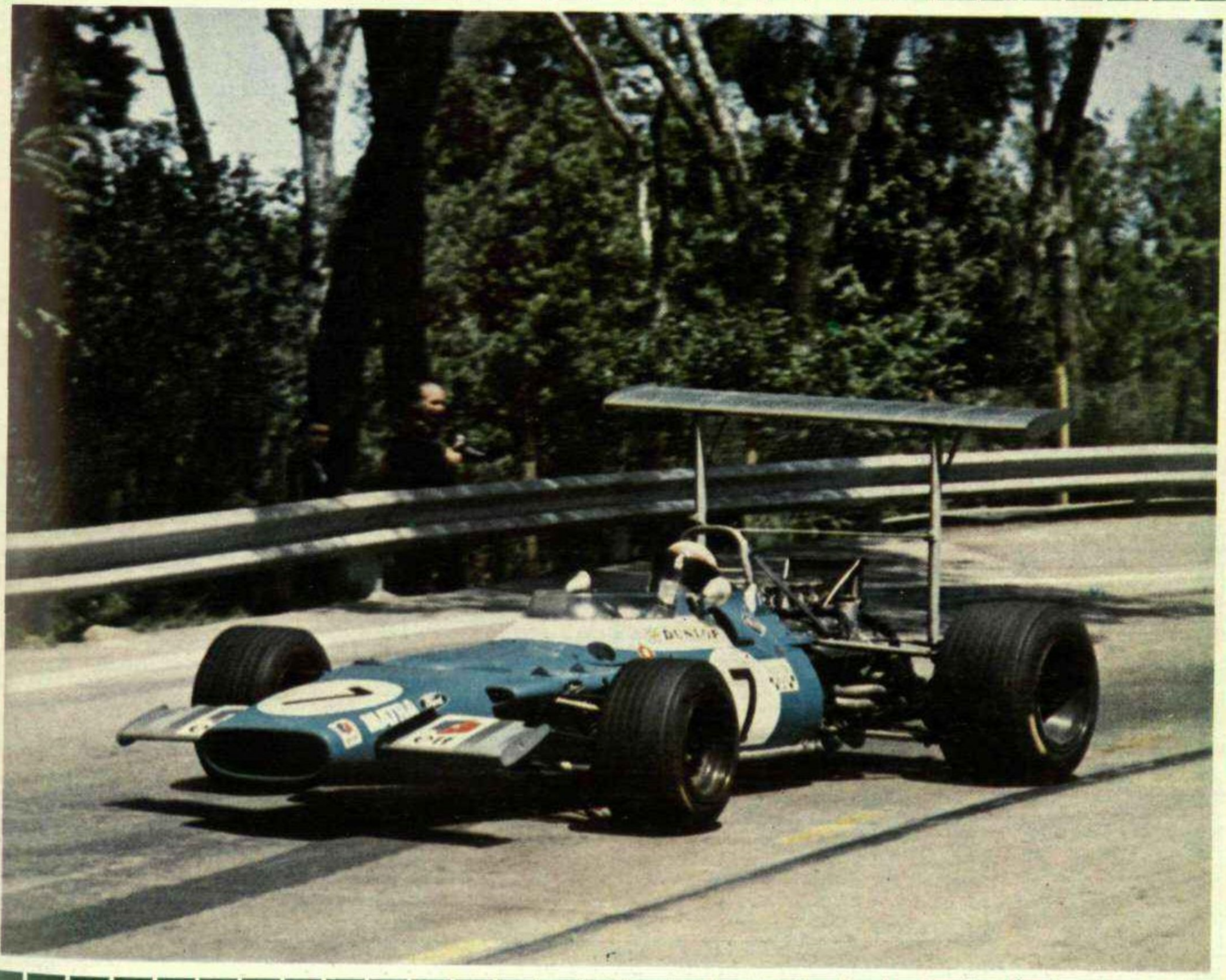
Vol. XLV No. 6 TWO SHILLINGS AND SIXPENCE June 1969

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



ROB WALKERS



Rob Walkers for Volvo



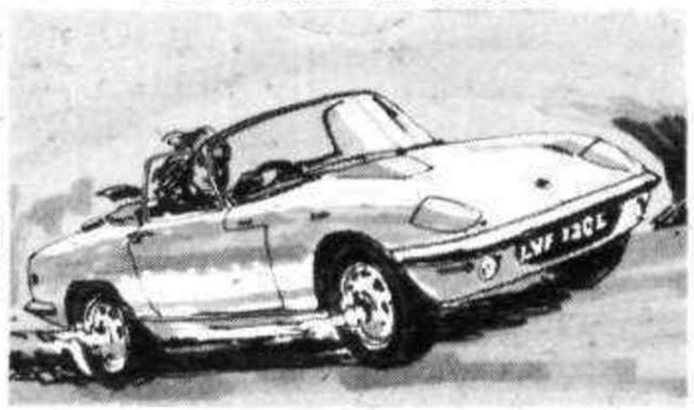
Rob Walkers for Ferrari



Rob Walkers for Porsche



Rob Walkers for AC



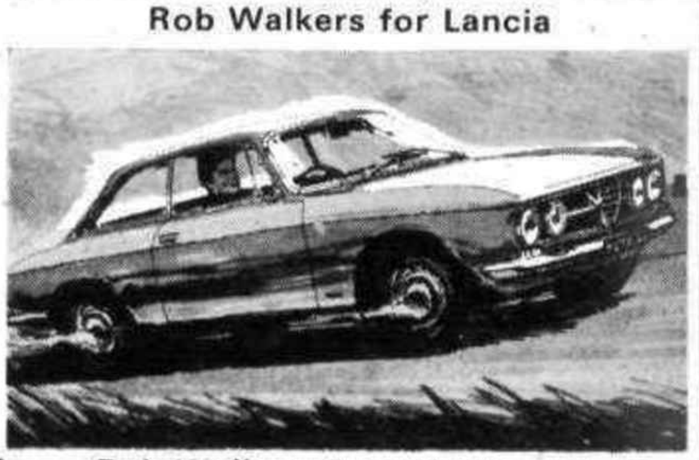
Rob Walkers for Lotus



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We've got them all.

Where else could you find such a choice of quality marques? Where else could you drop in and find just the model, in just the colour and finish you want, ready for immediate delivery? Let's face it, when you've chosen your car, you want it fast. We understand, we've ordered even before you've asked. So if you're after a high performance car, take advantage of the Rob Walkers forward ordering policy. It's just one of the things that has made us the big name in the motor business.

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THE PERSON-TO-PERSON CAR SPECIALISTS



Do you spend a lot of time on the road, or just a lot of money?

We wouldn't for a moment claim that we have made a tyre that lasts for ever. But we've gone a long way towards saving you the money that you can lose on the road.

We've added extra depth to the tread of our Autoband Radials. They'll stop you faster than any ordinary cross ply tyre. Because the whole width of that extra deep tread stays flat on the ground.

Nothing comes between you and the road. Even rainwater is swept clean away through the ever open grooves.

If your present tyres are wearing thin, see your India dealer.

And drive there safely, won't you?

The Indiastructible safety tyres.

Can you live without them?

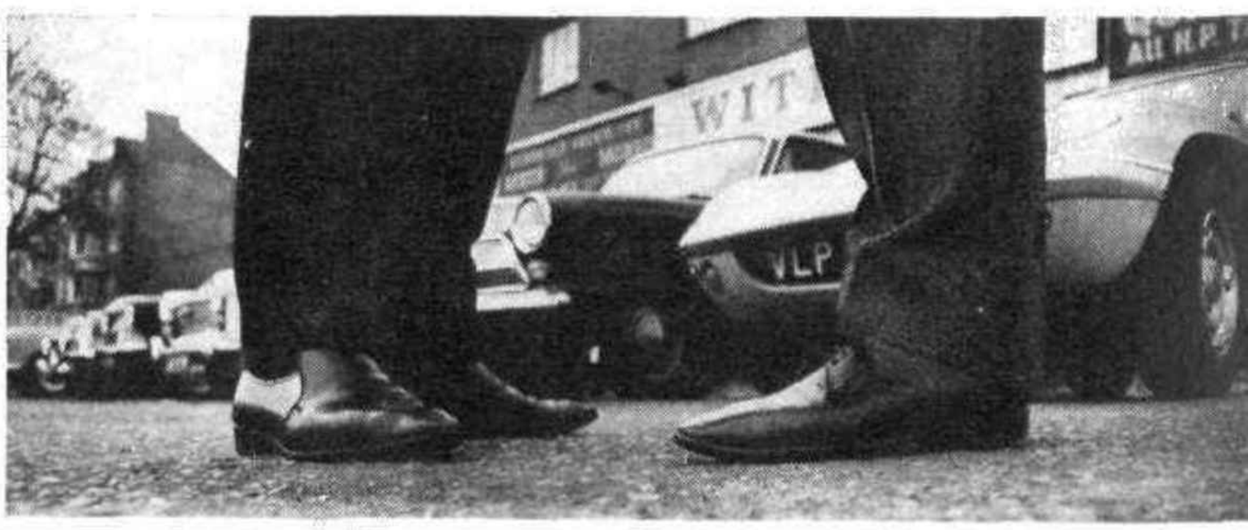
INDIA

The times you wish you had a Peugeot



Could the time come when you're that second too slow? One of those unfortunate accidents—wet conditions—the other party's careless drivi Peugeot owners enjoy that extra response that could save such a situ Powerful, servo assisted brakes with load compensating device, for immediate yet smooth response. Precise rack and pinion steering you clear. Should the crunch come energy absorbing front and r sections, burst proof door locks to minimise impact and danger.

Judge a car's reputation by its second hand value and this is you Mention the name Peugeot and there is many a canny customer to snatch up a motoring bargain. Peugeot owners will tell you th Peugeot have a name for great durability over very high mileag being that much tougher and looking more elegant over the yea Check the classifieds yourself; dealers don't give value for noth





Inter city or suburban commuting can be a weary chore. For Peugeot owners life's different—Peugeot engineering see to that. There's a four speed, fully synchromesh gearbox with diaphragm type clutch to make light work of driving—a quietness and smoothness by which others are judged and that indefinable 'oneness' which only Peugeot can produce. 'Standard' extras give you extra comfort. Fully reclining front seats. Heater. Screenwasher. Clock. Anti-theft lock. Radial tyres. All inclusive.

The 204 and 404 ranges include saloons and estate —all with the same built-in reliability that has brou the marque world acclaim in the gruelling East Afri Safari rally. But check for yourself. Write today for full deta and the name of your nearest Peugeot dealer. He'll be plea to arrange a test drive for you.

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As Britain's leading manufacturer of Performance Exhaust Systems, we are flattered that attempts are made to copy the outward appearance of our patented Big Bore Silencer. BUT REMEMBER ONLY A GENUINE PECO BIG BORE SILENCER CAN OFFER UP TO 10% improvement in performance* as a result of the unique internal design (U.K. Pat. No. 1111473/4)
*e.g. Motor Road Test on MGB 1967.
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Free gripping offer!

Can you live without it?

For the price of a stamp we'll send you a FREE strip of gripping Velcro. Sew it, stick it anywhere and it will hold together. Carmats, maps, clothes, curtains and a hundred other things.

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Read it and drive safely, won't you?



FILL IN THIS COUPON NOW!

To: India Tyres Limited, 9, Glasgow Road, Paisley, Renfrewshire, Scotland.

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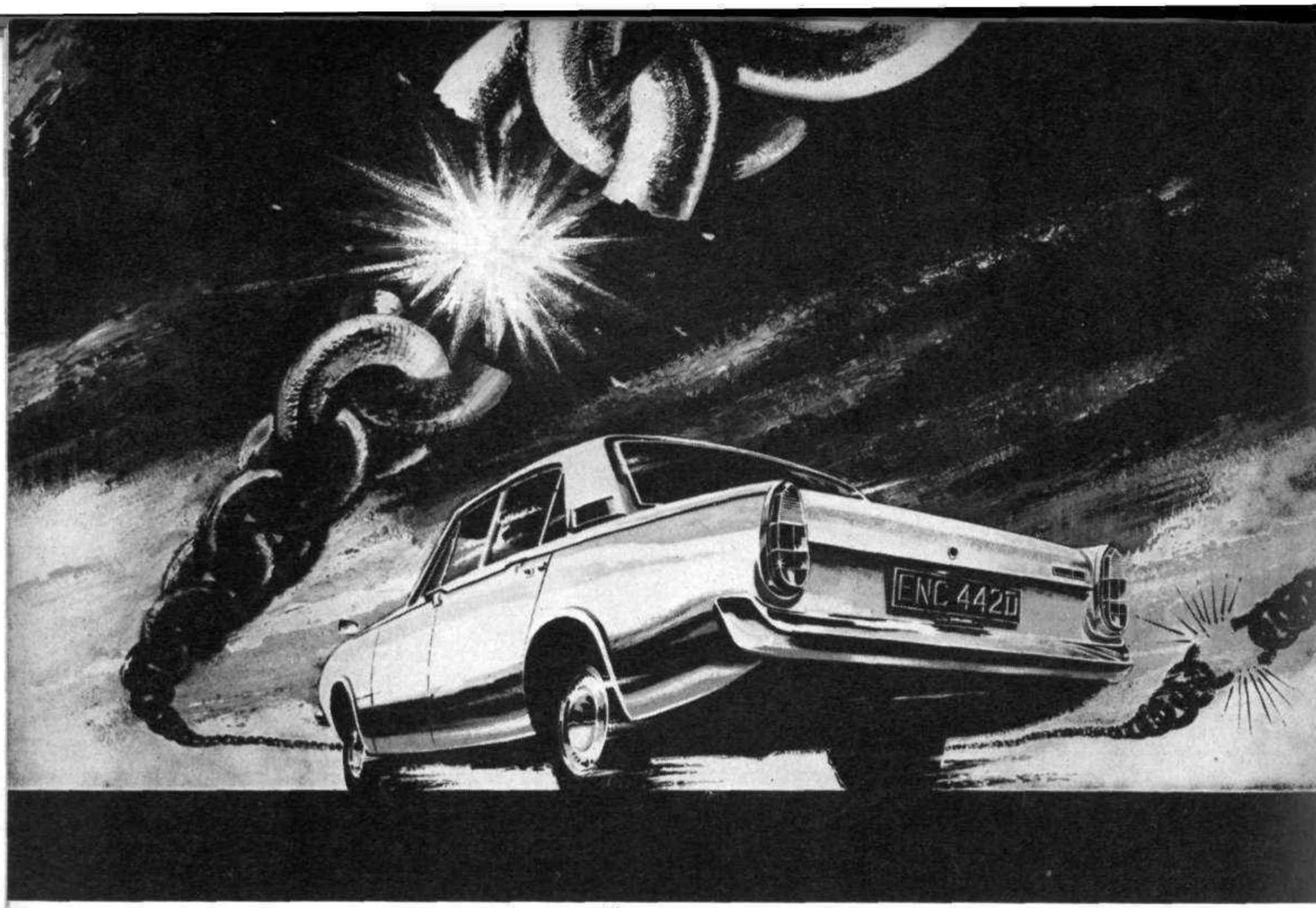
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Please send me a FREE strip of gripping Velcro and your gripping tyre safety booklet 9.

INDIA TYRES



Now! Unleash your car's pent-up performance with

NEW FULL POWER MOLYSLIP

Advanced New Formula boosts acceleration and m.p.g. as it smoothes out useless friction drag.

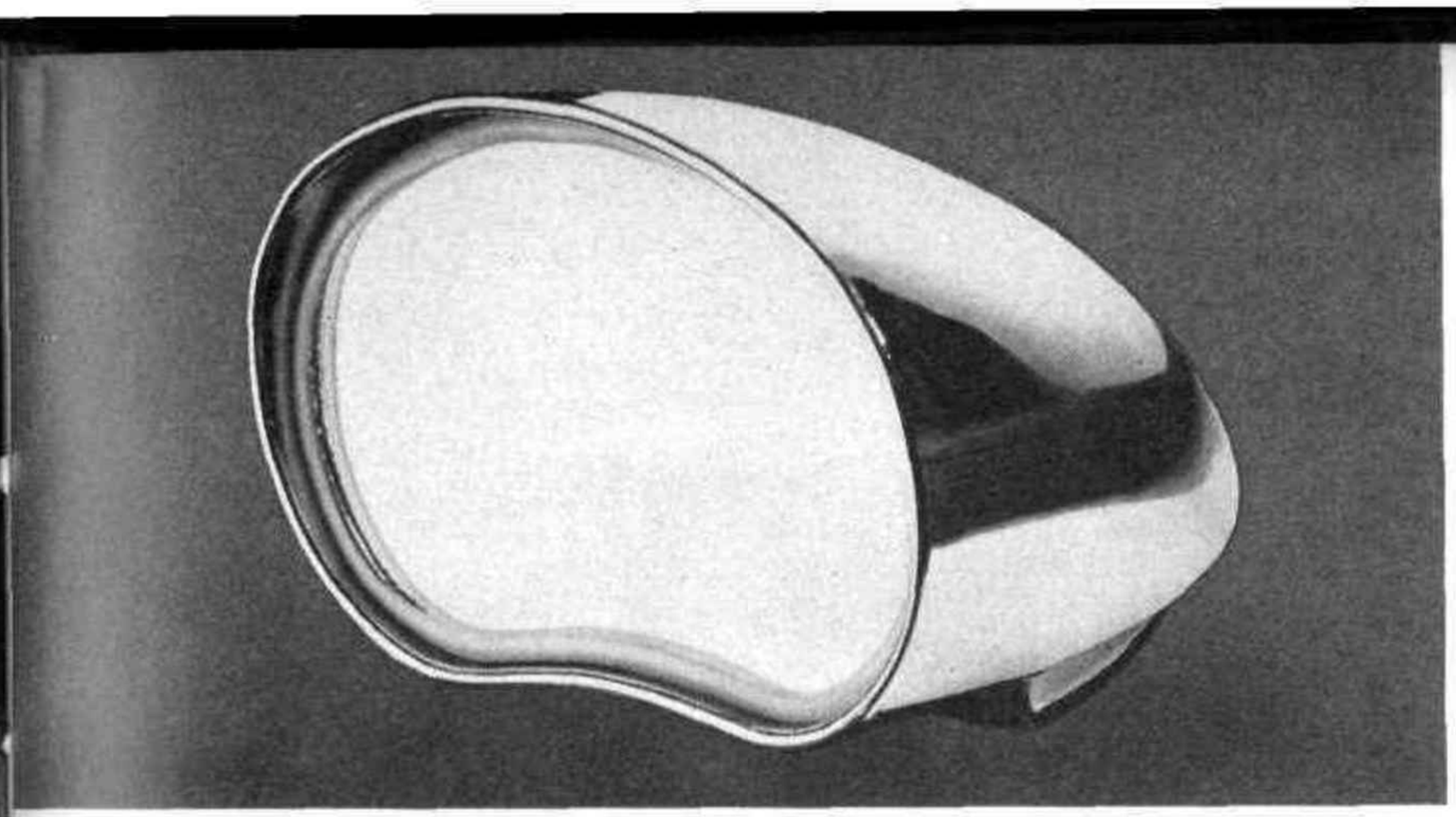
Here comes new formula MOLYSLIP, the new FULL POWER treatment for your car. Get Red Molyslip and unleash the FULL POWER from your engine. Get Green Molyslip and deliver FULL POWER to the wheels—ZOOM! And what about carburation? New FULL POWER MOLYSLIP Carburettor Cleaner, in the blue can, comes through with the last ounce of power, the last mile of MPG from your petrol because it gives you the cleanest fuel-system a car ever had.

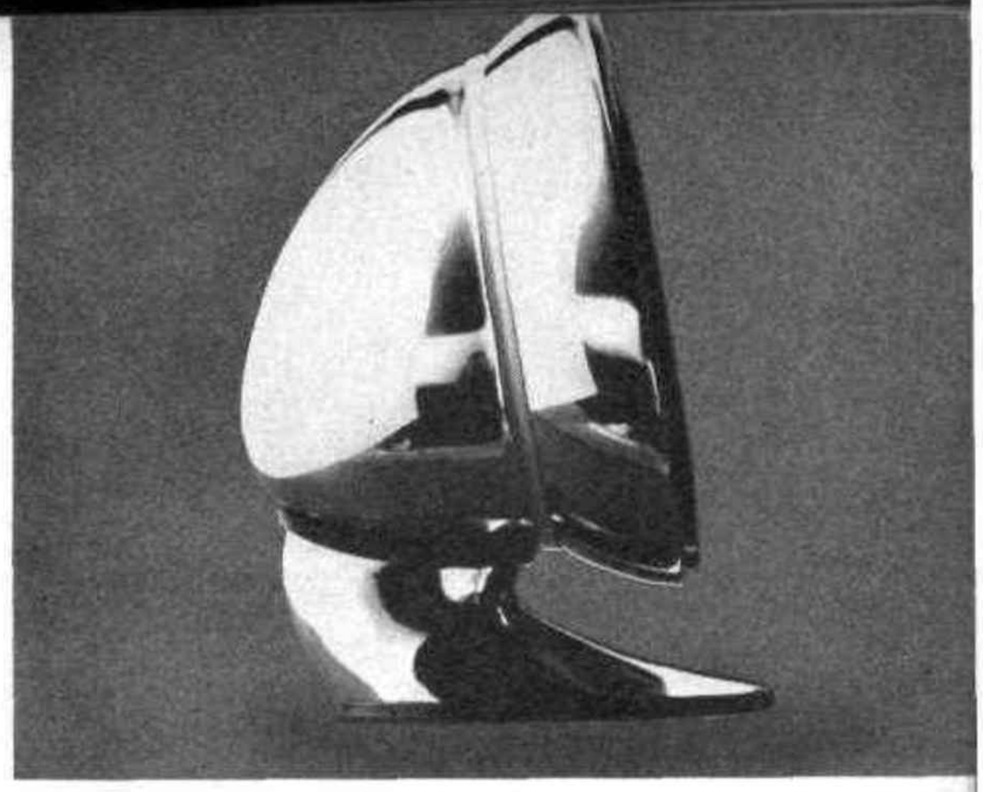
Super Anti-Friction Shield. Red Molyslip in your engine, and Green Molyslip in your gear-box and back-axle, beats the friction-drag that wastes 70% of your car's available power. How? Because FULL POWER MOLYSLIP plates every bearing surface with a super anti-friction shield that is 5 times as slippery as oil. Friction wears out engines, and FULL POWER MOLYSLIP beats friction, adding years of extra life as it unleashes the pent-up performance in **your** car.

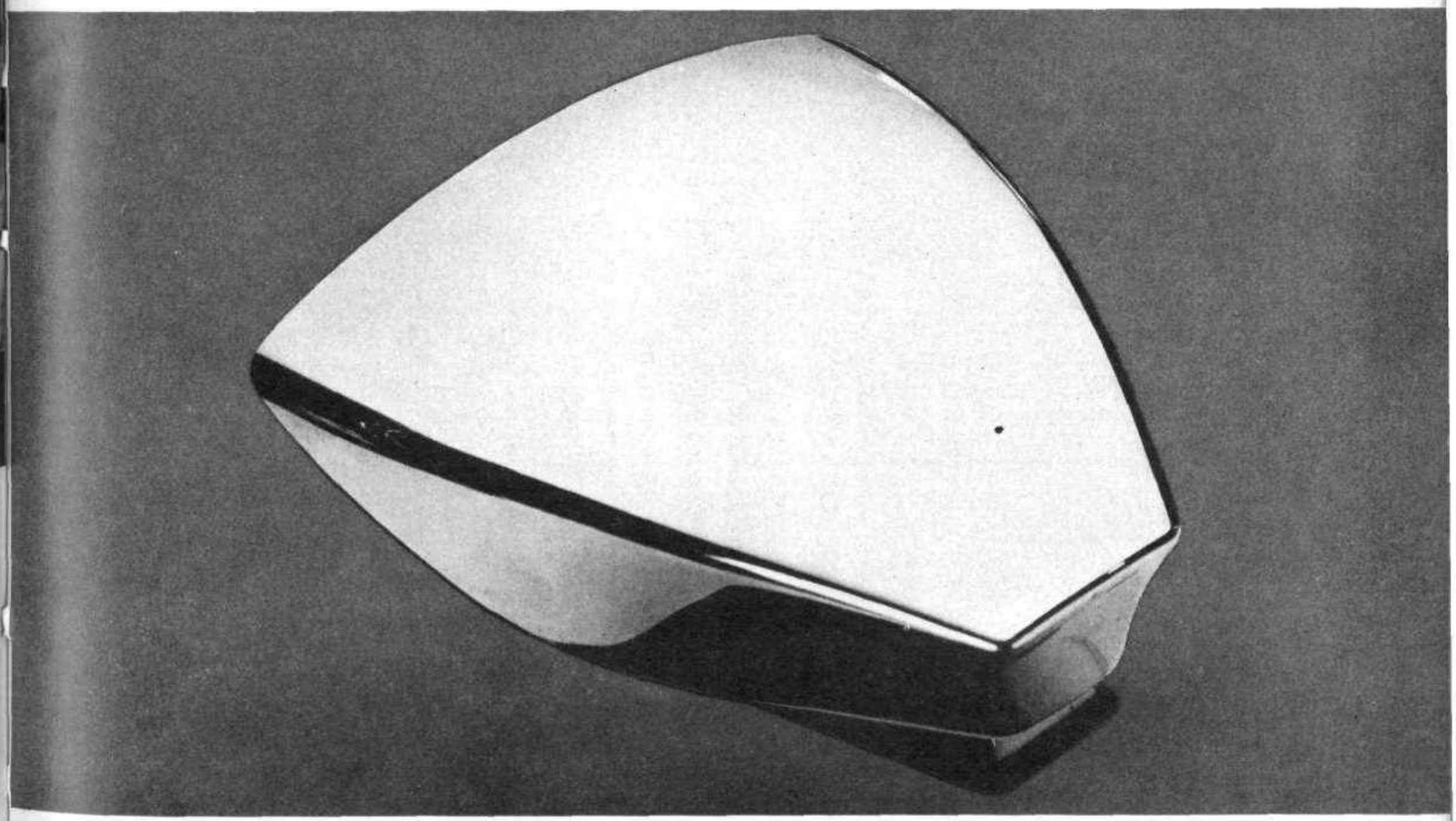
Better Acceleration—More MPG. FULL POWER MOLYSLIP in your engine and transmission unleashes the power, and the new FULL POWER MOLYSLIP Carburettor Cleaner ungums and removes varnish from rings, valves, carburettor and the **entire** fuel-systems. Give your car the all-round FULL POWER MOLYSLIP treatment. Better acceleration! More MPG! Smoother running! Easier starting!



FULL POWER MOLYSLIP UNLEASHES YOUR CAR'S PENT-UP PERFORMANCE. From Halfords, garages and accessory shops.







Harry Moss introduces his new continental fastbacks.

Can't you just see how different they look.

They're a bid from Harry Moss to get style on the wing. Three wing mirrors with enough personality and dash for the grand cars of Europe. That's where Harry Moss found them. Where accessory styling is just as important as the cars themselves.

Here it's different.

For years racing mirrors have looked much the same. That's why these three are such a welcome change. They all have a distinctive shape. They also have special anti-glare glass that can be angled just how you want.

The largest of the mirrors shown above is the Sprint. Those long, low lines come in very tough plastic finished in chrome. And chrome on plastic is better than chrome on metal. There's nothing to rust. For the choosy, Harry Moss also offers the Sprint in matt black. At 39/6 it's the same price as the Formula—shown top right.

This stainless steel smoothy also comes in matt black for those who aren't keen on the polished look. Either way it's outstanding.

The last little beauty is called the Carrera. This sleek curve (like the back of a Porsche) is chromed plastic and has very handy self-tapping screws. So it's easily fixed without hours of awkward fiddling behind the wing or door panel.

Also of note is the very generous area of glass. To make quite sure you never miss a thing. Like the others, the Carrera costs a very reasonable 39/6.

Altogether there are five wing mirrors in this new range from Harry Moss.

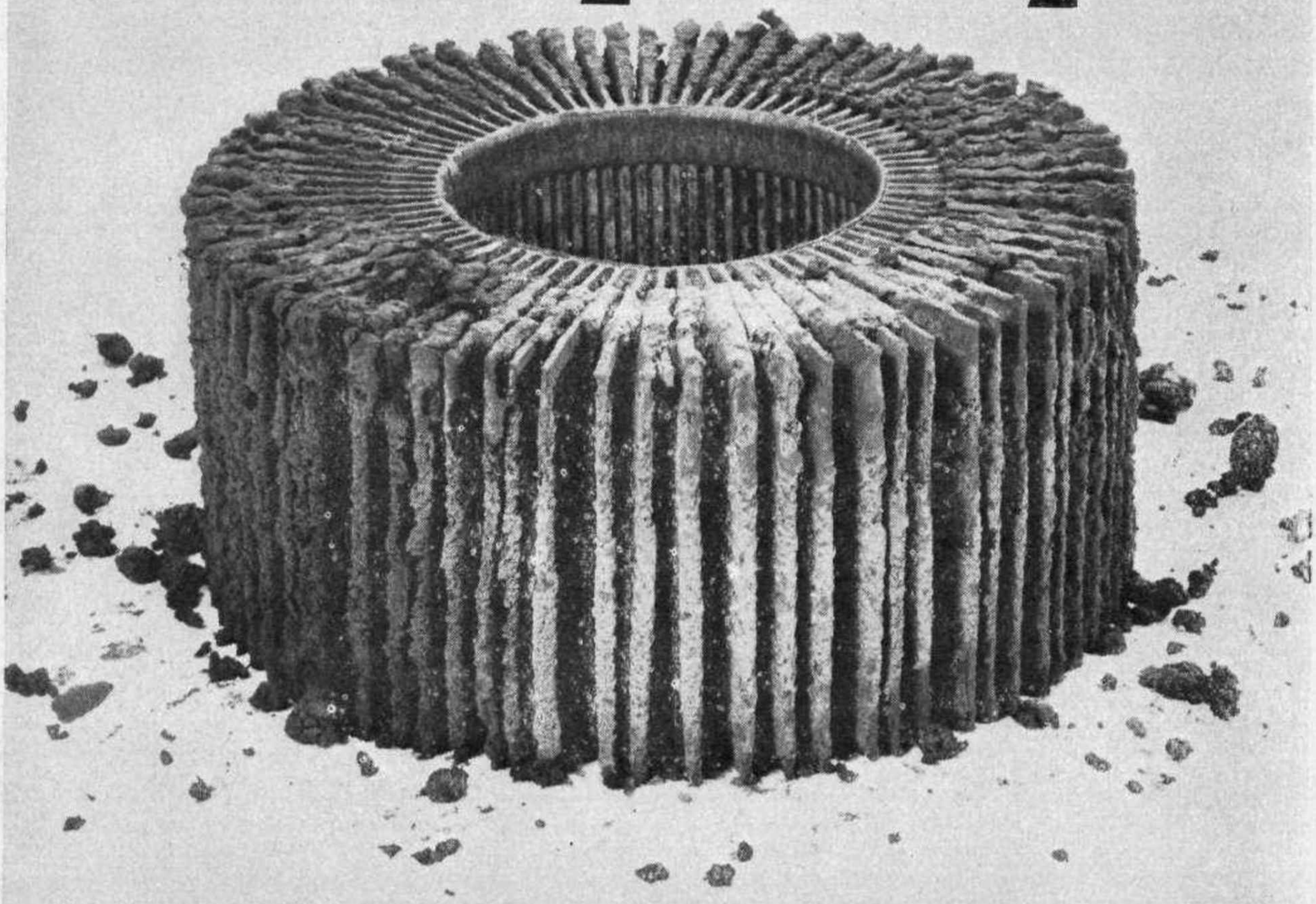
Each one reflecting its Continental birth.

Look out for the Harry Moss mirrors at garages and all good accessory shops (like Halfords) along with other Harry Moss guaranteed equipment. And if you'd like a complete Harry Moss catalogue just drop him a line.

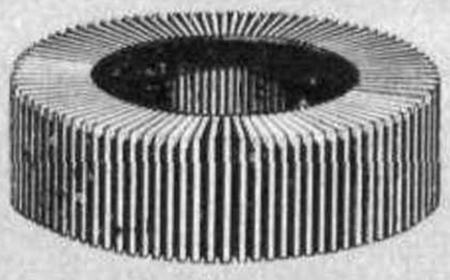


Harry Moss (London) Ltd., 424 Kingston Road, London SW20.
Telephone: 01-540 8131

Dirty Story

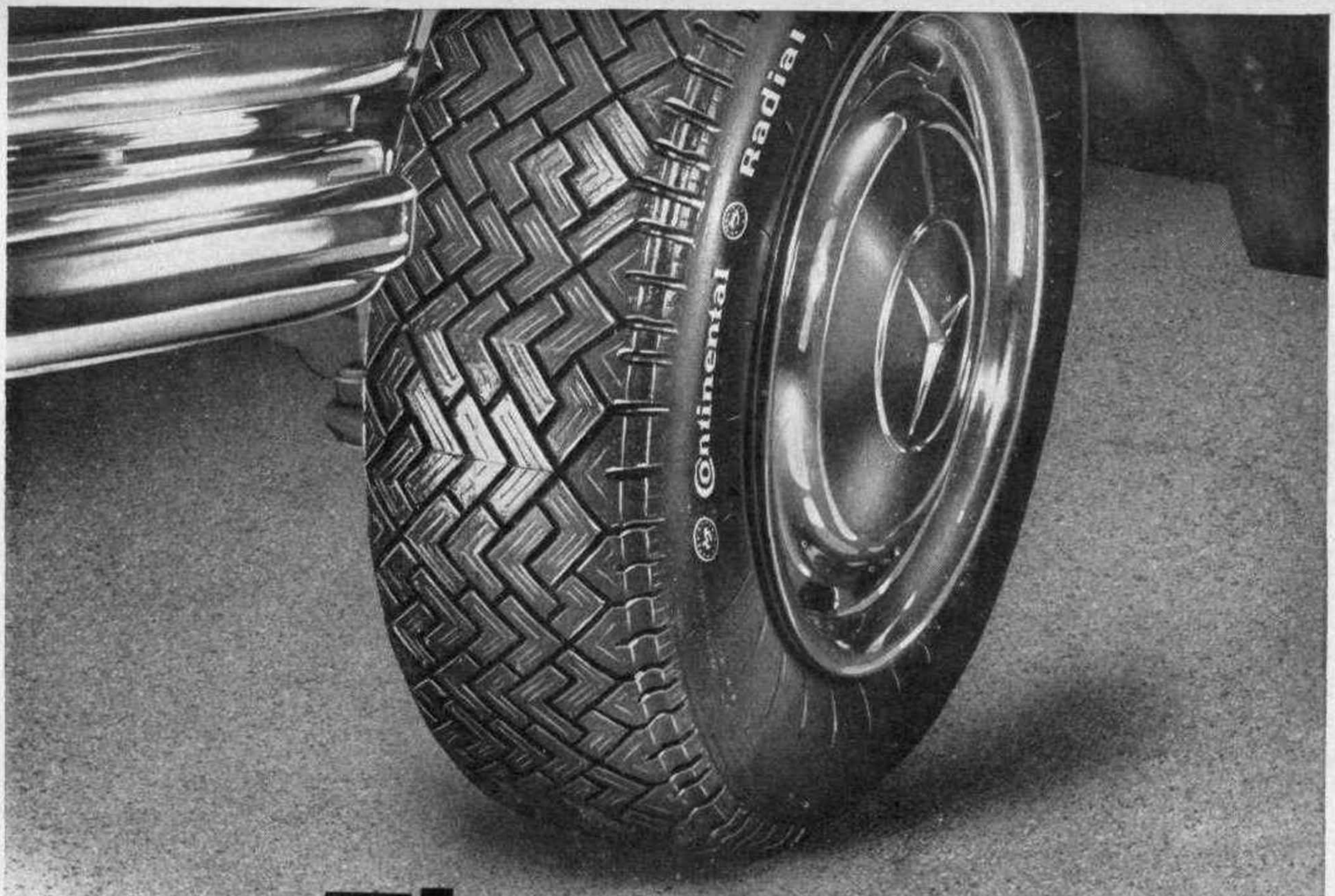


Do you realise that the average family car or commercial vehicle breathes in over 7,000 cubic feet of air for every single gallon of fuel it uses? And with that air it could breathe in up to 1lb of engine destroying dust, grit and sand in a normal year's motoring – if it wasn't for the air filter. That's why AC take as much care over air filters as they do over their oil and fuel filters. Which means they are the best you can buy. And just because they are so efficient they clog up in time and need replacing. So make sure that you have your air filter checked regularly and replaced with a new AC element.



AC filters oil·air·fuel

AC-DELCO DIVISION OF GENERAL MOTORS LIMITED Dunstable Beds.



The tyre you've been looking for.

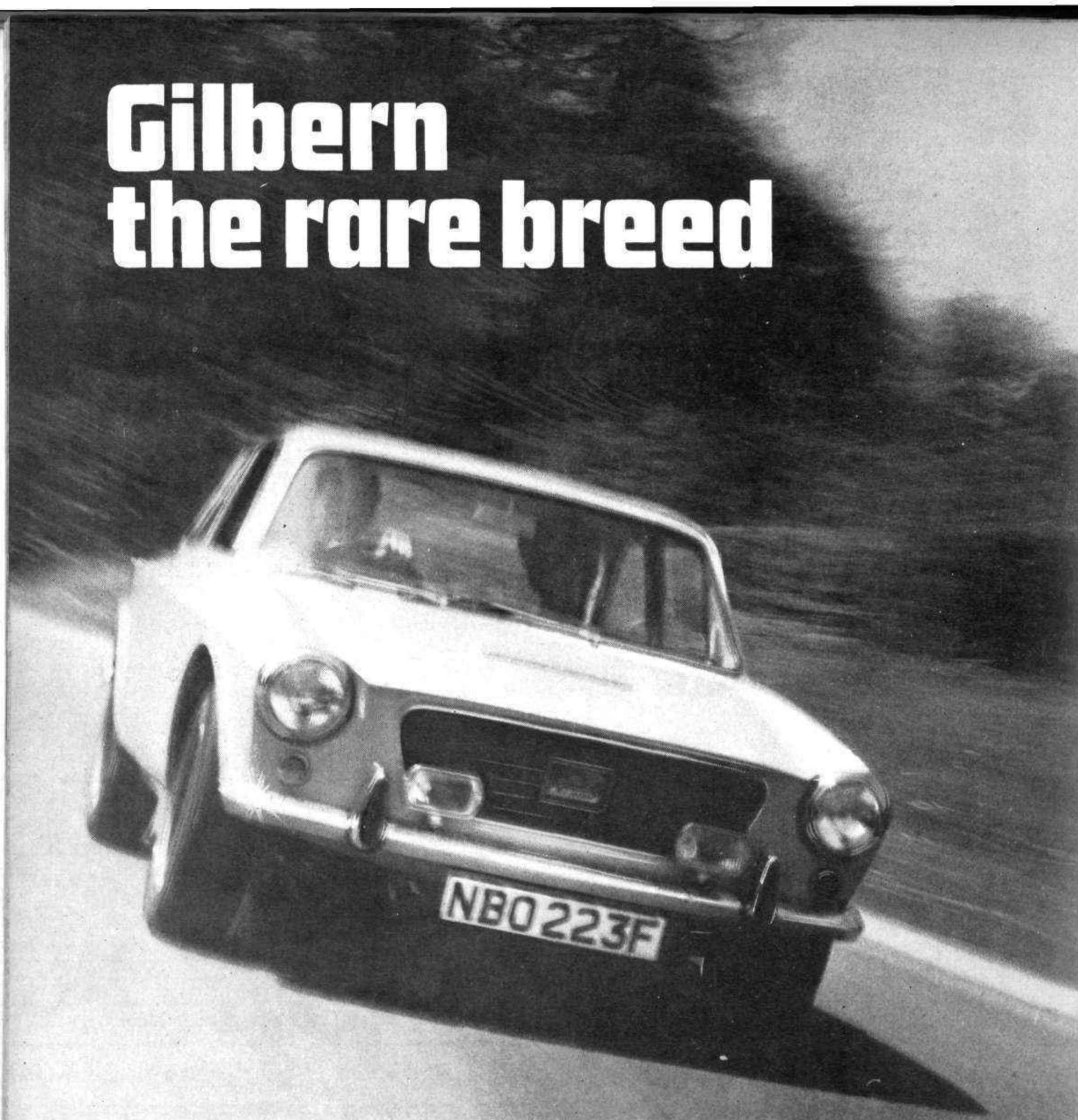
Continental Radial.
A good looking tyre, maybe.
But, after all, looks aren't everything.
What's underneath counts just as much.
Like its carcass of tough new 'CRG' textile cord, which combines the strength of steel with the flexibility and comfort of textile.
Results: greater fuel economy (due to reduced rolling resistance).
More grip (due to its wide, squat tread).
And as much as 80% better tyre wear compared with a conventional cross-ply tyre (due to reduced traction wave and cooler running).
And to top it all—a unique parquet tread pattern which prevents closure of the grip slots when braking or cornering at speed; offering remarkable performance in snow as well as on wet and dry roads.
So next time, do yourself a good turn and fit Continental Radials.
After all, you deserve looking after.

Your local Continental Tyre Stockist will be happy to advise you on the correct type and size of tyres to fit.
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This man is wearing five safety belts

SEMPERIT make the other four



You've never heard of Semperit? The safety belt tyre? And you call yourself a motorist? Semperit make the M301. And the M301 is just about the best radial you can buy. (Semperit come from Austria. And if you had to motor round the Alps – wouldn't you make a damn good radial?) Tough fabric bands are locked together in a safety belt to brace the tread, limit distortion. So the pattern stays right where you need it – on the road. The chunky tread wraps around the shoulder for extra safety. A deep-biting pattern adds miles to tyre life, drains water like a suction pump. Kerbing ribs protect the side walls from accidental scuffs. Tread depth bars tell you, before the Law does, when – at long, long last – it's time to replace.

And what does such advanced tyre design cost? You will be surprised. No more than other good radials.

Quite a few good tyre specialists now stock Semperit. If you can't find one, ask us. Semperit Tyres, Renwick Road, Barking, Essex. 01-592 4445.

SEMPERIT
The Safety Belt Tyre

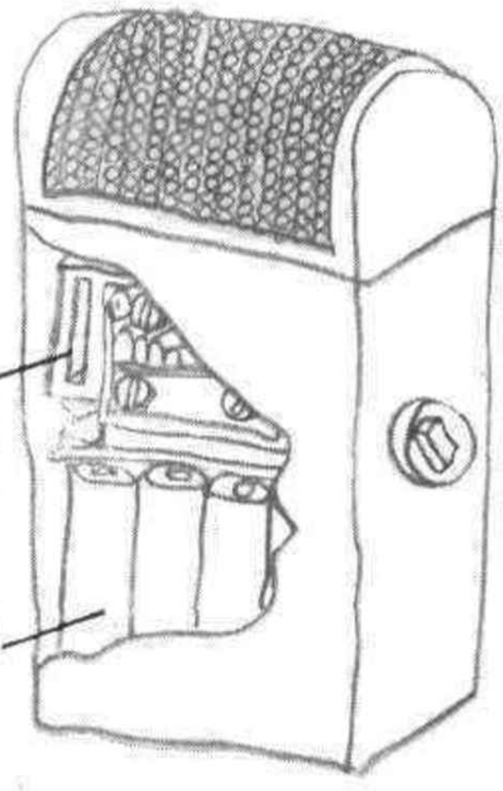
The battery shaver.

Most battery shavers are a bit of a compromise.

The motor has to be small to make way for the batteries. And the batteries have to be small to make way for the motor.

The result is usually a feeble motor powered by pen torch batteries.

And enough power to power a torch isn't necessarily enough to power a shaver.



The Ronson battery shaver.

The Ronson Wayfarer is a little different.

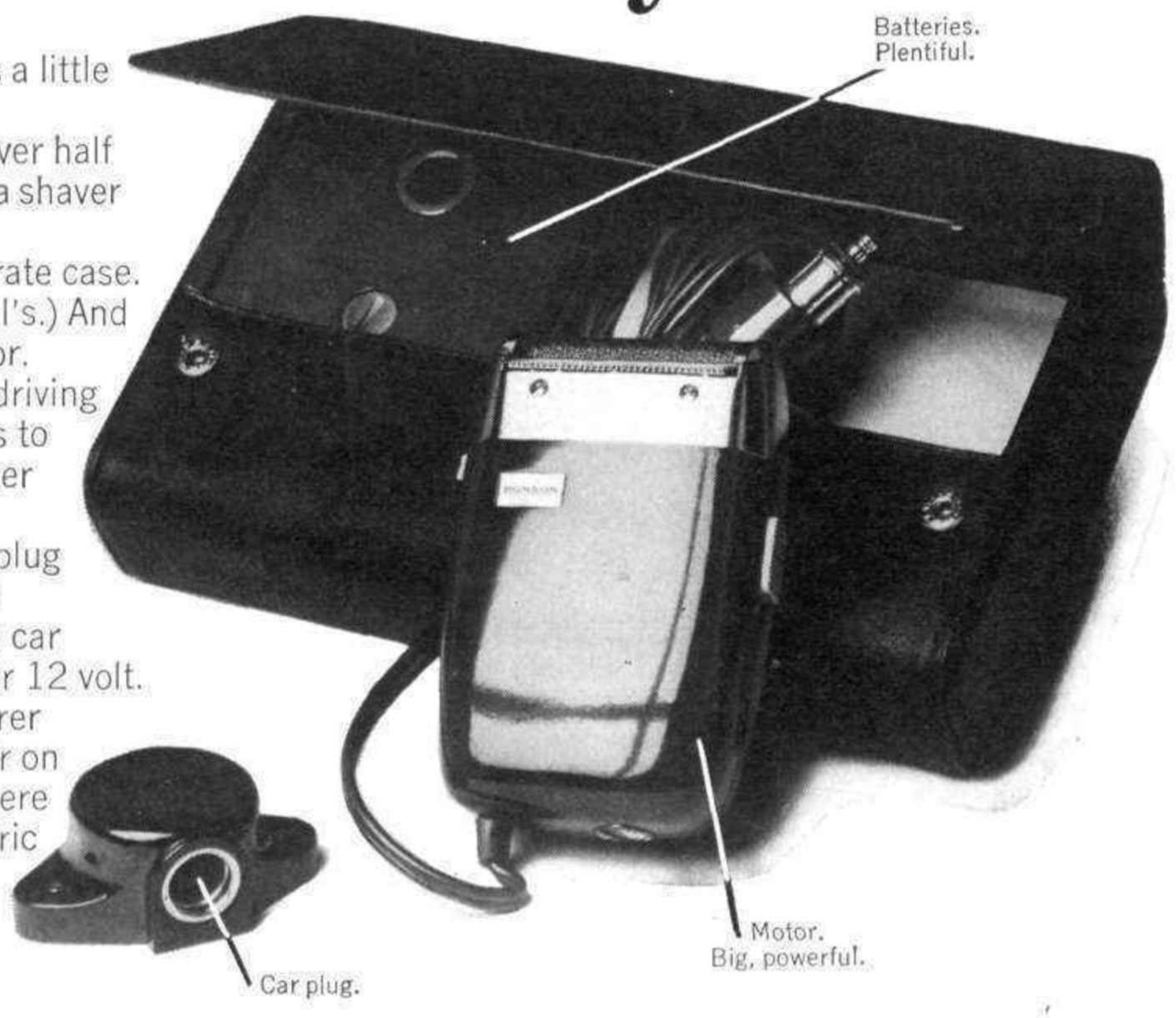
Instead of getting a shaver half filled with batteries, you get a shaver with no batteries.

The batteries fill a separate case. (Big enough for four big HPII's.) And the shaver is filled with motor.

So you get more power driving a bigger motor. And it stands to reason you should get a better shave.

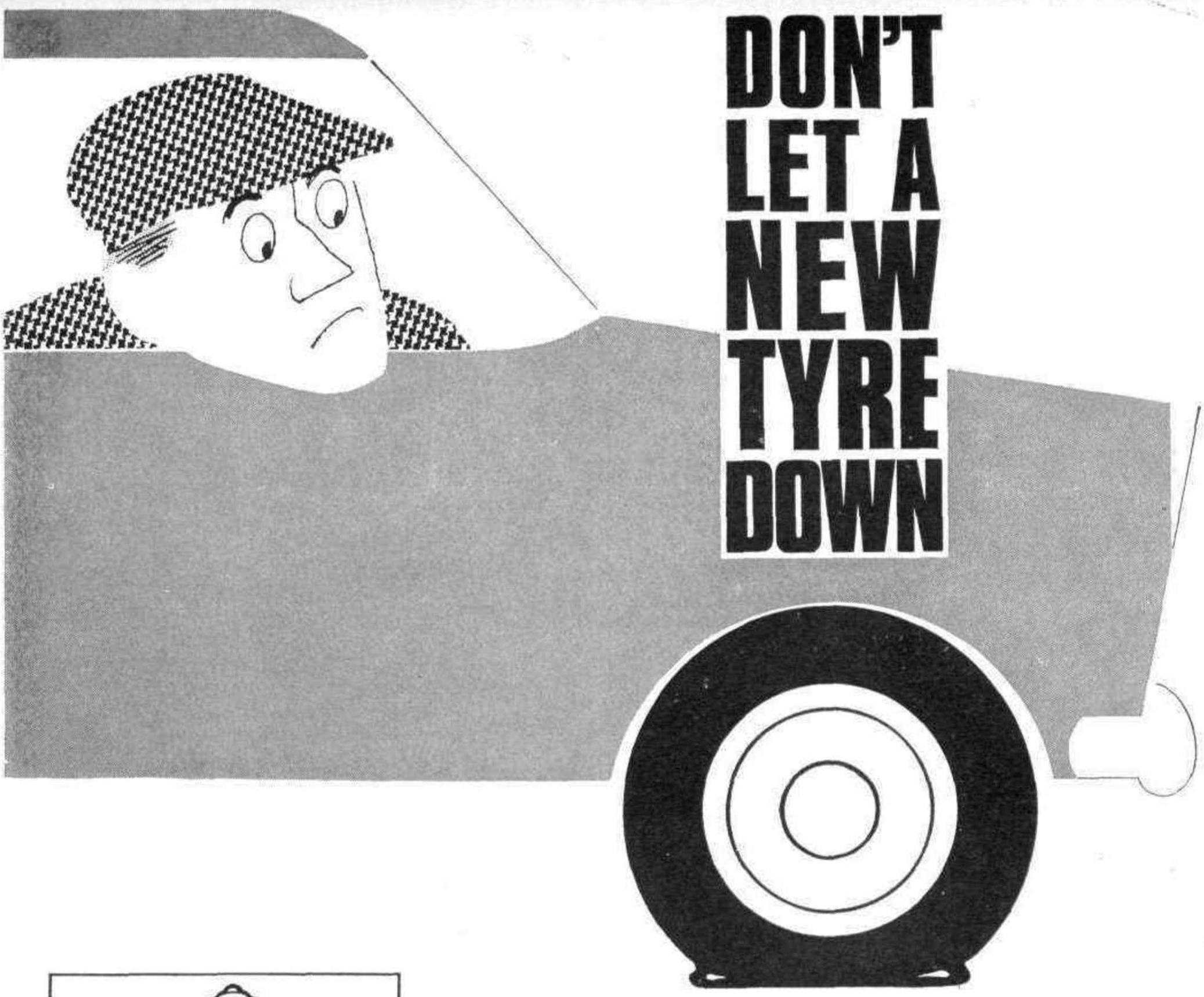
The Ronson also has a plug for your car dashboard. This allows you to shave from the car battery. Whether it's 6 volt or 12 volt.

So with a Ronson Wayfarer you can shave in your car. Or on holiday. Or anywhere else where you can't use a normal electric shaver, but want a normal electric shaver shave.

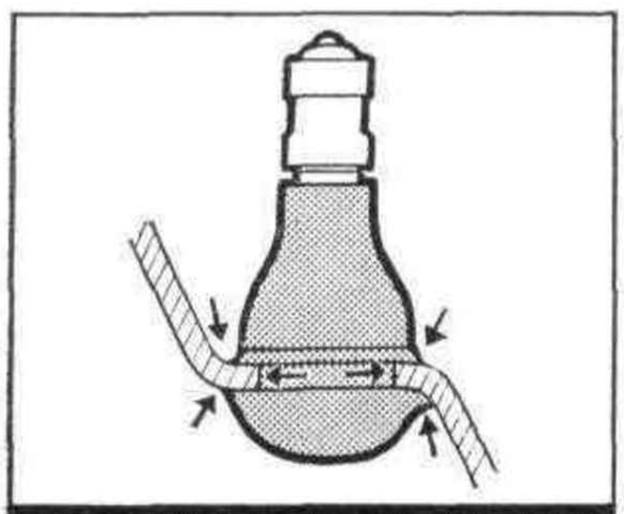


RONSON ELECTRICS

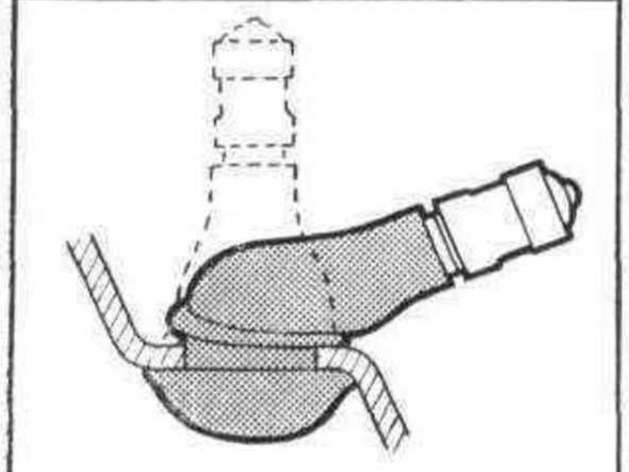
The Wayfarer recommended retail price is £10.19.6. For your nearest stockist write to Ronson Products Ltd., Leatherhead, Surrey.



DON'T LET A NEW TYRE DOWN



A new valve snaps into a three-way seal. Continual compression of the rubber causes it to lose this springiness, though a valve will last the life of a tyre.



The elasticity of the rubber enables the valve to withstand knocks. A valve will last the life of a tyre but as it ages the rubber loses its resilience.

A tubeless tyre holds the air on which you ride and you'd expect a new tyre to do this best of all. But the tyre must have a valve which, apart from controlling the air, will seal the rim hole into which it is fitted. Continual compression of the rubber body in the rim hole causes it to lose its elasticity and wear takes place at a point where it cannot be seen. Although a valve will normally outlast a tyre the only safe way is to have a new valve fitted when a tyre is being replaced.

A new tyre is an investment. Look after it. Avoid a tyre let-down and possible damage caused by a fatigued valve which has overrun its period of duty. Good tyre fitters usually watch this point, but don't take it for granted. Specify a new Schrader valve with your new tyre. It is easier to fit when the tyre is off the rim. It avoids having to break the rim seal of a tyre for fitting later on. And it costs so little to be safe.

Start a new tyre with a new

Schrader®
SNAP-IN VALVE

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SMOOTH OR HAIRY?

Koni shock absorbers bring out a bit of both in you. There's a touch of tycoonery about the smooth, even ride. And a Formula I feel in the way you hold that tight right hander at speed. No car is too old or too pricey to benefit from Koni's unique characteristics. After all they are fitted as standard on Porsche and Ferrari.

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This coupon will bring you more information.

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NAME .....
ADDRESS .....
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IS YOUR FAN GREEDY ON PETROL AND POWER?

The answer is YES if your engine is fitted with an ordinary cooling fan. This is because the ordinary mechanical fan, though inexpensive to produce, is not super efficient. For instance, did you know that it takes from 3 to 18 b.h.p. to drive the mechanical fan? And that represents a lot of power and petrol over a year!

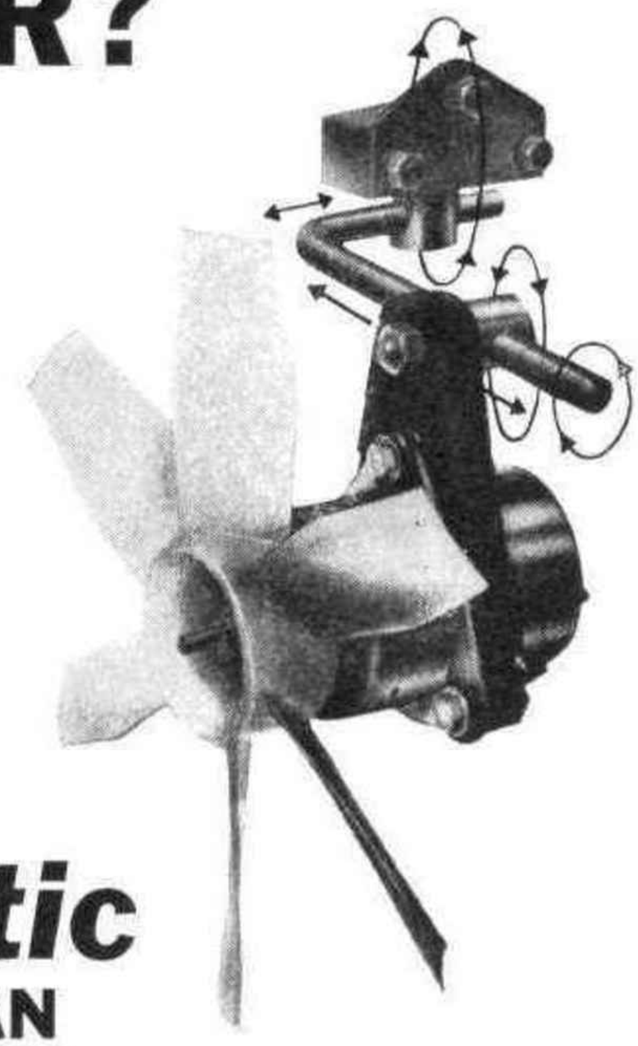
The Kenlowe 'Thermomatic' Engine Cooling Fan works on a more advanced engineering principle than the ordinary fan. Fully automatic, it is electrically driven and is controlled by a thermostatic switch in the engine cooling system. When the engine temperature rises to 87° C the Kenlowe Fan cuts in automatically, reducing temperature to 84° C when the Fan cuts out. Special settings are manufactured to suit individual models of car. On a normal 200 miles journey the Kenlowe Fan cuts in approximately 5 times only!

With a Kenlowe Fan the engine has more power for actual road performance. This is brought about because removal of a power absorbing unit can only transfer that extra power to the road wheels and so increase engine r.p.m. for a given throttle opening. If extra performance is not required then the same performance as previously obtained will be available at a smaller throttle opening and so reduce fuel consumption without a doubt. The Kenlowe raises interior heater output, eliminates fan noise, needs no maintenance, and doubles fan belt life.

The Kenlowe Fan has been proved on every popular car in the world for more than 10 years, and many thousands are in daily service. Unconditionally guaranteed for 12 months, the Kenlowe Fan is priced from £13.14.6, complete with new capillary type thermal control adjustable for temperature, dash indicator, and manual over-ride control. Full fitting instructions with every Fan; can be fitted by the average private motorist and garage. No special tools, and no holes in radiator needed.

The Kenlowe Fan is obtainable through garages, service stations and accessory depots, or direct from the manufacturers.

The Kenlowe Fan has been tested and approved by the Autocar, the Motor, Hot Car, etc. Fitted as standard equipment on Alvis, Bristol 409, Facel Vega, Ford G.T.40, Gordon Keeble, Lotus, Saab Sonett, Savage, etc.



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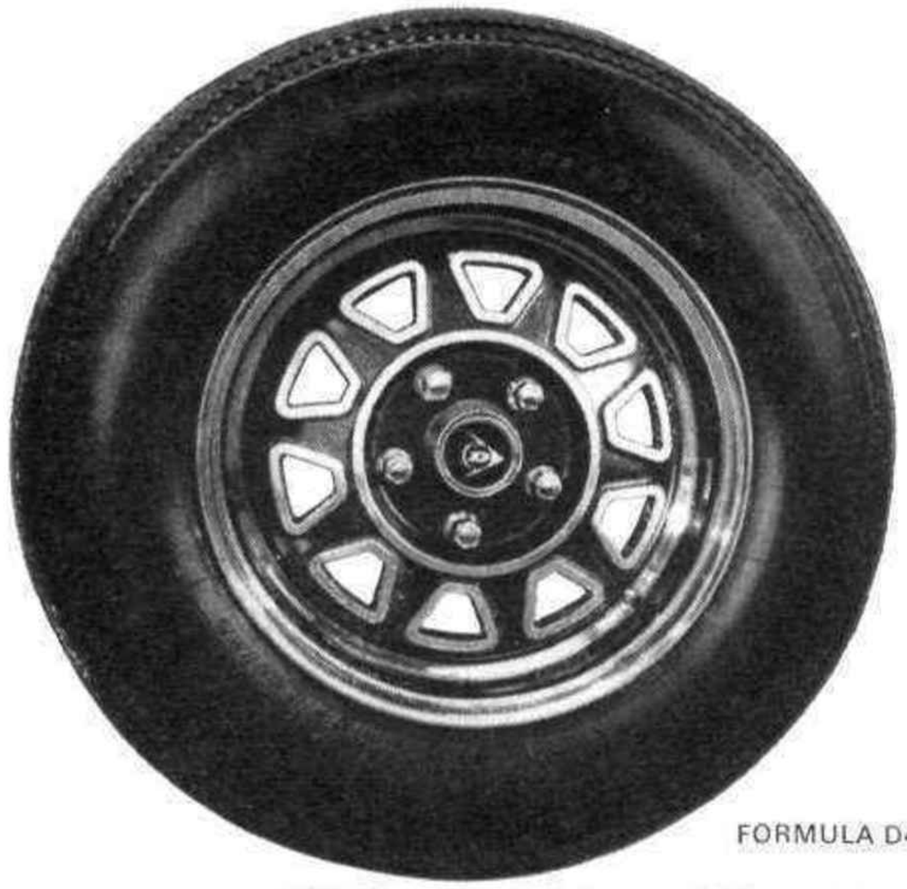
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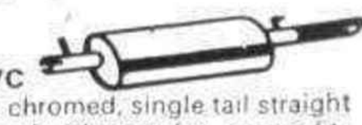
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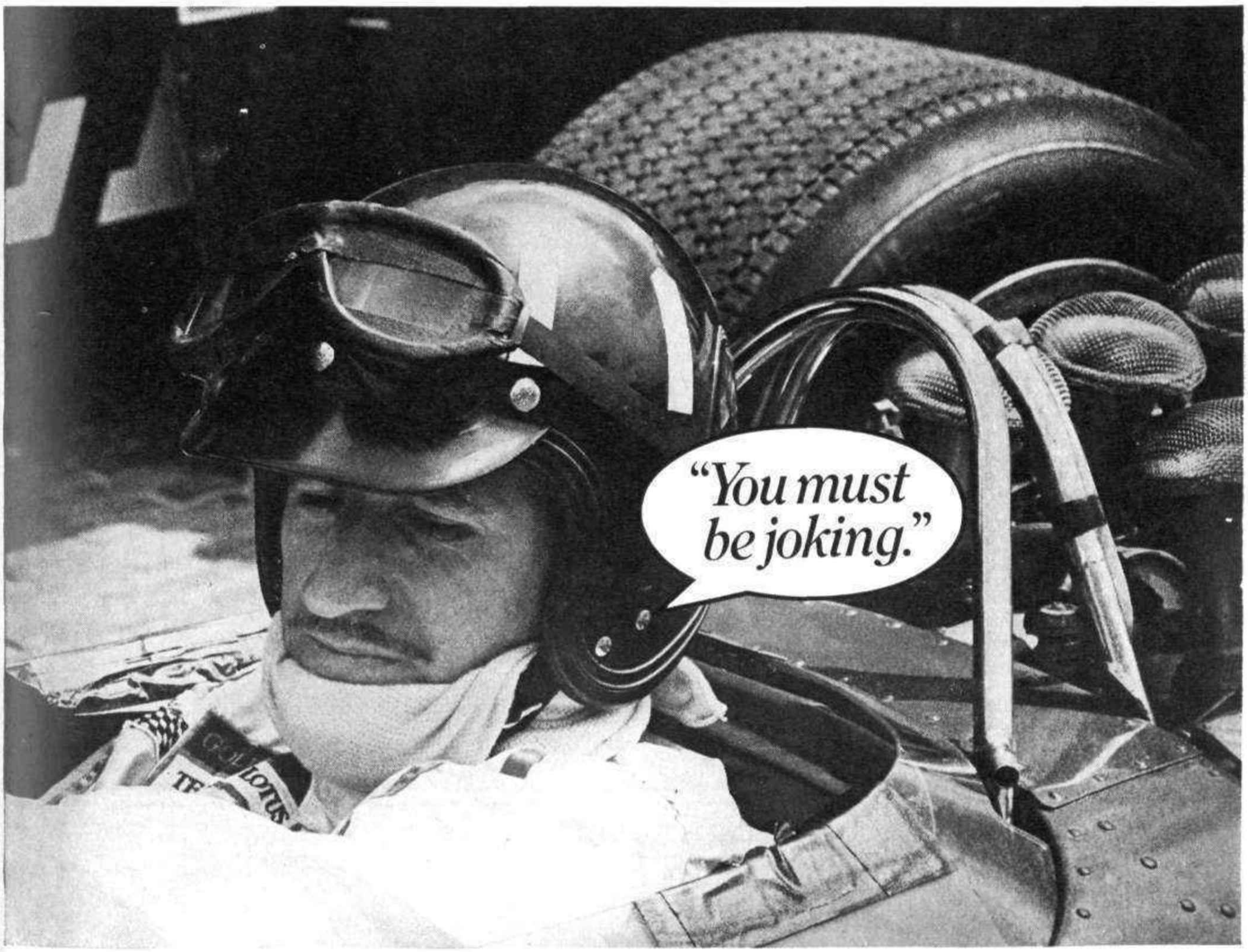
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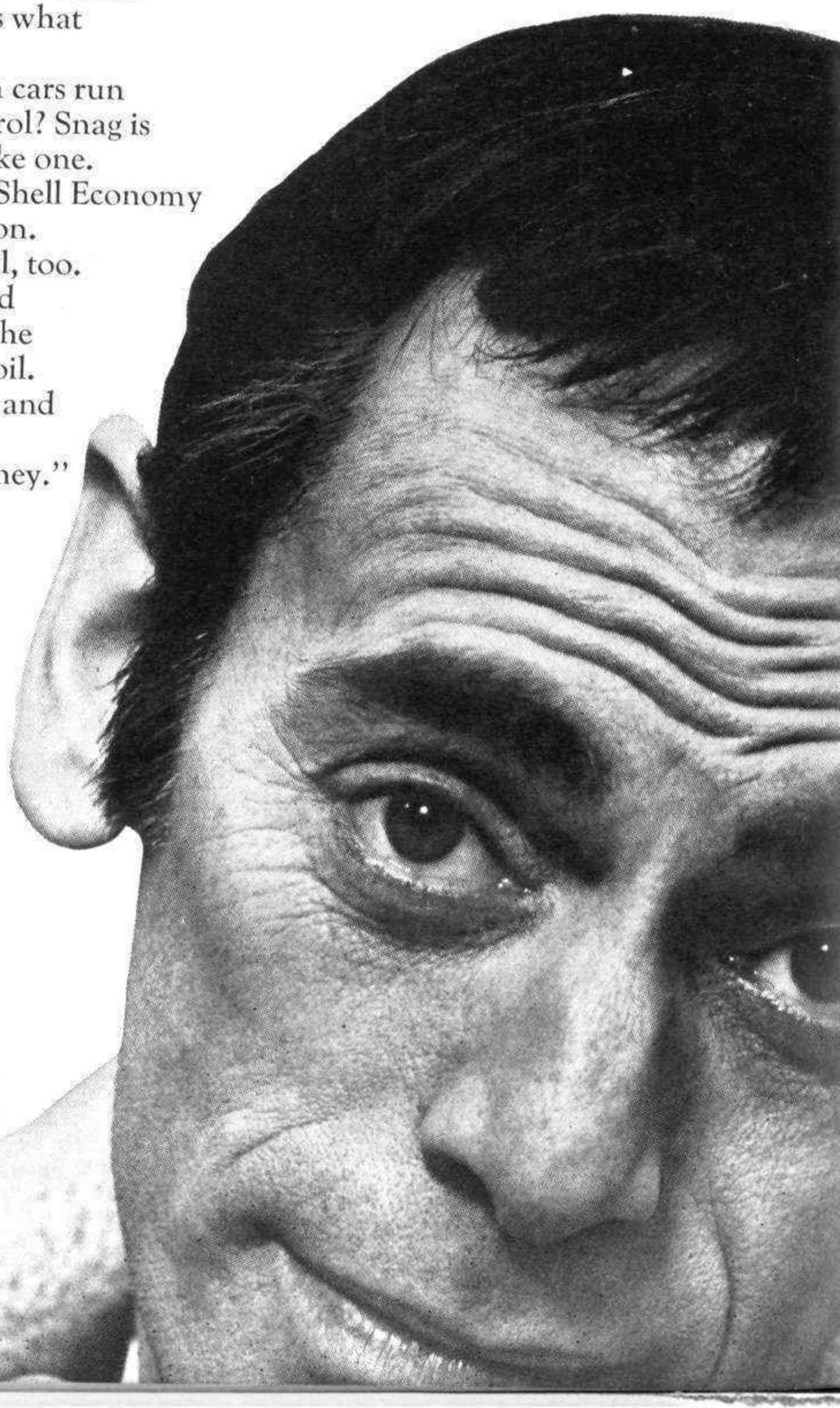
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MOTOR SPORT

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

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FRONT COVER PICTURE : SECOND WIN.—J. Stewart driving the Matra MS80 Cosworth is seen on his way to win the Spanish Grand Prix. This second World Championship win for Stewart puts him well ahead in the Drivers' Championship. The Matra is seen here with its rear wing, which was de-nuded at Monaco two weeks later when the C.S.I. ruled against the use of wings at that race.

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MATTERS OF MOMENT

■ SIR WILLIAM LYONS ON THE FUTURE OF THE SPECIALISED CAR

At the end of April, Sir William Lyons, F.R.S.A., R.D.I., Deputy Chairman of the B.L.M.C. and Chairman and Chief Executive of Jaguar Cars, adopted as the subject of his Lord Wakefield Gold Medal Paper to the I.M.I. the success story of his Company and his views on the future prospects of specialised cars.

Criticism that Sir William used the occasion to feather his own nest is countered by the fact that the Institute's President had invited him to speak about Jaguar history. This Lyons most certainly did, from his humble beginnings in 1922, with three men and a boy, as one of two partners in the Swallow sidecar concern, with an overdraft of £1,000 and guarantees of £500 each by their respective fathers, through all the subsequent industrial, engineering and competition achievements stemming from Henlys' order for 500 Swallow Austin Sevens on being shown the prototype saloon.

Interesting historical facts emerge from this paper. The boy at the Blackpool sidecar works stayed on and today holds an existing senior position with Jaguar. When Swallow moved, late in 1928, from Blackpool to Coventry they rented a factory adjacent to two buildings occupied by a firm making fabric bodies for Hillman. Lyons employed his own labourers to restore and paint the building, but suffered a setback when the main electric feed cable, worth £1,200, was stolen. Introducing jig assembly of bodies at this new factory, Lyons increased output from 12 a week to 50 before Christmas, working a 15 to 16-hour day.

Labour troubles were coped with by paying each worker the equivalent in today's money of £40 a week, on a voucher system, the amount provided in the price build-up for labour costs being adhered to—a state of affairs Sir William would be very happy to see operating in 1969! Large notices on the factory walls said "No Day Work Paid" and when there was objection to the jig-assembly methods and the crude time-study Swallow operated, the workers were told "If you don't like it, you need not work here".

By mid-1929 Swallow had swallowed the adjacent factory, and were building about 100 bodies a week on Standard, Swift, Fiat and Wolseley Hornet, as well as on Austin, chassis. Body design was dictated by chassis design, but the special Swallow Austin Seven radiator cowl was made to fit by placing a block of wood on top of the filler neck, which was ½ in. too high, and striking it a sharp blow which, said Sir William "resulted in a very neat depression in the brass header tank, thus lowering the filler to the required height—I am sure Sir Herbert Austin would not have approved". [Members of the Austin Swallow Register will no doubt pause here to go and look for this depression, on their cars.—ED.]. The desire to be free from such restrictions caused Lyons to design his own chassis frame in 1930, which Rubery Owen supplied to the Standard Motor Co., who sent it to Swallow as a complete chassis with 16 or 20 h.p. Standard power unit. Thus was born the S.S.1, a designation arrived at after a long argument with R. W. Maudslay of Standard and John Black, who had joined that company from Hillman. Lyons does not know whether S.S. stood for Standard or Swallow Special, but Harold Pemberton's *Daily Express* publicity sold a lot of them when the new car was introduced at Olympia in 1931; which is an interesting admission in view of Jaguar's odd ideas about advertising specialist cars in specialist magazines, today! Actually, the *Daily Express* had not, apparently, kept faith with its public, for Lyons admits that the S.S.1 hybrid "did not live up to the promise of its appearance" . . . .

It is a brave man who can stand up in public and blow his own trumpet, but in his speech Sir William had a great success story to tell. Using a completely new body and the excellent Standard seven-bearing six-cylinder engine converted to o.h.v. by Weslake and made at the Standard factory, the S.S. Jaguar was born. "It was a really good car", says Sir William, tactfully refraining from memories of the days when it was called "The Bentley of Wardour Street". At the Mayfair preview its price was guessed as £765, averaged by polite guests, but was, in fact, £395. Sensation! That was the beginning of the value-for-money Jaguar family which MOTOR SPORT has so often praised and proclaimed. Lyons' paper went on to eulogise the financial and engineering achievements of his Company after W. M. Haynes had joined it from Humber, and its contributions to the war effort.

Jaguar's impressive competition career was launched by the S.S. Jaguar 100, "superior to all its competitors, except perhaps the B.M.W. 328, which was its equal". The name Jaguar was chosen by Lyons in memory of the Armstrong-Siddeley Jaguar aero-engines, after permission had been obtained from Sir Frank Spriggs, at a time when S.S. smacked too much of German storm troopers!

Continued on next page

Motor Sport Fixture List For June

★ **Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list.** ★

C. = Closed Event. 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*
June 1st ..	**A.D.A.C.**	**Nurburgring**	**Adenau**	**1,000-Kilometre Race (INT.)**	—
June 1st ..	Dukeries M.C.	Broomhill Grange	Edwinstowe	Autocross (*R.*)	14.00
June 6th ..	Omagh M.C.	Syonfin, Fintona	Co. Tyrone	Hill-Climb (*N.B.*)	13.30
June 7th ..	T.E.A.C.	Lydden Circuit	Canterbury	Race Meeting (*R.*)	14.00
June 7th ..	Mid-Cheshire M.R.C.	Oulton Park Circuit	Tarporley	Race Meeting (*R.*)	14.00
June 8th ..	Folkestone & East Kent C.C.	Gt. Everden Farm	Hawkinge	Autocross/Inter-Club Relay	14.00
June 8th ..	Tunbridge Wells M.C.	Paddock Wood	Kent	Autocross (*R.*)	13.30
June 8th ..	Cheshunt M.C.	Snetterton Circuit	Thetford	Race Meeting (*C.*)	14.30
June 8th ..	Morgan 4/4 Club..	Santa Pod Raceway	Wellingborough	Slalom/Sprint	12.00
June 14/15th ..	**A.S.A.C. de L'Ouest**	**Le Mans**	**Sarthe, France**	**24-hr. Race (INT.)**	—
June 15th ..	**Bugatti O.C.**	**Prescott**	**Cheltenham**	**Hill-Climb (INT.)**	—
June 15th ..	West Essex C.C.	Snetterton Circuit	Thetford	Race Meeting (*R.*)	14.00
June 15th ..	Eden Park 100 M.C.	Layhams Farm	Keston, Kent	Production Car Trial (*C.*)	10.30
June 15th ..	Wolverhampton & S. Staffs C.C.	Paradise Farm, Coven	Wolverhampton	Autocross (*C.*)	—
June 15th ..	Castle Bromwich M.C.	Curborough	Lichfield	Sprint (*C.I.*)	13.30
June 21st ..	V.S.C.C.	Oulton Park	Tarporley	Race Meeting (*C.*)	13.00
June 21st ..	**K.N.A.C.**	**Zandvoort**	——	**Dutch Grand Prix (INT.)**	**13.00**
June 21st ..	M.M.E.C...	Silverstone Circuit	Towcester	Race Meeting (*R.*)	13.00
June 21st ..	**B.R.S.C.C.**	**Brands Hatch Stadium**	**Fawkham**	**Race Meeting (INT.)**	**16.00**
June 22nd ..	Lancashire A.C.	Nr. Sulby	Isle of Man	Hill-Climb (*N.O.*)	10.30
June 22nd ..	**B.R.S.C.C.**	**Brands Hatch Stadium**	**Fawkham**	**Race Meeting (INT.)**	12.00
June 22nd ..	Midland Rolls-Royce Club	Blithfield Hall	Rugeley	*Concours*/Rally	12.00
June 29th ..	Romford E.C.C.	Snetterton Circuit	Thetford	Race Meeting (*R.*)	14.00
July 6th ..	T.E.A.C.	Lydden Circuit	Canterbury	Race Meeting (*R.*)	14.00

MATTERS OF MOMENT—continued from page 593

Recently B.A.C. had to ask permission to use the name for their jet strike-fighter, but Lyons would not permit the French Breguet Company to incorporate the name.

Tycoons will be tycoons and Sir William told, seemingly with relish, how he quickly bought the Jaguar engine manufacturing plant from Black when the latter started the Standard Vanguard one-model policy and how, when Black pressed very hard for its return, Lyons told him : "No thank you, John, I have got the ball now, and I would rather kick it myself". Triumph, in a works next door to Jaguar, went into liquidation and, after Lyons had rejected it, John Black bought it, saying that as Sir William refused to join forces he would go into competition with Jaguar, remarking, recalls Lyons, "that he couldn't see Jaguar surviving".

The rest of this paper was the success story of the twin-cam XK Jaguar cars, and the Jaguar Company's many take-overs in the Industry, with which we need not occupy our readers. Sir William Lyons claims that Jaguar and M.G. virtually pioneered the U.S.A. market for imported cars and he can claim some of Volkswagen's import success in America, too, for the East Coast Jaguar distributor insisted that all dealers who ordered a Jaguar must take two VWs as well !

Where Sir William was interesting was in the field of labour relations with management and the future, as he sees it, of the specialist car. On the former subject he said : "I do not believe that, as presented, the Government's plans will have the desired effect—indeed, certain aspects of the proposals could well increase the problems from which we suffer in achieving efficient productivity within our factories". As for the specialist car, keen competition has killed off many of its producers and Jaguar's ability to cut prices of cars offering high standards of design, manufacture and performance, quality and luxury, by making them in relatively large volumes, may be the solution to survival. Sir William is clearly very impressed by the sales of "personalised" cars in the States, led by the Ford Mustang, which he called "the phenomenon of the U.S.A. market", and he obviously realises that large volume producers have at last achieved the flexibility which permits them to "provide cars which are different and offer a particular type of motoring ".

While he did remark that these modern equivalents of the earlier specialist cars "may not represent a thoroughbred version . . . . particularly in terms of engineering design", Sir William Lyons is obviously greatly impressed by the supply of many options in engines and equipment on American models, and by the luxury and high-performance versions of production European cars. We hope this is not the pattern on which future Jaguar policy will be based. Apparently not, for the lecturer spoke of the steps a specialist manufacturer can take to compete with these trends, such as employing "truly advanced standards of engineering concepts and design—he must always try to be first with any new development". Does this mean that a four-wheel-drive, Maxaret-braked, rotary-engined Jaguar with central power-pack will soon make its appearance ?

Whatever the future of Jaguar under B.L.M.C., it is good to know that its experienced Chief appreciates the subtle difference between "personalised" and "specialist" cars; interesting that he advocat more frequent changes in style and design of the latter than in the pas We have yet to sample an XJ6, which Lyons, using his lecture for som blatant publicity, called "a car which it is the ambition of every kee motorist to own " ! But it would seem that as soon as there are bui into this latest Jaguar an engine smoother and less fussy than th out-dated long-stroke XK which peaks at 1,500 r.p.m. below the sa speed of many modern power units, a lighter gear-change, a bit mo fuel economy, a smoother and less heavy clutch, somewhat more "fee to the power steering, even better brakes and seats, and a revise instrument layout, the 4.2 manual XJ6 really will justify extrem eulogisation, until supplanted by something sufficiently advanced compete with rotary-engined and V8-powered "personalised" rival MOTOR SPORT has previously drawn attention to how fast mas production vehicles and their "personalised" variants are catching u with small-output, expensive specialist cars, especially for use in country where a 70 m.p.h. speed-limit prevails (to which Lyons mad no mention). So we were intrigued to hear how Sir William Lyo thinks such opposition should be met and we hope Lord Stokes will g along with Sir William in his future efforts to build cars possessing, his own words, "very high standards of refinement, silence, handli and comfort to give its owner that indefinable sense of satisfaction which "by the judicious use of the right type of promotion" . . . . will b endowed with "that aura of 'exclusiveness' which is the hallmark of th true specialist car".

In short, as Jaguar used to advertise "A special kind of motoring whic no other car in the World can provide ". But apparently not the kin keen drivers, usually known as "enthusiasts" will want. Because, o their own admission, the vast majority of people who buy Jaguar ca are not "enthusiasts" in the generally accepted motoring sense. Th can only be regarded as a very remarkable statement from the make of the E-type, production of which is running, according to S William in his speech, at record level, with 95% exported to the U.S market alone. The assumption can only be that the 5% of Britis E-type buyers are of far less concern to the Coventry company tha sales of specialised saloons to non-enthusiasts. Which makes rather nonsense, surely, of the Lord Wakefield Gold Medal Paper ?

■ LORD STOKES' REPLY (*see letter on page* 664)

Sir,

Thank you for your letter of May 8th (received this morning) and f giving me an opportunity of commenting upon Mr. Potter's letter.

Because the allegations have been made we are gladly complyi with the requirement of the Court that we produce documents on wh are said to be unexplained complaints of steering uncontrollability.

You will not expect me to comment on the case which has given ri to this order, this being "sub judice", but I can assure you that o investigations have always been able to establish the probable cause "unexplained" accidents and that we are satisfied that there is no bas problem in the design or construction of the 1100/1300 range Austin Morris cars.

B.L.M.C., DONALD STOKES.
London, W.1.

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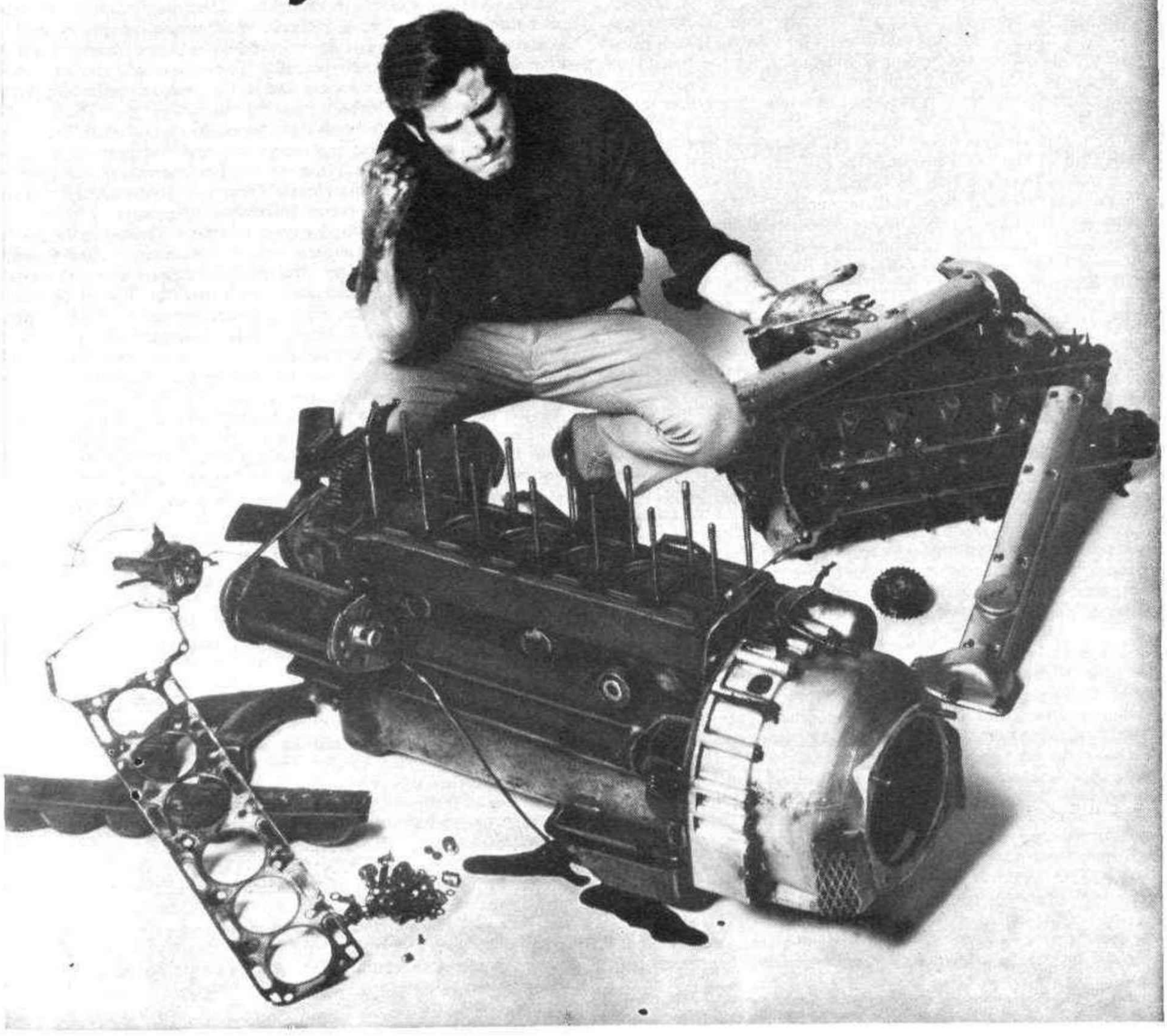
GTX acts like a thin oil for cold starts, yet has the full body required for hard acceleration and high speed cruising.



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Don't dice with any oil but Castrol



Continental Notes

THE CANCELLATION of the Belgian G.P. is still provoking much thought and comment, and having moved closer the issue is much clearer, though not officially. In Belgium, as in Germany, France, Spain and Great Britain there are rival factions trying to gain more power in the organisation of motor racing. To the motor-racing enthusiast who is not making money out of racing, but paying to watch, all seems well, when suddenly there is a great upheaval and change, and he wonders why, but seldom finds out. Rest assured that if this happens, someone somewhere is either making a lot of money over the change, or is boosting up his personal social standing, with his eye on a decoration or even a knighthood from the government. The British G.P. was happily being held at Silverstone year after year, when suddenly it was changed to Brands Hatch. The general feeling was that it was not a bad idea to run our race one year in the South for the Londoners, and one year in the Midlands for the Midlanders, and quite justifiably a lot of people assumed it would be run at Oulton Park on the third change for the Northerners, which would have been a very satisfactory arrangement. For reasons like I am suggesting this did not happen, and there was even a bit of a struggle to get the Grand Prix back to Silverstone.

Spain has recently gone through one of these internal motor-racing-politics struggles, changing their Grand Prix from Madrid to Barcelona. France has had continual ups and downs, fluctuating from Reims to Rouen to Clermont-Ferrand, with Le Mans being thrown in to confuse things. In Germany there is a continual struggle for supremacy between various factions, there being those who want to keep the German G.P. at the Nurburgring and those who want to take it elsewhere. In every country the reason is the same, not the benefit to the sport of motor racing, but business interests and personal power politics and empire building. In 1960-61 there was a big power move to get the Belgian G.P. away from the Francorchamps circuit and the district of Spa, and needless to say it was not engineered by the Royal Automobile Club of Spa or the people in the district. At the time there was a great outcry from the Belgian sporting world, and the idea was quashed, but the thought was still fermenting. When the F.1 constructors and the Grand Prix Drivers Association made proposals to the Belgian G.P. organisers regarding this year's race, it would seem that they were made in all good faith, even though they were a bit dictatorial. Somewhere along the line someone saw a good opportunity to start up again the plans for removing the Belgian G.P. from Francorchamps to a more desirable site from their personal point of view, and the F.1 constructors and the G.P.D.A. have been used as a scapegoat, the fingers of scorn and blame being pointed at them and not the real culprits.

Now this result is exactly what happens in every walk of life when someone starts meddling in things that are not really his concern. If you poke a stick in a beehive you will get stung. I am sure that the constructors and drivers had no idea that they were poking a stick in a beehive ; their well-meaning intentions have backfired on them, and, as I suggested last month, they may all disappear up their own exhaust pipes. Everywhere in the world of money and business there are people waiting to take advantage of any opportunity. It is the same in the world of motor racing. Let us hope that in future the constructors will spend more time constructing, the drivers spend more time driving, and both parties be more careful where they poke their sticky fingers.

* * *

At the time of the cancellation of the Belgian G.P. I refused to believe that *ALL* the Grand Prix drivers were prepared to boycott the Francorchamps circuit, and when the 1,000-kilometre race at Francorchamps was held there were seven drivers taking part in sports cars who had previously driven Grand Prix cars on the circuit. These were Rodriguez, Siffert, Bonnier, Elford, Redman, Ickx and Oliver, and Amon would have been with them had he not been unwell. Of these, at least two were not even at the G.P.D.A. meeting at which the Francorchamps circuit was discussed, while of those that were, I am sure there were some dissenters. Like all clubs and unions, I suspect that the G.P.D.A. is run by a small hierarchy who are exploiting the disinterested members for their own ends. At one time we used to receive a press notice and synopsis of their meetings, but this no longer happens, and the first we know is when some newshound gets wind of something and uses the information for a scare-headline. The drivers' association probably do a lot of good, but we never hear about it. The Formula One Constructors Association is another group that is a bit secretive and by no means unanimous; I can just imagine E Ferrari refusing to go to Francorchamps because the circuit did suit his car or drivers. When Mike Parkes, who is now running Fer prototype racing, was asked why he supported the 1, at Francorchamps he replied "Because this is motor racing"

* * *

Porsche have now won four big races in succession and are regain the respect and name they had for impeccable reliability. Last y the team went from one mismanaged race to another, fumbling bungling, and people wondered what was wrong with Porsche. R after race saw their cars retiring with stupid mechanical troubles the usually serene Porsche pits were chaotic. The cause of this compl change-about in the image of the Porsche racing team was not obvi to the onlooker, but what was happening was that the racing departme and research and engineering department as well, were undergoin major change of policy, and behind the scenes all was not well. By present run of victories and the performances of the works Porsc it would seem that they have weathered the storm and are now set on their new course.

Since Porsche began racing around 1950 the policy has been to l the racing programme closely with the sales and production programm the principle being to race cars that would eventually become product cars, and on this principle the foundations of the Porsche name w built. As the scope of racing and the technology of racing progress it became more and more difficult to adhere to this policy, and wh they made a brief sortie into Grand Prix racing during the 1½-li Formula they burnt their fingers. The reason was not that the c were no good, but the racing and development department were properly attuned to the high-pressure technology of Grand Prix raci Porsche racing returned to long-distance events, rallies, hill-climbs a so on, keeping Porsche publicity first and foremost in mind wh preparing a racing programme, so that Porsche would race in an eve that would bring publicity and sales, such as in Austria or Switzerla and would leave some events to private owners.

About 18 months ago there were some major changes in the person at Porsche, though the company remained unchanged and still belong to the Porsche family, old Professor Ferdinand Porsche's son a daughter being in full command of the empire. The professor's s Ferry Porsche, being the managing director of the parent compa known as Dr. Ing. h.c.F. Porsche KG, Stuttgart, and the old ma daughter Louise being the managing director of Porsche Konstruktion KG in Salzburg, Austria. Louise Porsche married and became Lou Piëch, and today the whole Porsche empire is owned on a 50 : 50 ba by the families Porsche and Piëch (pronounced Porsher and Pee-a The new racing policy that came about with the changes in manageme was one of complete domination regardless of sales and producti interests, and the last year-and-a-half of racing has seen the Porsc team grow to formidable proportions, their overall racing programm making many wealthy English teams gasp at the capital outlay involve Naturally, there was terrific internal opposition to this "all-ou programme of racing and research, and the bad season they had in 19 was due to a large extent to the internal battle that was going on. T "complete domination at any cost" faction now seem to be in f control and with victories in the B.O.A.C. 500, the Monza 1,000 kil metres, the Targa Florio and the Spa 1,000 kilometres, they wou seem to be achieving their object.

There are differing schools of thought on the value of racing; so see it only as publicity, some see in it direct development towar passenger cars. The important thing is that if your research an development department are one and the same thing as the racin department, and they can conquer all opposition from the technic standpoint, then this is bound to have a beneficial backwash throughou all strata of technology within the firm, whether it is to do with do handles or production methods. This all-out technical domination sports-car racing by Porsche must surely benefit the production Porsch even more than the old policy did, and that was very effective. Whe Porsche introduce their mid-engined road car in September you can b it will be a winner, even though the price will be high, but the days Porsche cars being modified Volkswagens died long ago. They are no in the exotic high-price, high-performance group and are sti progressing. I feel sure that today's gigantic racing programme an the technical prowess of the Porsche team would meet with the ol professor's approval.

Not only have the racing team got a complete set of long-tailed 908 coupés, but they have a similar set of manx-tailed open two-seaters, and there are now 25 of the remarkable 917 12-cylinder 4½-litre coupés ready to race, though they intend some of the 25 to go to customers who have something like £14,000 to spare. Porsche may have stumbled and fallen last year, but they do seem to have picked themselves up now.

* * *

While all is feverish racing activity in *Zuffenhausen*, on the opposite side of Stuttgart, in *Unterturkheim*, there are entirely different noises. At the Frankfurt Motor Show in September Mercedes-Benz are expected to exhibit a brand new sports coupé that must surely begin the "next generation", in contrast to their current range of cars which they call the "new generation". The projected new GT car has a mid-engine layout and the power unit is a *three*-rotor Wankel engine, with murmurings already of an optional *four*-rotor unit. Anyone who has driven a Mazda 110S or an N.S.U. Ro80 will be more than excited at the prospect of a three-rotor unit, and with Daimler-Benz engineering behind it this must be the beginning of a new era of motoring.

The new Mercedes-Benz with Wankel engine as a road-going sports or GT mid-engined coupé solves a lot of thoughts and speculation that have surrounded Stuttgart for some years now. The *three*-rotor unit has an equivalent swept volume of 3 litres and the car will do 150 m.p.h. Delivery is expected in 1970. There is seldom smoke without fire, and the stories one has heard over the past few years, together with obvious questions that were never answered, now all fit into place. In Stuttgart, people used to think they heard a low-flying American Air Force Starfighter, but it turned out to be "something" going round the Daimler-Benz test-track. People were convinced they had seen something "very special" going round Nurburgring. One man claimed to have actually seen photographs of a mid-engined Mercedes-Benz chassis on test. "Secret" Mercedes-Benz cars were on test on the Italian *autostrada* at 200 m.p.h. There was always something strange and mysterious connected with the Stuttgart firm of *Daimler-Benz Aktiengesellshaft*, and rightly so, for the German engineers do not sit around drinking tea and thinking everything is all right in their world of engineering. Some years ago, when Daimler-Benz A.G. purchased an interest in the Wankel engine I said to Director Uhlenhaut "You haven't bought the Wankel engine interests to squash it and bury it, have you?" His reply was quite simple; he said "No, of course not".

It is rather depressing for us when you realise that the British Motor Corporation engineers have only just discovered the overhead camshaft engine and the 5-speed gearbox. Jaguar are still trying to produce a V12-cylinder engine, Aston Martin have just discovered the V8-cylinder layout, and Ford have yet to learn about independent rear suspension that works. We have good engineers at Rover and Lotus, but somebody should encourage them before it is too late.

* * *

In France Matra are making a big effort with their Le Mans team, determined to do well, though not being so over-confident that they imagine they will win. The cars are powered by their own V12-cylinder engine, developed directly from their Grand Prix engine, and in sports-car form it has shown great promise. As a Formula One Grand Prix engine it was too large, too complicated, too heavy, and too underpowered to be competitive, that is in comparison with the light, compact and powerful Cosworth V8 engine. One of the ultimate aims of Matra is to market a "prestige" road car, like a Ferrari, Lamborghini or Maserati, and clearly their V12 engine would make a good basis for this, while its development in long-distance racing would ensure durability. At the moment Matra are suffering some set-backs, for after testing the 1968 Le Mans car, with a new open two-seater body form, at the Le Mans test weekend, with satisfactory results, they completed the first of their 1969 cars, known as the Type 640, which was a new Le Mans coupé. During some private testing on the Mulsanne straight it went out of control at high speed when Pescarolo was driving, and was completely destroyed, he being badly burnt and suffering spine injuries. Happily he is well on his way to complete recovery, but Matra were puzzled for the car appeared to become unstable aerodynamically, and for a missile-research firm that seems unreasonable. Their first attempt at high speed, with an American Ford V8-powered coupé two years ago, ended in disaster on the Mulsanne straight when Roby Weber was killed. There would seem to be problems on wheels that do not exist in the air.

* * *

Both the Monaco G.P. and the Dutch G.P. were beset by financial wrangles before all was well, and most of it came about because of a suggestion that Grand Prix teams should be paid by results instead of the present system of being paid as soon as you leave the starting grid, *i.e.*, Starting Money. In general principle the idea of paying drivers and teams a certain sum of money to start in a race is fair enough. What happens after the start is often left to fate, and by that time all the paying customers have bought their tickets and are in their seats, waiting in anticipation of seeing something that they will enjoy. The financial arrangements used to be individual, an organiser paying a team relative to the attraction value to the spectators. If he thought Graham Hill in a Lotus would attract a lot of paying spectators he would pay £1,000 appearance money, for example. If he thought Joe Soap in his home-made special would only attract a handful of spectators, then he would only pay £100 appearance money, and this was fair enough for the organiser depends on the paying customer. A number of the top teams got together with the organisers and made an agreement that said in effect that all works teams were equal and provided an equal attraction to paying customers, all the teams except Ferrari, who knew quite well that his red cars at Monza or Monaco were worth a lot more appearance money than any green or blue car. The top Grand Prix teams are never equal, even if they all have Cosworth V8 engines, and drivers still count for a lot. The team with the popular drivers, like Hill or Stewart, must attract more customers than the others, and if there is a local hero, like Ickx in Belgium, Beltoise in France or Rindt in Austria, they must alter the financial picture.

It is one thing to get your paying customers in at the start, but if they are not satisfied at the finish they are not likely to return next year, so the results by each team or driver are as important as the starting-line performance. At Watkins Glen for the United States G.P. payment is made according to how well you perform during the race. They have sufficient money in the kitty to guarantee that the most mediocre performer is well paid and can cover his out-of-pocket expenses. For the others, the farther and faster they go the more money they get. Now nobody has argued with this system, so the idea has been discussed in Europe, but there is not so much money in the European kitty and it was suggested that "Payment by Results" should be only for those who finished the race. In other words, when a contract is made for you to put on a performance, if you do not complete the performance and have left the stage before the final curtain you do not get paid. Needless to say, with the appalling reliability of present-day Grand Prix cars, this was not at all popular. The Watkins Glen system is ideal, with no starting or appearance money, but big prize money for as many places as there are cars on the starting grid, the money diminishing from 1st place to 20th place in satisfactory steps, but no European organiser can match the guaranteed outlay. The suggestion of "finishing money" only for those who finish is quite unfair in such an unpredictable mechanical activity, but it should be possible to work out some system between the two. Organisers are certainly not satisfied with the present system of paying a team £1,000 for a star driver in a star car that does half a lap and retires with a broken drive shaft. Equally, no team or driver is going to attend a race and retire on the last lap with engine failure and be satisfied with no payment at all. Driver-and-car combination should receive some "appearance value" payment and then be paid more money on results. The difficulty is finding a happy mean.

D. S. J.

V.S.C.C. BEAULIEU/FAWLEY RALLY & TESTS (May 18th)

Results :

Montagu Trophy (Best overall) : T. E. Ely (1934 Riley Ulster Imp).
Martini Trophy (Best in *Concours d'Elegance*) : N. Arnold Forster (1911 10½-litre Cottin et Desgouttes).
Driving Tests :
Modified Sports Cars :
First Class Award : T. E. Ely.
Second Class Award : B. M. Clarke (1929 Austin Ulster Special).
Standard Sports Cars :
First Class Awards : P. H. Still (1937 T.T. Replica Frazer Nash) and A. D. Jones (1923 30/98 Vauxhall).
Second Class Awards : R. G. Firmin (1936 1½-litre H.R.G.), A. W. Rippon (1925 Type 23 Bugatti) and R. J. Nice (1930 Austin Ulster).
Third Class Awards : F. M. Hawke (1924 Riley Imp) and M. Cann (1937 2-litre A.M.).
Touring Cars :
First Class Award : C. P. Marsh (1925 Austin 7 Chummy).
Second Class Award : R. Andrews (1928 Riley 9 tourer).
Third Class Awards : D. L. Franklin (1929 10/25 Rover tourer) and J. A. Griffiths (1930 Austin 7 Chummy).
Concours d'Elegance :
Edwardian and Vintage Cars :
First Class Award : N. Arnold-Forster.
Second Class Award : J. L. Marrion (1927 RLSS Alfa Romeo).
Third Class Award : C. C. Millar (1926 3-litre Sunbeam).
P.V.T. Cars :
First Class Award : F. M. Hawke.
Second Class Award : C. Holloway (1938 Speed 20 Alvis).

FORMULA 2 REVIEW

PAU, FRANCE (April 20th)

ONE OF the more pleasant venues for Formula Two racing is the round-the-houses circuit of Pau in South-Western France and this year's event was once again the first of four French races in a series entitled *Les Trophees de France*. The French Clubs prefer to select comparatively small fields of high quality, with as many Grand Prix drivers as possible ; this policy enables them to choose more than six graded men per race, although by so doing they disqualify themselves from including their races in the European Championship and thereby discourage B.M.W. and Ferrari from taking part. Not surprisingly, French cars and drivers get priority when it comes to allocating entries, so the lesser lights find themselves left out unless they have some other claim to fame, like motorcyclist Bill Ivy, who had been so impressive at Thruxton's Easter Monday meeting.

Indeed, Ivy's practice time was bettered only by the three regular works and semi-works Matras (Pescarolo still being in hospital following a sports car accident at Le Mans during private training), the two Winkelmann Lotuses and Courage's Brabham. The small 14-car field which assembled was entirely Cosworth FVA-powered.

To the disappointment of the French crowd, it was the Austrian Rindt in a conspicuously green British Lotus who assumed the lead and immediately began to pull away from the field at the rate of over 1 sec. per lap. His team-mate Hill's Cosworth engine coughed at an awkward moment with only five laps gone, and the World Champion spun, falling well back, although he quickly recovered and started a determined bid to get back among the leaders.

The new Lotus with Rindt at the wheel was repeating its impressive Thruxton form, with Stewart and Beltoise doing their best in pursuit with the two-year-old Matras on the oily circuit. Courage followed Beltoise and by half-distance (35 laps) he was the only driver unlapped by Rindt, with Servoz-Gavin a lap behind in fifth and Cevert, driving the leading works Tecno, sixth. Hill finally retired when a rubber belt which drives the fuel injection broke, and Ivy had spun off.

Relief came for an unhappy Stewart on lap 46 when he joined Hill as a retirement—in his case it was a universal joint which broke, leaving Beltoise and Courage to continue with the vain chase behind Rindt. Then, as Beltoise approached the pits with only five laps to go, a mounting broke at the bottom of one of the struts which retains the Matra's front wing and the whole wing itself was ripped away, taking half the car's rear wing with it, and the car's handling became almost unmanageable. This presented Courage with an opportunity to close, but there was not enough time for the Englishman to get by into second place and he had to be satisfied with third.—M. G. D.

Results :

TROPHEES DE FRANCE—Formula Two—Pau
70 laps—193.2 kilometres

1st	J. Rindt (Lotus-Cosworth FVA)	94 min. 09.7 sec.—123.1 k.p.h.
2nd	J-P. Beltoise (Matra-Cosworth FVA)	95 min. 11.1 sec.
3rd	P. Courage (Brabham-Cosworth FVA)	95 min. 19.0 sec.
4th	J. Servoz-Gavin (Matra-Cosworth FVA)	69 laps
5th	F. Cevert (Tecno-Cosworth FVA)	68 laps
6th	E. Corti (Brabham-Cosworth FVA)	65 laps
7th	N Galli (Tecno-Cosworth FVA)	63 laps
8th	R. Widdows (Merlyn-Cosworth FVA).	

Fastest lap : Rindt, 1 min. 18.9 sec.—125.9 k.p.h. (new outright circuit record)
Retirements : P. Westbury (Brabham-Cosworth FVA), P. Dal Bo (Pygmee-Cosworth FVA), G. Hill (Lotus-Cosworth FVA), W. Ivy (Brabham-Cosworth FVA), E. Offenstadt (Pygmee-Cosworth FVA), J. Stewart (Matra-Cosworth FVA).
14 starters—8 finishers.

NURBURGRING, GERMANY (April 27th)

THE SECOND Formula Two race to be held in Germany in three weeks, and the third round in the 1969 European Championship, was to be decided around the Nurburgring. But this year, instead of staging the meeting on the shorter *Sudschleife*, the organising A.D.A.C. Club decided to commit the race to the long *Nordschleife* as used for the Grand Prix and 1,000 Kilometres sports-car event.

The Winkelmann team was immediately in trouble, for there is little doubt that when Lotus Components designed the new 59B model there was no warning that the car would have to undergo the rigours of ten laps over the bumps, leaps and other car-breaking features of this very testing track. Nevertheless, Rindt and Hill both put up good practice times, the former actually breaking Gurney's 1967 outright lap record during an untimed practice session. The Formula Two cars were the first single-seaters to be seen here with the current huge wings, which keep the cars rather more firmly on the track than before. But there was not much confidence in the Lotus camp, in spite of suspensions being jacked as high as they would go.

The two Matra teams were much more hopeful, having already had experience with earlier models here in 1966 and 1967, when Formula Two cars were admitted to the Grand Prix proper.

Stewart was led off the line by Hill, but completed the first lap ahead of both Rindt and Hill. The Scot seemed to be far more in command than he has done in his previous two Formula Two races of the year and extended his advantage in devastating style as the lap record took a tumble on three consecutive laps. By the time Stewart had completed the fifth of the ten laps the lap record stood at a remarkable 8 min. 5.3 sec., which compares with the old record of 8 min. 15.1 sec., held by Gurney.

The two Lotuses were soon in their pit with suspension breakages, and Stewart's nearest pursuer was to be Beltoise's Matra, although the Frenchman shortly had to give way to Siffert's B.M.W. in the course of an inspired drive by the Swiss, who only two days earlier had won the Monza 1,000 kilometres sports-car race.

Siffert's team-mate, Hahne, securely in fourth place, led all the non-graded men, although it seemed possible that Bell—having his first satisfactory European race of the year in the Ferrari Dino—might catch him after disposing of Servoz-Gavin's Matra. It was not to be and Hahne again took maximum points to retain his lead in the non-graded Championship.

To judge by the number of spectators, the experiment of running the event on the long circuit was a success, although a disappointingly heavy proportion of the entries failed to appear. One thing is clear, however—if the Grand Prix is blessed with fine weather this year, we shall be seeing a sub-eight-minute lap.—M. G. D.

Results :

32nd INTERNATIONAL EIFELRENNEN—Formula Two—Nurburgring
10 laps—228.35 kilometres

1st	J. Stewart (Matra-Cosworth FVA)	81 min. 40.4 sec.—167.7 k.p.h.
2nd	J. Siffert (B.M.W.)	82 min. 56.4 sec.
3rd	J-P. Beltoise (Matra-Cosworth FVA)	83 min. 11.7 sec.
4th	H. Hahne (B.M.W.)	83 min. 52.4 sec.
5th	D. Bell (Ferrari Dino)	83 min. 55.7 sec.
6th	J. Servoz-Gavin (Matra-Cosworth FVA)	84 min. 05.3 sec.
7th	F. Cevert (Tecno-Cosworth FVA)	84 min. 49.9 sec.
8th	M. Guthrie (Brabham-Cosworth FVA)	88 min. 18.5 sec.

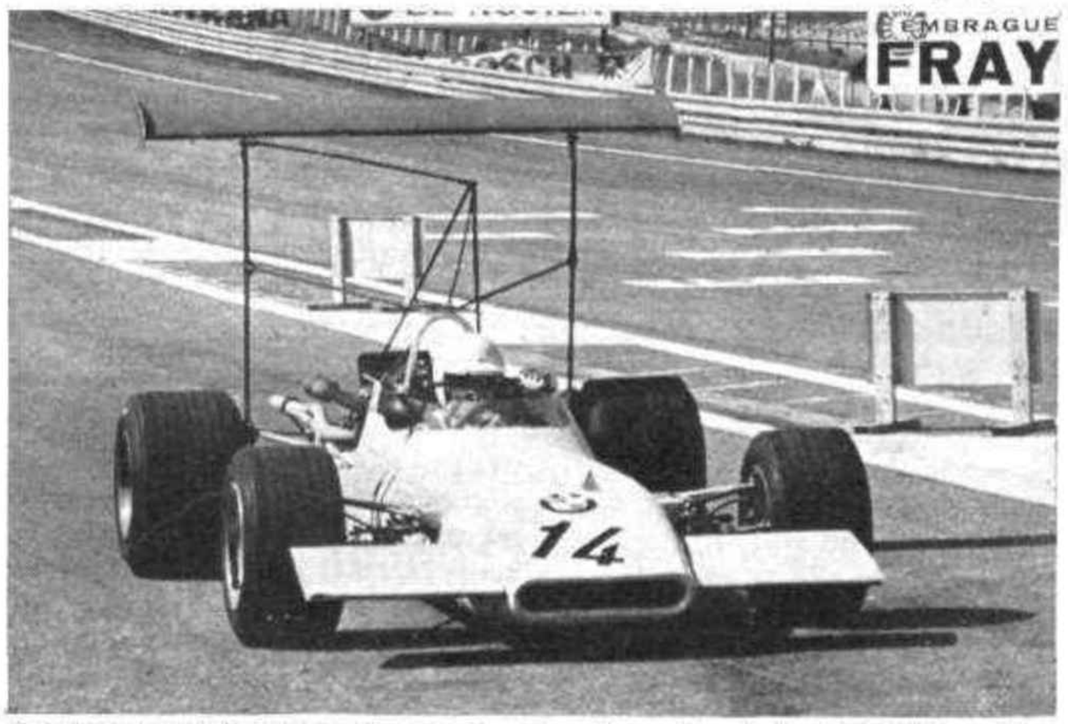
Fastest lap : Stewart, 8 min. 05.3 sec. *(new outright circuit record).*
25 starters—15 finishers.

MADRID, SPAIN (May 11th)

STEWART spoiled his chances of taking the 1968 World Championship when he crashed during practice for the Formula Two event held at Jarama last year, damaging his wrist. This year he is concentrating all his efforts on Formula One, with the occasional Formula Two race to keep his eye in, and this race was to provide his third win in as many weeks.

Although the Jarama circuit is proving to be less than a wild

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Another new Formula Two car has been introduced, by B.M.W., with a chassis designed by Britain's Len Terry and built in the Dornier factory. It was driven by Mitter at the Eifelrennen (when it retired), while Hahne, who tried it during practice at Jarama, declared that he found it too uncomfortable to drive in the race.

RALLY REVIEW

RALLYE DU MAROC

Whilst Championship rallies tend to get talked about far more than any other, there are quite a number of worthwhile events of International status which are not in any championship, both in Europe and elsewhere. One of these is the Rallye du Maroc.

Although there is considerable French influence in Morocco, the country has very few rallies compared with France, but its one International event of the year gets tremendous support from governmental departments and is one of the very few rallies (perhaps the only one) which pay starting money—the equivalent of £200, in fact, to each competing car.

This event took place during the week before the Tulip Rally and this doubtless took away a few entries from the Dutch event. Renault sent three works cars, and there was also a full team of five Citroëns from the factory. The latter team, having realised that they were not endowed with a power/weight ratio necessary for the pace of the smoother Championship events, have been looking around for rougher events, and Morocco was their first choice.

That they decided rightly is in no doubt, for some of the special stages used on the Maroc were so diabolically rough that a car got as much pounding on one of them as during three R.A.C. Rallies put together. Some were in excess of 200 miles long, and in such desolate, barren country that a breakdown was not merely a predicament, it was a near disaster.

Of 78 cars which started the rally, amid all the ceremonial magnificence that the Government could provide, only seven finished—five Citroëns and two Renaults. The winners were Robert Neyret and Jacques Terramorsi, Neyret being the factory driver who drove the ungainly "DS Original" on the Alpine Rally in 1968.

Despite the distance involved, three private entrants made their way to Casablanca from Britain, Cooper/Griffiths in a Cooper S, Heppenstall/Thomas in an Escort Twin-Cam and Martin-Hurst/Jopp in an Escort fitted with a Buick V8 engine lifted straight out of a Rover 3.5. That they didn't finish is not really to their discredit, for conditions on the Moroccan special stages were both severe and unexpected. Perhaps next year a larger British contingent, armed with the knowledge imparted by the 1968 party, will be more able to show the French how tenacious British rallymen are.

A person whose presence in Morocco during the rally was rather significant was Mr. Henry Treu, Secretary of the C.S.I. of the F.I.A. Will the event one day become part of an International Championship?

FINISHERS

1st	Neyret/Terramorsi (Citroën DS21 Proto)	17 hr. 14 min. 19 sec.
2nd	Verrier/Murac (Citroën DS21)	17 hr. 40 min. 40 sec.
3rd	Ogier/Miss Veron (Citroën DS21)	18 hr. 01 min. 54 sec.
4th	Nicolas/Roure (Renault R8 Proto)	18 hr. 32 min. 57 sec.
5th	Vansom/Joly (Citroën DS21)	19 hr. 10 min. 38 sec.
6th	Terminarias/Terminarias (Citroën DS21)	22 hr. 18 min. 55 sec.
7th	Vasquez/de Potier (Renault R16TS)	22 hr. 58 min. 59 sec.

FRAM INTERNATIONAL WELSH RALLY

If anyone had asked me at the beginning of the year whether the Welsh Rally would be held on its appointed dates in early May, Welshman though I am, I would have voiced the opinion that it would not. So many were the difficulties facing the organisers in their search for roads suitable for special stages that regulations were late appearing and other pre-rally publicity was meagre indeed.

The last Welsh Rally was in 1966, the intervening years being missed firstly owing to foot and mouth disease and secondly to a dispute concerning road reinstatement which has since been settled.

After a slow start, the 1969 event materialised and surprised everyone by its quality and by the ferocity of the competition both among the few professionals and the masses of amateurs taking part.

Held over two days and nights, the rally used 27 special stages, some on the military roads on Mynydd Epynt in Breconshire and the majority on the rough tracks of the Forestry Commission. The final stage was a 10-lap "race" on the 1.1-mile Llandow Circuit, but results from this test were discounted owing to a timing discrepancy.

Three drivers were outstanding during the rally. The Swede Ove Andersson, in a 1,852-c.c. Escort Twin-Cam entered and supported by the factory, young Colin Malkin, one of the Marathon winners, in an 1,140-c.c. Hillman Imp, and the experienced Roy Fidler in a B.M.W. 2002TI entered by Autoextra of London. These three were in a class of their own, but one feels that much praise should be accorded Malkin for urging his diminutive Imp to stay with the more powerful cars of Andersson and Fidler. When Fidler retired after crashing, and Malkin when a leaking oil seal caused gearbox seizure, Andersson won easily, his co-driver being Gunnar Palm, the experienced Swede who partnered Carlsson and Söderström many times.

The amateur drivers, some partly supported by local garages, could again be divided into two categories. A dozen or so stood out, fighting hard to be in a position to take the lead should the three fast men drop out. Most prominent among these was a relative newcomer called Chris Sclater, who started rallying little over a year ago and who has since displayed such a degree of natural talent that perhaps one day he might find a place in a factory team. Co-driven by Martin Holmes, Sclater stayed ahead of northerners Jim Bullough and Don Barrow to take second place behind Andersson.

Sponsored by Fram, the American filter company with factories in Wales, the Welsh Rally served to bring comments of relief from countless rallyists who were beginning to fear that forest rallying was coming to an end. Whilst overseas drivers get a high degree of governmental co-operation, and organisers have a pretty free hand in selecting forest tracks for rally routes, Britain's Forestry Commission must not be allowed to sprag the wheel of rallying and block the vital practice which British drivers need to challenge Scandinavians and others. Until now, the Commission has been co-operative, but the writing is beginning to appear on the wall. Whilst we still have a Minister for Sport, perhaps the more people who write to him on this matter, the better.—G. P.

GENERAL CLASSIFICATION

1st	O. Andersson/G. Palm (Escort T/C 1852)	19 min. 44 sec.
2nd	C. Sclater/M. Holmes (Cortina TC 1558)	27 min. 01 sec.
3rd	J. Bullough/D. Barrow (Escort T/C 1598)	28 min. 14 sec.
4th	M. Ridout/D. Stephenson (Escort T/C 1558)	30 min. 06 sec.
5th	R. Bean/P. Stephens (Cortina TC 1622)	31 min. 47 sec.
6th	A. Chappell/H. Thomas (Escort T/C 1594)	33 min. 13 sec.
7th	A. Pierson/C. Francis (Cortina 1594)	35 min. 26 sec.
8th	T. Yoward/P. McDowell (Escort 1300)	36 min. 20 sec.
9th	P. Hughes/I. Jones (Opel Kadett 1897)	36 min. 58 sec.
10th	P. Davies/D. Davidson (Triumph 2498PI)	37 min. 17 sec.

THE TULIP RALLY

FOR MANY years the Tulip Rally has been looked upon as a weaning ground for International aspirants eager to cut their teeth on the Continent. It has probably attracted more private entrants from Britain than any other International rally—with the exception of the Monte, perhaps. The helpful organisers and the traditional hospitality of the Dutch have been largely responsible, not forgetting the financial help which was given to the rally and its participants by B.P.

Over the years, the Tulip Rally has come to be regarded as the preserve of private entrants, but the factories have always sent cars, mainly because the event has been a European Championship qualifier and valuable points were at stake.

But Holland is not a country which lends itself to rallying, and the organisers have always had to use neighbouring countries to find special stages and the like. Consequently, the long run down through France to the region around Annecy has tended to become somewhat boring. This year, the only real works entries were from Porsche (one car), Lancia (one car), Daf (three cars) and Ford of Belgium (one car). The British contingent (so strong in previous years that the London Motor Club always sent out a party of marshals to help the organisers) numbered only 16 cars, and it is rather sad to record that none of them really put up a striking performance, except perhaps Leo Bertorelli who tried pretty hard.

Amateurism has always been something which the Tulip's organisers have encouraged, and in previous years this has been reflected in the awards list. There were never any cash prizes; instead, award winners went away with delightful silver tulips. This year, cash awards were given instead, presumably in an effort to attract entries, and since the sponsors were Rotterdam-based, the rally moved its headquarters to that city from the usual base at Noordwijk-an-Zee.

Two years ago, the rally suffered a blow when B.P. withdrew its sponsorship and the resulting increase in costs affected the number of entries. This year, a Dutch newspaper and various business and municipal interests in Rotterdam financed the rally to a great extent, and thus it was able to be held at all. Unlike racing, rallying is very much a self-supported sport, and each event (not having gate money, etc., to rely on) has to seek the necessary finance from somewhere.

The falling off of interest in the Tulip is rather sad, particularly as it has given its name to a diagrammatic method of navigation which has been, and will be, copied by rally organisers the world over. If they

Continued on page 608

THE MONACO GRAND PRIX



WINGLESS.—Hill's Lotus 49 leads Beltoise's Matra MS80 early in the race. Both cars are shorn of wings following the C.S.I. ruling. Hill's car has shortened nose fins and a fabricated upswept tail deflector to compensate for the lacking aerofoil.

MONTE CARLO, *May 18th.*

IT WILL be a sad day when the "do-gooders" and "improvers" in our midst cure all the problems surrounding the Monaco Grand Prix the way they have dealt with the Belgian Grand Prix. Racing through the streets of a town should always be part of motor racing, not the whole of it nor the ultimate, but the complete racing driver should be able to drive to the precise limits that street racing demands and cars should be designed to withstand the rigorous test of such a race, just as they should withstand the flat-out blind of the Italian Grand Prix at Monza. Ever since the Grand Prix round the streets of Monte Carlo was inaugurated in 1929 it has been a classic event, and apart from very minor modifications the circuit has remained unchanged since that day. Suspensions still get compressed as the cars change direction from the horizontal to steep uphill on the fast right-hand bend at Saint Devote; they become light on their wheels as they breast the rise before the Casino square; their swervability is tested severely as they swing left and right across the cambered Casino square in front of the Hotel de Paris; brakes are really pressed hard at the foot of the hill down to the Mirabeau hairpin, and steering lock and an ability to slide the rear wheels out of line are called for at the tight left-hand hairpin where the old station used to be. Another violent change of vertical direction is experienced at the Portier corner where the cars run on to the seafront road; then it is all acceleration and speed along to the curved tunnel and out into the sunlight again and very fast downhill with the brakes hard on for the *chicane*. This leads on to the harbour front and along the concrete to the Tobacconists Corner, bouncing over the hump just before it. Then it is hard left between stone walls and along the Promenade that is normally forbidden to motor vehicles. At the end it is really heavy braking, and still on a left curve before swinging hard right round the hairpin bend where the Gasometer used to be. Hard acceleration up through the gears and you are past the pits and braking heavily to start Saint Devote corner again. All this in less than 1 min. 30 sec. if you are any sort of Grand Prix driver, and in 1 min. 25 sec. if you are a potential Grand Prix winner.

After the crashes to the two Lotus cars at Barcelona, due, it would seem to failure of the rear aerofoil struts, and the collapse of a Brabham aerofoil almost at the feet of members of the C.S.I., some drastic action was imminent, and I would have thought the Formula One Constructors Association would have taken some unified action to direct any controlling thoughts that were germinating in the minds of the members of the F.I.A. Sporting Committee. However, all the Grand Prix contenders arrived at Monaco with full aerodynamic assistance as before, with a few more struts and bracing wires for luck, and even before practice began on Thursday afternoon there was some ominous poking around by members of the organising club on behalf of the F.I.A. Monte Carlo was not its usual radiant self, but it was dry and warm and ideal for some fast motoring and it was not long before there was plenty to be seen.

Team Lotus, as only Chapman and his chaps can manage, had built up two more Lotus 49 cars to replace the two that were virtually totally destroyed in Spain, and they were basically the two cars used in the Tasman races. Hill had 49/10 which had been hastily built "down under" after Rindt had crashed his original Tasman car, and the second one at Monaco was basically 49/8 which Hill had campaigned in the Tasman series. As Rindt was still on the sick list with head injuries, Attwood took his place in Gold Leaf Team Lotus. The car of Hill had the oil tank mounted over the gearbox, and that of Attwood was to very early specification with the oil tank in the nose. After the wreckage in Spain no-one would have blamed Lotus for giving Monaco a miss, so all credit to them for producing two more cars. Both had full-width rear aerofoils and wide nose fins. The two immaculate McLarens had aerofoils front and rear, as well as nose fins, and both had the new design of front wheels, now cast in one piece, whereas the prototype wheels in Spain were of riveted construction. Hulme was driving M7A/2, and McLaren was driving the 1969 car, M7C-1. Brabham and Ickx had as usual the Brabhams BT26-2 and BT26-3 respectively, with nose fins and two aerofoils, the rear ones having perspex deflectors at each end before practice began, but they were removed before the cars went out. The Matra International team had two 1969 cars, Stewart driving MS80-02, and Beltoise driving the Spanish G.P. winning car MS80-01. In addition to their normal complement of aerofoils and movable nose fins they had alternative nose cowlings with aluminium "straighteners" longitudinally on the cowling. They also had their 1968 car as a standby. Naturally all the Lotus, McLaren, Brabham and Matra cars were powered by Cosworth V8 engines and the power was used through Hewland gearboxes.

Enzo Ferrari did not want to get involved with the Monaco G.P. for various personal reasons, and the entry list left open the actual entrant of the lone Ferrari, letting people assume that Amon was the entrant, but as he had a full complement of staff men from Maranello, it was all a bit pointless. He had two cars to choose from, 0019 as his first choice, and 0017 as a spare, and both had the nose fins moulded into the fibreglass fairing. They were also using the hydraulically-controlled aerofoil on the first car, both cars being powered by the crisp sounding Ferrari V12 engine, without which no Grand Prix meeting is complete. B.R.M. had three works cars for Surtees and Oliver, and were backed up by Parnell's earlier car for Rodriguez. Surtees was driving 138-01 fitted with the latest 48-valve engine and B.R.M. gearbox and his spare car also had the new-type engine, but drove through a Hewland gearbox. This car was new and had been built up around the number of the car that Surtees crashed at Brands Hatch, so that on paper it was 138-02. Oliver had as usual 133-01, with 48-valve engine and Hewland gearbox, and all the cars had small pannier fuel tanks along each side of the cockpit, mounted very low. They also all had nose fins and areofoils back and front.

To complete the entry of 16 cars, there was Siffert with the Walker/Durlacher Lotus 49, Courage with the Frank Williams (Racing Cars) Ltd. scintillating Brabham-Cosworth V8, Elford with the Cooper-Maserati V12 of Antique Automobiles Ltd., and Moser with a Brabham-Cosworth V8 that had started life as a 2½-litre special for Courage to

PRACTICE TIMES

No.	Driver	Car	Thursday p.m.	Friday a.m.	Saturday p.m.
1	G. Hill	Lotus-Cosworth V8	1. 25.6	1. 25.8	1. 25.8
2	R. Attwood	Lotus-Cosworth V8	1. 30.6	1. 28.0	1. 26.5
3	D. Hulme	McLaren-Cosworth V8	1. 29.0	1. 27.8	1. 26.8
4	B. McLaren	McLaren-Cosworth V8	1. 27.6	1. 29.2	1. 26.7
5	J. Brabham	Brabham-Cosworth V8	1. 31.0	1. 26.4	1. 26.5
6	J. Ickx	Brabham-Cosworth V8	1. 26.0	1. 26.3	1. 26.6
7	J. Stewart	Matra-Cosworth V8	**1. 24.9**	**1. 25.6**	**1. 24.6**
8	J-P. Beltoise	Matra-Cosworth V8	1. 29.1	1. 26.3	1. 25.4
9	J. Siffert	Lotus-Cosworth V8	1. 26.5	1. 56.6	1. 26.0
10	P. Rodriguez	B.R.M. V12	1. 31.2	1. 34.6	1. 30.5
11	C. Amon	Ferrari V12	1. 28.0	1. 46.4	1. 25.0
12	V. Elford	Cooper-Maserati V12	1. 38.7	1. 38.0	1. 32.8
14	J. Surtees	B.R.M. V12	1. 30.2	1. 27.9	1. 26.0
15	J. Oliver	B.R.M. V12	1. 29.4	1. 29.5	1. 28.4
16	P. Courage	Brabham-Cosworth V8	1. 27.5	1. 26.4	1. 26.4
17	S. Moser	Brabham-Cosworth V8	—	1. 30.5	1. 31.5
11T	C. Amon	Ferrari V12	—	1. 28.8	1. 33.3

N.B. The Thursday times were accomplished with the use of aerofoils on all the cars, before the C.S.I. ban on their use. Subsequently the times of Thursday were declared null and void.

race in the Tasman events. Having been built as an 100 mile "sprint car" it had insufficient petrol-carrying capacity, so it was fitted with the two outrigger pannier tanks that McLaren experimented with last year. The little Swiss driver missed the first practice session.

During last year's race, Attwood, in his vain pursuit of Hill, set up a new lap record in his B.R.M. of 1 min. 28.1 sec., which was 0.1 sec. faster than Hill's best practice time. With a year of progress in engine power and tyre development alone a time of 1 min. 30 sec. would have to be a lowly starting point, and the faster drivers anticipated getting well below the existing record, though just how far below nobody was prepared to guess. It was Stewart, Hill, Ickx and Siffert who set the pace, and recorded times that seemed almost unbelievable. Stewart's Matra went sick in its Cosworth engine department so he took the second car, which curtailed Beltoise's practice, and Siffert caught his left side nose fin on the fence as he braked for the Gasworks hairpin and that stopped his practice abruptly. He had been really braking on the limit, the whole car skittering and juddering as the front wheels nearly locked, and it was while doing this that he clipped the fence. It spun the car through 180 degrees and ripped off the fibre-glass nose in a shower of bits and pieces, but apart from that, no damage was done; however, he had got down to 1 min. 26.5 sec., which had caused embarrassment to a lot of works drivers. Another private runner who was excelling was Courage, with the Williams Brabham, and he was only 1 sec. slower than Siffert and having terrific fun and enjoying himself enormously in some splendid uninhibited fast and furious driving. He said "but don't tell Frank", though the owner must have been delighted at the performance.

The new works B.R.M. engines were very flat on initial pick-up and neither Surtees nor Oliver were very happy, while Amon was downright miserable about his Ferrari for it was cutting-out completely on hard acceleration just after he changed gear. When the engine fired again, on full throttle, the jerk was giving him a real pain in the neck. Stewart hit a kerb and broke a rear wheel, which let the tyre deflate, and Surtees put a big kerb mark in a rear wheel rim, though it did no other damage. The two McLarens were very neat and tidy, and the owner put in some competitive laps without any drama or fireworks. In spite of having a hurriedly-built car, Hill was in great form and trying hard, being second fastest overall, but Attwood was learning his way along, not having driven a Lotus 49 before. It was Stewart who really made things hum, and he got down to an incredible time of 1 min. 24.9 sec., the Matra accelerating away from the Gasworks hairpin like a dragster. The podgy little Matra MS80 looks almost as wide in the track as it does long in the wheelbase, the tiny 13-in. low-profile Dunlop tyres adding to this effect. Atmospheric conditions being good some fast laps were expected, but over three seconds off the lap record was quite fantastic, and on the first day of practice as well.

Before practice finished officialdom was already "clucking" and "ticking" about aerofoils, though why this wasn't done immediately after Barcelona no-one knows. Presumably the C.S.I. were hoping that aerofoils would quietly disappear from whence they came, and save anyone making a decision. After practice there were various meetings and discussions, the first approach being to formulate some sort of limitation on size and construction, but eventually it was agreed, not unanimously, that aerofoils that were not part of the bodywork would no longer be permitted. McLaren and Ferrari were pleased to call a halt to aerofoil development, though everyone felt that the decision should have been made before practice began. In consequence of the C.S.I. decision the times recorded on Thursday were cancelled and practice began all over again at 8.15 a.m. on Friday morning, all the cars running "naked" except for nose fins, and deflectors on the engine covers on McLaren's own car and Amon's Ferrari. The ignition system had been changed on the B.R.M. engine in the Surtees car, but it still was not competitive, though it was better, and Amon was having the same fuel system trouble on the spare Ferrari as he experienced yesterday. Siffert's car had been patched up with layers of fibreglass but before he got very far the Cosworth engine blew up and that was the end of his practice. With the short time available between the decision to abandon separate aerofoils and the second practice session no-one could do much about suspension settings and most of the cars looked a bit unstable under heavy braking and were wandering a bit on hard acceleration out of the Tobacconist's Corner, but it was only a question of re-adjusting everything to unloaded suspensions. There was minimal difference in lap times and everyone seemed to be getting on with the job and learning all over again about anti-roll bars, spring rates and shock-absorber settings, things they seemed to have forgotten about since the inception of aerodynamic assistance.

It was still Stewart who set the pace, back in his own car, but Hill was right behind him, and Ickx, Brabham and Courage were not far away. The Parnell B.R.M. was still using an old 1968 engine, so Rodriguez had little hope of keeping up, and all Elford could do with the old Cooper-Maserati was hope to go fast enough not to get in the way. The scavenge oil pump stopped working on Oliver's car and he ground to a stop in a cloud of smoke when the crankcase filled with oil, and Ickx had to walk back through the tunnel when a rear hub carrier broke on his Brabham. As the chequered flag ended practice Beltoise came in slowly with a broken drive shaft, and the hurly-burly of street racing was beginning to take its toll.

The final practice was on Saturday afternoon, after two Formula Three Heats had been run, and there was plenty of time to make good damage or make modifications. Siffert's car was fitted with the team's 1968 engine, Surtees had the engine changed in his B.R.M. to try and improve things, and the number one Ferrari had a small petrol header-tank mounted above the engine to try and cure its problems. Conditions were still not typical Monte Carlo, but were ideal for fast driving, with dry roads and no glare. Having thrown away all aerodynamic devices there was nothing left but to return to suspension adjustments, and many mechanics found that they had forgotten which spanner to use for anti-roll bar adjustment, or shock-absorber adjustment. As the afternoon session went on everyone got back into the old pre-aerofoil groove and there was some very fast and furious motoring. Even though there was no question of anyone having to qualify the pace got more and more furious, and at one point you would have thought the race had started for everyone seemed to be driving right on the limit and the pace was ridiculous. It was one of those unpredictable occasions when something sparked off a burst of enthusiasm and onlookers

STARTING GRID

↑

7 J. Stewart (*Matra-Cosworth V8*) MS80-02 1 min. 24.6 sec.

11 C. Amon (*Ferrari V12*) 0019 1 min. 25.0 sec.

8 J-P. Beltoise (*Matra-Cosworth V8*) MS80-01 1 min. 25.4 sec.

1 G. Hill (*Lotus-Cosworth V8*) 49/10 1 min. 25.8 sec.

9 J. Siffert (*Lotus-Cosworth V8*) 49/7 1 min. 26.0 sec.

14 J. Surtees (*B.R.M. V12*) 138-01 1 min. 26.0 sec.

6 J. Ickx (*Brabham-Cosworth V8*) BT26-3 1 min. 26.3 sec.

5 J. Brabham (*Brabham-Cosworth V8*) BT26-2 1 min. 26.4 sec.

16 P. Courage (*Brabham-Cosworth V8*) BT26-4 1 min. 26.4 sec.

2 R. Attwood (*Lotus-Cosworth V8*) 49/8 1 min. 26.5 sec.

4 B. McLaren (*McLaren-Cosworth V8*) M7C-1 1 min. 26.7 sec.

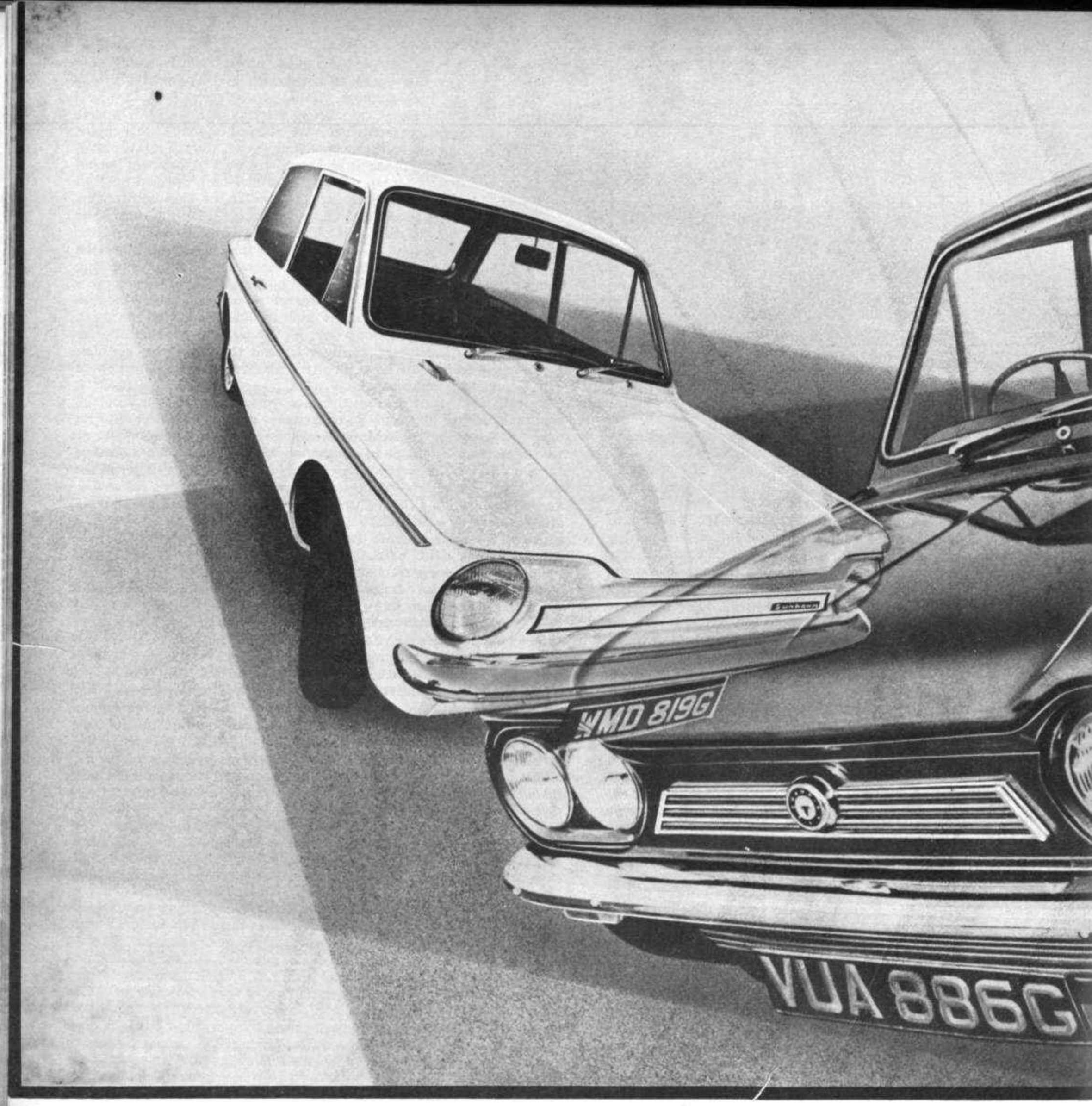
3 D. Hulme (*McLaren-Cosworth V8*) M7A-2 1 min. 26.8 sec.

15 J. Oliver (*B.R.M. V12*) 133-01 1 min. 28.4 sec.

10 P. Rodriguez (*B.R.M. V12*) 126-01 1 min. 30.5 sec.

17 S. Moser (*Brabham-Cosworth V8*) BT24-3 1 min. 30.5 sec.

12 V. Elford (*Cooper-Maserati V12*) F1-2-67 1 min. 32.8 sec.



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ROOTES

began to say "Wait a minute, the race is tomorrow, not today". Stewart got down to a shattering 1 min. 24.6 sec., Beltoise was less than a second slower, the Ferrari went properly for a brief moment, and Amon recorded 1 min. 25.0 sec. Hill stuck at 1 min. 25.8 sec., Surtees had a good go with the B.R.M. and did 1 min. 26.0 sec., a time which Siffert equalled, even though he was using a 1968 engine. The pace in mid-field was really competitive, as can be judged by McLaren and Hulme doing 1 min. 26.7 sec. and 1 min. 26.8 sec., respectively, well under the existing lap record, and yet being on the sixth row of the grid. The first 12 cars were all well within the existing lap record and the price paid for this mad thrash, that was unpremeditated, was that the Ferrari broke its differential and Brabham and Ickx broke drive-shafts within sight of each other. Stewart's time of 1 min. 24.6 sec. compared with the existing record of 1 min. 28.1 sec. was really stupifying. The ravages of the final practice session were not as bad as they might have been, and with the race starting at 3 p.m. on Sunday there was adequate time to get everything set up for the race.

Once again the sun refused to break through the overcast, though the air was warm, and after Prince Rainier had opened the circuit by driving round in a Lamborghini Espada, followed closely by an orange Lamborghini Miura, the cars lined up for the start, which was given by Paul Frere, the new Race Director. It was interesting that the two works Brabhams were side-by-side in row 4, and the two works McLarens were side-by-side in row 6. Hulme was feeling far from well, suffering from some sort of influenza bug, and could not concentrate for very long. Hill's Lotus had a deflector plate fitted over the rear end of the car, McLaren's car had an engine cover with a built-in spoiler at the end, as did Amon's Ferrari. The two works B.R.M. cars had pannier fuel tanks and Oliver had nose fins on his car. It was a good clean start, but just round the first corner there was some bumping and boring among the cars at the end of the field, and Oliver ended up on the side of the road with a bent front suspension on his B.R.M. In no time at all Siffert and Amon left the rest of the field behind, and though Beltoise led them for two laps Hill was soon by into third place. Ickx and Courage got past Siffert on the fourth lap and the Lotus of the Swiss sounded a bit flat. In only five laps Stewart was leaving the Ferrari behind and running away from everyone, completely unchallenged, while Amon was also leaving the rest behind. Hill, Beltoise, Ickx and Courage were nose-to-tail and Siffert was keeping ahead of Surtees, Brabham, McLaren, Attwood and Hulme. At the end came Rodriguez and Moser, followed by Elford in the old Cooper-Maserati.

Apart from the group racing for third place all serious competition had fizzled out, Stewart was dominating everyone in a masterly and easy fashion, and Amon was on his own in second place. On lap 10 Brabham was following Surtees along the sea front, approaching the tunnel, and had just decided to pass the B.R.M. on the right when the Bourne car had its gearbox go wrong and virtually stopped abruptly. The two cars collided, the left rear wheel and hub carrier being torn off the Brabham, the right front suspension of the B.R.M. being creased, and the two cars flew apart. The B.R.M. skated to a stop on the left of the road close to the sea wall with its front wheels pointing in all directions, about 100 yards from the tunnel, the errant Brabham wheel, hub and brake unit landed at the entrance to the tunnel, and the Brabham skated through the tunnel on three wheels and with no brakes, out the other end, and stopped on the right-hand side of the road about 100 yards after the tunnel exit. It was all so impossible, yet miraculous, that Brabham actually laughed about it, and both drivers walked back to the pits. By this time Stewart had 9 sec. lead over Amon, and at Monaco that is an unassailable lead. Behind these two Beltoise was hanging on grimly to Hill, but just behind them Ickx and Courage were really getting worked up. Already Elford, Rodriguez and Moser had been lapped, but on lap 16 the little Swiss coasted his orange Brabham into the pits with a broken universal joint in a drive-shaft, and on the very same lap Rodriguez disappeared when his B.R.M. engine suddenly died on him. Just as the Tyrrell pit signalled to Stewart to switch off the auxiliary oil scavenge pump, which they use in the opening laps to make sure the crankcase is scavenged properly, Amon disappeared when the Ferrari differential broke, so that now Stewart really had nothing to worry about. On lap 19 Tyrrell signalled the little Scot to use no more than 8,500 r.p.m., instead of well over 9,500 r.p.m., and Stewart had time to pick his way round some of the more severe bumps and drive to give the car an easy time.

Only 20 laps had gone and the race as such was all over, as far as the lead was concerned, but Beltoise was still hounding the number one Lotus, though he was not making much impression. With Ickx and Courage it was a different story, for they were very evenly matched and having a real go, running in the classic American speedway style of "wheel-to-wheel, and hub-to-hub". As Beltoise passed the pits at the end of lap 21 there was a bang from the Matra and a drive-shaft broke and the Frenchman coasted out of sight. On the very next lap the Matra could not believe their eyes for Stewart failed to appear, and his car had also broken a drive-shaft, just like that, when he was taking it easy and not straining anything. This meant that Hill found himself in the lead and Ickx and Courage were now racing for second place, which was a lot more serious than racing for fourth place, as they had started out. As they finished lap 27 Ickx had a gear-change go wrong, and as the car hesitated Courage was past, but the young Belgian soon recovered himself.

Wearing an all-enveloping American crash helmet, Hill was only recognisable by the white stripes on it, and Ickx was similarly covered up, only his racing number distinguishing him, but Courage could be seen to be gritting his teeth and working really hard to keep the private Brabham of Williams in front of the works Brabham. At half-distance, or 40 laps, Hill had a very comfortable 20 sec. lead, but second place was still wide open, even though Ickx had got in front again on lap 32. These two young lads were putting on a splendid show, driving right on their limits and giving nothing away to each other. A hopeful flag marshal at the Gasworks hairpin kept showing Ickx a blue flag, but he was wasting his time, neither of them were giving an inch and neither of them expected it. It was first-class racing. They were 34 sec. ahead of Siffert in the flat-sounding Walker Lotus, who was keeping ahead of McLaren, but Attwood was finding his feet in the works Lotus and slowly creeping up on them. The very off-colour Hulme was already lapped, and Elford had been lapped twice, and that was all that was left of the 16 starters. Hill seldom puts a foot wrong on the Monte Carlo circuit, as his four previous victories have proved, and the 27th Monaco G.P. was no exception. He was lapping at a very comfortable 1 min. 27 sec. to 1 min. 28 sec. and continually increasing his lead, so that by lap 50 it was 23 sec. On lap 49 as Ickx led Courage along the sea front, before the tunnel, the left rear suspension and hub carrier casting broke and the car lurched across the road in front of Courage and ended up on the footpath, the young Belgian boy being unscathed, and the car was virtually undamaged apart from the breakage.

It was now all over, Courage could relax a little, Hill could ease off, merely maintaining a comfortable lead, and Siffert was safely in third place. Behind the Swiss it was not so secure, and Attwood was relentlessly closing on McLaren, not always a measurable amount on each lap, but getting closer as the race progressed. The Lotus finally caught the McLaren on lap 59, and moved up into fourth place, but it was still 18 sec. behind the Walker/Durlacher Lotus. Although the gap fluctuated on some laps it never really showed signs of diminishing and the order remained unchanged to the end of the 80 laps, the only change in the situation being that Hill lapped McLaren on lap 71. For the second year running Hill has driven a very unlikely winner, yet kept it going to win, this one making his fifth Monaco victory.—D. S. J.



FIGHTING.—After Stewart and Beltoise had retired with broken drive-shafts, the Ickx/Courage tussle became a spirited fight for second place which continued until Ickx suffered a suspension breakage and crashed.

Results :

27th MONACO GRAND PRIX—Formula One—80 laps—251.6 kilometres
Warm and Dry

1st : G. *Hill* (Lotus-Cosworth V8) (Entrant: Gold Leaf Team Lotus)—1 hr. 56 min. 59.4 sec.—129.036 k.p.h.
2nd: P. Courage (Brabham-Cosworth V8) (Entrant: Frank Williams (Racing Cars) Ltd.) .. .. 1 hr. 57 min. 16.7 sec.
3rd: J. Siffert (Lotus-Cosworth V8) (Entrant: Walker/Durlacher Racing Team) .. .. 1 hr. 57 min. 34.0 sec.
4th: R. Attwood (Lotus-Cosworth V8) (Entrant: Gold Leaf Team Lotus) .. .. 1 hr. 57 min. 52.3 sec.
5th: B. McLaren (McLaren-Cosworth V8) (Entrant: Bruce McLaren Racing Ltd.) .. .. 1 lap behind
6th: D. Hulme (McLaren-Cosworth V8) (Entrant: Bruce McLaren Racing Ltd.) .. .. 2 laps behind
7th: V. Elford (Cooper-Maserati V12) (Entrant: Antique Automobiles Ltd.) .. .. 6 laps behind

Fastest lap : P. Courage (Brabham-Cosworth V8) on lap 57, in 1 min. 25.8 sec.—131.958 k.p.h.

N.B. By a special local rule the fastest lap can only be made by a driver finishing within two laps of the winner!

Fastest lap (Actual) : J. Stewart (Matra-Cosworth V8) on lap 16, in 1 min. 25.1 sec.—133.043 k.p.h.

Retirements : J. Oliver (B.R.M. V12) on lap 1, accident; J. Brabham (Brabham-Cosworth V8) on lap 10, accident; J. Surtees (B.R.M. V12) on lap 10, gearbox and accident; P. Rodriguez (B.R.M. V12) on lap 16, engine; S. Moser (Brabham-Cosworth V8) on lap 16, drive-shaft universal; C. Amon (Ferrari V12) on lap 17, differential; J-P. Beltoise (Matra-Cosworth V8) on lap 22, drive-shaft; J. Stewart (Matra-Cosworth V8) on lap 23, drive-shaft; J. Ickx (Brabham-Cosworth V8) on lap 49, broken rear hub carrier.

10 *starters* — 7 *finishers.*

Monaco Mutters

The driving of Ickx and Courage was a joy to watch, they were really having fun. Stewart's driving is so smooth and effortless that he makes everyone else look like beginners.

* * *

Monte Carlo is not Oliver's circuit. Last year he crashed before the end of the first lap, this year, after the first corner.

* * *

Aerofoils or Gimmicks? Could it be that everyone has been working up a blind alley for nearly a year? Superchargers were outlawed, alcohol fuel was outlawed, streamlined bodywork was outlawed, and now aerodynamic assistance is outlawed. There won't be much progressive thought left in Grand Prix racing soon.

Monaco Formula Three

Run on Saturday with two Heats before Formula One practice and the 24-lap Final afterwards, the two Swedish drivers Peterson and Wisell had a very good scrap that lasted until just before the end, when Wisell shot up the escape road at the *chicane*. Engine trouble in Heat 1 put Jaussaud too far back on the grid for the Final to be in contention, and Dubler was forced out in Heat 2 with engine trouble when he had a commanding lead.

Results :

1st : R. Peterson (Tecno-Ford) .. .. .. 36 min. 05.6 sec.—120.246 k.p.h.
2nd: R. Wisell (Chevron-Ford) .. .. .. 36 min. 14.1 sec.
3rd: J-P. Jabouille (Alpine-Renault) .. .. 36 min. 15.3 sec.
4th: T. Schenken (Brabham-Ford) .. .. 36 min. 17.5 sec.
5th: P. Depailler (Alpine-Renault) .. .. 36 min. 27.9 sec.
6th: J-P. Jaussaud (Tecno-Ford) .. .. .. 36 min. 29.1 sec.
7th: P. Gaydon (Tecno-Ford) .. .. .. 37 min. 07.8 sec.
8th: R. Keele (E.M.C.-Ford) .. .. .. 37 min. 14.0 sec.

THIS MONTH ON THE INTERNATIONAL RACING SCENE

THE FIRST day of June will see the 1,000-kilometre race take place on the Nurburgring, organised by the A.D.A.C., as distinct from the A.v.D. who organise the German G.P. on the Nurburgring. While attracting the major factory teams the A.D.A.C. have always tried to encourage the newcomer and the amateur, and thanks to the length of the Nurburgring circuit they can take as many as 80 cars at the start. This gives a good opportunity for British Club drivers to have their first taste of foreign racing and their first long-distance event, but unfortunately too many of them go to Germany thinking it is just another race. Even one lap of the Nurburgring in practice requires more preparation than a season of amateur Club racing, and there are many hopeful amateurs who arrive in Germany straight from the previous weekend's Club meetings and then wonder why something goes wrong within half a lap. Just driving fast from the start to the bottom of the descent at Adenau will take more out of a car than a whole weekend of British racing, but there is nothing like learning the hard way. The real race will be between Porsche and Ferrari, with the odds on Porsche as they are on their home ground and will have a very large team as well as support from numerous private teams.

With the Belgian G.P. cancelled on June 8th the Formula Two race at Zolder should get a star-studded entry. This race was to have been on June 1st but took the Grand Prix date after the cancellation. It will be run on the rather unsatisfactory system of two heats with the addition of places deciding the results, so that the event could be won by someone who does not win either heat. The artificial Zolder circuit is in the Belgian province of Limburg, which gives the event the title of the Limburg G.P.

On the other side of the Atlantic the first day of June sees the start of the 1969 Canadian-American Challenge Cup series, known in brief as Can-Am. As one would expect the series starts in Canada and the first race is at Mosport in Ontario, to be followed a fortnight later by a race at Mont Tremblant, or St. Jovite, in Quebec.

June 8th sees the German hill-climb at Rossfeld, the second round in the European Championship, and with Porsche not supporting the hill-climb events this year Ferrari should be unchallenged. The special 2-litre hill-climb car built by Ferrari is powered by an engine derived from his 1965 Formula One car, and is a horizontally opposed water-cooled 12-cylinder unit with two camshafts to each bank. The body/chassis unit is similar to the 312P car, as is the suspension, but the rear end is enormously wide and the works driver Peter Schetty finds it all too easy to bounce the rear wheels on the apex of hairpins.

Mid-June will see the Le Mans 24-hour race take place in spite of possible French political problems, and it will run from Saturday, June 14th, through the night to Sunday, June 15th. At the time of writing it looks as though the traditional starting time of 4 p.m. might be advanced even as far as midday on Saturday, but 2 p.m. is more likely. This most classic of all long-distance sports-car races will see the Porsche versus Ferrari battle reach its ultimate peak with Matra not far behind, and even in front at the finish. No matter what personal likes and dislikes Le Mans arouses in people it is still the ultimate in long-distance events and the one that every manufacturer hopes to win one day. To the French it is a National holiday, like Derby Day to the British or Indianapolis to the Americans, and even without the incentive of a strong Matra entry the French public will be there in their thousands. Money will be made, money will be lost, confusion will reign and people will complain, but Le Mans can only be Le Mans, and when it is all over everyone will sigh and say "Thank goodness it is only once a year", but few people will want to miss it.

Just one week later, and on Saturday which is unusual, the Dutch G.P. takes place at Zandvoort on June 21st. The Dutch organisers have not been making money in recent years, and no-one organises races for fun, so the race is being held on a Saturday, instead of Sunday, to see if a bigger crowd will attend. Zandvoort is a fairly simple and safe circuit, the organisation presents little in the way of difficulties to spectator and competitor alike, and while lacking in character the Dutch Grand Prix is a friendly meeting. If any 4-w-d. Grand Prix cars are ready the Zandvoort race would be the one for an initial try-out as it presents no problems to the drivers and they could concentrate on learning the new 4-w-d technique.

On the day after there is a Formula Three race at Rouen and a Formula Two race at Monza. The Rouen meeting was going to be a big affair until the Calendar showed it was clashing with Zandvoort, and the Monza race is the annual National Sweepstake with millions of lire going to the lucky ticket holder who draws the winning car. In the French mountains not far from Lyon on the same day is the third round in the Mountain Hill-Climb Championship with the event up the classic Mont Ventoux peak. While all this is happening abroad Brands Hatch will be staging the 6-Hour Saloon-Car race for our round in the European Saloon-Car Championship.

In spite of rumours that the very fast Reims circuit was to be dismantled, the last weekend in June sees races there for Formula Two and Formula Three. The projected 12-hour sports-car race has been cancelled, and while this event was unique in that it started at midnight, so that the opening laps in the dark defied description, it was always too soon after Le Mans to really achieve success. Those Formula Three runners who are not flat-out at Reims will be at Mallory Park, whizzing round and round at the International meeting at the Leicestershire circuit.—D. S. J.

CONTINENTAL LOST CAUSES AT BEAULIEU

TO MARK the publication of Vol. I of his European "Lost Causes" book, reviewed on page 628, Lord Montagu held another gathering of defunct makes, in front of Palace House on May 18th. There should have been 17, six of them applicable to the book's subject, but some defaulted. The Museum put in its big Itala, a 1906 T-head Prosper-Lambert from Nanterre, and its 1925 Austro-Daimler tourer. Burton brought a very rare and presentable 1927 2-litre Itala d.h. coupé, there were two O.M.s, examples of Edwardian De Dion Bouton and Clement-Bayard and veteran Tony Huber, a vintage Delage, an Amilcar Grand Sport with doors to its body, and Sam Clutton's big Type 46 Bugatti saloon. There was also a huge and scruffy Minerva ambulance with peeling paint, which made the Type 46 beside it look small and was more of a lost hope than a Lost Cause, its engine being a poppet-valve Daimler straight-eight. Two of the more recent Lost Causes were represented by a 1958 Facel Vega and a 1965 Panhard.

As it was European Lost Causes Sunday I intended going down in a foreign, if modern, car, but Dudley Gahagan put me in the sternsheets of a handsome 1924 Type 53 14/20 Mors, a splendid vintage tourer which cruises silently at 50 m.p.h., propelled by an exceedingly-neat 3½-litre Minerva-Knight sleeve-valve engine of 90 × 140 mm., and which will do 65 m.p.h. or more without apparent effort, helped by a 3.5 axle ratio. It has stopping power which is more than a match for this performance, provided by four big brake drums, Perrot-operated and Dewandre servo-assisted. There was the faintest vibration from the prop.-shaft to the Citroën bevel back axle, the use of this final drive foreshadowing the takeover which spelled the death-knell of this great make, and a faint squeal from the Mors patent band clutch. The ride, sitting over sturdy ½-elliptic back springs, is most comfortable, and as the body has occasional seats which fold into the floor it can carry up to eight persons. The blue badge takes the outline of the famous radiator it adorns and there are Ducellier lamps and switchboard, the latter inscribed with some fascinating instructions in the French language. Refinements include eccentric adjustment, controlled by a lever, of the flat belt driving the fan and a luggage trunk with a flap giving access to the petrol filler. These days this Mors runs on 500 × 20 Dunlops and breathes through a 36VHG Zenith, but the original Solex is available. So I had an interesting run down, the Opel Commodore GS acting as tender. To round off this European motoring I drove back in a B.M.W. 1800TI.—W. B.

For An Enthusiast ?

Sir William Lyons, Chairman and Managing Director of Jaguar Cars Limited, has unrivalled experience in dealing with export orders. But one recent overseas request must be causing him some mental exercise. A Canadian living in Niagara-on-the-Lake, Ontario, has written to order a new Scimitar after seeing an advertisement in a British glossy magazine. His letter was addressed to "Sir William Lyons, Reliant Motor Company Limited." Reliant's Managing Director, Mr. Raymond Wiggin, passing on the letter to Sir William, said in a covering note "it's a pity the letter is muddled in many respects—when it comes to preference for a motor car it is obvious that the writer is a man of great discretion! ". Mr. Wiggin disclosed this story to a conference of Bond dealers who assembled in Tamworth to hear the new management's plans for promoting sales of the Equipe range.—*Reliant Press Statement.*

(*See* Matters of Moment—*pages* 593-594)

AMERICAN COMMENT

THE United States Auto Club's 1969 Championship Trail got off to an unexpected start when Follmer won the opening 150-mile race over the 1-mile oval track at Phoenix, Ariz. It was unexpected for two reasons. First, Follmer is primarily a road-racing driver (the 1965 U.S. Road-racing Champion) and he was competing in only his fourth oval track race. Second, his space-frame car, built by Howard Gilbert, used a relatively inexpensive (£2,250) Chevrolet stock block engine to outlast and outrun turbocharged Offenhausers and Fords costing up to six times as much. It was the first victory in Championship racing history for a Chevrolet-powered car and the first time since the 1946 Indianapolis 500 that a Championship race had been won by other than a Ford or Offenhauser-powered car. Since it was the first race of the season the attrition rate was high—pole position winner Al Unser in a turbo-Ford-powered Lola, Andretti in a turbo-Ford-powered Hawk and U.S.A.C. Champion Bobby Unser in a turbo-Offenhauser-powered Eagle all led the race before retiring. Nonetheless, Follmer did qualify second fastest and he finished three laps ahead of Dallenbach's turbo-Offenhauser-powered Eagle at a record average speed of 109.86 m.p.h. Follmer's Chevrolet was prepared by the California tuner Al Bartz and his victory came as a great tonic to advocates of stock block engines, but it remains to be seen whether they can regularly beat the turbocharged engines on oval tracks.

U.S.A.C. narrowed the gap slightly last autumn when it raised the size of non-supercharged stock block engines from 5-litres to 5.25-litres and at the same time lowered the size of supercharged overhead-camshaft engines from 2.8-litres to 2.64-litres. No one denies that the supercharged engines are still far more powerful (roughly 675 h.p. against 575 h.p. for a stock block engine) but the important point is the amount of usable power, not the absolute power. The stock block engines produce their power over a broader r.p.m. range and this flexibility makes them much more suitable for the great speed variations encountered on road circuits. On the other hand, the supercharged engines produce their greater power over a much narrower r.p.m. range, which makes them ideal for the more constant speeds encountered on oval tracks. (The power and torque of supercharged engines fall off so rapidly as the r.p.m.s drop that virtually no supercharged engines are used in U.S.A.C. road races.) Another interesting development this year is the appearance of turbocharged stock block engines, which are permitted a size of 3.3-litres. Car and engine builder Jerry Eisert claims over 700 h.p. on the dynamometer from his turbocharged stock block Chevrolets, and if he can produce reliability to match the power these engines should be far more economical than Ford's turbocharged overhead-camshaft engines, which cost about £14,000.

The second round of the Championship, a 150-mile race over the 1.5-mile tri-oval at Hanford, Calif., ran closer to form but also produced a surprise when Andretti gave Andy Granatelli his first Championship victory in 23 years of trying. Driving the Brawner Hawk (a Brabham copy) that Granatelli bought from him in March, Andretti won the pole position and then led the race from start to finish. The Hawk was fitted with the turbocharged overhead-camshaft engine on which Ford was pinning its Indianapolis 500 hopes. Since their failure in last year's 500, these engines have been modified considerably—including the fitting of an AirResearch waste gate on the Schwitzer turbocharger. (AirResearch makes the turbochargers for the rival Offenhausers.) Ford claims these engines are developing over 700 h.p. at 10,000 r.p.m. with better fuel economy and a 75% reduction in the time lag between application of the throttle and response from the turbocharger. Further race testing of the engine before Indianapolis became impossible when the third Championship race of the season at Trenton, N.J., was postponed to July because the re-paved track surface was not ready.

* * *

By the time the U.S.A.C. contingent arrived at Indianapolis for the month-long practice and qualifying sessions leading up to the May 30th 500-mile race, the entry list had swollen to 84—the second largest in Speedway history and only six short of the 1967 record of 90. It was also one of the most varied fields in a long time. Less than 10 years ago the cars at Indianapolis were so similar that only the paint schemes differed. One bought a chassis from A. J. Watson, an engine from Offenhauser, and tried to make the combination faster than all the other similar cars. This year there were no less than 25 different types of chassis and 10 different types of engine. The most popular chassis were Gerhardt (16) and Eagle (12). Offenhausers were the mos common engine (39, all turbocharged), followed by Ford with 25 (2 of them turbocharged), Chevrolet stock blocks with 11 (three turbo charged), two Repcos, two stock block Plymouths, one stock bloc Gurney-Eagle, one turbocharged stock block Rambler, and on Allison turbine engine with an inlet area of 11.85 sq. in. Despite th fact that U.S.A.C. has restricted four-wheel-drive cars to 10-in. whee rim widths this year (compared with 14 in. for two-wheel-drive cars and banned 4-w-d altogether in 1970, 13 of the 84 entries had 4-w-d Firestone helped its customers get around the 10-in. wheel restrictio by producing a racing version of its LXX passenger-car tyre. Thi tyre has a very low 60% aspect ratio and cantilevered sidewall con struction that enables the tyre to project well beyond the width o the wheel.

Practice got off to a very slow start this year, despite perfect weather and at the end of the first week less than one-third of the entries ha passed technical inspection. Among those who were ready wer three-time winner Foyt and his team-mate McCluskey with thei two-wheel-drive, turbo-Ford-powered Coyotes. After just three run on the track Foyt was running 169.237 m.p.h.—which compare very favourably with the one-lap record of 171.953 m.p.h. set b Leonard in last year's STP-Lotus turbine. Al Unser, in the sam turbo-Ford-powered 4-w-d Lola he drove last year, also got into th 169-m.p.h. bracket, but then Andretti began getting his turbo-Ford powered, 4-w-d STP-Lotus into its stride. His was the only STP Lotus that did any practice for the first 11 days, and on the same da that Hill made his first appearance Andretti ran 170.197 m.p.h. Th next day Andretti raised that figure to 171.494, which was then th third fastest lap in the Speedway's history.

* * *

After a series of informal talks that were a well-kept secret, th Sports Car Club of America and the United States Auto Club hav formally announced that initial steps are being taken toward a possibl merger of the two sanctioning organisations. Both clubs have passe a resolution saying: "We . . . intend our organisations to co-operat together in a manner that will best develop, direct and unify the area of the sport over which we presently exercise separate authority. Th may include possible contractural arrangements, merger, the creatio of a new entity, or other alternatives which may seem appropriate. A six-man joint committee has been appointed to pursue the matte The possibility of a merger came as a surprise to members of bot groups and is bound to meet opposition, but as an S.C.C.A. spokesma pointed out: "The S.C.C.A. sees various clubs in the sport on a clos collision course as racing is growing up geographically. There is tremendous investment from industry and all the clubs are vying for i There is presently a clash in dates available and driver availability fo a specific race." Although U.S.A.C. does have a small Stock Ca Division, it is primarily concerned with single-seater, open-cockp racing. The S.C.C.A. is primarily a road-racing organisation, an a merger of the two clubs could consolidate all formula and sports-ca racing under one roof, leaving N.A.S.C.A.R. to run the late mode stock-car races as it does now.

* * *

In a move designed to encourage competition by cars more repre sentative of those for general sale, the Automobile Competition Com mittee of the United States has announced a higher minimum produc tion requirement for stock cars in 1970 and an overall reduction i engine size for 1971. In 1970 the minimum production requiremen for car bodies will be raised from the present 500 to either 1,000 or figure representing one-half the number of franchised dealers of th make, whichever is larger. (Ford, for example, with approximatel 5,900 dealers, would have to produce 2,950 examples of a model to ge it accepted for late model stock-car racing.) Engines will only nee to be produced in quantities of 500 (the present requirement) bu starting in 1970, the maximum size will be reduced from 7-litres t 6-litres. Taken together, these two moves may discourage the majo manufacturers from producing special racing cars disguised as homo logated stock cars.—D. G.

U.S.A.C. YANKEE 250 (May 4th)—Indianapolis Raceway Park, U.S.A. 400 kilometres

1st	P. Jones (1969 Ford Torino) ..	3 hr. 8 min. 08 sec.—100 laps—131.80 k.p.h. (82.38 m.p.h.) *(new record)*
2nd	A. Unser (1969 Dodge)	1 min. 18 sec. behind
3rd	R. McCluskey (1969 Plymouth)	99 laps
4th	A. J. Foyt (1969 Ford)	97 laps
5th	G. Marmor (1968 Chevrolet)	93 laps
6th	J. Smith (1967 Mercury)	92 laps

37 *starters.*

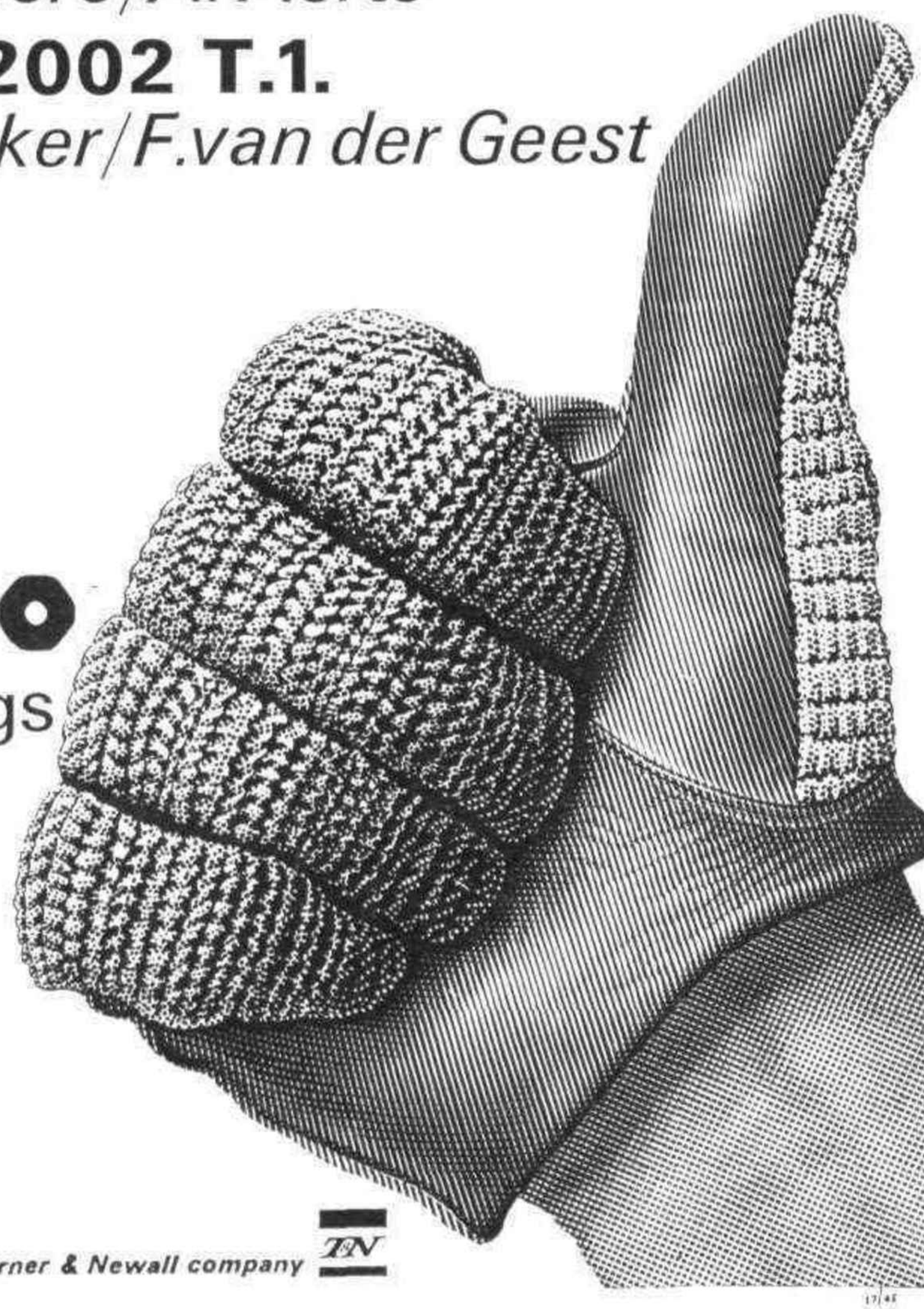
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April 28th - May 2nd

1st Ford Escort Twin Cam
G. Staepelaere/A. Aerts

2nd BMW 2002 T.1.
R. Slotemaker/F.van der Geest



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THE "DAILY MAIL" TRANS-ATLANTIC AIR RACE

The *Daily Mail* Air Race was a splendid institution, for which MOTOR SPORT can perhaps take some credit, inasmuch as some time before the first announcement of it appeared we had suggested that the best way for this newspaper to combat the *Daily Express'* London-Sydney Marathon would be to hold a Trans-Atlantic aeroplane race to commemorate the 50th anniversary of the first crossing of this ocean by Alcock and Brown in the British Rolls-Royce Vickers-Vimy. (Certainly the fact that a British aeroplane crossed first, eight years before America got over, should be emphasised, especially after seeing the insipid Lindbergh film the B.B.C. showed on the eve of the *Daily Mail* race, obviously propaganda in its time, with no mention of the Vickers-Vimy.) If the *Daily Mail* acted on our suggestion, we congratulate them on their initiative; if they thought of the Great Race from London-New York and *vice-versa* themselves, we still congratulate them. But not on their Press bulletin service, which, after enthusiastic promises, faded to less than a trickle, preventing us from commenting on vehicles to be used for ground transport, ranging from fast motorcycles and veteran and vintage cars, including a 1902 Panhard-Levassor, and a 1928 Volvo PV4, to Sir David Brown's own Aston Martin DB6, a Jaguar E-type two-seater by the R.A.F. in America, and an A.C. 428. Be that as it may, the race came about and captured public imagination as the *Daily Mail* Cross-Channel Air Race did in 1959.

It is good for initiative to be encouraged, risks to be taken, unusual things to be done, in this age of security and standardisation. If some inconveniencies resulted, and if some people saw this race merely as an opportunity for self-advertisement which was an insult to aviation (and dressing-up a chimpanzee as a competitor beyond contempt), a lot of very commendable flying took place. We remember particularly the fine flights of the R.A.F. Pegasus Hawker Harrier jump-jet from its coal-yard take-off pad (some people, alas, couldn't see the export sales potential for the coal dust!), the fastest time of all by the Royal Navy's Phantom in 5 hr. 11 min. 22 sec., and Sheila Scott's lone flight in the single-engined Lycoming Piper Comanche. Particularly do we remember Miss Scott's splendid presence of mind, when a radio interviewer was insisting that she must have had *some* apprehensive moments on the 2,000-mile sea flight, in replying, with a girlish laugh, "I *never* feel apprehensive in my Piper Comanche"! Tony Samuelson's attempt, using a war-time Rolls-Royce Merlin Supermarine Spitfire, was another of many fine efforts. All told, an excellent event. What can the *Daily Mail* do next to maintain its great tradition of organising enterprising aviation contests ? MOTOR SPORT ventures to suggest a competition for private and executive aeroplanes, repeating the Lympne Light 'Plane Contests of 1924, appropriate in 1974, or something like another London-Melbourne race, for airliners, which might well take place in 1984.

W. B.

FORMULA TWO REVIEW—continued from page 598

success with Spanish spectators, there was a good-class entry for the fourth round of the European Championship, with full Matra representation (apart from the still-injured Pescarolo), three cars from Ferrari and two B.M.W.s, although Hahne was the only driver sent by the Bavarian firm. He chose the familiar Lola-based car because the cockpit design of the new Dornier-built cars was too excrutiatingly uncomfortable for him to drive for more than a few laps. Winkelmann had Miles and Rollinson in the two Lotus 49Bs.

Right from the start the race turned into an exciting three-cornered battle beween the only graded drivers present. It was Stewart who led to start with, Beltoise and Courage following closely and easily pulling away from a multi-car battle behind over non-graded placings, involving Galli (whose wing collapsed), Servoz-Gavin (who spun twice) and Hahne, who spent a long time getting past Westbury.

Courage overtook Beltoise for a while before third gear began to slip out of engagement on Courage's car at three-quarter distance, while Beltoise, who is reckoned to be a Jarama expert, thrust ahead of Stewart before the Frenchman's clutch began to slip.

Nevertheless, Beltoise was only a couple of seconds behind after 60 hot and close-fought laps. Servoz-Gavin, after a fine recovery from his off-course excursions, got through into fourth place, to bring himself closer in the non-graded championship behind Hahne, whom he beat on this occasion.

The Winkelmann team had a miserable time, with John Miles (making his Formula Two début) failing to reach the grid after his fuel pressure failed on the warming-up lap and Rollinson retiring after five laps with a broken engine. The Ferraris, although they all finished, were again disappointing, for Brambilla left his bid for Hahne's fifth place far too late in the race and had to be satisfied with sixth place overall.—M. G. D.

Results :

3rd GRAN PREMIO DE MADRID—Formula Two—Jarama
60 laps—204.26 kilometres

1st	J. Stewart (Matra-Cosworth FVA)	89 min. 36.7 sec.—136.76 k.p.h.
2nd	J-P. Beltoise (Matra-Cosworth FVA)	89 min. 37.9 sec.
3rd	P. Courage (Brabham-Cosworth FVA)	89 min. 57.2 sec.
4th	J. Servoz-Gavin (Matra-Cosworth FVA)	59 laps
5th	H. Hahne (B.M.W.)	59 laps
6th	E. Brambilla (Ferrari-Dino 166)	59 laps
7th	P. Westbury (Brabham-Cosworth FVA)	59 laps
8th	D. Bell (Ferrari-Dino 166)	58 laps
9th	N. Galli (Tecno-Cosworth FVA)	58 laps
10th	G. Birrell (Brabham-Cosworth FVA)	57 laps
11th	G. Regazzoni (Ferrari-Dino 166)	56 laps
12th	F. Cevert (Tecno-Cosworth FVA)	56 laps
13th	M. Guthrie (Brabham-Cosworth FVA)	52 laps

Fastest lap : Beltoise and Stewart, 1 min. 28.4 sec.—138.64 k.p.h.

Retirements : A. Rollinson (Lotus-Cosworth FVA), B. Terbeck (Brabham-Cosworth FVA), E. Offenstadt (Pygmee-Cosworth FVA), G. McRae (Brabham-Cosworth FVA), E. Corti (Brabham-Cosworth FVA).

18 starters—13 finishers.

RALLY REVIEW—continued from page 599

can liven the long runs through France, and increase the ratio of special stage distance to road distance, attracting more entries will be that much easier. After all, rallyists all over Europe still have a soft spot for the friendly, relaxed atmosphere of the Tulip.

GENERAL CLASSIFICATION

1st	G. Staepelaere/A. Aerts (Ford Escort TC)	764.
2nd	R. Slotemaker/F. van der Geest (B.M.W. 2002TI)	952.
3rd	H. Lannsjo/H. Sundin (Opel Kadett)	1,306.
4th	J. Haxhe/C. Delferrier (Daf 55)	2,039.
5th	C. Laurent/J. Marche (Daf 55)	2,087.
6th	M. Gudladt/M. Henneking (Alfa Romeo 1750)	2,191.
7th	T. Koks/R. Wiedenhoff (Daf 55)	2,228.
8th	T. Schoonderbeck/H. de Jong (B.M.W. 2002TI)	2,341.
9th	E. Culmbacher/W. Strehlow (Wartburg 353)	2,579.
10th	H. Vermeulen/B. Boekhout (NSU 1000TTS)	2,647.

MARTINI INTERNATIONAL TROPHY

SILVERSTONE, *May 17th*

IT WILL no doubt be a cause of considerable satisfaction to enthusiasts for the older cars that the Historic Racing Cars Race was the fastest of the day's five events. The reason was that rain ruined what had promised to be a good day's racing and turned the main event of the day, the Martini International Trophy, into a tedious soggy 65-lapper, relieved only by frequent spins and excursions by the few cars which managed to continue firing on a full complement of cylinders.

After battling mightily with Hawkins' Lola and indulging in a couple of spins, it was the 1968 Lola of Craft which won the race, over a lap ahead of Redman's later car, with Piper a further lap back in his 1969 Lola.—M. D.

Results :

MARTINI INTERNATIONAL 300 TROPHY RACE—65 laps—190 miles

1st	C. Craft (Lola T70)	2 hr. 13 min. 43.2 sec.—85.28 m.p.h.
2nd	B. Redman (Lola T70).	
3rd	D. Piper (Lola T70).	
4th	P. Hawkins (Lola T70).	
***5th**	C. Skeaping (Chevron B8).	
6th	J. Lepp (Chevron B8).	

Fastest lap : B. Redman—102.30 m.p.h.
* 1st under 2-litre.
27 starters — 19 finishers.

MARTINI INTERNATIONAL FORMULA THREE RACE—15 laps
45 miles approx.

1st	C. Lucas (Titan Ford)	29 min. 45.6 sec.—88.52 m.p.h.
2nd	T. Ikuzawa (Lotus-Ford).	
3rd	A. Rollinson (Brabham-Ford).	
4th	R. Pike (Lotus-Ford).	
5th	W. Mitchell (Brabham-Ford).	
6th	K. Jupp (Brabham-Ford).	

Fastest lap : T. Ikuzawa—90.22 m.p.h.
24 starters — 20 finishers.

A.M.O.C. HISTORIC CAR RACE—15 laps—45 miles

1st	M. Fraser (Lotus 16)	26 min. 45.2 sec.—98.47 m.p.h.
2nd	The Hon. P. Lindsay (Maserati 250F).	
3rd	R. Bergel (Maserati 250F).	
4th	B. Simpson (Cooper-Bristol).	
***5th**	P. Waller (E.R.A.).	
6th	K. Eckersley (Lotus 16).	

Fastest lap : M. Fraser—101.71 m.p.h.
* 1st pre-war car.
17 starters — 14 finishers.

When the Sunday drivers have all gone home.

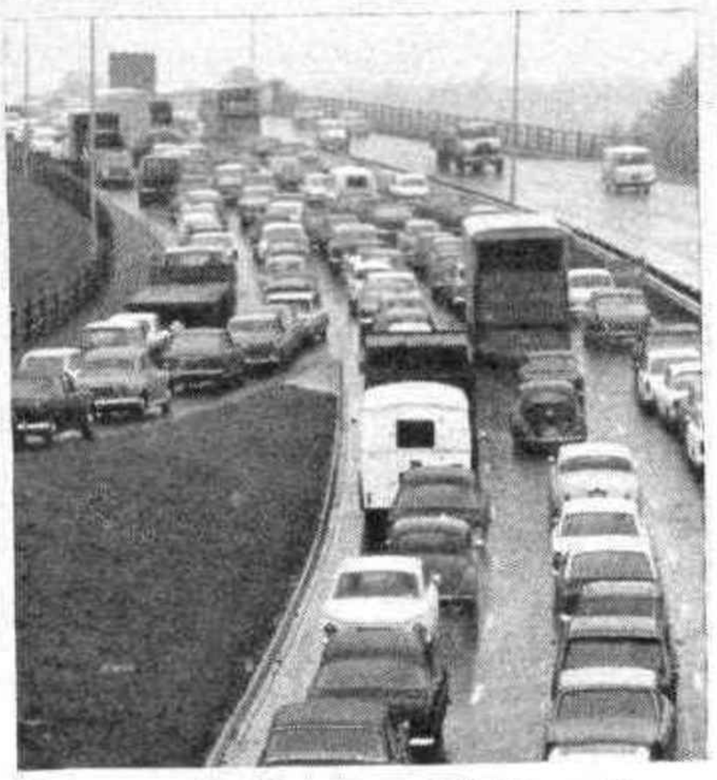
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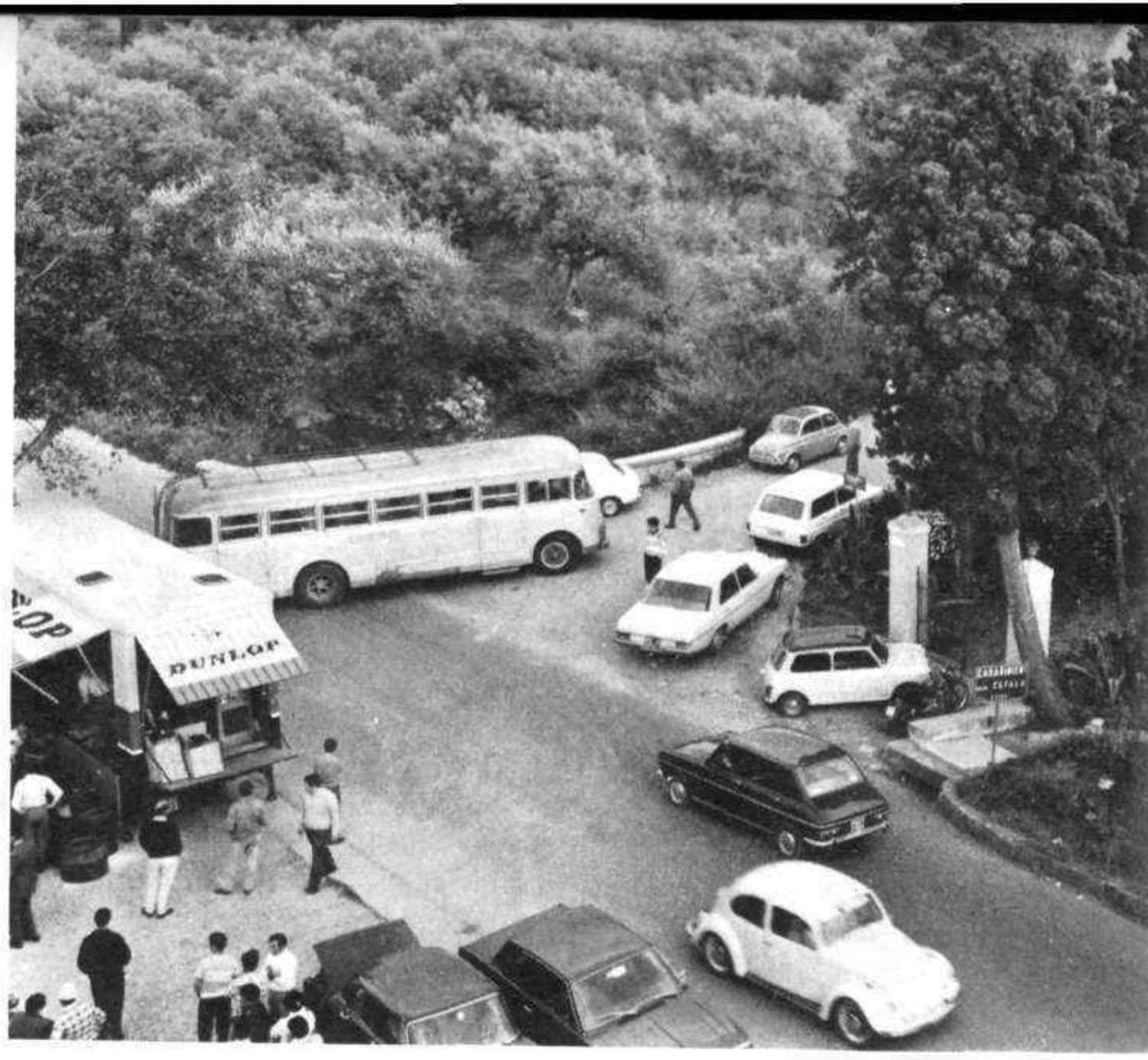
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THE 53rd TARGA FLORIO

A Porsche Monopoly



. . . it was Targa Florio time . . .

CEFALU, SICILY, *May 4th.*

THE TARGA FLORIO is not so much a race as a state of mind and a drive down through Southern Italy and along the fantastic northern coast road of Sicily puts you well into the atmosphere that can only be Targa Florio. No matter how quietly you leave Messina, heading west for Palermo, the mountain roads soon get into your blood, as does the approaching awareness of the Targa Florio, and if you do not get involved in a hair-raising dice with a local "sporty boy", which is hard to avoid, the mere nature of the road tends to lead you on until tyres are screaming and rock walls are getting perilously close. The pre-race centre of the Targa Florio used to be Palermo, but with increasing chaos in the city traffic the organisation moved out to Cefalu, a few miles from the Circuit of the Madonie where the race is held. Known as the Little Circuit of the Madonie, it is 72 kilometres (44 miles) to the lap, and not to be confused with the real Circuit of the Madonie, on which the race used to be held in early days, which was many times longer. Official practice is held on the Friday before the race, allowing all day Saturday to prepare for the 10-lap event, which takes more than six hours to run, but most drivers are out during the days before practice, trying to learn the way round, trying out their cars and generally getting into the spirit of the Targa Florio.

After the usual dice from Messina I arrived in Cefalu amidst the biggest confusion imaginable. There were factory Porsches and private Porsches everywhere, the Dunlop Service trucks were surrounded by people and tyres, practically every car seemed to be carrying a racing number, the sun was shining, the flowers were in full bloom, local farmers were still riding on donkeys or mules, Redman was just setting off in the "hack" factory Porsche 908 for an unofficial lap of the circuit, Porsche 911 coupés were blazing away up the road, and in the midst of it all the local bus was trying to turn a sharp corner and had become completely wedged among the casually parked cars, and the driver was hooting away furiously on his two-tone vacuum horn. I parked my rather hot and breathless Lotus Europa and smiled happily; it was Targa Florio time. The only thing missing was the shrill scream of a Prototype Ferrari going up the road, for Maranello were giving the race a miss, due to the Monza 1,000-kilometre race and the Spa 1,000-kilometre race being in close proximity to the Targa Florio, one immediately before and the other immediately afterwards.

Porsche entered one of the largest factory teams ever seen, with six open two-seater 908 models, with flat eight-cylinder 3-litre engines, and in addition to all the official factory drivers, with the exception of Siffert, who was in Barcelona at the Spanish G.P., they co-opted numerous Porsche drivers from among their racing customers. The factory drivers were Mitter/Schutz, Redman/Attwood, Herrmann/Stommelen, and last year's winners, Elford/Maglioli. The two German drivers, von Wendt and Kaushen, who have been doing good work for the Porsche name in racing over the past two years, were given the fifth 908 and the sixth was driven by Larousse, the Frenchman and Lins, the Austrian Porsche privateer. In addition the factory were running a 911R for Spoerry/Toivonen, this being a racing version of the 911 Group 3 car. The only opposition to Porsche for an outright victory was a lone 2½-litre Alfa Romeo 33 from Autodelta, driven by Vaccarella/de Adamich. Backing up the factory Porsche team were two private 2.2-litre 907 coupés, one the Manfredini/Selva car, that had blown up its 2-litre engine in the Monza 1,000 kilometres, and the other the car of Koch/Dechent.

The 2-litre category had a varied and interesting entry of 13 cars, the best of which could easily figure high in the overall results. Top of the list were Nicodemi/Jonathan Williams with a 2-litre eight-cylinder 907 Porsche, Pinto, E./Alberti with a private Alfa Romeo 33, and Spoerry/Toivonen with the 911R Porsche. Mark Konig's two Nomad-B.R.M. V8 cars, the original coupé with 1½-litre B.R.M. engine for Baker/Jackson, and the very neat open car with 2-litre B.R.M. engine for himself and his wife, were entered and the works Lancia team entered two riotous-looking 1.6-litre Fulvias with the tops cut off and tiny aeroscreens, for young Maglioli/Pinto, R., and Munari/Aaltonen. There was a yellow Unipower for Hedges/Forester, the much-modified Austin-Healey Special, with cross-flow B.M.C. engine of Wheeler/Davidson, a Ferrari Dino, an Alfa Romeo TZ2, an Abarth and a French device called a Fournier-Merc powered by a Gordini-Renault engine.

All the Group 4 cars over 1,600 c.c. were lumped together and the class contained the Scuderia Filipinetti Lola T70 for Bonnier/Muller, the two Chevron-B.M.W.s of Enever/Brown and Clydesdale/Berney, a production Alfa Romeo 33 from Autodelta for Giunti/Galli, who drove so well last year, a similar car belonging to Zadra, an Abarth 2-litre of the German I.G.F.A. team driven by Bitter/Kelleners, an old Porsche Carrera Six, a Simca-Abarth and a Porsche 910. The smaller cars and GT cars were mostly driven by locals, but among them were Beding/Capell with an Austin-Healey Sprite, Markey/Martin with a Nathan-Imp, Smith/Faure with a Triumph TR 2½-litre, Margulies/Mackie with a Porsche 911, and most of the good European Porsche 911 drivers.

Practice day was very hot, the Sicilian sun blazing down from a clear blue sky, and everybody was away smartly for one lap, the co-drivers doing the second lap, and then activity faded a bit as the sun

rose to midday. As can be imagined, it is not possible to let 83 cars loose on the 72-kilometre circuit without some damage being done. There had already been some during the preceding week and Spartico Dino had written-off the Alfa Romeo 33 he should have been sharing with Casoni in the Autodelta team. Before lunch on Friday Jackson had crashed the Mk. I Nomad-B.R.M. beyond repair, "Nomex" had crashed his orange Porsche 910, Redman had flown off the road in a works 908 Porsche and Elford had crashed the training 908. Elford had just done a fast lap with Dunlop tyres on the training car and changed to Firestones for a second lap, when he lost control on some loose gravel and struck a guard-rail very forcibly. Porsche settled on Dunlop tyres for all their cars for the race. Practice lap times are not significant as the entry start in race-number order and this year the order was being reversed, with the fast cars going first instead of last.

There was ample time before the early Sunday morning start to mend those cars which could be mended and put right any faults that had shown up in practice. The first Nomad could not be repaired, nor could the Porsche of "Nomex" or the Alfa Romeo of Dini, so his partner, Casoni, was put in with Zadra on his private Alfa Romeo 33. For the first time ever Dr. Ferry Porsche was visiting the Targa Florio and he was given the honour of starting the first car, which should have been the 907 of Manfredini/Selva, but things got a bit chaotic at the start and by some strange decision the first car away was the 2½-litre Alfa Romeo of Vaccarella! Pits and starting line being almost the same no matter what the circuit, I opted to watch the race from Collesano, the first village on the descent from the half-way point at the Polizzi fork. It was another blazing hot day, even at 8 a.m., as we waited in the forecourt of the Agip petrol station at the end of the village, on a sharp left-hand bend. The start should have been at 8 a.m., which meant the first car would be at Collesano about 8.30 a.m., and at 8.25 a.m. everyone was tense and ready for the first sound of a racing engine in the surrounding mountains. At 8.35 a.m. there was a feeling of anxiety until someone produced a portable radio and we heard that the start had been delayed until 8.25 a.m. and that Vaccarella had been first away. Everything was very peaceful until 8.53 a.m. when we heard an eight-cylinder Porsche charging down the mountain-side, heading for the village. The engine note rose and fell as the car negotiated the sharp bends into the village, and the police waved everyone back from the edge of the road. At 8.54 a.m. a Porsche Spyder with blue recognition marks on the nose burst into view from the main street and came through the left-right-left swerves towards the filling station at an alarming rate. It was Elford, and he took "our" left-hand bend in a full-opposite-lock power slide and was gone. Ten seconds later came Mitter, then Stommelen and over a minute after Elford had gone came Vaccarella, followed by Attwood. The 53rd Targa Florio was well and truly on for Collesano and car after car swept through the ess-bends out of the village. Giunti was so far ahead of his class it was ridiculous and Pinto was leading Williams in the 2-litre Group 6 class. The f.w.d. Lancia Fulvia open two-seater looked terribly wild, the Chevrons neat, and Mackie was third among the Porsche 911 group, but his front lid was open. Seventy-seven cars went through Collesano, ranging from factory Porsches to an 850 Fiat coupé, so it was no surprise that the whole village was bubbling with excitement and people had come from all over the island, as well as far away countries, to see the Targa Florio.

There had been no sign of the Swiss driver Haldi in his Porsche 911, nor the lone GTB Ferrari or the Unipower. I learnt later that the Unipower had an accident on the way to the start, the Ferrari was so slow it was baulking the 911 Porsches and got firmly pushed off the road, and Haldi deposited all his oil on a particularly bad bend which caused havoc among the 911 Porsches, during which Mackie smote a bank, which was why his front boot lid was open. Elford still led on the road on the second time through Collesano, but the Mitter/Schutz Porsche was two seconds closer this time, and leading the race. Muller came through in the big Lola with his left rear tyre flat, and looked as though he was hoping to get back to the pits on the alloy rim. We all craned our necks to watch him out of sight through the trees, and wondered how far he would get. The 911 Porsche of Bonomelli had had an almighty accident, with the imprint of a tree dead centre between the headlamps, but it was motoring as well as ever. On the first lap Konig in the Nomad had the little special Sprite of Davidson right on his tail, it having caught up, but on the second lap the Sprite was overdue and arrived very late, rushing into the Agip station in a cloud of steam. Water was produced and poured everywhere, but the engine was cooked, and, though the little green car disappeared among encouraging cries from the populace, it was only to be seen once more.

Just after 10 a.m. Elford was due for the third time round, and a Porsche engine was heard, but it was the red-fronted one of Mitter/Schutz that appeared, running hard and purposefully, but not wildly. It was followed by the all-white car of Herrmann/Stommelen, with the latter at the wheel, and then came Giunti in the Group 4 Alfa Romeo 33, now third on the road but second overall. Not only had he passed Vaccarella but he had outdistanced him, the 2½-litre V8 Alfa Romeo not running as it should. Vaccarella had been the local hero, but now it was Giunti; an Alfa Romeo in second place was something to shout about, and the inhabitants of Collesano and their friends shouted. Redman was seen to have taken over from Attwood, and then Elford appeared, going like the devil himself. Apparently a fan belt had broken (again!) and delayed him at the pits. Williams had got the lead of the 2-litre Prototype class, but he was not in sight of Giunti with the production Alfa Romeo 33. The bent 911 Porsche was now leading the GT category, and a very bent Ferrari GTB made one slow and disconsolate passage of Collesano, never to be seen again. To everyone's astonishment the Lola came by again, now on four inflated tyres, but a roadster Fiat had given up and was cruising back to the pits with a driver from a retired car in the passenger seat.

At 10.43 a.m. the leading Porsche appeared for the fourth time, and it was seen that Schutz was driving, while Herrmann had taken over the second place car. Galli was now driving the 2-litre Alfa Romeo, but he was a long way back, and no longer second, and was behind the 2½-litre Alfa Romeo now driven by de Adamich. The reason for this we discovered later. After the pit-stops Elford had caught up with Galli, but could not find room to get by; after a few suggestive nudges Galli still did not give way (and why should he, the car was second overall?), so Elford gave the Alfa Romeo a big nudge on a hairpin and both cars spun! The Porsche got away first and charged on ahead, leaving Galli with a damaged rear suspension that caused his retirement on the next lap. The yellow Chevron of Brown/Enever was going nicely, lying second in the Group 4 category, but the blue Chevron of Clydesdale/Berney was minus the right-front mudguard, where it had had an argument with a spectator's car. By the fifth time round Schutz was well and truly in the lead, for Herrmann was not keeping pace with him, and Elford had stopped to hand over to Maglioli, so Redman was third. Williams had already handed over the 2-litre 907 Porsche to the owner, but Nicodemi did not appear on the fifth lap! Half the field had been lapped by now, and the idea of starting the fast cars first was not good from the spectators' point of view, as it made it more difficult to assess drivers' progress. By this time I had moved into the village, to the sharp right-hand bend at the bottom of the main street, and suddenly there was the most awful noise of grinding metal. The green Nomad-B.R.M. hove into view, driven by Mrs. Konig, and as it passed I could see the left-front wheel lying horizontal to the ground, the tyre in ribbons and only the lower wishbone connecting the wheel to the car! Looking very unconcerned the driver just drove on! We were all certain she would stop at the Agip station, but she just drove on out of sight, making the most awful noises. There was great speculation among the locals as to where she thought she was going and why.

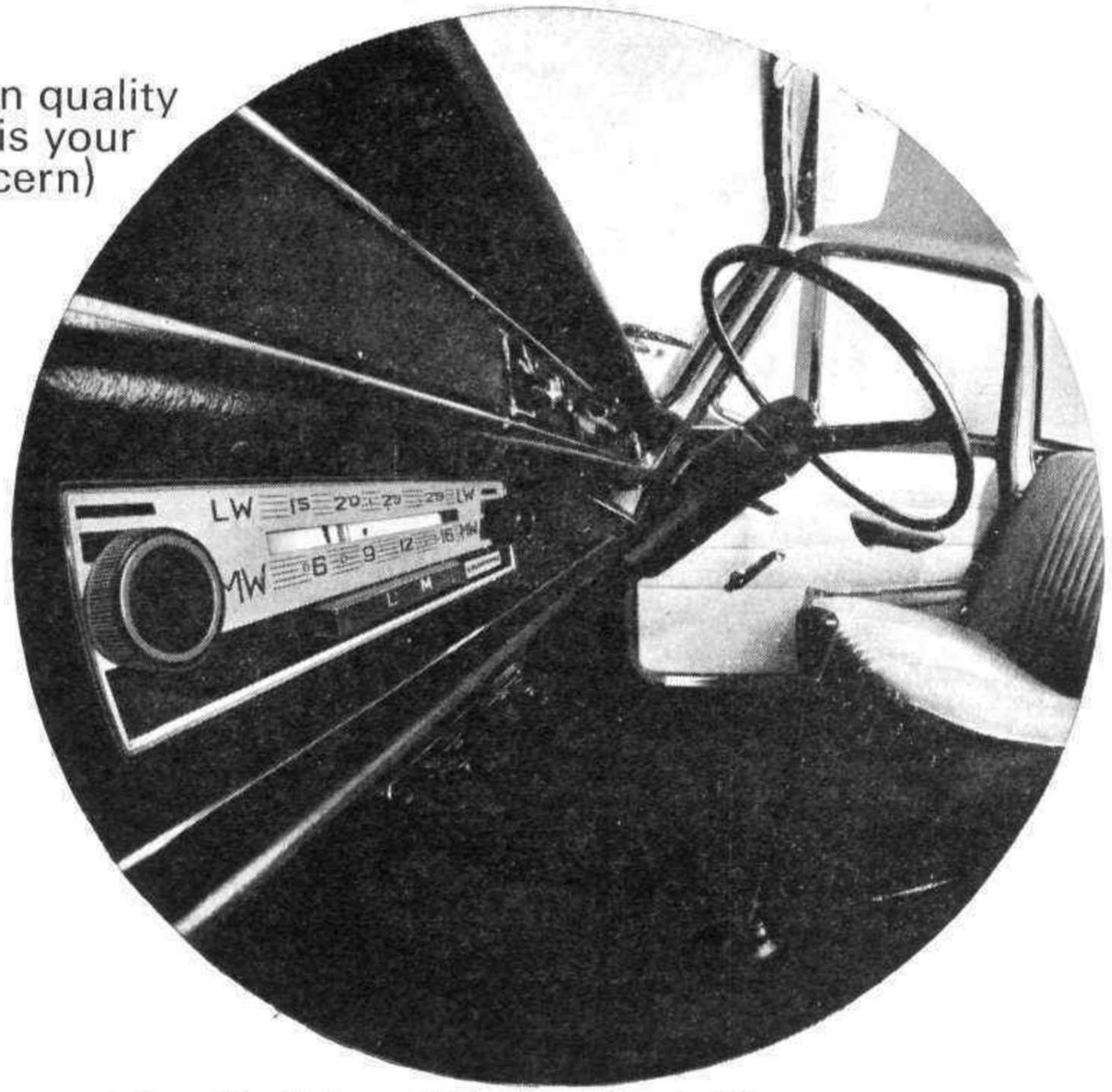
Porsche were now 1-2-3, with the lone works Alfa Romeo in fourth place, though it was soon to retire with a sick engine. Barring incidents it was all over, for no one was gaining on anyone and the field was spreading out. In the various classes it was not so cut-and-dried and the issue was very much wide open, especially in the Porsche 911 group, and the Lancia Fulvia group. The Bonomelli/Guzzi 911 and that of Ostini/"Nomex" were very much locked in combat, every second still counting, while three of the Fulvias were battling for the 1300 GT class. By the ninth time round I had moved up into the square at the top of the main street, where a large crowd of spectators were gathered, and the leading Porsche went by at 1.47 p.m. Five minutes later Elford arrived, having taken over from Maglioli for the last two laps, and the Porsche was completely out of control and heading for the straw bales. By the time Elford had regained control the populace were about three feet off the ground and still going up, yours truly amongst them. When we came down the Porsche was gone, unscathed and still in second place. There were now only five cars on the same lap, four works Porsches and the Alfa Romeo of Pinto/Alberti, for Attwood had gone off the road and the last of the works Porsches was not keeping up the pace, this being driven by Larousse/Lins.

The select five went by for the last time, Elford now just over three minutes down on Mitter, and, as we ticked off the finishers who were heading for the end of their ninth lap, the yellow J.C.B. Ltd. Chevron went by trailing oil, which unbeknown to driver Enever was getting on his rear tyres. He got to the end of the High Street, ten minutes

Continued on page 616

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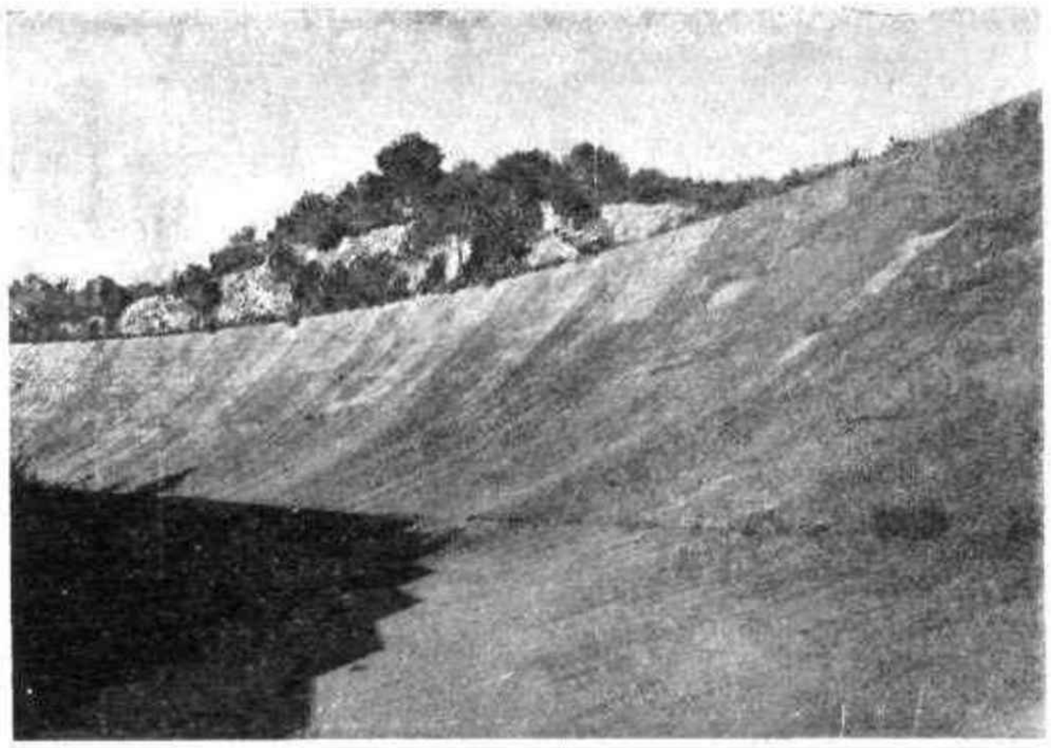
BLUESPOT

LETTER FROM EUROPE

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

Dear W.B.,

Before leaving Spain on a recent trip I made a detour down to Sitges, just south of Barcelona, to look at the disused concrete banked track. The man in the Tourist Office did not cotton on when I asked about it in English, even though his English was quite good, and certainly better than my Spanish, but when we conversed in French we made contact and he explained how it lay just off the road on the right as you go out of Sitges town, and it was called the Autodrome de Terramar. He added that I couldn't miss it because the grandstands were visible from the main road. He was absolutely right and I drove through the tunnel under the banking into the big chicken farm in the middle. The farmer was very disinterested and did not want me to drive round the track, which I could easily have done, although some rough barricades have been erected to keep people off the bankings. Considering it was last used in 1926, or thereabouts, the concrete has kept remarkably well and the big open concrete grandstand is a most impressive sight. I walked around the north banking and marvelled how brave people were to drive primitive vintage racing cars on hard springs and skinny tyres on such a steep banking. Standing there under the hot sun all was peace and quiet, except for the distant barking of a dog, and I had a most uncanny feeling, the whole track seemed so unreal, and yet there it all was, virtually intact. I left the place feeling very subdued and strange, and from the main road I looked back and could see the whole of this great concrete saucer lying silent in the foothills. It was rather like going to the Greek amphitheatre in Siracusa in Sicily, that was uncanny world history, the banked track of Terramar was history in our little world, but there were no guide books, plaques or souvenirs, not even a nameplate, just this great concrete edifice lying fallow.



. . . this great concrete edifice lying fallow . . .

In complete contrast I visited the Montjuich circuit in the park in Barcelona, where the Spanish G.P. was held recently, and there everything was hustle and bustle and noise and I wondered how it was possible to clear away the traffic and people and control everything sufficiently well to hold a motor race. I don't think I would ever have been brave enough to drive round the top of the Sitges banking, but I would not hesitate at having a little dice round the Montjuich circuit again ; I raced motorcycles and rode on sidecar outfits round the Park circuit many years ago, long before the public and trees were protected by guard-rails.

You know how you enjoy meeting old retired racing drivers, not the recent ones like Moss, Fangio or Brooks, but drivers from many years before that. At Monza I met Count Antonio Brivio, who drove Scuderia Ferrari Alfa Romeos in the mid-thirties, he was in effect the junior member of the team to Nuvolari. While at the Targa Florio I noticed on the Roll of Honour, the "Golden Book" of the Targa Florio, that he won it in 1933 with a 2.3-litre Alfa Romeo, and in 1935 with a 2.9-litre Alfa Romeo. He was in very good health at Monza and keeping abreast of Porsche and Ferrari developments with great interest. In Madrid I had met Count Villapadierna, who could easily be taken for an English gentleman, even to his using a Silver Shadow Rolls-Royce. He used to drive Maseratis and Alfa Romeos as an independent driver during the early thirties, taking part in most of the Grand Prix races, but his competition career had to stop in 1936 when the Spanish Civil War began, and he never restarted. Today he is President of the Spanish Automobile Club and breeds racehorses as a hobby. The Targa Florio reminded me of your interesting story on the four-cylinder Mercedes of Gerry Palmer in last month's issue. I see from the "Golden Book" that in 1924 Christian Werner with that Mercedes covered the 432 kilometres (six laps) in 6 hr. 32 min. 37 sec. at an average speed of 66.017 k.p.h. This year's race was won by Mitter and Schutz with a Porsche in 6 hr. 07 min. 45.3 sec. for 720 kilometres (10 laps), at an average speed of 117.469 k.p.h. There is certainly some mechanical progress in motor racing, but it is interesting that it now requires two tough German drivers to do the driving. The last single-handed drive in the Targa Florio was in 1956 when Umberto Maglioli drove all ten laps on his own, with a 1½-litre Porsche Spyder, to win at 90.970 k.p.h. and it took him 7 hr. 54 min. 52 sec.

As you know, I am not at all clued up on rallies, and seldom know when one is happening, for life is too short to take in everything, and there is more than enough racing going on in Europe. Imagine my surprise when I was motoring up a fast winding hill in the French mountains on the way to Geneva, when a gendarme stood in the road and stopped me, just by a small road leading in from the left. I was just wondering what French law I had broken, as I pulled up, when "Wham", an orange 911 Porsche shot out of the side road and roared up the hill. "What was all that about?" I asked. "It's the Tulip Rally, you must wait a moment." Then "zing", a Honda S800 whizzed by, and after that he said : "You can go now, but watch out." In the next town there was a control point so I dallied awhile and could not help noticing the strong Japanese atmosphere about the part of the entry I saw. I don't know whether Japanese cars win rallies, but there certainly seemed to be some interesting-looking machinery. It was early in the event and the drivers had just come through the night in low cloud and mist, and some of them were looking a bit starry-eyed. I carried on my way, keeping a wary eye on the mirror, but after a while the route turned off the main road and I was left alone. Down in Sicily a similar thing happened when I was conscious of more and more excitement and anticipation in each village I passed through. "Something is approaching," I thought, and sure enough in one village a policeman waved me into the side of the road and just as I stopped, round the corner came a bicycle race in full cry, hotly pursued by Press cars, service cars, team cars and supporters. In two or three minutes it was all gone and the dust settled and the policeman indicated that I could continue my journey ! It's all happening over here.

With the ever-increasing growth of Motorways, especially in Italy, I find there is a new outlook on travel, and you no longer travel as part of the countryside, but are now cut off and remote, like travelling in train, and after 500 continuous miles of Italian Autostrada it is a strange feeling to turn off and go into a town to an hotel for the night, for you are in a different world. Although you pass through some wonderful countryside and some spectacular scenery you miss an awful lot of the real atmosphere of a country, so when I have time I take the old road, just to keep a sense of proportion, and see what is really going on among the normal people. On one such "off the Autostrada" I had time to look in on a number of scrap yards, which I always find fascinating, and was intrigued by the number of exciting-looking twin-overhead camshaft engines lying about all over the place. Of course, they were Alfa Romeo 1900 and Giulietta engines, which one takes for granted in the cars, but a dozen or more piled in a heap seems unreal. In one big commercial breaker's yard there were three or four enormous V8 engines, with exhaust-turbo superchargers that made Can-Am Chevrolet engines look like toys. Grubbing around among the oil and dirt I discovered they were O.M. engines from big lorries. Another fascinating lorry was a Bianchi from the early fifties, with a tubular space-frame and double-wishbone i.f.s. with coil springs. It would have been an ideal Brabham works lorry !

The E-type has been having a rest recently, deservedly after nearly 100,000 miles, and I have been using a Lotus Europa, but more of that in July. There is still plenty of enjoyable motoring to be had in Europe, but the season for traffic "black spots" like Switzerland and the Cote d'Azur is fast approaching.—D. S. J.

1,000 KILOMETRES OF FRANCORCHAMPS

A good race on a fine circuit

SPA, BELGIUM, *May 11th.*

THE QUESTION that puzzled many people after reading about the cancellation of the Belgium G.P. at the Spa-Francorchamps circuit, due to various not very convincing reasons connected with safety, was how the 1,000-kilometre sports-car race could take place after all the wild stories of high speed and danger. The answer was quite simple, for the Grand Prix is organised by the Royal Automobile Club of Belgium and the 1,000-kilometre race by the Royal Automobile Club of Spa. The R.A.C. of Spa were not concerned with the F.1 constructors and the Grand Prix drivers and went ahead with their long-distance race for Prototypes, Group 4 sports cars and GT cars and there were no complaints, demands or threatened strikes and the event was a great success. Indeed, seven Grand Prix drivers took part and one Formula One constructor.

Although this race is in the Manufacturers' Championship series it has never received full support from everyone, though a good entry is always assured and this year was no exception. The Gulf-Mirage team entered two of their V12 B.R.M.-powered coupés, the car tried out at the B.O.A.C. 500 for Ickx/Oliver and a brand new one for Hobbs/Hailwood. They were virtually indentical, with five-speed ZF gearboxes, but the first car had a two-pipe with megaphones exhaust system, developed by Gulf Oil engineers and the new car had a four-pipe system with very big megaphones, developed by Weslake Engineering. Unfortunately both engines were 1968 versions with two valves per cylinder, so they were very much down on power compared to the other 3-litre cars. Having had one car severely bent at Monza, Ferrari could only produce one car and was forced to forfeit his second entry. As Amon was unwell Piper was invited to join Rodriguez in the team, much to the Englishman's joy. The car was 312P/0870 that Amon and Andretti had driven at Monza. Alpine-Renault entered three of their V8 Renault-Gordini-engined cars, as raced at Monza, including the new one with the ventilated brakes and radiator across the tail, while the wrecked Monza car was replaced by a very old original model. The drivers were: Grandsire/Jabouille, Andruet/van Lennap and de Cortanze/Vinatier. Porsche entered four 908 long-tailed 3-litre coupés for Elford/Ahrens, Stommelen/Herrmann, Siffert/Redman and Mitter/Schutz, though the last two pairs had alternative entries in the new 917 Porsches in Group 4. Three of the 908 coupés had been used at Monza. There were no other works car present, although Matra had two entries, but other work and other interests kept them away. The Porsche team were backed up by the 2.2-litre 907 coupés of the German B.G. racing team, driven by von Wendt/Kausen and Koch/Dechent and they were directly opposed in the Prototype class by the two Alfa Romeo 33 cars of the Belgian V.D.S. team, now both with 2½-litre V8 engines. The V.D.S. drivers were Pilette/Slotemaker, Bougognie/Gosselin. Completing this class were three special Chevron coupés, one the Red Rose Motor's car with Cosworth FVA engine, driven by Bridges/Lepp, the second the four-cylinder Coventry-Climax-powered car of Beeson/Smith, and the third the Ford twin-cam car of Mylius/Harvey.

The big excitement in the Group 4 category was the entry of two flat 12-cylinder 4½-litre 917 Porsches, for Siffert/Redman and Mitter/Schutz. There now being 25 Porsche 917 coupés lined up in Stuttgart, all ready to race, the model is homologated as a Group 4 sports car. All it needs is some racing development and 25 customers. There were three T70 Lola-Chevrolet V8 coupés, the red one of Hawkins/Prophet, the yellow and green one of Troberg/Rothstein and the yellow and black one of Bonnier/Muller. There were two Ford GT40 coupés, the nearly brand new one of the I.G.F.A. team for Kelleners/Jöst and Sadler's earlier model which he was sharing with Vestey. Bradley was sharing his 910 Porsche with Dean. There were five production Chevron-B.M.W. 2-litre coupés driven by Brown/Enever, Edwards/Fraday, Burton/Ridgeway, Taggart/Goodwin and Clydesdale/Hunter, a lone Ferrari Dino for "Elde"/de Fierlant and an M.G.-B for Dawkins/Eade.

The GT class was very small, with three 911 Porsches, a Ferrari GTB-2 and a Chevrolet-Corvette. Of the Porsches one was a works car for Larousse/Lins, one a Belgian entry for Gaban/Deprez and the third the German entry of Blatzheim/Zanders. The Ferrari was Swiss-owned, Rey/Berney and the Corvette Belgian-owned, Tuerlinckx/Stalpaert.

There was practice during the afternoons of Thursday, Friday and Saturday. But it did few people any real good for intermittent ra showers persisted all the time. The Gulf-Mirage cars were n handling at all well and were not going fast enough, the big Porsch 917 coupés were keeping their drivers busy rather than happy and t 908 coupés were in fine form, as was the lone 312P Ferrari. "Elde crashed the Dino Ferrari badly, being all right himself. The Lol were handling nicely, but the 5-litre Chevrolet engines were not pr ducing enough power to produce competitive speed down the Mas straight, especially compared with the 917 Porsches. One of the b Porsches had to be abandoned on Saturday with an oil leak and t gear-change was not all it might be. Fifth gear is a super-high t gear positioned out of the H-gate over to the right, in direct contra with the 908 cars where 5th gear is the top-right branch of the ga and 1st gear is "odd man out" for starting off, being out of the ga to the left. This different arrangement seemed to cause some of t drivers a little difficulty.

After some forbidding practice days race day turned out to be fi and warm, though totally cloudy, and 70,000 people turned up watch the high-speed battle between Porsche and Ferrari. Siffert a Redman elected to drive a 908 instead of the new 4½-litre 917, they had not become really conversant with it, and Mitter and Schut while agreeing to drive the second 917, kept to Dunlop tyres, where the other works cars ran on Firestone. Having just won the Tar Florio on Dunlop tyres their decision was understandable. Siffert ha made fastest practice time in a 917 at 3 min. 41.9 sec., but electing drive the 3-litre car put him on the opposite side of the front ro with his time in the 908, which was 3 min. 48.6 sec., behind Hawki and Ickx, who were on the front row with the Porsche. In row 2 we Rodriguez and Bonnier, followed by Elford, Herrmann and Mitte followed by the rest in rows of two and three alternately. At the la moment the second VDS Alfa Romeo had engine trouble and failed start, and the Chevrons of Beeson/Smith and Taggart/Goodwin we also non-starters. After a "warm-up" lap, or "lap of recognition" be more precise, the start took place right on 1 p.m., but the Alpin Renault V8 of Andruet stalling in the middle of the pack made it a a bit ragged and untidy.

Hawkins led away in his red Lola coupé, with Siffert, Rodrigue and Ickx hard on his heels. The Lola stayed in front for two lap but then the works Porsche and works Ferrari got by, but Hawki hung on to them for a few laps. Siffert's superior driving on th testing Francorchamps circuit began to show and he kept ahead Rodriguez, but the little Mexican did not give up and these two, wit Hawkins in tow, outstripped the rest of the field and were lapping th tail-enders within three laps. Their *average* speed was 230 k.p.h. more (well over 142 m.p.h.), and faster than the *maximum* speed some of the competitors. The Porsche 917 lasted only a lap an coasted into the pits with a broken engine and even Ickx could n make the Mirage-B.R.M. go fast enough to keep in the picture, whil the second Mirage was down among the GT40 Fords. After only fiv laps Herrmann came in with a punctured left rear tyre, which droppe him way back down the field, while Bonnier had been to the pits wit his Lola with a plug lead adrift and Grandsire had been in with a engine oil leak on his Alpine. As the three leading cars started on la eight they were about to lap von Wendt in the B.G. Team 907 Porsch as they headed for the Eau Rouge bridge. Siffert got his Porsche pas but Rodriguez just failed to get through the closing gap and the Ferra and the 907 collided. Rodriguez maintained control and continued u the hill, albeit slowly, but von Wendt spun and went into the bushe on the left of the road, escaping unhurt but wrecking the Porsch This incident caused the Ferrari driver to stop at the pits next tim round to see if the car had suffered anything more than body damag and the stop let Hawkins through into second place. The Ferrari wa all right so Rodriguez was soon off again, and already a long wa back came Elford in fourth place, followed by Ickx, Koch, Bonnie Rothstein and Pilette; the rest had been lapped but Sadler was keepin up with Kelleners and they were both ahead of Hobbs in the secon Mirage that was lacking power from its B.R.M. engine. The Red Ros Motors' Chevron was running well and fast, the Clydesdale/Hunte one was regular if not very fast, but the others were having trouble

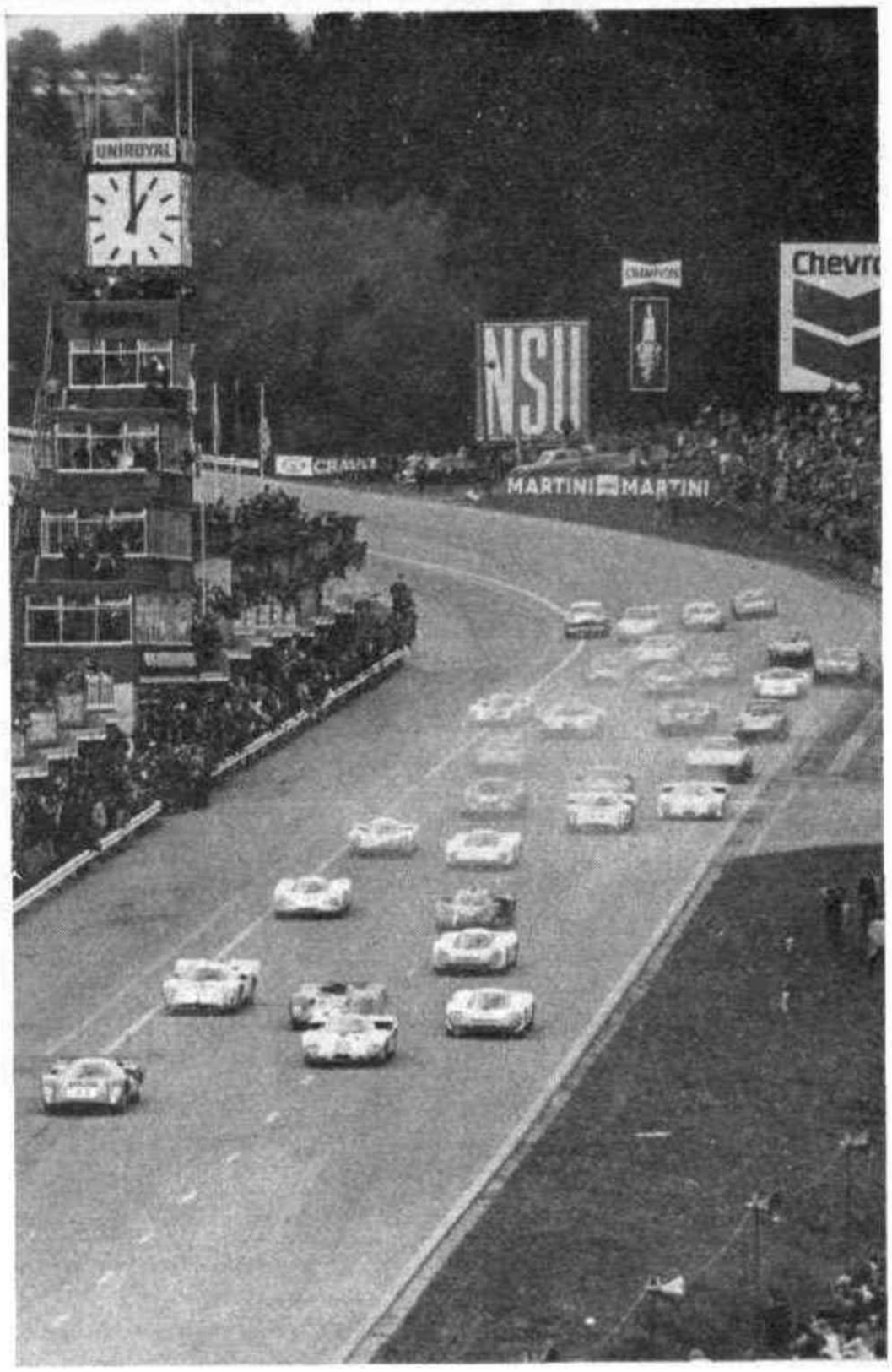
The race was over 71 laps and after only 10 had passed Ick stopped with fuel feed trouble on the B.R.M. engine. A new pum was fitted, but this was not the real trouble, and he soon stoppe

again, this time on the far side of the circuit. Just on one hour of racing had passed when the Ferrari had to stop for fuel, Rodriguez continuing to drive, but not before Elford had gone by, and one lap later Siffert stopped the leading Porsche for petrol and Redman took over. This let Hawkins into the lead for a lap, but it was short-lived for a lap later the Lola needed fuel. The Lola stop was very long as they were refuelling from churns, unlike Porsche and Ferrari, who were using pressure hoses. Elford also stopped for fuel and to hand over to Ahrens, so that when the *status quo* was regained Redman (Porsche) led from Rodriguez (Ferrari), Hawkins (Lola), Ahrens (Porsche), Pilette (Alfa Romeo) and Kelleners (Ford GT40), though the last two were a lap behind.

During the next hour the Ferrari gradually gained on the leading Porsche and Ahrens caught and passed Hawkins. At two hours Rodriguez stopped again, so lost the advantage he had gained, and four laps later Redman stopped to refuel and hand back to Siffert. This was one lap after the half-way point and the Porsche maintained its lead, but the third place Porsche lost its position to Hawkins when Ahrens stopped for fuel and front tyres and for Elford to take over again. The Stommelen/Herrmann Porsche was running strongly after its early stop and had climbed back through the slower cars and was now fifth overall, but a lap down on the leading Porsche. Hawkins' third place did not last long as he had to refuel and Prophet took over from him.

Rodriguez could do nothing about Siffert, even though the Ferrari was running splendidly and sounding magnificent and the Porsche was not handling as well as it might. The average speed was only a little under 230 k.p.h. (over 140 m.p.h.) and Siffert had a lead of three-quarters of a minute, and lapped the third place Porsche of Elford on lap 45. After 2 hr. 55 min. of high-speed driving the tough little Rodriguez made another fuel stop and Piper took over. There was no question of him catching Siffert, who was driving brilliantly, and he merely had to keep the Ferrari going steadily in second place, ahead of Elford, while Rodriguez had a rest. For an hour Piper drove the Prototype works Ferrari just as team manager Parkes wanted, lapping only a few seconds slower than Rodriguez and keeping ahead of Elford, but since Siffert had lapped Elford the Englishman was using his Swiss team-mate to get a slipstreaming tow and was keeping up, this bringing him closer to the Ferrari than was desirable for Maranello. The better fuel consumption of the Porsches meant that they stopped later and later than the Ferrari each time, so that when Siffert refuelled on lap 54 and Elford on lap 55 they could now go through to the finish, whereas the Ferrari needed another stop. Just on the hour Piper stopped, a small quantity of fuel was put in and Rodriguez was back in the cockpit and the Ferrari was back in the race in 37 seconds, but it was nearly a whole lap behind Siffert in the leading Porsche. What was more serious was that Elford was still with Siffert and, although on the lap charts Siffert and Rodriguez were on the same lap and Elford was a lap behind, in actual fact the third place Porsche was only about 20 seconds behind the Ferrari. Siffert and Elford were working splendidly as a team, doing some intelligent slipstreaming and passing and repassing, or "leap-frogging", so that Elford was lapping faster than he could on his own and as a result was closing on the Ferrari. In the closing laps the gap was down to 11 seconds and the Ferrari pit were keeping Rodriguez closely informed, but a few laps from the end Elford got held up by some slower cars at Stavelot and lost the rhythm with Siffert, and by the time they got together again it was too late and the 71 laps were completed with the Siffert/Redman Porsche winning by nearly a lap from the Rodriguez/Piper Ferrari ; a lap behind the winner, but only seconds behind the Ferrari came the Elford/Ahrens Porsche, followed by the Herrmann/Stommelen Porsche.

While the excitement of the Ferrari/Porsche chase had been at its height the Chevrolet engine in Hawkins' Lola had broken and he stopped out on the circuit when in fourth place, but was classified 8th on distance. The Pilette/Slotemaker 2½-litre Alfa Romeo finished 6th, behind the Bonnier/Muller Lola, which won the Group 4 class when the Hawkins/Prophet Lola broke down. The Hobbs/Hailwood Gulf-Mirage was never competitive but kept going to finish 7th, eventually getting ahead of the two GT40 Fords, and the Sadler/Vestey GT40 had a very good run into 9th place, beating the German Ford GT40, whose driver had never driven the car on the circuit before. Bradley and Dean with the former's 910 Porsche were the first 2-litre car home, Dean driving for 50 laps, and the Chevrons were not really competitive, though they presented a nice turn-out worthy of an International race. The little M.G.-B ran well, but the drivers never did learn the proper way to approach the pits and it was surprising that they were not black-flagged for their approach over



CLASSIC START—The Spa 1,000 km. starts with the cars streaming down the short pits straight.

the demarcation line, especially bearing in mind the speed of the passing cars. Enever spun the yellow J.C.B. Chevron off the road in the closing laps, at the top of Eau Rouge, but managed to push the car back on the road and get going again to finish. The three Alpine V8 coupés were beset by engine oil leaks, but went well between stops, though the old car of Grandsire/Jabouille was also troubled by loose body panels and finally had to retire when the oil leaks proved incurable.

It had been a good race, the weather conditions were ideal for racing and the only incident was that of von Wendt's Porsche 907. The success of the Francorchamps 1,000-kilometre race must be making the Grand Prix of Belgium organisers have second thoughts.—D. S. J.

Results on next page

Francorchamps Finals

When someone gets a chance of a works Ferrari drive there are usually a lot of sour-grapes from aspiring contestants. When Parkes offered Piper the spare place in the 312P everyone seemed pleased, feeling it was just reward for all the good work Piper has done for Ferrari in the past.

* * *

Lola-Chevrolet drivers invariably seemed pleased with the Lola performances and displeased with those of Chevrolet.

* * *

What a pity there is not a British engine that can do justice to the Chevrons. The B.M.W. unit is just not powerful enough for serious racing.

At the end of the race Elford's eyes were still sparkling with enjoyment at having had a wonderful motor race on a wonderful circuit. And what a splendid season Redman is having, and how deserved it is. Siffert has never been driving better.

Porsche may have built 25 917 coupés but that is only half the battle towards success. It is an exciting machine, reminiscent of Professor Porsche's record-breaking Auto-Union of 1933. Old man Porsche would surely have approved.

Results :

1,000 KILOMETRES OF FRANCORCHAMPS—Group 6, Group 4, Group 3—71 laps—1,001.1 kilometres—Warm and Dry

1st	J. Siffert/B. Redman (Porsche 908—3-litre 8-cyl.)	Grp. 6	Entrant: Porsche System Engineering, Stuttgart	4 hr. 24 min. 19.6 sec.—227.241 k.p.h. *(new record)*
2nd	P. Rodriguez/D. Piper (Ferrari 312P—3-litre V12-cyl.)	Grp. 6	Entrant: S.E.F.A.C. Ferrari, Maranello	4 hr. 27 min. 52.1 sec.
3rd	V. Elford/K. Ahrens (Porsche 908—3-litre V12-cyl.)	Grp. 6	Entrant: Porsche System Engineering, Stuttgart	1 lap behind
4th	R. Stommelen/H. Herrmann (Porsche 908—3-litre 8-cyl.)	Grp. 6	Entrant: Porsche System Engineering, Stuttgart	4 laps behind—4 hr. 24 min. 50.4 sec.
5th	J. Bonnier/H. Muller (Lola-Chevrolet—5-litre V8-cyl.)	Grp. 4	Entrant: Joakim Bonnier, Switzerland	4 laps behind—4 hr. 27 min. 36.0 sec.
6th	T. Pilette/R. Slotemaker (Alfa Romeo 33—2½-litre V8-cyl.	Grp. 6	Entrant: V.D.S. Racing Team, Belgium	6 laps behind—4 hr. 25 min. 42.1 sec.
7th	D. Hobbs/M. Hailwood (Gulf-Mirage-B.R.M.—3-litre V12-cyl.)	Grp. 6	Entrant: J.W. Automotive, England	6 laps behind—4 hr. 26 min. 38.6 sec.
* **8th**	P. Hawkins/D. Prophet (Lola-Chevrolet—5-litre V8-cyl.)	Grp. 4	Entrant: Paul Hawkins, England	7 laps behind—4 hr. 09 min. 18.9 sec.
9th	P. Sadler/P. Vestey (Ford GT40—4.7-litre V8-cyl.)	Grp. 4	Entrant: Peter Sadler, England	7 laps behind—4 hr. 24 min. 54.4 sec.
10th	H. Kelleners/R. Jöst (Ford GT40—4.7-litre V8-cyl.)	Grp. 4	Entrant: IGFA Dutsches Auto Zeitung, Germany	7 laps behind—4 hr. 26 min. 32.6 sec.
11th	P. Troberg/R. Rothstein (Lola-Chevrolet—5-litre V8-cyl.)	Grp. 4	Entrant: Picko Troberg, Sweden	8 laps behind
12th	W. Bradley/A. Dean (Porsche 910—2-litre 6-cyl.)	Grp. 4	Entrant: William Bradley, England	10 laps behind
13th	G. Larousse/R. Lins (Porsche 911—2-litre 6-cyl.)	Grp. 3	Entrant: Porsche System Engineering, Stuttgart	13 laps behind—4 hr. 26 min. 27.4 sec.
14th	J. Rey/E. Berney (Ferrari GTB-2—3.3-litre V12-cyl.)	Grp. 3	Entrant: Jacques Rey, Switzerland	13 laps behind—4 hr. 27 min. 11.6 sec.
15th	G. Edwards/M. Franey (Chevron-B.M.W.—2-litre 4-cyl.)	Grp. 4	Entrant: TOR Lines Shipping, England	13 laps behind—4 hr. 27 min. 38.1 sec.
16th	D. Bridges/J. Lepp (Chevron-Cosworth FVA—1.6-litre 4-cyl.)	Grp. 6	Entrant: Red Rose Motors, England	13 laps behind—4 hr. 28 min. 02.9 sec.
17th	A. de Cortanze/J. Vinatier (Alpine-Renault—3-litre V8-cyl.)	Grp. 6	Entrant: Automobiles Alpine, France	14 laps behind
18th	J-P. Gaban/Y. Deprez (Porsche 911—2-litre 6-cyl.)	Grp. 3	Entrant: Jean-Pierre Gaban, Belgium	15 laps behind—4 hr. 25 min. 05.7 sec.
19th	A. Clydesdale/T. Hunter (Chevron-B.M.W.—2-litre 4-cyl.)	Grp. 4	Entrant: Falcon Developments, England	15 laps behind—4 hr. 26 min. 36.4 sec.
20th	P. Brown/R. Enever (Chevron-B.M.W.—2-litre 4-cyl.)	Grp. 4	Entrant: J.C.B. Ltd., England	15 laps behind—4 hr. 29 min. 06.4 sec.
21st	J. C. Andruet/G. van Lennap (Alpine-Renault—3-litre V8-cyl.)	Grp. 6	Entrant: Automobile Alpine, France	17 laps behind—4 hr. 24 min. 33.4 sec.
22nd	A. Mylius/R. Harvey (Chevron-Ford twin-cam—1.6-litre 4-cyl.)	Grp. 6	Entrant: Andrew Mylius, England	17 laps behind—4 hr. 28 min. 03.4 sec.
23rd	J. Tuerlinckx/J. Stalpaert (Chevrolet-Corvette V8-cyl.)	Grp. 3	Entrant: Tuerlinckx, Belgium	18 laps behind
24th	C. Dawkins/R. Eade (M.G.-B—1.8-litre 4-cyl.)	Grp. 3	Entrant: C. Dawkins, England	20 laps behind
25th	H. D. Blatzheim/W. Zanders (Porsche 911—2-litre 6-cyl.)	Grp. 3	Entrant: Hans Dieter Blatzheim, Germany	30 laps behind

Fastest lap : B. Redman (Porsche 908) in 3 min. 37.1 sec.—233.809 k.p.h.

Retirements : J. Ickx/J. Oliver (Mirage-B.R.M. V12), fuel system; H. Grandsire/J-P. Jabouille (Alpine-Renault V8), oil leak; K. von Wendt/W. Kauhsen (Porsche 907), accident; H. D. Dechent/G. Koch (Porsche 907), fuel pump; G. Mitter/U. Schutz (Porsche 917), engine; J. Burton/P. Ridgeway (Chevron-B.M.W.), oil loss.

31 *starters* — 25 *finishers.*

* Not running at finish, engine broken.

TARGA FLORIO—continued from page 611

from the finish and second in his class, when the Chevron spun and clipped a tree with its tail, knocking off a rear light and the exhaust pipe. With its oil all over the street the Chevron's race was finished and it was pushed on to the footpath, but the eight laps it had covered were sufficient to qualify. After the last cars had gone through we waited for the police radio cars to give the all-clear for opening the roads and while waiting Nicodemi arrived in a spectator's car, still fuming about "the English woman" who had pushed him into a guard rail and bent the rear end of his 907. He was not worried about the damage, that could be repaired, but at the time he was leading the 2-litre Prototype class and would have finished fifth overall. "Where was she going?" he screamed, "with the front wheel hanging off like that. The car was broken, why didn't she stop?"

Finally the roads were opened and we drove the reverse direction of the circuit, which is always interesting. Above Collesano we found the Nicodemi/Williams Porsche just as the owner had described; at Polizzi we saw the Wheeler/Davidson Sprite Special, still almost incandescent, and the Faure/Smith Triumph TR with a big dent in the passenger's side; a 1,300 c.c. Abarth was being towed home, as was the Nathan-Imp, and below Polizzi we came upon the charred remains of what once had been the Alfa Romeo 33 of Zadra, for Casoni had clipped a tree and spun into the bank, the car breaking in two and catching fire, he luckily being thrown clear with superficial injuries. On a lonely hillside the Fournier-Merc was awaiting collection, as was the Sprite of Beding/Capell, which had obviously been over on its roof. The works 911R was abandoned by the roadside with the engine compartment very burnt, and then we got to Cerda and the biggest traffic jam imaginable. It was so enormous that we turned round and retraced our steps, deeming 40 miles of mountain road to be preferable to a traffic jam that made Silverstone or Brands Hatch traffic seem like a picnic. Even without the Ferrari team or any great names the Targa Florio remains popular. It may have been a Porsche benefit, but it was still the Targa Florio, and every pair of drivers among the 53 cars that finished went home with tales of woe and excitement that would take a season to accumulate in normal short-circuit racing. You can nibble away at the odd corner, or resurface bits of road here and there, but the circuit of the Madonie will always be there to challenge the strongest car and the bravest driver.—D. S. J.

Targa Tales

The Vaccarella/de Adamich Alfa Romeo was never running right and finally gave up with engine trouble.

* * *

Elford made a new record lap in 35 min. 08.2 sec., timed officially, but in fact did well under 35 min. on the lap after he left the pits when he stopped for a fan belt. The pits being beyond the time-keepers' line meant that officially the time of his pit-stop was included in his lap time. It was the flying lap following on which he registered the official record.

* * *

The winners' race average was a new record, knocking over 21 min. off last year's race time. A remarkably well-matched pair the two tough German drivers.

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The 911 of Bonomelli/Guzzi was disqualified after winning the GT category for having non-standard valve gear. They made the mistake of passing the second place 911 on full song on the long straight and it was obviously not a standard 911. You have to be very clever to cheat and win.

Results :

53rd TARGA FLORIO—Group 6, Group 4, and Group 3—10 laps—720 kilometres—Very Hot

1st	G. Mitter/U. Schutz (Porsche 908 Spyder—8-cyl. 3-litre)	Group 6	Entrant: Porsche System Eng., Stuttgart	6 hr. 07 min. 45.3 sec.—117.469 k.p.h.
2nd	V. Elford/U. Maglioli (Porsche 908 Spyder—8-cyl. 3-litre)	Group 6	Entrant: Porsche System Eng., Stuttgart	6 hr. 10 min. 34.0 sec.
3rd	H. Herrmann/R. Stommelen (Porsche 908 Spyder—8-cyl. 3-litre)	Group 6	Entrant: Porsche System Eng., Stuttgart	6 hr. 21 min. 26.7 sec.
4th	K. von Wendt/W. Kauhsen (Porsche 908 Spyder—8-cyl. 3-litre)	Group 6	Entrant: Porsche System Eng., Stuttgart	6 hr. 35 min. 33.5 sec.
5th	E. Pinto/G. Alberti (Alfa Romeo 33—V8-cyl. 2-litre)	Group 6	Entrant: Giovanni Alberti, Milan	6 hr. 46 min. 35.3 sec.
6th	G. Koch/H. D. Dechent (Porsche 907—8-cyl. 2.2-litre)	Group 6	Entrant: German B.G. Racing Team	6 hr. 09 min. 25.3 sec.—9 laps
7th	C. Manfredini/L. Selva (Porsche 907—8-cyl. 2.2-litre)	Group 6	Entrant: Scuderia Picchio Rosso	6 hr. 16 min. 35.6 sec.—9 laps
8th	E. Bitter/H. Kelleners (Abarth 2000 Spider—4-cyl. 2-litre)	Group 4	Entrant: IGFA Racing Team, Germany	6 hr. 17 min. 50.7 sec.—9 laps
9th	S. Munari/R. Aaltonen (Lancia Fulvia Spider—4-cyl. 1.6-litre)	Group 6	Entrant: Squadra Lancia HF, Torino	6 hr. 18 min. 38.1 sec.—9 laps
10th	E. Ostini/"Nomex" (Porsche 911T—6-cyl. 2-litre)	Group 3	Entrant: Evarado Ostini	6 hr. 28 min. 52.2 sec.—9 laps
11th	S. Calascibetta/V. Ferlito (Abarth 1000 Spider—4-cyl. 1,000 c.c.)	Group 4	Entrant: Scuderia Pegaso, Sicily	6 hr. 34 min. 12.2 sec.—9 laps
12th	G. Bonetto/E. Denzel Moras (Porsche 911T—6-cyl. 2-litre)	Group 3	Entrant: G. Bonetto	6 hr. 39 min. 33.6 sec.—9 laps

Among other placings were : **14th,** P. Brown/R. Enever (Chevron-B.M.W.), 8 laps; **19th,** R. Imanez/T. Fall (Lancia Fulvia), 8 laps; **20th,** D. Margulies/R. Mackie (Porsche 911), 8 laps; **21st,** G. Larousse/R. Lins (Porsche 908), 8 laps; **24th,** A. Clydesdale/E. Berney (Chevron-B.M.W.), 8 laps.

Fastest lap : V. Elford (Porsche 908) in 35 min. 08.2 sec.—122.948 k.p.h. *(new record).*

79 *starters* — 53 *qualified at finish.*



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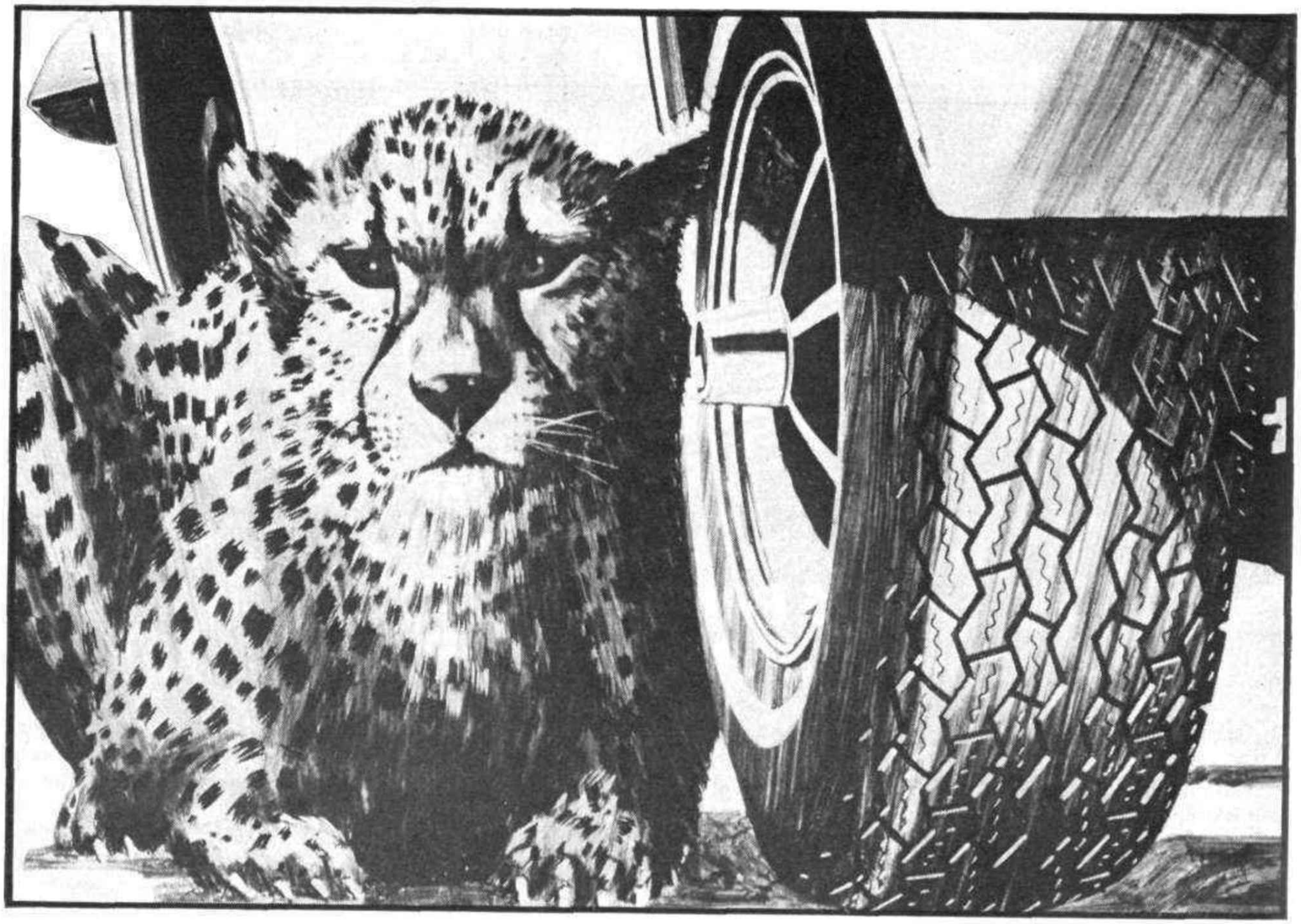


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The Single O.H.C. Engine

A technical appraisal of current Production Practice by Autolycis

A SURVEY taken ten years ago would have shown that there were only 14 makes of cars in series production throughout the world with engines having camshafts located in the cylinder head. Of these, many were specialised, highly-priced vehicles often produced in relatively small quantities. Invariably they had twin overhead camshafts operating—either directly with inverted tappets based on the classic Ballot design, or indirectly through rockers or fingers—valves substantially opposed to each other in the combustion chamber.

The purpose of this article is to survey the single overhead camshaft engine operating valves which are substantially in line—an arrangement which has become very popular for mass-produced engines over the past four years and which will become increasingly so in future. Ten years ago there were only four such engines used in European production cars: Elva and Lotus, each of whom fitted automotive versions of the now legendary Coventry Climax "fire-pump" engine, the Lloyd twin-cylinder air-cooled unit, and the range of Mercedes four- and six-cylinder engines. Only the last-named could be considered as a serious mass-produced example.

Today there are at least 14 basic engines of this type produced in U.K., Europe, U.S.A. and Japan, so it is obvious that manufacturers are recognising the virtues of such a scheme and presumably have overcome their previously held views—that the production disadvantages in respect of cost and complexity did not really exist, have been overcome, or swallowed in the interests of improved performance and life with decreased noise levels.

Let us establish the type of valve gear in question. Firstly the camshaft must be located in the cylinder head. Secondly the included angle between the axes of the inlet and exhaust valves are either zero or the intersection of these two axes occurs at the stem as distinct from the head end of the valves.

The examples of single o.h.c. engines emanating from the vast General Motor organisation in the U.S.A., U.K. and Germany as produced by Pontiac, Vauxhall and Opel, make interesting study. General Motors appear to lay down broad lines of policy for their member firms and allow a great deal of local latitude on their interpretation. This is in direct contrast to Ford, in which organisation there seems to be extremely rigid control exercised from the Detroit headquarters; even to the extent of designs being prepared and handed over to their foreign vassals for manufacture which do not always appear to be ideally suited to local market needs or management ideas.

Cog-belt drive for the camshaft is a feature shared by the four-cylinder Vauxhall Victor and six-cylinder Pontiac Tempest: the latter and the four- and six-cylinder Opels use a basically similar wedge-head combustion chamber with in-line valves inclined at an angle of 20 degrees from the cylinder axis, but the method of operating the valves is different. The Victor has a part-spherical shallow combustion chamber with in-line valves, the axes of which are inclined at six degrees to the cylinder centre line; and the method of valve operation is entirely different from either the Opel or Pontiac; a basic Ballot-type inverted tappet being used having a unique method of adjustment for valve clearance.

When the Vauxhall Victor was first released in 1967 the company went to a great deal of trouble to point out in their publicity material that they had changed to the part-spherical combustion chamber after commencing development of the new engine in 1964 with the Heron or bowl-in-piston type using a flat head. The reasons given for the change were that the chosen design had a smaller surface area to volume ratio than the Heron type and that this is an advantage when meeting the extremely difficult American exhaust emission standards for 1970 onwards. Investigation will show that for the same compression ratio on an oversquare engine—and the Victor 2000 with its stroke-to-bore ratio of 0.73 is a very oversquare design—the bowl depth in the piston of a Heron layout can be extremely shallow and that this scheme provides the lowest surface area to volume ratio of any design; it must be emphasised that this statement only holds good on the oversquare engine to which the Heron design is best suited. Could it be that the change of design was motivated by the fact that Ford was first in the production field with the flat head and that the great General Motors could not give the impression of following on behind?

If Vauxhall had anticipated the future needs of exhaust emissions as early as 1964 one wonders why their engineers chose such oversquare cylinder proportions for the Victor. As further knowledge is accumulated on this very complex subject the opinion of most engineers on both sides of the Atlantic is that an engine of around square proportions is the best compromise to maintain the balance between the minimum surface area to volume ratio and the ability to house valves of adequate size in an engine operating in the 5,500/6,000 r.p.m. range.

Maximum power of the 1,599 c.c. Victor occurs at 5,600 r.p.m. and at 5,500 r.p.m. for the 1,975 c.c. version. This represents a mean piston speed of 2,570 ft. per minute for the latter, which is very low and does not exploit fully the relatively short stroke. It has been left to Lotus to do this with their four-valve head version of the engine which was designed by Ron Burr, formerly with Coventry Climax. As developed for its Class win in the B.O.A.C. 500 on April 12th at Brands Hatch the maximum power output was 240 b.h.p. at 8,300 r.p.m. (3,800 ft./min. mean piston speed) and had a b.m.e.p. of 206 p.s.i. at 6,000/6,500 r.p.m.—an extremely creditable standard.

The cylinder proportions of the Vauxhall Victor must surely have been fixed with a V8 in mind as a future development, for in a relatively small engine compartment—and one cannot visualise Vauxhall entering the big car market—a very short stroke provides the necessary low overall height and width. Also the jack-shaft which is used for driving the centrally disposed distributor and oil pump is mounted vertically above the main bearings in a position necessary without tooling changes to be common should another bank of cylinders be added to give a 90° included angle. The only components to be re-sited would be the oil filter, fuel pump and starter motor.

So much for conjecture—let us now assess the detail design. Like most modern four-cylinder engines there are five main bearings and these, like the big-ends, are fairly massive, the dimensions being 2.5 and 2.0 in. diameter respectively; this provides considerable bearing overlap and therefore desirable stiffness for the shell-moulded nodular iron crankshaft.

The real engineering interest in the Victor engine lies in its combustion chamber, valve gear and cog-belt driven camshaft. A shallow part-spherical combustion chamber is desirable even on a twin-camshaft design if it can be used in conjunction with a substantially flat piston, for it provides a smooth path for any swirl or other gas movement which is introduced into the burning process. With in-line valves, however, there is considerable masking and pocketing of the heads adjacent to the cylinder walls which can affect filling; this is perhaps reflected in the moderate net output of 88 b.h.p. at 5,500 r.p.m., even though the inlet valves with a head diameter of 1.70 in. and a cylinder head port throat of 1.50 in. are quite generous for the capacity.

To site the sparking plug, which is located on the exhaust side of the head as near the centre of the combustion chamber as possible, Vauxhall use the small-bodied A.C. type 42TS, which dispenses with the usual sealing washer; it screws down to a conical seating machined in the head. However, unlike the wedge-type of cylinder head there is no quench area for the "end-gas" on the far sides of the combustion chamber with a resulting long flame path in the large bore. In the past engineers would have expected this to be prone to detonation and run-on, but presumably the Vauxhall engineers have overcome this problem with inlet port swirl or other means.

The camshaft is mounted in a die-cast aluminium housing bolted on top of the cast-iron cylinder head. It runs directly in the aluminium and there are no separate bearing caps, the camshaft being inserted from the front end, and to make assembly easy the five bearings are progressively smaller by .032 in. on diameter from front to rear. In fact, the centre three bearings are not complete diameters, contact with the camshaft being maintained for only 30% of the circumference on the top. This is perfectly satisfactory as the cam-

shaft loads are always in an upward direction and the only problem is one of lubrication, which is arranged by providing a permanent controlled level in a trough formed in the valve chest. The centre bearings dip into this oil which is replenished by spill from the front and rear bearings, which are pressure-fed.

If the normal "biscuit" had been used for obtaining valve clearance with the bucket-type tappets it would have been necessary to remove the complete valve chest with this threaded-in camshaft arrangement. This could be costly in production and service ; it is referred to later when discussing the new Austin Maxi. To overcome the problem Vauxhall have devised an ingenious angled screw type of adjustment which must add considerably to the tappet weight and therefore the reciprocating masses and hence spring loads. However, it is presumably satisfactory and still lighter than a push-rod and rocker arrangement for the valve crash speed is 7,000 r.p.m. This case-hardened adjusting screw operated with an Allen-type key through a hole in the tappet and a slot in the tappet block is inclined at 5° 30′ to the tappet face and has a flat of the same angle milled on it which bears square on the top of the valve. One complete turn of the screw provides .003 in. of tappet adjustment and, of course, there is no need to provide any locking mechanism for it. It must be assumed that the surface finish of the threads on the screw and at the tappet must be maintained to a very high standard to prevent excessive bedding-in and hence loss of valve clearance in the early life of the engine.

Cog-tooth belts have been used for driving auxiliaries such as fuel injection pumps, magnetos or distributors and even oil pumps of competition engines for quite a long time now. The first production example of its use for camshaft drives was the Glas S-1004, which had a 992 c.c. four-cylinder single o.h.e. engine when introduced at the Frankfurt Show in 1961. The Vauxhall belt is made by Uni-Royal, the basic material being nylon-neoprene with tension members of glass-fibre cord. It drives the camshaft and jacket in a single stage. The manufacturers claim that this type of belt has negligible stretch but all users of them seem to provide some means of adjustment : that on the Victor being a jockey pulley contacting the outside of the belt between the crankshaft and jackshaft, which also helps to increase belt lap on the pulleys of these two components.

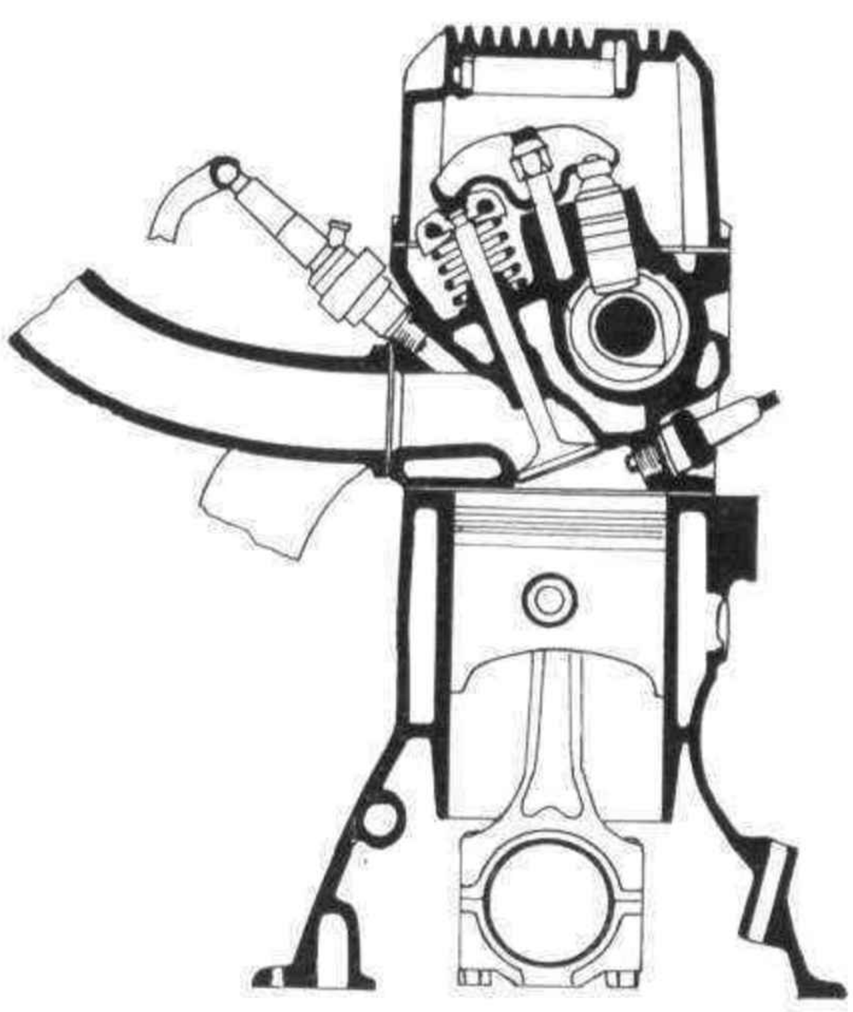
A surprising feature of this belt drive is that no attempt has been made to provide a protective shield so one must presume there has been no trouble with damage from flying stones or lost finger-ends from inquisitive tinkerers. Incidentally, these belts are unsatisfactory in the presence of oil and this is why they are always external to the main engine compartment.

The Pontiac Tempest (followed later by the Firebird) was the first General Motors engine to have an overhead camshaft and have it driven with cog-toothed belt. Unlike the Vauxhall Victor it is protected from possible damage with quickly detachable cover plates and there is a most ingenious method of setting and altering belt adjustment. On the side of the crankcase there is a machined face on an inclined plane to which is bolted a die-cast aluminium housing containing a short shaft with spiral gears for driving the distributor and the external oil pump in tandem with it ; the oil filter and fuel pump are also attached to this auxiliary housing. A pulley on the forward end of the shaft forms a three-point drive with the crankshaft and camshaft for the cogged belt. Thus by slackening the attachment bolt for the auxiliary housing and moving it up or down its mounting face the required degree of belt tension can be obtained and thus dispensed with the need for an auxiliary idler sprocket.

In its latest form this six-cylinder seven main-bearing engine has a bore and stroke of 98.4 x 82.5 for an s/b ratio of 0.84 to 1—not very excessive by American standards, although the general trend there is to less oversquare units. Whether this is in the search for improved exhaust emission or the fact that increases in bore sizes have reached a limit on existing designs and in the search for ever greater engine capacities, this can be achieved only by increasing the stroke is a matter for conjecture.

Like most American engines the Pontiac uses a wedge-type combustion chamber with the in-line valves inclined at 15 degrees to the cylinder axis. This type of chamber is unquestionably a good production compromise. Adequate size inlet valves can be accommodated without too much restriction on filling from masking by the chamber walls. Squish turbulence necessary for good combustion can be controlled and adjusted by varying the relative degree of squish area on either side of the transverse section and a reasonably central plug position relative to the bore and having a short flame front can be achieved ; also it can easily be provided with good water passages around it. Like all American engines there are no separate replaceable valve guides, the stems operating directly in bores machined in the cast-iron head. With a relatively short support length and the side thrust resulting from the use of fingers as in the Pontiac) or rockers in a push-rod layout, one is always surprised how the wear problem is overcome. One reason is undoubtedly the use of a two-piece valve in which stems and heads of different specifications are welded together before machining. Thus a steel for the head end can be chosen to give good resistance to burning in the case of an exhaust valve and the stem to provide superior wear and anti-scuffing properties.

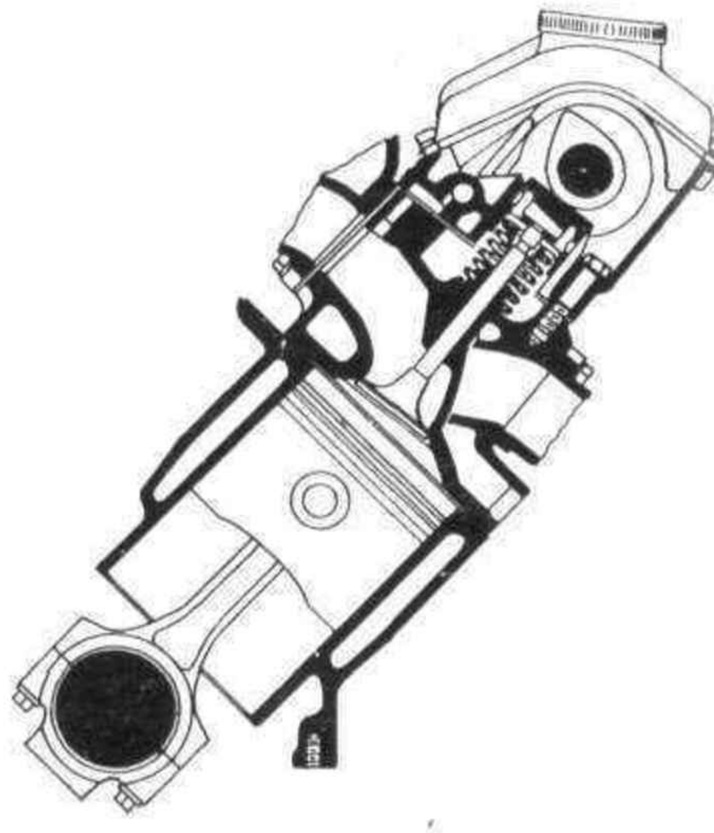
Interposed between the camshaft and valve stem is a finger which could be either cast and chilled on the cam-rubbing face and steel operating pad or a steel forging with welded-on hard-facing metal such as Stellite on these two contact areas. The camshaft is offset by some .75 in. and provides a cam-to-valve lift ratio of 1.5 to 1. By providing a hydraulically load cylinder beneath a ball pivot on the outboard and underside end of the valve-operating finger as a reaction member, zero clearance is obtained automatically and the need for



Opel 2·8 Litre 'E'



Pontiac Tempest



Vauxhall Victor

adjustment eliminated ; in fact, this hydraulic cylinder works on the same principle as hydraulic tappets used almost universally on American engines. Light contact is obtained between the finger and valve stem when the engine valves are on their seats. At the commencement of lift a ball check valve in the hydraulic cylinder is shut and the reaction from the load imposed by the valve springs is taken on a column of engine oil.

Pontiac must be very confident of the reliability of this valve gear as it would be relatively costly for routine inspection. A die-cast aluminium top cover looking like an orthodox valve cover contains the camshaft in seven complete circular bearings—threaded in from the front with the camshaft running directly in the base material as on the Vauxhall Victor. Furthermore, it contains the water outlet riser pipes and thermostat of the coolant system.

When Opel introduced their new four- and six-cylinder in-line engine in 1966 with the camshaft mounted to one side of the head using orthodox tappet and rocker geometry, it was difficult to see what the advantages were over the orthodox push-rod layout. The latter components were certainly eliminated, but at the expense of a much larger chain layout requiring sophisticated dampers and tensioners compared with the short centre side camshaft location.

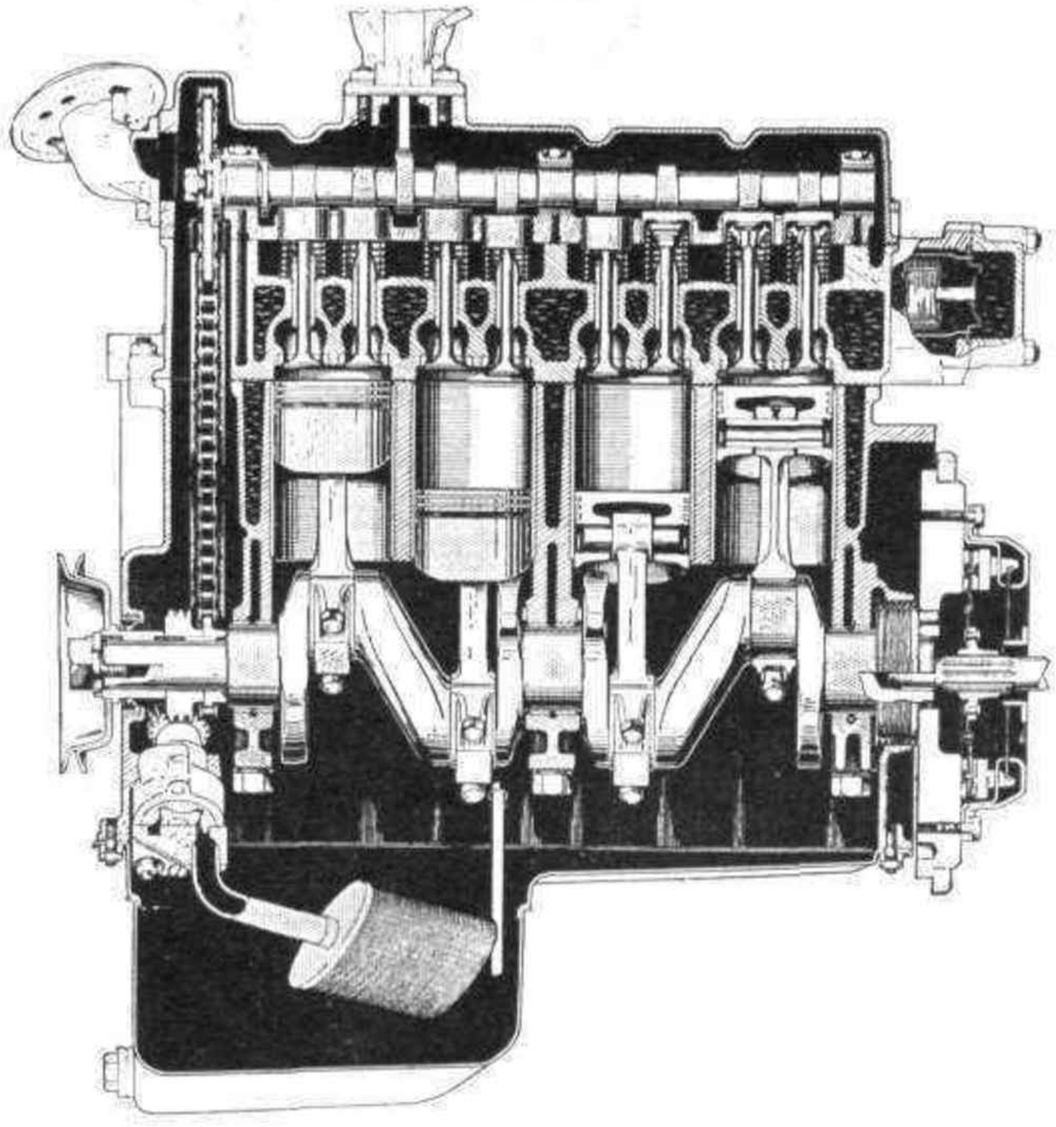
The latest 2.8-litre version introduced in March this year included the use of a hydraulic tappet of the American type (and probably imported from one of the G.M. American companies) which eliminates the need for adjustment and are satisfactory for engine speeds up to 6,000 r.p.m.

The wedge-type combustion chamber of the Opel is very similar to that of the Pontiac, except that valve inclination is 20 degrees to cylinder axis with inlet and exhaust on the same side. Having a bore and stroke of 92 x 69.8 r.p.m. for the six-cylinder unit the necessary valve sizes and adequate water passages can be accommodated with this layout ; furthermore, it permits the provision of convenient carburetter hot spots (necessary for part-throttle acceleration and essential as part of the techniques to reduce exhaust emissions) with the exhaust manifold.

There is a main bearing between each cylinder on each of the engines, the cylinder blocks and heads being made of cast-iron. Valves run directly in the head, as with the Opel, but the supported stem length is much greater. Somewhat surprisingly white-metal shell bearings support the camshaft, which is housed in a tunnel high up in the head on the side remote from the ports : yet the tappets, both of the old adjustable and the new hydraulic type, operate in holes bored direct in the casting. There would appear to be room for economy here for so many firms now dispense with thin-wall bearings whether using cast-iron or aluminium ; and, of course, Volkswagen and Porsche have run their camshaft bearings direct in their magnesium alloy crankcases for years. After all, should a rare seizure occur bearing shells could be introduced as a salvage scheme.

A similar valve rocker geometry is used on the old and new engines. The rockers are deep-section steel pressing pivoting on a sintered iron spherical seating surrounding a near centrally disposed stud between the tappet and valve. A self-locking type of nut was the means of adjustment on the early mechanical tappet and is retained—presumably for initial setting—on the hydraulic design. The distributor and oil pump in tandem with it are driven from spiral gears on the crankshaft nose and thus there is only a single-stage double-roller chain drive direct from the crank to camshaft. Tensioning is by means of a spring-loaded Weller spring steel blade, having a plastic covering to reduce wear and noise, on the slack side of the blade. On long-chain centres damping is also necessary on the tight side ; it is achieved by arranging a nitrile face fixed position blade to have approximately .100/.125 inches of constant contact with the chain on the outside of its run.

When the Hillman Imp was first conceived under the guidance of B. B. Winter, then Technical Director of Rootes, it was towards the end of the post-war economic squeeze in the U.K. and Europe. The idea was a really cheap car for four adults, economical to run and requiring minimum servicing. It had a horizontally opposed twin-cylinder air-cooled engine and non-synchromesh four-speed gearbox which was designed by and planned to be manufactured by Villiers of Wolverhampton. As development proceeded Peter Ware took over after Winters's retirement and this coincided with increasing demand for more sophistication in the minimal vehicle. It also so happened that there was a young development engineer on the Imp project by the name of Mike Parkes, whose weekends were spent helping David Fry with his competition cars, one of which was powered by an 1,100 c.c. Coventry Climax single o.h.c. four-cylinder engine. Parkes proposed to the management that this was the type of engine needed and



Hillman Imp Engine

there was a smaller 741 c.c. version of this unit which had been successful at Le Mans. With its all-aluminium construction and installed weight of only 160 lb. for an output of 65 b.h.p. it could be mounted in-line at the rear without affecting weight distribution and would obviously have considerably enhanced performance. An engine was obtained from Coventry Climax, a new synchromesh gearbox designed and this is how the new Imp started life. It is therefore not surprising that the Imp power unit is still remarkably similar to the famous Coventry Climax "fire pump engine which wins motor races".

When first introduced the Imp engine had a capacity of 875 c.c. and a bore and stroke of 68 x 60.4 mm. For the Rally Imp the bore is increased to 72.5 mm (998 c.c.) and in this form when fitted with twin 1.50 in. diameter Stromberg C.D. carburetters produces an installed power of 60 b.h.p. at 6,200 r.p.m. To achieve 10 b.h.p./litre/1,000 r.p.m. when fitted with car exhausts, air cleaners and driving all auxiliaries is a very creditable standard; a figure barely achieved by the Fiat 124 Sport Spider, for example.

Complete engine weight of the 998 c.c. version is 190 lb., equal to around 3 lb. per horse-power—achieved by only a handful of high-production engines. Much of the weight-saving comes from the use of die-cast aluminium alloys for the block, head, tappet block and valve cover. Designed as a high-pressure die-casting but still produced on gravity dies with all-metal cores, the interior of the crankcase is very smooth without any webbing, the necessary rigidity being obtained by external webs and "U" section external channels at each main bearing panel; this also permits the use of near-constant metal thickness throughout—most important when die-casting. Also for one-piece core withdrawal the block has an open top deck ; centrifugal cast-iron liners are mechanically bonded in during the casting process. The aluminium overlaps the liners top and bottom to ensure rigid location and also eases final machining of the top joint face. In its fully-machined state this three main-bearing component weighs a mere 22 lb.

Head design is almost pure Coventry Climax practice ; the valves are angled at 20 degrees to the cylinder axis in a fully-machined wedge-type combustion without overlapping the cylinder bores. Efficiency of the combustion can be judged from the fact that both versions of the engine operate satisfactorily on premium fuel with a compression ratio of 10.0 to 1. Individual ports on the same side are used for exhaust and inlet, the latter having long constant diameter tracts for good ram filling before they join up with similar length tracts in the straight-rake intake manifold.

(To be continued)

1,000 KILOMETRES OF MONZA

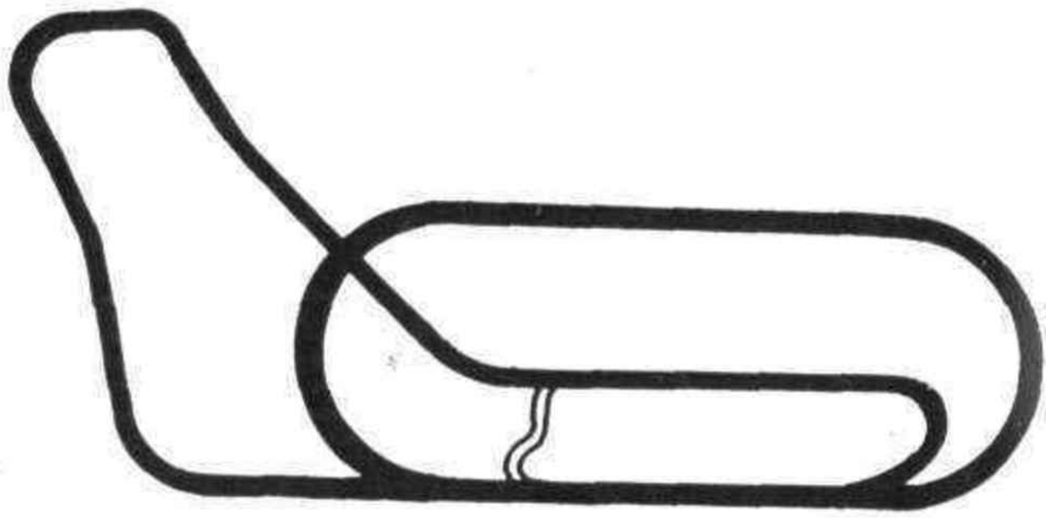
SOME REAL MOTOR RACING

MONZA, ITALY, *April 25th.*

HELD on the National holiday to celebrate the 1945 liberation of Italy, the 1,000-kilometre race for sports cars and sports-prototypes was run over 100 laps of the combined road and track course at Monza, with *chicanes* before each banking to reduce the maximum speeds on the concrete oval; even so, the fast cars were coming off the banking at around 150 m.p.h. and reaching 170 m.p.h. by the time they passed the grandstands on the outer of the two lanes on the wide pits/grandstand straight. A total of 80 entries was received and of these only 52 were to be allowed to start, the qualification being done by allowing a fixed number in each group or class, rather than the fastest 52 out of the whole entry, so that classes with a big entry saw some competition during practice. A number of cars did not turn up and others damaged themselves in practice, so that there were not too many problems over the selection. Lacking good B.R.M. V12 engines the two Gulf-Mirage cars of the J.W. Automotive team were withdrawn, leaving the 3-litre prototype category a straight fight between Porsche and Ferrari, with Alpine-Renault and Matra trying to keep up. The Autodelta Alfa Romeo team did not enter so there was only the 2½-litre car, from last year, of the Belgian V.D.S. team in the over-2-litre category, and they also had their 2-litre Tipo 33 in the smaller class, along with an Italian-owned Tipo 33. The Porsche factory had disposed of their 907 works cars, the 2.2-litre eight-cylinders, to various private teams, three of them running in the big class, and two had been reduced to 2-litres, and Italian private owners were running them against the Alfa Romeos and two Ferrari Dino V6 cars. The 5-litre capacity Group 4 Sports class contained a mixture of Lola T70-Chevrolet V8 coupés and Ford GT40s, and the 2-litre class was dominated by Porsche 910 and 906 cars in private hands, with two hopeful Alfa Romeo 33 models running to Group 4 homologation. Open Fiat Abarths filled the 1,000-c.c. sports category and in the GT class Porsche 911 models dominated. GT cars down to 1,000-1,300 c.c. were permitted and these were all Italian-driven Lancia Fulvia Zagato coupés, which were really too slow to be mixed in with 3-litre prototype cars like Ferraris and Porsches.

The drivers came from everywhere for this truly International motor race, from Italy, Switzerland, France, Spain, Belgium, Holland, Germany, Sweden, Great Britain, Austria, America, Australia and New Zealand, and the advertising support for private owners had been drawn from everything from the bananas of Chiquita United Fruits to the diggers of J.C.B. Excavators. There were two long practice sessions in the afternoons of Wednesday and Thursday, during which some people found they were too slow, others damaged their machinery, and Ferraris found that the prototypes were throwing rear-tyre treads on the bankings. The two Ferrari 312P cars were driven by Amon/Andretti and Rodriguez/Schetty and between them at the end of practice was the Porsche 908 of Siffert/Redman. There were four works Porsches, all 3-litre eight-cylinder long-tailed coupés, with suspension controlled flaps sticking out of the rear, and the other pairs of drivers were Mitter/Schutz, Elford/Attwood, and Herrmann/Ahrens. The team also had a spare car for training and Stommelen as spare driver, and after practice he was nominated for an ex-works 907 with owner Siegfried Lang, the other ex-works 907s being driven by Soler-Roig/Baturone, Koch/Dechent, while the two 2-litre versions were driven by Nicodemi/Facetti, and Manfredini/V. Brambilla.

The 52 nominated starters were lined up in pairs the length of the starting straight, with Siffert and Andretti in the first two cars, then Herrmann and Rodriguez. Then Elford and, alongside, Servoz-Gavin with the open Matra V12 as tested at Le Mans recently, his co-driver being Guichet. The fourth pair were Bonnier in his own yellow Lola-Chevrolet V8 and Schutz, followed by Gardner and Widdows in Lola coupés, the former in Sid Taylor's car, the latter in Norinder's car. Two of the Alpine-Renault V8 coupés followed, Depailler with a 1968 model and de Cortanze with the latest car with radiators across the extremity of the tail, ventilated disc brakes and the latest alloy wheels. The third Alpine-Renault V8 was a non-starter due to an engine failure in the second practice, although it had qualified. Behind the two French cars should have been Soler-Roig, but his 907 had injector-pump trouble as it came out of the paddock and was a non-starter, so Piper in his green Lola-Chevrolet V8 was alone. Then came Craft in the orange Lola of Tech-Speed, this being a last-minute substitute entry, and Pilette with the V.D.S. Alfa Romeo 33 with 2½-litre engine. The German driver Kelleners in a GT40 was next on his own due to the third Alpine-Renault V8 being withdrawn, and then two ex-works Porsche 907 coupés with Koch and Stommelen. The rest of the 52 followed, with the exception of a French-owned GT40 which had wrecked its engine in practice, the final pair being an Alfa Romeo Duetto and a Fiat 124 Spider, which were really too slow to be racing at the same time as the first two dozen cars. With three non-starters, the line-up was reduced to 49, the gaps not being filled by non-qualifiers, the list of which included a number of British Club drivers who were either too slow or ill-prepared for such a fast and furious long-distance race, though they were not alone for some of the Europeans had even less hope of qualifying.



MONZA.—Combined road and track.

It was 11.15 a.m. before all was ready and the long line of multi-coloured cars was a fine sight as they moved up from the dummy-grid, the shrill scream of the 12-cylinder engines in the Ferraris and the Matra contrasting strongly with the harsh bark of the flat-eight Porsches, the deep bellowing of the Chevrolet V8 engines in the Lolas and the smooth rasping of the Alpine-Renault V8 engines. Motor racing would be a dull affair with sight only and no sounds, and as the flag fell the two Ferraris screamed away into the lead, followed by a veritable sea of Porsches. Using the double-loop 10-kilometre circuit, the cars pass the pits and grandstands twice per lap, the first time on the pits side, accelerating hard from the *Curva Parabolica* and then braking heavily for the *chicane* before the first banking. On their second appearance they come into view on full song as they finish the South Banking and scream down the straight on the Grandstand side, reaching 170 to 180 m.p.h. before disappearing into the forest around the *Curva Grande*. By the end of the first lap Siffert had got his Porsche 908 between the two Ferraris, followed by Elford, Schutz, Servoz-Gavin and Herrmann, after which there was already a very long gap before de Cortanze arrived leading the rest of the runners. It was clear that among the Porsche drivers only Siffert was going to prove any opposition to the two Ferraris, but at least Porsche had three strong cars to back up the Swiss driver and give moral support, even if they could not give practical support. There now started one of the best sessions of real motor racing that I have seen for some time, between Siffert and the two Ferrari drivers, Andretti and Rodriguez. These three pulled a few seconds clear of the other factory cars and drove superbly, cutting and thrusting, slip-streaming and dodging, and when they started to lap the slower cars the traffic-driving was almost too much to watch, their skill and judgement illustrating exactly what it is that makes good racing drivers. As they came off the banking nose-to-tail, with Siffert leading from Andretti and Rodriguez, two slow cars were running side-by-side about half-a-mile ahead of them. They were a Lancia Fulvia Sport and a Fiat 124 Spider, and the three leading cars were catching up with a speed differential of at least 80 m.p.h. Without a moment's hesitation Siffert led the two Ferraris between the two slow cars, the trio carving through like an arrow. Fortunately the slow drivers were not looking in their mirrors and kept station side-by-side, but the precision and judgement of the driving of Siffert, Andretti and Rodriguez was a lesson for all. This manoeuvre was typical of the battle that raged between the Porsche and the two Ferraris, and the lead was changing continuously, Siffert taking the lead on one

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occasion by outbraking the two Ferraris going into the north *chicane* passing them on the inside. The way the Porsche shuddered and shook with the wheels not quite locking showed that the Swiss driver was really standing on the brakes. The three were so evenly matched that none of them could hesitate for a second, and if the leader dived into a closing gap when lapping slower cars, the others just had to follow, even though it caused the slow drivers to move smartly out of the way. On one lap Craft and Gardner were nose-to-tail braking for the *chicane* after the pits, when Rodriguez led the way past them under braking, closely followed by Siffert, and in all truth there was not room for a third car, but Andretti did not intend to be left behind and nipped in just as the two Lolas were about to swing into the corner; to see drivers of the forcefulness of Craft and Gardner literally step sideways in surprise gave some indication of the furious pace of the leading trio.

The battle was so exciting to watch that the rest of the field almost became forgotten, apart from the fact that most of them were unwittingly providing *mobile-chicanes*. Schutz led Elford in sister cars to Siffert's, holding fourth and fifth places, these two appearing to hover like hawks behind the unmerciful battle ahead of them, and already some way back Servoz-Gavin was just leading Herrmann in the last of the works Porsches. The Ford GT40 of the German IGFA Racing Team, driven by Kelleners/Jöst was not only leading the rest of the runners, but also the Group 4 category, though it was half a lap down on the leader, and it was closely followed by the Belgian 2½-litre Alfa Romeo and the two Alpine-Renaults, the two 907 Porsches, and the Lolas of Piper and Craft. The usual tales of woe were going on in the pits, all of it making good material for dull race reports or keeping drivers' names in the public eye, but none of it being any good for winning races. Three of the Lolas had been in, Bonnier's in a cloud of smoke only half a lap after the start, Gardner's to have the tail looked at after someone had run into him on the opening lap, and Widdows to have the nose-piece patched up after being involved with an Alpine and Gardner.

After 100 kilometres the leading battle still raged and the 50,000 strong crowd seemed uncertain when to cheer and when to groan, for it was still anybody's race, and when Schutz went by slowly with his Porsche stuck in a low gear the crowd cheered lustily, more from tenseness than anything else. The sick Porsche got back to the pits and was worked on and Mitter set off in it, and by this time the leaders were about to lap Piper, the green Lola so nearly being clouted as they force their way by. By 140 kilometres the leading trio had lapped all the slower cars right up to the leaders of the second part of the entry, who were still the Alpine-Renault V8 of Depailler and the Ford GT40 of Kelleners, but in the next half lap Andretti went into the pits with a ruined tyre, the tread having flown off. Two new wheels and tyres were fitted at the rear and he rejoined the race in sixth place, still on the same lap as the leader, who was now Rodriguez, with Siffert still right behind the Ferrari. Elford, Servoz-Gavin and Herrmann were now a bit spread out, but then the Matra slowed with fuel starvation and it stopped at the pits.

The homeric battle for the lead was now over and Siffert settled for keeping right behind Rodriguez and awaiting the outcome, for refuelling stops were in view. The race average was over 211 k.p.h. (about 131 m.p.h.) and was still climbing, but the leading group of works cars were now spread out in the order behind Rodriguez and Siffert of Elford, Herrmann and Andretti, with the Matra out of the running. At 200 kilometres, or 20 laps, the race average had risen to over 212 k.p.h. and the Matra was just ahead of Piper and Kelleners, who were battling for the lead of the Group 4 category, Depailler stopping for fuel and to hand over to Jabouille. On the half lap after quarter-distance (25 laps) Siffert made his first routine pit stop for fuel and handed over to Redman, and Elford stopped to hand over to Attwood. Just one lap later Rodriguez stopped for fuel and Schetty set off in the Ferrari, and Andretti had passed Herrmann. The Ferrari pit stop was quick so that the car did not lose the lead, and Schetty began lapping faster than Redman, so a gap opened out between the Ferrari and the Porsche. The race had been running for 1¼ hours so there were pit stops all round and co-drivers took over, and for the first time it was possible to relax a little and take stock of what was happening elsewhere. Andretti's car had been refuelled during his unscheduled pit stop for tyres so he was still gaining ground as other cars made their routine stops, and shortly before the 300-kilometre mark he passed Attwood, who had taken over from Elford, and on paper the race situation was back to square one, with the Siffert/Redman Porsche between the two Ferraris, though in fact it was nothing like square one in fact, for the three cars were well spread out and Schetty was drawing away from Redman while Andretti was closing on the British driver.

Among the second drivers who took over at routine pit stops were Hawkins (Piper Lola), Liddell (Craft Lola), Guichet (Servoz-Gavin Matra), Jöst (Kelleners Ford GT40), Jabouille (Depailler Alpine-Renault V8), de Adamich (Gardner Lola), Lang (Stommelen Porsche), Slotemaker (Pilette Alfa Romeo), Vestey (Sadler Ford GT40), "Nicor" (Dini Alfa Romeo 33), Facetti (Nicodemi Porsche 907) and Alberti (Pinto Alfa Romeo 33). The Matra was now running very erratically with fuel-feed trouble and the overheating eventually caused a cylinder-head gasket to break, which put the car out, while the Schutz/Mitter Porsche 908 was still in trouble with its gearbox and the hit-and-miss selection of gears and subsequent over-revving finally caused the engine to break. The green Lola driven by Hawkins had a front-wheel bearing seize up which caused him hectic moments going through the Lesmo corners until the seized race turned in the cast alloy housing, and Hawkins limped back to the pits to retire. The Craft/Liddell Lola was rumbling in its transmission and was withdrawn before it broke, and the Widdows/Norinder Lola had also withdrawn before noises aft of the engine became expensive.

At 360 kilometres the race order was Schetty/Rodriguez (Ferrari), Siffert/Redman (Porsche), Andretti (Ferrari), Elford/Attwood (Porsche) and Herrmann/Ahrens (Porsche), with the Matra running badly, but still ahead of the rest of the field that was being led in turn, depending on pit stops, by the German GT40 and the lone works Alpine-Renault, while the Sid Taylor Lola was now up on the same lap and the Belgian 2½-litre Alfa Romeo was struggling to stay with them but was plagued by an ignition distributor that kept slipping and retarding itself. Halfway through lap 37 Schetty brought the leading Ferrari into the pits with a tyre deflated and had it changed, but then the engine would not start and after Engineer Parkes and mechanics had push-started it and the driver switched off and restarted on the starter motor, as per the rules, the car rejoined the race, but this had lost it the lead and nearly a whole lap. However, Andretti had closed right up on Redman by now, and though the Porsche led for a lap, the Ferrari took the lead next time round, but it was a false situation for Andretti was due to stop and hand over to Amon, which he did on lap 39, so that Redman was now firmly back in the lead, followed by Attwood, with the two Ferraris now well back, and Ahrens a lap behind the leading Porsche but in fifth place overall. Amon did the half lap from the pits to the timing line to complete the Ferrari's 39th lap and halfway round the road circuit on the 40th lap there was a big bang and the 12-cylinder engine broke in a spectacular fashion and the New Zealander returned to the pits on foot. As this was happening the Attwood/Elford Porsche had a long pit stop to have a cooling-fan driving belt replaced after the original one had broken, and all this left only the Redman/Siffert Porsche and the Rodriguez/Schetty Ferrari on the same lap, but nearly a whole lap apart. The fantastic pace of the opening phase of the race was now all over and some serious endurance racing was beginning, with Porsche holding the upper hand even though their ranks were badly diminished.

At 500 kilometres, or half-distance, the leading Porsche had a routine stop for fuel and tyres and was off again long before the Ferrari came into view, though the gap was now reduced from around



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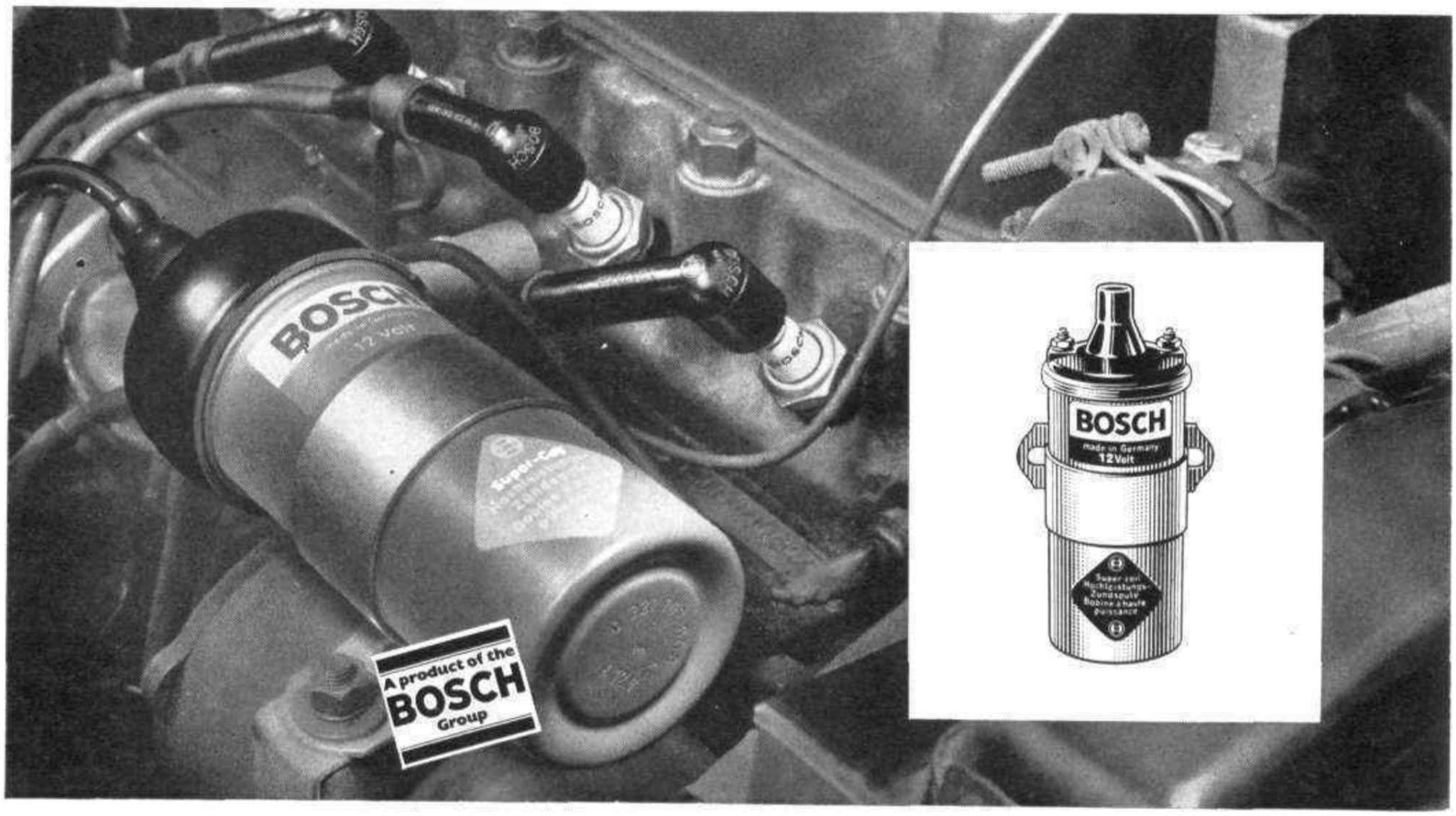
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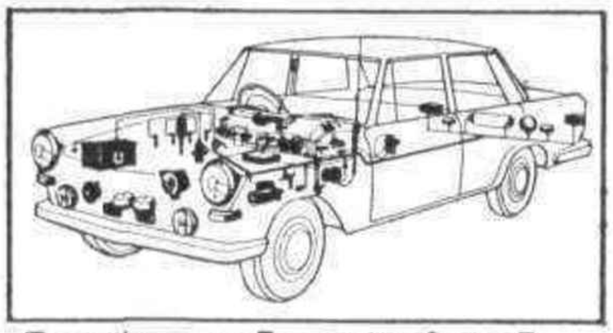
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2½ minutes, or nearly a lap, to just under one minute, but nevertheless a fairly safe and comfortable lead. Schetty was gaining slowly but surely on Redman, but not dangerously, and this came to a stop when another tyre failed and the Ferrari was forced to the pits. Once again the engine was reluctant to restart and when Rodriguez got going he was still in second place but a lap down on the leading Porsche, with the Ahrens Porsche not far behind. Driving hard, and perhaps a bit too hard, to try and catch up again Rodriguez had to spin the Ferrari to avoid a slower car and in doing so he struck the guard rails. This wrecked the right front corner of the bodywork and the left rear corner, and smashed the left rear wheel, so that he had to drive back to the pits on a flat tyre and the remains of the wheel, amid a great cloud of smoke. A new wheel was fitted and he was off in a rush, having no time to explain what had happened, and left his pit staff thinking another tyre had failed. The accident to the rear had not only split the fibre-glass tail but had also broken the fixing on that corner and after a lap the bodywork was beginning to flap ominously. This trouble had put the Ferrari back into third place, behind the Attwood/Elford Porsche, but the Italian car soon closed up on the German car. However, before it could get to grips the complete tail section broke up while the car was doing about 170 m.p.h., just past the grandstands, and the explosion of fibre-glass tore the whole tail off the car and put it into a monumental spin. In one long 180-degree spin it hit the left-hand guard-rail travelling backwards, which shattered the right rear wheel and crushed the suspension, and the car then spun again for another 100 yards and ended up on the grass on the right-hand side of the circuit. Rodriguez stepped out unhurt, but bewildered and shaken, not quite sure what had happened.

The race was now all over as far as the lead was concerned, for the Siffert/Redman Porsche was all on its own, with the Herrmann/Ahrens sister-car a lap behind, and the Attwood/Elford car further back in third place. Among the rest of the runners the issue was still open between Pilette/Slotemaker (Alfa Romeo 33), Koch/Dechent (Porsche 910) who had climbed steadily up the leader-board thanks to a regular and trouble-free run, Kelleners/Jöst (Ford GT40), Depailler/Jabouille (Alpine-Renault V8) and Gardner/de Adamich (Lola-Chevrolet V8), the German Ford team having eased up, thinking they were a lap ahead of the others. The works Porsche 1-2-3 domination was suddenly rudely interrupted around the 750-kilometre mark when Elford had a tyre fail as he rounded the full-throttle Vialone curve on the back leg of the road circuit and the Porsche spun and demolished itself along the guard-rails, Elford being shaken but unhurt. However, the private Porsche 907 of Koch/Dechent had now got the better of the rest of the runners and it took over third place overall, though seven laps, or 70 kilometres, behind the leader. A lap further back the Lola, the Alpine-Renault and the German Ford GT40 were all together still, though the Belgian Alfa Romeo had fallen back with recurring ignition trouble at 700 kilometres. For the next 100 kilometres the situation was pretty static, Siffert had taken over the leading Porsche, and Herrmann the second-place Porsche, and as far as the winner was concerned it was just a question of reeling off the kilometres to the finish.



PORSCHE TAILPIECE.—The long-tailed Porsche 908 cars have rudimentary fins behind the rear wheels and across the tail a full-width aerofoil with adjustable trim-tabs at each end. These are operated by links coupled to the rear suspension.

As the winning car started the 100th lap Depailler in the Alpine-Renault and Kelleners in the Ford GT40 were locked in combat for fourth place, and Gardner was catching up fast, heading not only for fourth place overall but a win in the Group 4 Sports class. As the three cars left the Lesmo corners there was some misjudgement on the part of Depailler and Gardner and the right-hand headlamp of the Lola smashed into the left rear corner of the Alpine, with the result that the French car swooped off the road, up a grass bank and turned over, crashing heavily. Kelleners was in front of it all and got the chequered flag for fourth place, while a rather bewildered Gardner finished fifth, the Alpine being classified even though it was wrecked and the driver was on his way to hospital with minor injuries.

It had been a memorable 1,000-kilometre race, Porsche showing conclusively that they have now got a grip on themselves after the shambles of 1968, but Ferrari showed that a year's absence from sports-car racing has done him no harm and the red cars fight as well as ever they did. After running one car on Firestone tyres in the B.O.A.C. 500, Porsche opted to run all the works cars on Firestone for this race, but the numerous tyre failures that they and Ferrari suffered made them wonder if the decision was right.—D. S. J.

Results :

MONZA 1,000 KILOMETRES—Group 6, Group 4 and Group 3—100 laps of road and track circuit—Very warm

1st : J. Siffert/B. Redman (Porsche 908—3-litre 8-cyl.)	Entrant : Porsche System Engineering	4 hr. 53 min. 41.2 sec.—206.342 k.p.h.
2nd : H. Herrmann/K. Ahrens (Porsche 908—3-litre 8-cyl.)	Entrant : Porsche System Engineering	4 hr. 56 min. 13.6 sec.—99 laps
3rd : G. Koch/H-D. Dechent (Porsche 910—2-litre 6-cyl.)	Entrant : German B.G. Racing Team	4 hr. 54 min. 55.0 sec.—92 laps
4th : H. Kelleners/R. Jöst (Ford GT40—4.7-litre V8-cyl.)	Entrant : IGFA German Racing Team	4 hr. 56 min. 17.6 sec.—92 laps
5th : F. Gardner/A. de Adamich (Lola T70-Chevrolet V8-cyl.)	Entrant : Sid Taylor Racing	4 hr. 56 min. 18.8 sec.—92 laps
* **6th** : P. Depailler/J. P. Jabouille (Alpine-Renault—3-litre V8-cyl.)	Entrant : Alpine Renault	4 hr. 53 min. 18.0 sec.—91 laps
7th : E. Pinto/G. Alberti (Alfa Romeo "33"—2-litre V8-cyl.)	Entrant : Scuderia Madunina	4 hr. 54 min. 30.6 sec.—88 laps
8th : T. Pilette/R. Slotemaker (Alfa Romeo "33"—2½-litre V8-cyl.)	Entrant : Racing Team V.D.S.	4 hr. 54 min. 30.8 sec.—87 laps
9th : J. Neuhaus/D. Froehlich (Porsche 911T—2-litre 6-cyl.)	Entrant : Chiquita United Fruits	4 hr. 54 min. 22.5 sec.—82 laps
10th : A. Zadra/G. Dalla Torre (Alfa Romeo "33"—2-litre V8-cyl.)	Entrant : Scuderia Trentina	4 hr. 56 min. 06.8 sec.—82 laps
11th : G. Larousse/D. Spoerry (Porsche 911T—2-litre 6-cyl.)	Entrant : Gerard Larousse	4 hr. 56 min. 26.8 sec.—82 laps
12th : O. Stuppacher/K. Rieder (Porsche 906—2-litre 6-cyl.)	Entrant : Otto Stuppacher	4 hr. 56 min. 16.4 sec.—79 laps
13th : H. D. Blatzheim/W. Zanders (Porsche 911T—2-litre 6-cyl.)	Entrant : Hans Dieter Blatzheim	4 hr. 54 min. 21.6 sec.—78 laps
14th : U. Locatelli/M. Zanetti (Fiat Abarth 1,000 c.c.—4-cyl.)	Entrant : Scuderia Jolly Club	4 hr. 57 min. 27.0 sec.—78 laps
15th : J. P. Hanrioud/D. Martin (Ford GT40—4.7-litre V8-cyl.)	Entrant : E.S.C.A.	4 hr. 57 min. 46.0 sec.—76 laps
* **16th** : V. Elford/R. Attwood (Porsche 908—3-litre 8-cyl.)	Entrant : Porsche System Engineering	3 hr. 54 min. 11.5 sec.—75 laps
17th : "White"/U. Grano (Fiat Abarth 1,000 c.c.—4-cyl.)	Entrant : Scuderia San Marco	4 hr. 56 min. 52.3 sec.—73 laps
18th : L. Cabella/G. Marini (Lancia Fulvia SZ—1,300 c.c. 4-cyl.)	Entrant : Jolly Club	4 hr. 54 min. 23.1 sec.—71 laps
19th : E. Tondelli/"Mici" (Fiat Abarth 1,000 c.c.—4-cyl.)	Entrant : Scuderia Nord Ovest	4 hr. 54 min. 22.6 sec.—70 laps
20th : "Manuel"/E. Foschetti (Lancia Fulvia SZ—1,300 c.c. 4-cyl.)	Entrant : Scuderia Bergamo Corse	4 hr. 56 min. 55.4 sec.—70 laps

Fastest lap : P. Rodriguez (Ferrari 312/P—3-litre V12-cyl.) on lap 23, in 2 min. 48.1 sec.—216.299 k.p.h.

* Not running at finish but time and distance covered at point of retirement allowed car to be classified.

Retirements : C. Amon/M. Andretti (Ferrari 312/P), engine; P. Rodriguez/P. Schetty (Ferrari 312/P), accident; J. Servoz-Gavin/J. Guichet (Matra 630/650), engine; G. Mitter/U. Schutz (Porsche 908), engine; V. Elford/R. Attwood (Porsche 908), accident; S. Lang/R. Stommelen (Porsche 907), oil leak; A. de Cortanze/J. Vinatier (Alpine-Renault V8), engine; P. Depailler/J. P. Jabouille (Alpine-Renault V8), accident; C. Manfredini/V. Brambilla (Porsche 907—2-litre); A. Nicodemi/C. Facetti (Porsche 907—2-litre), oil pressure; C. Bourgoigne/T. Gosselen (Alfa Romeo "33"), fuel feed; "Shangry-la"/"Hoga" (A.T.S. 1,000 c.c.); "Pal Joe"/A. Merzario (Fiat Abarth 1,000 c.c.); P. Sadler/P. Vesty (Ford GT40), engine; C. Craft/E. Liddell (Lola T70-Chevrolet V8), transmission; J. Bonnier/H. Muller (Lola T70-Chevrolet V8), engine; D. Piper/P. Hawkins (Lola T70-Chevrolet V8), wheel bearing; U. Norinder/R. Widdows (Lola T70-Chevrolet V8), transmission; E. Kraus/S. Greger (Porsche 910); A. Blank/P. Ettmuller (Porsche 910), engine; N. Killemberg/D. Basche (Chevron-B.M.W.); S. Dini/"Nicor" (Alfa Romeo "33"); E. Bitter/H. Leuze (Fiat-Abarth 2000); M. Nardari/M. Favaretto (Fiat-Abarth 1000); R. Kraus/"Bill" (Ferrari GTB/2); H. D. Weigel/P. Kaiser (Porsche 911T); H. Regusci/C. H. Perrenoud (Lotus Elan); E. Tinghi/L. Cecchini (Alfa Romeo Duetto); A. Roselli/G. Belli (Fiat 124 Spider); C. Poretti/F. Genta (Lancia Fulvia SZ).

Not Classified : "Matich"/P. Lado (Ferrari Dino V6).

Non-starters : A. Soler-Roig/E. Baturone (Porsche 907); J. C. Andruet/H. Grandsire (Alpine-Renault V8); M. Martin/H. Bayard (Ford GT40).

49 starters — 20 finishers.

BOOK REVIEWS

"Lost Causes of Motoring—Europe: Volume 1", by Lord Montagu of Beaulieu. 258 pp. 8½ in. × 5⅔ in. (*Cassell and Co. Ltd.*, 35, *Red Lion Square, London, W.C.*1. 50*s.*)

Lord Montagu's first "Lost Causes" book, which went into a second edition, was one of the most interesting and fascinating motoring books of all time. He has now embarked on the formidable task of compiling similar history relating to the more important defunct makes of European cars. Volume One has now appeared, covering representative German, Austrian, Dutch, Italian and Swiss cars. The chapter headings include the names of the cars dealt with but if I quote them without these readers who have yet to buy this book may have fun deciding to what the sub-titles refer, while being able to appreciate from studying them, just how comprehensive the coverage is. The chapters, then, deal with "The Eagle and the Typewriter"; "The Solid Saxons"; "The Great Independent"; "Too Many Speeds"; "The High Tory from Berlin"; "The Peculiar Pomeranian"; "Stalwarts of the Dual Monarchy"; "The Dustless Dutchman"; "Up the Airy Mountains to Oblivian"; "The Italian Aristocrat"; "Italian Traditional" and "Why Put the Camshaft Upstairs?"

I like particularly "The Peculiar Pomeranian", which sounds as if Lord Montagu has adopted the mantle of Sherlock Holmes in undertaking the detective work necessary to writing a book of this kind! There is an enormous amount of "meat" in it, especially as cars not imported into this country are dealt with as well as those which found their way to English buyers. It has been said that Britain is blessed with the best technical Press in the World and I think it can be said that we have some of the finest motoring historians to be found anywhere in the World. This is true of the author of this latest "Lost Causes", which may be of even greater interest abroad than in the country of its origin.

I confess I found it less absorbing than the first of its kind, presumably because it is easier to visualise, for instance, the "Jam Factory" at Maidenhead where odd cars were made than some factory in, say, Gaggenau or Zschopau, more fun to unravel the obscure history of cars remembered, seen and even encountered at today's V.S.C.C. events than to study the same aspects of makes like N.A.G. Maybach or Stoewer. However, I am sure the contents will grow on me with the passage of time, although naturally the stories of each make are not so intimate as was possible in the book on British lost causes.

It should be appreciated that this is not a book which stops at the end of the vintage era; the makes dealt with are described up to the time of their final demise. The opening chapter on rationalisation versus nationalisation is of much interest and compares favourably with the discourses on National motor industry ramifications as attempted in Nicholson's vintage-car book. There are extracts from contemporary road-tests, opinions about obscure makes and models by Continental collectors who own them, accounts of such cars in present-day environments, and so on, to carry the book along. I find that the problem of why Itala set up a factory in remote Surrey in 1905/6 is unsolved, so this book is not infallable, but I was interested to learn that the engine in the Spyker with which S. F. Edge made a "Double Twelve" record at Brooklands in 1922 was a Maybach, for the contemporary Press says it was a Mercedes. Having seen Borgwards being made since the war I am not sure I quite share Lord Montagu's enthusiasm for them, and I would have preferred more photographs in this book, whereas much use is made of sketches.

What errors there are can be laid mainly at the door of the printers and proof-readers, such as Ceirano being rendered as Geirano on one page, the capacity of Campbell's big Sunbeam being given as just over 18 c.c. instead of 18,322 c.c., and a gentleman who was presumably Humphrey Symons appearing as Humfry Symms. There is some confusion as to whether the London Motor Show was re-opened to German exhibitors in 1926 or 1927 (it was the latter year, although the Austrian Austro-Daimler was at Olympia in 1926), and it is unfortunate that Lord Montagu quoted Capt. A. G. Miller as an exponent of old chain-driven Mercedes chassis powered with aero engines at Brooklands, because Miller was the exception who used a *shaft-drive* Napier chassis when building his giant hybrid. I would have liked more information about the association of Beardmore and Austro-Daimler after the war and although the Sasha racing cars are mentioned, there is nothing about the handsome 3-litre Targa Florio car raced at Brooklands by Clive Dunfee, which I believe went later to Australia.

But make no mistake, this is a unique work, extremely worthwh and now one looks forward to Volume Two, which is to deal wi representative lost causes from France, Belgium and Spain, whi should be even more intriguing.—W. B.

"Bentley—Fifty Years of the Marque", by Johnnie Green. 295 p 9⅞ in. × 7⅔ in. (*Dalton Watson Ltd.*, 76, *Wardour Street, Lond W.*1. 105*s.*)

This is a companion book to "Those Elegant Rolls-Royce" by t same publishing house, a fine pictorial record of Bentley motor ca through the half-century of their existence, compiled by that gre expert Johnnie Green.

A beautifully-produced book on shiny art paper, a book whi smells good, it packs in nearly 600 photographs of Bentleys, from t first 3-litre of 1919 to the latest T-series cars. Many of these a hitherto unpublished pictures and they take in over 250 vinta Bentleys, more than 200 Derby models and over 100 of the Crew built cars. Bentleys in competition, including Eddie Hall's T.T. ca and even the "Crewe Cuts" are included, but mainly this is a present tion of the various forms of specially-built coachwork put on Bentl chassis. The lengthy picture captions give much intriguing inform tion about owners, history and bodywork on each car. True, there no bibliography of coachbuilders as found in the Rolls-Royce co panion volume and the author has not contrived to tie chassis numbe to the cars he depicts, there is an index of bodybuilders related to t cars pictured, and otherwise this is every bit as good and necessary record as the earlier one. Whether it is Bentleys racing at Brooklan and Le Mans or at Silverstone today, specials or fine original coac work, Bentleys on Show stands, in the works, in Kensington Garde at *Concours d'Elegance*, posing for publicity shots or from catalog pages, you seek, they are all in this unique book, which is up to date the extent of including Schellenberg's Marathon 8-litre.

There is an appreciation by Stanley Sedgwick, President of t Bentley D.C., and a colour frontispiece of W. O. Bentley, from painting by William Dring, R.A., R.W.S., commissioned by the Bentl D.C. *Fascinating!*—W. B.

"World Car Catalogue, 1969", edited by Sergio D'Angelo. 626 p 10$\frac{7}{10}$ in. × 8$\frac{7}{10}$ in. (*Iliffe Books Ltd.*, 42, *Russell Square, Lond W.C.*1. 70*s.*)

This is quite the most comprehensive, best produced and mo lavishly illustrated annual reference to modern cars available. T 1969 edition follows the format of previous editions reviewed in the columns. Apart from a detailed reference to the technical specific tions, dimensions and performance figures of the World's automobil this great directory covers such matters as prototype and special-bodi cars of last year, car manufacturers with an outline of their histo activities, and structure, and a section devoted to a more detail appreciation of certain selected cars, with test impressions, this yea choice for this treatment being the Alfa Romeo GT1300 Junior, t Alfa Romeo 1750 Berlina, the Autobianchi Primula 65C, the Au Union Audi 60L, the B.M.W. 1600, the Cadillac Fleetwood Eldorad the Citroën DS21 Pallas, the DAF 44, the Ferrari 365GT, the Fi 850 Sport coupé, the Fiat 124, the Fiat 125, the Fiat Dino, the Fo 12M, the Ford Escort GT, the Innocenti Mini Minor Mk. 2, t Innocenti IM3S, the Lamborghini Miura S, the Lancia Fulvia Rall coupé, the Lancia Flavia LX 1.8, the Maserati Berlina, the Masera Ghibli, the Mercedes-Benz 250, the NSU Ro80, the Opel Olympi the Opel 1900GT, the Peugeot 204, the Porsche 911S, the Renault the Simca 1100GL, the Simca 1501S, the Vauxhall Viva SL, t VW 1500, the VW 1600TL, the VW 411L and the Volvo 164.

This section is illustrated with line drawings but the main secti of the book contains photographic reproductions, many in full colou of the cars concerned and their outstanding mechanical or structur features. The reference pages are indexed under makes, nationaliti maximum speed and price, and there is a supplement which brings t contents up to date, including, for instance, the Ford Capri, et Every firm in the Motor Industry and all motoring writers will requi this catalogue. Incidentally, it contains no advertising.—W. B.

"Marathon—Around the World in a Cloud of Dust", by Ni Brittan. 158 pp. 8⅘ in. × 5⅝ in. (*Motor Racing Publicatio Ltd.*, 62, *Doughty Road, London, W.C.*1. 30*s.*)

When the London–Sydney Marathon competitors left the Cryst Palace at the start of their long journey, with an enormous and excit crowd milling round them, one of the cars carried an advertiseme for a book on the adventure, even naming the title and the publishe

This book, which Innes Ireland was writing, has been overtaken by Nick Brittan's account, although in the event Brittan drove his Ford into a DAF truck on an icy road near Tehran, whereas Ireland and his crew in the Mercedes-Benz finished 19th at Bombay, but afterwards retired. Some drive faster than they write, and *vice versa*.

Brittan's account is readable, each chapter being divided into route sections, prefaced with distances and scheduled times, and the book concluded with full results of the Marathon, which will be studied by the more intense historians.

Because the book is about the adventures of a husband and wife crew, Jenny Brittan being a co-driver so inexperienced that she took the B.S.M. high-performance course beforehand, it should be of general interest and there is sufficient about other drivers and cars to make it a useful account of the event as a whole, especially as after the accident the author could cover it as a reporter instead of a competitor. The end papers are maps of the 10,000-mile route and there are some quite good pictures. The business background to a contest of this magnitude and how the Brittans trained beforehand round off good coverage.—W. B.

When we picked up a copy of "Games to Play in the Car", by Michael Harwood (Rapp & Whiting Ltd., 76, New Oxford Street, London, W.C.1, 15s.), we feared that pornography was afoot again. But all is well—it is a little book of games which may keep kids amused while travelling by car, amusingly illustrated by Susan Perl.

* * *

James Leasor has written another thriller. This one is called "They Don't Make Them Like That Any More" (Heinemann, 25s.), and is about a dubious dealer in the rarer used cars, whose mind runs mainly on money and sex. He drives an S.S.100, so any real-life dealer who advertises such a car is forthwith in danger of having his leg pulled or of being associated with Leasor's sleazy hero. The fiction is interwoven with facts about the sordid tricks of the used-car trade and bits of pukka vintage-car history. Maurice Wiggin, reviewing it for *The Sunday Times*, wrote that it should sell as many copies as MOTOR SPORT and *Playboy* combined. Probably! It is an exciting tale involving a Mercedes-Benz 540K and a girl, whose morals are surprisingly never in question but Leasor has stooped to the crudest type of writing in the expectation of increasing his royalties.

CARS IN BOOKS

ON THE recommendation of a reader I have been enjoying "Flanders and Other Fields", by The Baroness de T'Serclaes, M.M. (Harrap, 1964). There are some unexpected references to motoring in it. For instance, the Baroness recalls buying a Chater-Lea motorcycle before the First World War, to serve as transport when she was living in a remote cottage in the New Forest. An illustration shows this to have been a big vee-twin, with a pointed-nose sidecar in a hoop chassis, with a generator on the running-board for the two acetylene lamps (the Reg. No. was AM 2373). So much did she enjoy motorcycling that the authoress joined the Gypsy Club and took part in trials. She writes of a 12-hour non-stop event to Malvern and back and of being the only competitor, apart from one solo, to get up the Leith Hill footpath to the water-tower. That was in 1912. There is also an account of riding an open-framed Scott in an Exeter–Weston-super-Mare–Exeter trial when, on the return journey between Honiton and Exeter, the throttle-cable broke and, relying on "my brakes and the exhaust valve lever", the Baroness went past all the other riders at 60 m.p.h., being forced to ignore the 25-m.p.h. time-schedule. (She means, of course, the de-compression lever, because a two-stroke Scott didn't have an exhaust valve.) Later the Chater-Lea was rigged up with "wooden extensions on the long, curving handlebars" so that it could be ridden, more comfortably, from the sidecar. "Very mystifying to passers-by."

A three-wheeler was next acquired, its make not revealed, which suffered the collapse of the back wheel in Fordingbridge, throwing the driver on her back. There is also mention of riding an 8-h.p. Scott in Devon to win a bet from her sister that she could not get to Exeter, 15 miles, in 15 minutes. "I set off over Haldon Hill, going both up and down the other side . . . and phoned through from a post-office in Exeter to announce my arrival—in 14 minutes flat." This suggests an excellent telephone service in those days, but she does say the Scott "had a top speed of about 80 m.p.h." When war broke out Baroness Serclaes was about to organise a trial in which many women riders were to compete, having already been up in an aeroplane with Gustav Hamel in the summer of 1914 when he arrived for a local flying display; ". . . being essentially an individualist, I never got mixed up in suffragist politics".

The main part of this interesting book is about the Baroness' work with the Red Cross on the Western Front, accompanied by another motorcycle trials rider, Mairi Chisholm. Many ambulances and ex-London 'buses on active service are mentioned. There are a heavy Napier ambulance, difficult for a woman to manoeuvre, Daimlers, Wolseleys, Mercedes, Pipes, Sunbeams and Fiats, and a trustworthy Mercedes tourer used for sitting cases, "its great speed being a help in times of danger", a Wolseley ambulance presented by the people of Sutton Coldfield which carried over 1,200 patients, and other wartime vehicles, such as a Talbot (or Mors) tender, and a R.N. tourer, perhaps a Talbot-Darracq, are illustrated. This book brings home the futility and tragedy of war more forcibly than many of the books about the First World War, even if some of the stories therein are difficult to credit, such as the Germans being persuaded to fire harmlessly at British V.I.P.s visiting the Front, after they had been persuaded to ride on a see-saw at the Baroness' quarters.

References to stately homes untouched by the war are intermingled with the horror of tending the wounded within sight of the firing line. Women drivers of Crossley tenders, at the W.R.A.F. depot at Hurst Park, are commended for getting off the mark promptly to all parts of the country in vehicles which "stood in the open all night, and in the morning had to be hand-cranked with a clumsy starting-handle". "A magnificent Daimler" was used to take the authoress to H. G. Tetley's house at Cranleigh where she acted as supervisor soon after the Armistice, but unfortunately the makes of other cars encountered at country houses at the time are not quoted, nor that of a sports car used for first-aid duties in Poplar during the 1926 General Strike. But soon after that the Baroness bought a "big old Vauxhall" which she used for private hire, driving it herself—could it have been a 23/60? Her son had many cars while in the R.A.F. and "always drove far too fast". He rigged up "a 21-h.p. Ford" as a "streamlined V 3-wheeler", which gave the Baroness her greatest kick, hurtling about sitting on the floorboards. This vehicle went to Devon and back without any trouble, from Ashtead. I suppose it would have been in the late 1920s and that a Model-T is implied, but can someone enlarge on this remarkable vehicle?

During the Second World War this versatile woman was in charge of W.A.A.F. welfare at radar sites and used to ride out to them on her Ariel Square Four sidecar outfit, which had replaced her car when petrol became scarce. A woman to admire!

Another reader, George Rutledge, O.ST.J., M.B., B.CH., B.A.O., M.R.C.P., D.C.H., of Fiji, sends the following extracts from "A Doctor Remembers", by Dr. E. A. Barton (Seeley, Service & Co., 1950), remarking that although the book was written only a little over 50 years ago it might well be the medieval period when compared to motoring today. The excerpt comes from the chapter called "A Night Adventure":—

"In the early days of motoring when cars were much more liable to break down than in the present day I was looked on as a kind of Jonah if I was included in a party travelling by car. Hardly ever did I go for a run in one of the then new machines but some crisis developed. Thus it was that though doctors in my neighbourhood thought it was rather up-to-date to visit their patients in a car, it was not for many years after the introduction of petrol as a motive agent that I gave up my little brougham for a car.

"On August the 8th, 1911, at 10 p.m. I was called to Eastbourne to see a patient at the Grand Hotel.

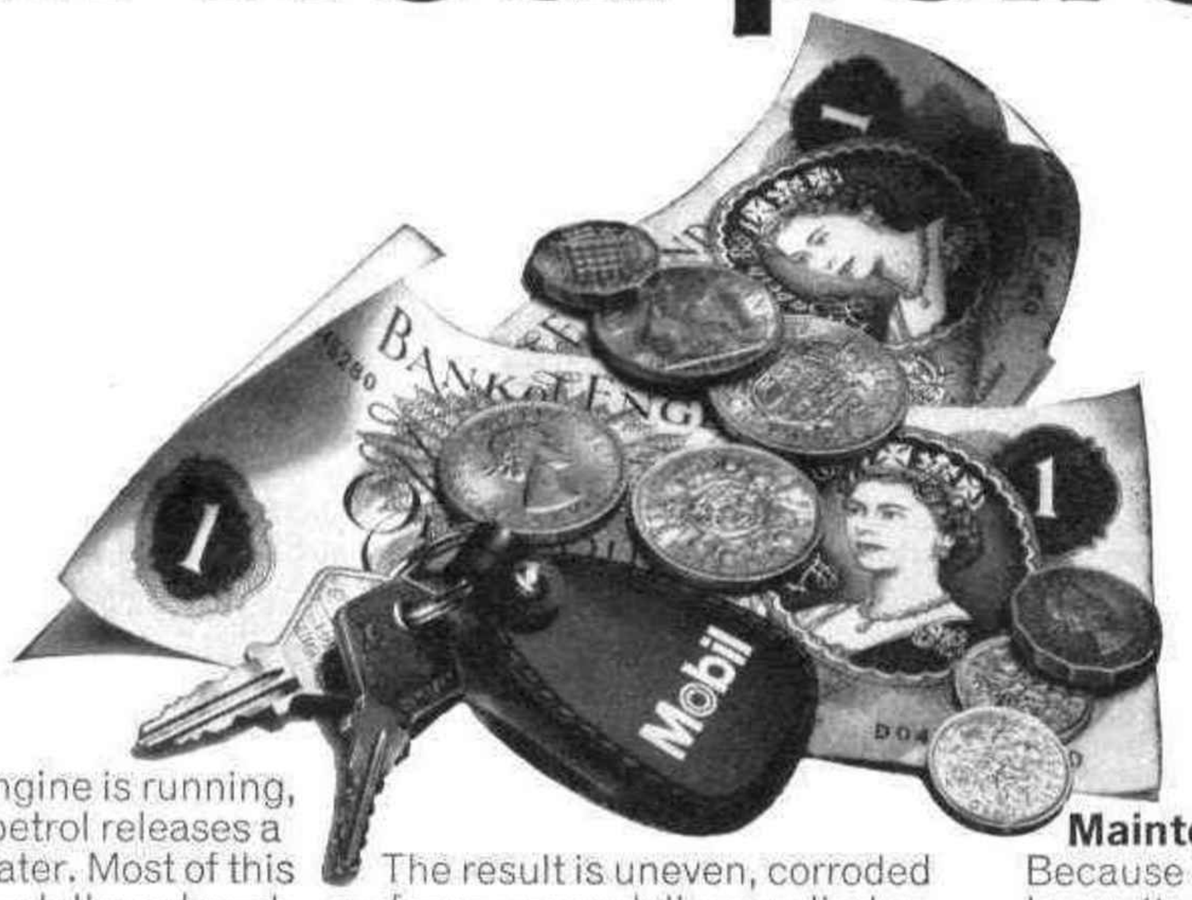
"I rang up the Daimler people in Knightsbridge, telling them to send me at once a car with a chauffeur who knew his way to Eastbourne, and after putting a cap into my big coat pocket to take the place of my top hat in case I got the chance of a nap in the car—for one cannot sleep in a top hat—I threw what I knew I would want into my bag and was ready. Only a few minutes later the car arrived, a large limousine driven by what I thought was a rather young chauffeur, who declared he knew the way.

"It was a hot sultry night and we were soon running south, and as we left the suburbs the mist became very thick. But the chauffeur seemed to me to be stimulated by the mist, and plunged through it at what seemed to me a most risky speed, for it was impossible to see twenty yards ahead of the car. It is a curious and well-known impression, experienced by many travelling by night, that the apparent speed is so much higher than that recorded by the speedometer. I tapped the window between me and the chauffeur and called out to him

Continued on page 632

Petrol acid is burning a hole in your pocket.

Now fight acid and save with New Mobil Anti Wear petrol.



While your engine is running, every gallon of petrol releases a gallon of acid water. Most of this is expelled through the exhaust.

Some of it is neutralised by the oil.

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Because acid nibbles away. Night and day. On the road and even in the garage.

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ROVER REFINEMENT

IT IS fashionable these days to assess motor cars used by motoring writers at mileages of 12,000 and 24,000—don't ask me why. The Editorial Rover 2000TC has been reported on at various times; not that there was much to report, because it had proved one of the most dependable cars I have ever experienced. The magic 24,000 miles came up in my home town on a Saturday morning, with the car dirt-streaked following one of its periodic fast journeys up from Wales. Again, there is very little to say. Any faults that have developed have been almost too trivial to mention, like the n/s oddments bin not always staying shut and the thermostat which should give the refinement of the choke-warning light coming on only if the engine is warm with mixture-enrichener in use, going on strike for a while. The universals on the de Dion drive-shafts have taken to clonking, the gear-lever is ridiculously stiff going into 1st, and the hand-brake tends to jump up a notch and bring in the brake-on warning light, to the alarm of nervously observant passengers. The clutch is sudden and heavy but has given no other anxiety.

Otherwise, I have no complaints. The oil consumption of the o.h.c. engine is quite remarkable. At 14,904 miles I did put in a pint of Castrol, more or less in self defence, but it normally uses none between 5,000-mile servicings at Seagrave Road, and as these are often spaced out at considerably greater intervals, the consumption can be called negligible. The Rover is hardly a friend of the lubricating oil barons! This may be a legacy of the engine seldom turning over faster than a leisurely 4,000 r.p.m., unless pressed in the lower gears; much as I prefer an o.h.c. power unit, I feel that only very occasionally is lightweight valve gear justified on a 2000TC!

Petrol thirst tended to fall to around 25 m.p.g. from the original 26-28 m.p.g., and even went as low as 20½ to 22 m.p.g. Since its last sojourn at Seagrave Road the old economy has been restored, with sometimes over 28 m.p.g., always better than 26 m.p.g., a frequent average being 27 m.p.g. It likes 101-octane fuel, but pinks so perceptibly on 99-octane that it should be possible to save 1d. a gallon instead of paying an extra 2d. since the Budget without harming the bowl-in-crown pistons. I hasten to add that this is a personal view, with which the Rover engineers may not concur.

Tyre life is fairly heavy. The original Pirelli Cinturatos were replaced with a new set at 14,700 miles, as there was not much tread left on them. After 9,300 miles the two back tyres are more than half worn, the o/s front half worn and the n/s front rather less so, checked with a P.C.L. tread measurer. I see, using my Dunlop gauge, that Rover inflate them considerably higher than the handbook recommendations, especially at the front—perhaps to compensate for steering which is heavy and suffers from oversteer?

The only time the 2000TC let me down was when a water plate leaked away the anti-freeze at Christmas. Otherwise it has been not only one of the most reliable cars I have had but one of the most dependable in always starting no matter how cold the overnight parking.

So far as I know the brakes have not yet had new pads but they remain efficient although feeling less progressive than they did originally, so that renewals will probably be needed at the 25,000-mile service. But they have never needed pedal-pumping and do not squeal.

There is no need to deal with the Rover's merits, because I have commented on these in the earlier references to PGJ 108E. I am reminded, however, that refinement has long been a Rover hallmark. Moreover, no make, surely, has more survivals of models made over a decade ago, in regular everyday use? The splendid range of P4 "aunties" from 60 to 105 (the Continental Correspondent has converted his Rover 90 into a useful pick-up truck) were dealt with in a special article in MOTOR SPORT for May 1967. More recently a reader has sent me some pre-war Rover literature, from which I am reminded that the Company issued data in those days which had a touch of R.-.R. dignity about it—the little book of internal body dimensions on 12 h.p., 14 h.p. and Speed-14 h.p. chassis, the performance figures, which in 1934 were in m.p.h. *and* k.p.h., and the sober catalogues proclaiming them "one of Britain's fine cars". . . .

The Speed-14 of 1935 had what would now be called a "fastback" body but Rover referred to it as a streamlined coupé. The £278 12-h.p. saloon, which developed 48 b.h.p. at 4,200 r.p.m., was capable of nearly 70 m.p.h. in 1935, when the *average* top speed of all British closed cars tested by *The Autocar* was only 68.7 m.p.h. In those days Rovers had three-bearing crankshafts for their four-cylinder engines, a controlled free-wheel, constant-mesh 3rd and top gears, enclosed spare wheel, sun-roof, and were rust-proofed. They were finished not in the curiously-named colours of today, but in blues, greys greens, maroons or even in black, with darker shades on the upper panels, lining on the bodies, and upholstery matching or quietly contrasting. A tool drawer under the facia, Stevenson jacking, automatic chassis lubrication, a neat instrument panel with access to the back of it soft hide upholstery, a petrol reserve tap, high-grade cabinet work and Avon silent-tread tyres are other Rover refinements recalled by these pre-war catalogues. Good cars!—W. B.

V.M.C.C. BANBURY RUN (June 22nd)

Readers who are interested in vintage motorcycles and three-wheelers are reminded that the V.M.C.C.'s most important fixture, the Banbury Run, takes place on June 22nd. This event is confined to pre-1931 machines, and there are four classes, each having different mileages to cover, so the best way of seeing the event is to go to the start, which is from the Castle Gardens Car Park, Banbury, Oxon, the first rider leaving at 10.30 a.m. It seems that the oldest competitor will ride an 1898 Werner and that an excellent entry has been received, ranging in size from 150 c.c. to 1.3-litre four-cylinder Hendersons.—W. B.

CARS IN BOOKS—continued from page 629

'Not so fast. If you kill me you kill two people', referring in my mind to my patient at Eastbourne.

"At last we drew up at some cross-roads where a ghostly signpost stood with outstretched arms. My chauffeur said he was a little doubtful of his correct direction and asked me to get down and when he had backed and pointed the headlights on to the arms, to tell him the readings on the boards. I was asleep but stepped down into the road, read the directions to him, and returned to the car.

"Somewhere near East Hoathly at another road junction the car stopped and, knowing what was wanted, without a word I stepped out of the car by the left-hand door. In getting out of the car I accidently knocked my top hat off the seat into the road. As I bent down to recover it I felt the open door brush my back as the chauffeur moved the car, as I supposed, to throw the headlights on to the signpost. Suddenly I heard him accelerate and with a whirr he had started in earnest. At once I realised that a mistake had been made and that he never expected me to get out, had never heard me do so, and was unaware that I was not in the car. I gave a great yell but of course he could not hear with the car between me and him and his engine on low gear, and in a few seconds I saw the last of his rear lamp fade round a bend in the road."

Here the author goes into great details about his predicament at 3 a.m. walking round the middle of Sussex in a frock coat, topper, etc. However he walked to East Hoathly, where he saw the "trail of but one car going south". He reaches Eastbourne, where he has been reported dead by the chauffeur. "The chauffeur turned up with my bag at last, and I asked him to tell me his side of the story. He seemed nervous, and appeared to resent the fact my being alive at all. His tale was as follows.

'The first thing that I knew that anything was wrong was when I was driving across the crossing at Polegate. Here the signalman from his box shouted something to me. I pulled up, when he said "Your door's open". I got down and, taking the headlamp, found the door open and the car empty. Then at once I saw what must have happened. You had gone to sleep, you had fallen against the door, and you had fallen out into the road, to be run over by the next car coming along.'

'You have a most prolific imagination. Why on earth did you not come back and search for me?'

'I did come back.'

'No my boy, you did not. There were marks of only one car through East Hoathly at five o'clock this morning.'

'Well, sir, to tell the truth I couldn't.'

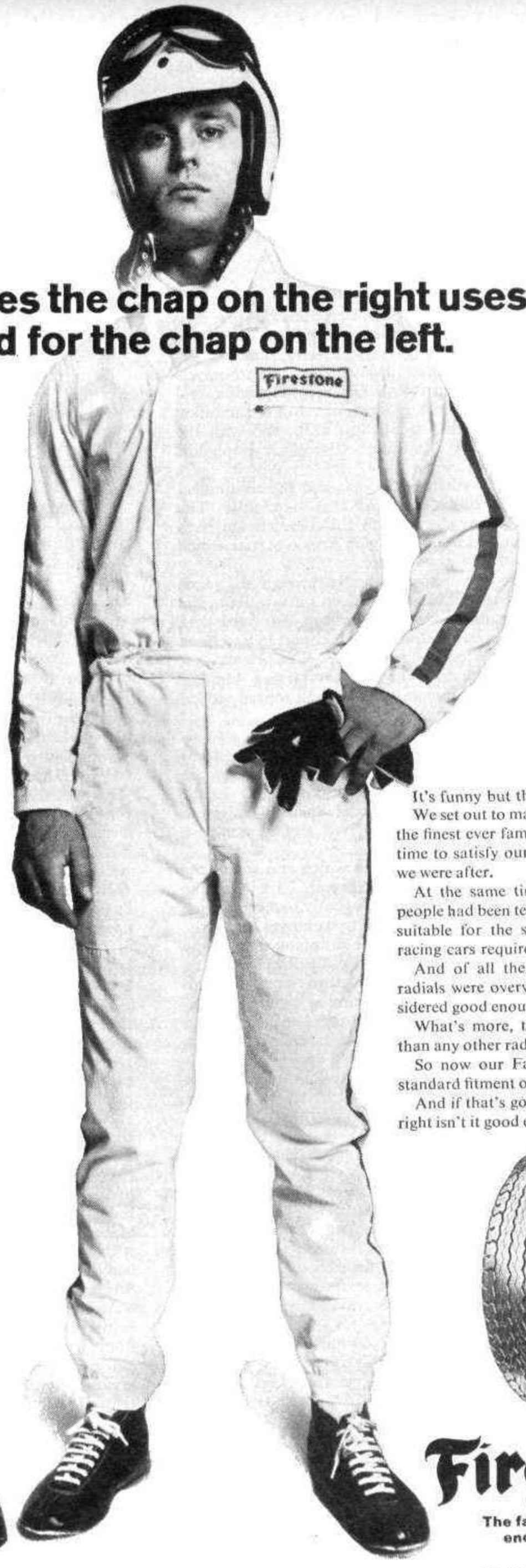
'Why?'

'Well it was like this. You said if I killed you I should kill two people. I thought that meant me too: and I was afraid of running over you in the dark. So I came straight in and told the police. Here is your bag. At what time would you like me to fetch you?'

'No my lad, not again. I return by train this time. You go home.' "—W. B.

The tyres the chap on the right uses were designed for the chap on the left.





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We set out to make our Firestone F 100 radials the finest ever family car tyres. It took us a long time to satisfy ourselves but at last we got what we were after.

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And of all the tyres they tested our F 100 radials were overwhelmingly the ones they considered good enough.

What's more, they don't cost a penny more than any other radials.

So now our Family car tyres are over 95% standard fitment on Formula Ford racing cars.

And if that's good enough for the chap on the right isn't it good enough for you?



Firestone

F 100 Radials.
The family car tyres good enough to go racing.

SPANISH GRAND PRIX

MADRID, *Sunday, May 4th*

SEASONED readers of MOTOR SPORT will remember that the circuit at Montjuich Park close to the centre of Barcelona was first used for racing as long ago as 1933. But as a result of the Civil War it was not until 1966 that the enthusiastic Real Automovil de Cataluna decided to revive motor racing at this testing 3.8-kilometre circuit. Formula Two races were held that year and in 1967, while in 1968 an additional 6-hour sports-car race was added to the programme. But the ambition of the club was very much to run the Spanish G.P., and with the unpopularity of the Jarama track at Madrid, the Barcelona people lost no time in staking their claim for 1969.

So the Spanish G.P. came North for this year and the circuit had been considerably updated to bring it up to G.P.D.A. standards. The road had been re-surfaced in many places, while the complete length of the track, both inside and out, had been lined with Armco barrier, which later was to prove well worth the expenditure.

The Spanish G.P. has been run spasmodically through the years, starting in 1913 at a road course in Madrid. Then for a while in the late 'twenties and early 'thirties the race was held at San Sebastian. The next Spanish G.P. was on the Pedrables road circuit in Barcelona in 1951, and the same venue was used again in 1954. The title was not revived until 1967 for a non-championship race at Jarama, but last year a points-counting race at that circuit opened the European section of the Championship.

Montjuich Park is situated on the side of a hill and is a well-known tourist attraction. From the top of the Park, which itself has come in for considerable revamping during the past year, one can see Barcelona stretched out below—a truly magnificent sight. In the confines of the Park itself one can find a model Spanish Village, a rather dilapidated Olympic Stadium, a huge new amusement park and so on.

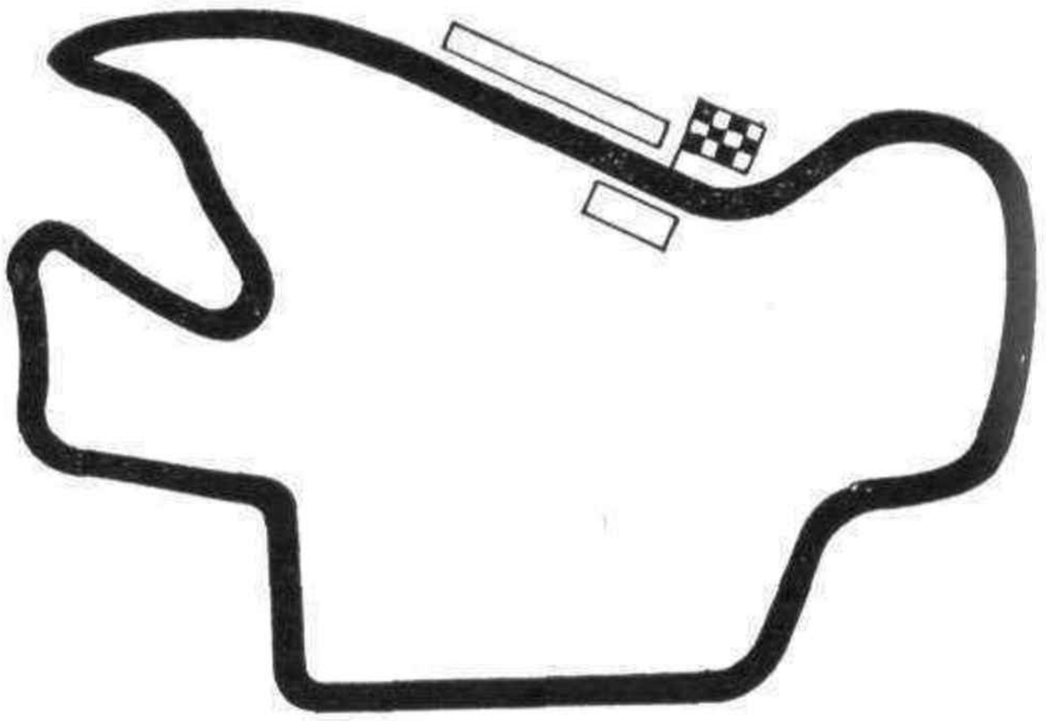
The race track is formed out of public roads which run round the park, rather like the carriage road of London's Regents Park—imagine a race there ! From the start line the road rises gently to a crest, then dives down quickly to a hairpin left. A couple of nasty curves brings the road sharply downhill to another hairpin. Again dropping steeply, the road falls to the level of the town through three difficult bends. The road then runs straight past a huge palace, and then starts to climb again through a fast sweeping left-hander. A similar right-hander is immediately followed by another longer left-hand swerve which goes on all the way to the top of the hill before a right kink takes the cars back on to the start and finish straight.

Although the pits are not permanent, they are quite the best which could be erected from scaffolding, and behind them, in the spacious paddock, a new building for the Press was partly constructed: it included such luxuries as a swimming pool. Drivers, entrants, the Trade and the Press were unanimous in their approval of this new addition to the ranks of World Championship circuits. The only bugbears seem to be that the Spanish customs officers still make it very difficult to bring a racing car into the country and the police are rather stupid in their marshalling of the pits.

The number of people who can afford to be involved in World Championship Formula One racing seems to have dwindled this year and only six works teams and three private entries fielded cars. Earlier in the year, it was expected that both Lotus and Matra would have produced their respective four-wheel-drive cars for this race, but this was not to be and most teams brought their 1968 models.

An exception to this rule was Ken Tyrrell's Matra International team, which had two 1969 MS80 models. Stewart was to drive the car in which he won the Brands Hatch Race of Champions, and there was a brand new but identical car for Beltoise. A last year's MS10, the car used by Stewart at Silverstone, was held in reserve. The MS80s had flatter fibreglass nose sections than before, but apart from that were unchanged because the French missile firm which builds the cars is working flat out on the 4-w-d car.

Gold Leaf-Team Lotus arrived with the two regular 49Bs for Hill and Rindt in much the same trim as before, although a third car which was used by Rindt in the Tasman Series was held in reserve. Much activity centred on extending the Lotuses' aerofoils and this continued throughout practice.



Montjuich Park Circuit—3.8 kilometres.

Ferrari had decided to put all their efforts into just one car for Amon. This was the latest 1969 machine which made its first appearance in South Africa and then went rather poorly at Silverstone. Since then Ferrari had put in considerable development time, both on the new outside-exhaust engine and the chassis. Amon had instructions that he could now run the V12 engine up to 11,500 r.p.m. and soon there were some worried faces in those camps using the Cosworth V8 engines. Ferrari remains alone in using rear aerofoils mounted on the chassis rather than the suspension.

The Owen Racing Organisation is having some teething troubles with the new 48-valve V12 engines, but after the end of the meeting everyone in the B.R.M. camp looked much happier. For the first time B.R.M. fielded two cars fitted with the new engines and for the first time the 48-valve engine started a race. The cars were last year's chassis, the later P138 for Surtees and the older P133 for Oliver. Oliver's car was fitted with a Hewland gearbox, although the Surtees car retained a B.R.M. box, as the Hewland, which Surtees prefers, cannot be fitted without modification to the back of the chassis.

Ron Tauranac and the Motor Racing Developments team had made some worthwhile detail modifications to their two 1968 Brabham BT26s, in preparation for the pounding they were expecting at this circuit and later in the month at Monaco. The Hewland FG gearbox had been replaced by the heftier DG and the combined water and oil radiator had been replaced by a full-width water radiator. The cooling of the oil was now looked after by a gearbox-mounted oil radiator with a fibreglass duct around it. The front suspension on Ickx's car had been brought to the same specification as that used by Brabham at Silverstone.

McLaren Racing, perhaps technically the most advanced of the British Formula One teams, did not have anything new to show apart from a nice new front wheel. They brought their three cars but only used the two seen at Silverstone. The original M7A was again in the hands of Hulme, while the 1969 interim car, based on the Formula A monocoque and first seen at Silverstone, was on hand for McLaren.

The three private entrants all appeared with their regular cars. There was a Lotus 49B for Siffert from Walker/Durlacher, a Brabham BT26 for Courage from Frank Williams and a B.R.M. P126 for Rodriguez from a disconsolate Tim Parnell, whose car still had a rather underpowered 24-valve B.R.M. engine.

Practice was restricted to three shorter-than-average sessions in the afternoons of Thursday, Friday and Saturday. All the times are shown in the table. The talking point of the first session was the speed of Amon's Ferrari. The lap record stood to Rindt at 1 min. 33.3 sec. recorded in a Formula Two Brabham last year, but Amon, who knew the circuit, was soon under that figure and set the pace with a lap in 1 min. 27.6 sec. Hill was also under the 1 min. 30.0 sec. mark, as was a far from happy Stewart. Ickx's practice only lasted half a lap, for a fuel pressure relief valve jammed. Rindt ran over a stray dog after about three laps and the incident damaged the suspension of the Lotus. Courage's car was a late starter and failed to arrive from England until Friday, while the B.R.M.s were plagued with gear selection problems which were eventually sorted out.

On Friday Amon again showed the speed of the Ferrari by making exactly the same time as on the previous day. Hill was on top form and equalled Amon's time, but team-mate Rindt was unhappy with his car's handling and had the shock-absorbers checked, although Armstrong found nothing amiss with them. Stewart was still complaining of poor response on pick-up from his Matra and was well under 1 min. 30 sec. Brabham had a moment, and clipped the Armco barrier, so his car was out of action for a while. Both the B.R.M.s seemed to be steadily improving.

But all the action came on Saturday when every single car improved on previous times. Amon was soon down in the low 1 min. 27 sec. mark, for the Ferrari had been fitted overnight with a new engine said to be 5 b.h.p. more powerful. Once Amon had come in, Rindt went out and was soon into the 1 min. 26 sec. bracket, while team-mate Hill was close behind. No sooner had the Lotuses come in than the Ferrari was out again and this time Amon was on ten-tenths to record 1 min. 26.2 sec. Well satisfied, the Ferrari team pushed the car back into the paddock. Lotus had not finished yet and whilst they were tacking extra bits on Hill's wing Rindt went out and lowered his time to a staggering 1 min. 25.7 sec. No one was going to better that!

Stewart was not having a happy session, for the pick-up problem was still there and he tried Beltoise's car, which seemed better in this respect. Meanwhile, Beltoise did a few laps in the MS10, but the Tyrrell team decided to stick to the original cars for the race and a slightly less powerful 8-series engine was fitted overnight. Nevertheless Stewart ended up with fourth fastest time. Brabham worked away and lowerd his time to 1 min. 27.8 sec. Siffert, Ickx and Hulme finished up with row 3 positions. The two B.R.M.s formed the next row, although Surtees lost considerable time changing gear ratios during the final session. Several teams had fitted additional side tanks to their cars, because in some cases the capacity was marginal.

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday
1	G. Hill	Lotus-Cosworth V8	1. 28.4	**1. 27.6**	1. 26.6
2	J. Rindt	Lotus-Cosworth V8	1. 39.3	1. 28.3	**1. 25.7**
3	J. Brabham	Brabham-Cosworth V8	1. 30.4	1. 32.3	1. 27.8
4	J. Ickx	Brabham-Cosworth V8	—	1. 30.2	1. 28.4
5	D. Hulme	McLaren-Cosworth V8	1. 30.6	1. 29.3	1. 28.6
6	B. McLaren	McLaren-Cosworth V8	1. 32.6	1. 30.0	1. 29.7
7	J. Stewart	Matra-Cosworth V8	1. 28.9	1. 28.0	1. 26.9
8	J-P. Beltoise	Matra-Cosworth V8	1. 31.2	1. 30.2	1. 29.5
9	P. Rodriguez	B.R.M. V12	1. 55.3	1. 35.5	1. 34.1
10	J. Siffert	Lotus-Cosworth V8	1. 30.8	1. 30.0	1. 28.3
11	P. Courage	Brabham-Cosworth V8	—	1. 31.5	1. 29.3
12	J. Oliver	B.R.M. V12	1. 31.1	1. 30.9	1. 29.2
14	J. Surtees	B.R.M. V12	1. 31.2	1. 31.0	1. 28.9
15	C. Amon	Ferrari V12	**1. 27.6**	**1. 27.6**	1. 26.2
8	J. Stewart	Matra-Cosworth V8	—	—	1. 27.9
T	J-P. Beltoise	Matra-Cosworth V8	—	—	Not recorded

The race had interesting prospects, for on the front row were two drivers who have yet to win a World Championship race lined up against a twice World Champion.

The weather proved fine, if not sweltering, and a large number of Spaniards had turned up to watch the fun. The formalities were restricted to some girls parading up and down with National flags. The cars were lined up on the dummy-grid before the warming-up lap when a mechanic suddenly discovered a pool of oil under Oliver's car. An oil pipe from the scavenge pump had split, but Oliver did not know, and a policeman restrained the mechanic from telling Oliver for a reason best known only to himself, and Oliver rushed off with the car spreading oil round the track. He came straight into the pits hoping a repair could be effected. Meanwhile there was a panic around Stewart's car : the newly-fitted engine was not running evenly, so a new transistorised ignition box was fitted, the plugs were changed and the mixture richened up. There was a second warming-up lap and eventually, half an hour late, the cars were beckoned to roll forward to the main grid and they were off with Rindt taking the lead.

STARTING GRID

↑

2 J. Rindt (*Lotus-Cosworth V8*) 49/9 1 min. 25.7 sec.	15 C. Amon (*Ferrari V12*) 0017 1 min. 26.2 sec.	1 G. Hill (*Lotus-Cosworth V8*) 49/6 1 min. 26.6 sec.
7 J. Stewart (*Matra-Cosworth V8*) MS80-01 1 min. 26.9 sec.	3 J. Brabham (*Brabham-Cosworth V8*) BT26/2 1 min. 27.8 sec.	
10 J. Siffert (*Lotus-Cosworth V8*) 49/7 1 min. 28.2 sec.	4 J. Ickx (*Brabham-Cosworth V8*) BT26/3 1 min. 28.4 sec.	5 D. Hulme (*McLaren-Cosworth V8*) M7A/1 1 min. 28.6 sec.
14 J. Surtees (*B.R.M. V12*) P138-01 1 min. 28.9 sec.	12 J. Oliver (*B.R.M. V12*) P133-01 1 min. 29.2 sec.	
11 P. Courage (*Brabham-Cosworth V8*) BT26/1 1 min. 29.3 sec.	8 J-P. Beltoise (*Matra-Cosworth V8*) MS80-02 1 min. 29.5 sec.	6 B. McLaren (*McLaren-Cosworth V8*) M7A/4 1 min. 29.7 sec.
9 P. Rodriguez (*B.R.M. V12*) P126-01 1 min. 34.1 sec.		

Only 12 went, for Oliver's car was still in the pit road, while Courage's starter motor had seized and he could not start his engine. There was a running battle between police and mechanics before he was allowed to be push-started.

By the time the crowd had recovered from this excitement, Rindt stormed past the pits with a considerable lead over Amon, who had Siffert, Hill and Brabham in his wake. After all the drama, Stewart had not made a very good start, so was sixth ahead of Ickx, Hulme, Surtees, McLaren, Rodriguez and Beltoise, with Courage coming round half a lap later. Oliver's car then left the pits, but returned at the end of the lap to retire because the split pipe needed more time for repairs.

Rindt was trying right from the start to exploit his advantage and by lap 3 had opened up a lead of some 2 sec. on Amon. This gradually started to increase with each lap, so that by lap 7 it was something l ke 4 sec. But Amon had pulled away from the others, now led by Hill. But the Champion's lead was short-lived, for on the next lap, as he crested the rise down to the first hairpin, the car careered madly out of control. It finished up wrecked against the Armco barrier, H ll stepping out unhurt. Something had obviously broken, although at the time Hill was not sure what it was.

Surtees pulled into the pits to have an adjustment made to the fuel



STREET RACING.—Beltoise sliding the Matra through a bend during practice for the Spanish G.P.

metering unit, as the engine was not running properly, and returned a few laps later. This time the transistor ignition unit was changed, and when the car re-entered the race after losing about four laps it ran the rest of the distance sounding much healthier. Courage, who was picking up a few places at the end of the field, retired with a broken valve spring on his Cosworth engine, and then on lap 20 we had the dramatic exit of the leading Lotus. At almost the same spot where Hill had lost control, the Rindt Lotus had exactly the same accident, suddenly flying out of control. This time, however, his rear aerofoil had been seen to start to collapse. Rindt's car—which was travelling at 140 m.p.h.—smashed into the Armco barrier, then ricocheted off into the wreckage of Hill's car and finally overturned, trapping the luckless driver inside. Somehow he survived this staggering accident and was removed to hospital with nasty cuts and abrasions to his face.

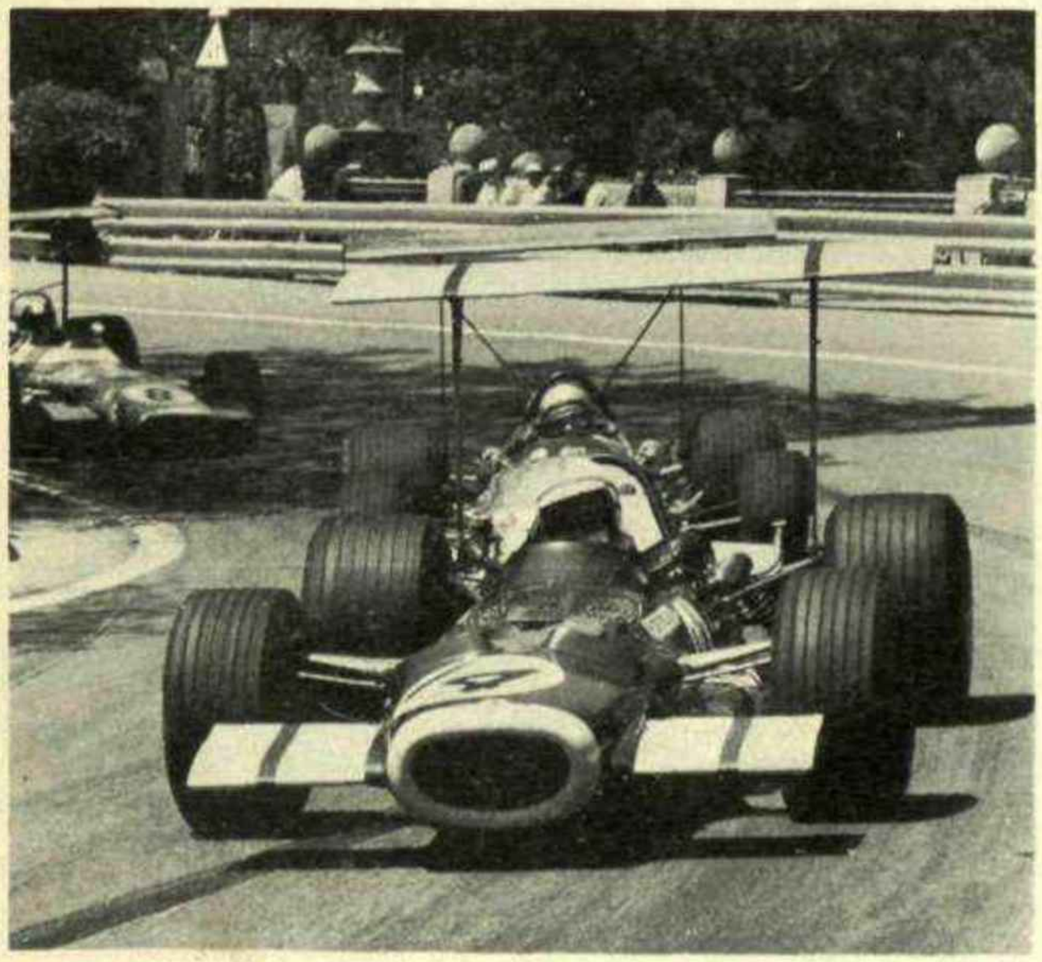
So Amon, from being 7 sec. in arrears (though perhaps closing slightly), now had a lead of some 25 sec. over Siffert. The Ferrari was rapidly increasing its lead but Siffert had Stewart closing on him. The Scot had not, however, caught the Swiss, when on lap 30 the Walker Lotus blew up when an oil pump broke.

So the order was now Amon with a large lead over Stewart, followed by Brabham and Ickx (who were travelling in close convoy), with McLaren fifth. The last-named had also been travelling in convoy with team-mate Hulme, but then Hulme had a pit stop to investigate the handling of his car and dropped behind all but Surtees.

The race entered middle distance with little change but Amon still increasing the lead. On lap 51 Brabham's run came to a halt when his engine broke a connecting-rod which holed the cylinder block, so McLaren moved up to fourth behind Ickx. Soon after Beltoise made a couple of pit stops to have his gear linkage attended to but did not lose any places over this, while further down the field Hulme was now motoring to great effect.

Amon's lead looked very secure at 40 sec. and he was able to back off and let Stewart close a little, and still have things well in hand. That was until he crossed the line on the 56th lap. All of a sudden the engine note changed, there was a great puff of smoke and he cruised the Ferrari to a stop at the side of the road. There were a lot of unhappy looking Italians and it was thought that the trouble was probably damaged bearings causing the engine to seize.

So Stewart became the race's third leader, though with a less than 100% engine he was using 1,000 r.p.m. below the permitted maximum. Ickx was now in second place well ahead of McLaren, Beltoise, Hulme, Rodriguez and Surtees. But these positions were not to last for long. As he passed the pits, Ickx's fibreglass wing section flew apart; he did a lap with only odd bits attached to the struts, then came into the pits. Another fibreglass wing was fitted but he then lost time having to be push-started. Still, he rejoined the race, losing only one place.



IMPROVING.—Surtees in the B.R.M. holding McLaren and Beltoise at bay during the opening stages of the Spanish G.P.

Stewart's lead was over a lap and he was closing on McLaren at qu a rate to increase the gap so that it would soon be two laps.

Hulme looked as if he was going to catch Beltoise for fourth pla but the Frenchman managed to speed up considerably and fought the challenge. The mechanical carnage was not yet over, for with laps remaining, Rodriguez' Parnell B.R.M. blew up in front of the p when a piston broke.

Stewart reeled off the remaining laps with regularity and the seemed little doubt that the finishing order behind him would rea McLaren, Ickx, Beltoise, Hulme, Surtees. But with just five laps go Ickx limped into the pits. The Brabham's lower rear wishbone h broken round a weld on one side of the rear suspension and on t other side the upright was breaking up. Nothing could be done, so t car was retired. The remaining laps were completed without dram with Stewart finishing to take nine World Championship points addition to the nine he scored at Kyalami. Second was McLare the only other to go the distance without stopping. Beltoise, Hul and Surtees completed the finishers and Ickx was not classified by t organisers.

Again, apart from Matra International and McLaren Racing, t cars had proved fragile. The race was a good one for both teams a a not unhappy outing for Surtees in the B.R.M. Ferrari had sho that they definitely will be a force to be reckoned with this season, maybe it will not be a year dominated by Cosworth DFV engir after all. But, most important, the race had shown the dangers aerofoils when they break—the F.I.A. may well ban them within t next few weeks. [Why didn't they ban wheels when these used detach themselves from racing machinery?—ED.]

Results :

GRAND PRIX OF SPAIN—Formula One—90 laps—342 kilometres
Warm and dry

1st : J. Stewart (Matra-Cosworth V8) (Entrant: Matra International)— 2 hr. 16 min. 53.0 sec. (149.521 k.p.
2nd: B. McLaren (McLaren-Cosworth V8) (Entrant: Bruce McLaren Motor Racing) .. .. 88 l
3rd : J-P. Beltoise (Matra-Cosworth V8) (Entrant: Matra International) .. 87 l
4th : D. Hulme (McLaren-Cosworth V8) (Entrant: Bruce McLaren Motor Racing) .. .. 87 l
5th : J. Surtees (B.R.M. V12) (Entrant: Owen Racing Organisation) .. 84 l
Fastest lap : J. Rindt (Lotus-Cosworth V8), 1 min. 28.3 sec. (154.535 k.p.h.).
Retired : J. Oliver (B.R.M. V12) on lap 1, split oil pipe; G. Hill (Lotus-Coswo V8) on lap 9, accident; P. Courage (Brabham-Cosworth V8) on lap 19, va spring; J. Rindt (Lotus-Cosworth V8) on lap 20, accident; J. Siffert (Lot Cosworth V8) on lap 31, broken oil pump and engine seizure; J. Brabham (Br ham-Cosworth V8) on lap 52, connecting-rod; C. Amon (Ferrari V12) on lap seized engine; P. Rodriguez (B.R.M. V12) on lap 73, piston; J. Ickx (Brabha Cosworth V8) on lap 84, rear wishbone.
14 *starters* — 5 *finishers.*

Formula Three

On Saturday afternoon, before Formula One practice, there was Formula Three race of International status which attracted a sm but good field. The Swiss driver Dubler shot into an immediate le but a loose gear selector let him down on the opening lap. So t race turned into a tremendously close scrap between the works Bra ham BT28 of Schenken and the works Chevron B15 of Wisell. Nev were they more than a few yards apart and the lead changed regular Eventually Schenken won from Wisell. The experienced Beckwit who once raced in F.1 for B.R.P., finished third in one of the ne Lotus 59s, followed by Beuttler in another new Brabham BT28, Ke in the one-off E.M.C. and Gaydon in a brand new Tecno. Hanso a recent graduate from Club racing, went well in his new Chevr and held third place for a while, but retired with a broken camsha

A.R.

FORMULA THREE—40 laps

1st : T. Schenken (Brabham BT28-Ford) (Entrant: Sports Motors-Team Bra ham) .. .. 1 hr. 6 min. 11.6 sec. (137.435 k.p.
2nd: R. Wisell (Chevron B15-Ford) (Entrant: Chevron Cars) .. 1 hr. 6 min. 12.9 s
3rd : M. Beckwith (Lotus 59-Ford) (Entrant: Mike Spence Ltd.).
4th : M. Beuttler (Brabham BT28-Ford) (Entrant: Clarke Mondaunt Racing).
5th : R. Keele (E.M.C.-Ford) (Entrant: Ehrlich Motor Company).
6th : P. Gaydon (Tecno-Ford) (Entrant: S.M.R.-Team Owen).
Fastest lap : Wisell, 1 min. 37.9 sec. (139.39 k.p.h.).

DUNLOP RACING TYRES

Sales of Dunlop racing tyres reached a total of nearly 50,000 1968. Of these, over 75% were exported, to countries as far afield Russia, Czechoslovakia, Poland, Argentinia and Australia. The ne CR84 Mk. II racing tyre, developed specially for Mini-Coopers, expected to be equally successful as an export product, since Mi saloons race throughout the World.



Shell at speed. Monaco G.P., 1968

Some oils never travelled so fast

Shell oils travel fast every weekend in the season.
180 at the Nurburgring, 185 at Monza, 215 plus at Le Mans.
World class drivers rely on Shell. They pour it in and relax.
So can you. Your Shell Super Oil is backed by 50 years
of speed and success on the tracks. Not like some oils.



THE AUSTIN MAXI

An Assessment



THE EVENTUAL arrival, in showrooms as well as in the pages of the Technical Press, of the long-promised new Austin 1500, represents a landmark in motoring history, so cannot be ignored. The new car, the last true B.M.C. product, was presented to the Press in Portugal but my invitation was long delayed, so a colleague went at the last moment. His opinion of the latest B.L.M.C. saloon appeared last month—he is a young enthusiast who had no hesitation in saying that enthusiasts are not likely to rush out and buy it, but he left a more detailed assessment to me. His tabulated data gave a h.p. figure which suggested that he thought this Austin was a four-wheeler version of that other new Maxi, the Steyr-Puch autobike, but this was carelessness on the part of printers and proof-readers, and the 1,485-c.c. Austin gives not 14 but 74 net b.h.p., at 5,500 r.p.m.

That apart, I am not in favour of the name. My preference for mini instead of maxi in another context may have some bearing on this, for I frequently give thanks that I live in an age when women wear micro-skirts and tight slacks. But I also find Maxi for the new Austin confusing, inasmuch as it gives away over 2 in. on wheelbase, nearly 5½ in. on overall length, and 313 c.c. to the Austin 1800. If the name is intended to imply that this is the maximum that can be done with the Issigonis Mini-Formula, then the first modern all-Leyland private car, promised by Lord Stokes by about 1972, will presumably be to a different pattern?

Be that as it may, it behoves us to look at the newcomer which is being churned out at the rate of 2,000 a week, the o.h.c. power units being produced at the new £16-million factory at Cofton Hackett. Clearly the engine was planned several years ago and I cannot but feel some disappointment that it is out-dated in comparison with the under-bonnet engineering of more modern rivals, in respect of a non-crossflow iron head, iron block, under-square 76×81 mm. bore and stroke, single S.U. carburetter, and chain-drive for the o.h. camshaft, and that the Maxi is therefore underpowered and out-performed by the M.G. 1300.

But there are compensations, like five bearings for the c.i. crankshaft, a five-speed gearbox, and a new five-door vented body with a back seat that can be folded to form a luggage space of estate-car dimensions slightly restricted by a sloping back window, or to form two full-length beds for campers, etc. This suggests that Issigonis may have been banished to Billancourt for a while. Obviously someone at B.M.C. has been taking a good look at the Renault 16, coming up with a better-looking but less refined copy. But the Maxi's body arrangement is very practical, and I proved that this compact car will swallow a load of furniture, almost like a small van, and carry three people in front if need be.

First impressions were that here was a cleaned-up 1300. There are two similar-size keys of which only one opens the doors (and why must the locks be upside down, this applying also to the steering-column lock operated by a bigger key?). The mean-sized pedals are located so that the accelerator-foot feels as if it is on the brake, an un-natural posture. The central gear-lever is long, and has long movements. The p.v.c.-upholstered seats are large but rather hard and unsupporting, with coarse adjustment for the reclining squabs. Instrumentation is minimal, just two deeply recessed dials, as if B.M.C. had stolen them from Ford, for the 100-m.p.h. speedometer and combined thermometer/ignition-light/fuel gauge. Although speed is recorded in k.p.h. as well as in m.p.h., the mileometer is total only with tenths, and it is astonishing that in this de luxe car the girls are denied a vanity mirror. On the central facia panel tumbler switches to appease nervous Americans control two-speed wipers, heater fan and washers, with a low-set knob for the heater water valve, which I mistook for a cigarette lighter (which is on the centre facia panel), and a r.h. tumbler switch for the lamps. A r.h. stalk works dipping, flashing and horn. The Lucas auxiliary lamps have a small Lucas switch-panel, with switches that do not comply with U.S.A. safety requirements but there is a tumbler blank which would presumably accommodate them. The heater quadrant levers have coloured markings which clash with the all-black, nicely contrived interior upholstery; there are swivelling air-vents at the facia ends. A manual mixture enrichener ensures prompt starting.

Oddments stowage is in a lockable plastic cubby-hole, on an under-facia shelf, and on a detachable back-shelf, the last-named something of an innovation in a saloon/brake body, although I seem to recall one which goes up automatically with the tail-gate, nor have B.M.C. got all the wonderful seat-folding combinations that Renault contrive in their splendid R16.

What of Maxi motoring? The engine is noisy and has to be kept turning fast to get any worthwhile acceleration. It quietens when 5th (or overdrive) gear is engaged and in this ratio displays excellent flexibility. I suspect that five forward gears are provided from the quietness viewpoint, rather than to close-space the ratios (they are 13.4, 8.4, 5.75, 4.2 and 3.3 to 1). Much has been made of the fact that the gate layout is as on five-speed Continental cars such as Alfa Romeo, Lancia and Fiat, etc., but these are normally l.h.d. vehicles whereas on the r.h.d. Maxi 5th is towards the driver and forward, a less happy action, perhaps, than pushing the lever away from one for a final satisfactory change-up into the cruising gear. The cable-operated gear-change is notchy and not particularly enjoyable but should cause no real concern. Reverse is obtained by lifting the lever to the position behind the 5th speed slot. A central floor hand-brake has been conveniently contrived, following Col. Rixon Bucknall's demonstration that this could be done on transverse-engine B.M.C. several years ago.

On the road the Maxi feels like a 1300 or 1800—comfortable but choppy all-independent inter-connected Hydrolastic suspension, with improved characteristics, understeer promoted by front-wheel-drive which diminishes with throttle lift-off, and that impeccable Issigonis-inspired road clinging, aided by 13-in. Dunlop SP68 radial tyres, on which I hear excellent reports. The driving stance is still too 'bus-like

Continued on page 664

PICTORIAL REVIEW

HISTORIC COMMERCIAL VEHICLE RUN | **MONZA 1,000 KMS.** | **SPANISH GRAND PRIX** | **TARGA FLORIO** | **SPA 1,000 KMS.**

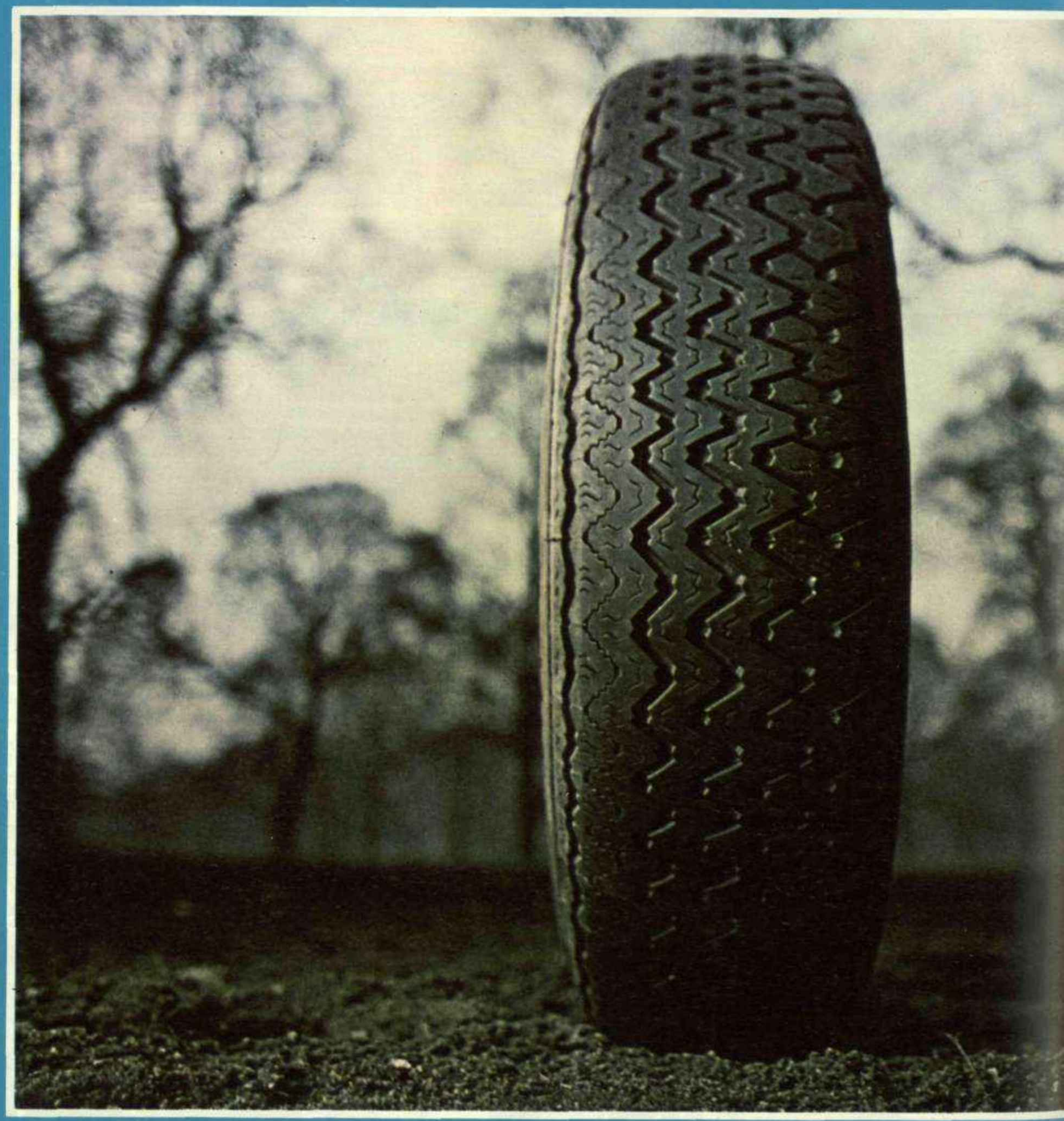


HISTORIC COMMERCIAL VEHICLE RUN

ANOTHER ASPECT OF THE SPORT.—Historic commercial vehicles on the H.C.V.C. Brighton Run on May 4th. John Terry's 1933 Ford one-tonner, rescued from a breaker's in 1965, passes the largest vehicle in the event, Hardwick's 1927 100-ton Scammell Artic, the first lorry of its size in this country.

THE RUN is supported by commercials of all types, from lorries to hearses, coaches to an A.A. Chater-Lea motorcycle combination. Charles Jones' 32-ft. long 9½-ton 1935 Leyland fire-engine, with 101-ft. Metz turntable ladder and Rees-Roturbo 400-g.p.m. pump, ex-Oldham Fire Brigade, is seen overtaking a 1914 Foden steam waggon, with centre-pivot steering and solid tyres on wooden wheels, entered by J. W. Hardwick & Sons.





This is one of those
rare times when it is
asymmetrically easy
to see the wood
for the trees





There are makes of tyres and types of tyres and fads of tyres.

Masses of them.

But there is only one *asymmetric* radial tyre in the world. The Michelin XAS. And it is a tyre expressly *designed* for performance driving.

Look at its tread.

See how the web of close-ribbing on the outer shoulder broadens into widely spaced island blocks on the inner area. That is an *asymmetric* tread—the unique tread that gives the XAS these outstanding performance characteristics:

The power to shift a vast amount of water fast;

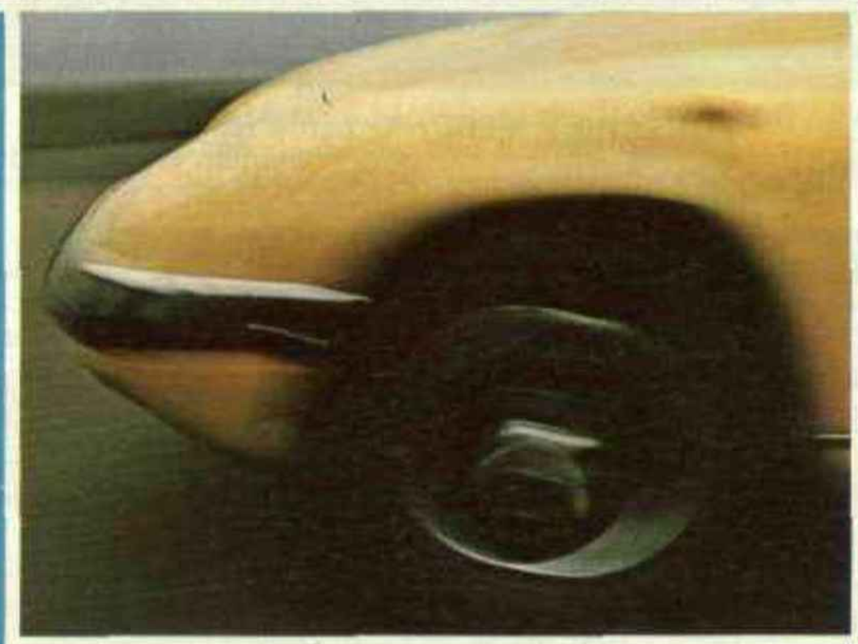
Intensely sensitive braking and cornering control;

Terrific wearing stamina (look again at its built up shoulder).

The *asymmetric* XAS is a completely different concept in tyre design. It is not cheap.

But if you want the perfect performance driving instrument, this is it.

The *asymmetric* Michelin XAS.





MICHELIN XAS
go radial, go Michelin

MONZA 1,000 KMS. PORSCHE *v.* FERRARI battle reached a high key at Monza where SEFAC Ferrari entered two cars on home ground. T
German cars scored again, though only Siffert could match their speed.

THE FERRARI of Rodriguez steals an advantage on Siffert's Porsche as they lap the Ford GT40 of Dominique Martin. Rodriguez left the ro
after half-distance when his car's bodywork fell apart after an incident, and Siffert went on to win, by a clear lap. Rodriguez set a new lap reco
for the combined road and banked circuits during a spirited drive which kept him in the lead for a quarter of the race.

HERRMANN'S PORSCHE begins to negotiate the *chicane* followed by Servoz-Gavin in the Matra 630/650, as the Pinto/Alberti Alfa Romeo 33 goes along the main straight which is separated by marker cones. Despite the *chicanes*, speeds on the two banked sections were such that the heavier, faster cars were bottoming. At first Firestone blamed this for tyre failures, but subsequently discovered they had a poor batch.

MATRA 630/650 is an interim car which should appear at Le Mans in company with new models. Basically it is a 630 with open, and much lighter, bodywork, and Servoz-Gavin found the power/weight ratio much more to his liking as he slid the French car at Parabolica.

CLASS-WINNING Alfa Romeo 33 of Pinto and Alberti at one of the *chicanes*. Wire mesh fencing protects the spectators although serious incidents are most unlikely at this part of the circuit. The Alfa Romeo finished the race in seventh position, 12 laps behind the winning Porsche.

SPANISH GRAND PRIX

THE REAR ENDS of present Formula One cars are perhaps a little untidy but the lay-out works well. Jackie Stewart in the winning Matra.

RELIABILITY is still an important factor in Grand Prix racing Bruce McLaren was the only driver other than Stewart to finish wit a pit stop. Following him are Beltoise and Rodriguez.

ON THE OPENING lap of the race Jochen Rindt in the Lotus opens up a lead over Chris Amon's Ferrari. When the Lotus crashed Amon moved into the lead but then retired.

THE FRENCH DRIVER Jean-Pierre Beltoise finished third despite pit stops with the Matra. Armco barrier protects the drivers from natural hazards all round the circuit.

THE FERRARI TEAM have found a tremendous amount of power from their new 1969 engine and Amon was pulling away from the field in fine style when the engine seized. Following him is Piers Courage, who retired early on with a broken valve spring. This was the first time the picturesque Montjuich circuit had been used for a Formula One World Championship race.

THE McLAREN of Denny Hulme made a pit stop to check the car's handling but after that Hulme speeded up considerably although a bid to pass Beltoise in the closing stages for third place just failed. Following Hulme is Pedro Rodriguez in Tim Parnell's B.R.M. fitted with the older type 24-valve engine. A piston broke up towards the end when Rodriguez looked assured of a Championship point.

TARGA FLORIO WINNING PORSCHE 908 Spyder, shared by Mitter and Schutz, covered the 720-kilometre distance with complete reliability at a record average speed. Of the six works cars entered, four took leading positions, one retired and one finished well down after gear-selector trouble.

LAP RECORD-HOLDER Elford swings through one of the interminable corners on the Madonie circuit, overlooking the village of Campofelice. Umberto Maglioli again shared a Porsche with the Englishman, but this time their average speed was not enough to overcome the handicap of a broken alternator belt on the second lap.



Temptress

She's got zip
She's got style
She likes her men like that too
Men who get around
She's the **Austin Healey Sprite**
Enough to tempt any man at £755.11.11 inc. p.t.
optional wire wheels extra.
Meet her at your
Austin showroom. BRITISH LEYLAND **AUSTIN**



IN THE STREETS of Campofelice (a favourite spot for Targa Florio photographers), Jonathan Williams in a Porsche 907 leads the Alfa Romeo 33 of Pinto/Alberti. Nicodemi, owner of the Porsche, later went off the road and lost a good class lead, and the Alfa Romeo finished fifth overall.

BEST-PLACED English entry was the Chevron-B.M.W. driven by Enever and Brown. This was placed 10th overall with a lap to run, but a broken oil pipe caused a minor accident and the Chevron was classified 15th.

LANCIA sent two specially prepared Fulvias to the Targa Florio and one, driven by Munari and Aaltonen, finished ninth. The roof has been cut away and the tail shortened to reduce the weight to 700 kilogrammes. The second car overheated after paper lodged in the radiator grille.







The problem is not finding radial ply tyres -but choosing one

Everybody makes radial ply tyres now - there's a confusing array of patterns and makes to choose from. We don't mind a good idea spreading, after all we were the first people to make an all-textile radial ply tyre - the Cinturato - a tyre that holds leech-like on bends, that increases performance, and gives confidence. The people who know stick with Cinturato. Join them, and buy a set. Fill in the coupon for a free booklet.

PIRELLI
CINTURATO

Pirelli Performance Bureau
343 Euston Road London NW1

Name _____

Address _____

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_____

Make of car _____

Ms

SPA 1,000 KMS. TACTICS.—In the closing laps the Porsches of Siffert (25) and Elford (10) were in first and third places, a lap apart. Some 20 seconds ahead of them was the Ferrari of Rodriguez in second place, so the two Porsche drivers "leap frogged" to improve Elford's speed and catch the Ferrari. The attempt failed when Elford got baulked by slower cars.

QUICK STOP.—At each of the Ferrari pit-stops the front of the car was jacked up on the sloping pit road to get it level and ensure maximum filling of the tanks as fuel consumption was high.



GROUP 4.—First car home in this category was the Lola-Chevrolet of Bonnier/Muller, which speeded up after early delays, and won t class when the faster Lola of Hawkins/Prophet retired.





The 2-seater beater.

New Triumph Vitesse Mk2.

Bad news for the two-seater boys. The new Triumph Vitesse Mk2 shatters the notion that hot performance is strictly for them.

0-50 in the Vitesse Mk2 is a swift 8 seconds. A time that makes quite a few top sports cars look shame-faced. And it's a full four-seater.

This show-'em-the-way capability is what is meant by 'Triumph engineering'. Which in practice means putting more into a car so you get more out of it.

The bhp of the new Vitesse has been pushed up to 104, and the top speed to 103 mph. And to match this boosted performance there's new wishbone independent rear suspension to make sure you're as safe on the corners as on the straight.

There have been cosmetic improvements too. Note the magnum-style wheel trims, the remodelled grille, the new walnut-veneered facia.

Some things haven't changed. The light, positive steering. The fantastic 25 ft. turning circle. The 72-position driving seat. The all-independent suspension. The contoured-to-you seats that keep you snug and comfortable every mile. The double-backbone steel chassis.

Name another two-litre, six-cylinder, four-seater that out-accelerates and out-manoeuvres several leading sports cars?

And ask yourself why you aren't a Vitesse man already.

Triumph Vitesse Mk2 saloon £972 6s. 5d. Convertible £1,020 12s. 6d. Both prices include purchase tax.

Standard-Triumph Sales Ltd. Coventry. OCO 3-75511.

TRIUMPH

Triumph put in what the others leave out

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



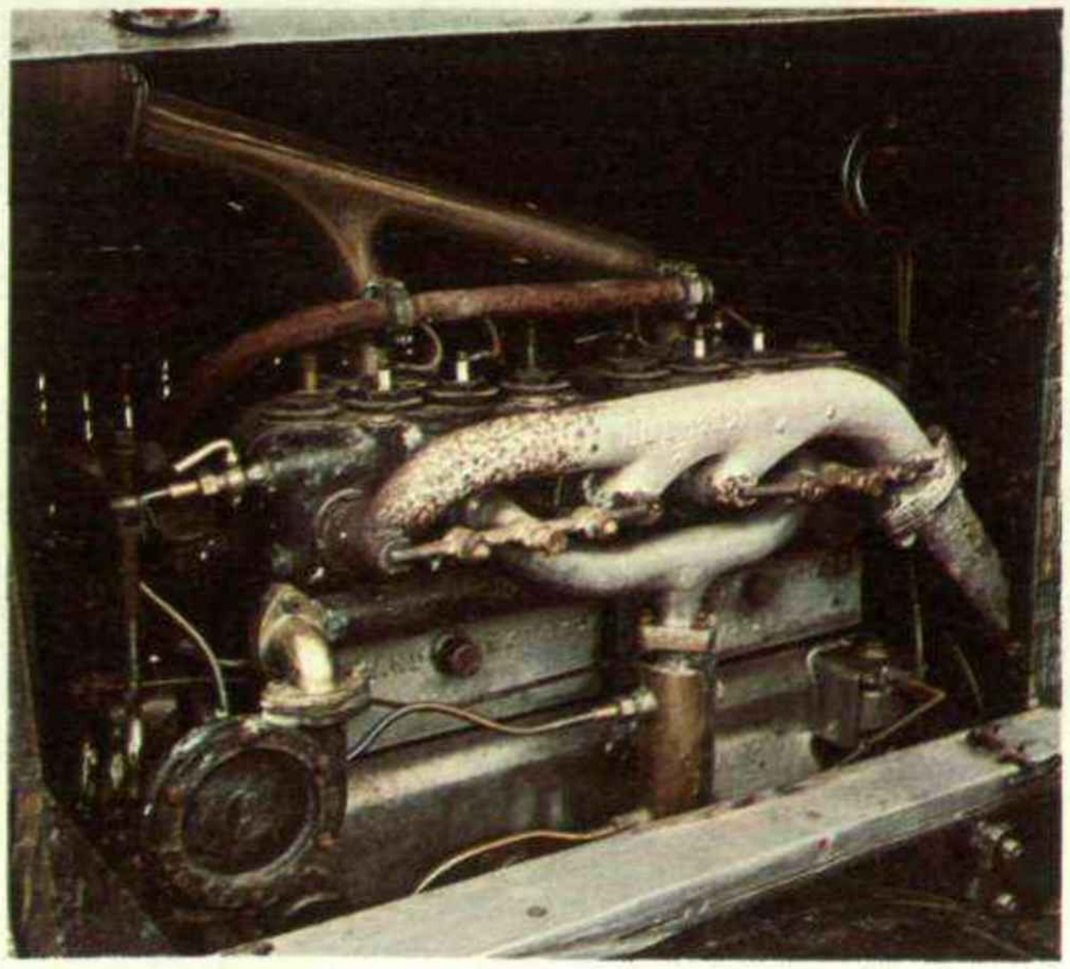
SAFELY IN.—The 1919 ex-Chivers' H.C.V.C. R.A.F.-type Leyland box van, driven by David Hurley, with the Editor of MOTOR SPORT *acting as driver's mate, rumbling down the Madeira Drive, having satisfactorily completed its fifth Brighton Run.*

DRIVER'S MATE ON THE BRIGHTON ROAD

The Editor Goes on the H.C.V.C. Run in the ex-Chivers' 1919 Leyland Van

THAT companion Run to the Veteran Car Brighton, the event from Battersea to Brighton organised by the Historic Commercial Vehicle Club and sponsored by National Benzole, took place in excellent weather and amid the usual enthusiasm. For the writer this entailed rising at 5.30 a.m. and eating Chivers' Olde English thick-cut marmalade for breakfast, preparatory to going as driver's mate on the ex-Chivers Leyland van, a First World War-type vehicle.

We made the start in the Austin Maxi and while waiting for the Leyland to arrive, a fan-belt having broken, we noticed the usual interesting items as the enormous variety of different age commercials of all types left the start. For instance, the driver of an Albion-Merryweather fire engine was wearing National Benzole overalls but his vehicle was named "Mrs. Frequently", the passengers on Bridger's 1929 Dennis fire-engine were roped on, Sibley's 1937 Albion was laden with bags of coal, the Lindleys' 1928 Leyland firefighter was on solid tyres and the 14½-litre Belsize was boiling. Lines' Guy Arab 'bus carried period posters including a *Picture Post* advertisement, an ex-Lytham St. Annes Leyland single-decker had "Gearless" torque converter transmission, Angates Toys' 1927 Morris light van was late starting due to a shortage of sparks, the R.A.F. Trojan was boiling, a General omnibus carried No. 12 and a "Dulwich, The Plough" destination board, North Cheshire Motors, being Dodge distributors, had entered a 1931 Dodge, the Fiat-bodied Austin Twenty coach entered by David Bygrave had f.w.b. and the Essex van was very smart with advertising for Marconi radio and electric lighting. Sharp had a 2½-ton Type YL Halley, Wyatt a splendid 1913 chain-drive Baico Model-T Ford.

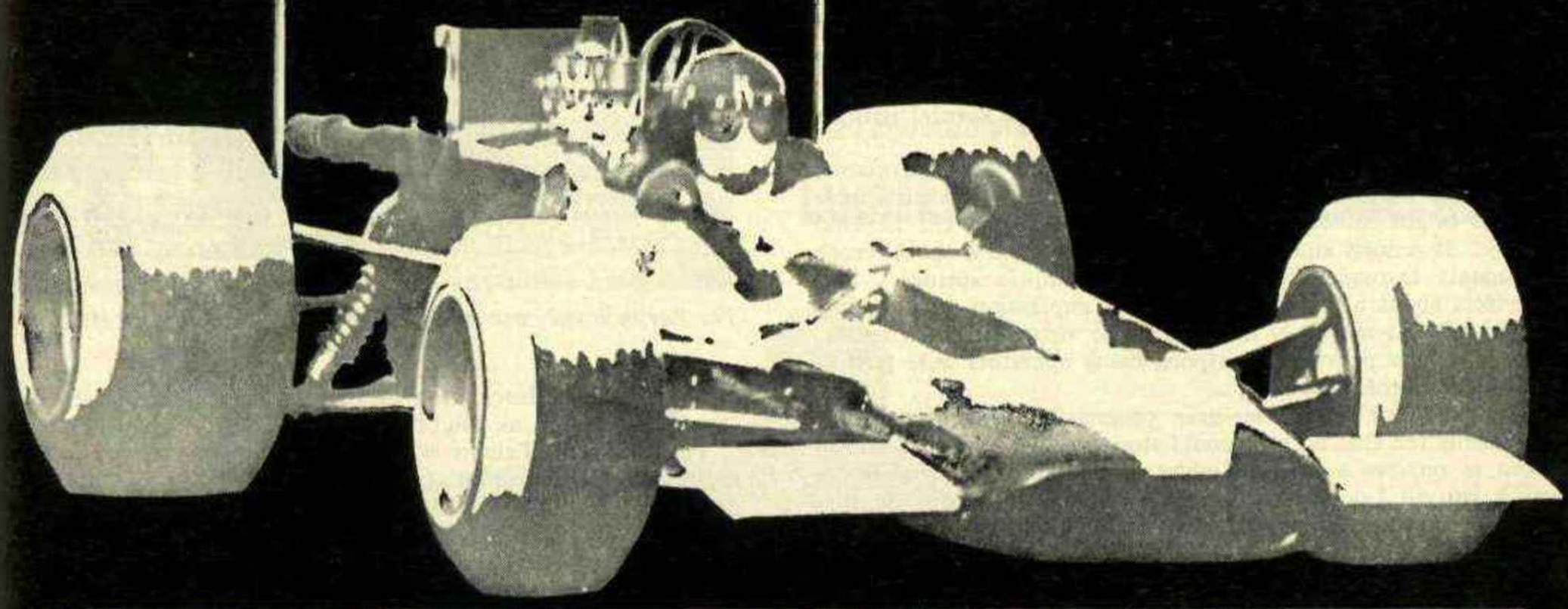


The conventional-looking engine of the ex-Chivers' Leyland 3-tonner.

Now it was time to get up beside David Hurley, who handles the Club's ex-Chivers Leyland with expertise, and ride with him to the Sussex watering place. This Leyland is a most interesting vehicle, being of the type famous as R.A.F. transports in the First World War. After the Armistice many commercials, left over from war-service, were sold in an unsatisfactory condition. Leyland Motors Ltd decided to have none of this, so they bought up as many as they could and reconditioned them at Kingston-on-Thames before resale. The Leyland I found myself in was one of these, which Chivers had bought in 1919 for £1,250 as a box van, taxing it on January 11th, 1921, under the revised registration system. Like many more of these works rebuilt Leylands, which were made up to 1926, after which Trojan cars were produced in the ex-aircraft factory, it gave excellent service at a time when new commercial vehicles were in short supply and it was kept busy on London deliveries until 1934. It then went up to Chivers' Histon factory on general duties and when war broke out it was given a water tank in lieu of a body and supplemented the factory's war-time fire brigade. When peace broke out the old Leyland, now with pneumatic front tyres, was relegated to farm duties. Then, in 1959, the firm hit upon the happy idea of fully restoring it, building a replica box van body for it painted in their livery, and using it for publicity purposes on rallies, like the Brighton Run.

Then you-know-who took over and the Leyland was presented by Chivers to the H.C.V.C. This year, as I climbed up into its lofty and spacious cab, it was on its fifth Brighton Run. It really is an impressive vehicle. The filler for the tall gilled-tube radiator is nearly six feet above the ground, the bonnet being higher than the roof of most modern small cars. From the driving seat all one sees is the square bonnet and polished radiator, the mudguards being out of sight and no clue to the make being presented to the crew. The engine is a conventional 4 in. × 6 in. L-head four-cylinder of rather less than 4½-litres capacity, adequately cooled by pump and fan and fed by a Zenith carburetter on the n/s. Last year the Leyland was a non-starter because of magneto trouble, so three spare instruments were on board this time, but the Simms in use behaved perfectly. Moreover, we did the journey without refuelling, the under-seat tank holding some 45 gallons of National Benzole, which offsets a consumption of 3 to 6 m.p.g.

Silverstone



FORMULA 5000

Vanwall Trophy Meeting

Sponsored by the GKN Group
Organised by the BRSCC

Sunday June 15 12.00

Special trackside enclosures:

In advance	12/6 each
On the day	15/- each
Children (under 14 accompanied)	5/- each

Reserved grandstand seats:

In advance	25/- each
On the day transfer	15/- each

All car parking free
Tickets from Booking Office, Silverstone Circuit, near Towcester, Northants

Practice Saturday 14 June 11.00 am
admission 5/- each

RAC British Grand Prix

Sponsored by the Daily Express

Saturday July 19 10.30

Special trackside enclosures:

In advance	17/6 each
On the day	20/- each
Children (under 14 accompanied)	5/- each

Reserved grandstand seats:

Pits and Woodcote	50/- each
South	40/- each

All car parking free
Tickets from Booking Office, Silverstone Circuit, near Towcester, Northants or Booking Office, Daily Express, Fleet Street, London EC4

Practice Thursday 17 July 11.30 am
Friday 18 July 11.00 am admission 10/- each

Designed by Graphic Designers Ltd

A heavy and sudden but very sure cone clutch takes the drive to a four-speed and reverse gearbox, and worm-drive back axle lubricated with 140 e.h.p. Castrol. The front wheels are shod with 160 for 720 Dunlop solids, the back wheels have twin Dunlops of rather thinner section. The unladen weight is 4 tons 19 cwt. 2 qtrs., and the maximum speed legend on the body says 12 but we progressed at a stolid 15 to 16 m.p.h. The driver is confronted with a five-spoke wooden wheel controlling surprisingly light steering, with ignition lever below, throttle lever above the quadrant. The r.h. gear-lever moves in long sweeps in an open gate, 1st gear normally being ignored. Outboard of the gear-lever is a truly massive push-on hand-brake, operating the r.w.b. *via* rods. The foot pedal works a transmission brake, and an oddly placed r.h. accelerator, which pushes downwards into a foot-well, effects the modest changes in r.p.m. The only other items for the driver to cope with are a tiny oil-pressure button, from the union of which dribbled a little of the heavy-grade Castrol with which the big alloy sump had been filled, a choke-knob which a legend on a brass plate said pushed down to enrich the mixture, and central ignition switch.

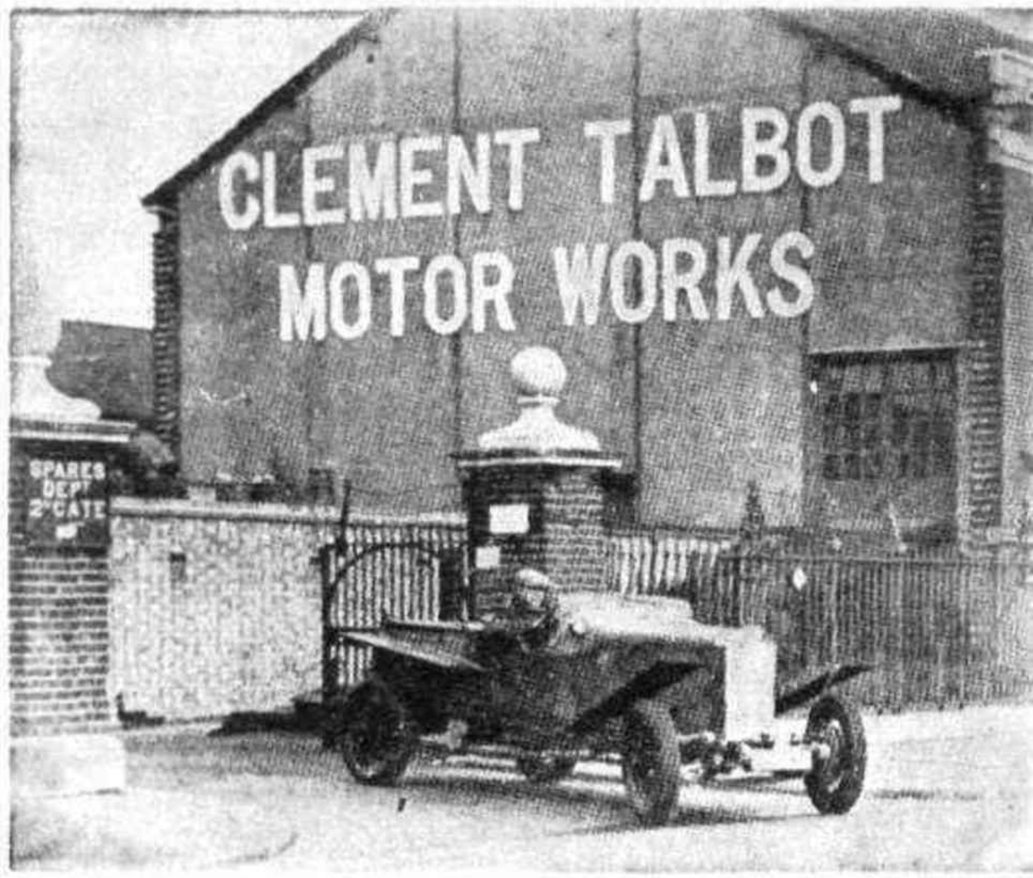
Having taken this simple layout in I found we were negotiating what there was of South London traffic at a steady but inexorable gait on this bright Sunday morning. And that is how the Leyland ran all day. It is noisy and vibrates but surprisingly few shocks reach the occupants through the enormous half-elliptic springs. The radiator frets about a little but the overall impression is of a lorry chassis so well and massively made as to be virtually indestructible. No wonder, at this period of transport, many operators were glad to let Leyland carry their loads. . . .

Our virtually one-speed, one-gear progression lacked character, but it certainly felt that nothing could stop us. We might have been going out to retrieve a Bristol Fighter or an S.E.5 in Flanders, or delivering jam to London retail shops, marvelling meanwhile that Alcock and Brown had crossed the Atlantic in a Vimy, instead of amusing onlookers in a 1969 rally. Apart from one unintended detour round a Croydon one-way system and two pauses for water, to counter a leaking pump gland, the Chivers van rumbled on, making Brighton in not much more than four hours' running time, and never missing a beat. The "driver's mate" took over for a spell, finding that the gear-change is very heavy and the ratios so widely spaced that if you miss a change-down it is policy, nay essential, to stop, get into second, and start all over again. The weight of the van is apparent on down-grades but alternate use of hand- and foot-brake keeps it well in check. I remarked to Mr. Hurley that it must have been tiring on war-time nights, forcing the R.A.F. drivers into slumber and that probably no-one drove one more than a few miles a day in peacetime. But he reminded me that Waring & Gillow used such Leyland 3-tonners as furniture vans and that the Chivers van no doubt travelled between London and Cambridge in its later years, so 100 miles or more a day would have been commonplace. Indeed, he was taking "our" Leyland part way back that day and so would have chalked up about this distance on the day's haul.

Anyway, we had a no-trouble run in this historic Leyland, a "subsidy" design of which apparently some 6,000 were used as R.A.F. tenders in 1914/9, half of them in France. This one, chassis 9514, is the later type, with disc wheels and four speeds. Looking down from the sheltered but screenless cab, on to that reassuringly solid bonnet with its brass centre strip, it was nice to know that the oil sidelamps were filled, in readiness for a night journey should it arise. But it didn't, nor did many people appear to be in trouble. A Guy box van, acting as tender and full of people, boiled merrily, a Morris Commercial was about to be towed but one Austin taxi was being *washed* at a wayside garage. . . . Except for Redhill and at one point near Brighton traffic was extremely light and although a *modern* Southdown coach had a spectacular accident *en route*, all the oldsters appear to have got through unscathed.—W. B.

LONDON TALBOTS IN LONDON (April 27th)

IT WAS appropriate that Roesch Talbot-owning members of the STD Register should bring them back to the Barlby Road works of the Rootes Group for a rally, the first of its kind, for it was here that these fine cars, proudly bearing the radiator badge with the crest of the Earl of Shrewsbury and Talbot and the words "Talbot-London" (now found for some inexplicable reason on the front of modern Sunbeams), were built, an absorbing story soon to be published in



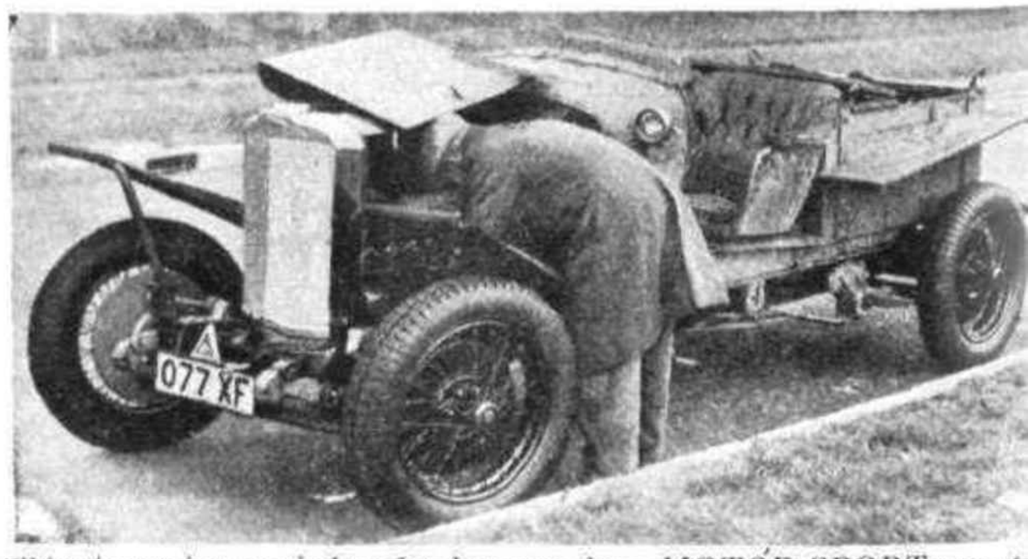
The Barlby Road works with a Talbot chassis driving out of the works o a test run in 1931.

considerable and fascinating detail in a book which I am sure wi come to be known as Blight's Bible . . .

The array of Talbots which arrived at the factory was indee impressive. They ranged from little spidery 10/23s, which Roesc developed from the less refined 8/18, to 95s and 110s which ha just escaped the later Rootes influence—how generous of the hosts t welcome cars which many of those present are convinced were superio to these later side-valve Talbots.

A handsome programme had been printed, containing an article o Talbot coachwork of the period, reprinted from *The Automobil Engineer* of 1934, and pictures of the old works from which emanate Percy Lambert's 100-in-the-hour Talbot, a link with which was pro vided by Messenger's splendid ex-Marsh 1920 25/50 drophead on i 895 x 135 Dunlop tyres, and after these had been distributed ther was a speech of welcome by Mr. W. Chipperton, General Manager o the works. He reminded us that Rootes took it over in 1933, that made R.-R. Merlin aero engines during the war, and that it wa rebuilt in 1947 as a Service Station which is thought to be the larges in Europe, probably in the World. Here 40,000 to 50,000 Roote products are serviced every year, not including commercial vehicl servicing, and 6,000 new parts are handled daily, the stock of whic is valued at £½ million, revised four times a year. On this note partic went on a tour of the premises, from which the gasometer roun which pre-1914 airships used to circle and the wood-block semi-banke test track is still discernible ; they say that Talbot chassis on test use to arrive at some 55 m.p.h. off the banking into the reception area . .

After coffee and cocktails the Talbots moved off to Kensingto Gardens for a *Concours d'Etat* under the Geoffrey Hughes' markin system. At the factory there had been a gate-crasher in the form of Morris-Oxford two-seater and now the London Talbots and accom panying Wolverhampton Sunbeams were joined by a smart ope fabric-bodied Hillman 14, a scruffy yellow Hillman 14 saloon, bot



This picture is a reminder of a day spent by a MOTOR SPORT reporte with the Ladbroke Grove testers before the war.

Some picnic

Baskets packed. Weather's perfect. Kids are raring to go. Great day.

It'd be too bad if you had to spend it in a service station. And an electrical breakdown can force you to do just that.

Unless you know about Lucas B90 Exchange Service. It's the fastest way to get back on the road when electrics break down. And the surest way to stay in good graces with a carload of impatient family.

B90 electrical replacement units—starters, generators, distributors etc.—are fitted right off the shelf, to save you money, worry and time.

Each unit is built for long life and performance you can count on. And each of the 600 different units available comes complete with a 12 months' guarantee.

Insist on nothing less than Lucas B90 Exchange Service. You never know how long a mere patch-up job will last . . . perhaps not even to the next service station.

Lucas Exchange Service-makes sense



vintage, and a 9/20 Humber saloon, while a boat-bodied Delage took a haughty look and quickly went away. Under the circumstances it would have been nice if a vintage Chrysler had turned up. A 25s. sandwich lunch, without tea or coffee, was available at the nearby Kensington Palace Hotel, reminder that the cost of living continues to spiral, and while Messrs. Bland, Boddy, Boniface, Chipperton, Lawrence, Parker, Prior and Skates grappled with the judging, Londoners were able to look closely at British workmanship as exemplified by the long line of Talbots and Sunbeams. Of great interest were Blight's two-team Talbots, GO53 and GO54; later they left in formation, Curtis, driving the latter, saying that as he was only going as far as Exeter (a mere 170 miles) he would probably make it non-stop.

It was good to note that many of these Roesch Talbots are open-bodied cars. Blight had brought the ex-Wooding 3½-litre tourer, Lard had a fabric-covered 75 sports-tourer reputed to have been owned by Sir Malcolm Campbell, Foulkes his 1933 VDP 90, Sutton a 65 "imitation racer", Maslin a 105 VDP tourer, and Hobbs a 1936 110 tourer with its main screen flat and two aero-screens erect. Berry had an Airline 105, Leat's two-tone 75 had its sun-roof open, Turner's 75 possessed lots of lamps and horns, Barker's 1930 75 saloon was extremely presentable, Barry's two 65s, a coupé and a saloon, had the owner's initials on the doors, and the London Ambulance Service had their 1935 95 ambulance with Roesch double-reduction back axle standing by. Scarsbrook's neat blue 1929 14/45 coupé had a modern Solex on the front end of the inlet manifold, Gray and Brett showed open vintage 14/45s, Moores his disc-wheeled 110 Freestone and Webb sports-saloon and the 10/23 contingent was represented by two-seater, saloon and tourer models, Coltham's with a B.P. petrol can on the running board. It was an impressive turn-out.

Unfortunately VIPs like Mike Couper, Mrs. Fox and Mr. Arnold were unable to be present, nor had the Talbot ambulance the Register is restoring put in an appearance, but everyone was delighted that Georges Roesch was at Barlby Road. The intention had been to present the prizes from the steps of the Albert Memorial, but the judging took so long that this was abandoned. If the results arrive in time they will be appended.

The Sunbeams will have their party at Wolverhampton later on.—W. B.

OULTON PARK ON JUNE 21st

ONE of the most enjoyable fixtures in the V.S.C.C. calendar is their Oulton Park Race Meeting, if the weather behaves. This year it takes place on June 21st. As the V.S.C.C. believes in tradition and not change for the sake of change, the programme is as in previous years. The main races are the Richard Seaman Memorial Historic Trophy 10-lapper for historic racing cars and the companion race, also over 10 laps, for vintage racing cars. The fastest post-war racers will come out again for the 12-lap Allcomers' race and there will be the usual four-lap (a long way for pre-1930 machinery) handicaps, including the chain-drive G.N./Frazer Nash race and one for solo vintage motorcycles. Practice takes place on the Friday and for a short period on the Saturday morning and cars should be in the Paddock by 11.30 a.m. on race day.

The first event starts at 1 p.m. and during the morning a selection of immaculate pre-war cars will take part in the Club's most important *Concours d'Elegance* of the season, with the *Cheshire Life* Trophy as the main prize, the competing vehicles later parading round the course for all to see—which for old-car lovers is quite a sight. Points will be scored during the afternoon in the MOTOR SPORT Brooklands Memorial Trophy Contest, in which the leader at present is Merrett in Cecil Clutton's 1928 Type 43 Bugatti. It will be interesting to see whether the 1959 G.P. Aston Martin can keep its lead over the lighter Lotus 16s in the Seaman Historic Race, but Corner's Type 35B Bugatti will probably start favourite in the Seaman Vintage Race.

For vintage enthusiasts this is a meeting not to be missed. Gate money goes to Cheshire Car Circuits Ltd., not to the organising Club, but there is no car-park charge. No dogs please, and small children on leads. To commemorate its 21st anniversary the 12/50 Alvis Register will have a special park for vintage Alvis cars. There is a bridge over the course so even if you arrive late or have to leave early, try to make Oulton Park on June 21st.—W. B.

V.E.V. Miscellany.—When a barn was demolished in Bedfordshi recently it revealed a somewhat tatty Standard Avon saloon, whic was in danger of being broken up. A keen reader of MOTOR SPOR who covers about 25,000 miles a year on business in a Lotus Cortin has sent us the book published by Glovers, the Manchester cab makers, to celebrate their centenary in 1968. It contains a picture an copy of the 1909 registration relating to the second car built by Roy in 1904, first registered N 414 for Mr. E. A. Claremont, a Director Glover's, and re-registered M 1137 when the Company used it f Contract Department work. It was donated eventually to the Man chester College of Science and Technology and its engine is now in th College entrance hall. Henry Edmunds, also a Glover's Directo had another of these Royces, these two being apparently among th first three built by F. H. Royce. The book also contains two fin drawings of traction engines hauling trailers carrying Glover cab drums.

A 1921 Rover 12 tourer, believed to be a Show model, has bee retrieved from a private garage in Abbots Langley where its lady own had put it away about 40 years or more ago, when her father ha finished using it. It is to be restored by a keen policeman who pr viously ran a 1934 Morris Minor in 30/40s events. The car is i original but poor condition except for a rear mudguard replaced i 1925 after a horse had sat on the car in Bedmond High Street. Th mileometer shows 14,086 miles. The original Solex carburette which was replaced by a more modern Zenith, has been found but laurel bush had to be transplanted before the garage doors could b opened.

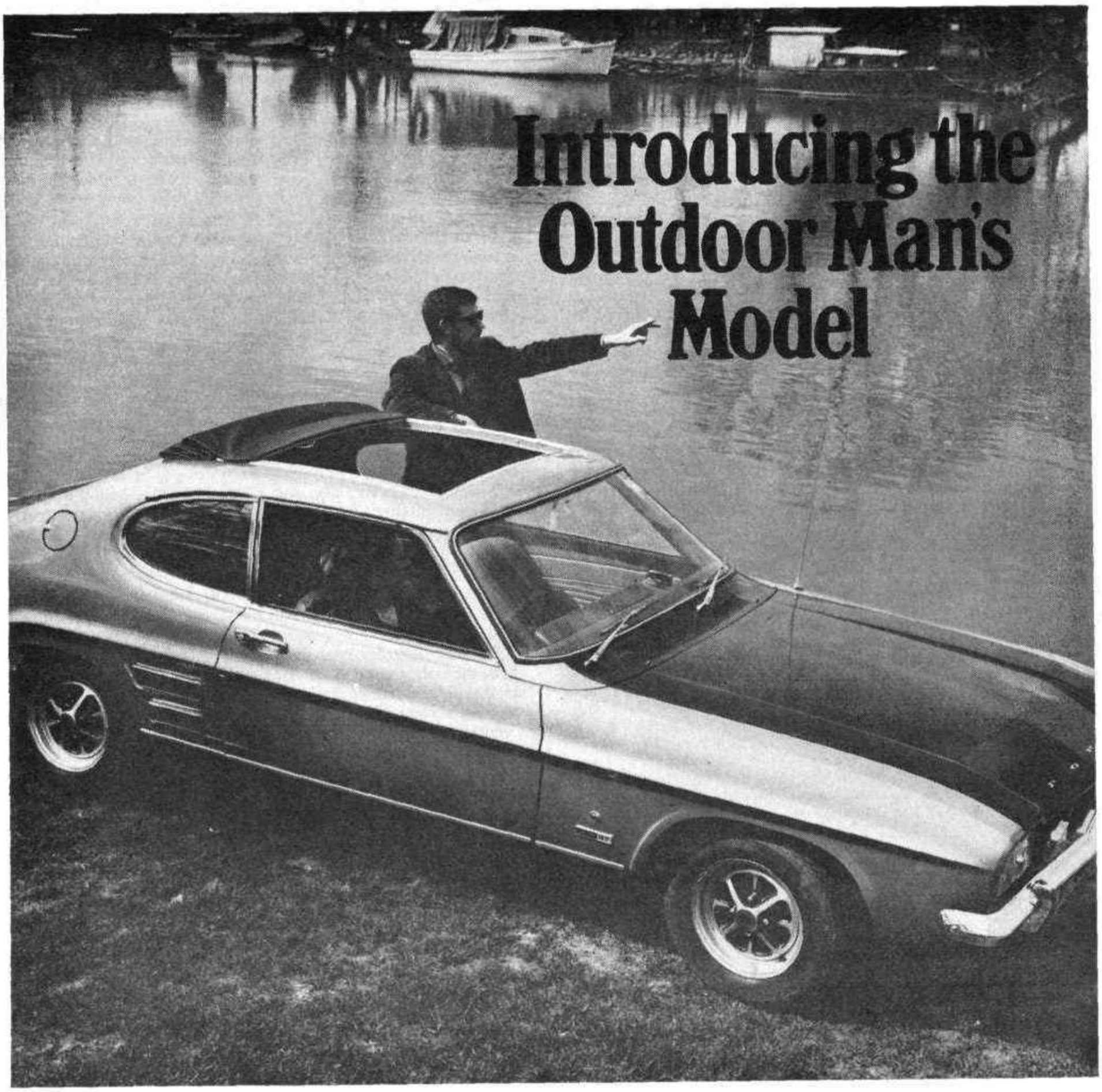
There will soon be a surfeit of auction sales, which MOTOR SPOR proposes to ignore. It is rather surprising to see the dignified V.C.C of G.B. sponsoring sales at which the majority of cars appear to b post-1918 and some even post-vintage. That great American enthu siast, Alec Ulmann, has been collecting motorcycles of makes he onc owned, like 2¾-h.p. Douglas, 1930 Indian 4, Scott, Internation Norton, Rudge Ulster, etc., and he hopes to ride a Zenith Gradua our T.T. Rally, if a belt can be found for it. It is hoped to have class for Edwardian and r.w.b. cars at Shelsley Walsh on Augu 16/17th. A pair of brass Lucas "King of the Road" lamps and a bra Ford lamp, model 100, made by Brown of Ohio, were for sale in Wale Letters can be forwarded.

V.E.V. Odds and Ends.—Some Clubs are in process of alterin their date limits. The Humber Register is debating whether to exten full membership to the end of 1932, instead of 1930, because th would let in all 16/50s and i.o.e. Snipes and Pullmans, *i.e.*, pre-Root cars. It is opposed to letting in later Humbers, however. But th V.M.C.C. now takes p.v.t. membership as including machines mad up to the end of 1945. The Trojan O.C. Newsletter contained a argument for preserving restored vintage cars by taking them o trailers to and from events but this was opposed by the Club's News letter Editor, who uses his Trojan as regular transport and wouldn have a modern car. Strength is lent to these sentiments by a Humbe Register member who recalls that when, soon after the war, the origin owner of his vintage 12/25 Humber part-exchanged it, as it had don over 100,000 miles, for a new Humber Hawk; two days later he wen to the dealer and asked for his 12/25 to be returned to him. Th Bentley D.C.'s ambitious Golden Jubilee Tour, supported by Shel will converge on Oulton Park on June 15th and is expected to be th largest Bentley gathering ever seen.

CURBOROUGH SPEED TRIAL (May 11th)

Results:

F.T.D.:	W. E. Wilks (1959 Lotus)	40.3 se
Class I (Standard Sports Cars up to 1,500 c.c.):		
1st:	W. B. Fowler (1933 Aston Martin)	45.7 se
1st Vintage:	F. W. Gilbert (1926 Bugatti)	47.0
1st on Handicap:	C. H. Hornby (1935 Austin)	49.5
Class II (Standard Sports Cars over 1,500 c.c.):		
1st:	S. Saunders (1927 Bugatti)	46.9 se
1st Vintage:	S. Saunders (1927 Bugatti)	46.9
1st on Handicap:	S. Saunders (1927 Bugatti)	46.9
Class III (Modified Sports Cars all capacities):		
1st:	W. D. A. Black (1931 Alfa Romeo)	42.6 se
1st Vintage:	C. A. Winder (1928 Riley)	48.6
1st on Handicap:	C. A. Winder (1928 Riley)	48.6
Classes IV and V (Racing Cars all capacities):		
1st:	W. E. Wilks (1959 Lotus)	40.3 se
1st Vintage:	B. B. D. Kain (1926 Bugatti)	42.5
1st on Handicap:	R. G. Winder (1930 Austin)	48.6
Class VI (Edwardian Cars):		
1st on Handicap:	C. A. Mann (1918 Straker Squire)	51.9 se



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SHOESTRING MOTORING

A FURTHER selection of letters relating to pre-war cars which have been bought in recent times for reasonable prices, instead of for the ridiculous sums too often asked for these days, is published below. These letters should encourage impecunious enthusiasts to look for similar bargains. Providing they pass the M.o.T. test and have reasonable tyres and lamps which comply with lighting laws relating to post-1930 vehicles, there is no reason why these older cars should not be given a new, or resumed, lease of life. However, it should b noted that it is illegal to tow a vehicle unless it is taxed and insure and has a current M.o.T. certificate, although if it is proceeding fo immediate M.o.T. inspection these formalities may not apply. Other wise, we must warn those who discover old cars and wish to take then away for restoration that it will be wise to use a trailer or transporter —ED.

Sir,

Some two years ago I purchased a 1934 Wolseley Hornet 12 saloon which can only be described as "*concours*". For this vehicle I paid the princely sum of £100—mainly because I was competing with another potential purchaser, whom, I found out later, did not actually exist.

However despite this relatively high figure I have enjoyed some 7,000 trouble-free miles with same.

This vehicle has had no renovation except headlights in its 68,000 miles because it remains "original", complete with all the items regarded in recent times as "extras" for the motor car—namely, wire wheels, hand throttle, o.h.c., free wheel, "float-on-air" suspension (seats only I must admit, sunshine roof, anti-glare rear screen (roller blind), glove pockets in all doors and the *full* requirement of instruments on the genuine wooden dash board, even access to the "diff." by lifting the rear seat.

Like many true enthusiasts I have ceased to laugh at the ridiculous prices being asked for 30/40 cars—we're appalled!

I would like to confirm Mr. Francis' letter regarding the Jarrot Bodies.

The Jarrot Motor Bodies Co. did, on occasions, make bodies for the Clyno, at their works in Meeting Street, Wednesbury, a portion of which building still exists.

I have purchased other "cheap" 30/40 cars but do not wish to take up "editorial" space—rather see a mixed bag of replies.

Wednesbury. MIKE PALFREYMAN.

Sir,

Recent letters about cheap pre-war cars prompted me to write regarding my experiences. I have purchased in the last month two cars, one a P.V.T., a 1932 Riley Gamecock, admittedly rather scruffy, but now a runner, from a *dealer* for the sum of £60 and the other, a 1938 Austin 12 cabriolet, with two brand-new tyres, reconditioned engine not yet run-in, and with generally presentable coachwork for £5! Because of limitations on space, etc., I have also had to turn down some other similar cars, a 1939 Morris 8 (with nine months' M.o.T.) at £5 and a reputably restorable 1930 Morris Minor, again for £5. Similar bargains like this are always around for the enthusiast who is prepared to do some work, providing he has sharp ears and is always ready to enquire further about any unused pre-war car he sees lying in the road.

At these sort of prices modern tin-ware is positively not worth considering.

Surrey. PETER DOWNEY.

Sir,

In the last few years I have had considerable experience of such vehicles, most of which have provided several thousand cheap and reliable miles of motoring.

The two cheapest and therefore most noteworthy in this context were both Austins. The first was a Seven Opal tourer which cost £2 as several boxes of pieces, plus a frame and four wheels. A couple of weeks' work and about £5 produced a vehicle which was both reliable and fun to drive. This was in 1963 or 1964 when prices of pre-war cars had begun to become ridiculous. Later, in 1967, when prices had arrived at the ridiculous, I purchased another cheap Austin. This car, which I still own, is a 1936 Lichfield saloon. I spotted it quite by accident, filthy and overgrown, standing by some council houses. Enquiries soon produced the owner and within half an hour £2 10s. had changed hands and the car was hitched to my van. On arrival back home the radiator was filled and the batteries given a couple of hours' charging. Two swings on the handle and she burst into life, sounding as sweet as a nut. All that was required for an M.o.T. was a pair of front brake cables, which cost about 30s. A coat of Simoniz made the quality Austin cellulose shine like new.

For £2 10s. I had purchased a car with a full set of working instruments, including oil pressure gauge, ammeter and an accurate eight-day jewel-lever clock, leather upholstery (including the doo trims), sunshine roof and four good tyres. The only thing missing wa the fragile die-cast Austin radiator badge, notable by its absence o most old Austins; this I have not yet been able to replace.

Since that day the 50-bob Austin has travelled between 15,000 an 20,000 miles. These have included a touring holiday of some 1,00 miles in a week, and a long, trailer-hauling journey, the latter involv ing towing the empty trailer from North Lancashire to Hertfordshir and returning with a load of a 27 h.p. Bedford engine, a round tri of about 500 miles.

At the moment the car is in her winter hibernation, leaving the sa collection to a Morris Minor van, but summer 1969 should see he on the road again, covering 30-35 miles per gallon of regular petro

Since 1962 I have also run a 1936 Hillman Minx, a 1935 Morri 10-4 and another Austin Seven, all purchased for less than £20. have also purchased several other pre-war cars (requiring moderat restoration) at similar prices, including a Vauxhall 20, an Austin 12- and a Wolseley Hornet, all of which goes to show the needlessness o paying nonsensical prices. Or perhaps I am just lucky.

Wray. J. E. MEADOWCROFT.

Sir,

Last summer my husband bought me a 1935 Morris 8 tourer fo £10, the only condition of sale being that we collected it from Radlet Herts. There it had stood under a tree in a suburban front garde for three years, the tyres being completely bald, and the hood mor decorative than useful. Much to our surprise, the engine starte easily, but, even so, we decided not to drive back to Cheltenham, bu took it in tow—leaves and cobwebs flying out as the miles sped by.

Back home, my husband found that the engine only needed a routin service, despite the years of inactivity. Twelve pounds purchased fou remould tyres and £14 gave the car a new hood. The owner of similar saloon model was persuaded to part with the seats of his ca for 10s., to replace our own somewhat weatherbeaten specimens. Th bodywork is in very good condition and needed no attention at al

Total outlay £36 10s., for which I have an extremely reliable ca used every day for journeys to work and for local shopping. As second car it is ideal, added to which I get much pleasure fro driving it.

Cheltenham. MARGARET LOVERIDGE.

Sir,

Your readers may be interested to hear about my experiences with cheap pre-war vehicle which I purchased toward the end of last yea restoration now being nearly complete. It is a 1937 Austin Opal two seater; the Opal is still fairly common, but the more desirable 193 model, with three-bearing crankshaft and Girling brakes, seems to b getting rather rare.

I purchased the car for £42 10s. (haggling compromise) with a dis putable 70,000+ miles on the clock. There was distinct piston slap steering wander and the usual abysmal braking; but, any rate, ther was a complete set of new tyres, new headlamps, a claimed crankshaf regrind and a finish of what was described cheerfully as "grey primer" No rust, either.

With an eye to future M.o.T. tests, I first tackled the brakes an steering. Lo! there was a nearly new set of shoes—but they happene to be the wrong ones, fitted with wrong springs the wrong way round About one-eighth of the surface of each shoe was contacting the drum (except in one case, where the shoe was rattling around completel loose in the drum). Steering; new king pins and bushes were obviousl called for, especially as the old ones had been packed with "shims" made from bits of old feeler gauge. No spacing washers either, o caps, or grease nipples; but they were details, of course!

Interesting things had been done to the engine; apart from bein bored out to 60 thou. oversize, which meant a resleeve block, the sid water branch bolt threads had been re-tapped so enthusiastically tha a neat little blip had appeared in the cylinder wall. Sump studs ha been screwed up so tightly (without benefit of any washers) that th

tips of two setscrews were touching the flywheel starter ring, making a most alarming noise. The main flywheel nut was loose, with a broken spring washer; the keyed taper half-moon was too small and had been "rectified" with a bit more broken feeler gauge; and there were three (3) loose washers flying around in the clutch. The sump contained a piece of wire, a bit of piston ring and half a split pin; but otherwise the engine was in excellent shape.

One could go on, but enough has been said to illustrate the sort of thing with which restorers are only too familiar. There must be a whole army of bodgers who just can't be bothered to take a little extra trouble, or spend a pound or two, to do things properly. Although really I have no particular complaint; overcoming the various difficulties is, surely, a large part of the fun of preservation, especially when one does not invest too much in the first place?

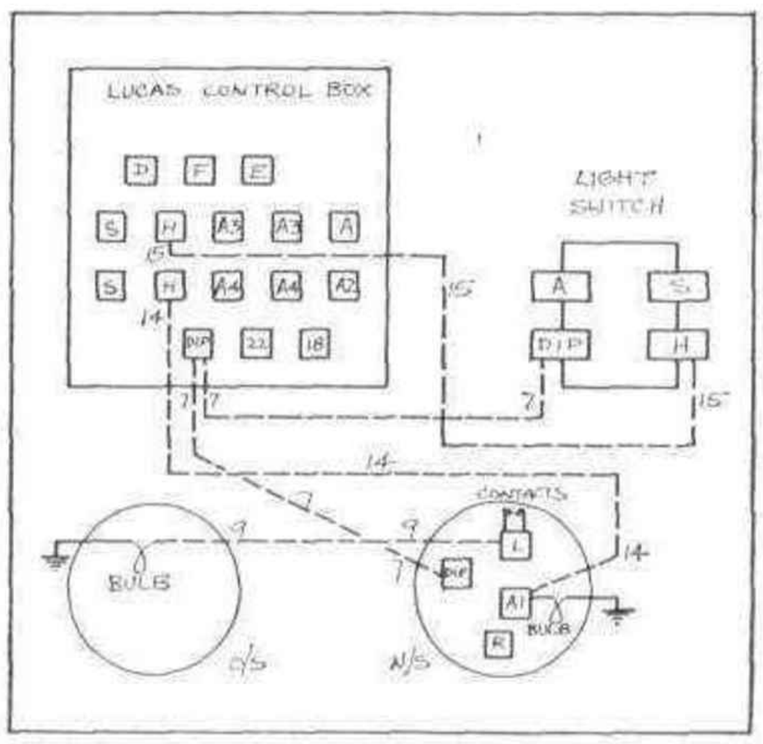
Petts Wood. BRYAN W. KNIGHT.

VINTAGE POSTBAG

Converting Lamps on the Older Cars

Sir,

I was interested in the letters in your March and April editions regarding the fitting of double-dipping headlamps to older cars, as some years ago I converted a "one down—one out" system to double-dipping. Your April correspondent made a plea for originality and suggested fitting a solenoid-operated reflector to the non-dipping lamp. This is what I did myself, and I added the refinement of a main-beam indicator lamp on the instrument panel. Various "experts" warned against this conversion, as they believed the operation of two solenoids would put a larger load on the battery. This I have found is not the case, as the current required to hold the reflectors in the dipped position is less than 2 amps. I can confirm that 1969 lighting standards can be achieved using 1939 equipment. Apart from wishing to maintain the original appearance, the other reason for retaining the original lamps is that the bulb holder is adjustable in the reflector: thus it is possible to have a long-range narrow beam, or a wide, shorter beam. (For myself I normally have one lamp set for range and one for width.)



RILEY 12/4, 1937, WITH LUCAS BIFLEX LAMPS.—Original wiring as above, gives "one down—one out" dip-lights. Modify as follows for double dip :

(a) Fit dipping reflector and solenoid to other lamp.
(b) On original dipping lamp :
(1) Remove and discard wire 9.
(2) Leave 7 connected to "dip".
(3) Disconnect 14 from "A1".
(4) Connect 14 direct to bulb.
(c) On new dipping lamp :
(1) Remove and discard wire 9.
(2) Connect new wire 7 from control box to "dip".
(3) Connect new wire 14 from control box to "A1".
(4) Connect "A1" to bulb.
(5) Take new wire from "lamp" to indicator (main beam) lamp to be mounted on instrument panel.

The car on which I carried out the conversion is a 1937 Riley 12/4 Kestrel saloon, which has been off the road for far too long, due to insufficient time to complete a major structural rebuild. I did make notes of wiring changes necessary for the double-dipping, and I believe these notes would apply equally to P.V.T. cars other than Rileys. I enclose a photo-copy of these notes, and could send a copy to any reader who cares to send me a stamped addressed envelope.

As a reader for the past 10 years, I must thank you for producing an honest and readable magazine at a sensible price, in these times of diminishing standards and values.

Welford. D. PALMER.

* * *

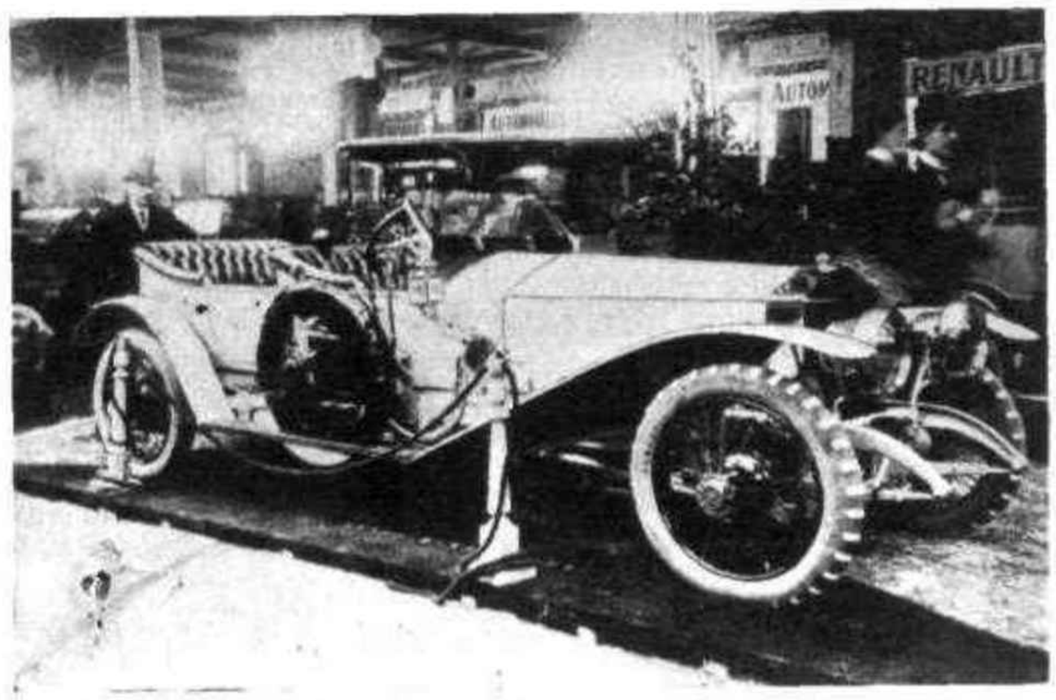
London-Edinburgh Rolls-Royces

Sir,

I read with great interest of the rebuilding of a L-E Silver Ghost by Kenneth Neve, but is this really the Brooklands 101 m.p.h. car?

Certainly of this era, the chassis fittings of the 1700-1800 series and is unique in having *genuine* underslung rear cantilever springs. This at the time when all normal production Ghosts wore ¾ elliptic. Chassis 1701, the original London-to-Edinburgh car, had these under-axle cantilevers together with associated tubular cross members, whereas the later L-E replicas had over-axle springs which were to become a standard fitting in 1912 from chassis No. 2100.

The history of these underslung cars is probably the greatest mystery in the much-over-written history of the Silver Ghost—how many were made? Rumour says five. One original car 1701; one with a hideous coupé body; one which appeared at an exhibition (Paris?), of which I enclose a rare photograph; and one which went to India. Possibly these last two are one and the same?



Identification is difficult—Neve's car carried no chassis number on the frame—most unusual, for all the chassis I've ever rescued carry a stamping at one of three points on the frame. No mechanical items, engine, gearbox, accessories were with the chassis when it was discovered, as a farm trailer in Andover in 1961-2, only the frame, axles, springs and wheels. The rear axle was of the 52-teeth crown wheel type (whereas the 1700-1800 series had 65 teeth *c.w.* as standard) and bore the number 1817. Rolls-Royce Ltd. have said that chassis 1817 was a ¾-elliptic chassis fitted with a landaulette body. Perhaps Neve's car was an additional 1817, *i.e.*, 1817E; Rolls-Royce had a habit of numbering additional chassis with the suffix E.

The "Ugy Duckling" coupé is ruled out, for its rear spring hangers were of a different design, being a shaped forging, whereas the Brooklands, the L-E, the Exhibition car, and Neve's chassis all have the flat plate type of hanger.

So come on all you self-styled "experts" on Silver Ghosts, with your many bodged replica chassis, let's have some serious, genuine information on these cars. Too often recently have chassis that originally carried beautiful coachwork been rebodied with insults to the coach-builder's art—surely the classic was the Maharajah of Mysore's 1911 car sold at the first Sotheby's auction for £9,000+ with hideous "Victoria" body and cape cart hood. This chassis, 1683, was rebodied in the 1920s in India, fitted with 33×5 wheels, late cylinder blocks, Barker front wings and the locally-built ceremonial body. I have a photo of this car with its most beautiful double-enclosed limousine body as originally fitted—so let's try to curb this trait of "messing about with Ghosts" and set straight the history of this, the, probably, only remaining genuine underslung, *i.e.*, L-E, chassis which Kenneth Neve is beautifully rebuilding.

I have traced the history of the chassis back to the war years when it was converted to the farm trailer and am hoping shortly to talk with the widow of the farmer who owned the chassis at that time. A sudden thought—back in the 50s MOTOR SPORT carried a reader's letter refer-

ring to a sports-bodied S.G. and the accompanying photo showed this to have underslung springs—so now what!!
Romsey. R. B. FORD.

* * *

The Restoration of "Babs"

Sir,

I was most interested in the recovery of "Babs" from Pendine Sands and the plans for its restoration. I feel sure that the rebuilding of the car will arouse much interest among old-car lovers. Perhaps it would be possible then for MOTOR SPORT to give a little space to a month-by-month report on the restoration, describing the problems and difficulties arising and how they are overcome. Also, as many obsolete parts will obviously have to be replaced, it would be a good chance to ask readers if they knew of the whereabouts of any of the bits and pieces needed, thus perhaps saving the bother and expense of having them specially made.

I very much hope that you can arrange something like this; it would make a very interesting addition to your excellent magazine.
Walton-on-Thames. G. P. HUTTON.

[We shall be glad to publish any reports, or summaries thereof, which Mr. O. Wyn Owen submits.—ED.]

* * *

The TB Three-Wheeler

Sir,

With regard to your interesting article on the TB three-wheeler, I met a man in Dolgelley, North Wales, during the latter part of the war when I stayed at the "Golden Lion" and he told me that he was the designer of the TB and I remember that he said that all the frame joints were soft-soldered.

In your article you stated that it had a three-speed and reverse gear fitted, but I have a copy of "Motor Cycles and How to Manage Them" for about 1920-1922, in which a photo of the TB is shown and it states that only a two-speed gear was fitted. Perhaps some one-time owner or some ex-works person could clear the matter up? For its date I think the TB was quite good looking.
Oldham. EDWARD KERSHAW.

[My sources of reference show that our contributor, John Coombes, was correct in saying the TB had a three-speed gearbox, although the very early versions did have two speeds.—ED.]

* * *

Re-Union with a Minerva

Sir,

Your feature of April, "Re-Union with a Minerva", evoked many happy memories of the *marque*. When I was a trainee at Weymann's Motor Bodies Ltd., in 1928, the firm built several bodies for owners of these chassis, usually on the 32/34 model.

Most of these were luxurious limousines, though I seem to remember that coachwork of a slightly more sporting type was fitted to one or two. For their size and weight, even when carrying a light Weymann body, their performance was most creditable; nothing startling in the way of acceleration but they would cruise at (then) high speeds indefinitely in true sleeve-valve silence. One had to be a little careful starting up from cold and the oil consumption tended to be higher than with orthodox valve gear, but for smoothness and silence few cars of the day could beat the big Minerva.

I got to know the 32/34 model fairly well as my father, a director of Weymann's for some time, had a 7-seater limousine built on one of these chassis and, chauffeur driven, we covered many thousands of most enjoyable miles. I drove it occasionally and, though it was a very big car, it handled extremely well. Of course there was no parking problem in those days, even in the West End. One just pulled up outside the shop, theatre or house of one's choice.

The Brooklands Baker Minerva will always remain in my memory. Apart from seeing it circulate round the track occasionally, Mr. Baker probably saved the lives of a friend and myself during one of the J.C.C.'s (I think) One Hour High Speed trials there. I was the passenger in a J2 M.G. in this event and towards the very end of the hour we took one of the artificial sand-banked turns too fast and the M.G. finished up with its four wheels in the air. We were trapped underneath, unhurt but scared stiff of fire. Mr. Baker stopped his Minerva, ran across a rather crowded track with a fire-extinguisher —fortunately not required—and pulled the M.G. the right way up. A most sporting and, possibly, life-saving effort.

Best wishes for the continuance of the oldest and best of the mot sporting magazines which I have read since its inception.
Moseley. O. HEIM.

Sir,

I was most interested to read Mr. Boddy's article on Graha Rankin's Minerva and particularly in his references to the G. L. Bak car, as I had a lot to do with it immediately after the War and encour ered it again while it was being extensively rebuilt, in 1953, prior to departure overseas in, I fancy, early 1954. It was a very nice c indeed and I loved every one of the many miles that I drove it.

I first re-encountered it in late 1945 at Continental Cars Limite when they owned Maybury Hill Garage, Woking. It had been plac with them on a "Sale or Return" basis by "Mister Baker's son", s presume there must have been more than one in view of Mr. Al Baker's reported comments. I obtained the car from them for friend of mine, Dennis Perrin, son of Commander Perrin, who w Secretary of The Royal Aero Club for so many years, and drove frequently. It was a fascinating vehicle, which seemed quite small on one had scaled its side, despite its immense size, and went far fas than one expected. In fact, it invariably streaked away from anoth friend's much vaunted Speed Six. Even on long, fast bends, t steering was very good indeed, despite its cantilever springs, its gea change was fast and, from the closeness of the gears, I suspect t contents of the gearbox were non-standard. Its brakes were certain superior to Speed Six and 38/250 Mercedes systems and it wou maintain 90 to 95 m.p.h. indefinitely on Pool petrol and with a lot mo to come, if required.

The modifications to the car were, it would appear, considerab greater than was indicated. We received a quantity of spares with all "tweaked" and lightened extensively. These spares includ modified and unmodified sleeves and the special ones were a ve different shape and probably not more than half the weight. Appa ently, due to the greatly increased revs used, the standard sleeves wou literally "wring their own necks". All in all, the car covered ma miles with complete reliability of every part except the fuel syste which habitually delivered no petrol at all, or showered it about in t wrong places, with the result that we developed a completely ne system with twin electric pumps.

All good things come to an end eventually. Business took Den to the Lake District, where the Minerva was emphatically unsuitab and he sold it to Messrs Speedsters Limited, of Horley, who sold to a Mr. Coxon, the son of the Managing Director of Southe Aircraft at Gatwick. He was highly enthusiastic, but it was sad think that one would not continue to cruise luxuriously along, wi yards of bonnet in front, yards of boat-deck behind, and the remo crackle from the vast fishtail of its Brooklands exhaust system ringing one's ears. In 1953, I met Bill Burton, who was then running Vinta Auto's Kensington workshop, and learnt that he was one of the mec anics who had worked on the car in its Brooklands days. As a result this meeting, they bought the car from Mr. Coxon, who had treated with the greatest care, and Bill spent many happy hours in rebuildi it from end to end and returning it from a recently applied and u suitable red to the correct Baker blue. I was able to drive it a sho distance in London before it was bought by a millionaire in Venezuel oil and departed forever.

Oddly enough, I also had a brief encounter, followed by period news, with the Baker Graham Paige. I was running at Elstree Spe Trials in 1946 and Ian Metcalfe had entered the car, which w behaving most peculiarly. Apart from the fact that it missed abomi ably at anything above half revs, the front wheels disappeared in literal blur every time he braked after a brisk run up and down t paddock. I fancy that it ran without front brakes on the Outer Circu although I may well be wrong, but these were fitted at Elstree a perhaps it didn't like them. The late Pierre Marechal, who used share the "Works" J-B-M at meetings with me, when I was buildi them, told me that the car had been bought by somebody in Cheltenha who wished to make a fast road car out of it. Apparently, the fr wheels still did extraordinary things, while the engine disintegrati rate greatly exceeded Graham Paige spares availability, so the vehi more or less died where it stood. I'm afraid I feel no real pangs abo this, but the Baker Minerva was, and I trust still is, a homeric motor c in the best Vintage Tradition. Although it must be fifteen years sin we last saw it, my wife, when asked what car she most wants in t world, invariably replies: "The Baker Minerva!"
Hassocks. JAMES BOOTHBY.

LETTERS FROM READERS

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

HOW LONG DO LOTUS ELANS LAST?

Sir,

With reference to the letter questioning the longevity of the Lotus Elan, Mr. Holmes' salesman is off his "rocker" when he states that the Lotus twin-cam unit "just will not do 40,000 miles without a rebuild".

After three years and 40,000 exhilarating miles I have just parted with my Elan, the engine of which was still in prime condition, and I feel sure it would have done double this mileage before requiring serious attention. My "rebuild" consisted only of new plugs and points every 10,000 miles and occasional adjusting of the carburetters and timing chain. As for the remainder of the car, major replacements have been: two front dampers, two rear wheel bearings, one rubber doughnut, new flywheel ring-gear and a new rack and pinion, all but the last item seem to be recognised Elan failings. Brake pad wear is fairly high, averaging about 12,000 miles per complete set. My second set of tyres (Pirelli Cinturatos) lasted 26,000 miles, the car always returned a fuel consumption of between 27/30 m.p.g.

My conclusion, not a bad score, for three years of really enjoyable driving in what I still consider the best-medium-capacity sports car available. My replacement would certainly have been an Elan +2 if my imminent space-demanding acquisition had not also dictated a diminishing income.

I wonder what Mr. Holmes' salesman was trying to sell him?

Hyde. PETER O'BRIEN.

Sir,

My 1963 Elan has done 58,000 miles; 40,000 of these in my possession, so perhaps my experiences, albeit perhaps not typical, can put Mr. Holmes' mind at rest or otherwise.

Knowing the history of the car, I acquired it with 18,000 miles on the clock. After 14,000 miles the drive was changed to l.h.d. and I brought it to Belgium, having up to that time experienced nothing untoward.

At 22,300 miles it blew up. A con.-rod broke at only 4,500 r.p.m., wrecking the bottom half of the engine. The agents informed me that this was a design fault in all the early 1,558 c.c. twin-cam engines, but that this had been completely cured in later Elans by the introduction of bigger con.-rods with larger big-end bolts called C-Type rods. I inherited the car with an apparently incurable flat spot over 4,000 r.p.m., getting worse with an increase in r.p.m., yet completely absent below 4,000 r.p.m. On rebuilding the engine this disappeared. Since then the engine has given no trouble at all and has required less attention than an equivalent push-rod engine and still sounds as quiet as the day it was rebuilt. I must add, however, that I never cruise over 5,000 r.p.m. and never has the engine gone "into the red". It still gives 800 m.p.p. of Castrol GTX, but on hot days there is just a hint that the flat spot is returning.

I do not think that Mr. Holmes need have the slightest worry over the engine even after 50,000 miles, provided, of course, that it has C-Type rods. The front suspension, rear wheel bearings, doughnuts, etc., raise serious doubt as to the car's viability for constant use on French and Belgian roads, however.

Paris. C. FUCHTER.

Sir,

Judging from my own experience, Mr. Holmes, whose letter was published in the April issue, is lucky to have found an Elan which has survived 30,000 miles. Despite continued pressure by my solicitor, my new Elan +2 was not delivered until February, 1969, four months after the promise of a new one to replace one with 68 faults experienced. Just prior to delivery of the new car I negotiated the sale of it, so to my relief I have now entirely severed my connections with this make of car. Whilst I have never doubted the design concept, I am appalled at the execution and at the after-sales attention which I have experienced.

The car was purchased from the Gold Seal Car Co., Ltd., New Cross, London, in January, 1968. Its sad history in my hands was as follows:—

5.1.68.—Within the first 160 miles the speedo. drive had broken and the fuel and temperature gauge went haywire.
22.3.68.—Car returned to Lotus for attention to a list of 33 faults, including low oil pressure, high oil consumption, clutch judder and sundry electrical and other faults. Lotus kept the car for four weeks to attend to these. New engine requested but not supplied.
6.5.68.—Car taken to a Lotus Agent for attention to burnt exhaust valves. The fault was diagnosed as due to incorrect initial fitting. For the second time a replacement engine was requested, but refused.
8.6.68.—Differential and chassis part company.
10.6.68.—Managing Director was telexed and asked to arrange removal and replacement of car. Car collected 19th.
18.6.68.—Prior to collection the wheelbase was found to be $\frac{11}{16}$ in. short one side and $\frac{5}{8}$ in. short the other. Rear wheel toe-in was $\frac{3}{4}$ in.—twice the maximum permitted tolerance.
28.6.68.—After three requests for information a list of 13 faults was received from Lotus. The owner's list contained 23 items that time.
5.7.68.—Promise received from the Service Manager to put the request for a new car before the Managing Director for early attention. Nothing happened.
12.8.68.—Solicitors instructed to obtain replacement vehicle or claim damages.
30.8.68.—Without prior warning or arrangement an attempt was made to re-deliver the old car. Delivery refused pending reply to solicitor's letter.
9.9.68.—Reply sent by Managing Director of Lotus to owner's solicitor maintaining that the car was now up to their standard of quality. (This after the third major repairs in six months!)
8.10.68.—After pressure by solicitor, offer received from Lotus of replacement car in component form in *ex-gratia* exchange.
9.10.68.—Offer accepted with a request for a contribution towards hire costs amounting then to £191. Lotus refuse to contribute.
10.10.68.—Offer accepted. Delivery date requested. No reply.
16.10.68.—Reminder to Lotus requesting reply.
24.10.68.—Lotus refuse to allow telephone conversation with Mr. Colin Chapman. Owner writes to Mr. Chapman.
28.10.68.—Reply to above sent by Mr. Chapman's secretary promising to try to expedite delivery.
6.11.68.—Lotus reply to further reminder that the matter is being given top priority.
1.1.69.—Lotus notify a car is ready for collection.

Out of 52 weeks the Lotus was on the road for 16 weeks only.

	£	s.	d.
Licence cost	17	10	0
Insurance	29	14	6
Sundry repairs, etc.	19	0	6
Hire of alternative transport	376	3	6
Total ..	£442	8	6

This has been offered to me as Lotus Quality and Reliability Service so widely advertised.

Mirfield. DAVID N. FRANCE.

[This correspondence is now closed.—ED.]

* * *

PETROL PRICES

Sir,

The day following the Budget announcement that an additional 2d. tax would be payable on each gallon of petrol, I purchased four gallons from my local garage. A swift calculation showed that I was being asked to pay an additional 10d., i.e., 2½d. per gallon extra.

I tackled the proprietor about this and I quote: "Following last night's Budget announcement, I received a telephone call from the petrol company informing me that as the half-penny would soon be withdrawn from circulation, all petrol prices containing ½d. in them were to be rounded off to the nearest penny, i.e., increased by 2½d."

It would appear that the petrol companies have once again climbed on the band wagon through the back door, as I have seen no national announcement to this effect.

The company concerned is National Benzole and I would like to know if all companies have adopted this practice and if it is a national occurrence. If not, I can soon find another local garage!

Telford. R. M. SMITH.

* * *

THE TRIUMPH 2.5PI ROAD TEST

Sir,

While I appreciate the "other man's" opinion, I could not let that on the Triumph 2.5PI go without comment.

Your views on the PI (as on the 2000) are, as you say, personal. However, the sales figures you state at the beginning of the article would suggest that a great many people do not follow the same opinion.

"The luckless driver of a Triumph is dazzled indeed." I have driven a Triumph 2000 for many miles and have not had this experience from the cluster of indicator lamps you refer to. The main-beam warning light is a very subdued blue and just sufficient warning that the headlights are full on. The choke warning light is bright, I admit, and a good job it is, too. At least one does not drive on the choke for miles. Finally on this point I think it is a good idea to be warned of any

ailments by lights as this way they are soon noticed. To have them all in one place is both neat and practical.

I do not find the interior either "fussy" or "cheap". I find it neat and well designed with all the instruments and switches where they should be—in front of the driver. The highly-polished veneered wood blends well into the contours of the remainder of the dashboard and creates an interesting shape.

I find the gear-change positive, direct and extremely well positioned. The brakes certainly match the performance of the car, being both sensitive and efficient.

These, of course, are "my personal impressions", but I have not yet met an unsatisfied Triumph owner or one complaining of the "dead feel of ride and steering". Finally, in case there are any suggestions that I should try a comparison with a Rover, I have and I find the TC impressive.

Newton Abbot. J. A. CORAH.

* * *

SPA—FOR AND AGAINST D.S.J.

Sir,

Thank heavens for Denis Jenkinson, who brings a note of sanity to the "safety Grand Prix controversy".

If the circus stars think that their circuits are too dangerous may I suggest that they take up cycle-racing, professionally, of course, and ride the Tours of France or Italy. Then, coming down a wet mountain-side (the Stelvio can be very nasty in the spring thaw) with tyres only 1 in. wide, perhaps a quarter of that width on the road, and with exposed cable brakes gripping wet rims, they would really find out what danger is about. In the dry it is bad enough, riders have been timed at over 100 k.p.h. In the wet the organisers merely ensure that all non-essential traffic—like following journalists' cars—are not allowed near the road when the riders are descending, so that the latter have an opportunity not to be blocked by slow drivers.

Of course the reason they do this is simple. If they are not prepared to go fast down the maintain they lose the race, or someone else will take their jealously-guarded place in the team—in other words, competition.

Would that motor race organisers would take Jenk's advice and use those drivers who are prepared to race on Spa, and show up those who think that motor-racing is only going fast, and not going fast in frightful conditions. Life is bad enough with "recommended speed limits" for prams in this country, without chicken-hearted Grand Prix drivers, too.

ALAN GAYFER,
Editor of *Cycling*.

Sir,

Hoo-bloody-ray! At *last* somebody has seen the light! Thank you for writing your courageous and naturally outspoken article in last month's MOTOR SPORT about the current situation in G.P. racing. To see the *TRUTH* as I see it in print is worth a year's subscription for the one issue alone.

From reading many articles in a variety of magazines (for I read anything to do with motoring), I had come to the same conclusion as you now have; that is, that the current aces are so overpaid that any obstacle placed in the path of future earning power has got to be removed—as you say, they will disappear up their own exhaust pipes ultimately. Somewhat sadly, I had reached this conclusion about ten months ago shortly after the Jarama "cock-up" of last year, and I even wrote to the Editor of your weekly *Motoring News* and put the current situation to him as I saw it.

Amongst the various points I made, I said that it was obvious to me that at non-championship F.1 races, *at least,* the drivers just were not *trying* to race; that is, we could see a ten-lap "burn-up", and then having sorted each other out, the next 40 laps would pass without any place changing of significance. As you say, G.P. racing is sick. The result is, of course, that I have not attended an F.1 meeting since the Oulton Park Gold Cup in September, 1967—and at the present rate I am still not thinking of going. I can remember when the *prospect* of seeing Moss really racing against the clock (and himself) would *force* me to go, just in case I could witness one of those fantastic performances that happen when a man tries to beat his own target—fat chance of that happening now when the target is to finish and collect the cash. Of course, the tragic historical point is that the successor to Fangio/Moss/Clark is (by their standards) nowhere in sight, for if safety-conscious Stewart is reckoned to be the best, what is the standard of the *rest* like? 'Tis a pity I can only watch.

Kidlington, Oxford. L. S. COLEMAN.

Sir,

I feel I must write to express my astonishment and disgust at the views expressed by D.S.J. in his "Continental Notes" concerning the boycott of the Belgian Grand Prix by the G.P.D.A.

Surely the removal of a tree from the outside of a corner does not make a circuit any less challenging or difficult, likewise the erection of safety barriers at strategic points? D.S.J. should be reminded that had safety requirements similar to those demanded at Spa by the G.P.D.A. been met at Hockenheim the irreplaceable Jim Clark would not have died in that needlessly terrible accident.

I hardly think the current crop of "world champions and their cohorts" can be accused of not having "guts" after the performances of Stewart, Hill and the others at the Nurburgring in the rain and fog last year.

Incidentally, it would be interesting to ask Tony Brooks and Stirling Moss, shown in the picture on the opposite page in 280 b.h.p. Vanwalls, how they would feel about driving today's 420 b.h.p. Formula One cars at Spa as it is at the moment, especially in wet conditions!

I am sure today's Grand Prix drivers would feel quite happy to drive the 1958 2½-litre cars shown in that picture in a Belgian Grand Prix at Spa.

Dartford. BRIAN BELSEY.

Sir,

I have decided to write this letter because I feel very much aggravated by the opinions expressed in "Continental Notes" last month.

I, and I believe many others, watch motor racing to see plain skill, not blind courage; the word courage is synonymous with stupidity. May I point out to the Continental Correspondent that it is not his job to tell people what to do with their 20- or 30-thousand pound Grand Prix cars, and I would have thought that the extent to which a driver guards his own life is purely a matter for that driver; to try (however unsuccessfully) to talk another into risking his life more than he wishes for one's own private enjoyment is morally wrong. Obviously ill-founded is the suggestion that entrants and drivers who decide that they do not want to race at Spa in the Belgian Grand Prix should individually refrain from entering; clearly, if one team enters then everybody has to do so with all those valuable points at stake.

I think that, by now, we all know your odd views, D.S.J., so why don't you just keep to giving us those excellent race reports, provided, that is, you don't die from injuries received from your special "courage" knives and forks, sharpened at both ends, or your special "courage" all-metal light switches.

Sidcup. R. N. TOOZE.

Sir,

What a truly magnificent article about the cancellation of the Belgian Grand Prix. I was beginning to think that I was all alone in feeling a deep disgust about this affair, but I see I am not. You have mirrored my thoughts so exactly, so brilliantly, that anything else said would be entirely superfluous.

Motor racing does stink, all down its various levels. Gone are the splendid days of Moss, Hawthorn, Collins, Ascari, Lewis-Evans, Gonzalez, Villoresi, etc. Now we seem to have a soft lot of Union men interested purely in money. The poetry, adventure and sheer *Joi de Vivre* of motoring seems to have disappeared and we are left with sourness and strife.

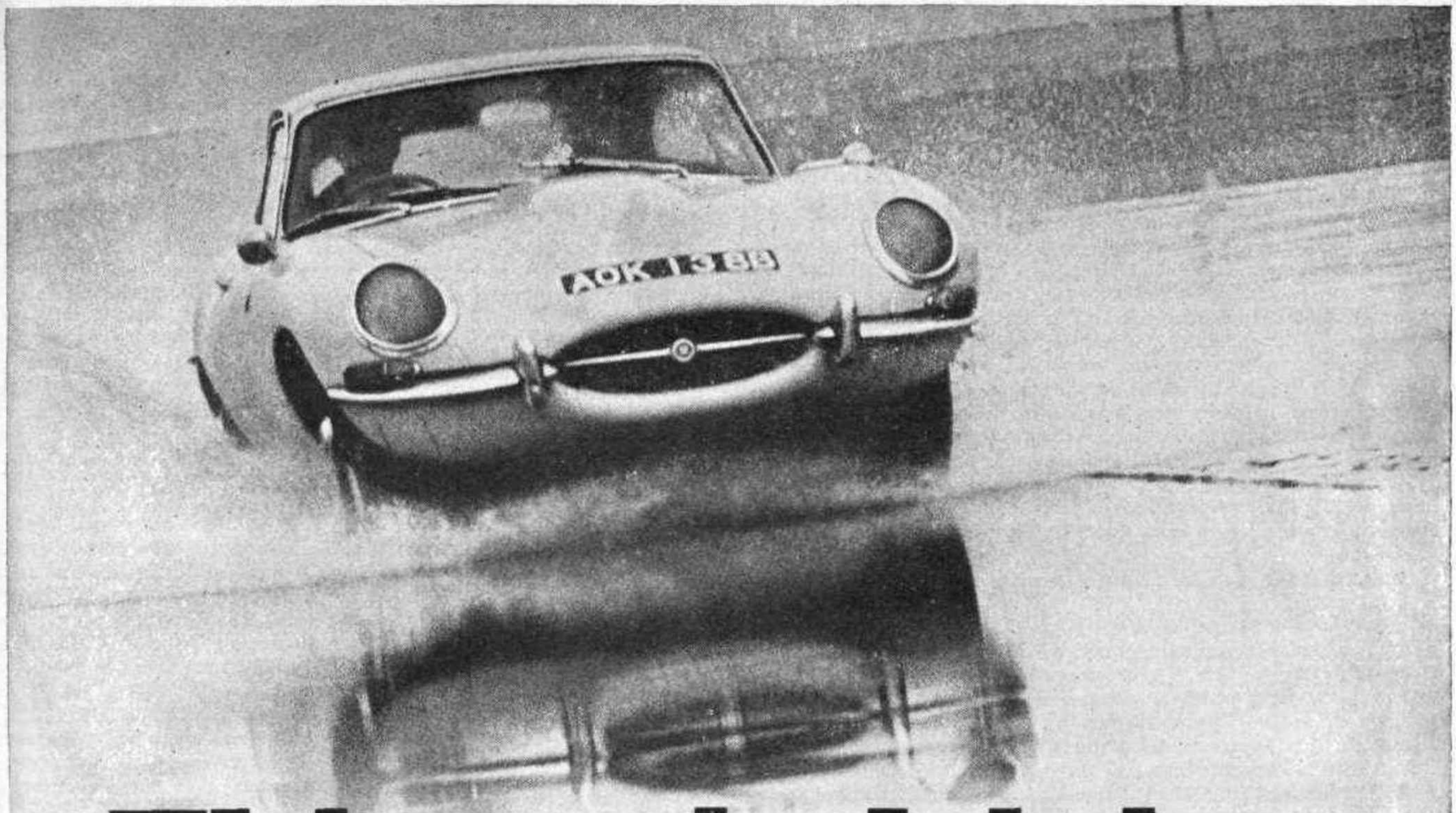
Even at the very lowest level in racing, in which I participate—namely, racing old M.G.s—there is a slight "pong" pervading the atmosphere which wasn't there two years ago. Fortunately, we will never be "big business" so it will never get worse. It is still exciting, and challenging, to drive a supercharged M.G. TC at 100 m.p.h. round Castle Combe or Oulton Park. To the uninitiated it looks ridiculously slow, but some of these cars produce 100 b.h.p. against a standard 55, and can be quite twitchy with their primitive suspension, and mine certainly provides all the challenge I could cope with!

Surely it is not beyond the wits of the car constructors and tyre companies to produce a narrow rain tyre for wet conditions, and still allow high speeds to be reached. Fat tyres and aerofoils have finally killed all my interest in F.1 racing. Give me a vintage or P.V.T. race any time, but not being able to afford a vintage racer, my M.G. TC is an admirable substitute!

Dry Drayton. A. P. WILLMER.

Sir,

I feel that I must take issue with you over your article on the can-



This car is driving along a dry road.

Dunlop's new SP Sport radial rides so well on a soaking surface you really feel as if the road's dry under you. This tyre is a dramatic advance in water-clearance, giving you greater safety than ever before. Because it's got aquaplaning licked.

The Aquaplaning Bogey. Aquaplaning is what your car can do, when it hits a wet stretch.

At speeds of sixty plus in heavy rain, many tyres are only delivering 10% of their gripping power. The rest is riding on a film of water.

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celled Belgian Grand Prix ("Continental Notes"—May).

Your statement that the best of our Grand Prix drivers would do better to take up knitting if they have insufficient "guts" to take part in the race at Spa smacks of the irresponsible, to say the very least. Perhaps you have already forgotten what happened to the finest driver these islands have ever produced when spun off an unguarded track at Hockenheim. Frankenheimer may have done some good by showing the public what it takes for a driver to have driven through the cloudburst at Spa in 1966. Not many would have dared!

Surely these men have the right to be reasonably protected in the event of an untimely accident. "Accepting a challenge" is one thing, but what happens when an aerofoil or "wing" breaks off when approaching a particularly difficult corner? You must not forget that people's lives are at stake and I for one should not like to determine whether the cost of any safety measures considered necessary by the drivers concerned outweighs the value of their lives. Incidentally, the difference between dying in a crash at 100 m.p.h. and 180 m.p.h. is that at 100 m.p.h. a highly skilled driver is more likely to be able to correct any mistake he may have made and, as a result, live to race again.

For some time now, and I assure you some considerable time to come, I shall enjoy reading MOTOR SPORT as a "grown-up" sporting monthly, so please get to know the difference between "guts" and overconfidence.

Thank you for such an otherwise excellent magazine.

Tadworth. ALAN C. TURNER.

[While publishing opposing views on this important subject, W.B. sides with D.S.J. There is a difference between being foolhardy and taking precautions, which is why present-day G.P. drivers dress up in fireproof panties, crash-hats, face masks, and so on, whereas their counterparts, in days when proportionally as many or more front-line drivers died in accidents than they do today, raced in open-neck shirts and linen helmets. But when it comes to not driving at all, which is D.S.J.'s allegation against G.P.D.A. drivers, the thing amounts to lack of "guts", a quality still possessed, thank St. Christopher, by pilots like Sheila Scott in her single-engined aeroplane, etc., in last month's *Daily Mail* Trans-Atlantic Air Race.—ED.]

* * *

DETRIMENTAL TO B.M.C.

Sir,

I have just read a report printed in *The Times* of April 19th in which B.M.C. are being forced to reveal complaints of, to quote, "Sudden uncontrollability of steering for unknown causes", found in 1,100 c.c. models.

Having enjoyed MOTOR SPORT for many years now, and having taken you at your word on a number of road-tests, I now wonder if you can throw any light on this matter. Although you are not in the "trade" *per se*, you do find out features which would otherwise be held back from the public.

Some time back I worked for Mercedes-Benz (Great Britain) Ltd. and can swear that when a friend's new, 8,000 miles, 300 SEH saloon developed chronic troubles many jig-jog courses were adopted to keep the truth from the owner.

The reason for writing this letter is that my mother has just bought a new Austin 1100, and, of course, is worried by the enclosed article. To be fair, not *too* worried as her first 1100 was delivered in August, 1963, and sold in January, 1969, at 52,000 miles and proved very cheap to run, with no failures apart from a generator and clutch bearing.

How pleasant to find in 1969 that the 1100 has synchromesh on all four gears without even being told, and new caliper disc brakes which feel far more powerful and progressive.

I myself am not too worried, having read your article "Traction Avant" some time ago, but when a suspicion is allowed to ripen, mind takes over from matter.

As you will see in the article, the driver seems to state that a wheel collapsed. I can accept that as one of those things, like hitting a kerb. What would worry me is the steering rack breaking up or drive shafts breaking, and/or seizing-up in the c.v. joints.

We shall drive the 1100 as always with a weather-eye open for police and a sympathetic ear for the machinery.

Before I close, however, I did read last week in a local paper of an 1100 which turned end over end three times on a straight, clear road, and no other cars were involved. The photograph of the really gave food for thought.

Just to prove that MOTOR SPORT does "work" my late father an have followed you very closely and not been disappointed. As a re of road-tests we have bought four Jaguars, a Morris 1000, a smooth Armstrong-Siddeley Sapphire, an Austin and Morris 1 a Mercedes-Benz 220SE6 and 300SL coupé.

All the cars gave or are still giving very good service. The real breakage was from an early Jaguar, which broke a gearbox shaft in Scotland.

Your road-test on the Jensen was most interesting, but even this three-ring circus of a Government, don't you think it is wi overpriced?

Hemel Hempstead. M. G. C. POTTER.

[This matter so seriously affects the reputation of B.M. products, especially on the eve of the introduction of the f.w.d. Au Maxi, that we have asked Lord Stokes to comment.—ED.]

THE AUSTIN MAXI—continued from page 638

The Girling disc/drum servo brakes are effective, but squeal Unfortunately, allied to engine noise, which gear and fan whine road sounds accentuate, and the mediocre performance (a s.s. ¼-m takes over 20 sec., top speed is 90 m.p.h. in 4th, with a very n 70 in 3rd), there is the rack-and-pinion steering, which calls for turns, lock-to-lock, plus a little sponge, and thus remains too l geared, especially in conjunction with the Maxi's column rake 16¼-in. steering wheel, and is not particularly light for the big movements. There is quick castor-return and about the corner ability I have no complaints, am indeed decidedly enthusiastic, while safe grip of f.w.d. B.M.C. cars on snow and other slippery surfa needs no qualification.

The suspension is hard enough to create some body shake. H doors, as on the 1800 without front quarter-lights, and a l unobstructed floor, make for easy access but the door "keeps" are we The interior handles-cum-locks are those neat B.M.C. type used Lotus, but I was sorry to find that in erecting the back-seat cush from the bed-made position it fouled a window winder until the back door had been opened. The interior lamp has a crude switch.

By making miserly use of 5th gear whenever possible I got a c sumption of 99-octane fuel as low as 31.3 m.p.g. in commuter drivi the overall figure was 30.8 m.p.g. But for fast running on the 9-to-1 101-octane petrol is specified, putting up the running costs. The f filler, under a flap on the n/s of the car is too stiff, as one Service-Stat girl pointed out. The bonnet self-props and the dip-stick is accessi in a tube at the front of the engine—it showed the engine/gearbox le to have fallen hardly at all after 800 miles.

Fuel feed is by a mechanical pump which primes quickly and tank is said to hold 10 gallons, so should give a range in the region 300 miles. The spare wheel is under the luggage compartment fl and, surprisingly, is exposed to road dirt. As on more recent B.M. small cars, all the gears have synchromesh (my dears, they must holding Alec Issigonis down!), but bottom sometimes tended to bau The test car had Lucas quartz-halogen sealed-beam spot-lamps, Kan seat-harness, a good Radiomobile radio with rather big plated kno and door mirrors supplementing a good rear-view mirror of wh the n/s one was broken by a careless cyclist in London traffic. T corner-style rear lamp cluster is rather ugly, in my view. The fus box is located on the n/s of the under-facia shelf.

To sum up, the Austin Maxi is the best-yet of the transverse-engin B.M.C. models but it is not sufficiently revolutionary to merit all t ballyhoo that preceded it. Those who are sold on sophisticat suspension, front-drive, and who want to carry large loads or can will find it a good car. Those who want more performance, a nicer gea change, less cacaphony and a conventional saloon, at the expense ride comfort and perhaps handling, may prefer, say, a Ford Cortina G or a Hillman Hunter. It is interesting that the Austin Maxi co £978 16s. 11d. inclusive of p.t., the Ford GT in four-door form £98 and the Renault 16, with which the Maxi will inevitably be compare £970. It is nice to know that this B.M.C. model was pre-productio tested for a distance exceeding 835,000 miles.

Personally, I hope that I shall feel greater enthusiasm for the "tr British Leyland car" which Lord Stokes promised us, at the same ti as he was promoting the Austin Maxi as a "new era in British motorin and saying, in his pre-release speech, that he hoped you would b t.—W. B.

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M.G. Y, 1948. TAXED TO DEC. M.o.T. Nov. £100. *Tel.: 01-644 1985 (evenings).* (3217

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M.G. TC, 1949. EXCELLENT CONDItion. M.o.T., taxed Feb., 1970. £200. Miss Holt, Towers Hospital, Leicester. Tel.: 67184. (3240

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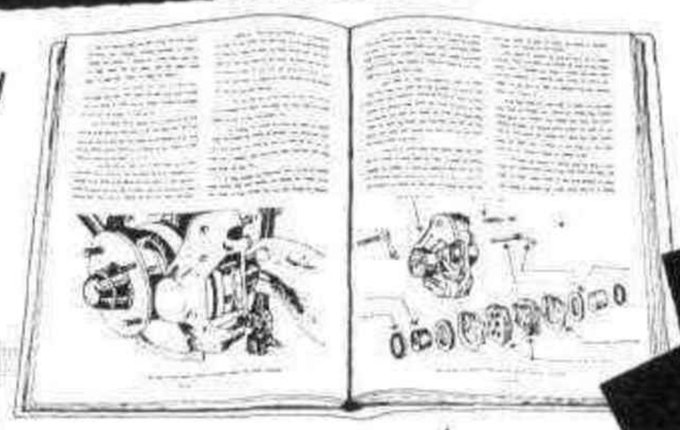
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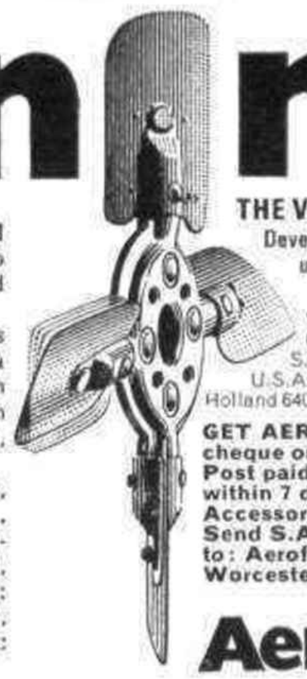
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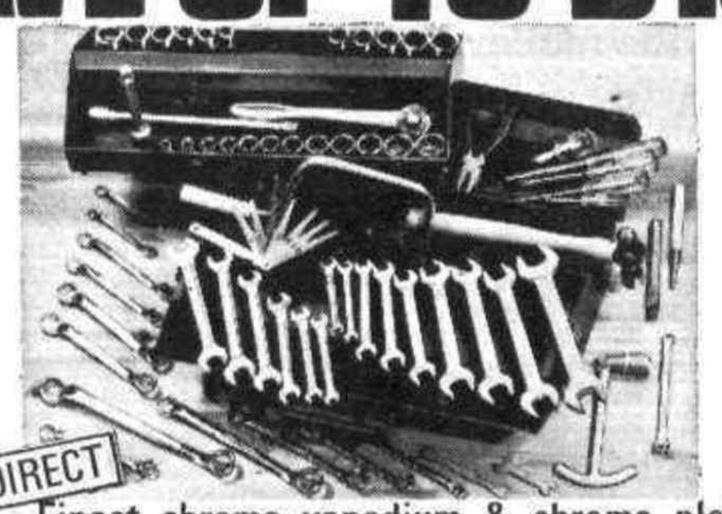
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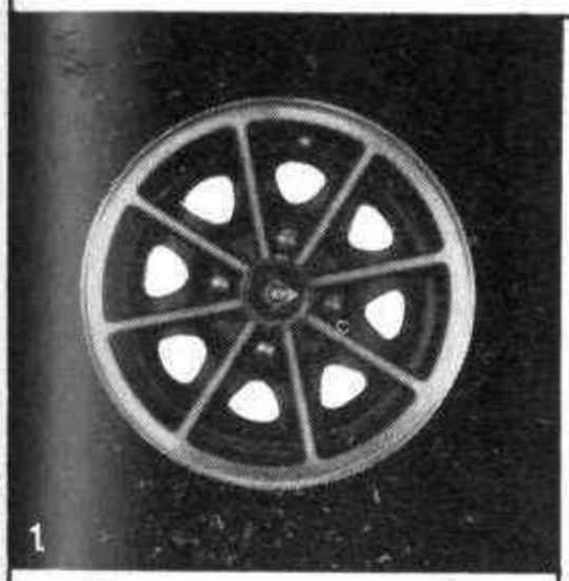


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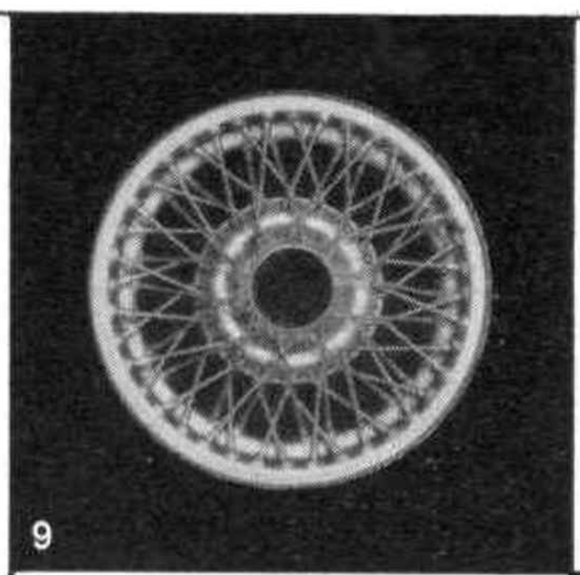
6 Mini aluminium rocker covers £3 19 6

7 4½J x 10″ Cooper S £3 15 0

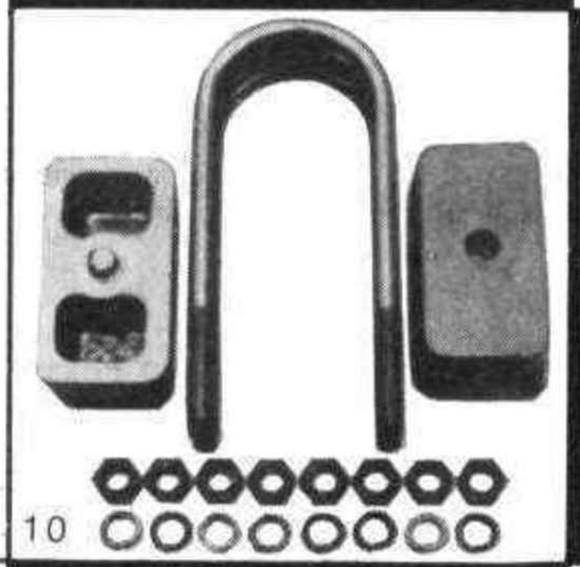
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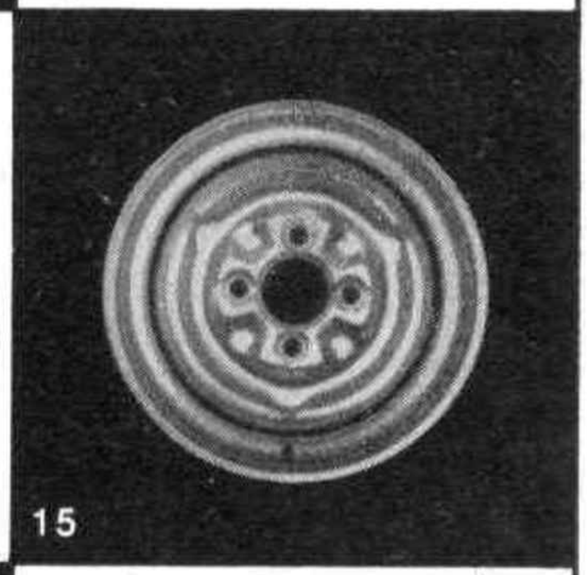
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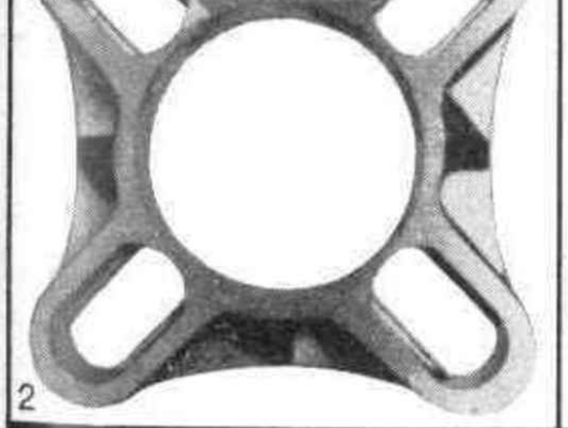
10 Ford suspension lowering kit £2 15 0

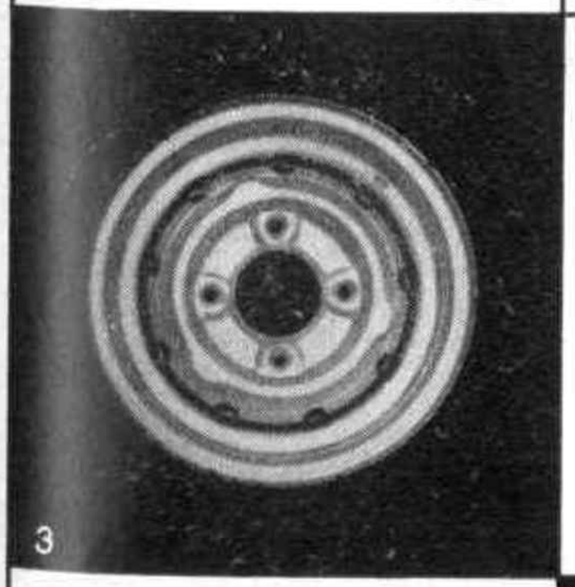

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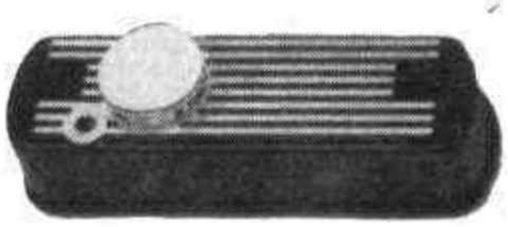

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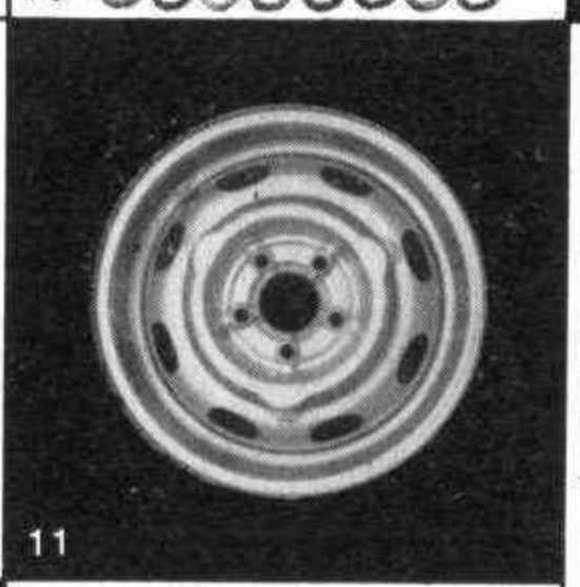

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11 5½J x 15″ Volvo 122/144 £7 19 0

12 Speedi-Grip Gear knob £1 1 6

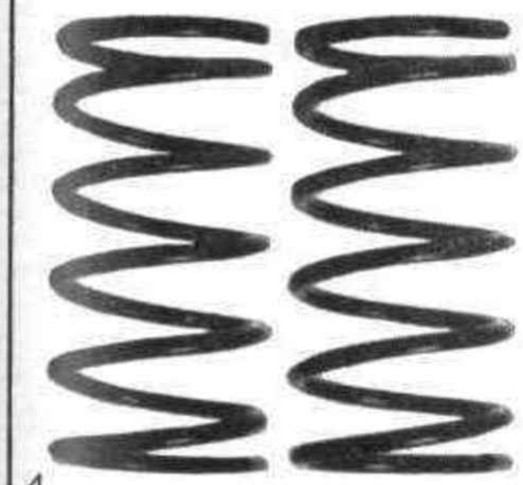
13 4½J x 13″ Triumph Herald Vitesse, Spitfire £3 15 6

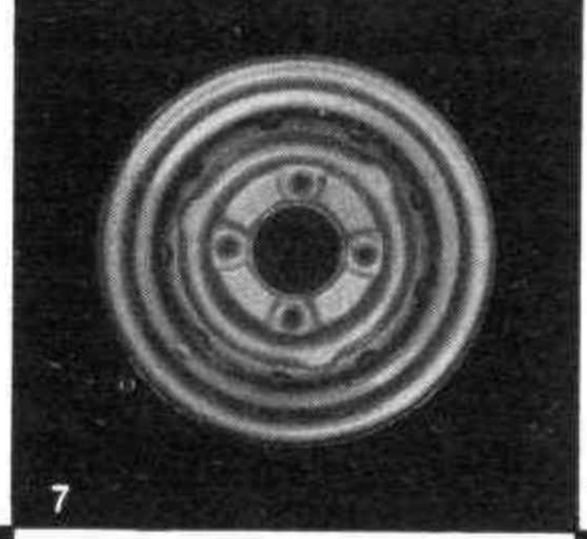
14 John Surtees driving gloves £2 19 6

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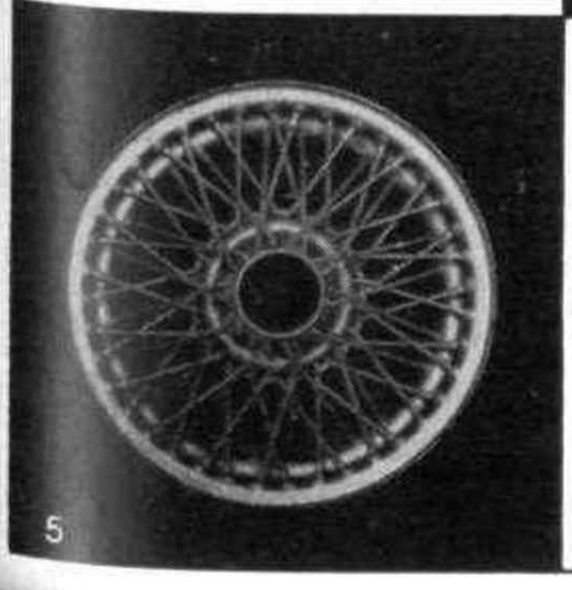
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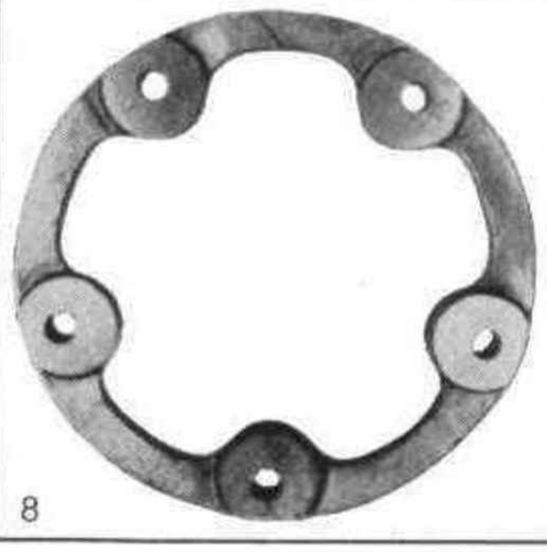
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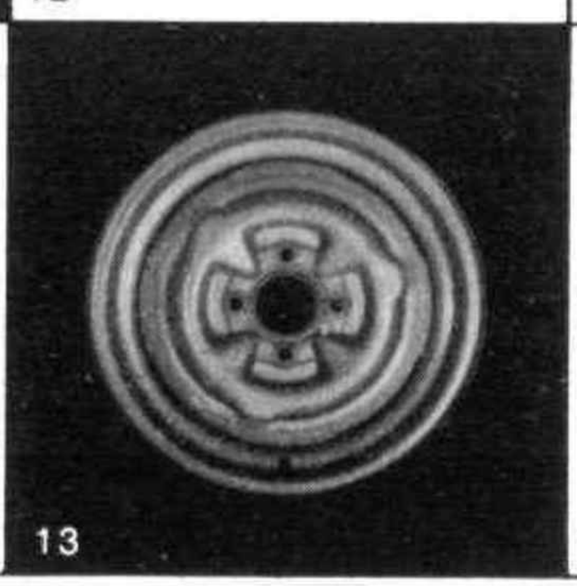

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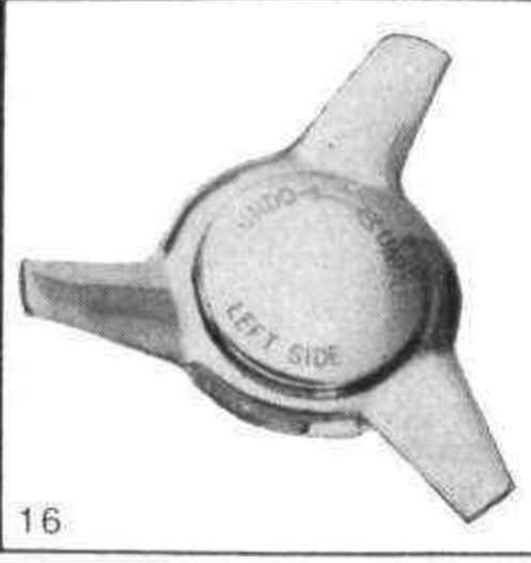

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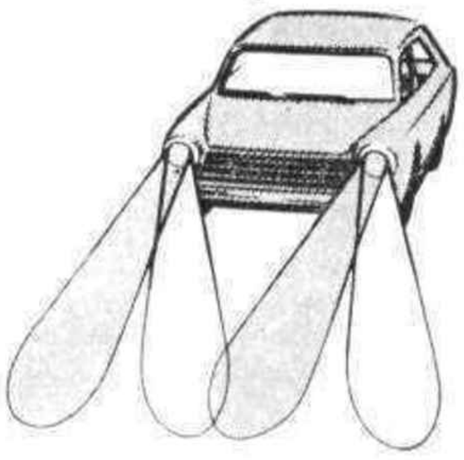


16

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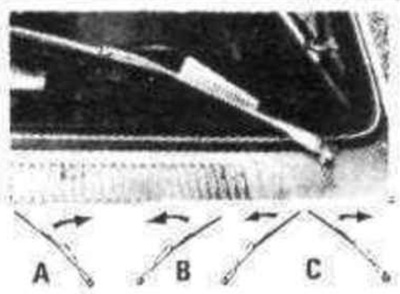
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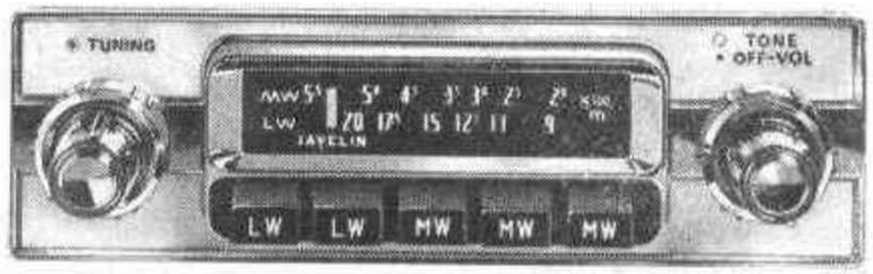
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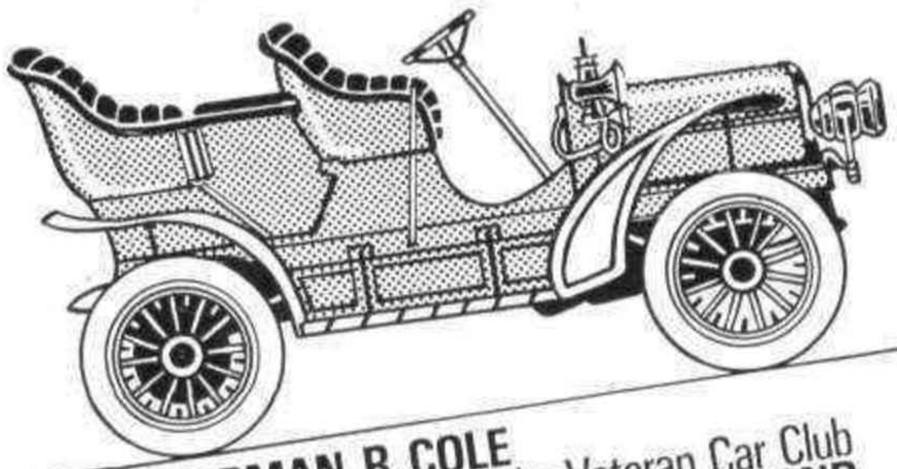
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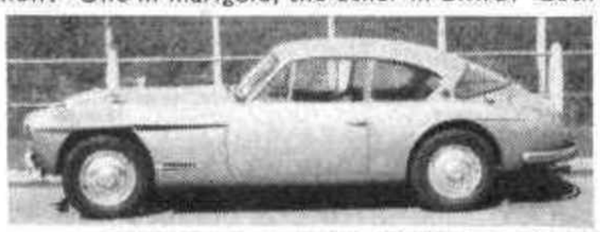
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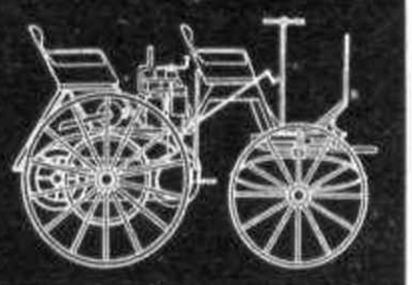
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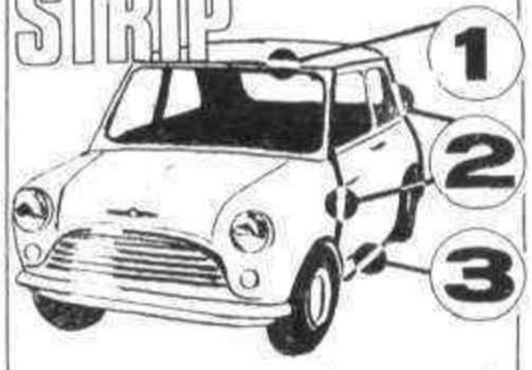


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FOR SALE—continued

MK. VI BENTLEY. SECOND ENGINE, £165. 1955 "R" automatic sports saloon, £675. 19 Oakleigh Park, North London, N.20. (3338

SUNBEAM ALPINE, MAY, 1967. SHOW-room condition. W/w, o/d, hard- and soft-tops, radio. All extras, 14,500 miles. £710. Cann. Tel.: 992 3906 (after 6.30 or weekends). (3339

1947 RILEY 2½-LITRE. RUNNING order, needs attention. Offers. 16 Overton Drive, Water Orton, Birmingham. (3340

XK150, 1960, 3.4 D.H.C. FINISHED IN mist grey coachwork with red leather upholstery, having completed only 36,500 miles from new. This car is believed to be the finest XK150 available. Garaged from new to maintain specimen order. Not restored, unblemished, wire wheels, overdrive, faultless throughout. Offers are invited around £800. Genuine investors only please. Tel.: Reading 62492 (after 6 p.m.). (3341

1934 M.G. J2. £170 JUST SPENT. FAN-tastic machine, appreciating daily. Must sell, cash required, thus £325. Tel.: 01-997 2678 (evenings). (3342

TR4A, 1965, WHITE, MOTOROLA, CIN-turatos, low mileage. Emigration forces sale. Well kept and well loved. £625 to good home. Tel.: 01-229 2284 (about 6.30 p.m. any evening). (3343

ASTON MARTIN DB2/4 MK. II. Actual 1953 Show model. 3-litre engine. Resprayed B.R.G. Well maintained throughout. Heater, radio, new battery, rebuilt wheels, etc. £550. "Fiddlers", Leas Lane, Warlingham, Surrey. Tel.: U.A.O. 3970 (after 6 p.m.). (3344

BENTLEY MK. VI STANDARD STEEL saloon, 1949 (Dec.). Black cellulose, brown leather. A lot of money recently spent. Engine and chassis mechanically excellent, very smart appearance. Taxed and current M.o.T. (of course). £385. Tel.: Wickham (Hants.) 3143. (3345

M.G. MAGNETTE ZB VARITONE, 1958. Good condition, seat belts, new battery, radio, heater, good tyres. £150 o.n.o. Tel.: King's Langley 2579. (3346

M.G. TD1. UMG 462. SUPERB CONDI-tion. Maroon. New beige interior, carpets, new screens, good hood, tonneau, reconditioned engine, 20,000, completely reliable. £325 or part exchange for TC. Excellent mechanics. M.G. maniacs only. Not for export. Tel.: Brighton 56989. (3347

XK140 JAGUAR, 1956. EXCELLENT body and paintwork in Old English white. New engine, overdrive, Webasto sunroof, chrome perfect, radio. Real investment. Offers. 34 Charlock Way, Holywell Estate, Watford, Herts. (3348

TRIUMPH TR4A, 1965. RED WITH black trim, Surrey top, overdrive, ZXs, excellent condition. £685. 3 Holders Hill Crescent, Hendon, London, N.W.4 (evenings only). (3349

HONDA S800 SPORTS COUPE, 12,000 miles. F reg. Excellent condition. Owner must sell to get four-seater. £600 o.n.o. 29 Dollis Ave., Finchley, N.3. Tel.: 01-346 3727. (3350

SINGER CHAMOIS SPORT, 1967/1968. F registration. Oxford blue. Standard specification includes twin carbs., four-branch exhaust, oil cooler, servo-assisted brakes, reclining seats, radials. Extras: belts, wing mirrors, reversing lights, spot. £550. 12 Pinetrees Close, Worlingham, Suffolk. (3351

1968 M.G.-B GT. G REGISTRATION. Tartan red. O/d, radio, with extras. Cost £1,345. Perfect condition. £1,145. F. E. Northover, "Cerne Abbas", Saunders Lane, Awbridge, near Romsey (Hants.). Tel.: Lockerley 488. (3352

FOR SALE: 1961 MK. I SPRITE. GOOD condition. £230. 79 Sutton Rd., Shrewsbury. (3353

VINTAGE ENTHUSIASTS: 1937 ROVER 10. Exceptional condition. Rebuilt 1959. Time, money lavished on it. M.o.T. Dec., 1969. £100 o.n.o. Ahlbom, 7 Mackie Ave., Filton, Bristol, BS12, 7NE (not weekends, except by appointment). (3354

QUICK SUNBEAM TALBOT 90. GOOD condition. M.o.T. 1970. £70 o.n.o. 40 New Rd., Reading (3356

BENTLEY R-TYPE, 1953 (SEPT.), standard steel saloon, big boot model, black over pearl, new radial tyres, manual gearbox. Excellent mechanicals, sun roof. In nice condition. £695 or nearest offer. Tel.: 021-357 8489 (after 6.30 p.m.). (3355

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1953 CREAM M.G. TD. GOOD CONDI-tion. £235 o.n.o. Tel.: Warrington 65892, or write to: 2 Beechfield Rd., Grappenhall, Warrington. (3363

LATE 1964 ALFA ROMEO 1,600 C.C. Giulia G.T. Sprint. Immaculate condition. Red exterior, black interior. Contact S. Barrie. Price £650. Tel.: Humberston (near Grimsby) 3102 (hours 9-5). (3364

ENGINEER OWNER OFFERS 1954 M.G. TF. Italian Red. New Cinturatos, generator, etc. In "better than new" condition. Best offers to: Stroud (Gloucestershire) 4470. (3365

B20 LANCIA AURELIA, FOURTH series. Good condition. New exhaust system. £250 o.n.o. 31 Hubbard Close, Wymondham, Norfolk. Tel.: Wymondham 2462. (3366

VRW 1 REGISTRATION NUMBER AT-tached to Ford Zephyr. Best offer secures. Tel.: 021-705 2074, or 021-743 2254 (office). (3367

ENGINE PARTS FOR SALE. ASTON DB2, almost complete. Offers taken for the lot. Tel.: 021-705 2074. (3368

A.C. ACECA, 1955. IN CONCOURS CON-dition. New Cinturatos on 6 in. wires. H.M.V. radio, £500, or consider less hairy beast. Tel.: 051-639 6795 (Cheshire). (3369

TRIUMPH VITESSE 1,600, 1966. OVER-drive, undersealed, radio, Cinturatos, 31,000 miles. £480. Tel.: Bookham (Surrey) 3439. (3370

1949 TRIUMPH 2000 ROADSTER. GOOD body, mechanics, tyres, M.o.T. Aug. Addition to family forces sale. £125. Bargain price for this rare car. McKeown, 28 Nelson Rd., Liverpool, 17. (3371

M.G. TD, 1953. EXCELLENT CONDI-tion throughout. £330 o.n.o. The Bungalow, Haine Rd., Ramsgate, Kent. Tel.: Manston 237. (3372

1934 BENTLEY 3½-LITRE PARK WARD saloon in exceptionally good mechanical condition. Twelve years with present (3rd) owner. £1,250. Box 1571. (3373

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VINTAGE BENTLEY SPEED SIX FOR sale. Details: s.a.e. to Box 1572. (3375

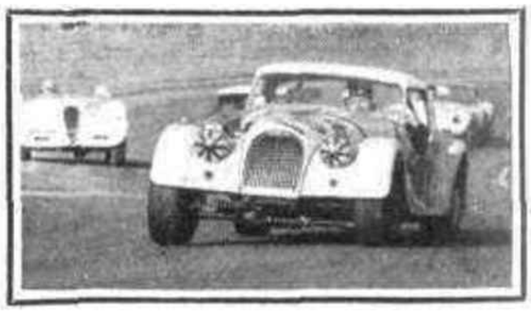
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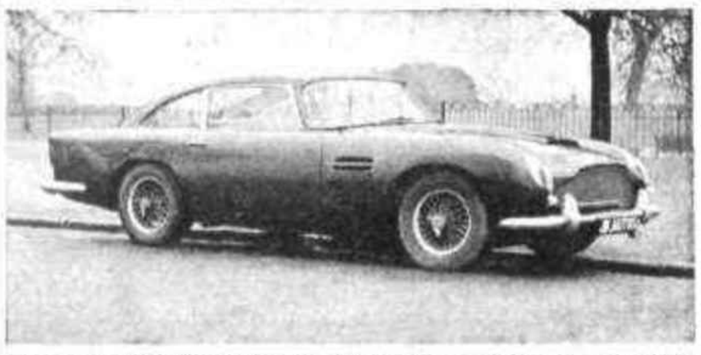
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1966 ELAN drophead, Bahama yellow, many S.E. modifications **£945**
1965 ELAN, detachable hard-top, red/black. Immac. **£845**
1967 SPITFIRE Mk. 3, red, one owner **£625**
1963 M.G.-B, red/black trim, wires **£495**
1964 AUSTIN HEALEY Sprite Mk. 3, blue ... **£385**
1967 TR4A roadster, powder blue, wire wheels ... **£825**
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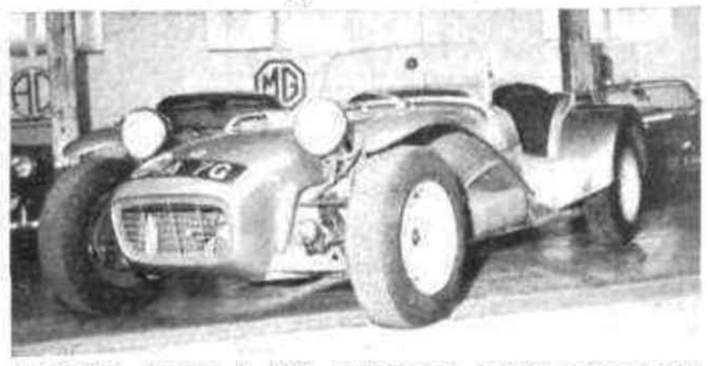
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1967 M.G. Midget, wire wheels; one owner ... **£595**
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1967 SPRITE Mk. 3, red with black interior one owner **£620**
1967 MARCOS, Bahama yellow, wire wheels; one owner **£1,195**
1966 M.G.-B, Old English white, wire wheels ... **£699**
1966 M.G.-B, blue with black interior **£675**
1966 SPITFIRE, wire wheels, hard-top, radio ... **£525**
1965 TR4A, red, Surrey top, wires, overdrive ... **£725**
1966 M.G. Midget, green with black interior, with hard-top **£525**



1967 MARCOS, metallic blue, sun-roof, wire wheels; 1,650 c.c. Excellent condition **£1,225**

1966 LOTUS S3, IWR engine, white **£995**
1966 LOTUS Cortina, 1 owner, Lotus colours ... **£710**

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1967 JAGUAR E-Type 2+2. Immaculate in golden sand with red interior. This vehicle is made all the more desirable by being fitted with a heated rear window and excellent push-button radio. It has covered only 24,000 miles in the hands of its one owner from new and consequently is in excellent condition throughout. Outstanding value **£1,695**

1966 M.G.-B roadster. Immaculate in British Racing Green. This vehicle is fitted with overdrive, wire wheels, seat belts and excellent Dunlop SP68 tyres. In first class condition throughout **£745**

1964 TRIUMPH TR4 f.h.c. Immaculate in white with red trim, this vehicle is fitted with overdrive and has covered only 41,000 miles in the hands of its one owner from new. In as-new condition throughout. Excellent value **£625**

1964 AUSTIN HEALEY Sprite Mk. III (wind-up windows). An excellent example in Valencia blue, one owner only and fitted with chrome luggage rack, heater, wing mirrors, etc. Excellent value **£425**

1966 JAGUAR 4.2 E-Type f.h.c. A local car in Carmen red with black interior. Fitted chrome wire wheels, heated rear window and numerous other extras. 24,000 miles only, as new throughout **£1,495**

1964 LOTUS ELAN convertible. An above-average example in primrose with black interior, particularly outstanding performance and handling **£775**

1967F M.G. Midget Mk. III. A one-owner car in British Racing Green. Fitted wire wheels, radio, heater, etc. Nominal mileage and in first class condition throughout **£675**

1965 JAGUAR 4.2 E-Type f.h.c. A most distinctive car. Fitted chrome wire wheels, heated rear window and push-button radio. In first class condition throughout ... **£1,195**

1963 AUSTIN HEALEY 3000 convertible. Attractive in Colorado red, fitted overdrive, wire wheels, etc. An excellent example in first class condition **£545**

1967F AUSTIN-HEALEY Sprite Mk. IV (1,275c.c.). Immaculate in Basilica blue. One owner only. Fitted wire wheels, radio, wood-rim wheel and a host of other useful extras **£675**

1965 JAGUAR 4.2 E-Type f.h.c. Attractive in British Racing Green with matching interior. Fitted chrome wire wheels, radio, etc. Outstanding performance and handling. Highly recommended **£1,195**

1965 JAGUAR 4.2 E-Type roadster. A most attractive car in opalescent silver blue with matching interior. Fitted push-button radio and numerous other useful extras. Excellent value **£1,295**

1967 TRIUMPH TR4A roadster. A most distinctive car in Royal blue which has had only one owner from new. Fitted overdrive and wire wheels and the condition throughout can only be described as excellent. Highly recommended **£895**

1963 JAGUAR E-Type roadster. Supplied by us to its previous owner. A new clutch just fitted. Attractive in opalescent silver blue, fitted radio, ... **£895**

1963 M.G.-B roadster. An above-average example in tartan red. Fitted chrome luggage carrier, racing wing mirrors and seat belts. Complete engine overhaul 600 miles ago **£495**

1959 AUSTIN HEALEY 3000. This vehicle was fitted with a replacement engine 6,000 miles ago and is made all the more attractive by being fitted with overdrive and hard- and soft-tops. Excellent value **£345**

1964 JAGUAR E-Type f.h.c. A well-above-average example in white with red interior. Fitted chrome wire wheels, radio, etc. In first class condition throughout **£945**

1969G LOTUS Elan S4 d.h.c., special equipment. This vehicle has covered only 4,600 miles in the hands of its one owner from new, and is in as-new condition throughout. Unmarked in canary yellow, fitted power windows, knock-on wheels and excellent push-button radio ... **£1,595**

1963 TRIUMPH TR4 f.h.c. An above-average example in red. Fitted numerous extras. Outstanding performance and handling. Excellent value **£465**

1967F TRIUMPH Spitfire Mk. III. Unmarked in white with black trim. This vehicle has covered only a nominal mileage and is fitted with a heater and wing mirrors, etc. A most attractive little car **£675**

1964 JAGUAR E-Type f.h.c. Ex-property of one of our regular customers. Outstanding in Carmen red with black interior. Fitted chrome wire wheels, push-button radio, racing mirrors, etc. Highly recommended **£995**

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1967 SUNBEAM Alpine GT. Immaculate in British Racing Green. Fitted overdrive, seat belts, etc. 14,000 miles from new, one owner only. As new **£775**

1963 JAGUAR E-Type f.h.c. A well-above-average example in white with red interior. Fitted radio and numerous other useful extras. Highly recommended **£895**

CAR OF THE MONTH

1968F JAGUAR 4-E.2 Type roadster. This vehicle unmarked in white with contrasting black interior, has covered only 15,000 miles in the hands of its one owner from new. It is, of course, the new headlight model, and is fitted with a number of useful extras. The condition throughout can only be described as new and it has obviously been maintained regardless of expense. We thoroughly recommend it in every way at ... **£1,895**





1965 M.G.-B roadster. A most attractive car, fitted with a host of extras, which include detachable Bermuda hard-top, overdrive, wire wheels, radio, numerous extra instruments and excellent Cinturato tyres. Outstanding value **£695**

1964 TRIUMPH TR4 roadster. Fitted wire wheels, overdrive, racing wing mirrors, heater, etc. This vehicle has had only one owner and is in excellent condition throughout **£595**

1964 TRIUMPH TR4 roadster. Completely overhauled, including pistons, liners, decoke and brakes. Finished in Signal red and highly recommended **£565**



1962 ALVIS TD21 automatic saloon. Distinctive in golden sand, this one-owner vehicle has obviously been maintained regardless of cost. It is made all the more attractive by being fitted with wire wheels and all the usual Alvis luxury extras, and the performance and handling are quite outstanding **£795**

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1275S MORRIS COOPER, 1965 MODEL. Genuine 33,000. Webasto roof, many extras. Full history. A.A. inspection invited. H.P. possible. £435. Loader, "Heusden House", Tel.: Gerrards Cross 84160. (3395

ASTON MARTIN DB2/4 MK. I 3-LITRE sports saloon. Twin exhausts, Alfin brakes. Bargain. £325. Judd, 160 Albany Rd., Earlsdon, Coventry. (3396

ALVIS 14, 1949, DROPHEAD. DAILY use. New hood. £110 o.n.o. Tel.: Yatton 3180. (3397

LOTUS CORTINA, 1963/1964, NEW ENGINE, gearbox, back axle and tyres, leaf springs, radio, many extras. Beautiful condition. Best offer. Smith. Tel.: Chelmsford 53233, extension 2487. (3398

THREE-LITRE BENTLEY ENGINE. Good condition, less water pump and mags. Offers. Box 1575. (3399

E-TYPE JAGUAR, 1968 (MAY). WHITE, black trim, c/w/w, radio, belts, taxed. Excellent condition. £1,795 for quick sale. Tel.: Sevenoaks 56767. (3400

SKODA 1000 MB, 1968, IN IMMACULATE condition. Many extras, very economical. £400 o.n.o., or cheaper car, plus cash. Tel.: Bitton 3485 (near Bristol). (3401

MARCOS GT, 1967. OPALESCENT silver with black interior. Stage 2 1,500 c.c. Ford engine, c/w twin 40 DCOE Webers (recent complete mechanical overhaul), sun roof, wire wheels, Cinturatos, seat belts. Interior Silent Travel. Genuine 22,000 miles. Reason for sale—new Marcos arriving. Offers around £1,250 after 17/5/1969. Tel.: 021-353 1913. (3402

JAGUAR 3.8 MK. II, 1963, AUTOmatic gearbox (new). Wire wheels, Cinturato tyres, radio, safety belts, reclining seats, electrically heated rear window, 39,000 miles only. Two owners. In excellent condition inside and out. Finished in silver grey with cherry red interior. Part exchange considered. £445 o.n.o. Tel.: 061-681 5114 (Manchester). (3403

VOLVO 122S, 1961, IN VERY GOOD order. Original throughout. Interior unmarked. Safety belts, adjustable seat backs, thermostatically controlled radiator fan, new tyres, and M.o.T., 48,000 miles only. Engine overhauled. Any trial. Exchange considered. £295. Tel.: 061-681 5114. (3404

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AERO MINX, 1934, DROPHEAD COUPE, Tickford roof. Major overhaul, rewired and 4 new tyres 7,000 ago. New carburetter by Zenith, new battery, undersealed. Original speedo/rev.-counter. Lights modernised to be legal. Thought by Rootes to be unique. Hand-made body. £300. Tel.: CROydon 5778 (evenings). (3407

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RARE ALFA ROMEO SPIDER 2000, 1960. Registered 1964. R.h.d. Excellent Alfa red coachwork by Touring of Milan. Detachable fastback hard-top, very good hood, mechanics perfect, engine rebuilt last year at a cost of £150. Five-speed gearbox, Cinturatos. Extras include: Motorola radio, heater, windscreen washers, seat belts. M.o.T., taxed. £575 or part exchange for cheaper sports car value up to £250. Tel.: 01-647 5081 (Croydon). (3410

AUSTIN SEVEN TOURER, 1936. ONowner until 1967. Original handbook, etc £135. Tel.: Hemel Hempstead 51012. (340

LANCIA APPIA III, 1961. RECENT ENgine overhaul, good all-round condition £250 o.n.o. Tel.: Cambridge 46493. (341

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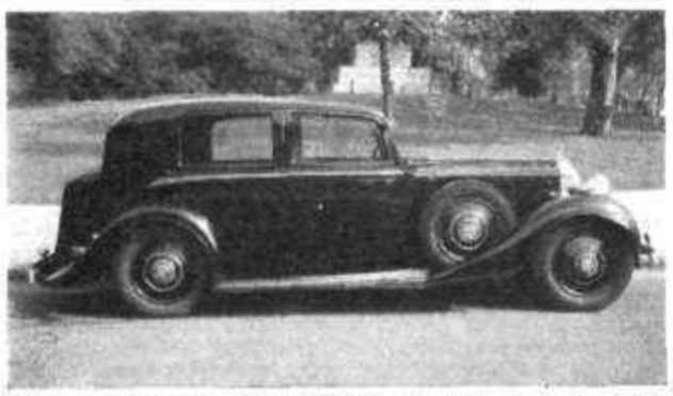
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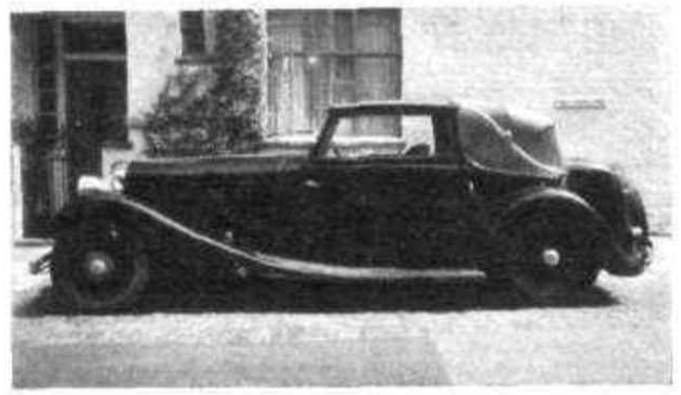
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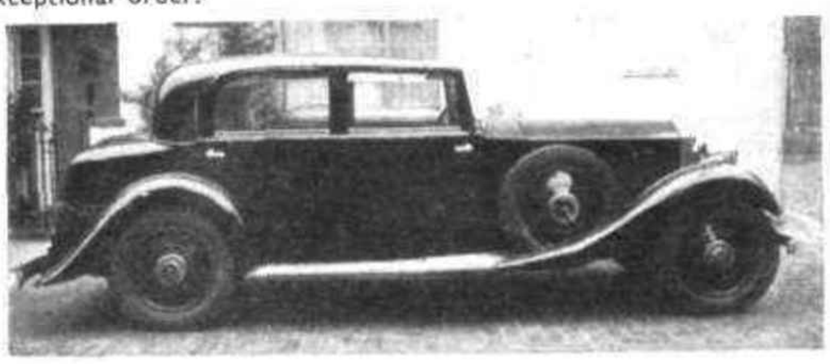
1938 ROLLS-ROYCE 25/60 touring limousine by Thrupp & Maberly, opera seats, electric division; exceptional order.



1934 BENTLEY 3½-litre drophead coupé by James Young, restoration in progress.



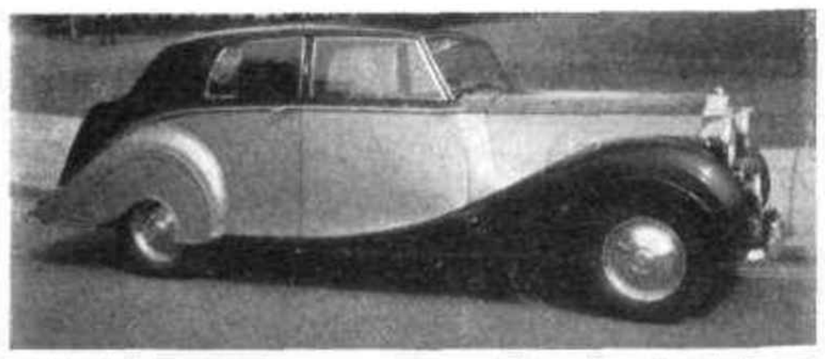
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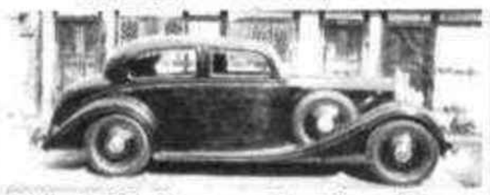
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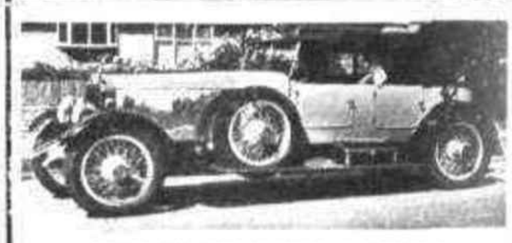
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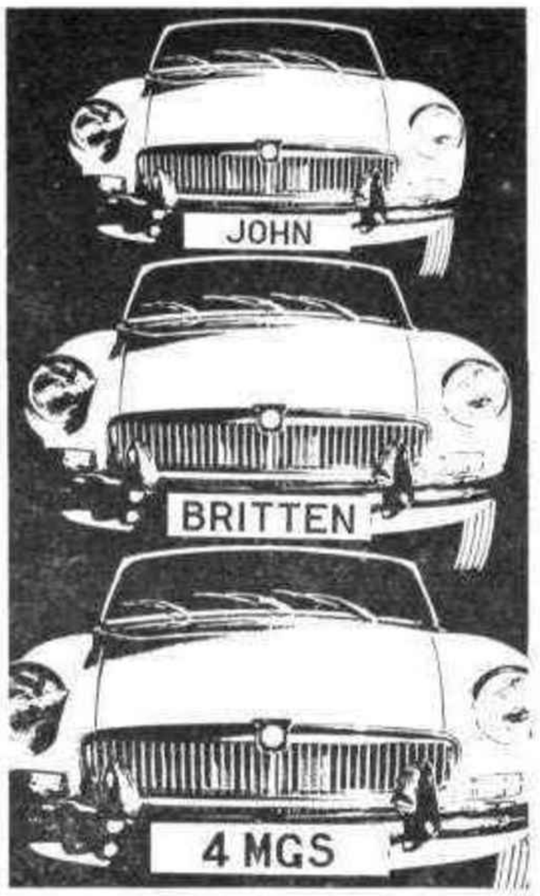
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and this applies to the next two we have coming, but we should have one for stock in early June. Much the same tale must be told about Morgans, but here again we can offer early delivery on a 4/4 Comp. model with wire wheels. The TVR Vixen at £1,150 is still ex-stock in one or two colours (tax-free component form of course but the components are large in size and few in number). Our Barnet workshops know pretty well all the answers on TVRs, and also have a goodly selection of spare parts. Of course this applies to MGs as well, and you often find that we have the odd little part you want when it is beneath the dignity of the larger emporiums to stock such an item. If you require repairs please bear in mind that we are a leetle bit busy just now and guarantee work and after-sales servicing have to take precedence over cars not bought from us. Lotus Elan, 1964, white with black trim, the previous owner had a thing about doors and gears so succumbed to the Maxi advertisements, approx. £750. MG Midget, 1968, Basilica blue, one owner, G800s, £660. I have been and gone and bought a Ford V8 Pilot of 3,622cc and a disproportionate 85bhp, the year is about 1950, the paintwork original and the mileage 70,000. I'm not really selling it but thought I ought to let you know. It will stand alongside my immaculate 1934 Ford 8 and shabby-genteel 1933 Austin Light Twelve Six foursome drophead by Salmon in our White Elephant corner. Austin Healey 3000, 1966, British Racing Green, black leather, overdrive, wire wheels, RS5s, one lady owner who drove it with ever such a gentle pair of hands, £875. Triumph Spitfire Mk II, 1966, dark blue, black interior, works hard-top, soft top, overdrive, wire wheels, underseal, SP41 tyres, radio, £595. Lotus Super Seven very late 1963, dark green with goldy-1966, conifer green, black trim, Classic Bermuda hard-top, soft-top, wood-rim, radio, 5½J road wheels with oversize radials, £580. TVR Vixen, June 1968, diamond blue, very completely equipped, £995. MG-B GT, late '67 "F", mineral blue, wire wheels, radio, leather rim, SPs, reciangular underslung QI spotlights, one owner, £1,060. MG Midget, 1966, red, BMC hard-top, soft-top, one owner, £550. MG-B, 1967 Nov (?), "F" reg., anyway, tartan red, black leather, wire wheels, folding hood, tonneau, £960. Lotus Elan, 1965 (late), very dark green, black hood and interior, radio, radial plies, £910. MG Midget, 1963, red, an enormous no. of accessories including a funny ignition switch that traps pressure in the hydraulic brake lines when you turn it off, £360. Bahama yellow Mk I Sprite, maybe. Triumph Spitfire, 1967F, conifer green, matching works hard-top, soft-top, new tyres, one owner, £675. MG Midget, 1965, Riviera blue with black hood instead of the usual nasty blucy-grey one, Cinturatos, £460. Triumph Spitfire Mk III, "F" registration but I don't recall whether it's a late '67 or early '68, white, wire wheels, one owner, £695. MG Midget of the same age, tartan red, tonneau, £650. TVR 1800S, 1967F, white, wire wheels, MG-B power unit, £910. More cars coming in every day, do please phone to enquire. Always a few saloons you can swap your sports car for if you have lost the urge, today e.g. we have the most beautiful 1966 Mini in Island blue with white roof, also a lady-owned Nov 1965 Austin 1100 in dark red. Also on the strength but not for sale is a 1969 TVR Vixen S2 which you can have a ride in if you ask nicely. And I forgot to say that we have the new TVR Tuscan V6 with 155bhp power unit at £1,492 component form. Every car except the very old ones has exhaustive pre-sales service and work-shop examination, and is sold with a parts and labour guarantee that unlike so many does not exclude tyres, batteries, electrical equipment and proprietary items. At Arkley we sell the Interplas glassfibre body panels, including one-piece standard shape Spridget bonnets and also Mini front ends with which there is a special offer of a free boot-lid this month. Racing Spridget bonnets and rear ends with flared wheel arches to accommodate lowered suspension and up to 8½in rims. Two good used racing Spridget bonnets for sale with flared wheel arches for 7½in and 8½in rims at £18 and £21 respectively. Used racing tyres quite cheap, incl. 500-13, 450M-13, 475/10.00-13 and some older 15in tyres to practically give away. New SP68s very slightly substandard at 35% discount to take away in 145-13, 165-14 and 165-15. Used but overhauled and not run since, BMC 1,100cc racing engine with 2in mains, £110, also used straight-cut close-ratio Spridget gearbox, £42. On the day this magazine comes out I will be racing my old faithful MG Midget SS 1800 in 1,275cc guise at the Nurburgring 1,000km. It will probably be the slowest car there, certainly as regards maximum speed, so let's hope I keep out of everybody's way, but if Mr Oliver Ball makes his usual good job of preparing it I hope to be well up in the class on the tortoise-and-hare principle. Photo shows me learning the circuit in my long-suffering MG 1300 Mk II (not the one advertised for sale!). Open to 7pm, closed Sundays, do please drop in.

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FOR SALE—continued

GRIFFITHS FORMULA AND HISTORIC sport/racer, 1955 Lister Bristol 2-seater, excellent throughout. Ready to race and scrutineer-proof! Many spares, spare wheels, racing tyres, etc. £600 or exchange considered. John Brown, 8 Higham Rd., Huntroyde, near Burnley. Tel.: Padiham 71629 (evenings), Burnley 22198 (days). (3646

1964 M.G.-B. RED/BLACK INTERIOR. Overdrive, push-button radio, oil cooler, tonneau, £150 extras. Absolutely immaculate in every way. £540. Tel.: Newbury 1936. (3647

M.G. ZB MAGNETTE, 1958, IMMACU-late. £200. Also 1960 M.G.-A 1600, v.g.c. £300 o.n.o. Write: Peel, 29 Welbeck Ave., Southampton, for further details. (3648

LOTUS SUPER SEVEN 1500 COSWORTH. Yellow/silver. New engine, c.r. box, full weather equipment. £340. Akerman. Tel.: 965 7213 (London) (office). (3649

BEAUTIFUL LAGONDA, 1950, 2.6-LITRE ice blue saloon. Superb condition. Taxed. W. L. Bentley's last design. Marriage forces reluctant sale. £300 o.n.o. Box 1591. (3650

AUSTIN HEALEY BN1 100-4 LE MANS. Three owners. Excellent condition in all respects. Four-speed gearbox, many extras and new parts fitted. £195. Engine, gearbox, starter, dynamo, etc., for separate sale. 84 Sutton Rd., Mansfield, Notts. Tel.: 21706. (3651

MERCEDES 190SL, 1963, ROADSTER with works hard-top. White with red interior, Motorola radio, Firestone tyres, very moderate mileage and excellent condition. Exchange any interesting car, vintage or modern. £995. H.P. arranged. Tel.: New Milton 846. (3652

JAGUAR 3.8 AUTOMATIC, 1964 model. Opalescent dark green. Fitted power-assisted steering, reclining seats, radio, SP41 tyres, with set of chrome wire wheels in beautiful condition. Part exchange and H.P. arranged. £465. Tel.: New Milton 848. (3653

M.G.-B, 1964, B.R.G. OVERDRIVE, wires, Bermuda top, Cinturatos, Motorola, 37,000 miles. This car has been stored for 12 months and is in excellent condition. £560. Tel.: Sevenoaks 53510 (weekends). (3654

1963 M.G. MIDGET. BABY ENFORCES quick sale. New tyres, battery, undersealed, anti-theft, etc. Excellent condition. £290. 6 Chantryfield Rd., Angmering, Sussex. Tel.: Rustington 70072. (3655

1950 M.G. TD. RESPRAYED B.R.G. Body and engine rebuilt by present owner. In use daily as second car. Michelin X tyres, luggage rack, tonneau, M.o.T. until March, 1970. £325 o.n.o. Tel.: Mildenhall 2046. (3656

HEALEY 3000, DEC., 1965 (1966 model). Superb. Overdrive, wires, tonneau. £650. Part exchange considered. Robinson. Tel.: (after 2nd) Preston 51101, extension 84. Longridge 2563. (3657

BRISTOL 405. M.o.T., RECORDED HIS-tory, new shells fitted, needs guides and slight bodywork, 60 p.s.i. hot, fast, reliable. Must sell. £325 o.n.o. Johnson, Chesterfield House, Everdon, Daventry. (3658

1953 M.G. TD. EXCELLENT CONDI-tion. Everything new bar registration number. £425. H.P. if required. Tel.: Silsoe (Beds.) 422 (evenings and weekends). (3659

RILEY ROADSTER, 1950 (LESS THAN 30 now left in Britain). Good condition but needs new big ends (£100 quoted). Good tyres (Xs), new exhaust. Green. Mrs. Evans. Tel.: Sandy (Beds.) 616 (evenings), Welwyn Garden 25151 (days) to discuss price. (3660

M.G.-A MK. II, 1962. WHITE. EXCEP-tional condition, radio, Cinturatos, M.o.T. £395. Ward, Pierrepont School, Surrey. Tel.: Frensham 2110). (3661

M.G. TC, 1949. BLACK. COMPLETE engine and body rebuild. M.o.T. until Dec. Beautiful condition. £375 or nearest. 3 Ashfields, High St., Albrighton, Shropshire. Tel.: Albrighton 3164. (3662

E-TYPE JAGUAR F.H.C., 1963-1964 model, offered at £799. Resprayed Carmen red with red trim. Excellent condition for year. Must be seen, must be sold. H.P. available if required. Tel.: Southend 68838 for further details. (3663

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M.G.-A TWIN-CAM, SEPT., 1959. ONLY 1,500 miles since engine rebuilt, new tyres and batteries. £325 o.n.o. Tel.: Pembury 2087. (3665

ROLLS-ROYCE 20/25, 1934. ELEGANT A. Mulliner owner-driver saloon, known history. £950. Tel.: Leigh Sinton (Worcs.) 550. (3666

ROLLS-ROYCE 20, 1929. PERIOD Hooper saloon with division. £1,150. Tel.: Leigh Sinton (Worcs.) 550. (3667

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XER 1 ATTACHED TO A40, 1960. LOW mileage, taxed and tested. £200 o.n.o. Wilman, 12 Sherlock Rd., Cambridge. Tel.: Cambridge 56308. (3670

LOTUS CORTINA, FEB., 1968. UN-raced or rallied, 17,000 miles. £875. Kent, Honeydon Rd., Colmworth, Bedford. Tel.: Bedford 67466 (works). (3671

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CORTINA GT, 1965, 4-DOOR LOTUS. Colours: black interior, Motorola radio, 13 in. Motolita wheel, seat belts. £450. Owner emigrating. Tel.: Wimborne 4193. (3426

M.G.-C GT, JUNE, 1968, B.R.G. BLACK trim, wire wheels, radio, heater, very carefully maintained, 16,500 miles. Genuine reason for sale—getting married. Bargain price of £990. Mr. Parsons. Tel.: Walsall 25141 (during day), or 021-550 2474 (at night). (3427

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M.G.-B, 1963. NEW HOOD, CINTURA-tos, radio, belts, oil cooler. Company car arrived. Best offer over dealer price of £315. Tel.: Newick (Sussex) 2642. (3429

TRIUMPH SPITFIRE III, 1968 (G). White, black trim, radio, heater. 5,000 miles second car use only. Unmarked. Offered privately, but H.P. available, £725. Tel.: Redhill 64349. (3430

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BOND EQUIPE GT4S, 1966 (D). OWNER having to sell, needs the money to move house. Excellent condition. £530 o.n.o. 49 Queendown Ave., Park Wood, Rainham, Kent. (3436

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MARCOS 1600. G REGISTRATION. IM-maculate metallic maroon, sunroof, radio, rev. lamps, etc. Under guarantee. £1,435 o.n.o. Considerable saving. I wish to keep chroma w/ws. Mr. Walton. Tel.: 021-706 6191. (3438

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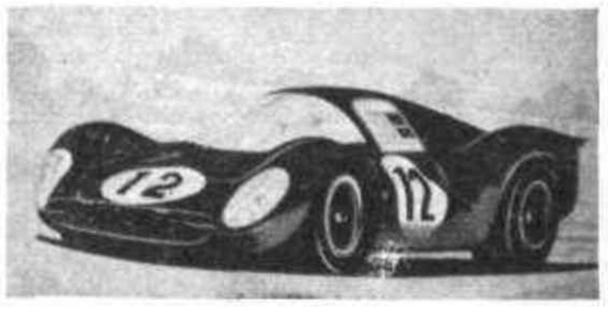
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1965 M.G. Midget, blue/blue, heater..... **£425**

1964 M.G.-B, L.H.D., blue, hard/soft-tops, overdrive, Cinturatos, belts, oil cooler, heater; one owner; service history (both here and abroad)..... **£545**

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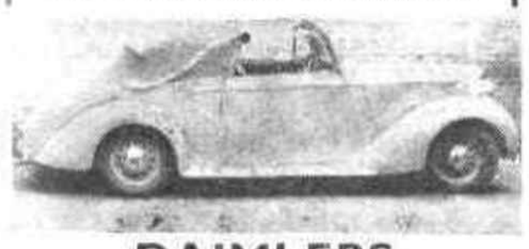
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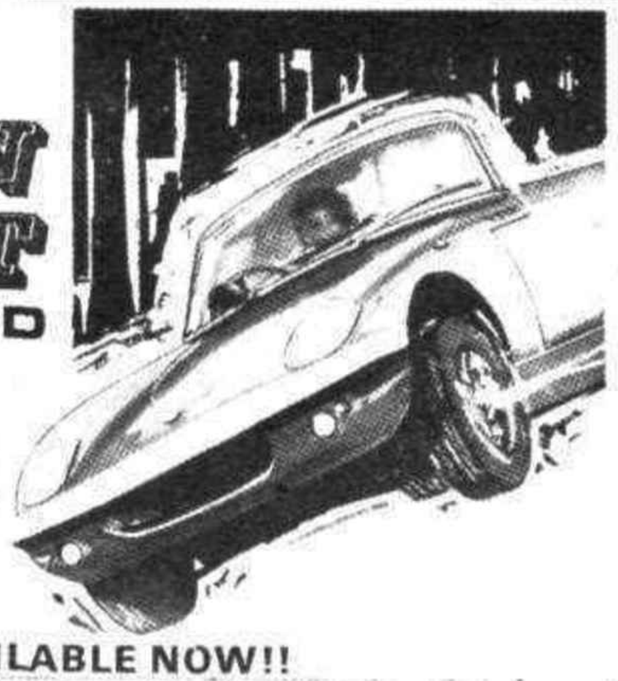
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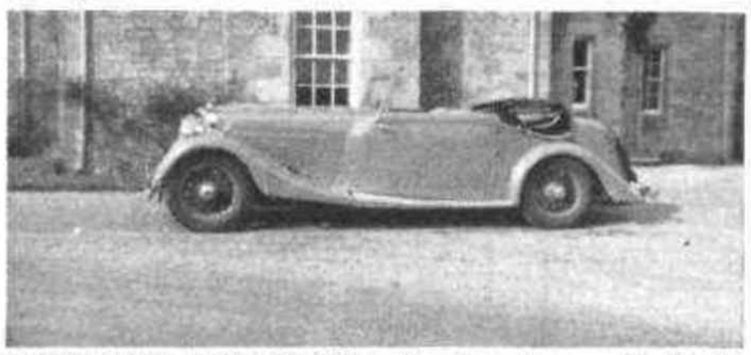
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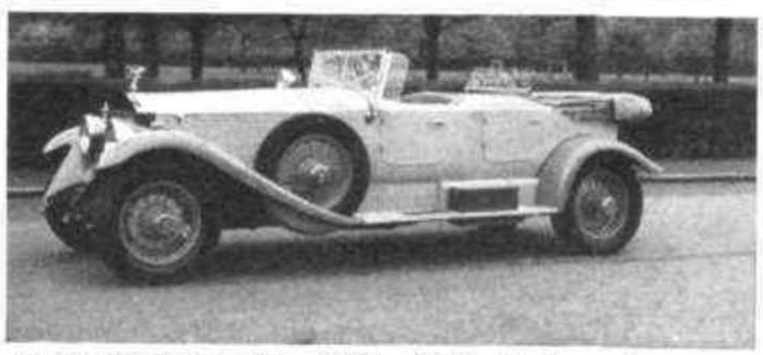
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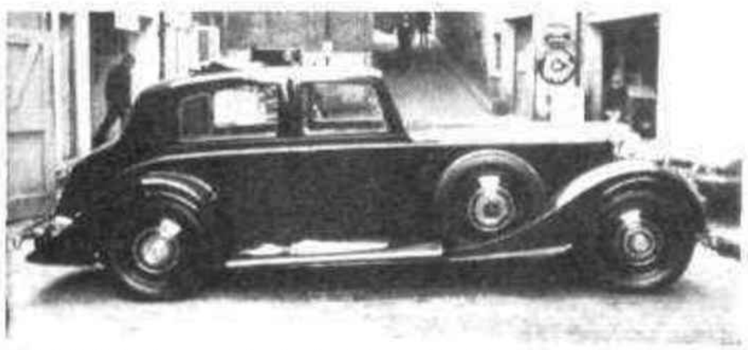
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M.G.-B SPORTS ROADSTER, 1964. White. W/wheels, radio, etc., new hood and tonneau, undersealed from new. Two private owners. Superb original condition throughout. £525 o.n.o. Tel.: Southampton 48834 or 57761. (3672

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AUSTIN HEALEY 3000 CONVERTIBLE. Jealous fiancée suggests sale 1963, o/d, servo, new Cints. Fantastic car. £495. Tel.: 01-928 4977 (work), THO 7210. (3785

TRIUMPH ROADSTER 2000. BLUE. 1949. Runs well, body and hood sound but shabby. £65. Brookes, Old Park Farm, Merval Rd., Bilborough, Nottingham. Tel.: Nottingham 293015 (evenings). (3675

DOLOMITE 14/60, 1939, COACHBUILT aluminium body. Interesting personal transport nine years. Everything works. M.o.T. Tel.: Horley 2722. (3676

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SINGER LE MANS TWO-SEATER, almost complete spare car as well. £100 the lot. Full details: Daley, 121 Highfields, Shrewsbury. Tel.: 55116. (3679

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M.G. TC, 1946. OVER £200 SPENT (labour excluded) on recent restoration. Most attractive car. Red/black interior, M.o.T., taxed. Sacrifice. Nearest £295. Laver, 24 The Crescent, Ponteland, Northumberland. Tel.: Ponteland 3420. (3691

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IMMACULATE 1967 F REGISTRATION. Green/white Mini-Cooper, low mileage as only used as second car. Many extras include: new radials, power brakes, woodrim, taxed. Best offer over £500 secures. Tel.: Stroud 3689. (3697

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1929 4½-LITRE BENTLEY CHASSIS completely rebuilt. Box 1594. (3700

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SPRITE MK. III, JULY, 1965. ONE owner. White. 35,000 miles, very good condition. £385 o.n.o. Sadly must sell. Tel.: Bristol 623184. (3702

TR4, 1965 MODEL. BLACK. SUPERB condition. 35 m.p.g. £595 o.n.o. Lawson, 72 Eccleston Square, London, S.W.1. Tel.: 01-834 1346. (3703

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ALFA GIULIETTA TI, 1962. R.H.D. light blue saloon, dark blue Vynide, Cinturatos, exceptional condition. £350. Tel.: Cobham 3023. (3718

LOTUS SEVEN. C.R. BOX, DISCS, 1961. £300. 164 Gladstone St., St. Helens, Lancs. (3719

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M.G. PB, 1936. COMPLETELY REBUILT to original specification. Registration number MG 4657. Full details on request. £700. Perry, 22 Mount St., Penzance, Cornwall. (3722

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VOLKSWAGEN CABRIOLET. TAXED, tested, good condition. £120 o.n.o. Box 1596. (3724

M.G. TF 1,250 C.C., 1954, REBUILT EN-gine and clutch. Bodywork, steering, suspension and gearbox all in good order. B.R.G. (metallic), heater and tonneau cover. £425 o.n.o. Tel.: Faringdon 3142 (after June 7th). (3725

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GINETTA G15 COUPE. ORANGE. G registration, 4,000 miles, rear engine, radio, black interior. £1,100 new, £795 o.n.o. Tel.: Grays Thurrock 71196 or 16 The Green, Orsett, Essex. (3727

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ALFA ROMEO GIULIA SPIDER, 1965. Well cared for one-owner model. Red with white interior, radio, tonneau. Overseas posting forces sale. £620. Holtby, Officers' Mess, R.A.F. Sopley, Christchurch, Hants. (3729

FOR SALE—continued

ALFA ROMEO SPIDER, 1964. OFF-white. New hood, radio, spots. One owner three years. Tel.: Parbold 172. (3730

PORSCHE 356B, 1961. SILVER GREY. Sunshine roof, radio. Tel.: Parbold 172. (3731

BENTLEY, 1952, MK. VI. MANUAL. Engine overhaul, all bills. Completely original and in mint condition with history. Dark green/silver grey. £650. Tel.: Bournemouth 35288 (office hours), Ringwood 4481 (evenings). (3732

PEUGEOT 403 ESTATE, 1959. ENGINE, suspension, exhaust overhauled, good Xs, 31 m.p.g., bags of space. M.o.T. Nov. Ideal racing tender. £140. Tel.: Kegworth (Leics.) 2778. (3733

1966 (MAY) TR4A. B.R.G. SURREY hard- and soft-tops, o/drive, 90-spoke 5½Js, Konis, 10 in. leather s/wheel, new carpets, new gearbox and overdrive. Thoroughly overhauled. Radio, map light, cig. lighter, etc. Have just got a Jag. and can't run both on meagre £25,000 p.a., thus £750. No time-wasters. J. Moore. Tel.: March 2304 (9-5.30), 3107 (weekends). (3734

SAAB 96. SPORT, 1965. IN SHOWROOM condition. Finished in red. Cinturatos tyres just fitted, automatic lubrication, disc brakes, racing mirrors, etc. Part exchange considered. £510 o.n.o. Tel.: Knutsford (Cheshire) 3341, 4770 (after 6 p.m.). (3735

BENTLEY R-TYPE MULLINER CONTI-nental, late C series (1954). 38,000 miles since works replacement engine and clutch, 42,000 miles since new gearbox (manual), 11,000 miles since brake reline, new exhaust system. Silver body in Concours condition. Pale blue—grey upholstery. Superb specimen. £3,000. Box 1597. (3736

AMERICAN FORD CUSTOMLINE 1955 model. Economy six-cylinder engine, f.h.d., automatic. Everything works. Beautiful bodywork, spotless chrome. Full M.o.T. for 12 months. First £85. Tel.: 021-772 0460. (3737

WOLSELEY 25 H.P. LIMOUSINE. REAR sliding roof. Jan., 1938. Mint condition proves 35,000 registered miles. £425. Daimler Barker Special sports three-seater drophead coupé, 1951, £325. 30 Phillip St., Manselton, Swansea. Tel.: 54629. (3738

M.G.-A TWIN-CAM. SUPERB CONDI-tion throughout after much rebuilding and retrim, resprayed silver grey. Completely reliable. Rebuilt engine, new tyres, hood, chrome work, etc. One of the finest examples of this thoroughbred sports car. £350. Tel.: Cardiff 757450 (evenings). (3739

UNIQUE M.G.-B, SPECIALLY BUILT with 2,500 c.c Daimler V8 engine and gearbox (20,000 miles). Metallic dark blue coachwork and light blue hide and carpet interior (reclining seats, upholstered back seat, special dash, etc.). This eye-catching car is in outstanding condition. 0-60 8 sec., top speed 135 m.p.h., 24-28 m.p.g. Extras include: hard-top, tonneau, wires, spots, electric washers, twin-speaker radio, etc. All bills since new available. For complete history and price, please contact Graeme Thomson. Tel.: Southport 67296 (home), Wilmslow 26392 (office). (3740

M.G. TA. SUPERB GOLD SEAL TC engine. Much work and new parts make it a real enthusiast's car. £195 o.n.o. Tel.: Lingfield (Surrey) 3292. (3741

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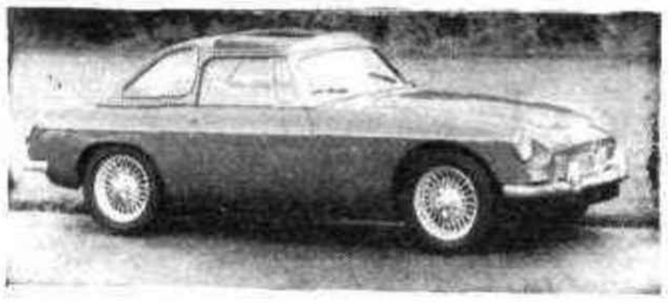
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M.G.-B roadster, in yellow, SP tyres, wire wheels, folding hood.
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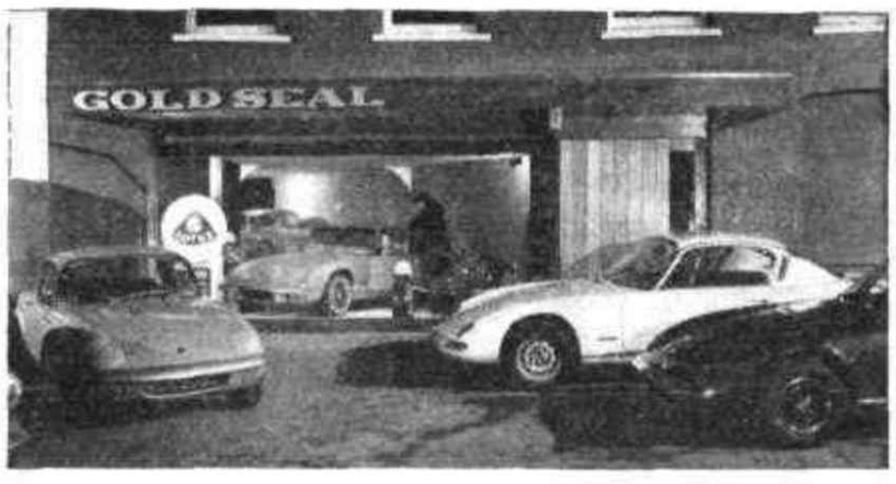
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£1,295 LOTUS Elan drophead coupé, S/E, Dec. 1967. Red with black trim, one owner, full service history, radio.
£1,245 LOTUS Elan fixed-head coupé, S/E, 1967E. Yellow with black interior, fitted with radio, headrest, etc.
£1,245 TRIUMPH TR5 convertible, 'G' reg. White with black trim, fitted overdrive, wire wheels, radio, spotlamps, tonneau, etc.; 3,000 miles only from new.
£1,195 LOTUS Elan d.h.c., 1967. One owner; knock-off wheels, servo brakes. In green.
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£1,125 FORD Mustang saloon, 1965, reg. 1969G. Automatic transmission, V8 289 unit; in coffee brown. Looks new.
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£995 T.V.R. Vixen, 1968. Metallic emerald green with black trim. A one-owner, low-mileage car, fitted radio, wire wheels, etc.
£965 M.G.-B GT, 1967, in Old English white with black trim, wire wheels, radio; one owner, low mileage.
£965 FIAT 2300 Automatic saloon, 1967. Blue with red trim; 12,000 miles approx.; radio, reclining seats, power steering, brakes, etc.
£945 T.V.R. Vixen, 1968, 'G' reg.
£845 ALFA ROMEO 2600 Spider, with hard- and soft-tops, L.H. drive, 1965. A one-owner car with full service record. Recorded mileage under 22,000 miles. A full four-seater sports soft-top.

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£765 TRIUMPH TR4A Dove GT fixed-head with occasional 4 seats, wire wheels, radio; white with black trim.
£755 M.G.-B roadster, 1966. B.R.G. with black interior, extras, fitted overdrive, etc. Excellent condition in every way, new G800 tyres.
£725 TRIUMPH Spitfire Mk. III, 1967, 'F' reg. Valencia blue with tan trim, wire wheels, radial tyres.
£715 M.G.-B, 1966, in metallic silver; one owner; Cinturatos, radio, special s/wheel, record player.
£695 LOTUS Seven, 1968. In excellent order throughout; one owner.
£695 JAGUAR E-type f.h.c., 1962. Royal blue. Two private owners from new. Above average condition.
£685 M.G. Midget, 1968. Basilica blue with black trim; a one-owner car fitted wire wheels, Motorola radio, etc.
£665 LOTUS Cortina, 1965, leaf-spring rear axle, sun-roof, radio; two owners; Lotus colours. A good example.





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£595 VOLVO P1800 f.h.c., 1962. Ivory with contrasting trim, overdrive. A good example of this rare car.
£545 LOTUS Cortina, 1964. B.R.G. with black trim. New SP Sports, recent engine overhaul.
£515 TRIUMPH Spitfire Mk. II, 1966. White with black trim, radio.
£495 DAIMLER Dart SP250, 1961. B series. Mountain blue. A very good example of this sought-after *marque*.
£465 AUSTIN HEALEY Sprite Mk. III, 1965. Extras include Ashley bonnet, wire wheels, Cinturato tyres, etc.
£425 FORD Anglia, 1963. Fitted fuel injector, much modified 1,500-c.c. unit, all-synchro. gearbox, limited-slip diff., wide wheels, etc. A clean fully trimmed car with tremendous performance.
£395 AUSTIN Mini-Cooper, 1965. Red and black, excellent condition throughout.
£395 M.G. TD Mk. II, Aug. 1953. One of the last of these classic cars to be built; bills available for recent engine overhaul. An excellent investment.
£345 AUSTIN HEALEY Sprite Mk. II, 1963. 1,098 c.c. Iris blue with matching interior, hard-top and soft-top.
£325 AUSTIN Mini-Cooper. White and black, 1964.
£315 AUSTIN Cooper, 1963. Smoke grey and white roof; well above average in every respect.
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VINTAGE BENTLEY SPEED SIX, 1930. Magnificent, completely original Gurney Nutting *Sportsman tourer. Full history.* Immaculate condition. £5,250. Tel.: Lingfield 534. (3453

1934 ROLLS-ROYCE 20/25 LANDAUlette by Hooper. Excellent mechanical condition and recently re-wired. Very good tyres, sound coachwork. £575. Sturgeon, 14 Berkeley Square, Grand Avenue, Worthing, Sussex. Tel.: Worthing 42959. (3454

1933 VAUXHALL CADET, GOOD CONdition, daily use, M.o.T. £225 o.n.o. Tel.: Worplesdon 2021. (3455

ALVIS 3-LITRE SALOON CREATED BY Graber of Berne, 1957. Carefully maintained by one owner, lady, 103,855 miles. Grey with brown leather upholstery, disc wheels. Box 1580. (3456

JAGUAR E-TYPE, JULY, 1966, F.H.C. Dark blue. Fitted twin rear speaker radio, H.R.W. belts, mirrors, SP41HR tyres, nudge bar, Waso steering lock. Excellent order. £1,295. Peter Barguss. Tel.: 01-940 0435 (Surrey). (3457

LOTUS ELAN CONVERTIBLE. WHITE. Low mileage, p/b v.h.f. radio, unmarked both inside and out (1964—51). £795. 43 Westbourne Rd., West Kirby, Cheshire. Tel.: 051-625 7628. (3458

M.G. MIDGET, 1963, 1098. FASTBACK hard-top, hood, tonneau, Cinturatos, belts, alarm, 10 months' tax, M.o.T. Excellent. £370. Tel.: Rownhams (Hants.) 2181 (after June 3rd). (3459

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M.G.-A TWIN-CAM F.H.C., AUG., 1959. Blue. Excellent throughout. Cinturatos, anti-roll bar, oil cooler, close-ratio gearbox, luggage rack, racing mirror, belts, heater, washers, rear demister, reversing lamp, etc. Undersealed and utterly reliable with 60 p.s.i. £385. Dr. K. Evans, Rothamsted Manor House, Harpenden, Herts. Tel.: Harpenden 4451. (3462

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AUSTIN HEALEY BN1, 1954. GOOD tyres, battery, etc., o/d, w/w. £140. Tel.: Evesham (Worcs.) 6168. (3465

XK1505 F.H.C. £150. JAGUAR MK. VIII. £30. Minor faults only. Offers. "Witsend", Fleet Rd., Cove, Farnborough, Hants. (3466

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HEALEY 3000. £335. METALLIC BLUE. O/d, fitted hard-top, extras. Great performance, good condition. McKechnie, Thatched House, Watchfield, near Swindon. Tel.: Shrivenham 209. (3468

ARMSTRONG SIDDELEY STAR SAPphire, 1959. In very good condition. Two-tone green. Offers. 341 Western Ave., Cardiff. Tel.: Cardiff 561649 (evenings). (3470

ORIGINAL WARTIME JEEP, 1944. REbuilt by enthusiast. Finished in U.S. Army colours, including insignia. Not many like this left. Sell £200. Exchange P-type M.G. or something open and interesting. Pyne, 50 Edward St., Westbury, Wilts. Tel.: 2283. (3471

1949 TRIUMPH ROADSTER 2000. GOOD mechanically, body a little tatty, some work needed on front wings. No reasonable offer refused. Tel.: Romford 40752 (after 7 o'clock, evenings). (3472

SILVERSTONE HEALEY E66 REBUILT engine, resprayed original red with black wings, reupholstered in black, new full weather equipment, new batteries, good tyres. £600 o.n.o. Write: "Ty-Gwyn", Devauden, near Chepstow, Monmouthshire, or telephone: Wolvesnewton 239. (3473

M.G. TD., NOV., 1951. BLACK/FAWN. Vynil hood. Complete engine overhaul, brakes re-lined, new bumpers, overriders, battery, various extras. Reliable, excellent condition. £350 o.n.o. Smith, 44 Pellon Ter., Idle, Bradford, Yorkshire. (3474

ASTON MARTIN DB2/4, 1954. GOOD condition. £325. Boys, East Ashling House, Chichester. Tel.: Chichester 82241 (office hours). (3475

T.V.R. MK. III 1800, 1964. SILVER grey. £180 extras, low mileage. £625. H.P. possible. Tel.: Tadworth (Surrey) 3413. (3476

1968 (DEC.) LOTUS ELAN + 2. French blue. Radio, h.r.w., 5,600 miles only. £1,760. High Pines, The Ridings, Sandy Lane, Cobham, Surrey. Tel.: Oxshott 3269. (3477

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E-TYPE JAGUAR F.H.C., 1966 MODEL (registered late Dec., 1965), only 20,000 miles, h.r.w., chrome wires, belts, push-button radio, extra undersealing, M.o.T. till Dec., 1969, gleaming bodywork finished in honey beige, mechanically and electrically faultless, near new Cinturatos, fastidiously maintained by qualified engineer owner. Good offers or exchange immaculate roadster. Tel.: Stevenage 3456 (day), 3895 (evenings/weekends). (3481

1965 SIMCA 1500, IMPECCABLE CONdition. Very nice all-rounder, fully reclining seats, Cinturatos. Genuine reason for sale. £460 or any good small car plus cash adjustment. Tel.: Harbury 664 (evenings/weekends). (3483

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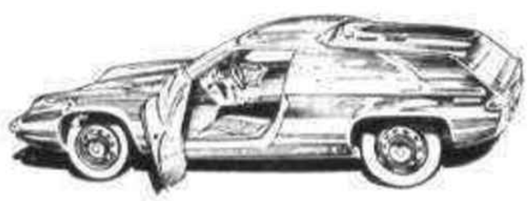
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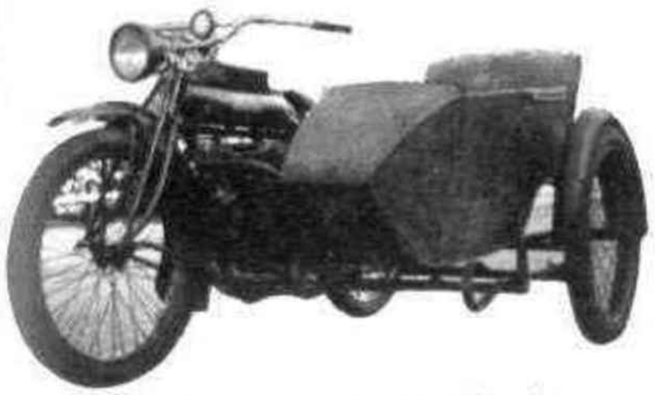
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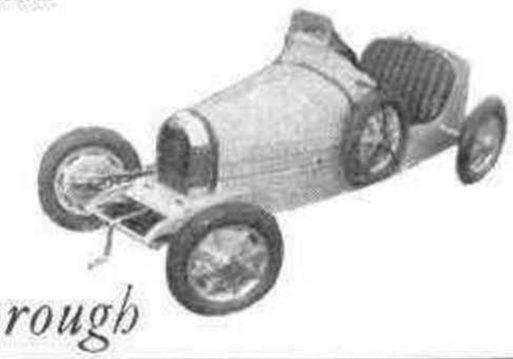


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155x13	5. 8.0	6. 2. 6	6.10. 9	6.16.11
165x13	5.15.4	6. 8. 6	6.17. 6	7. 7. 8
175x13	6.12.3	7. 5. 3	7.14. 9	7.19.11
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205x13			10.13. 9	(SP41
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155x14	5.15.6	6. 9. 6	6.18. 3	
165x14	6. 3.0	6.16. 6	7. 5. 6	7.12. 6
185x14	8.16.6	9.14.11	10. 7.10	
205x14			10. 7.10	(tubed)
155x15	6. 2.0	6.16. 3	7. 5. 6	7.17.11
165x15	6.11.1	7. 4. 3	7.13. 6	8. 0. 0
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M.G. TC, 1949. BLACK. M.o.T. 1970, taxed, mechanically sound, new hood, tonneau. £225 o.n.o. Tel.: Worthing 201927. (3783

AUSTIN HEALEY 3000, JUNE, 1965. Overdrive, radio, heater, wires, black leather trim, l.h.d., hence price £575. Tel.: 368 0194. (3784

LAGONDA, 1954, SALOON, ALUMI-nium body, M.o.T., good condition, goes well. £325 o.n.o. Tel.: Woburn Sands 2233. (3786

ALFA ROMEO 1600 GIULIA SPRINT Bertone coupé, 1964. Rare r.h.d. model in superb condition, five-speed gearbox, p.b. Motorola radio, excellent Cinturatos. £565 or offer Must sell. Tel.: 01-794 4293 (evenings and weekends). (3787

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RARE LANCHESTER E18 SALOON, 1935. Fast and comfortable pre-war car in quite good condition. £125 o.n.o. Tel.: 01-904 4851 (Wembley). (3795

HEALEY 3000, 1960. BLACK. 72-SPOKE wheels, radio, overdrive, balanced engine, Konis. £350. Offers. Also Healey 3000, Dec., 1964, Mk. III, overdrive, wire wheels, red, black trim. £665. Tel.: Paignton 55741. (3796

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M.G.-B, 1966, RED/BLACK. HEATER, OIL cooler, tonneau, w/wheels, undersealed, leather-rim wheel. Excellent condition. £675. 23 Woodbank Cres., Woodseats, Sheffield 8. (3902

DAIMLER DB18, 1948. BLACK MULLINER coachwork. Excellent mechanics. Exceptional condition. £80. 4A, Carlton Rd., Bournemouth. Tel.: Bournemouth 24185 (office). (3927

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AUSTIN-COOPER 998 C.C., AUGUST 1966. Grey/white. One careful owner, 26,000 miles. First class condition. £430. Tel.: Warwick 42564 (evenings). (3903

M.F. TD. RESTORED TO PRISTINE CON-dition. New beige hood, recellulosed in original black, rechromed, new carpets. B.M.C. replacement engine, new battery. Whole car in original condition. A collector's item. £425. Baillie, "Chatsworth", Dent Ave., Hurst, Berks. Tel.: 174. (3904

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ASTON MARTIN, 1955, DB2/4 MK. I 3-LITRE. Good condition, radio, etc.; £365. Jensen 541/R (DS7) type, 1959, 4-litre. Approx. only 20 left in existence out of 53 built. Fitted radio, seat belts, lights, etc. Performs as true thoroughbred. T/S, o/d. 150 m.p.h. Maintained regardless of cost. Mass of spares and past records. Now only needs re-upholstering to perfect. £1,350. These cars have all been in personal use with the owner for some time. J. Barrington Sears, Tel.: Chelmsford 72444. (3909

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M.G. TD, 1950. PUSH-BUTTON RADIO, seat belts, twin spots, anti-roll bar, double shocks, tonneau, winkers, etc.; reconditioned instruments, new crank and top overhaul 6,000 miles. Spares. Taxed Sept. Most items reconditioned/replaced. £270. Tel.: Mansfield 22775. (3913

M.G.-B, 1963, WHITE, TONNEAUX, RADIO. M.o.T. March 1970. Good condition. Bargain, £395. Cheshire. Tel.: Sandiway 3510. (3914

1909 RENAULT AX MODEL, 8 H.P. V.C.C. dated. Good running order. For full details Tel.: Knutsford (Cheshire) 3619 (evenings). (3915

1275S, 1965, IMMACULATE THROUGHOUT. Fitted sun-roof, bucket seats, l/r., 4½Js, oil cooler. £455. Tel.: Leicester 59445. (3916

1966 TIGER, IMMACULATE CONDITION, blue. New Cinturatos, hard-top, Motorola; 20,000 miles. A rare model, unlikely to depreciate; three months' guarantee. £850. Also 1968 M.G.-B GT, 8,000 miles, four months' warranty, w/wheels, Motorola, overdrive; blue. £1,100. Tel.: 01-402 5852, or Box 1620. (3917

BENTLEY MK. VI, 1948, SALOON. V.D.P. Alloy coachwork. Recent full-flow engine. Mechanically and bodily excellent. £275. 27A Kenilworth Rd., Leamington Spa. Tel.: 27347. (3918

RARE ROVER 12 TOURER, 1947. RE-advertised due to default of purchaser. Reasonable condition. £120. Kendrick, 7 Dutton Close, Stoke Heath, Market Drayton, Salop. (3919

BENTLEY R-TYPE CONTINENTAL, D Series, 4.9-litre, manual gear-change. Fastback saloon by Franay, Paris (almost identical to Mulliner). Right-hand drive. 57,000 miles only. Excellent condition. £2,350. Tel.: 031-447 4149 (after 7 p.m.) (Edinburgh). (3920

RILEY 1½, SILVER-GREY, VERY GOOD condition. Test Certificate January 1970. New roof; radio, many spares. £120. Dr. Phillips, Tel.: Swansea 68189. (3921

TR4 ROADSTER, 1965, IN GLEAMING white, with wire wheels, overdrive, Motorola, tonneau. Cinturatos, reversing light. £550. Tel.: Watford 24606 (day), 01-428 1793 (evenings). (3922

TR4, 1963, WEDGWOOD BLUE, OVERDRIVE, Cinturatos, radio; immaculate condition; factory reconditioned engine. Taxed Feb. £495. Tel.: 01-942 2123. (3923

JAGUAR XK150, 1959, D.H.C., WHITE. M.o.T. Extras. £395 o.n.o. Tel.: Nottingham 83577. (3924

1965 AUSTIN HEALEY 3000 Mk. 3 CON-vertible, Colorado red, fitted with: Overdrive, radio, heater, chrome wire wheels, tonneau cover, chrome rack, twin spot lamps, safety belts, badge bar, mirrors, undersealed. Genuine 6,500 miles. One owner; supplied and maintained by Donald Healey Ltd. *Concours* and Healey Trophy winner. Used during summer months only. Undoubtedly the finest example available today. Licensed and M.o.T. tested 1970. £1,000 cash. Hire purchase possible. Tel.: Marton 592 (Warwickshire) (evening). (3925

M.G.-A TWIN-CAM FIXED COUPE. GOOD body and mechanics. M.o.T. to March, 1970. New pistons, rings, big-end shells fitted October last. £265 o.n.o. Tel.: 051-342 5654. (3926

RILEY 1½, 1947, REG. HXV 1. EXTEN-sively restored. M.o.T. and spares. £175. Tel.: 01-660 1501. (3801

FOR SALE—continued

HENRI BAIGENTS TALBOT 105 "S", 1934. Has to be seen to be appreciated, a view car if ever there was one. Has to be sold, too good to keep to look at. M.o.T. £950. Tel.: Bournemouth 57642. (3928

AUSTIN 12/4 (1929) 2-SEATER WITH dickey, by Mulliner. Restored. Unusual and pretty. £610 o.n.o. Morris Oxford (1928), very original, absolutely complete. Unrestored. Low mileage. £300. Box 1621. (3929

CORTINA GT ESTATE, 1965. FULL GT specification. Factory built. Konis, wide-base wheels, Cinturatos, reclining seats, radio. Many other extras. Red with black trim. One owner. £475. Naish, 8, Rawlinson Rd., Southport. Tel.: 59002. (3930

LOTUS CORTINA, 1965 (JUNE). £500 O.N.O. White with green flash. Tel.: Aldershot 24065. (3931

1928 MORRIS COWLEY, 2-DOOR N.Z. saloon. Outstanding original condition. Tel.: Wimborne 3714. (3932

ROLLS-ROYCE, 1926, PHANTOM, FITTED Continental sedanca body. V.G. condition, mechanics first class. £1,500. Box 1622. (3933

VERY RARE MINI CONVERTIBLE (Austin). Hydralastic. Immaculate. M.o.T. £345. Consider old open car part exchange. Box 1623 (Sussex). (3934

LAGONDA (RAPIER), 1936, DROPHEAD coupé, immaculate condition. Serious offers. Tel.: 021-422 8739. (3935

30/98 VAUXHALL TOURER O/E, 1925. MAJOR mechanical overhaul last 1,000 miles to gearbox, back axle, engine. Engine needs re-assembling. Body and trim need attention. Also 1930 Austin 7 Chummy tourer, reasonable condition. Offers for both cars required to placate wife and bank manager. Box 1624. (3936

HEALEY 3000 Mk. II CONVERTIBLE. QUITE exceptional car. Certified mileage from new, 41,760 (1963, in fact). Black/white. Overdrive, servo, etc.; three owners (first two both aged 65). Second car most of its life. Accident history nil. Usual reason for sale. Offers. Tel.: Chichester 89617 (evenings). (3937

LOTUS ELAN S3, 1966, WHITE DROPHEAD. Radio, knock-ons. £950 o.n.o. H.P. arranged. Tel.: 01-368 4289. (3938

TR4, 1965, BARGAIN—OFFERED AT THE least ridiculous price around £495. White, with new hood, tonneau and clutch, plus many extras. Tel.: Plumtree 2460 (Notts.). (3939

1968 (REGISTERED) COOPER-MARCOS, 1275 S. Yellow, black trim. Cooler, Dunlop D.1 wheels, SP Sport tyres; other extras. £700. 5 St. John's Ter., Woodbridge, Suffolk. Tel.: 3052. (3940

SPRITE Mk. III, 1964. M.o.T. APRIL 1970. Riviera blue with matching Williams and Pritchard fastback hard-top, hood, tonneau, and Michelin ZX tyres. This very attractive car must now be sold since provision of company car. £375 o.n.o. H.P. arranged. P/X. could be considered. Tel.: Ickford (Bucks.) 328. (3941

1925 SUNBEAM 14/40 2-SEATER AND dickey. Completely rebuilt to original specification and in outstanding condition. £1,000. 62 Sunley Gdns., Perivale. Tel.: 01-997 8916. (3942

HEALEY ELLIOTT LIGHTWEIGHT SALOON, mechanically faultless; attractive; taxed; regular careful use. £150. Ramley Cottage, Pennington, Lymington, Hants. (3943

DELAGE, 1938, D670 DROPHEAD coupé. Excellent mechanically, good body and hood. Rare, interesting car. M.o.T. April, 1970. Good investment. £650. 161 Dimond Rd., Bitterne Park, Southampton. Tel.: 25921 (evenings). (3865

ALVIS ROADSTER, 1950, TD14. RARE, interesting car, believed one of about 20 survivors. M.o.T. Investment at £275. 161 Dimond Rd., Bitterne Park, Southampton. Tel.: 25921 (evenings). (3866

SKINT, SO £85. 1947 WOLSELEY 18/85. Crankshaft just ground. Original paintwork fair, chrome as new. 1970 M.o.T. Built-in hydraulic jacks. Taxed. Another for spares if required. Tel.: 01-399 4079 (Surrey). (3867

M.G.-A 1600 F.H.C., 1960. REPLACE-ment engine, every extra. Best offer over £200. Vorman, 601 Romford Rd., London, E.7. (3868

FACEL VEGA HK500 AUTOMATIC. Silver, red interior. Offers. Exchange immaculate XK150 d.h.c. or cheaper sports convertible + cash, TR3, etc. 10 Coronation Close, Melbourne, Derbyshire. (3869

1947 M.G. TC. ENTHUSIAST MAIN-tained. 4 Church Rd., Long Ditton, Surbiton. Tel.: 01-398 3631. (3870

T.V.R. VIXEN 1800, 1967. 12,000 MILES. Immaculate, many extras. Offers. Part exchange. Tel.: Billericay 52680. (3871

M.G. MAGNETTE ZB, 1957. M.G.-B engine, 25,000 miles. Mechanically very good, bodily fair, taxed/M.o.T. Tel.: Sheffield 22992 (evenings). (3872

BENTLEY, 1947, MK. VI. EXCELLENT condition. Twelve months' M.o.T. £280 o.n.o. Bloor, 28 Mornington Rd., Sneyd Green, Hanley, Stoke-on-Trent. (3873

1928 FORD A MODEL. GOOD, SOUND running order. New 21 in. tyres. "Winston", Southwick Rd., Boarhunt, near Fareham, Hants. Tel.: Portsmouth 35763. (3874

1934 M.G. N-TYPE SINGLE-SEAT RAC-ing car, 6 cylinders, completely restored to original condition. Engine requires running-in. £1,000 o.n.o. Also 1951 GP Alta. Excellent condition. New c/shaft fitted. Eligible historic racing events. £950. Mr. Capaldi. Tel.: Aldershot 23404. (3875

RARE RILEY, 1951, 2½-LITRE DROP-head coupé. Extras. M.o.T. Morocco brown, cream interior. £385. Tel.: 061-789 5002. (3876

HEALEY 3000, DEC., 1964. HEALEY blue, black upholstery, wire wheels, overdrive, Motorola, etc. Certain 21,000 from new. Truly minted condition throughout. Offers over £700. Tel.: Blackpool 21469. (3877

FOR SALE—continued

AUSTIN HEALEY 3000 II, 1962 MODEL. White, red hard-top, soft-top, tonneau, overdrive, heater. Beautiful condition. Low mileage. £415. Tel.: Radlett 5509. (3878

TR3A, 1960. ONE OWNER (WITH TWO other cars). Guaranteed never in accident. Engine, gearbox, back axle all perfect. Mostly used long runs (Greece, etc.). Gives impression will last for ever. £325. Also 1965 Alfa Romeo Giulia SS and possibly Jaguar 3.8. Tel.: 01-693 6522. (3879

ALFA ROMEO, 1965, GIULIA SPRINT SS. Bertone coachwork. 1,570 c.c., b.h.p. 129. Max. speed over 125 m.p.h. Michelins, push-button radio. Very attractive car. £875. Tel.: 01-693 6522. (3880

YOU'LL DIE WHEN YOU SEE THIS one. 1934 Austin hearse complete with etched glass windows and fittings, faultless mechanics, superb bodywork, year's M.o.T. £285. Tel.: 01-892 0398 (Twickenham). (3881

1928 AUSTIN CHUMMY STRIPPED TO chassis and every component meticulously restored to its original state. A very superior example of this much sought after car. £475. Tel.: 01-892 0398. (3882

1935 BENTLEY VANDEN PLAS DROP-head/tourer, not the normal chubby sort of drophead, but very low and elegant. Original in all respects and near perfect. £1,650 o.n.o. Tel.: 061-445 2050 (Manchester) (3883

RAMBLER CLASSIC 660, 1963. AUTO-matic. Metallic blue. Reclining seats, radio, seat belts, new tyres, 3.2 alloy engine. Year's M.o.T. Excellent condition. £495. Tel.: Newcastle (Staffs.) 69782. (3884

T.V.R. TRIDENT. ONE OF THE ORIGINAL prototype bodies constructed in aluminium and steel by Fissoré on the Trevor Fioré design. All leather trim, electric windows, etc. Little used and one of only two on roads in G.B. A real crowd-stopper. Tuscan chassis and running gear but fitted M.G. engine. Hence £1,100. Further details write: John Kent, 14A/B Knowle Ave., Blackpool. (3958

TF M.G. FIRST-CLASS MECHANICAL condition. New tyres, rechromed, resprayed and retrimmed this year and now immaculate. £650. Box 1628. (3959

M.G. TD, 1952, AND TD2, 1953. £285 AND £350 o.n.o. 61 London Rd. (A30), Blackwater, Camberley, Surrey. Tel.: Camberley 5017. (3961

RILEY 1½, GOOD CONDITION THROUGH-out. M.o.T. February 1970. Mileage 73,000. Sunnyside, Hatch Ride, Crowthorne. Tel.: Crowthorne 3895. (3962

1936 MORRIS 8 SALOON, WIRE WHEELS. Clean looking, runs very well. £60. Tel.: Crowthorne 3895. (3963

CORTINA GT, 1965. SUPERBLY MODIFIED to rally/race stage. Over £500 spent on parts alone. Extremely flexible road car. Modifications include Cosworth cam, flowed head, 11 : 1 compression, big valves, special rods, etc., etc. Engine recently reconditioned. Suspension tuning includes lowering, anti-tramps, stiffening, special axle plus 5½J wheels, etc. Some of the many extras include Motorola push-button radio, Motolita steering wheel, and tax. £550 o.n.o. P/X and H.P. possible. Mick Osborne, Archery Road, Woolston, Southampton. Tel.: 49776. (3964

DAIMLER SPECIAL SPORTS 3-SEATER, v.g.c. New hood, chrome, tyres; recent overhaul. Very good condition mechanically and bodily. £275 o.n.o. Tel.: Burnley 25468, or s.a.e., 461 Brunshaw Rd. (3965

VOLVO 122S B18D, NOV. 1962, OVERDRIVE, Cints., s/lamps, s/belts, etc. Immaculate throughout. £395. Tel.: Sevenoaks 57277. (3966

1954 RILEY 1½ R.M.E., BLACK, GOOD CON-dition, sound throughout. M.o.T. April. £120, offers. Tel.: 061-224 3394, extn. 8 (Joe Taylor). (3967

203 PEUGEOT, 1959. OWNED FOR LAST 7½ years by retired R.A.F. officer. 1,290 c.c. 4-speed (overdrive), fold-flat front seats, safety harness; economical. M.o.T. August 1969. £75 o.v.n.o. Wrexham Road Garage, Whitchurch (Salop). Tel.: 2257. (3968

MORGAN 4/4 1600 COMPETITION, 1968, maroon, black leather, radials, 3.73 axle, 12-gallon tank, heater, tonneau, etc. Never raced, rallied or bent. Superb. £975 o.n.o. Private H.P. arranged. Jenkins, 15 Coton Manor, Berwick Rd., Shrewsbury, Shropshire. Tel.: Shrewsbury 55702 (evenings). (3969

CORTINA GT, 1966, 2-DOOR, DARK BLUE/ black. One owner. Undersealed, high ratio 2nd gear, sun-roof, radio, many other extras; full history available. This really genuinely cherished car offered at £550. P/exchange considered. Tel.: Rye (Sussex) 3522. (3970

ASTON MARTIN DB4, 1961, METALLIC grey, red interior. 36,000 miles. Motorola, spots, new RS5s. Magnificent. £995. Tel.: 021-357 1239 (Birmingham). (3971

JAGUAR 3½-LITRE. ONE OWNER 14 YEARS. 1948 model. Exceptional condition. £385. Tel.: Harpenden 4753 or Box 1630. (3972

BENTLEY R-TYPE, 1953, STANDARD steel, midnight blue with grey leather. Manual gearbox. Reconditioned engine, radiator, kingpins, etc. Bills for £350 in last three years. Seen London weekdays, Bristol weekends. A sound car, £625 o.n.o. 7 Shaws Way, Bath. (3973

ASTON MARTIN DB2/4 DROPHEAD 3-litre, 1955. An excellent car. £450 o.n.o. Tel.: 01-455 9079 (outside office hours). (3974

MASERATI 3500 GT, SILVER GREY WITH Havana brown interior, electric windows, stereo tape deck, push-button radio, electric aerial, 5-speed gearbox, triple Weber carburetters. Excellent condition. L.H.D. Reg. 1965. Genuine bargain, £950. Tel.: 01-550 7111, extn. 1 (day); 01-262 9855 (evening). (3975

ALVIS PARK WARD 3-LITRE AUTOMATIC saloon, 1960. Maroon, wires, reclining seats, radio. Magnificent. £550. Bennett, Newbury Cottage, Newbury, Frome, Somerset. (3976

M.G. TF 1500, 1955, RED. RESPRAYED. Very desirable thoroughbred. Reconditioned mechanics, balanced engine. Realistic investment at £410. A. Hobbs, Tel.: Slough 31151, extn. 340 (W). (3977

FOR SALE—continued

1934 B MODEL FORD, EXCELLENT CONdition. £300 or near offer. Call: 56 Beresford Rd., E.17. (3978

TRIUMPH TR5 PI, WHITE/TAN, OVERdrive, wires, £970 o.n.o. Tel.: Portsmouth 35718. (3979

M.G. TF 1250. BEST OFFER OVER £350 Reason for sale, growing family. North, 13 Manor Rd., Andover, Hants. (3980

LOTUS CORTINA, 1964, 43,000 MILES. Radio, etc. £475. Hall, The Foundry, Church Hanborough, Oxford. Tel.: Freeland 260. (3981

SUNBEAM ALPINE, EXCEPTIONAL CONdition. Wires, Cints., hard and soft tops. M.o.T. £270 o.n.o. Tel.: Brighton 501797. (3982

CLEARING STABLES: LANCIA FLAVIA, 1962, £195. Lotus Seven, 1966, less engine and gearbox, £325. Tel.: 01-272 3711. (3983

M.G.-B, 1964, PALE BLUE, OVERDRIVE, etc. £545 o.n.o. Walton, Tel.: Bishop's Stortford 2441 (9-5.30). (3984

XK150 D.H.C., WHITE. COMPLETE £520 garage overhaul in past year includes new engine, gearbox, discs, exhausts, lined hood, respray. Fine example of a great car. Family addition necessitates immediate sale. £490. Tel.: Bath 25879 or 3876. (3985

CORTINA GT, 1967, MK. I 1500. LOW mileage. Immaculate. Five new G800s. £565 o.n.o. Tel.: Kingswinford 6303. (3986

LANCIA AURELIA B20 GT, SERIES 4, R.H.D. Good engine and sound body, new clutch 2,000 miles ago, Cinturatos. M.o.T. April 1970. Taxed August. £240, offers. Tel.: Wormley 3400 (Surrey). (3987

TURNER 1,500 C.C., 1962 (OCT.), FORD 5-bearing engine, stripped and all bearings replaced at garage (just completed), two Webers, Lotus shells, modified head, free-flow exhaust, discs, wire wheels, w/rim wheel, rally seats, full instruments, hood and hard-top, Cinturatos, excellent condition. Elan forces sale. £315. D. Cutcliffe, 52 Beechwood Rd., Caterham, Surrey. Tel.: 44383, or office (01-CIT 9771). (3988

FLIES ON YOU?? NOT WITH MY TR3A (1960), hard-top, radio, etc. 110 m.p.h. Well above average. First £220 so hurry. Tel.: Rugby 2736. (3989

HUMBER 12, 1933. SOUND BODY, TYRES. Interior needs some attention. No tax or M.o.T. Space required. £50 o.n.o. Woodhead, 61 Ringway, Garforth, Leeds, LS25 1BZ. (3990

XK140, 1955, F.H.C., TAXED AND TESTED until 1970. Body in first class condition, interior recently retrimmed. Mechanically very good. £290. 29 Ingham Rd. N.W.6. (3991

V8 FORD PILOT, M.o.T., TAXED. GOOD nick. £55. Bonnie and Clyde. Tel.: 01-874 4283. (3992

M.G.-C, 1968, 10,000 MILES, ABSOLUTELY as new, fitted overdrive, radio. £975 o.n.o H.P. possible, exchange considered. Tel.: Coltishall 409 (Norfolk)' (3993

B.M.W. 1800, 1965, EXCELLENT CONDITION, finished in red, grey interior. £745 o.n.o. Tel.: Coltishall 386 (Norfolk). (3994

BARBARA CASTLE VICTIM RELUCtantly has to sell the following: 1924 Vauxhall 14/40, original and *concours* condition; 1932 Daimler 7-seater limousine, o.h.v. engine, original condition. Offers. Box 1631. (3995

1962 M.G.-A 1600 MK. II. ONE OF THE LAST "A"s made. Absolutely unmarked in red, black trim. Used as second car, low mileage. Maintained regardless of cost by M.G.C.C. member. Stored over winter. New batteries, hood, recent SP tyres, heater, electric screen-wash, radio, anti-thief device, Maserati air-horns, stainless luggage rack, Q.I. spot and fog, tonneau, laminated screen, leather wheel. One of the finest available, hence £520 o.n.o. Workshop manual available. Taylor, Tel.: Welwyn Garden 22711, or office: 01-935 9921. (3996

RILEY 1½, R.M.E., 1953, EXCELLENT CONdition. Engine recently rebuilt. Tax February 1970. M.o.T. £175 o.n.o. Tel.: Dorking 5706. (3998

C. J. BRESLIN & SON
ROLLS-ROYCE & BENTLEY REPAIRS
SPARES & SERVICING
1936 3½ BENTLEY, Gurney Nutting.
1951 S.S. BENTLEY, full flow.
1951 4¼ H. J. Mulliner **BENTLEY.**
LEA-FRANCIS 1½ o.h.c.
HOPE FARM SERVICE STATION, OVERPOOL ROAD, ELLESMERE PORT, L66 2JF. Tel: 051-355 2647

1965 ASTON MARTIN DB5 Super-leggera sports saloon, in polychromatic midnight blue/maroon hide int., fitted chrome w/wheels, Sundym glass, twin-speaker Motorola p.-b. radio with electric aerial, fog and long range lamps, seat belts. Owned initially by Aston Martin Lagonda Ltd. and subsequently owned by one fastidious driver, nominal mileage. **Offered at £1,995.**
RUDDS OF WORTHING, Tel. 35773

MARCOS MINI GT De-luxe 850 2 + 2, in met. blue, 6,523 miles (genuine). Bucket seats, carpets, door trims/map pkts. Twin carbs., remote control gear-change, 7in. Cibie headlamps, twin fog lamps, rever. lights, ammeter, oil gauge, silencer/large bore triple chrome tail pipes. First reg. 10.2.67. **£550 or offer.**
CUT MAPLE GARAGE
SIBLE HEDINGHAM, ESSEX.
Hedingham 496

FOR SALE—continued

BRISTOL 400, FITTED WITH RECONditioned engine. £175. Also 100 Series reconditioned engine plus odd spares, etc. Tel.: 021-429 2220. (3999

1928 DE SOTO ROADSTER, B.R.G., BLACK guards. New hood, wood spokes; well shod. Nicely restored. Photo available. Will ship. Offers around £1,000. Dutton, P.O. Box 223, Cairns, Australia, or Mills, 127 Kingsway, Petts Wood, Kent. (4001

ALVIS, 1959, TD21, PARK WARD, DARK red; 80,000 miles; thoroughly overhauled Dec. 1967. Schwyter, 73 Belsize Lane, N.W.3. Tel.: 01-435 7111, extn. 435 (office). (4002

AUSTIN HEALEY SPRITE, 1965, LOW mileage, wire wheels, Cinturatos, luggage rack, heater, tonneau. Excellent condition. £445. Tel.: 01-428 7801. (4003

1937 MORRIS SIX, 18 H.P., SUN-ROOF sports saloon. Outstandingly original example of this unusual thirties car. Exceptional unmarked coachwork and good mechanical condition, back by all service receipts over last 15 years (over £300 spent). M.o.T. to January 1970. Handbook and original Duckhams oiling chart £275. H. M. Buckley, Adelaide Cottage, Adelaide Sq., Windsor, Berks. Tel.: Windsor 63808. (4004

ALVIS GREY LADY, 1954, TC21/100, EXCELlent mechanically. Four new "X"s. Body fair. £125 o.n.o. Tel.: 01-946 1364. (4005

JAGUAR XK140 F.H.C., 1956, FRENCH BLUE. Fine condition all round, recent overhaul and M.o.T. Konis, radio, woodrim wheel. £275. Butler, Tel.: Rayleigh 2296 (evenings), or Vange 3261 (office). (4006

M.G. MIDGET, 1966, B.R.G. Good condition. £440. Tel.: Halifax 65542 (evenings). (4007

M.G. MIDGET II, 1965, BLUE. WIRES, Motorola. £140 extras. Garage maintained. I.A.M. driver. Taxed 1970. £525. Tel.: Sherborne (Dorset) 2673. (4008

XK140, 1957, F.H.C. GENUINE 53,000 MILES. Decayingly elegant. Charlton, 16 Monkseaton Rd., Wellfield, Whitley Bay, Northumberland. Tel.: Whitley Bay 29435. (4009

JAGUAR XK150S, OUTSTANDING CONdition mechanically and bodily. 3.4, E-type clutch, special pistons, etc. £620. Demaid, 11 Rowood Dr., Damsonwood, Solihull, Warwicks. (4010

HONDA S800 FIXED-HEAD COUPE, 1967. Sole owner regrettably divorcing beautiful Japanese geisha. Spotless silver paintwork, rust-free chromework, Konis, Cinturatos, Motorola. This low-mileage, ridiculously reliable vehicle for £630; list saving £300. H/purchase arranged, consider saloon p/exchange. 72 Derby Rd., Draycott, Derbyshire. Tel.: Draycott 2645. (4011

3000 MK. III AUSTIN HEALEY, 1965, B.R.G., black leather trim; 33,000 miles; v.g.c. Overdrive, spots, heater, racing mirrors. Family addition forces sale. Douglas, Tel.: Shanklin (I.o.W.) 2820. (3885

M.G.-A 1600 F.H.C., WHITE. EXTRAS. Excellent condition. M.o.T. 1970. £295 o.n.o. Tel.: Leeds 672880. (3886

MERCEDES 190SL, 1959, GREY, RED TRIM. Hard and soft tops, occasional rear seat. £635. Tel.: Tonbridge 2449. (3887

1951 DAIMLER BARKER 2½-LITRE DB18 3-seater sports d.h.c., black/gold. V.G.C. throughout, including hood, tyres and mechanics, etc. Must sell, hence £250 o.n.o. Miss Elliott, 39 Mauney Close, Romford, Essex. (3888

SPITFIRE, 1964, EXCELLENT CONDITION throughout. New radials, many extras. £375. Tel.: 01-527 0422. (3889

ARMSTRONG SIDDELEY HURRICANE d.h.c., metallic silver paint and chromium excellent. Maker's oil pressure; five good tyres and many spares. £165. Tel.: Welwyn Garden 26062 (after 8 p.m.). (3890

XK150 D.H.C., 1958, MAROON, MECHanically sound, body reasonably good with good weatherproof top. New front discs and pads, exhaust pipes, steering joints, petrol pump, etc. Available mid-June. £350 o.n.o. M. Whale, 15 Eglinton Cres., Edinburgh. (3891

TRIUMPH MAYFLOWER — A RARE classic, in above-average condition all round. Valuable collector's car much sought after in U.S.A. Best offer accepted. Box 1619. (3892

NOW LOOK HERE!

Clearance of Oddments

WHEELS: Four 185 × 15 Jaguar wire wheels fitted new Michelin X with snow studs; Two Jaguar disc wheels (used); Two complete sets of Minilite wheels for a Mini.

TYRES: Four new 5.20 × 10 Green Spot; One new 15-in. Green Spot; Three 15-in. Goodyear Racing; Four new 165 × 400 Michelin X; Four RS5 5.90 × 15; Five 5.60 × 14 Dunlop Gold Seal.

BODIES: Alfa Romeo Giulia SS body-shell, gutted but in fair condition. Rear axle assy., suspension and numerous other SS parts.

HEADS: Alfa Romeo GTA twin-plug cylinder head, hardly used.

NOSES: Lotus Seven nosepiece and several cycle-type mudguards.

Everything must go at unbelievably low prices!

Phone David Edgington at
CHAPMANSLADE (Wilts)
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FOR SALE—continued

M.G.-A TWIN-CAM, OLD ENGLISH WHITE with red leather upholstery. Extensively reconditioned with all bills available. Very fast and reliable. £280 o.v.n.o. Simpson, Tel.: Harpenden (OLU 27) 60306. (3893

SUNBEAM TIGER, 1965, 43,000 MILES. £630. Excellent condition new hood, new clutch. Dark blue. Serviced regularly. A.A. inspection welcomed. 28 Romney Rd., Bournemouth, or Tel.: Christchurch 2847. (3894

SPRITE MK. I, B.R.G. NEWBRAKES, differential, recon. engine. M.o.T., taxed. £200. Ferguson, Tel.: Bishops Waltham 2286. (3895

LAGONDA RAPIER, 1938. TWIN O.H.C., wire wheels, leather upholstery. Completely rebuilt. Immaculate dark green finish. Excellent in every respect. £650. Tel.: 01-289 0074. (3896

XK150 DROPHEAD JAGUAR, 1958. A REAL collector's piece with radio, chrome wire wheels, bonnet vents; tan interior and hood. A truly excellent example. £565. Tel.: Stourbridge (Worcs.) 3058 (after 7 p.m.). (3897

DAIMLER BARKER SPECIAL SPORTS DB18 2½-litre. A lovely example offered of a Fifties classic. Will send to a good home for £400 o.n.o. Tel.: 01-994 3053. (3898

1934 ALVIS FIREFLY SALOON. 1934 10 h.p. Crossley saloon. Offers or consider swop with K.L.N. M.G. Burns, 301 Holland Rd., Holland-on-Sea, Essex. Tel.: 2173. (4013

M.G.-B, 1964, CHARIOT RED. OVERdrive, works hard-top, five-bearing engine. £540 or part exchange for Healey 3000 Mk. III or TR4A. Tel.: Bradford 73103 (evenings). (4000

M.G. TD1. VERY RELIABLE. GARAGE maintained. New dynamo, regulator, battery, tonneau, hack rods, exhaust, clutch. M.o.T. April, 1970. Daily use. No hagglers. £260. Slynn, Tel.: Kinver 2621 (evenings). (4014

JAGUAR MK. IX, 1959. AUTOMATIC. Genuine 39,000. Just spent £120 respray, etc. Superb condition. Taxed/M.o.T. Dec. £295. Skelton, Manor House, Margam, Port Talbot. Tel.: 3899. (4015

RILEY ADELPHI 1½, 1937. FULL restoration cost £950 in 1965. Invoice available. £365 o.n.o. Tel.: 01-954 2676. (4016

M-TYPE M.G., 1930. BEAUTIFULLY restored. Winner of several vintage competitions. An excellent motor car at £220. Griffin, Gracedieu Rd., Thringstone, Leics. Tel.: Osgalthorpe 346. (4017

PORSCHE ENTHUSIAST'S 356 REUTter-bodied d/h. New hood and lining, new carpeting, recent respray white, new silencer unit, clutch, etc., reclining seats, wide wheels and German SP3 boots. Collector's item and investment. Going abroad so reluctantly have to sell quickly. £495 or offer. Tel.: 01-352 9181. (4018

DAIMLER DART SP250, 1960. B.R.G. Good condition throughout. £375. (Hard-top available.) Consider exchange. Tel.: Orpington 27825 (evenings). (4019

BENTLEY 3-LITRE BROOKLANDS OUTside exhaust manifold. Four new Alfin alloy brake drums 1947 Bentley. One pair new Bentley 4.9-litre Continental carburetters. 1934/8 Bentley radiator shell. 1947/52 radiator shell and grille. Set supercharged 2-litre Lagonda pistons complete, plus .060. 1951 Jowett Javelin complete—very good chassis—ideal for spares. 2,000 copies "Motor" and "Auto-car" 1939/1966. Registration number GVR 25. Offers. Thompson, 10 Weld Rd., Southport, Lancashire. Tel.: Southport 67365. (4020

WANTED

M.G. TC OR SIMILAR CAR WANTED. Up to £500 cash available. Box 1629. (3960

MORGAN PLUS FOUR OR M.G. TC. Painting not objected to if price allows. Maximum funds £350. Tel.: Pontefract 3828 (evenings). (3490

ELAN S2/S3 CONVERTIBLE. CASH available. State mileage, history, price. The Fountain, Twyning, Tewkesbury, Glos. (3491

AUSTIN ULSTER 7, 1929, BY VISITOR. Please write condition, brief details to: Slight, Old White Hart, Henley-on-Thames. (3492

M.G. TF. GOOD CONDITION, PLUS little cash for my 1965 Corsair GT 1500. In super condition throughout (many extras). For details telephone: Fairoak (near Southampton) 612. (3493

QUARTER REAR BUMPERS OR ONE front bumper for Speed 25 Alvis or similar P.V.T. Any condition. Box 1581. (3494

WANTED: 1960/1961 FROG-EYE OR "warm" Anglia in mid-June. Davey, 3 ACC/ADC, Hamala Camp, BFPO63. (3495

REGISTRATION WANTED: PC WITH any number. Colquhoun, 15 Byrness Close, Kenton Bar Est., Newcastle-on-Tyne, 3. (3496

WANTED: CYLINDER HEAD 1939 R.-R. Wraith. Complete vehicle if necessary. Also Grebel spotlamp, 166 Clifton Ave., Benfleet, Essex. (3497

REGISTRATION NUMBER JC 1 OR JSC 1 required. Mrs. Harratt. Tel.: Bedworth 4051 (between 9 a.m. and 5 p.m.). (3498

B.M.W. 328 BY VISITOR. PLEASE write condition, brief details, originality to: Slight, Old White Hart Hotel, Henley-on-Thames. (3499

WANTED FOR G.N.: PAIR STUB axles, hubs and wheel centres, pair rear hubs and wheel centres, steering box and column. Any other bits. Cherrett, 28 Western Ave., Poole, Dorset. Tel.: OBO2 77743 (Bournemouth). (3500

URGENTLY WANTED: M.G. TC, B.R.G. Black? Must be first class. £230 waiting. Will collect. R. Kennedy, 45 Ferry Rd., Renfrew, Scotland. (3501

WANTED—continued

REGISTRATION NUMBER WANTED: RAY 13, R 13, RJB 13, RB 13, B 13, RAY 1, R 1, RJB 1, RB 1, B 1. Blake. Tel.: 021-747 3721, 021-706 1016 (evenings). (3502

WANTED: M.G. L2 MAGNA TWO-seater in reasonable condition. Cooper. Tel.: 021-475 1856. (3503

WANTED: ONE COPY "MOTOR Sport" Sept., 1961, in mint condition. Hall, 397 Bury New Rd., Whitefield, Manchester, M25-7SU. (3504

WANTED: MK. IV BENTLEY MODIFIED shortened chassis version with sketchy body. Some work not objected to. Detailed specification and price to cash buyer. 83, Croft Rd., Wokingham, Berks. (3505

WANTED: MORGAN 4/4, 1961/1964. Pay cash. S.a.e., Robinson, Residential School, Corley, Coventry. (3506

HARD-TOP HEALEY 2/3000 (WIND-ups). Ewing. Tel.: 021-454 4888 (Birmingham) (9.30-5.30). (3507

WANTED PRIVATELY: A BENTLEY IN exceptionally fine condition throughout, of post-1953 manufacture. Box 1582. (3508

SIX-CYLINDER RILEY MENTONE, Alpine, Stelvio or Kestrel, restored or restorable. Other models considered. P. A. Neasmith, 28 Milner St., Newport, Mon. (3509

WANTED: CHEAP LOTUS 7 IN RUN-ning order, up to £230 cash. McCall, 34B Park Drive, Bradford 9, Yorks. (3510

3½ OR 4¼ BENTLEY, 1934-1939, WAN-ted. Sound running order, reasonable condition and price. Holly Cottage, Ayot St. Peter, Welwyn, Herts. Tel.: Welwyn Garden 22695. (3511

SOMEWHERE WEST OF LONDON—OR elsewhere in the U.K.—the following must be available: Jaguar (including SS) through Mk. IV, M.G. TA and TB, Austin Seven, Aston Martin, Morgan, open or drop-head. Positively no closed models will be considered. Will arrange shipping. Please submit returnable photo with firm price. All replies acknowledged. Arthur Taylor, Box 261, Brighton, Massachusetts 02135, U.S.A. (3512

WANTED: A.C. COBRA. TEL.: TAVI-stock 2858 (after 6 p.m.). (3513

HOBBS WESTINGHOUSE AUTOMATIC transmission spares. Lucking, 62 Ember Farm Way, East Molesey, Surrey. Tel.: 398 3603. (3514

IMPECUNIOUS OVERSEAS CIVIL SER-vant requiring transport for home leave wants old but reliable car. Prefer Triumph 2000 roadster. Arriving England June 18th. Dale, c/o Mrs. Dale, 1 Fulney Rd., Sheffield, S 11 7 E.W. (3515

FROG-EYED SPRITE. MECHANICS IM-material, bodywork reasonable. Also ECM registration wanted. Cowell, 32 Sydney St., Brightlingsea, Essex. (3516

WANTED: M.G. PA INSTRUMENTS. The whole bag of tricks. Please contact The Rev. A. Watson, P.O. Box 154, Worcester Cape, South Africa. (3517

FERRARI YEARBOOKS: 1951, 1952, 1953, 1954, 1955, 1960. Will purchase or exchange for 1958, 1959, 1967. Any "Road and Track" pre-1957. Sir Anthony Stamer, Court Garden House, Uley, near Dursley, Glos. (3518

SS JAGUAR 100 3½-LITRE D.H.C., 1938. XK150 f.h.c. 17 Somerset Rd., Bolton, Lancs. Tel.: 41709. (3519

WANTED: MORGAN + 4 FOUR-seater, 1964/1968, in top condition. Locke, 21 Princes Rd., Kew, Surrey. Tel.: 01-948 0610. (3520

WANTED: 1934/1936 ASTON MARTIN 1½-litre long chassis tourer. Full details please to Box 1583. (3521

TRAILER, SUITABLE SMALL CAR. Reasonable price please. Cooper, 26 Bryn-Arden Rd., Birmingham 26. Tel.: 021-706 4515. (3522

WANTED: TRSA, DEC., 1959, MK. I Sprite, h/s tops. Excellent condition, plus up to £60 cash, offered in exchange for good TR3A or sale. Box 1584. (3523

BERMUDA H/TOP FOR M.G.-B. REGIS-tration letters PP or PKP with low/interesting number. State price. 24 Middleton Ave., Hove, Sussex. Tel.: Brighton 48196. (3524

ASTON MARTIN DB2/4 ENGINE AND/ or gearbox, 3-litre V8 or DBA series required, less carbs. no objection. Please write stating price and condition in good solid crate f.o.b. nearest port to John Milne, 14 Locke Crescent, East Fremantle, Western Australia 6158. (3525

WANTED: TR3A. W/W. O/D ESSEN-tial. Cash. Write, call 107 Sedgemoor Rd., Willenhall, Coventry. (3526

ASTON MARTIN AND LAGONDA WAN-ted for spares or rebuilding. Any model, age, condition or location, if cheap. Box 1585. (3527

AUSTIN HEALEY 3000 MK. III, 1964/ 1965 model wanted with left-hand drive, good r.h.d. example considered. Tel.: 01-449 1848. (3753

WANTED: LOTUS TWIN-CAM HEADS and parts. P. Townshend, 50 Barnet Gate Lane, Arkly, Barnet, Herts. Tel.: Barnet 4335 (6.30 to 7.30 evenings). (3593

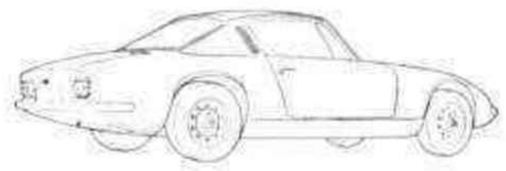
T.V.R. MK. IIA BONNET REQUIRED urgently. Spencer, 38 West Park St., Dewsbury, Yorkshire. Tel.: Dewsbury 66787. (3263

PORSCHE 356B CABRIOLET. Mr. C. Haley. Tel.: Slough 23932 (day), Burnham 2990 (evening), or call at 1 Minton Rise, Taplow, Bucks. (3631

M.G. BETWEEN 1929 AND 1935 IN pieces or going. All letters answered if reasonable price. Box 1598. (3792

TALBOT ENGINE — POST-WAR 4½ French manufacture—plus accessories. Condition unimportant. Will import. Box 1599. (3804

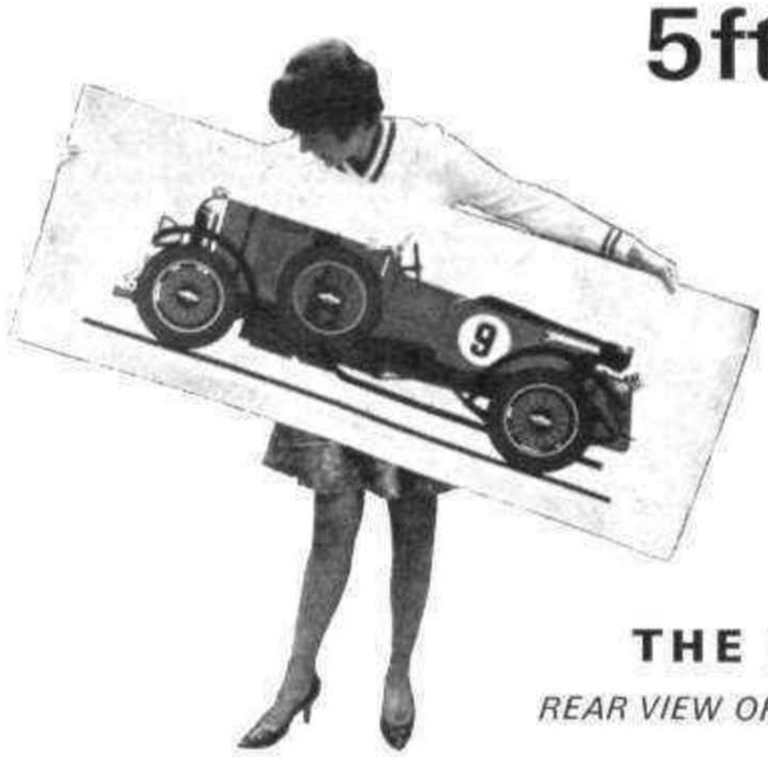
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1968	**T.V.R. Vixen 1800,** Rolls-Royce regal red, radio; 11,000 miles. Excellent condition	**£969**
1968	**TRIUMPH Spitfire,** red, black trim; one owner, 15,000 miles. As new	**£715**
1967	**M.G.-B,** mineral blue, black trim, wires, push-button radio, wheel; one owner	**£795**
1966	**LOTUS Cortina,** in standard colours; 22,000 miles from new; one owner. Perfect example	**£739**
1966	**TR4A,** blue, black trim, overdrive, wire wheels, radio; one owner; low mileage	**£795**
1964	(**Nov.**) **M.G.-B,** B.R.G., hard-top, 5-bearing engine; serviced by ourselves. First class condition	**£575**
1964	(**Nov.**) **M.G.-B,** blue, black trim, overdrive, hard-top, 5-bearing engine, low mileage	**£585**
1965	**TRIUMPH Spitfire Mk. II,** dark blue, wire wheels; low mileage. Excellent condition	**£485**

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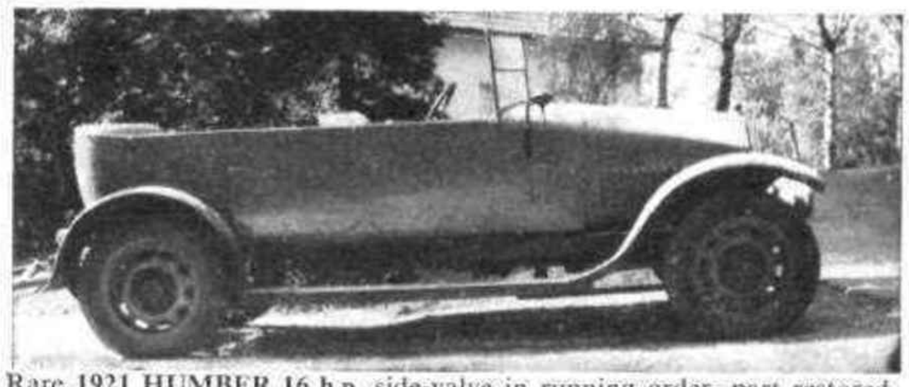
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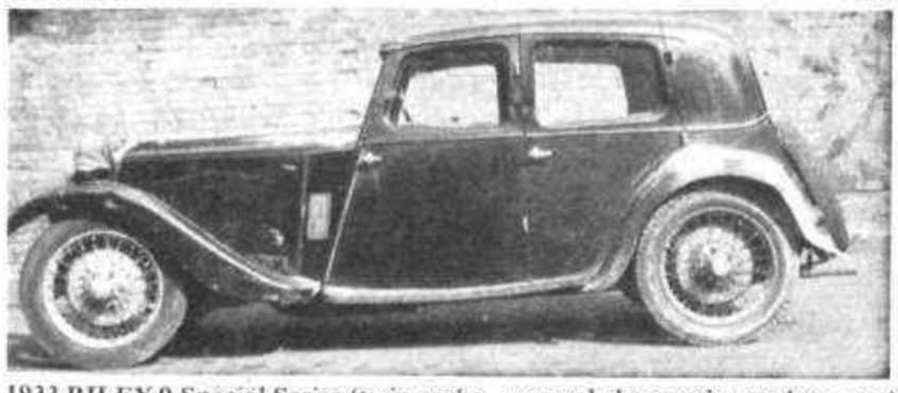
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BENTLEY Mk. VI Park Ward convertible, 1950, power-top, electric windows, silver grey, grey interior, excellent fawn hood, new tyres all round, serviced by us and in generally good mechanical order with good coachwork. **£775**



Rare **1921 HUMBER 16 h.p.** side-valve in running order, part restored, all original lamps, structurally good body work, but needs paint, trim and hood and at present has the wrong wheel equipment, which we hope to correct.



1933 RILEY 9 Special Series (twin carbs., manual close-ratio gearbox, etc.) with the very rare "gull-wing" door Falcon body, very fair all-round order, needing only minor attention to paintwork. **£250**



BENTLEY Mk. VI "big-bore", 1952, H. J. Mulliner all-alloy saloon, recent repaint in Royal Blue with gold line, grey hide interior, fully serviced by us and a very fair car. **£695**

BENTLEY S.1, 1957, automatic, power-steering, silver grey on black, beige interior; we have overhauled steering, suspension and brakes, renovated paintwork and plating, fitted new tyres, and consider that this car is well above average and represents extremely good value at its reduced price of **£1,190**

AUSTIN HEALEY Sprite, recent repaint, good all round order. **£245**

DAIMLER Barker limousine, 1936, modern B.M.C. engine and gearbox, outstandingly good coachwork, brown hide interior throughout, excellent tyres. (For photograph, see last month). **£295**

FIAT 500, the original pre-war Topolino, quite sound and in running order, but scruffy. **£75**

HILLMAN Minx convertible, 1960, minor rust but generally very sound and tidy for its year. **£125**

JAGUAR XK150 3.8, 1960, roadster, overdrive, wire wheels, radio; white, red leather and hood; recent overhaul includes bearings, clutch, exhaust, brakes, etc., and a very nice specimen. **£495**

JAGUAR 3.8 Mk. II, 1961, overdrive, excellent radio, good interior, sound mechanically, comparatively rust free, but minor damage to off-side wing badly repaired and a cheap repaint, hence realistic price of **£255**

RILEY 1½ (4-cylinder) Adelphi saloon, 1937, original black paintwork, brown hide interior, excellent tyres and very fair mechanical order. **£195**

100 new Regent remould covers, size 400 × 18 at **£2 10s.** each, plus carriage.

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1962 ASTON MARTIN DB4. Metallic grey with match. int. Shining example with rdo. and htr. **£1,199**
1962 (regd.) ALFA ROMEO Giulietta coupé. Superb car finished in red and black with heater **£399**
1961 AUSTIN HEALEY Sprite Mk. I. Above average model in sunburst yellow, fitted heater **£249**
1967 AUSTIN HEALEY Sprite. Handsomely finished in blue with black interior; heater..... **£599**
1968 FIAT 124 coupé. Red and black body with fine interior and heater; excellent car..... **£1,249**
1968 'G' regd. FIAT 124 coupé. Sensational car with 5-speed gearbox, finished in green and tan..... **£1,349**
1968/69 FIAT 124. Red body with fine black interior; radio; genuine one owner..... **£1,349**
1968 FIAT 124S coupé. White, with black leather interior, 5-speed box, Webasto roof..... **£1,399**
1967 HONDA S.800. Silver-grey and black finish on a first class example..... **£549**
1967 HONDA S.800. Fixed-head coupé, blue with black trim and heater; fine specimen..... **£699**
1965 ISO RIVOLTA. Superb model with fine blue body and grey leather interior..... **£1,899**
1962 JAGUAR E-type drophead. Coral with black leather, chrome wires, radio, etc..... **£749**
1965 Series. JAGUAR E-type. Beautiful yellow and black with radio, heater and chrome wheels..... **£1,199**
1964 JAGUAR E-type. All blue finish with leather interior and heater..... **£999**
1965 JAGUAR E-type. Red with black leather interior and fitted heater..... **£1,199**
1966 JAGUAR E-type. Smart navy body with black interior, radio and wire wheels..... **£1,399**
1968 JAGUAR E-type. Silver-grey and black leather, chr. wires, radio; htd. r. window, Webasto roof **£1,999**

1966 JENSEN CV8 AUTOMATIC. A truly superb high performance car in dark green with plush leather interior; radio; styled for speed and comfort..... **£2,199**

1967 LANCIA Flavia coupé. Dark blue with red. Well-appointed model with radio, heater..... **£1,699**
1967 LOTUS Europa. Yellow-ochre body with black interior finish, dazzling performance..... **£1,499**
1966 LOTUS Elan. White with black interior, seat belts, radio, beautiful example..... **£949**
1966 LOTUS Elan. Red and black, fitted radio and knock-on wheels, sparkling performer..... **£1,099**
1966 (Regd.) LOTUS Elan. In handsome French blue with black interior; radio and heater..... **£1,099**
'F' regd. LOTUS Elan +2. In white with black interior; smooth performance car..... **£1,649**
1966 LOTUS Elan drophead. Special equipment in special maroon and black finish; fitted radio..... **£999**

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1967 LOTUS Elan. Bahama yellow with fine black interior; radio and chrome knock-on wheels... **£1,249**
1967 LOTUS Elan +2 fixed-head coupé. With reversing lamp/radio, in French blue with black trim **£1,699**
1965 MARCOS VOLVO 1800. Metallic blue with blue interior; extras include overdrive and radio **£999**
1965 M.G.-Midget. Red with black interior; extras include map light and wire wheels..... **£429**
'F' Regd. M.G. Midget. An exceptionally fine model in blue with black finish and wire wheels..... **£649**
1964 M.G.-B roadster. White and red interior; extremely nice car..... **£599**
1964 M.G.-B. Ivory exterior with black trim, incorporates overdrive and wire wheels..... **£549**
1965 M.G.-B roadster. Radio, heater, overdrive, hardtop finished in yellow ochre..... **£649**
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1965 TRIUMPH Spitfire. All blue, soft-top tonneau cover, overdrive and radio..... **£529**
1967 TRIUMPH Spitfire. In royal blue with slick black interior, fitted heater..... **£649**
1967 TRIUMPH Spitfire Mk. 3. Gorgeous specimen in flame-red with black seats and trim; heater... **£749**
1968 TRIUMPH GT6. Wire wheels, overdrive and radio, black and white, black interior..... **£869**
1962 TRIUMPH TR4. Extras include hard top, heater and overdrive, white and red..... **£499**
1966 TRIUMPH TR4. Blue throughout; extras include overdrive, spot, seat belts and radio..... **£799**
1966 TRIUMPH TR4. Red body with black interior; extras, overdrive and radio..... **£799**
1967 TRIUMPH TR4A. Blue exterior with black leather, wire wheels hard top overdrive and rdo. **£899**
1968 TRIUMPH TR4 convertible. Has overdrive and radio, blue with black interior..... **£949**
1968 TRIUMPH TR5. Red and black; wire wheels, exceptionally low mileage car..... **£1,149**
1962 Volkswagen Karmann Ghia coupé. In blue with beige interior, radio and heater..... **£449**
'D' Regd. VOLKSWAGEN Karmann Ghia. Grey body/red seats and trim; performance/economy **£749**

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1963 ALFA ROMEO 2600 Spider drophead. Radio; in two-tone red/black. Needs attention..... **£299**

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ROLLS-ROYCE OR BENTLEY PRE-WAR car wanted; any type or condition considered. Mr. Hackett, Stepps Farm, Harvington, near Kidderminster. (3807

ROLLS-ROYCE PHANTOM WANTED, anything considered, any style, body or condition. Cookson, 100 Nanaimo Way, Bromley Lane, Kingswinford, Staffs. (3808

ROLLS-ROYCE 1920 TO 1940 WANTED. Would consider any model or even one needing restoration. Box 1602. (3809

WANTED: ROLLS-ROYCE GHOST AND Phantom chassis or complete cars with tatty or ugly bodies suitable for rebuilding. Messenger, 74 Ledborough Lane, Beaconsfield, Buckinghamshire. (3810

M.G.s P AND T SERIES, IN ANY CONdition. Also Austins, early thirties. Write: Bob Millan, 56 Weymouth Drive, Glasgow, W.2. (3811

ALVIS TC21/100 OR TD21 COUPE. Good condition. Details and price to: Moss, "The Gables", Bushley, Tewkesbury. Tel.: 3071 (day), 2419 (evening). (3812

WANTED: REGISTRATION NUMBER K or B or KB or KMB or KEN with low or distinctive number. Barley, The Bungalow, Langthorpe, Boroughbridge, York. Tel.: Boroughbridge 2217 (evenings). (3813

1932 RILEY 9 REQUIRED. MUST BE running, but body condition immaterial. Also Gamecock windscreen required. Toyne, 44 Viking Rd., Maldon, Essex. Tel., Maldon 3031. (3815

LOTUS ELITE WANTED, ZF GEARBOX. Around £500 cash. Write: Bradshaw, 22 Trumlands Rd., Torquay, Devon. (3816

WANTED: REGISTRATION NUMBER PHF with interesting number. Foster, 18 Linden Rd., Gt. Ayton, Middlesbrough. Tel.: Gt. Ayton 2611. (3817

WANTED: WORKSHOP MANUAL BRIStol 405. G. Attridge, 2A Nibthwaite Rd., Harrow, Middx. (3818

WANTED: A.C. - ENGINED ACECA post-1955. Bowers, "Shareeth", Whepstead, Bury St. Edmunds, Suffolk. (3819

WANTED URGENTLY: GOOD CYLINder head for 1934 20/25 R.-R. Thornton, 13 The Butts, Warwick. Tel.: 41008. (3820

TR3A. UNSPOILT, RUST-FREE EXample. Full history. Or consider Austin Healey III. Southern area. Box 1603. (3821

REG. NO JL, JOE, BUS, REQUIRED. Low or distinctive number. Price to Box 1604. (3822

ROLLS-ROYCE DROPHEAD COUPE ON 20/25, 25/30 Phantom II, Phantom III, Wraith, Silver Wraith or Dawn chassis. Tourer, Sedanca or landaulette coachwork considered. Or Bentley, 1932-1939, earnestly sought with drophead or similar desirable coachwork. Mk. VI or R-type considered. Target is two post-war cars to form personal stable, one a Bentley. Please give price, details, photos, if possible (which will be returned; all replies answered). No dealers, unless minus unknowledgeable fancy prices. Box 1605. (3823

WANTED: ROLLS-ROYCES FOR PRIvate collector. The following P.III or 25/30 Sedanca de Ville models required. Money no object. Restored or unrestored. 1938 Franay Sports Formal. 1938/1939 Hooper. 1936/1937 Gurney Nutting sports. 1938 Mulliner. 1937 Windover. 1938 Vanvooren. Similar models acceptable. Tel.: 01-485 8872 (day), 01-952 4758 (after 6 p.m.). (3824

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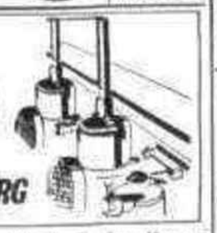
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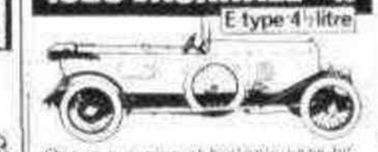
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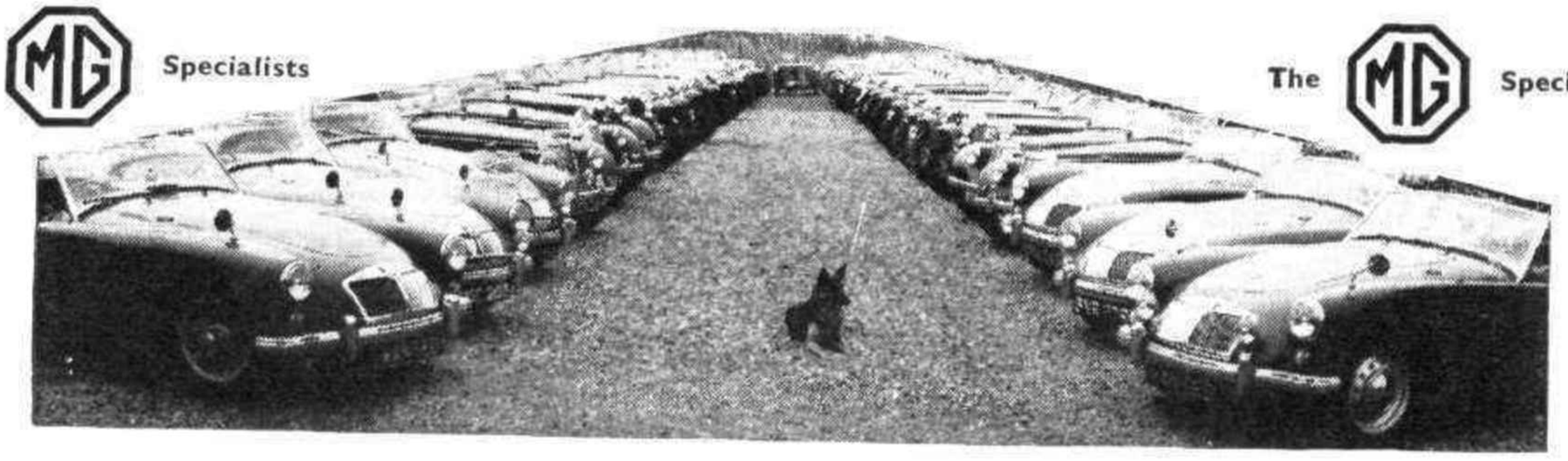
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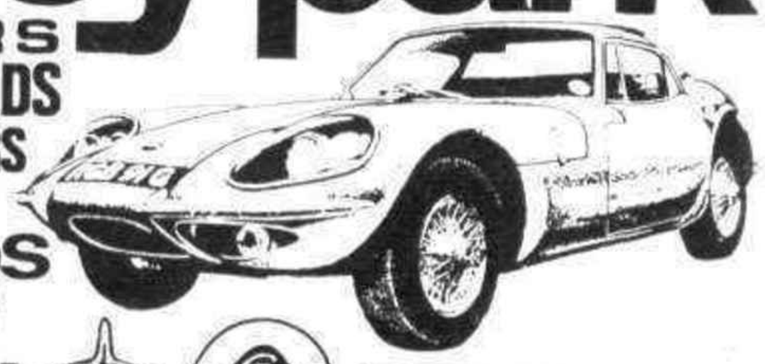
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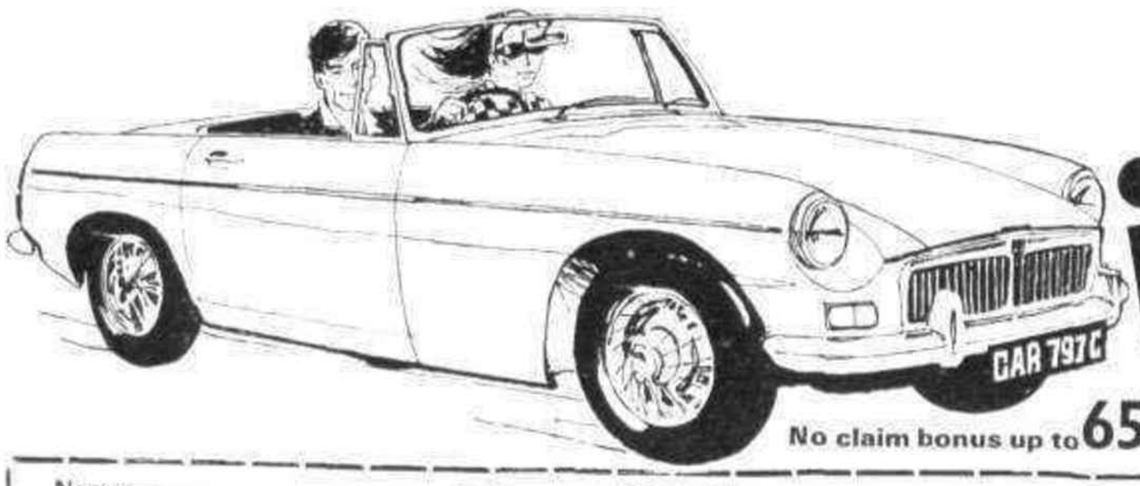
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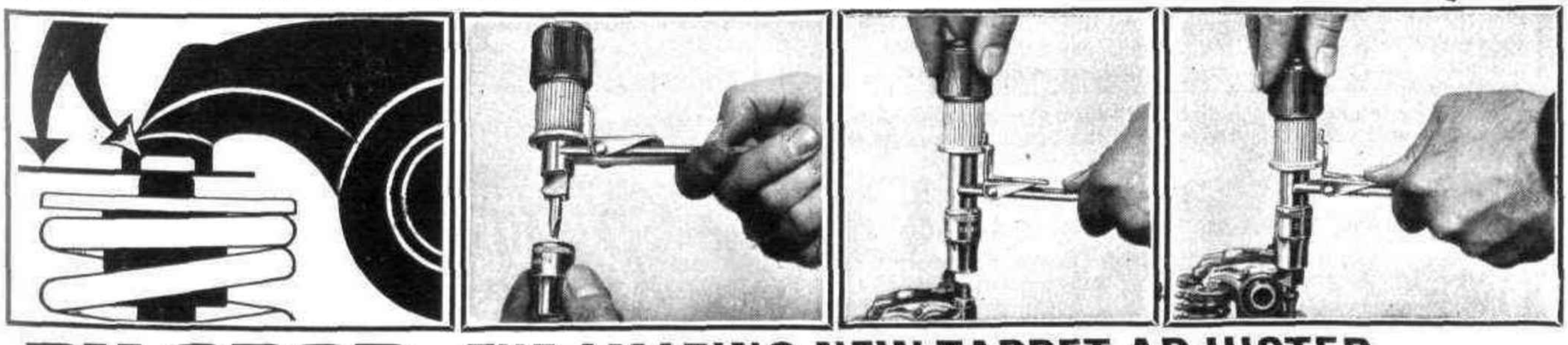
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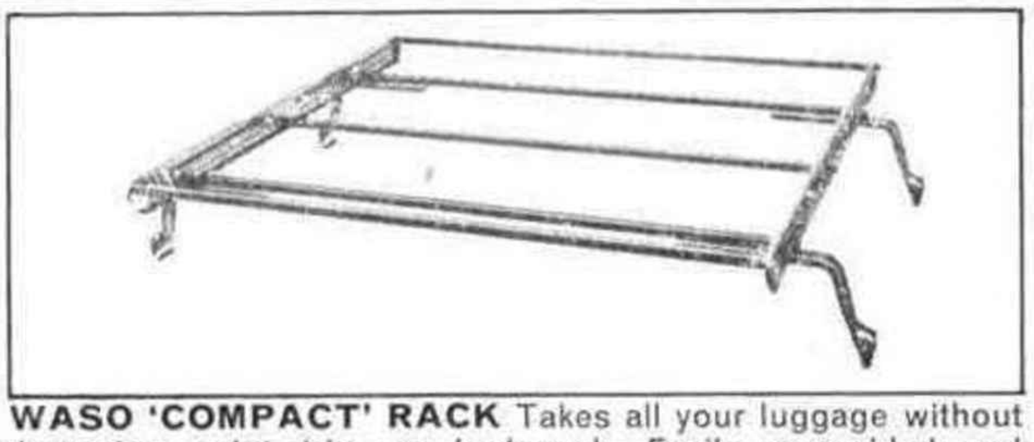
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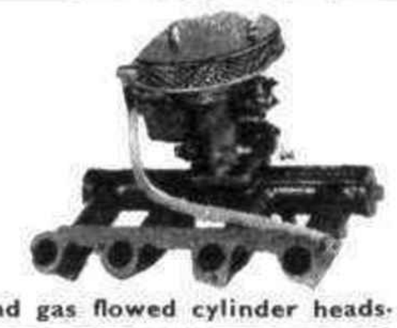
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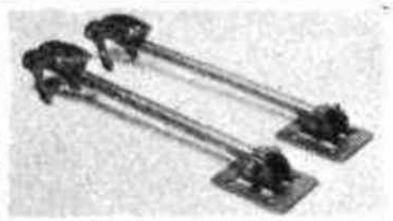
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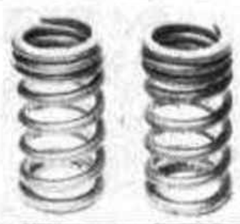
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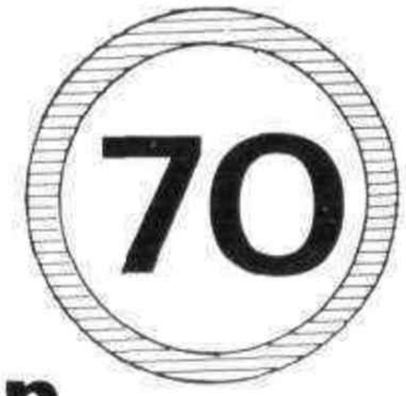
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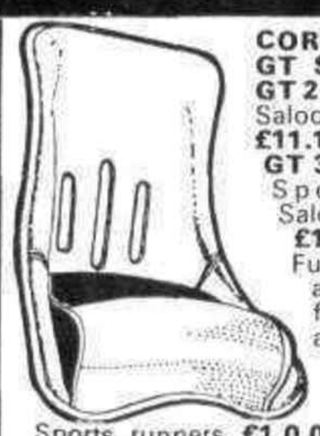
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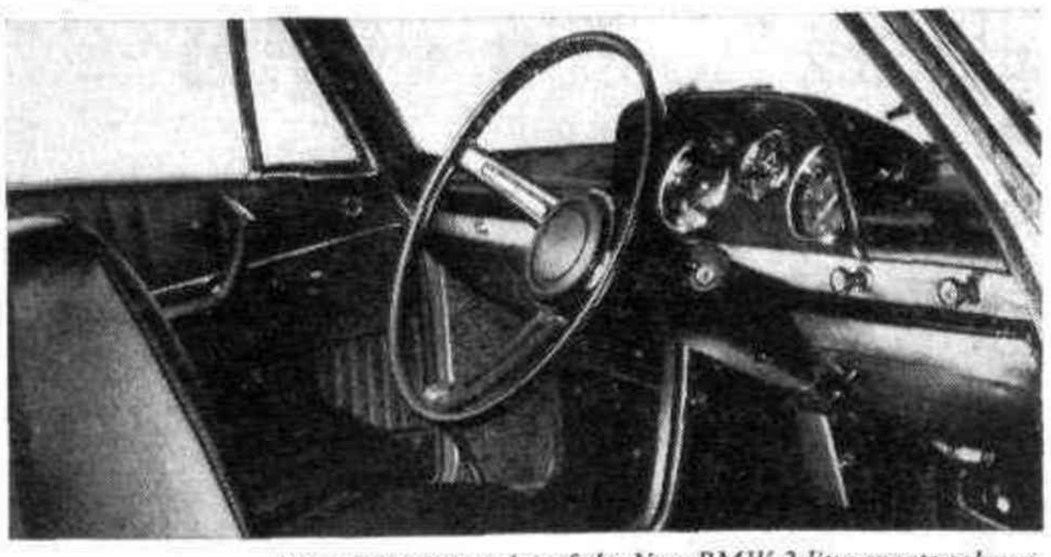
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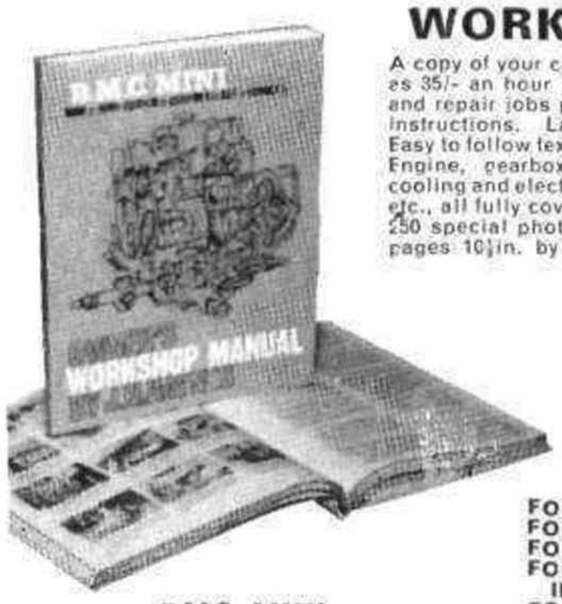
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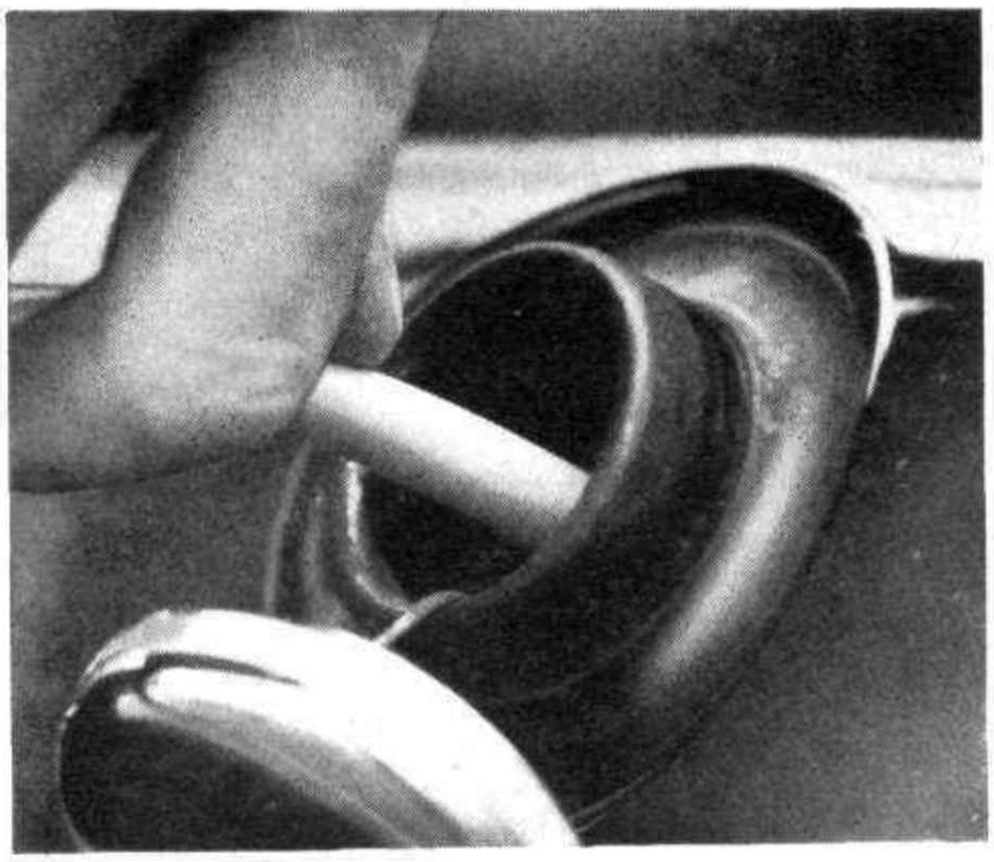
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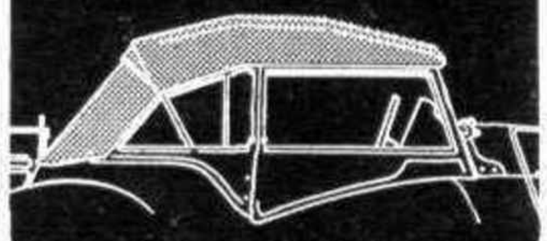
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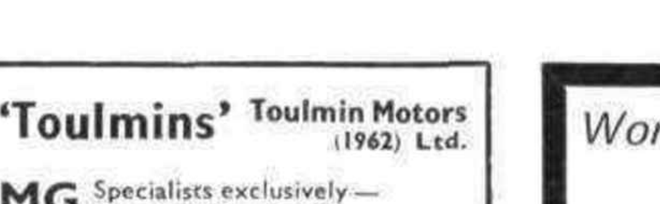
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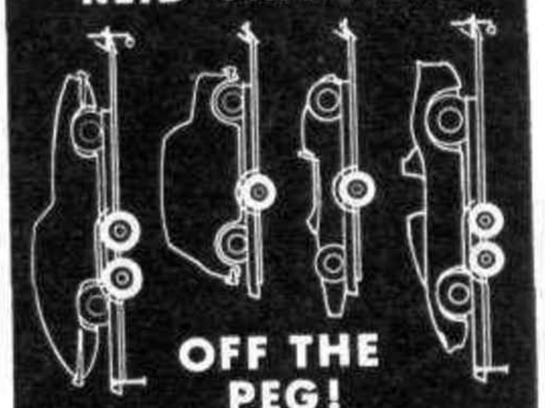
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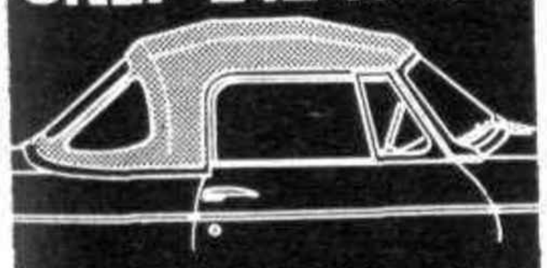
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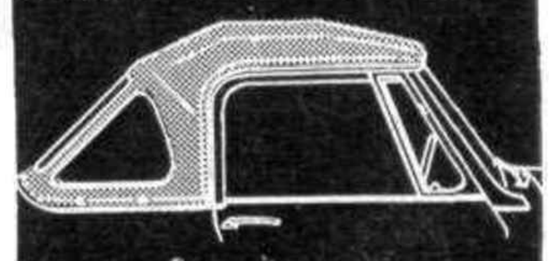
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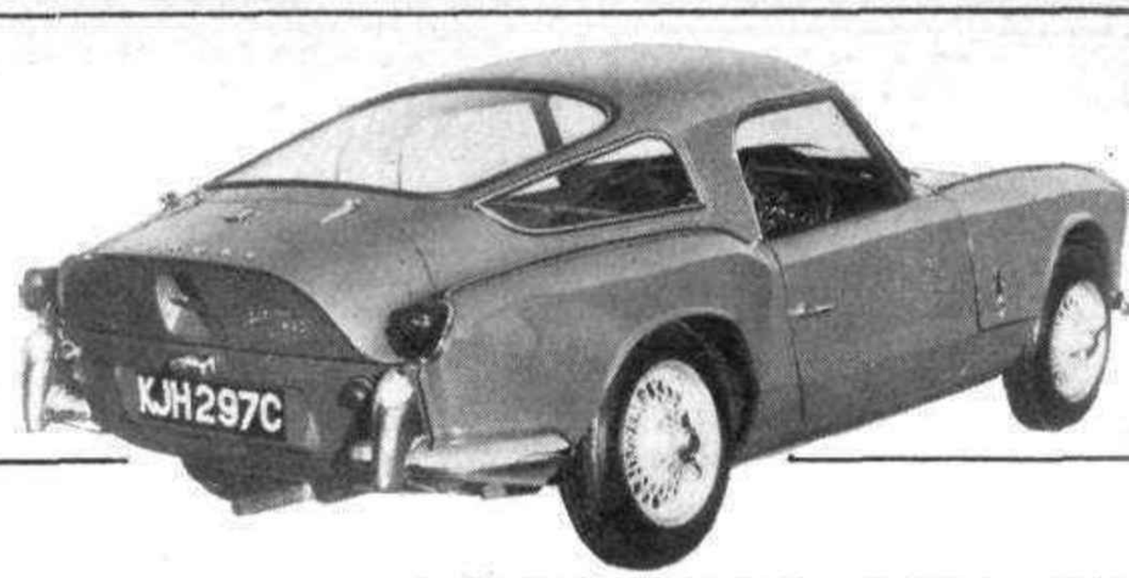
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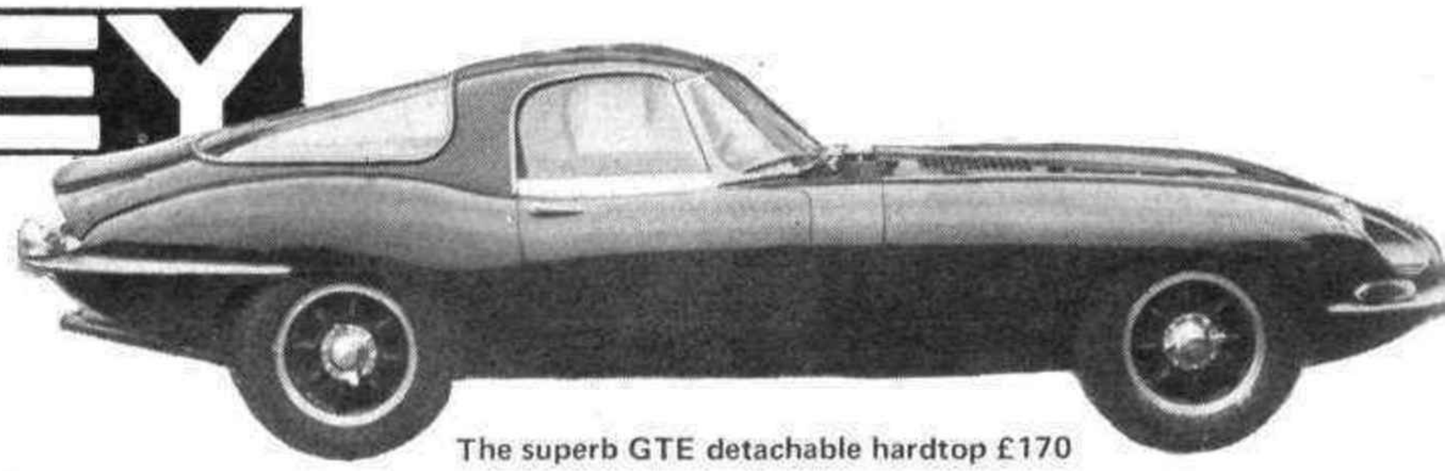




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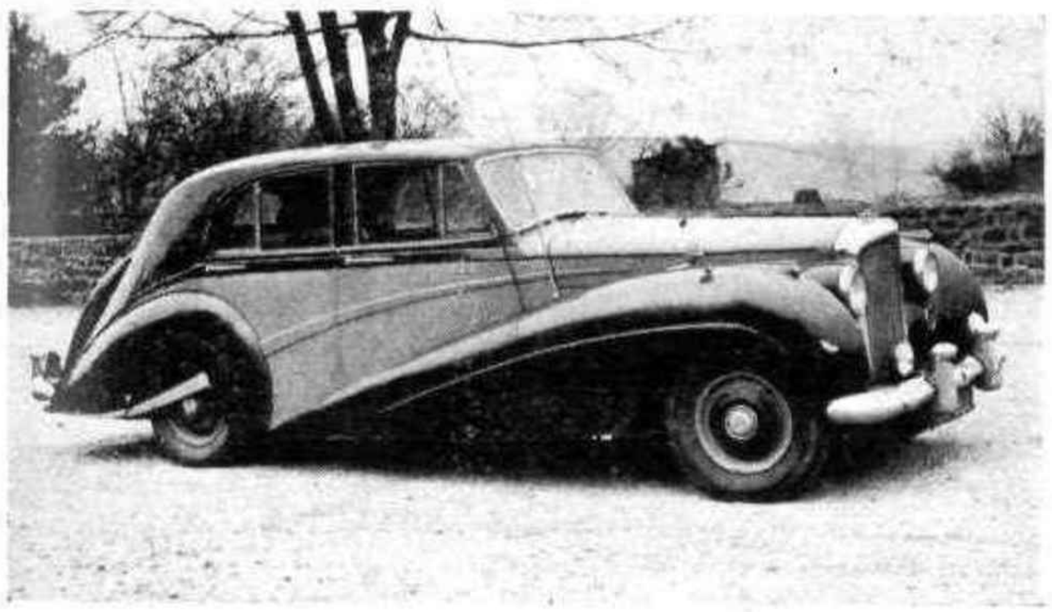
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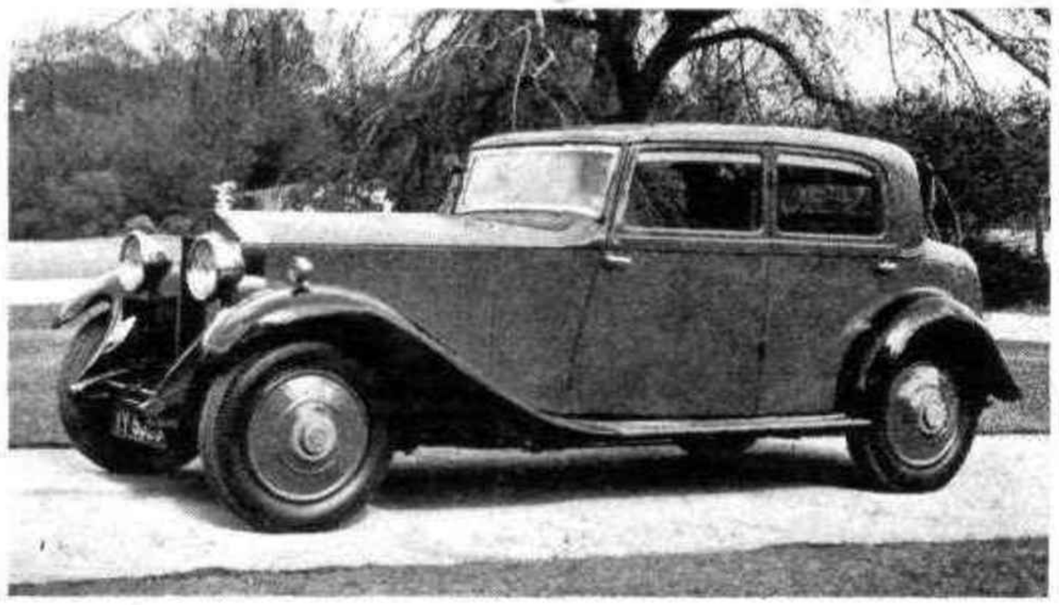
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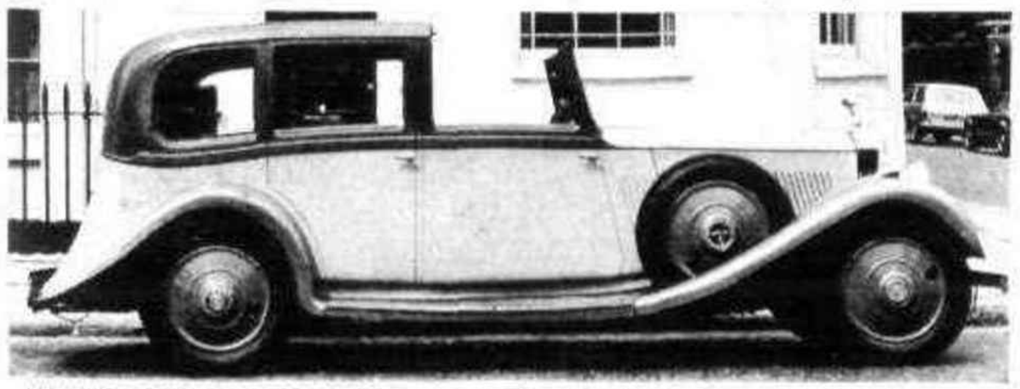
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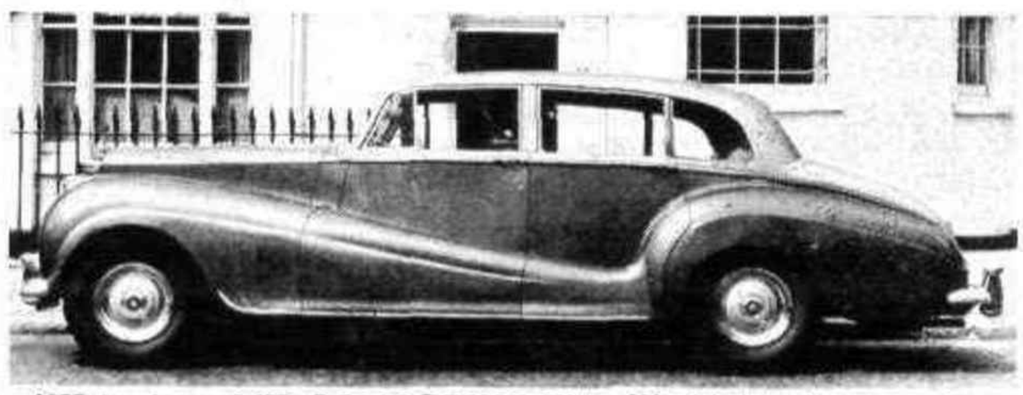
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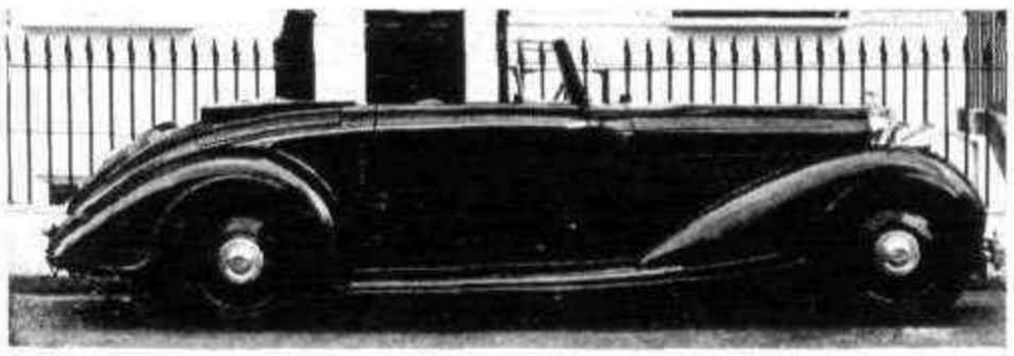
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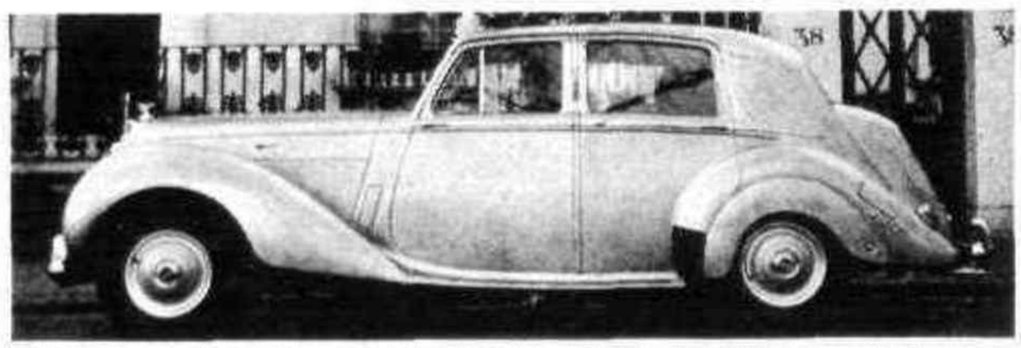
1935 ROLLS-ROYCE 20/25 sedanca de ville by Barker. Light/dark grey. Fully restored.



1955 (registered '57) ROLLS-ROYCE Silver Wraith L.W.B. sports saloon by Park Ward. Shell/Tudor grey. Silver Cloud features. Immaculate condition.



1938 BENTLEY 4¼-litre disappearing hood convertible by H. J. Mulliner. Completely restored to as new condition. Black with natural hide interior.



1951 BENTLEY Mark VI Standard saloon. One owner from new. Shell grey. Beautifully original. Choice of two, other one black.

1935 ROLLS-ROYCE 20/25 sports saloon by Thrupp and Maberly.
1937 ROLLS-ROYCE 20/25 estate car.
1939 ROLLS-ROYCE 25/30 sedanca de ville by Windovers.
1949 ROLLS-ROYCE Silver Wraith touring saloon by Freestone and Webb.
1952 ROLLS-ROYCE Silver Wraith 2-door f.h.c. by Freestone and Webb.
1954 ROLLS-ROYCE Silver Dawn sports saloon.
1957 ROLLS-ROYCE Silver Cloud saloon, P.A.S., automatic gears.

1929 BENTLEY 4¼-litre V.D.P. replica tourer. Perfect condition.
1947 BENTLEY Mark VI two-seater f.h.c. by Freestone and Webb.
1952 BENTLEY Mark VI f.h.c. by James Young.
1957 BENTLEY S1 saloon, P.A.S. Automatic.
1958 BENTLEY Continental Flying Spur by H. J. Mulliner.
1959 BENTLEY Continental convertible by Park Ward.

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