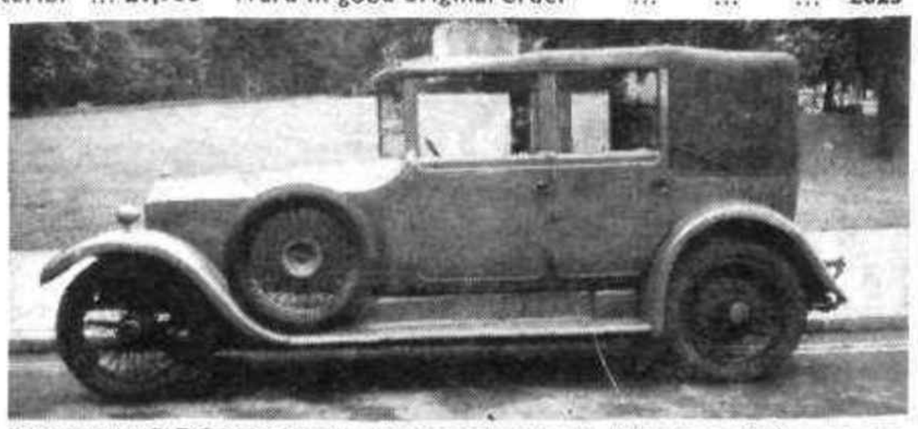
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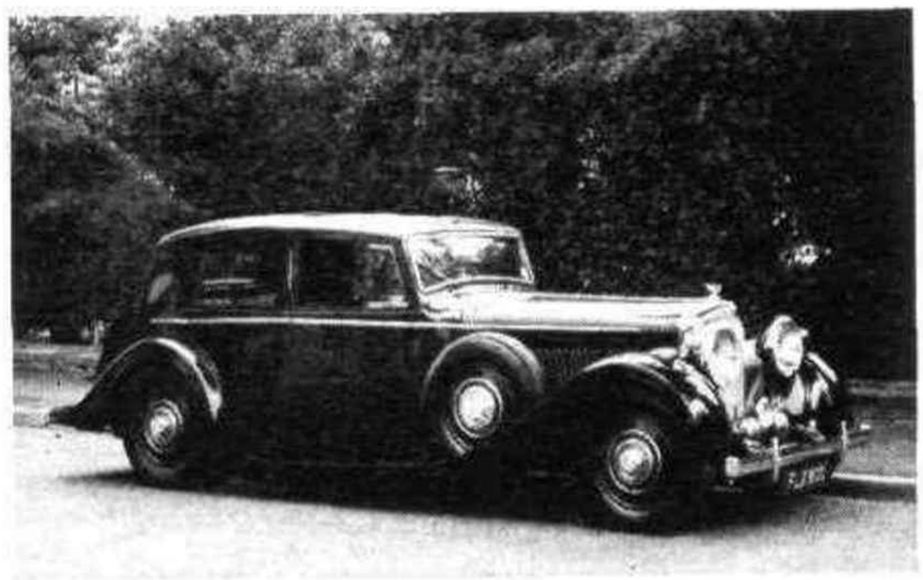
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FOR SALE—continued

BN2 AUSTIN HEALEY 100/4, 1956. Four radials. Highest offer over £150. Write Harwood, 35 Revidge Rd., Blackburn. (4940

CONVERTIBLE RED KARMANN GHIA, 1960. Unusual, comfortable car with Beetle economy. In excellent condition. £300. Early Moke wanted. Hildyard, 79a Harcourt Ter., S.W.10. Tel.: 01-373 0867. (4941

M.G. TF 1500. FABULOUS CLASSIC car. Red. New hood, Xs, etc. £150 just spent on engine, new, not reconditioned. Heartbreaking sale. £435 o.n.o. Tel.: 01-458 5303 (after 6 p.m.). (4942

1929 BENTLEY 4½ 10 ft. 10 in. CHASSIS. Speed 6 engine, hydraulic brakes, V/Plas wings. Complete running car, including dash instruments, seats, less body. Offers around £7,850 to Frank Sowden, Villa Rd., Bingley. (4943

M.G. MAGNETTE ZA. OUTSTANDING example. One owner. 45,000 miles only. ZB engine, belts, Xs, etc. Offers over £200. Pardinnton, Winchcombe, Glos. (4944

E-TYPE JAGUAR F.H.C., JULY, 1962. White/grey leather upholstery. Superb condition. New tyres, radio. Three previous owners. £725. Tel.: Southampton 48834. (4945

JAGUAR E-TYPE F/H COUPE. 1962. £800. Tel.: M. Fuller, Tedburn St. Mary 224 (Devon). (4946

ALVIS TD21 PARK WARD CONVER-tible, late 1959. Automatic. Radio. Good. £450. Tel.: Chorleywood 2772. (4947

JAGUAR MK. II 3.8 AUTOMATIC, 1960. One owner for eight years. 65,000 miles, 6,000 on new engine. Immaculate condition. £330 o.n.o. Tel.: Bookham 2691 (weekend), 64 High St., Eaton Bray, Bedfordshire. (4948

OPPORTUNITY: ONE OF MY TWO 1954 Swallow Dorettis, just rechromed, resprayed metallic peacock blue, retrimmed black, new white hood, reconditioned engine to be run in, heater, Xs. New M.o.T. Reluctant sale but offers invited. Tel.: 459 6591, ext. 28, or 229 6923, evenings. (4949

IDEAL SECOND OR FAMILY CAR. FIAT 500 estate. Extras, five seat belts. £76 Fiat overhaul, 1968. New tyres. Sunroof and 50 plus m.p.g. £300 (dealer's part exchange offer), or exchange larger vehicle. Tel.: Kendrick, Market Drayton 2233, ext. 45 (9-12 a.m., 6-9 p.m.). (4951

1939 WOLSELEY 25 H.P. DROPHEAD coupé. Lucas P100s. Maroon. Good example of this extremely rare model. Two owners, one for 28 years. Slight attention would bring to concours standard. View any time. Any reasonable offer considered. A. J. Wilshaw, Pinvin, Pershore, Worcs. Tel.: Pershore 191. (4952

DAIMLER. BARKER ALUMINIUM three-seater sports coupé, 11 months' M.o.T. £125. 18 Coton Grove, Solihull Lodne, Solihull, Warwickshire. Tel.: 021-MAY 3696 (4953

ASTON MARTIN DB3, DEC., 1968. Really superb condition, finished in light metallic blue. Cibie spots, Motorola radio, screen washer, chrome wheels, handbook. £650 o.n.o. 26 Westminster Gdns., Barkingside, Ilford, Essex. Tel.: 01-236 9120 (weekday). (4954

1930 AUSTIN 7 CHUMMY TOURER. Overhauled mechanics, rewired. New battery, king pins, Bowdenex. Good hood, screens. M.o.T. £95. Waddington, 1 All Saints Rd., Thurcaston, Leicester. (4955

SPACIOUS YET ECONOMICAL. 1937 *Lanchester 11. Fabric-topped, Mulliner* saloon. Excellent original order. M.o.T. June, 1969. £75 o.n.o. 28, Spring Rd., Kempston. Tel.: Bedford 55674. (4956

BENTLEY "R" AUTOMATIC, 1954. Black-maroon interior in excellent condition. Body unmarked. "S"-type indicators, tested for year. £585. Box 0961. (4957

ASTON MARTIN DB2/4 3-LITRE CON-vertible. Dark blue with tan interior and hood. A really lovely car in very good condition. Taxed and tested for year. £495. Box 0962. (4957A

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BENTLEY MK. VI, 1951. ENGINE AND bodywork in excellent condition. 120,000 miles only. £425 o.n.o. Tel.: Rochdale 47000. (4960

ALV'S TA14, 1948, TICKFORD CON-vertible. Elegant, beautiful. Almost Concours. Polished works engine, barely run-in, heater, new head, fog lamps, hood. Nearest £235. 33 Dane Court Gdns., St. Peters, Broadstairs. (4961

DAIMLER SP250, 1960. HARD/SOFT-tops. £340. Exchange T.V.R. Mk. II or III. 46 Hythe Rd., Dymchurch, Kent. (4962

TRIUMPH SPITFIRE MK. II, 1966 (Oct.). Overdrive, wire wheels, Cinturatos, dark blue, excellent condition. Marriage forces sale. £545. Barter, 42 Manor Park Rd., Nuneaton. Tel.: Nuneaton 3664 (business). (4963

ALFA ROMEO 2600 SPRINT GT, 1964. Four-seater body by Bertone in deep purple, five gears, electric windows, radio. Reclining seats. Superb. £985. Would consider part exchange. Guenier. Tel.: 061-427 3711 (Cheshire). (4964

M.G. ENTHUSIASTS. 1939 TB TICK-ford coupé. Exceptional condition. M.o.T. March, 1969. In daily use. Sole reason for sale, arrival of new Morgan. £185 o.n.o. Hall, 5 Corville Rd., Halesowen, Worcs. Tel.: SME 0072 (day). (4965

ALVIS TB14 SPORTS TWO-SEATER. Rare model (built 1950) with special body. M.o.T. May, 1968. Offers. Buxton, 12A Molescroft Hall Estate, Molescroft Rd., Beverley, Yorkshire. Tel.: 884172. (4966

FOR SALE—continued

AUSTIN SHEERLINE. IMMACULATE. Low mileage. Taxed. £110. Tel.: Worthing 4371. (4967

1955 SUNBEAM MK. III SALOON. LOW mileage. Virtually one owner from new. Excellent all-round condition. Taxed. M.o.T. £95. Box 0963. (4968

JAGUAR XK120 DROPHEAD COUPE. White. Fine original condition. Known history. Undersealed and garaged from new. Exceptionally sound body. Konis all round. New brake hydraulics, front drums and tyres, petrol tank, etc. Full details: Peter Herbert. Tel.: 01-748 1568 (evenings, weekends). (4969

COOPER-MINI, 1967. GREEN/WHITE, 9,000 miles, immaculate. Private. Not raced or rallied. £565 o.n.o. Tel.: Cirencester 2742. (4970

LANCIA FLAVIA COUPE, 1963. ONE owner, 40,000. Taxed year, radio, immaculate. £725. Tel.: Uxbridge (exchange) 32624. (4971

ROLLS-ROYCE SILVER CLOUD II, 1961. Midnight blue. New tyres, immaculate condition. 68,000 miles. Rolls maintained. £2,500. Owner would consider exchange with 56/58 SI Bentley. Tel.: Frensham 3249. (4972

1959 FACEL-VEGA HK500 COUPE. Automatic. Discs, disc wheels, radio, power windows, grey with black interior. l.h.d. Bargain. £350. Tel.: Newbury 1346. (4973

1964 PORSCHE 356SC COUPE. BLUE, black leather, chrome wheels, woodrim, headrest, Blaupunkt radio, Marechal fogs, SP3s, clutch relined, recon. Konis and front suspension sorted last 2,000 miles. Concessionaire maintained. £1,075 o.n.o. Tel.: Crowthorne (Berkshire) 3030. (4974

JENSEN, 1938, 4½-LITRE STRAIGHT eight saloon. Two-ratio back axle, three-speed box, mechanics good but interior indifferent. Haggle around £150. Tel.: Newnham (Glos.) 223. (4975

HOTCHKISS 1937 GRAND SPORT. £250. And H.E. 1924 coupé. Offers to Box 0964 (Slough). (4976

RILEY 1½-LITRE R.M.E. IN STRIKING condition. Resprayed professionally for me (not for a dealer) a year ago in Rolls-Royce "Sable". Smooth and reliable and in daily use as a business car. Newly M.o.T. tested. A good investment at £175. Tel.: 01-979 2511 (Hampton Court). (4977

TR4A, 1966. O/DRIVE, W/WHEELS, Surrey top, radio. Genuine 14,000 miles. Midnight blue, blue trim, unmarked and as new. £850. Part exchange considered. 29 Michleham Down, Woodside Park, London, N.12. Tel.: 01-790 3102/01-445 1869 (evenings) (4978

LANCIA AURELIA B12. OWNER BUY-ing Flaminia. Very good condition throughout. Radio and all mod. cons., blue. Supremely comfortable, quiet, smooth, reliable and economical. Good successor to Aprilia or suit G.T. owner wanting more seats. Normal insurance. Taxed Oct. M.o.T. Jan. £250. Tel.: Chichester 84364. (4979

M.G.-B, 1963. BLACK WITH RED IN-terior. Low mileage, excellent condition. Shod with Cints. (almost new). £485. Terms possible. Tel.: 01-866 8540, or write Glanville, 7 St. Lawrence Drive, Eastcote, Middlesex. (4980

ASTON MARTIN DB2, 1952. IMMACU-late condition. Taxed. M.o.T. Spares. £175 o.n.o. All enquiries acknowledged. Lawrie, 20 Fidra St., Glasgow, E.3. (4981

1951 DAIMLER BARKER 3-SEATER coupé. Black/grey, fawn interior. Clean/smart, good tyres/brakes, radio. M.o.T. May, 1969. Space forces sale. £250. Hurr, 10 Stradbroke Rd., Southwold, Suffolk. Tel.: 2075. (4982

DB2/4 MK. II DROPHEAD. ASTON show car in Bermuda. Rebuilt engine, reground crank, servo, seat belts, new tyres, battery. Change of plans, hence £390 o.n.o. T. C. Rollason, St. Catherine's College, Oxford. Tel.: Oxford 57442, extension 28 (daytime). (4983

VINTAGE BENTLEY 4½ FULLY RE-built chassis for sale. Offers over £2,000 required. Only needs touring body fitted to make into a £5,000 plus motor. Complete replica V.D.P. body should cost about £750. We could arrange for this to be done. Mitchell, Manor Farm House, Rodmarton, Glos. Tel.: Rodmarton 222. (4984

FREE. WITH IMMACULATE 1963 M.G.-B, priced very reasonably at £565, the following extras: Close ratio gearbox, overdrive, 4.3-1 final drive, Downton Stage II engine conversion, including 1¾ in. carbs., Armstrong road holder shock absorbers, anti-roll bar, brake servo, wire wheels, oil cooler, and many more useful accessories. Tel.: Peterborough 68247 (office), 5524 (home). (4985

INVEST IN A DERBY BENTLEY. TWO 1937 models in good mechanical condition. William Arnold body in need of restoration. £150, and Vanden Plas with good body £215. Tel.: Rudgewick 670. (4986

LAGONDA 3-LITRE. DEC., 1956. TICK-ford sports saloon, aluminium body. Radio, seat belts, twin spots. Usual Lagonda extras. Good condition. £295 o.n.o. Tel.: 061-766 2392. (4987

SUNBEAM TALBOT 90 MK. IIA coupé. 1953. Recent major engine overhaul. New battery, very good all-round condition, fast and reliable. £75 for quick sale. H. J. Westwood, 7 Bryn Rd., Swansea. (4988

M.G. T.D., 1951. EXCELLENT CONDI-tion. Extensively restored. Reconditioned engine, new hood, tyres, etc. Wright, 47a Newnham Rd., Cambridge. (4990

FOR SALE: LAGONDA RAPIER, 1934. Excellent mechanical condition. Hood, tonneau cover, many spares, handbook. New M.o.T. £325. Carmichael, Piltdown, Uckfield, Sussex. Tel.: Nutley 2664. (4991

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'64 M.G. Midget, green, wire wheels, blue interior, wing mirrors .. **£419**

'62 M.G. Midget, red, black interior, wing mirrors, seat belts, radio .. **£329**

'62 M.G. Midget, green, black interior, tuned engine, Cinturato tyres .. **£319**

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HEALEY 100/4 CONVERTED WITH Jaguar 3.8 engine. Hard-top and accessories. £450 o.n.o. Tel.: Guernsey (C.I.) 22908. (4992

RARE 1965 SPIDER. RED, 15,000. IMmaculate. £570 o.n.o. Tel.: 866 3473 (day), 863 2171 (evenings). (4993

FOR SALE, SABRE SIX, MAY, 1963. One owner. First-class condition. Price £475. Tel.: Bridgwater, Som., 8241 (evenings 3755). (4994

ROVER 12 1934 4-LIGHT ATTRACTIVE lightweight sports saloon. Genuine 42,000 miles. Fabric sliding roof, original unmarked coachwork and leather upholstery. Original mint condition. £220. M. Berry, 92 Ashfield St., London, E.1. Tel.: 790 3102, 445 1869 (evenings). (5017

LEA FRANCIS 1928 14/40 ELEGANT 2-seater opening drs.-coupé with dickey seat, restored to as new. Concours condition throughout regardless £675. P/ex. Rolls or Bentley considered. M. Berry, 92 Ashfield St., London, E.1. Tel.: 01-790 3102, 01-445 1869 (evenings). (5018

AUSTIN 7, 1936, ENGINE, COMPO-nents, breaking-up, body work poor condition. Offers. Tel.: Hunton (Kent) 426 (9 a.m.-6 p.m. weekdays). (5019

FIAT 1500S SPORTS CONVERTIBLE. Immaculate red coachwork, discs, Cinturatos, H.M.V. radio. M.o.T. O.S.C.A. *twin-cam engine.* £475. Tel.: *Chobham* (09905) 8473 (7-9 a.m., 6-7 p.m.). (5020

1935 M.G. PA. COMPLETELY REBUILT PB engine, rewired, new sealed beams, king pins, clutch, M.o.T. Sensible offers around £200. Tel.: 01-778 7723 (Sydenham, London). (5021

1955 TR2. EXCELLENT BODYWORK, fibre glass wings, 70 lbs. pressure, wire wheels, good tyres. M.o.T. £130. Tel.: 01-778 7723. (5021A

LOTUS ELAN CONVERTIBLE, REG. July, 1963 but condition represents 1965 models. Extras added to conform to S2 spec. S/E engine, 2000E gearbox and competition clutch put in August last year, 5,000 miles since. Hard- and soft-tops, tonneau, new SPs. M.o.T. Jaguar gunmetal grey. £650. Tel.: LOU 1655. (5022

VOLKSWAGEN 1600TL "FASTBACK", 1966. Mileage 15,000. Immaculate inside and out, Cinturatos, Maserati horns, etc. £750 o.v.n.o. Tel.: Burton (Westmorland) 336 (evenings and weekends), Leeds 28722 (daytime). (5023

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JAGUAR XK140 D.H.C., 1956. IMMACU-lately finished in metallic dark blue. New hood, recarpeted, retrimmed throughout, 3.9-litre engine with triple S.U.s, 10.6 D-Type pistons, modified camshafts and oversize valves, fitted overdrive and special exhaust. Perfect example. Offers around £400 invited. Tel.: Edenbridge 2337 (evenings). (5025

A. H. SPRITE, 1959. M.o.T. B.R.G. Heater, hood, tonneau, GT seat, woodrim wheel. £210 o.n.o. Underscar, Keswick. Tel.: 469. (5026

RILEY 12 D.H.C., 1939. TAXED, M.o.T., new tyres, good body, hood tatty, engine needs attention. Nearest £30. Tel.: Worthing 5470. (5027

MERCEDES-BENZ TYPE 200 SALOON, 1936. Very good condition, engine overhauled, brakes/clutch relined, body finished in Old English white, original red leather interior, radiator/head lamps, etc., rechromed, twin spares carried in front wings. M.o.T. Taxed. £395. Tel.: 061-881 1840. (5028

R.-R. PHANTOM II CHASSIS. STEAM cleaned, rewired, sound mechanics, ready for new body. No. 44 M.G. £585. R. Jankel, West Winds, Oatlands Chase, Weybridge, Surrey. Tel.: Walton-on-Thames 27261. (5029

HEALEY TICKFORD 2½-LITRE, RARE classic car. Fully rebuilt and retrimmed, finished in silver-grey with grey leather. M.o.T. tested, Xs, many spares. £295. Tel.: Harpenden (Herts.) 5241 (during office hours). (5030

IMPECUNIOUS ENTHUSIAST'S OPPOR-tunity. Daimler DB18, fine original order. New M.o.T. Mileage 60,000. Consider any offer. Owner finished driving. Oakley, 28 Church St., Liskeard, Cornwall. (5031

M.G. TC, 1947. SMART APPEARANCE. M.G. Car Club member. Complete overhaul, various extras and spares. £240. Tel.: Brentwood 921. (5032

FOR SALE M.G. TC, 1949. BLACK. Complete engine and body rebuild. Beautiful condition, everything original. Offers over £350. Tel.: Wolverhampton 61367 (evenings). (5033

M.G.-B 1966 (SEPT., 1965). ONE owner, genuine low mileage, white, red interior, wire wheels, five new Cinturatos, folding top, tonneaus, seat belts, laminated screen, heater, Waso steering lock. Excellent condition. £735. Dr. Rycroft, 30 Bassett Heath Ave., Southampton. Tel.: 67647. (5034

M.G.-A TWIN CAM, 1959. RECONDI-tioned engine (1964). New tyres, headlamps, batteries. Dark metallic blue. £275. Stafford, 41 Graham Rd., Ipswich. Tel. 51537. (5035

1936 RILEY MERLIN. TWO NEW TYRES, battery, good mechanics, body tatty but restorable. Offers. Tel.: 01-904 8597. (5036

ROLLS-ROYCE COLLECTION FOR sale. £4,500 to first cash buyer. 1922 Silver Ghost chassis almost complete rebuild—less body, distributor, dynamo, fan and instruments. Various Rolls-Royce mascots. 1928 Phantom I complete with replica Brewster open tourer, body in porcelain white with black fluted leather upholstery. Green, 235 Winchester Rd., Shirley, Southampton. (5037

A.C. ACE, 1955. A.C. ENGINE AND suspension recently reconditioned. Paintwork and leather interior perfect. New tyres and M.o.T. until June, 1969. £415 o.n.o. Tel.: Luton 28678. (5038

RILEY 1½, 1953, PERFECT, REBORED 2,000 miles ago, new clutch, brakes relined, new tyres many other qualities. Spares include complete gearbox. Good home only. £360. Clark, 13A, Archdale Close, West Winch, Norfolk. (5039

M.G. JI, 1932. FULLY RESTORED TO original condition. This rare and interesting P.V.T. is offered at £400 or near offer. 8 Cranford Ave., Knutsford, Cheshire. Tel.: Knutsford 2054. (5040

E-TYPE JAGUAR 1963 MODEL. EXCEL-lent condition throughout. New tyres, radio, low mileage. £765 o.n.o. Hire purchase and part exchange considered. Roger Bradbury. Tel.: Coltishall (Norfolk) 409. (5041

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LOTUS SUPER SEVEN, REBUILT CLI-max, c.r. box, new clutch, tyres, hood, screens, battery, wire wheels, cycle wings. £375 or offer. Broadmead, Rowly Drive, Cranleigh. Tel.: 2009 (Surrey). (5043

ROLLS-BENTLEY 3½ ALUMINIUM sports saloon. 1935. M.o.T. Bills available. £400. Tel.: 01-449 4275. (5044

RILEY 1954 1½ R.M.E. SILVER/BLACK. 8,000 miles on reconditioned engine, 4 good tyres, new leather roof, q.i. spots, radio and seat belts. Offers around £200. Tel.: 01-904 3436. (5045

1927 DELAGE DR70 SALOON. STORED 1939-1964. Complete rebuild and retrim, just finished. Concours condition, probably one of the most original vintage cars left. £850. Tel.: West End (Hants.) 2349. (5046

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M.G. TDII. IMMACULATE CONDITION. £375. Tel.: Ruislip 72295. (5049

1968 WHITE LOTUS ELAN SPECIAL equipment D.H.C. Radio, k.o. wheels, servo, q.i. headlamps, Kenlowe, tonneau, immaculate. £1,400. Wilyman, 67 Belwell Lane, Four Oaks, Sutton Coldfield, Warwicks. Tel.: FOU 1238. (5050

1938 AUSTIN 7 OPEN 4-SEATER. Superb body, mechanically perfect. M.o.T. Extras: Independent front suspension, Bowdenex-Girling brakes, Wipac lights, carrier, bumpers, doorlocks, washer, timing control, adjustable seats. Lifetime spares: 5 wheels, new tyres, suspension, engine, gearboxes, starters, generators, duplication all units. Offers over £175. Dr. Didcott. Tel.: 01-837 2514 or Shoreham-by-Sea 4391. (5051

1913 FIAT. V.C.C. DATED. DIS-mantled for rebuild. Parts in good condition. £425. Tel.: Hastings 30287. (5052

MIDGET MK. II, 1964. RIVIERA BLUE. One owner. Good all-round condition. Company car forces sale. Best offer around £385. Tel.: St. Albans 60847. (5053

ALPINE, SERIES 3, 1963. ABSOLUTELY unmarked in autumn gold with black interior. Second car, used summer months only, very low mileage. Rootes extras, including overdrive. £425. Tel.: Danbury (Essex) 2440. (5054

M.G. TC, 1949. COMPLETELY RE-built. Fitted 16 in. wheels, bucket seats. M.o.T. to May, 1969. £250. Tel.: Gerrards Cross 82642 (after 6.15 p.m.). (5055

ALFA ROMEO GIULIA TI, OCT., 1964. One owner, 29,000 miles. White with red upholstery, r.h.d., perfect throughout, new battery, exhaust and brakes. Must sell. £600. Beale, Tel.: Harpenden 60420. (5056

VINTAGE ROVER 10 1927 FABRIC saloon. No rust. Everything sound and original, even clock works. Believed 1926 chassis. Brass rad. and headlights. Stored 8 years, 3 owners. £225 o.n.o. Tel.: Ealing 8359. (5057

BENTLEY ALUMINIUM SPORTS SA-loon by Mulliner, 1947. Excellent order throughout both mechanically and bodily. Beige hide upholstery, 46,000 on new engine. Must sell, moving house. £375 o.n.o. Tel.: Wolverhampton 24721 (office hours). (5058

1927 DAIMLER 23/83 SILENT KNIGHT. Sleeve valve engine. Mulliner coachwork, in good original condition. Most fittings silver plated. £650. Consider part exchange. 161 Dimond Rd., Bitterne Park, Southampton. (5059

850 MINI. ENGINEER-OWNED LAST 5 years. Extensively overhauled. Full details on request. £180 o.n.o. Would part exchange for 1965 Cooper "S", Garland, 66 Woodstock Rd., Bristol 6. (5060

T.V.R. MK. III. IMMACULATE. WHITE, black interior. New 1622 c.c. engine. Mongoletsi head, wire wheels, two-speed wipers, Kenlowe fan, heater, G800s. Taxed. M.o.T. Must sell so £450 o.n.o. Stapleton. Tel.: 021-454 3914 (office). (5061

1928 AUSTIN 12/4, TRUCK BODY. Rough order, suitable for restoration, £80. 1928 Rolls-Royce P.I Saloon Windover very original, running would need various works, £950. 1934 3½-litre Rolls-Bentley 2-door saloon Mayfair Carriage Co. Good running order, comprehensive overhaul, 15,000 miles, bodywork reasonable, £295. 1938 4¼-litre Rolls-Bentley. Chassis No. B. 136L.S. first-class 2-seater, aluminium body, suspension rear axle, brakes, wheels and tyres fully replaced, attractive and unique, £700. Tel.: Ashington (Sussex) 487 (evenings) Box 0973. (5062

DAIMLER 4½-LITRE STRAIGHT Eight, 1935. Also Lanchester 10, 1933. Sell as pair or split. £300 and £125 o.n.o. respectively. Both excellent. Tel.: Cinderford 2163. (5063

GRAND PRIX DELAGE 1927 1½-LITRE Straight Eight, supercharged, superb condition, many spares. £6,250. Mr. Bradley, Shipton Rd., Milton-u-Wychwood, Oxford. (5064

1965 TRIUMPH SPITFIRE MK. II. Green. Excellent condition. Reason for sale, company car. £440. Mr. P. Rathbone, Frog Lane, Milton-u-Wychwood, Oxon. Tel.: Shipton-u-Wychwood 231. (5065

1934 AUSTIN 10. PERFECT MECHANIC-ally. £20 spent. Good body but shabby interior. M.o.T. £49. 89 Simondley Village, Glossop. (5067

1953 BRISTOL 403, M.O.T., GOOD tyres, etc., £350. 1948 400, £60. Both, £390. 6 Belgrave Rd., Halfway, Sheppey, Kent. (5068

BENTLEY, 1927, RED LABEL 3-LITRE Vanden Plas tourer. Original. New tyres, hood, tonneau and battery. £2,000. Tel.: Oxford 35236. (5069

ROVER 14, 1938 (JAN.). IMMACULATE. Original carpets and upholstery. Low mileage. Elderly owner many years. Taxed, new M.o.T. Well shod. Spares, three tyres, relined shoes, set wheels. £175 o.n.o. Tel.: Woburn Sands 2023. (5070

AUSTIN HEALEY 3000 MK. III, SEPT., 1964. Wire wheels: overdrive, Motorola, belts, spots, Cinturatos, alarm. 25,000 miles. Ice blue/white. Superb machine. £640. Poncia, Tel.: 01-606 7080 or 01-489 1465. (5071

RILEY 1½ 1935/1936 SPARES TO clear. Engine, windscreen, windows, wire wheels, pre-selector gearboxes, etc. Vince, 100 Upper Horsebridge, Hailsham. Tel.: Hellingly 443. (5072

PORSCHE 356B 1600 SUPER, 1961. RED with black interior. Excellent condition. £525. Tel.: Newcastle (Staffs.) 69782. (5073

M.G. TC. PARTIALLY RESTORED. £55. Hackemer. Tel.: WAT 4977 (work), Frensham 3435 (home). (5074

SUNBEAM ALPINE SPECIAL, 1954. EX-cellent mechanics. Many new parts, including hood, tyres, battery. Louvred bonnet. A beautiful, classic car. M.o.T. £165 o.n.o. Tel.: Lingfield 3292 (Surrey) for further details. (5075

FRAZER NASH B.M.W. 328, 1939. 3,500 miles only since complete engine, chassis overhaul. Four V.S.C.C. awards. £695 o.n.o. M. A. Maskell, 4 Bridgemead, Ash Rd., Pirbright, Surrey. (5076

SUNBEAM TALBOT ALPINE, 1954. Beautifully maintained, bodily and mechanically. Overdrive, floor change, radio. Bright Monaco red. £345. Tel.: Oadby 3956. Write: 3 Brabazon Rd., Oadby, Leicester. (5077

ENTHUSIAST CLEARING STABLE HAS the following cars for disposal, in good condition, bodily and mechanically: Bristol 401 85C saloon. Red maroon. P/B radio. Bills for £300. £200 o.v.n.o. Riley RME 1½-litre saloon. Two-tone black and green. Outstanding. £250 o.v.n.o. Railey Pathfinder, 1956. Black. Quiet and fast. £120. D. Shield, Badwell Ash, Bury St. Edmunds, Suffolk. Tel.: Walsham-le-Willows 205. (5078

MASERATI 2-LITRE A6 GT, REGD. 1960. Aluminium tubular chassis, triple Webers, Borranis. Only 18 built. L.h.d. £575. Engine only, £275. Might exchange E-type, M.G.-B, etc. Box 0974. (5079

1929 AUSTIN 12/4 SALOON. A FINE example, in excellent condition. Reconditioned engine, new tyres, etc, plenty of spares. Nearest £300. Must be sold. Mr. Lapeyre. Tel.: Peatling Magna 418 (Leicester). (5080

LEA-FRANCIS SALOON, 1946. METICU-lously rebuilt and resprayed. Absolutely beautiful condition throughout. Many spares. £130 o.n.o. Fitton, 20 Turf Lane, Royton, Lancs. (5081

XK120 DROPHEAD COUPE, IN EXCEP-tional condition throughout. Unmarked Carmen red. New hood, carpets, w/pump, s/absorbers. Makers' oil pressure and performance, M.o.T., taxed. Good tyres. £185. Cheaper car considered part payment. Mr. Small. Tel.: Fair Oak 1235 (Hants.). (5082

1933 WOLSELEY 9 SALOON. IMMACU-late. Very low mileage. Recent complete overhaul including new wiring, carburetter, petrol pump, oil-seals distributor, hoses, brake linings, tyres, etc. Two owners. £150 o.n.o. Tel.: 01-550 7029 (after 6 o'clock, evenings). (5083

1926 ROLLS-ROYCE TOURER, 20 H.P. Replica Barker body. Concours condition. Tel.: Halifax 31475. (5084

1928 ROLLS-ROYCE 20 H.P. CHASSIS only, restored to as new condition. Tel.: Halifax 31475. (5084A

1954 SUNBEAM ALPINE. SUPERB specimen, with engine, gearbox, suspension and steering reconditioned in last six months. Xs, etc. £275 o.n.o. Cox, Dean Buildings, Chipping Norton, Oxon. (5085

1947 BENTLEY MK. VI. ONE OWNER from new. This car has covered only 80,000 and is in faultless mechanical condition. The black cellulose shines like new and the interior is finished in brown hide with matching carpets. The chrome is magnificent, and all round this car must be the best Mk. VI available in the market. It therefore respresents a very rare investment at £750. For further information and an appointment to view please tel.: 01-202 7288. (5086

M.G. VA 1938 SPORTS LIMOUSINE. Featured on TV. Immaculate. Original condition. Maroon cellulose with navy hide interior, sunroof and new tyres. Offers over £150. Tel.: Dudley 56874. (5087

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1950 LEA-FRANCIS 2½-LITRE SPORTS. Aluminium body. 25 m.p.g. Recent rebuild to concours condition. £350. Tel.: Anstey 2923 (Leics.). (5089

SPRITE MK. II. NEW CINTURATOS. Very good throughout. M.o.T., 1969. £230. Tel.: Prescot (Lancs.) 4857. (5093

VOLVO P1800, OCT., 1962. EXCELLENT condition. £630. Tel.: Crawley 23729 (evenings/weekends). (5115

TR4A, 1967. CARMEN RED. PERFECT unmarked condition, but must be sold. Soft-top. £700. London. Tel.: 01-723 5720. (5116

SPITFIRE MK. II, JULY, 1965. LEFT-hand drive. Red. Hard and soft tops. Really super condition and perfect performance. Never any damage. This car has just returned from a 5,000-mile continental tour. It gave 38 m.p.g. and used no oil. Thoroughly recommended for similar trip. Wide wheels. All new tyres. £425. London. Tel.: 01-723 5720. (5116A

WANTED

WANTED: ISOTTA-FRASCHINI TIPO 8A engine complete. Good price paid. Also 45 h.p. Renault 1926 carburetter. Tel.: 01-464 3972. (4626

AMERICAN ENTHUSIAST DESIRES A Morgan 3-wheeler, preferably in good condition. R. Lake, 1232 Anza Way, Livermore, California, 94550. (4627

WANTED: HISPANO SUIZA STORK radiator cap. Tel.: 01-546 7941 (Surrey). (4628

WANTED BY ENTHUSIAST DAIMLER Century roadster 2½-litres. Sensible price paid. Macey, 18 Thoroid Rd., Bitterne Park, Southampton. (4629

DERBY BENTLEY DROPHEAD OR Sedanca coupé by B.D.C. member. Any condition considered. Colton, The Quarry, Stanwick, Wellingborough. Tel.: Raunds 2054. (4630

RILEY VE4847. LAST KNOWN REGIS-tration 1960 in Cheshire. Previous owner would like to repurchase. Box 0916. (4646A

FRONT-ENGINED SINGLE-SEATER. Vintage or post-war up to 1960. Please quote history. Photographs will be returned. Box 0917. (4646B

WANTED, SUPERCHARGER, GOOD condition, preferably pre-war. Please give price, condition, specifications and indication of adaptability. First letter. Box 0929. (4649

M.G. TC. PRIVATE BUYER IN LON-don Aug. 5th-20th will pay cash. Must be complete and very good mechanically. Please state price and condition. Box 0928. (4650

BENTLEY 6½- OR 8-LITRE ENGINE. Condition immaterial. Box 0914. (4651

BENTLEY 3½/4¼ TOURER (OR d.h.c.), 1934/1939 wanted by B.D.C. member for own use, not for resale or export. Box 0913. (4652

WANTED: AUSTIN SEVEN ULSTER, Gordon England or other early two-seater sports. Please advise price wanted, condition and originality. Box 0925. (4653

ALVIS SPEED 25, SC SERIES PRE-ferred. All conditions considered. Details, price to Box 0926. (4654

REGISTRATION BSC, BC OR SBC. ANY low or interesting number considered. Box 0927. (4655

FRONT OFFSIDE WING AND ENGINE side panel 9/9 for M.G. TF, 1954. Tel.: Epsom 23748 (evenings). (4659B

WANTED: MORGAN 4/4, 1959-1963. Good condition imperative. Bannister, 239 Higher Walton Rd., Walton-le-Dale, Preston, PR5, 4HS, Lancs. (4678

COMPLETE SET SEATS FOR 1934 MOR-ris Oxford Six. Whole car considered. Tel.: Hockley (Essex) 2757. (4679

ENTHUSIAST WANTS CHEAP ALFA Romeo. Any model or condition considered. Tired, crashed or rusty. Prefrr 1957 onwards. Box 0932. (4680

A/HEALEY 3000 WANTED, AROUND 1961. Must have overdrive. 2 The Link (Meadway), Highfield Estate, Waterlooville, Hants. (4681

AN IMMACULATE 3½ OR 4¼ DERBY Bentley open or closed, but must be in mint condition both mechanically and coachwork and trim. Panks, Sparrow Hall, Swalcliffe, Banbury. (4682

1962/1963 JAGUAR "E" TYPE WAN-ted. Must be roadster. No rubbish. Swop, or cash either way for my 1966 Cresta Auto, or sell at £770. Tel.: Bedford 51977. (4753

1962/1963 E-TYPE OPEN TWO-SEATER required. £12 per month banker's order offered over five years. Box 0937. (4866

ROLLS-ROYCE, POST-WAR WRAITH OR Silver Wraith in good condition. Immediate cash purchase for suitable example. All letters acknowledged. Good price offered. Box 0938. (4867

JOHN BRITTEN

A profusion of motor cars waiting for you; count the seats and divide by two. **MG-B,** 1965, racing green, black leather, overdrive; have returned from a weekend away and seen it in the yard, so no further details; in fact as far as I know it might just be in for a service. **Triumph Spitfire Mk II,** 1966, that



nice dark blue, black trim, steel hard-top, soft-top, radio, lady owner, £585. **MG-B,** 1967, this is a Mk 1¼ having the built-in reversing lights, wire wheels, SP41s, £895. **Austin Healey Sprite,** 1962, black with red interior and red works hard-top, £310. **MG Midget,** 1966, BRG, Classic Bermuda hard-top, soft-top, tuned engine, £565. **Triumph TR3,** 1957, dark green, one owner last four years, £250. **Triumph TR3A,** 1959, your pick of three at £295 but I believe a deposit has been taken on one of them. **MG-B,** 1966, black, Classic Bermuda hard-top, soft-top, overdrive, wire wheels, Cinturatos, belts, radio, etc., etc., £795. **MG-B,** 1965, racing green, £85 GT hard-top, soft-top, overdrive, wire wheels, radio, £795. New **TVR Vixen 1600,** Sahara yellow, tangerine, Regal red, steel grey, white and metallic Sahara yellow. Invariably a selection of second-hand TVRs, including, this month, two used LWB **Tuscan V8s.** Unfortunately I am trying to write out this page with the aid of a half-finished list of cars in stock, so I can't tell you what other sports cars we have, but I hope you have the general idea by now. Other sorts of cars we have include 1928 **Austin 7 Chummy** (fully restored), 1950-something **MG TD,** the ex-Keith Clayton bath-chair, 1963 **MG 1100** £325, 1965 mdl **Rapier** with o/d £435, one new **Reliant Scimitar** in silver grey which is a cancelled order and therefore being offered at a specially reduced price, 1934 **Ford 8** in dark blue and black with grey cloth trim, original paint, new tyres, as shown below. We are shortly to be appointed



agents for an illustrious make of sports car, but my lips are sealed until next month. All our sports cars over £250/£300 have a quite exceptionally thorough workshop rigmarole to go through as well as a good service before they are passed out as being fit for sale, including three road tests, no less. You also get a very good guarantee. On the subject of servicing, we have just opened a new lubrication and service bay at Arkley, especially for the benefit of local sports car owners. No advance booking is necessary. All we want now is someone to take charge of it; also a youth to be his assistant and serve petrol, tell people we don't mend lawn-mowers, etc. By the way, we have "got away" from the petrol we used to sell and have our own brand, the name of which I blush to mention. It has added VTOL, and I would like you to try a tankful. Do please hold on tight, though. Cinturato tyres at 25% discount, in some sizes only T.T. has ever-so-slightly blemished Cints and other top radials at between 30% and 40%. Also cross-ply tyres, odds and ends of 1st quality tyres at 35% discount as well as 10in., 13in. and 15in. "seconds" at 40%. A few bits and pieces to get rid of this month, including new Mk III Sprite hard-top, black, reduced to £25; ditto but Mk IV, works, £60; ditto but bare shell of hard-top, for racing, £10. Two 100,000 BTU jet-engine-type workshop heaters, £30 each. Sprite Mk I body shell, very straight and unrusted but surface blemishes, ideal basis racing car, £20 (includes doors, etc.). Spridget limited slip unit, used, £30. 1,150cc Spridget racing engines, new and used, including one that holds several lap records (ex-SS1800). 100E Ford close-ratio gearbox, £5. Sprite I gearboxes, may or may not be OK internally, a bit of a gamble at £5 each. Spridget ¾-elliptic axle casing off wire-wheeled car but will take disc wheels with spacers, £6. World's largest collection of tonneau covers (used but zipworthy). Also our Mr Brian Elkington presides over quite a good stores of new sports car spares. Our business is actually 99% selling cars and 1% selling bits and pieces, and if you get a different impression it's because these spares get in our way so much I take care to advertise them every month in a vain attempt to tidy the place up a bit. Some time this summer I intend to drive from New York to California in my 1933 Austin Light Twelve-Six Drophead, and sell it either on arrival or *en route*, unless it breaks down in the Nevada desert, in which case you may have it for nothing (carriage extra). Would any interested party please write to me beforehand so that a meeting can be arranged. Now is a good time to buy a new car as we have just received our first "G" registration numbers and one of them is yours for the asking. I would especially like you to come and have a look at one of our TVR Vixens (available at both branches). We have just woken up to the fact that most people who buy new Vixens from us were originally going to buy either another make of new car or else a second-hand car, and I think there is a conclusion to be drawn there. The car comes in "rolling" component form at £1,095, saving £300 of purchase tax, and you get, in with the price, heater, seat belts, radial ply tyres, walnut dash with six instruments, wood-rim wheel, anti-roll bar, cigar-lighter, tinted rear window, electric screenwash, headlamp flasher, reversing light, etc., etc. Delivery from us to you is free. Picture shows our racing mechanics. Oliver is gleefully



explaining to Alan that he has sawn 9/10 of the way through one of the brake hoses of my racing Midget. Our Moscow Road branch sells new TVRs, new Scimitars, and anything that we have in the way of nearly new sports and GT cars, usually over £800. At Arkley we also have new TVRs, and used sports cars under £800/£1,000. A 'phone call to either branch will gen you up on what we currently have. Open to 7pm, closed Sundays and Bank Holidays.



TVR

Vixen 1600, crossflow GT engine, 115mph, luxury trim, optional 1800 unit, from **£1095.**
Tuscan SE, 306bhp V8, 175mph, iron hand in velvet glove. **£3069.**

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Scimitar GT 2+2, 3 litre V6, overdrive, relaxed high-performance motoring. **£1640.**
Scimitar 2·5 litre V6 from **£1450.**



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Sports cars: 31 Moscow Road, Bayswater W2. Park 2707.

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1964 356SC, red, 50,000 miles ... **£1345**
1964 356C, grey, 60,000 miles ... **£1195**
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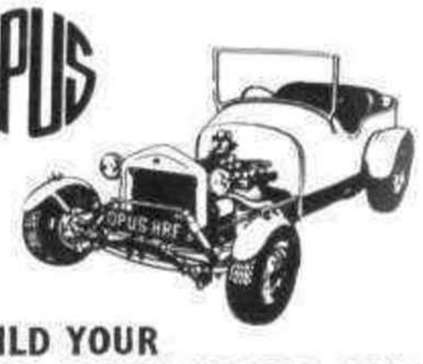
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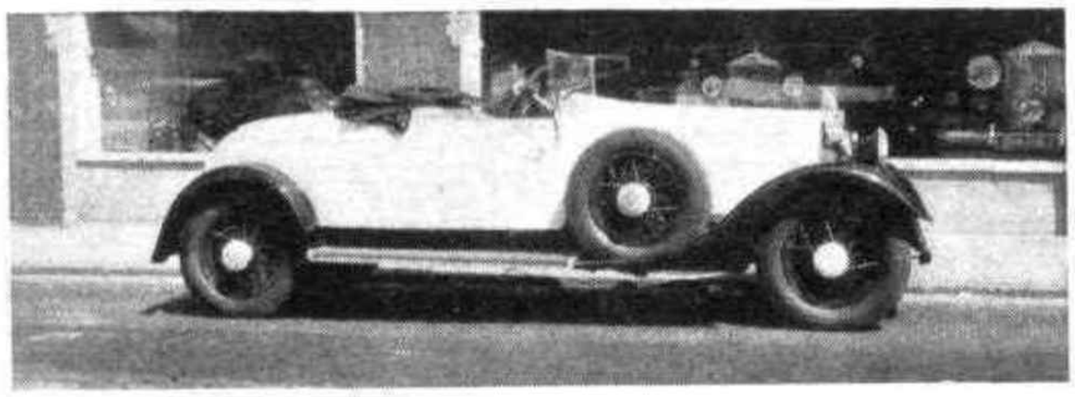
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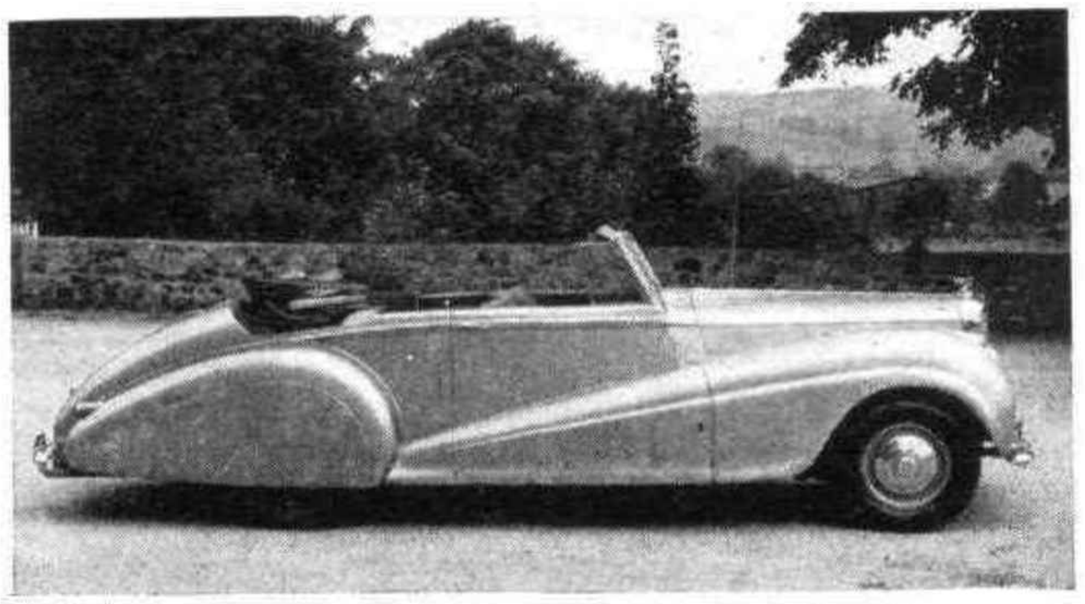
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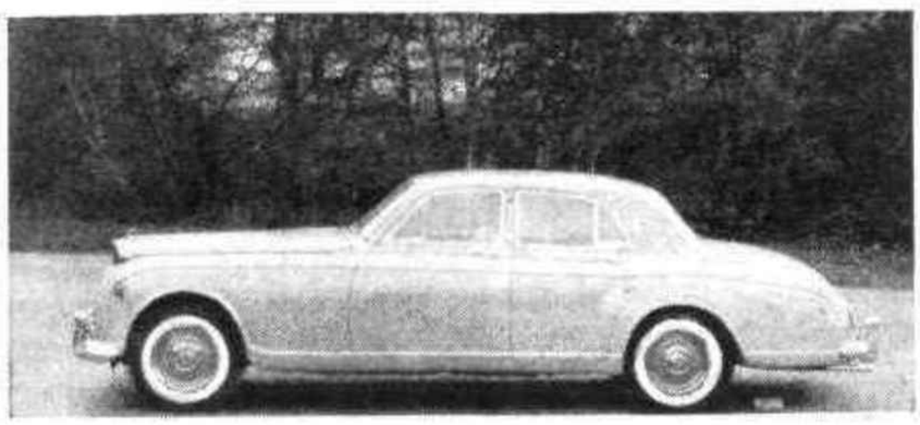
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PFS REGISTRATION WANTED FOR 21st birthday gift. Details to Box 0939. (4868

M.G. J2/TA ORIGINAL ENGINE. MUST be good running order. £100 max. Box (Midlands) 0940. (4869

LOTUS ELAN WANTED. SPECIAL equipment model 1966/1967. Cash waiting. Tel.: Wick (Caithness) 3128 (evenings). (4870

AUSTIN NIPPY IN GOOD CONDITION. Details to Dowden, 191 Uxbridge Rd., Hampton Hill, Middlesex. (4871

LAGONDA OR ASTON MARTIN WAN-ted for spares. Any model, condition or location, if cheap. Box 0943. (4872

M.G. TYPE C, J4, K3, Q OR R urgently wanted as chassis or complete car in any condition. Also any parts for these. Also supercharger. Please write Box 0944. (4873

WANTED: A VERY EARLY 2-SEATER tourer with dickey seat, preferably Jowett or similar. Price secondary as long as in original and sound condition. Brown, Prospect House, Hartshead, Liversedge. (4874

HEALEY SILVERSTONE. GOOD CON-dition essential, shabby paintwork acceptable. Full details, including chassis No. and (reasonable) price, Bryan Speirs, 46 Larchfield Ave., Newton Mearns, Glasgow. (4875

WANTED. MORGAN 4/4, 1959-1963. Reasonable condition. Cash. L. Brown, 79 Happaway Rd., Barton, Torquay, Devon. (4876

WANTED: ROLLS 20 H.P. OR EARLY 20/25 with interesting coachwork. Good price paid for good car. Box 0957. (4877

JIM, JWK, JK, DIY REGISTRATIONS wanted. Numbers 1, single digit or interesting. Cash plus replacement registration if required. Offers to Box 0958. (4878

INSTRUCTION MANUAL FOR 1925 Buick model 2525 21 h.p. or book about this circa engine. Tel.: Henley-in-Arden 2628. (4879

LOTUS CORTINA WANTED. LATEST model in mint condition. Tel.: Elland 3897 or write Ken Lockwood, 1 Weatherhill Crescent, Lindley, Huddersfield. (4880

3½-LITRE DERBY BENTLEY WITH Vanden Plas tourer body. Realistic price offered. Box 0959. (4881

HUMBER. GOOD VINTAGE HUMBER wanted for good home. 9/20, 11.4, 12/25 or 14/40. Please write: Shaw, 11 Priory Ter., N.W.6, or tel.: 952 7555 (daytime). (4882

ASTON INTERNATIONAL OR H.R.G. for cash. All photos returned. Any condition considered. Wildsmith, Hollins Croft, Old Brampton, Chesterfield. Tel.: 68186. (4883

M.G. TF SEMI-RACING CAMSHAFT, 9/41 rear axle. Laystall head or similar required. Price and details to Oldfield, 14 Clayford Way, Liverpool 14. (4884

£300 CASH FOR MORGAN 4/4 SERIES III or IV. Elliott, 239 Rose Lane, Liverpool 18. Tel.: 051-724 2880. (4995

WANTED: REGISTRATION SPK WITH significant number. Price, etc., tel.: St. Neots 2743 (after 6 p.m.). (4996

WANTED: A/HEALEY 3000 MK. II convertible. W/wheels, o/drive. Must be good condition. Up to £400 cash offered. Please send full details to 14 Lockingwell Rd., Keynsham, Somerset. All replies answered. (4997

MORGAN 4/4 SERIES IV OR V. W/ wheels. Cash. 2 Melbourne Rd., West Bridgford, Nottingham. (4998

CONVERTIBLE ELAN WANTED, UP TO £850 available. Details to Box 0966. (4999

REWARD FOR INFORMATION LEAD-ing to Alfa Romeo MPH 374. Box 0967. (5000

VINTAGE OR P.V.T. SPORTS CAR. Good price offered for original machine. Box 0968. (5001

WANTED URGENTLY: VINTAGE OR P.V.T. Any classical car considered. Cash. Also instruction books, spares, etc., for Avon Standard 16 h.p. Mason, "The Venue", Mill St., Brierley Hill, Staffs. (5002

IMPECUNIOUS STUDENT REQUIRES interesting car for restoration. Anything considered. Box 0969. (5003

DISTINGUISHED - LOOKING OLDER car. Engine, gearbox, tyres, unimportant. Pre-war Lagonda, Bentley, Rolls most appropriate. Send photo and price to Box 0970. (5004

1933 LAGONDA 3 LITRES PILLARLESS sports saloon. Photo required. Box 0976. (5099

1947 JAGUAR MK. IV 2½ LITRES. Preferable drophead coupé. Good condition. Box 0976. (5099A

LAGO TALBOT. ANY MODEL. PHOTO required. Box 0976. (5099B

LAGONDA LG6, RAPIDE OR V12. Drophead. Must be in good condition. Tel.: Plymouth 63133 (day-time), Tavistock 2858 (evenings). (5100

ENTHUSIAST REQUIRES VINTAGE OR P.V.T. Tower Lagonda, Aston, Alvis, etc. Tel.: Basildon 3836. (5101

1965 1275 C.C. COOPER S WANTED, late August. Garland, 66 Woodstock Rd., Bristol 6. (5102

DOME-TOP PISTON 57 M/M ST'D. FOR 1934 M.G. L-type, same K, N, P, urgently required. David Taylor, 13, St. Helen's Rd., Brigg, Lincolnshire. (5103

LAGONDA STILL WANTED. SHORT chassis LG6 or V12 sports saloon with makers' own coachwork. Must be immaculate. H. L. Schofield, Foxhill, Mottram Rd., Stalybridge, Cheshire. (5104

WANTED—continued

LANCIA LAMBIA WANTED, 7th, 8th or 9th series, preferably open 2 or 4-seater. Any condition considered. Details to J. G. Vessey, Dunscar Farm, Castleton, Sheffield. Tel.: Hope 483. (5105

WANTED: SU CARBURETTER, VER-tical type HV5, 1½ in. Bronze body. In good condition. Details to J. G. Vessey, Dunscar Farm, Castleton, Sheffield S30 2WA. Tel.: Hope 483. (5106

WANTED: GEARBOX FOR 1949 M.G. Y series. Any condition considered. State price. 14 Ripley Rd., Ladygrove, Ambergate, Derbys. DE5 2JS. (5107

SILVER GHOST CAR, CHASSIS OR spares wanted. Interested in literally anything Ghost, irrespective of condition. Harper, 121 Palatine Rd., Didsbury (2050), Manchester. (5108

WANTED: M.G. K-TYPE ENGINE AND gearbox. Will consider N-type engine and gearbox. Croft, The Poplars, Long Plantation, Edenthorpe, near Doncaster. (5109

EXCHANGES

FREE, NO—GOOD VALUE, YES. 1964 M.G.-B. White. Wire wheels, overdrive, radio, heater, reversing lights, anti-roll bar, tonneau, ashtray, burglar alarm, Cinturatos, seat belts, tow bar and light sockets, undersealed, badge bar, ammeter and headlamp flasher. This car has been used for most of its life as a second car and there are bills for all work since 7,000 miles. Part exchange for Cooper "S" or £575 p.n.o. Tel.: Amersham 6576. (4625

IMMACULATE 1964 MK. III SPRITE. Ivory. Ashley hard-top, soft-top, adjustable suspension, Cinturatos. £420 o.n.o. or exchange Super Anglia, Herald or similar. 16 Elwyn Drive, Marchwiel, Wrexham, North Wales. (4691

RILEY KESTREL 1935 1.5 SALOON. Outstanding example Tested Feb., 1969. Reluctantly forced to go modern. Sell £175 o.v.n.o. or exchange Morris 1000 or VW. Cash either way. Slee, 59 Paterson St., Birkenhead. Tel.: 051-BIR 8965. (4692

1930 AUSTIN 12/4 TOURER AND 1963 M.G. 1100. Exchange Lotus Elite or similar. Howlett, 16 Fronks Rd., Dovercourt. (5010

MY VOLKSWAGEN 1200, EXCELLENT, for Lotus Seven. About £200. View Hertford or Chichester areas. Mr. Pay. Tel.: Hertford 3097 (office hours). (5011

BUICK SUPER 8, R.H.D., IN IMMACU-late condition, hardly used. Will exchange for pre-war tourer, Alvis Speed 20 or similar, or H.R.G., or sell around £200. View Somerset Box 0942. (5012

PART EXCHANGE IMMACULATE 1960 Jaguar XK150SE for 1963-1964 Jaguar E-type. 109 Rushmere Rd., Ipswich. Tel.: 76070. (5013

T.V.R., 1961. RESPRAY MET. BLUE. G.T. Cortina, 12,000 miles. M.o.T. £400. Exchange Midget Mk. 2-3 Spitfire. Tel.: Sharnbrook (Bedfordshire) 237 (day). (5014

1967 CORSAIR 2000E, 20,000 MILES, UN-marked Saluki bronze. Will exchange with cash for two-door coupé, Lancia, Giulia, Scimitar, etc. Just acquired larger business saloon. Box 0974 (Essex). (5066

FABULOUS 20 FT. PROFESSIONALLY-built cruiser/powerboat. 2/4 berth. Deep "V" hull, powerful inboard engine giving up to 40 knots, fully instrumentated, including navigation lights, searchlight, interior lights, interior accommodation with seawater toilet, freshwater sink, carpets, curtains and many additional items too many to list. Repainted and refitted at great expense. For sale with inexpensive moorings on the Hamble, near Southampton, at £1,050, or would take a sportscar or W.H.Y.? in part-exchange, cash either way. Tel.: 01-979 7975 (daytime), 01-370 4659 (night-time). (5114

MISCELLANEOUS

RAILTON AND BROUGH SUPERIOR owners should join the Railton Owners' Club. Illustrated monthly bulletin, register, efficient parts service and technical handbook. Hudson owners also welcome. J. O. Dyson, 103 Westoning Rd., Harlington, Dunstable, Beds. (4631

RYBI, XK120, 1954. SE D/H COUPE. W/wheels. Dark red. £225. Tel.: Worcester 22205. (4668

DOLPHIN 19 TWO-BERTH CABIN cruiser fully fitted with Gale 25 h.p. outboard motor and trailer. Just been painted. £500 o.n.o. Tel.: Shenley Church End 255. (4683

SET OF FIVE 5½J STEEL WHEELS FOR Consul II and 375, Zephyr and Zodiac Mks. II and III. Used for tyre road testing only. Less than 3,000 miles covered. £12 o.n.o. Blain, 29 Barnfield Rd., St. Albans, Herts. (4684

FIVE 5½J WIRE WHEELS FOR M.G.-B, complete with 4 new Cinturatos (cost £43 alone) and one half-worn. All balanced and perfect. Sold car. Buyer collects. £60. Also offside fibre glass wing, unused, £5, twin cam clutch and release bearing, £3. Norris, 7 Eversleigh Rd., Finchley, N.3. (4685

GRAN TURISMO WIRE WHEELS for Rover 2000TC. Set of 5 unused. £35. Set of 4 unused special over-riders (rubber inserts), £5. Herman. Tel.: 01-800 4201 (9-5 weekdays). (4686

LANCIA LITERATURE WANTED, PAR-ticularly Aurelia parts books, by Lancia Motor Club Librarian, to assist members. Please send details, price, etc., to Roland Grazebrook, 12 Claremont Rd., Bath, Somerset. Tel.: Bath 4525. Also details membership, competitions, technical data available to those interested. (4689

REGISTRATION IE WITHOUT CAR. Low number if possible. Write Box 0934. (4690

MISCELLANEOUS—continued

1800 TI, 2000, 507 AND 328. DO THESE numbers mean real cars to you? If so, the B.M.W. Car Club is your club, with its 300 plus members, sections in America and Switzerland, and members in all parts of the world. Details of the Club and of its quarterly "Bulletin" from P. J. Rust, 23 Lynton Grange, Fortis Green, London, N.2. (4632

DETAILS: ALL AUSTIN 7 RALLY AT Longleat, Wilts. Organised by Bristol Austin 7 Club. August 18th, 1968. Further details from A. J. Vallance, 26 Portway, Frome, Somerset. (4633

FOR SALE: WOOLER REMOTE GEAR control for Ford Cortina. £6. Tel.: Ulcombe (Kent) 248. (4634

WORKS RECONDITIONED AUSTIN Light Twelve 4 engine. Also Alvis Firefly engine and other bits. Morgan, "Brookfield", Fontmell Magna, Shaftesbury, Dorset. Tel.: Fontmell Magna 436. (4635

REGISTRATIONS KENIF AND KEN75. Best offers. Tel.: Tottington (Lancs.) 2789 (evenings). (4636

AVANTI WOOD RIM WHEEL, DISHED £5. Rover 75, broken, engine doors, windows, axle, gearbox with freewheel, chassis; not twisted, needs slight repair. Offers to M. J. Murray, Kinnordy Cottage, Auchterhouse, Angus. All plus carriage. (4637

RILEY. NEW GEARBOX, PROP SHAFT, back axle for 1946/1955. Also many spares pre- and post-war Rileys. F. Clarke, 31 Southbrook Rd., Lee, S.E.12. Tel.: Lee 8904. (4638

EC9 ATTACHED TO JAGUAR MK. V saloon. Space wanted. Offers to Laws. Tel.: 01-300 7292. (4639

PORSCHE SEATS 900 SERIES, AS NEW, black, £55 the pair, including matching bolster headrest. Puttocks, Triumph Works, Aldershot Rd., Guildford. Tel.: 60751. (4640

PEERLESS AND WARWICK OWNERS' Club meets 1st Sunday monthly at Treetops Hotel, Epping. Details from Secretary, 19 Meadow Close, Thundersley, Essex. (4641

NEW VINTAGE AND P.V.T. ENGINE spares for sale. Complete pistons and rings, gaskets, etc. Write Mr. N. Butler, Grove Cottage, College Rd., Sutton Coldfield, Warwickshire. (4687

VINTAGE CAR OF THE YEAR SHOW. Qualifying Concours, August 3rd, Weaverham Show, Northwich, Cheshire. Also 30/40 Concours, 20/40 driving tests. Entries to Brooklands, Barrow Lane, Tarvin, Chester. (4885

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VETERAN 1927 ARMSTRONG SIDDE-ley chassis, complete with windscreen, dashboard, floor—no body. Engine, gearbox, back axle, in running order. Offers. Moody, East Orchard, Shaftesbury. Tel.: Fontmell Magna 279. (4888

"MOTOR SPORT," 1956-1966. BOUND with index, 1967-1968 unbound. Offers to Hall, 1 The Narrows, Harden, Bingley. (4889

PLJ2 REGISTRATION NUMBER, COM-plete with log book. Offers to C. Jarman, 12 Warwick Mansions, Cromwell Crescent, London, S.W.5. (4890

"THE AUTOCAR", MARCH, 1953, TO date. Smith: Tuning and maintenance of M.G.s (1952). M.G. Workshop Manual (1953). Book of the Wolseley (1932-1948). Tompkins: Speed camera (1946). Mays: Split seconds (1952). Offers. Box 0947. (4891

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1959 VOLKSWAGEN ENGINE, ALL electrics and Solex down-draught broken crankshaft. Royal Oak, 13 Richmond Rd., Twickenham, Middlesex (weekends only). (4894

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MAGAZINES FROM 1953 ONWARDS, good condition. £4 10s. Buyer collects. Tel.: 021-458 4421. (4899

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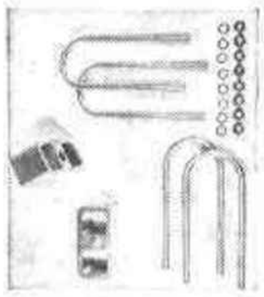
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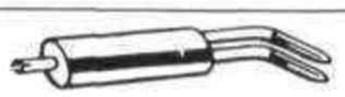
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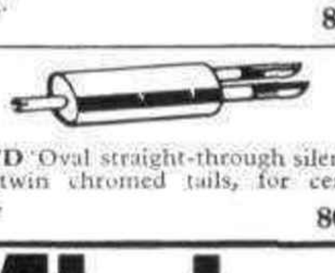
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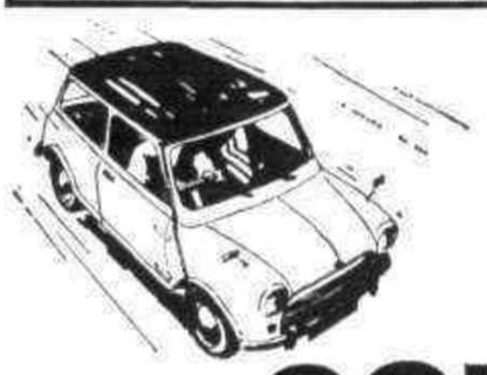
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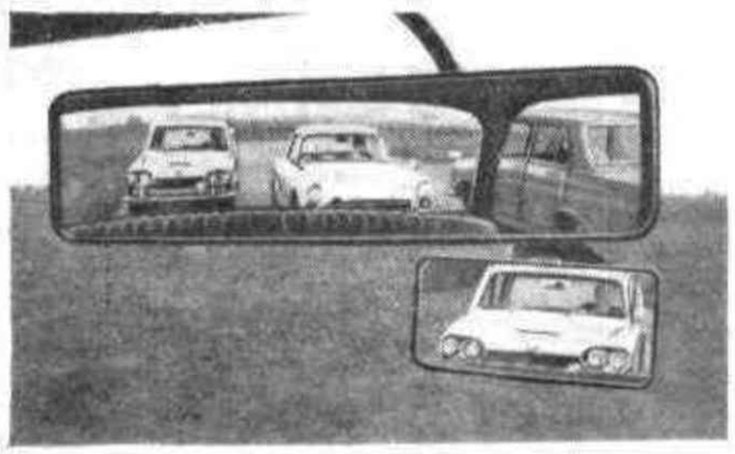


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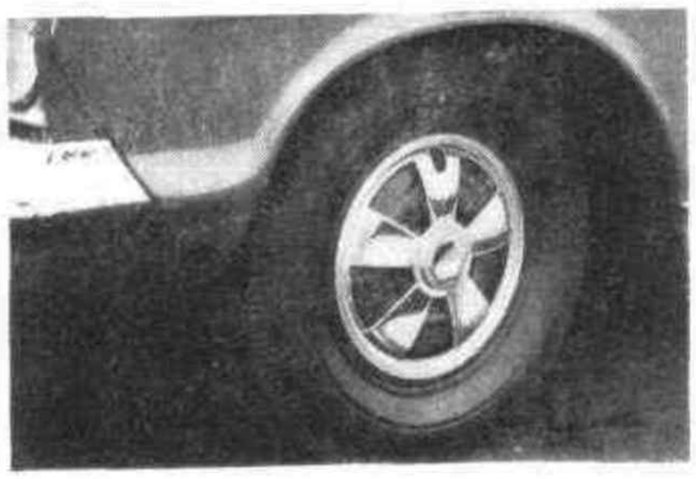
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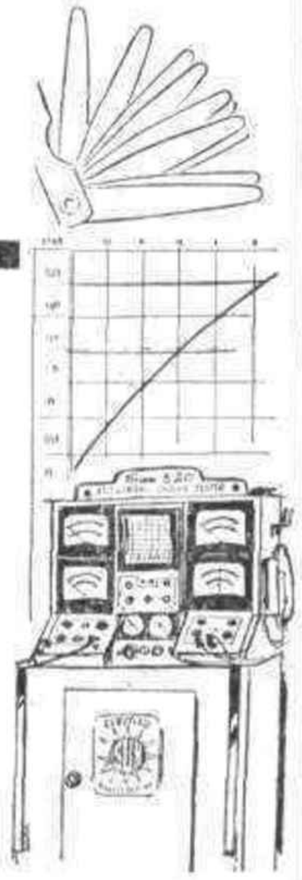
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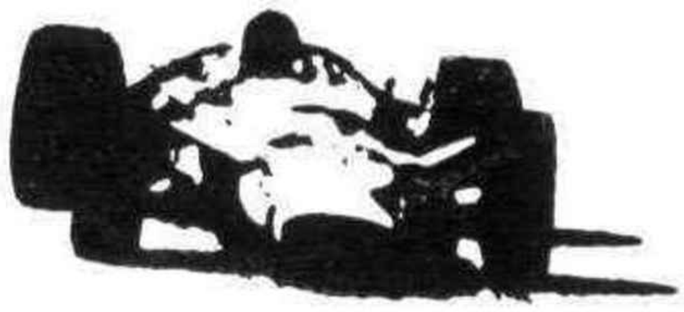
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