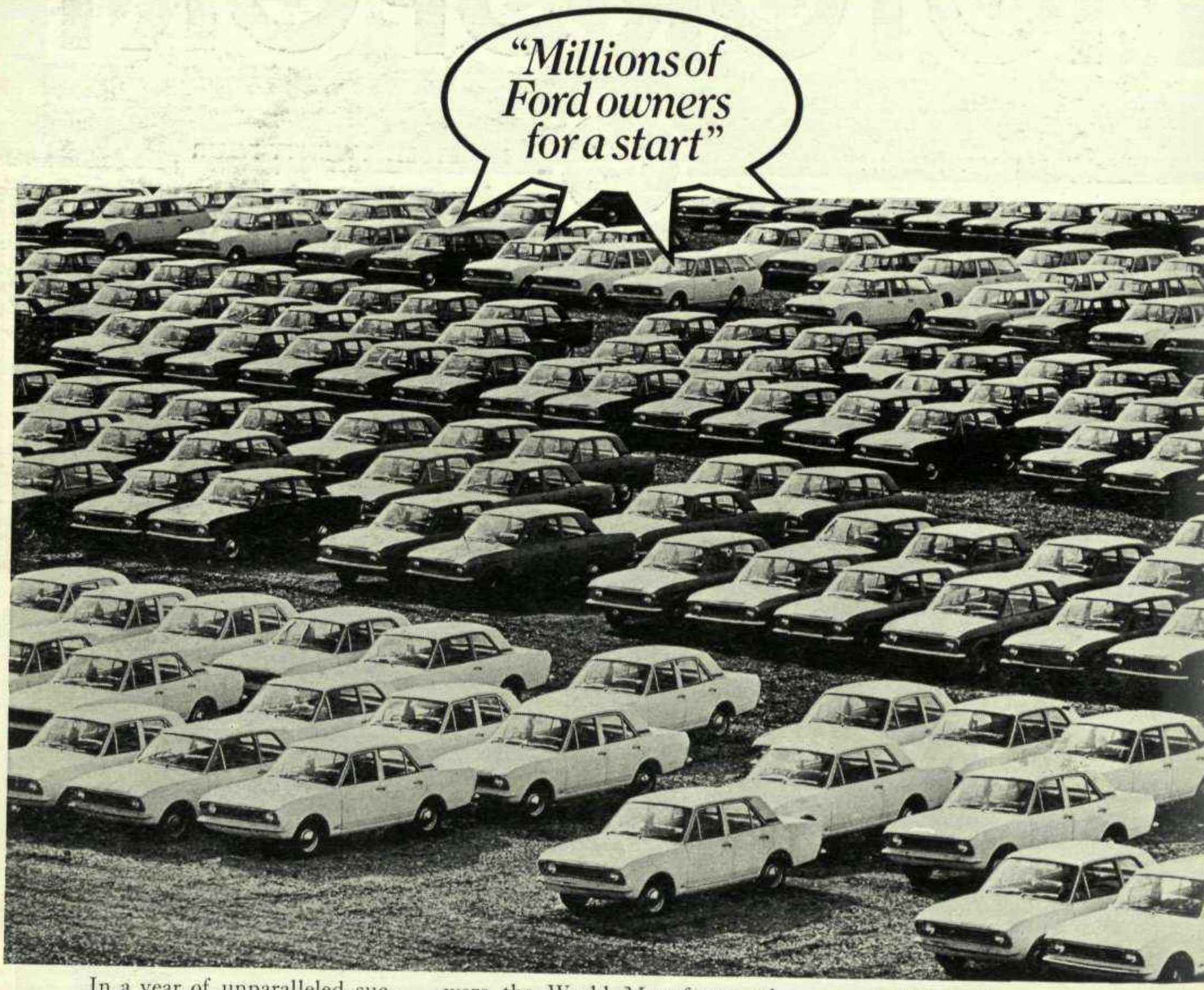
Vol. XLV No. 7 TWO SHILLINGS AND SIXPENCE July 1969

MOTOR SPORT

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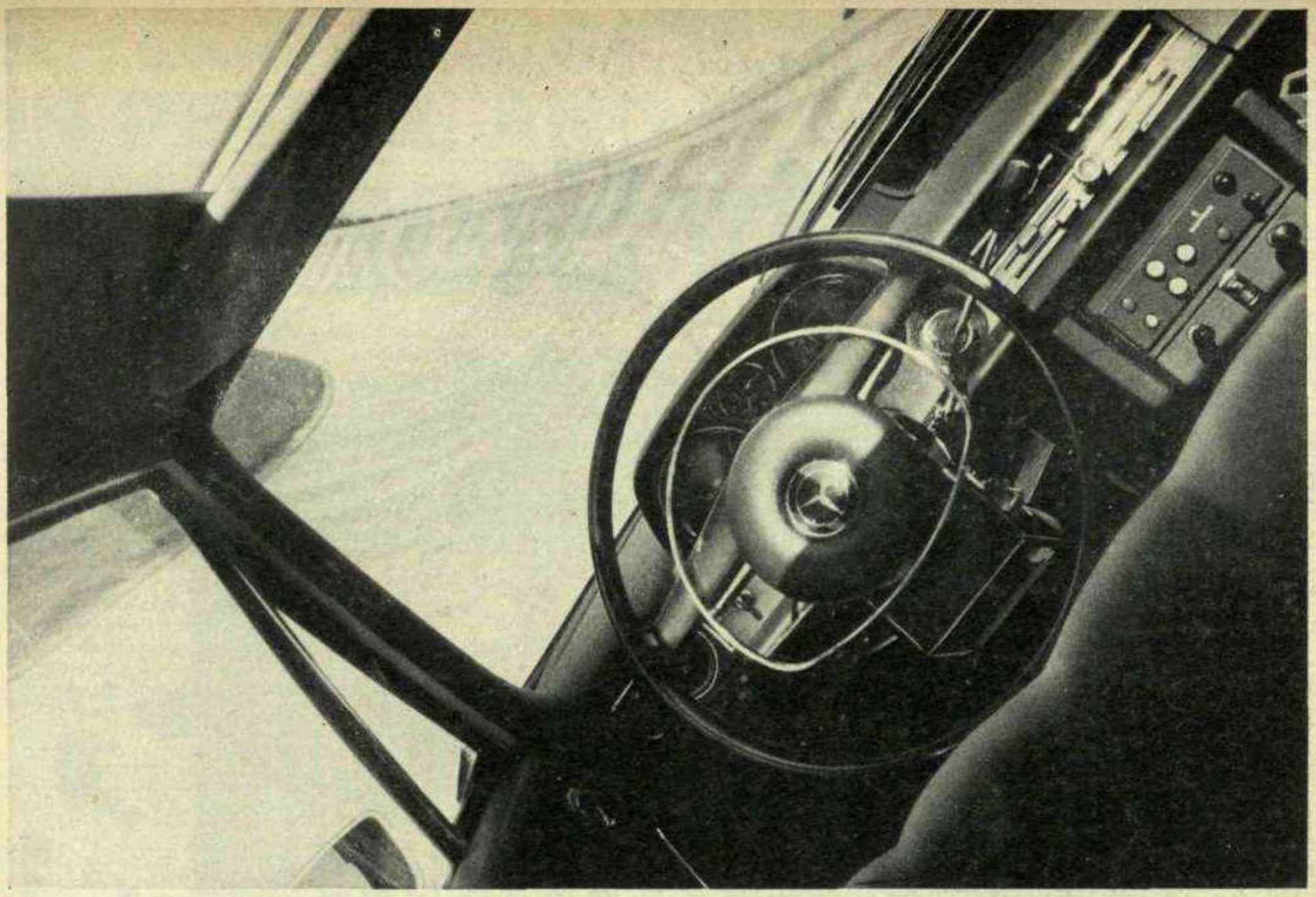
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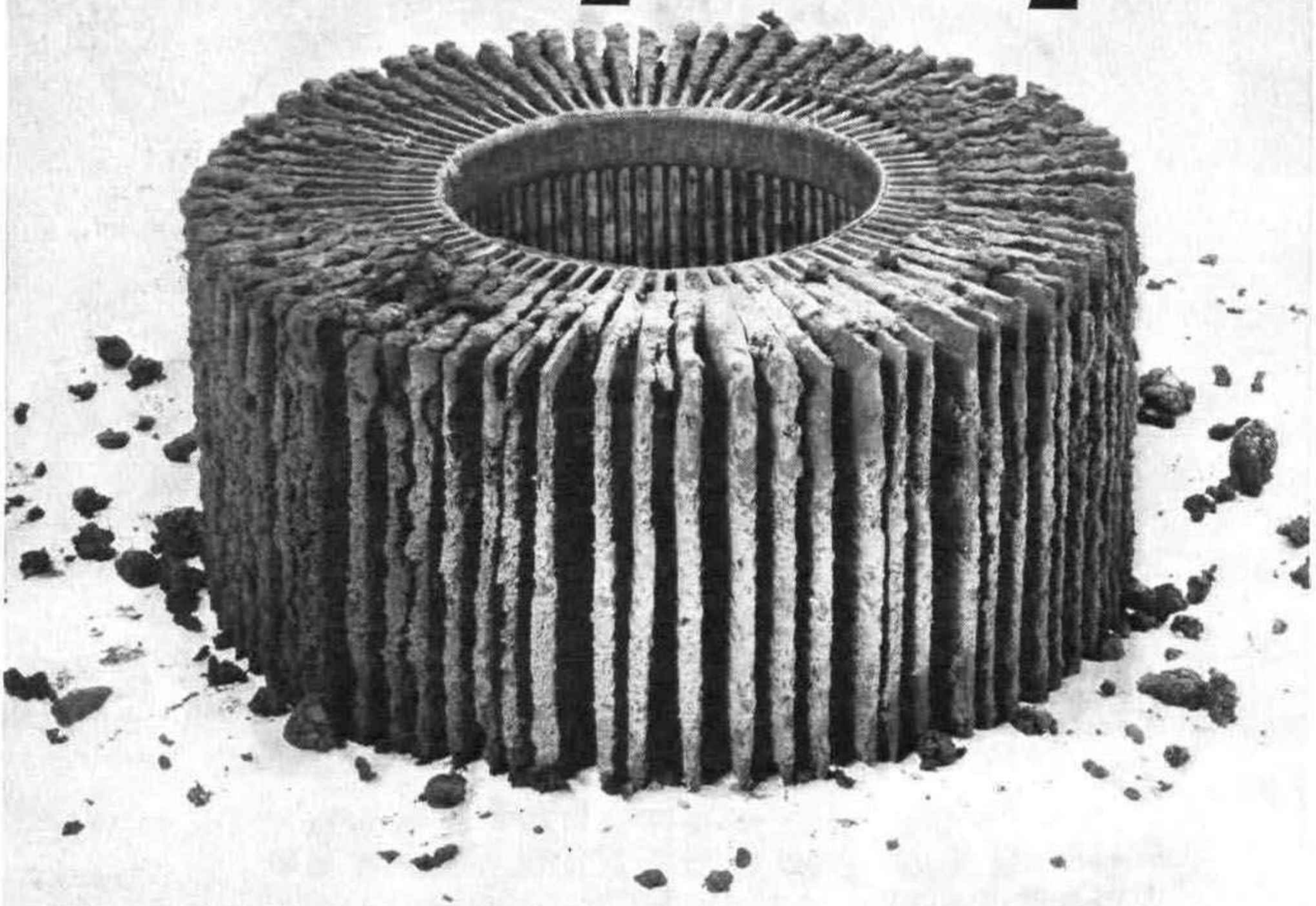


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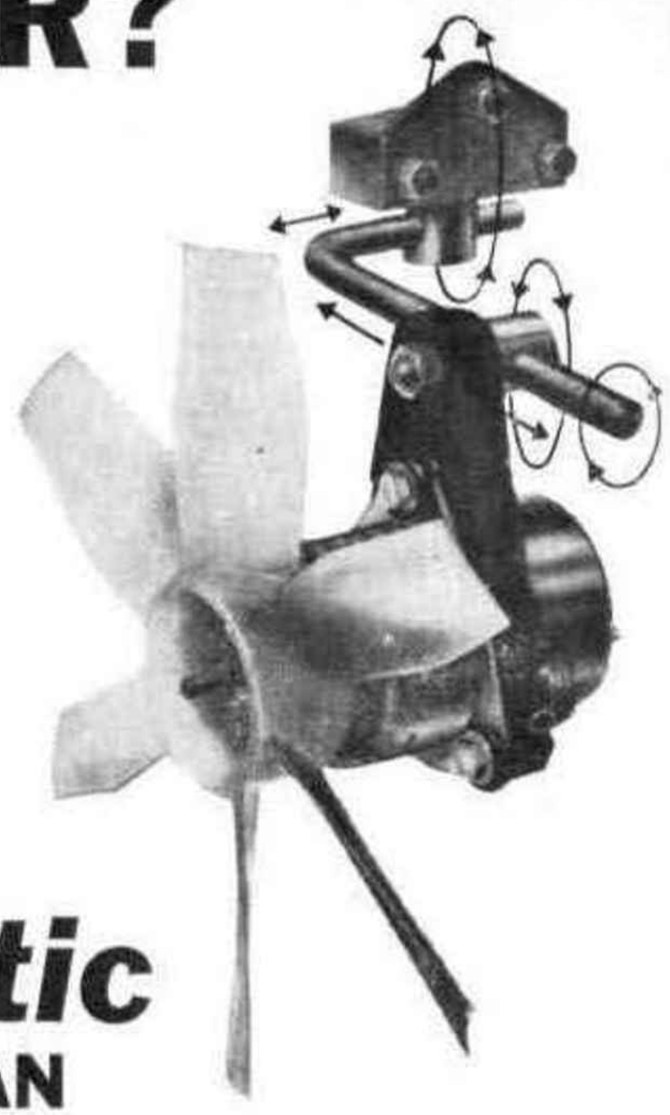
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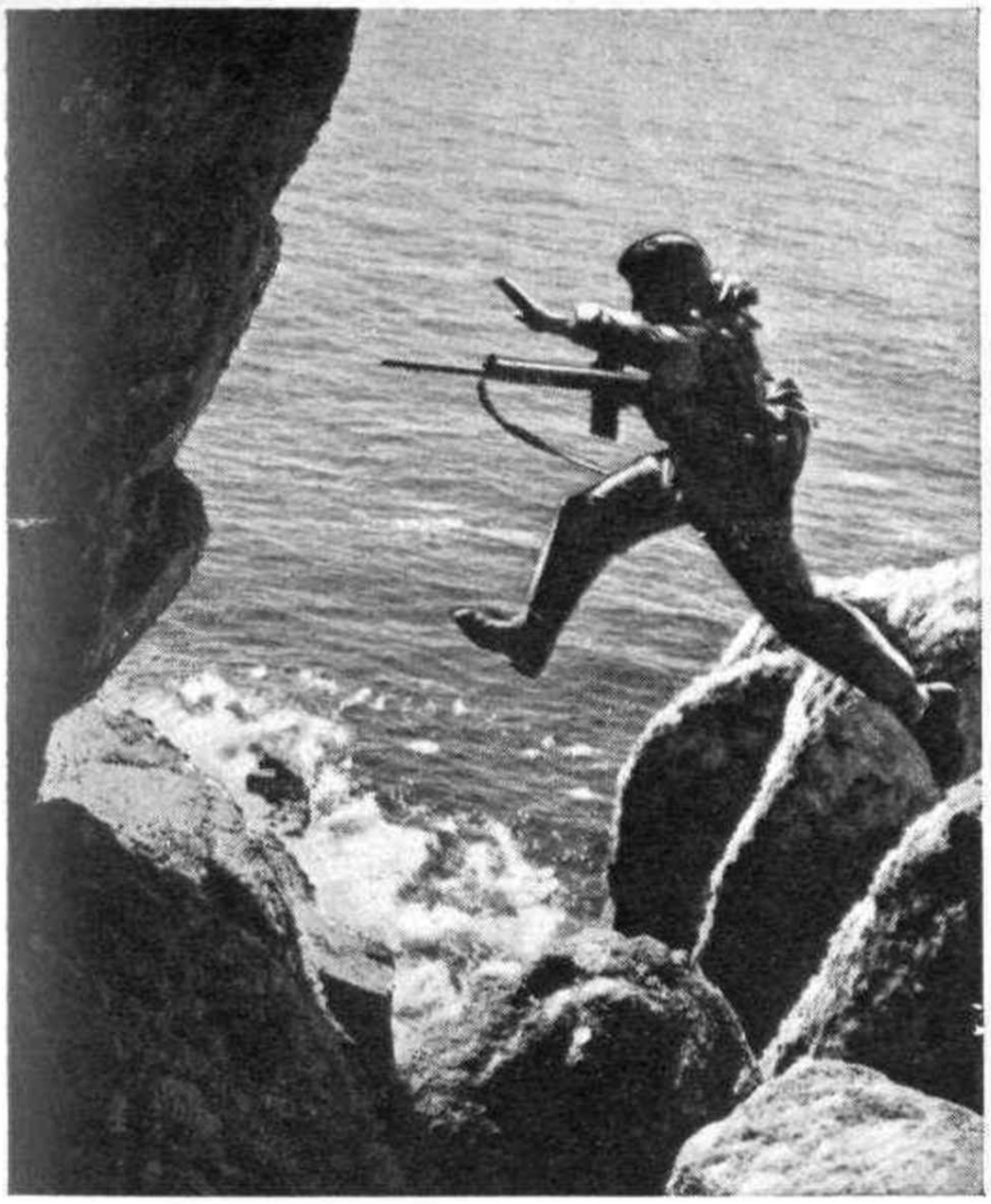
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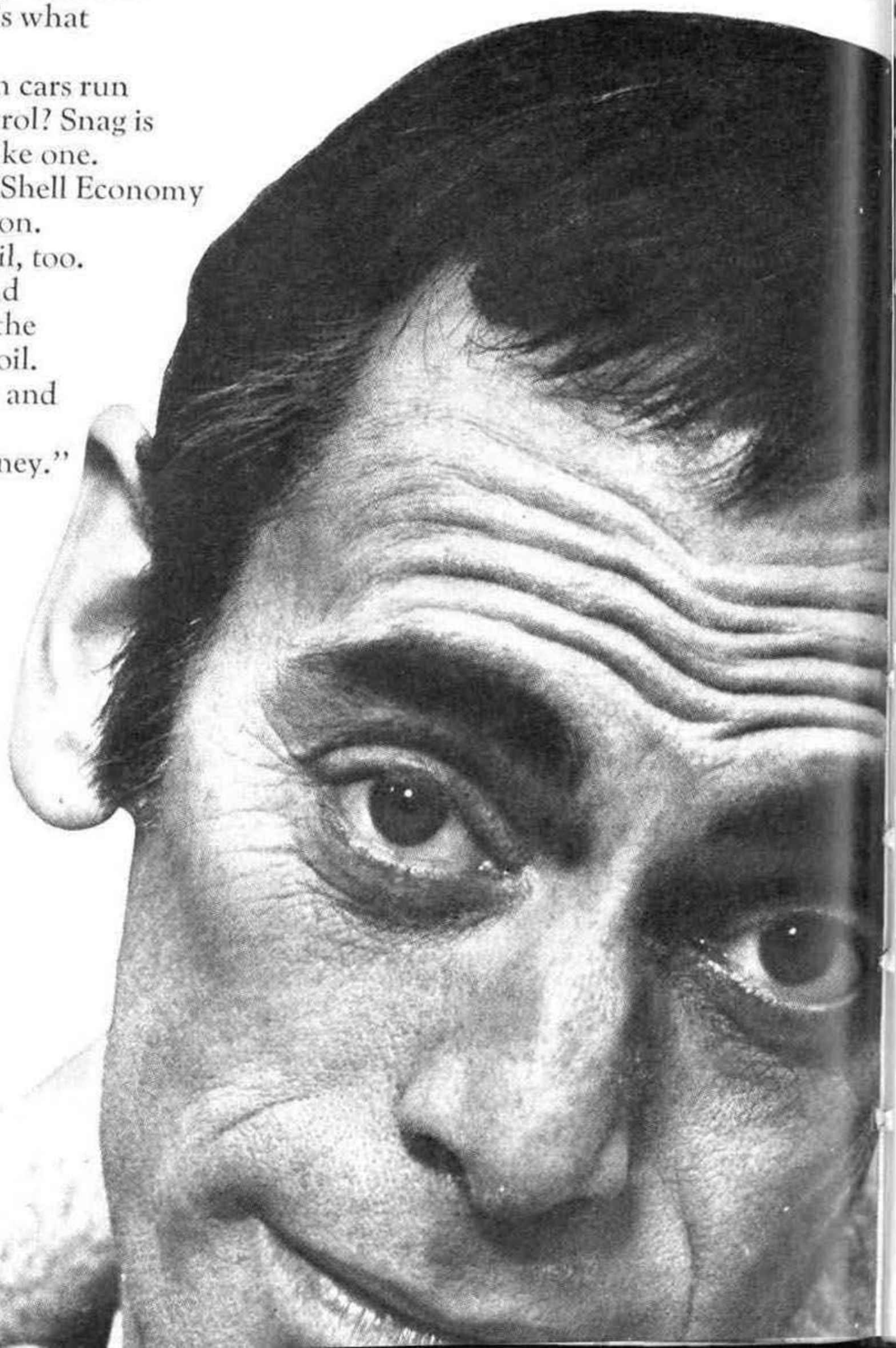
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"Shell do. If you switched to Shell Economy you could save up to 4½d. a gallon.

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MOTOR SPORT

VOL XLV No. 7 JULY 1969

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

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

STANDARD HOUSE,
BONHILL STREET,
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CONTENTS

	Page
Matters of Moment	721
Fixtures for July	722
24-Hrs. of Le Mans	723
American Comment	726
Can-Am Rounds 1 and 2	728
Indianapolis 500...	730
International Racing Scene	730
Rally Review	731
Formula Two Review	732
Europa to Sicily...	736
Letter from Europe	740
Tourist Trophy Race	742
Veteran—Edwardian—Vintage ...	743
Fragments on Forgotten Makes—No. 42 : The Morriss-London	744
Book Reviews	749
The Single O.H.C. Engine	752
Nurburgring 1,000 Kms.	756
Tuning Test—Crayford's 3-litre Escort	761
Shopping for a Daimler	762
The Opel Commodore GS	766
Picture Making—A Run in an Aston Martin DBS	779
Letters from Readers	781

FRONT COVER PICTURE : A CASTLE AND A CAR.—An Aston Martin DBS at Caernarvon Castle, a place which we rather think may be very much in the news in the next few days! (See also pages 778/779.)

ANNUAL SUBSCRIPTION RATES

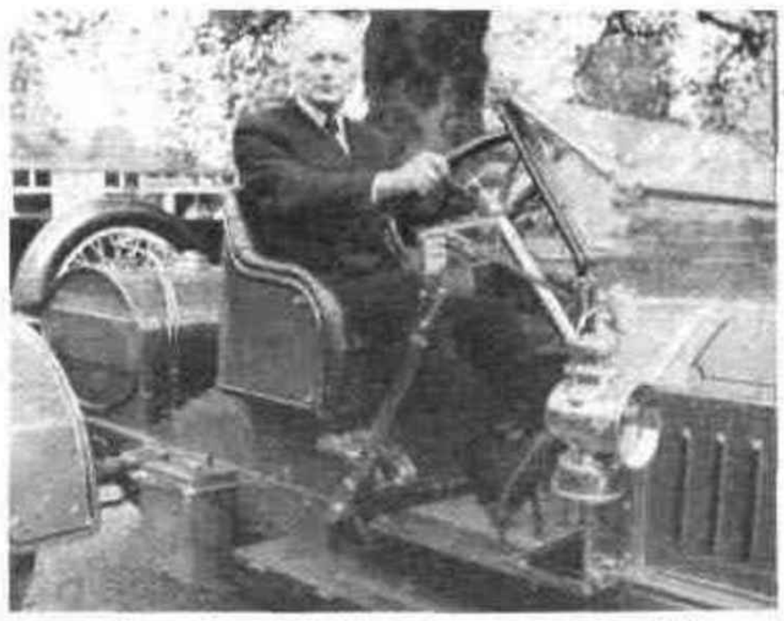
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MATTERS OF MOMENT

■ ON MOTOR MUSEUMS

In view of the great heritage on which our Motor Industry has thrived and the enormous and growing interest in everything associated with the history of road transport, it is to the discredit of successive Governments that this country has no National Transport Museum. This may be true also of other countries but at least many of them have excellent motor museums built by private enterprise. The Daimler-Benz "one-make" museum at Stuttgart and the Turin Museum, to name only two, set a high standard which even a State-sponsored display would be hard pressed to improve on.



Lord Montagu of Beaulieu, owner of Britain's most successful Stately Home.

As a tourist attraction, an educational asset, and a prestige advertisement for British skill and craftsmanship a National Motor or Transport Museum should pay high dividends. Yet this is something those in official positions continue to ignore. The popular transport museum at Clapham in South London is being dispersed. Certainly we have the Science Museum at South Kensington. But it has to encompass many interests under one organisation, has always appeared to favour aviation at the expense of the motor car and, in spite of issuing various catalogues, never seems able to present its motoring exhibits in a crowd-drawing fashion or to complete for them its expansion and restoration plans, although recently much improved.

It was left to *The Motor* to form some sort of motor museum back in 1912. This was disbanded on the outbreak of war. Years later the late R. G. J. Nash tried to get the Government to erect a modest building in which to house his collection of early motor vehicles and aeroplanes and open it as a public display. Nothing came of this and he continued to use a lofty shed hidden in a corner of Brooklands aerodrome (his premises enjoyed the whimsical title of "The International Horseless Carriage Corporation, Inc." and could repair television sets) until several of his veterans were lost when bombs fell on their frail home.

Another opportunity was lost when Brooklands was for sale for £330,000 in 1946. It might by then have become long-in-the-tooth as a race-track but it would have served as a splendid site for a National Automobile and Aeronautical Museum, being nostalgically historic ground, with many permanent buildings already available, situated on a main-line railway, less than 20 miles from London. Again, apathy prevailed and Brooklands was lost. Today the B.A.C., while appreciating its historic significance and extending every courtesy to The Brooklands Society and other interested parties, is using Brooklands as an aerodrome and industrial site and has every right to regard it as such. It has no intention at present of moving out or selling any part of the grounds, but has of necessity had to dismantle recently some of the historic landmarks thereon. So it has been left to Lord Montagu of Beaulieu to endeavour to bequeath to the Nation what no Government has properly provided. Lord Montagu opened his Motor Museum in 1952, at his home at Palace House, Beaulieu. Since then the scheme has been expanded, with a new museum building in 1959, and Beaulieu now attracts well over 500,000 visitors a year, 100,000 of them from Overseas. It is, indeed, the second largest tourist attraction in Britain, after the Tower of London.

Much of the attraction of the Montagu Motor Museum is contained in the fact that instead of harbouring mostly extremely-ancient exhibits which were antiquated before 1900, as the Science Museum tended to do, it shows a representative array of vehicles ranging down the years, so that the continuing development of road transport is well portrayed and those who go there can see makes and models they themselves remember riding in or driving, instead of having to gaze at musty relics dating from before the dawn of practical motoring—although there *are* some of these. Moreover, the Montagu Motor Museum believes in entering its vehicles quite frequently for

Continued on next page

Motor Sport Fixture List For July

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list.** ★
C. = Closed Event. C.I. = Closed Invitation Event. R. = Restricted Event. N.B. = National British. N.O. = National Open. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
July 6th ..	**F.F.S.A.**	**Clermont-Ferrand**	**Clermont-Ferrand**	**French Grand Prix (INT.)**	—
July 6th ..	Herefordshire M.C.	Webton Court	Madley, Hereford	Autocross (*R.*)	14.15
July 6th ..	Truro & Dist. M.C.	Callestick	Truro	Autocross	14.30
July 9th ..	Ulster A.C.	Castle Grounds, Bangor	Co. Down	Driving Tests (*R.*)	19.30
July 12th ..	A.M.O.C.	Silverstone Circuit	Towcester	Race Meeting (*R.*)	13.30
July 13th ..	**S.C.C.A.**	**Watkins Glen**	**Watkins Glen, N.Y.**	**Six Hours Race Meeting (INT.)**	**13.15**
July 13th ..	T.E.A.C./M.S.A.C.	Brands Hatch Stadium	Farningham	Race Meeting (*R.*)	14.30
July 13th ..	London M.C.	Santa Pod Raceway	Wellingborough	Sprint Championship	—
July 13th ..	Scottish M.R.C.	Ingliston	Edinburgh	Race Meeting	14.30
July 13th ..	Nuneaton M.C.	Poplars Farm, Long Shoot	Nuneaton	Autocross (*R.*)	14.30
July 13th ..	Oxford M.C.	Lower Swell	Stow-on-the-Wold	Autocross (*R.*)	14.00
July 13th ..	Longton & Dist. M.C.	Burtonwood Aerodrome	Warrington	Sprint Meeting (*R.*)	14.00
July 19th ..	**R.A.C.**	**Silverstone Circuit**	**Towcester**	**British Grand Prix (INT.)**	**11.30**
July 19th ..	A.C.O.C.	Lydden Circuit Hill	Canterbury	Sprint Meeting (*R.*)	12.30
July 19th ..	Ulster A.C.	Bishops Court Airfield	Downpatrick, Co. Down	Race Meeting (*R.*)	14.15
July 20th ..	750 M.C.	Lydden Hill Circuit	Canterbury	Race Meeting (*R.*)	—
July 20th ..	**A.C. Firenze**	**Mugello Circuit**	**Scarperia**	**Mugello Grand Prix (INT.)**	**13.00**
July 20th ..	Bugatti O.C.	Thruxton Circuit	Andover	Race Meeting (*R.*)	13.30
July 26/27th	Hart's Wood A.C.	Priory Corner Garage	Bicknacre	Night Hawk Rally (*C.*)	22.31
July 26th ..	V.S.C.C.	Silverstone Circuit	Towcester	Race Meeting (*C.*)	12.30

MATTERS OF MOMENT—continued from page 721

suitable rallies and competitions attended by the public. And no matter how essential it is to preserve old cars in museums, it is far, far better for them to be demonstrated in realistic and satisfying action. The Editor of MOTOR SPORT has, for example, through this Museum's ideals and the generosity of Lord Montagu, been able to drive several different Beaulieu exhibits in the London-Brighton Veteran Car Run, etc.

The time has now come when Lord Montagu considers the Museum too big to remain his sole responsibility. Consequently, he has formed charitable trusts in order to secure the Museum and Library for the long-term benefit of the Nation. His idea is to re-form these as part of a new Beaulieu Museum Complex, divorced from the other attractions at his stately home.

This ambitious project was the subject of a lunch party at the Savoy Hotel, London, in May (his guests drank Beaulieu Abbey Rosé, 1965) when His Lordship outlined his plans before a large gathering of the Press and industries concerned and showed a model and pictures of the proposed extensions. Employing the services of Leonard Manasseh, the well-known architect, and Elizabeth Chesterton, the celebrated consultant, Lord Montagu has provided for a new and bigger Motor Museum and a library and information centre away from Palace House and the Abbey, a new restaurant, hidden car parks connected by a bridge to the public road to obviate congestion in the village, an outdoor arena for Club rallies and tests, and suitable facilities for the Motor Industry to stage pre-view releases of new cars and, indeed, to display entire ranges of its modern products.

This is clearly a most commendable plan, to which we would suggest a track suitable for the demonstration of the Museum's racing cars, because there could be no greater attraction than that. The Montagu Museum Complex plan was conceived in 1964 and completed by 1966. Lord Montagu was able to tell his guests that a year later the Ministry of Housing and Local Planning had approved it and that all the necessary procedures at local and county level have been passed, so that the local council is now free to issue outline consent.

There is one problem. The cost of the envisaged buildings is in the region of £½-million and the entire project will swallow some £750,000, or five times the amount it cost Locke King to construct a banked motor course, large enough to enclose the whole of the proposed new Beaulieu Complex, 60 years ago . . .

This sum Lord Montagu hopes to raise through an appeal to industry in general and the Motor Industry in particular. By contributing in capital or in kind to the Museum Trusts they would obtain control of a 60-year lease on the Museum and Library buildings and be empowered to buy or own vehicles and other exhibits in order to keep them in this country. In his turn, Lord Montagu would lease the necessary land "at a peppercorn rent", make his collection of cars and books exclusively available to the Trust, and make financial arrangements with it to ensure sufficient funds to meet the annual running of the new Motor Museum.

Presumably the cars which the Trust would be able to control would number about 40, remembering that many of the MMM cars are loan-exhibits. Nevertheless, a formidible heirloom.

The Government, which is concerned with how the population is to make use in future of its growing leisure hours (no problem to those with old cars to restore and modern ones to repair!) and which regards the motorist and the Motor Industry as such good "customers", taxwise, might have been expected to give the new Beaulieu scheme a substantial grant. But, although Mr. Richard Marsh, Minister of Transport, who attended the Savoy luncheon, is obviously in favour of the expansion and spoke amusingly and enthusiastically of the past great achievements of the Motor Industry, and of its motor racing successes, which the Museum commemorates, he rather cruelly told Lord Montagu he could count on all possible support from the Government—except money.

So, as we shall not get a Government transport museum for the Nation, the Beaulieu project seems to be the next best thing. Lord Montagu is an ambitious and purposeful person, well versed in public relations, so it is likely that he will be able to raise the large sums of money required to carry out his plans. He has had a good Press. Sir Hugh Casson has agreed to chair the committee which will have the task of ensuring that the New Beaulieu sets a standard of display which will compare with the World's very best exhibitions. And already Ford, Alcan and B.P. have expressed interest. . . . We wish the project the success it richly deserves.

To succeed, however, it will have to get off the ground more effectively than the National Vehicle Trust which Lord Montagu tried to start in 1959 and which, after two meetings at the R.A.C., with Cecil Clutton in the chair, was formed in 1960. Nothing has been heard of this Trust for many years. Lord Montagu offered it the ex-Campbell 350 h.p. V12 Sunbeam (does this preclude this famous racing car from the present project?) and Mr. D. Scott-Moncrieff presented it with a vintage Chenard-Walcker saloon (where is this car now?).

BROOKLANDS SOCIETY NEWS

The Brooklands Re-Union takes place on July 6th, at 2.30 p.m., admission to the Track being confined to Members and Associates with current membership cards. The arrangements will be as in former years, with a buffet tea and film show afterwards at the "Hand and Spear".

The Society has taken steps to safeguard the future of such historic relics from Brooklands as the B.A.C. may from time to time dispose of. Some notable landmarks are already being demolished.

A dinner, at which any person with Brooklands associations (and their ladies) will be welcome, is envisaged in London in November. To make this a success and a good means of recruitment for the Society, enthusiastic support is essential. Will those interested please let the Hon. Sec. know, as soon as possible. Letters should be addressed to The Brooklands Society, Standard House, Bonhill Street, London, E.C.2.

LE MANS 24 HOURS

A Grey Race with a Remarkable Ending

LE MANS, FRANCE, *June* 14/15*th*.

NO MATTER what the situation in the annual Sports Car Manufacturers' Championship, everyone wants to win the Le Mans 24-hour race, not only because it was the one that started sports-car racing, but the very fast Le Mans circuit is a severe test of machinery, and 24 hours of such testing is very convincing to the outside world. Before Le Mans began Porsche had won the 1969 Championship, with outright victories at Brands Hatch, Monza, Targa Florio, Spa and Nurburgring, and if the Championship had been their only interest they could justifiably have stayed away from Le Mans, but unlike driver champions who are only interested in points winning, the Porsche Racing Department were out to win the 24-hour race, regardless of any Championship. They arrived in France with an enormous mass of men and material, with three long-tailed 908 coupés, the flat-8-cylinder 3-litres, one new open or Spyder 908, with a new long-tailed body, and four of the incredible 917 coupés, with 4½-litre flat-12-cylinder engines. One of the 917 coupés was destined for the first customer, the Woolfe Racing Team, for Woolfe and Martland to drive, but the latter driver tried it in practice and decided it was more than he could cope with. In consequence the works driver Linge was loaned to the Woolfe team to co-drive with the owner. The Porsche works team of drivers shuffled around amongst the various cars during practice, and Siffert/Redman settled on the open 908, Mitter/Schutz, Herrmann/Larrousse and Kauhsen/Lins settled on the long-tailed 908 coupés, and Stommelen/Ahrens and Elford/Attwood on the 917 coupés, the factory spare not being used.

Since the ban on aerofoil assistance, Ferrari, Matra and Alpine had re-arranged their bodywork to comply with the rules, their aerodynamic assistance having been very much an afterthought addition to the cars. On the long-tailed 908 coupés and the 917 coupés Porsche claim to have designed and developed aerodynamic stabilisers as part of the bodywork, comprising a fixed aerofoil across the tail with small trim-tabs actuated by links from the rear suspension. The mechanism certainly works, but how effective it is is another matter, but Porsche were refusing to run without the trim-tabs. In practice Stommelen took out a 917 with the trim-tabs fixed and demonstrated to gullible marshals and organisers that the car was virtually undrivable, giving the impression it was out of control. With a car having somewhere around 500 b.h.p. and an all-up weight of just over 2,000 lb. it was not difficult to make it look hair-raising! While none of the other competitors made any official protest, they made it clear that they thought Porsche were not complying with the new C.S.I. ruling and such C.S.I. members who were at Le Mans stuck rigidly to the letter of the law, and for once the A.C. de l'Ouest were on the side of Porsche. After much chatter from all sides it was agreed that the 917 coupés could use movable trim-tabs but the 908 coupés would have them fixed at the optimum angle. The open 908 did not have them anyway. Some of the idea of the performance available from the 917 was shown by Stommelen when he went round the circuit in practice in 3 min. 22.9 sec.—238.976 k.p.h. (about 148.5 m.p.h.), the performance coming from the car's acceleration rather than its maximum speed, which was around 190 m.p.h.

As in the previous races this year the main opposition to the Stuttgart team came from Ferrari, who entered two 312/P cars with coupé bodywork, and apart from the coupé tops the cars were as previously raced. The drivers were Amon/Schetty and Rodriguez/Piper. Alongside the six factory Porsche cars the two Ferraris looked sadly in need of some support and though there were no other red cars capable of supporting them there was a strong team from Matra, who were out to upset the Porsche plans, and Ferrari's as well. In spite of two pre-race accidents which set them back in men and material, Matra-Sports had put everything they had into their Le Mans preparation and were ready with four cars, a 1968 coupé-type 630, a brand new open Spyder-type 650, with an unusual tail treatment ending in long points behind the wheels, the open Spyder that raced earlier this year, this being a 630 chassis fitted with a 650 body, and another open Spyder built from a 1968 630 coupé that used to have a 4.7-litre Ford V8 in it. The last car was built up hurriedly after the accident to the new 640 coupé when Pescarolo was injured, and like the interim car was referred to as a 630/650. All four cars were powered by the Matra V12 Grand Prix engine and 5-speed ZF gearboxes were used. The assembly of drivers for the Matra team was most unusual and caused a few raised eyebrows, but Matra knew what they were doing, as results were to show. Leading the team were Beltoise/Courage with the new 650 Spyder, then came Servoz-Gavin/Muller with the 630/650 Spyder used already this season, Widdows/"Nanni" Galli with the hastily built 630/650 Spyder, and Guichet/Vaccarella with the 630 coupé. Also in French blue like the Matra team were the works Alpines with Renault-Gordini V8 engines, there being three long-tailed coupés with the radiators mounted across the tail and

UNBELIEVABLE FINISH.—After 24 hours of racing the Gulf Team Ford GT40 won by a matter of yards from the last of the works Porsches.

one long-tail coupé with side radiators. Previous appearances had shown that the Alpine-Renault team are not as powerful as the Matra team, lacking horsepower from the V8 engine and drivers of the calibre of Beltoise and Servoz-Gavin. The three late-type cars were for Cortanze/Vinatier, Depailler/Jabouille and Grandsire/Andruet, the fourth car being for Nicolas/Thérier. Aiming for the Index of Performace handicap there were also two 1,500-c.c. Alpines, one 1,300 c.c. and one 1,005 c.c.

On paper there were no other cars capable of challenging for the Grand Prix d'Endurance, or outright victory, but in fact there were the two Ford GT40 coupés, with 5-litre Weslake-head V8 engines, of the Gulf Oil Team, run by J.W. Automotive with the Gulf drivers Ickx/Oliver and Hobbs/Hailwood. The two Gulf-Mirage cars that ran at Nurburgring had been left at home as it was felt that they were too new and unproven to tackle a 24-hour race, whereas the GT40 Fords knew their own way round Le Mans. Though they were not fast enough to challenge the best 3-litre prototypes, or the Group 4 Porsche 917, they could be relied upon to be running at the end of the 24 hours, and would probably not be too far behind. There were also three privately owned Ford GT40 coupés, of Guthrie/Gardner, Sadler/Vestey and Kelleners/Jost, any of which could be well placed at the end of 24 hours. After a brand new Ferrari "Daytona" GT coupé and an old Dino 206 had collided in practice and eliminated themselves, both being in the N.A.R.T. team, and the works Unipower and Piper-Ford twin-cam had both failed to qualify, the total entry list only came to 45 cars, instead of the usual 55 that start at Le Mans. In addition to the main contenders there was the Healey-Climax V8 coupé, the J.C.B. Ltd. Chevron-B.M.W., and the 2-litre Nomad-B.R.M. from England, numerous French-owned 911 Porsches, the Lola-Chevrolet coupé of the Filipinetti team, driven by Bonnier/Gregory, the two Alfa Romeo "33" cars of the Belgian V.D.S. team, and a Ferrari LM coupé from the N.A.R.T. of Chinetti.

The usual practice periods were held on Wednesday and Thursday, in the evenings, running from daylight into darkness, and the 917 Porsches had everyone completely demoralised by their performances. Stommelen was fastest at 3 min. 22.9 sec. and apart from the three 4½-litre 12-cylinder cars the only other car to record under 3 min. 30 sec. was the open 908 driven by Siffert, nobody else getting anywhere near 3 min. 30 sec., let alone 3 min. 22 sec. If the 917 Porsches had not been so new and untried most competitors would have felt like going home, but all hopes were put on the 917s not lasting, the only question being, how far in front would they be when they did blow up. There was also the uneasy feeling that if they got a big enough lead they could ease up and then they might prove reliable.

When the 45 cars lined up for the traditional Le Mans start on Saturday there was very little confidence anywhere other than in the Porsche team. The Ferrari team had decided to go very steadily and hope to gain on fuel consumption, rather than try and fight the Porsches, the Matra team had little choice for they were nothing like fast enough and were also rather thirsty, the Alpine-Renault team could only hope to run their own race and see how they got on, and the Gulf Ford GT40s had but one trump card, economy with reliability. Due to French politics the start was advanced to 2 p.m. on Saturday, the race to run until 2 p.m. on Sunday, whereas the traditional start is 4 p.m. The whole length of the Mulsanne straight had been lined with double-height guard rails, sensibly placed well back from the edge of the road, leaving a grass verge wide enough to accept a spinning car, and guard-rails had been erected at numerous other points on the circuit. The sandbank on the outside of the Mulsanne corner was gone and in its place a large area of tarmac on which cars could run in emergency; a corrugated concrete edge to the tarmac discouraged deliberate use of the run-off area. In view of the increased popularity of full seat-harness on many of the cars, drivers were to be allowed to stay in the cars during refuelling, instead of having to get up on the pit counter. Traditional things about the Le Mans race are gradually disappearing, for good or for bad, but two things that will surely stay for all time are the 24-hour duration and racing in the night behind blazing headlights.

By all normal reasoning the pattern of the race could be foreseen before the start, with fine warm weather but total cloud cover and a heavy grey haze over the whole area. At Le Mans there is little that is normal or reasonable and any one of the 45 competitors could tell enough interesting stories to fill a book before the race starts. Entering, preparing, scrutineering, practice, race preparation, staff preparation, pit preparation, signalling, strategy, provision for emergencies, mechanical and personal, all take an enormous amount of time and energy and produce panics and headaches, so that the prospect of racing for 24 hours seems simple by comparison with all that goes before. The expected Porsche domination in the opening stages went according to plan, with Stommelen and Elford in 917 Porsches setting the pace. What was not expected was a fatal accident to the third 917 which John Woolfe elected to start, in spite of minimal experience with such a fast car. On the opening lap he crashed at the exit of the *Maison Blanche* ess-bend and was killed; the car broke in two and caught fire, and Amon, driving the first of the works Ferraris hit the blazing Porsche fuel tank, which set fire to the Ferrari. Amon baled out unhurt, but the wreckage and fire delayed a large proportion of the field so that the opening lap became a straggling affair and there was no question of anyone challenging the works Porsches, who had been ahead of the accident. Gardner (Ford GT40) picked up some of the wreckage and ruined a tyre, and the Healey collected something through its radiator The whole tempo of the race was very deflated by the whole unhappy affair, and though the works Porsches set a cracking pace there was not a very enthusiastic atmosphere about the place.

Although the 917 Porsches were immensely fast they were consuming the petrol from their regulation size tanks very rapidly and they ran for only a few minutes over one hour before having to refuel. The Matras were equally thirsty, but nothing like as fast, whereas the 908 Porsches ran for more than 1 hr. 15 min., and the Ford GT40s ran for nearly 1½ hours. In a 24-hour race this sort of difference is very significant, and the remaining works Ferrari driven by Rodriguez also lasted nearly 1½ hours on a tankful of petrol. Recent races indicated that Porsche had regained their reliability and the race soon looked like being a Porsche benefit, but it was not to be and one by one they ran into trouble, with clutch defects and gearbox breakages. With a six-strong team at the start they always managed to keep one of the cars in the lead, and for most of the time it was the 917 of Elford/Attwood, the lack of serious opposition allowing them to run lightly and not strain things too much. The Siffert/Redman Spyder 908 was finally wheeled away with a broken gearbox just after four hours of racing; the Herrmann/Larrousse 908 coupé lost a lot of time at the pits having a front hub assembly changed, parts being taken off the derelict Spyder car, and the 917 of Stommelen/Ahrens was beset by small problems and was losing oil all the time. Altogether it was a very shaky Porsche team that was just managing to keep the 917 of Elford/Attwood in the lead, and fortunately for them the opposition was not in a very healthy state. The lone Ferrari had spent a lot of time at the pits having a bent 5th gear selector in the gearbox rectified, and since the opening lap delay had never been in the picture. The leading Matra of Beltoise/Courage was running well, but not fast enough, though it moved up the leader-board as Porsches fell by the wayside. By 9 p.m. it had reached second position, but then a long stop to rectify a fault in the rear lights wiring put it a long way back. The Matra of Servoz-Gavin/Muller had been in difficulties with the left-front suspension coming adrift, and repairs had been made but it was half-way down the field. The other two Matras were running all right, but not fast enough, while none of the Alpine-Renault V8 cars were anywhere near the leaders, and anyway their engines were not proving reliable.

The Gulf Team Fords had appeared to be completely outclassed at the beginning of the race, but consistency, reliability and efficient pit work was paying off and as faster cars ran into trouble they gradually moved up the leader-board. By 2 a.m. on Sunday morning, with heavy mists everywhere but dry roads, the lone 917 Porsche was well in the lead and taking things comparatively easy four laps ahead of the 908 of Mitter/Schutz and five laps ahead of the 908 of Kauhsen/Lins; the Stommelen/Ahrens 917 Porsche had retired with transmission trouble. The two blue and orange Ford GT40 cars were fourth and fifth, but they were eight laps behind the leader so could hardly be considered a serious challenge. However, Le Mans is not known as the Grand Prix d'Endurance for nothing and reliability must go with speed. The Porsche position of first, second and third looked good on paper but not convincing in fact, for the leading car was too unproven to believe that it would last 24 hours, and the sister cars of the two 908 Porsches had already been in trouble, so there was no feeling of over-confidence. The lone Ferrari was not at all on form, trailing along in ninth place, a long way behind the last of the works Porsches, which was the Herrmann/Larrousse car that had lost so much time having the front suspension changed. Having lost their number-one car on the opening lap the Ferrari team seemed to lose all their enthusiasm, and though the V12 engine sounded its usual healthy self it was proving a great disappointment to Ferrari enthusiasts. Just before 5.30 a.m. the gearbox broke up completely and it was pushed sadly away having left little or no impression. Shortly before 4 a.m. Schutz had crashed badly at the end of the Mulsanne straight and the car had caught fire and was completely burnt out. He escaped uninjured, but was very shaken up, and this left the German team with only two cars at the top of the list, for the Herrmann/Larrousse car was still a long

way behind and not gaining very quickly on the two Fords and the Beltoise/Courage Matra ahead of it. For a long time the leading 917 Porsche had been trailing oil smoke and it was clear that Elford and Attwood were driving with very light feet and keeping their fingers crossed.

Just after ten o'clock on Sunday morning the 917 Porsche stopped at the pits with a failing clutch and signs of discontent in its gearbox. It had six laps' lead over the 908 of Kauhsen/Lins and 10 over the Ford of Ickx/Oliver, and though it rejoined the race and cruised round slowly its days were numbered. The second-place Porsche was all set to take command as the 917 fell back, when with very little warning Kauhsen made a non-scheduled pit stop to have the gearbox looked at. He made a hesitant get-away and nasty noises came from the gearbox as he left the pits, and that was the end, for he only covered another half a lap. The Ford of Ickx/Oliver was now heading for the lead as the 917 was very sick and even if it could keep going it could not go fast enough to ward off the healthy GT40. Porsche's only hope now was the Herrmann/Larrousse 908, which had slowly been recovering from its 29 minutes lost at the pits the previous evening. At 11 a.m. the 917 Porsche staggered into the pits and that was the end, the gearbox had finally succumbed and the car was wheeled away. On distance covered it was still well in the lead, and at the 21st hour it was still four laps ahead of the Ickx/Oliver Ford GT40, even though its race was run. The last of the works Porsches was gaining slowly but surely on the Ford, but not quick enough to be a certain winner, and though it was on the same lap at midday, with two hours to run, the Porsche team had to beat Ickx, and had only Herrmann and Larrousse to do it. The Gulf Team wisely kept Ickx in the car and for more than two hours he drove the sort of race one expects to see at the start of a Le Mans event, not at the end. At 12.34 p.m. he made his last stop for petrol, the Gulf mechanics getting the car serviced in double-quick time, but not before Larrousse had gone by into the lead. At 12.42 p.m. the Porsche had to stop for petrol and the Porsche mechanics worked equally fast, for suddenly the whole outcome of the 1969 Le Mans race was in the hands of the mechanics. Herrmann set off in the Porsche and as he accelerated up the pit lane Ickx went by in the Ford. There was one-and-a-quarter hours left to run and it seemed that Porsche must win, for the remaining 908 was very healthy and faster than the Ford, but Ickx was driving brilliantly and the Ford was equally healthy. Relentlessly the Porsche wore down the gap and soon after 1.30 p.m., with less than 30 minutes to go, Herrmann took the lead, but Ickx was not impressed and next time round he was back in front.

The last few minutes of the race were unbelievable for Ickx was making up on corners and braking what the Ford lacked on speed, and the two cars passed and re-passed in the sort of wheel-to-wheel racing we would like to see in Formula One events. Using the slip-stream of the Porsche down the long straight, Ickx kept up and then out-cornered the Porsche on the very fast right-hand bend leading to Mulsanne. As the clock ticked away the last minutes to 2 p.m. it was still anybody's race and normally at Le Mans the winning car is cruising round at the end, with the driver deliberately wasting time to try and approach the finishing line exactly on the hour. There was no cruising this time, both cars were flat out, and a few seconds before 2 p.m. the two cars started their final lap. They passed and re-passed four or five times during that final lap and Ickx took the lead round the fast bend to Mulsanne. The excitement in the pit area was such that the organisers lost complete control and as the Ford led the Porsche across the line by about 100 yards the whole ending of the race went to pieces. The crowds invaded the track in spite of hundreds of *gendarmes* and the traditional parade of the cars, drivers and pit crews did not take place. It was a long time before Ickx and Oliver could be got together to receive the acclamation of the crowds, and a sad and unhappy Herrmann never did appear. He had been out-driven by the young Belgian and made no excuses, but it was a bitter blow to Porsche, who wanted to win Le Mans above all else. The Gulf Team found the whole thing unbelievable, having started with a feeling of hopelessness and settled for being outclassed. The traditional end-of-race ceremonies went by the board and the 1969 Le Mans 24-hour race ended in chaos and confusion.—D. S. J.

Le Mans Afterthoughts

At the traditional Le Mans start Ickx let everyone else run to their cars while he walked across to the Ford, and then made a very leisurely start. It nearly cost him the race. It also meant that he got very boxed in at the traffic jam behind the first-lap accident.

* * *

After the farce of the attempted dead-heat by the Fords in 1966, when the starting position determined the outcome, the rules now say that it is assumed that all cars start from the same point, so that at the end the one in front on the road is the winner.

* * *

For their first big onslaught on Le Mans Matra did remarkably well, three out of the four cars finishing. They were fourth, fifth and seventh, and the single retirement was caused by an electrical failure to the car of Servoz-Gavin/Muller. The V12 Matra engines gave no bother at all, and they only had trouble with a fuel pump on the Widdows/Galli car, and brake discs on the Beltoise/Courage car, apart from the wiring fault. Courage had a slight collision with a 911 Porsche in the night, which damaged the left-hand headlamp and lost them time. Matra pit could be improved.

* * *

The Ford GT40 of the *Deutsches Auto Zeitung* team, driven by Kelleners/Jost, was not as fast as the Gulf Team Ford, but it was just as reliable. The winning Gulf car was the same one that won last year, when it was driven by Bianchi/Rodriguez.

* * *

The little 1,005-c.c. Alpine-Renault of Serpaggi-Ethuin won the Index of Performance handicap, but the overall winning Ford GT40 won the Index of Energy handicap, in which average speed, distance covered, the car weight and the fuel consumption are put into a Formula to find the winner. The performance of the GT40 in winning this was almost as meritorious as its overall win.

* * *

The Gardner/Guthrie Ford GT40 was withdrawn, as long delays at the pits to change the radiator and two drive-shaft universal rubber "doughnuts" had put it too far behind to qualify at the distance check at 8 p.m. on Saturday. The Sadler/Vestey GT40 went out with a defective alternator.

* * *

The old Ferrari LM of Zeccoli/Posey ran like a train, finishing eighth overall and staying remarkably clean throughout the 24 hours. The Filipinetti Lola-Chevrolet V8 retired with the usual Lola trouble; that of having a Chevrolet engine.

Results :

LE MANS 24 HOURS—Group 6, Group 4, Group 3—24 Hours— Circuit of the Sarthe—Dull and Overcast

* **1st** : J. Ickx/J. Oliver (Ford GT40—4.9-litre V8-cyl.)	Group 4	Entrant : J.W. Automotive Eng. Ltd., England ..	4,998.00 kilometres—208.250 k.p.h.
* **2nd** : H. Herrmann/G. Larrousse (Porsche 908—3-litre 8-cyl.) ..	Group 6	Entrant : Porsche System Engineering, Germany ..	4,997.88 kilometres—208.245 k.p.h.
3rd : D. Hobbs/M. Hailwood (Ford GT40—4.9-litre V8-cyl.) ..	Group 4	Entrant : J.W. Automotive Eng. Ltd., England ..	4,954.03 kilometres—206.418 k.p.h.
4th : J-P. Beltoise/P. Courage (Matra 650—3-litre V12-cyl.) ..	Group 6	Entrant : Equipe Matra Elf, France	4,945.54 kilometres—206.064 k.p.h.
5th : J. Guichet/N. Vaccarella (Matra 630—3-litre V12-cyl.) ..	Group 6	Entrant : Equipe Matra Elf, France	4,834.33 kilometres—201.430 k.p.h.
6th : H. Kelleners/R. Jost (Ford GT40—4.7-litre V8-cyl.)	Group 4	Entrant : Deutsches Auto Zeitung, Germany ..	4,592.57 kilometres—191.357 k.p.h.
7th : R. Widdows/"Nanni" Galli (Matra 630/650—3-litre V12-cyl.) ..	Group 6	Entrant : Equipe Matra Elf, France	4,443.98 kilometres—185.166 k.p.h.
8th : T. Zeccoli/S. Posey (Ferrari 275LM—3.3-litre V12-cyl.) ..	Group 4	Entrant : N.A.R.T., New York	4,424.05 kilometres—184.335 k.p.h.
9th : C. Poirot/P. Maublanc (Porsche 910—2-litre 6-cyl.)	Group 4	Entrant : Christian Poirot, France	4,193.41 kilometres—174.642 k.p.h.
***10th** : J-P. Gaban/Y. Deprez (Porsche 911S—2-litre 6-cyl.)	Group 3	Entrant : Jean-Pierre Gaban, Belgium	4,120.56 kilometres—171.690 k.p.h.
11th : C. Ballot-Lena/G. Chasseuil (Porsche 911T—2-litre 6-cyl.) ..	Group 3	Entrant : Auguste Veuillet, France	4,052.58 kilometres—168.858 k.p.h.
12th : A. Serpaggi/G. Ethuin (Alpine-Renault—1,005 c.c. 4-cyl.) ..	Group 6	Entrant : Automobiles Alpine, France	3,931.78 kilometres—163.824 k.p.h.
13th : C. Laurent/J. Marche (Porsche 911T—2-litre 6-cyl.)	Group 3	Entrant : Claude Laurent, France	3,864.00 kilometres—161.000 k.p.h.
14th : P. Farjon/J. Dechaumel (Porsche 911S—2-litre 6-cyl.)	Group 3	Entrant : Phillipe Farjon, France	3,845.47 kilometres—160.228 k.p.h.

Fastest lap : V. Elford (Porsche 917—4½-litre), in 3 min. 27.2 sec.—234.017 k.p.h.

* **Class Winner : Group 6 :** H. Herrmann/G. Larousse (Porsche 908).
Group 4 : J. Ickx/J. Oliver (Ford GT40).
Group 3 : J-P. Gaban/Y. Deprez (Porsche 911S).

Index of Performance : A. Serpeggi/G. Ethuin (Alpine-Renault 1,005 c.c.).

Index of Energy : J. Ickx/J. Oliver (Ford GT40).

45 *starters* — 14 *finishers.*

AMERICAN COMMENT

DESPITE the fact that they purloined Richard Petty from Plymouth at the beginning of the year and then brought out both a new engine and a new car designed specifically for late model stock car racing, Ford is finding that money alone will not buy them the Manufacturers' Championship in N.A.S.C.A.R.'s Grand National division. After 23 Grand National races (just short of the halfway mark in the schedule), Ford leads Dodge by just two points—142 points to 140. (The Manufacturers' Championship uses the International 9-6-4-3-2-1 scoring system but the Drivers' Championship points are based on the length of the race.) Ford and Mercury have each won three of the six major races over 400 miles but Dodge have compiled a better record in the shorter races on the smaller tracks. Of the 23 races run so far, Dodge have won 10, Ford eight, Mercury three and Plymouth two. Plymouth's victories came early in the season before they withdrew their works cars from Grand National racing, leaving Dodge to carry the Chrysler Corp. challenge. Ford, on the other hand, have to battle not only Dodge but also their sister division, Mercury, which have won the last three major races—the Atlanta 500, the Rebel 400 and the World 600.

From the point of view of drivers, Isaac (Dodge) has been the most successful with eight victories, followed by Pearson (Ford) with five, and then Petty (Ford), Yarbrough (Mercury) and Bobby Allison (Dodge) all with three each. However, since the Drivers' Championship points are based on the length of the race and all of Isaac's victories have been in shorter races, he is not as high in the standings as Pearson and Petty, who have had better results in the longer races. Although both are Ford drivers, Pearson and Petty have been fighting a torrid duel for the Drivers' Championship. Petty led by barely half a dozen points for the first 13 races and after the 14th race he and Pearson were tied with 1,115 points each. Since then Pearson has nosed in front and after 23 races leads Petty by 1,690 points to 1,626. With more than 50 races on the schedule, N.A.S.C.A.R.'s Grand National Championship is possibly the toughest in the World and the driver who wins the title can truly claim to have worked for it.

* * *

The S.C.C.A.'s Trans-Am Championship for sports saloons doesn't compare with the Grand National circuit in size but it is producing an equally fierce battle among the major teams. Four works Ford Mustangs and two Chevrolet Camaros (campaigned by Penske's unofficial works team) are the favourites, but a pair of American Motors Javelins and another pair of Pontiac Firebirds have proved capable of upsetting the odds at any time. Ford won the opening race from Chevrolet but the second event at the Lime Rock circuit in Connecticut clashed with the Indianapolis 500 so Ford lost Revson, Follmer and Jones, and Penske was without both Donohue and Bucknum. The erudite Posey made an able stand-in for Revson by winning the pole position in his Shelby-prepared Mustang and then winning the 2½-hour race at a record average speed of 91.30 m.p.h. over the very tight 1.6-mile course. Savage, filling in for Jones in a Moore-prepared Mustang, was the only other driver on the same lap as Posey at the finish. They were followed by Johnson, taking Bucknum's place in one of Penske's Chevrolet Camaros, Cannon driving for Follmer in the second Moore Mustang, and Minter in his regular Pontiac Firebird. For the third race at the 2.4-mile Mid-Ohio circuit all the teams were back to full strength, and Donohue showed he meant business by lowering the previous best qualifying mark by 4.2 sec. (and his own lap record by 2.3 sec.), to put his Camaro on the pole. Jones was equally determined and although he had never driven on the course before he qualified his Mustang second, just 0.6 sec. behind Donohue. For 100 miles these two fought a great nose-to-exhaust-pipe battle that showed what real racing is all about, and when Donohue was slowed by a faulty wheel bearing his team-mate, Bucknum, was right there to continue pressing Jones. The final outcome hinged largely on the refuelling pit stops, a fascinating facet of racing that gives the crews direct participation in the victory or defeat of their drivers. Jones' last stop took a long 44 sec. but Penske's super-efficient crew took only 18 sec. to give Bucknum 20 gallons of fuel. The Camaro's wheels were actually stopped for only 13 sec.! Bucknum then stayed ahead to win the 240-mile race from Jones by 12.8 sec. at a record average speed of 83.53 m.p.h. Jones' team-mate, Follmer, was third, a further 78 sec. back in his Moore-prepared Mustang. Revson's Shelby-prepared Mustang, Grable's works Javelin and Jowett's private Camaro filled out the top six, all of them one lap down. Bucknum's victory gained a valuable nine points for Chevrolet but they still trail Ford 19 points to 24 with nine races remaining in the 12-race Championship.

* * *

In the report on the first Can-Am race at Mosport that appears elsewhere in this issue reference is made to the fact that the C.A.S.C. and the S.C.C.A. did not enforce the C.S.I.'s ban on wings. At the time, James E. Kaser, the S.C.C.A.'s director of professional racing, said the two clubs felt the ban applied only to C.S.I. Championship events, not all International races. "The point here is that the Can-Am is not a C.S.I. Championship", Kaser said, "and we feel the prerogative is ours in determining the regulations. There is no defiance here of the C.S.I. We don't feel it (the ban) is applicable. If this were a Formula One race or a Manufacturers' Championship event, then I think there would be no question about it. Even if we disagreed, we would certainly comply." In the week that followed the Mosport race there was an exchange of cables between New York and Paris in which the two North American sanctioning bodies made it very clear that they intended to be masters in their own house. The result was a joint statement by the C.A.S.C. and the S.C.C.A. saying that "there would be no change in the rules that permit the use of wings or airfoils on Group 7 cars. . . . After objections from North America, the ban has been *clarified* and does not apply at this time to Group 7 cars as run in the Can-Am series". In addition, the two clubs said that wings will continue to be permitted on Formula S.C.C.A. cars (Formulae A, B, C, etc.) as run in the Continental Championship, the Canadian Road Racing Championship and S.C.C.A. club events. To make the point abundantly clear, their statement ended by saying: "Neither sanctioning organisation contemplates any rules change concerning wings for Group 7 or Formula S.C.C.A. cars in 1969." I don't necessarily agree with the C.A.S.C. and the S.C.C.A. on the subject of wings but I do admire Kaser's general philosophy: "You know, when you have a problem with some mechanical component of an automobile the first tendency is to write a rule. But you (must) resist that temptation to make God-like decisions on the specifications." My objections to wings are based on the belief that unlike, say, disc brakes or four-wheel-drive, they do not have an easily foreseeable application in general automotive design. If wings are banned, on the other hand, racing-car designers would be forced to devote more attention to the aerodynamics of the car body itself—and the results could have direct application in the general automotive industry. At the same time, one of the great attractions of both Formula One and Can-Am racing is that they are relatively "free" formulae that encourage creative solutions from designers. Too many rules, regulations and restrictions only inhibit designers, stifle initiative and encourage mediocrity.

* * *

If this year's Indianapolis 500 proved anything, it is that U.S.A.C.'s engine formulae are still not entirely equitable. Despite the fact that supercharged or turbocharged engines were reduced in size from 2.8-litres to 2.65-litres, 30 of the 33 starters were using engines of this type. The only dissenters were Brabham and Revson with their Repcos (non-supercharged overhead-camshaft engines, which are allowed 4.2-litres) and Gurney, whose stock block Ford with Eagle heads is permitted 5.25-litres. By finishing second for two years in a row Gurney has shown conclusively that he could be a contender for victory if his stock block engine had not been giving away as much as 100 or 125 h.p. (approximately 575 h.p. against 675 h.p. for the turbo-Offenhausers and 700 h.p. for the turbo-Fords). But second place is not first and Gurney has now become disillusioned in his attempt to prove that a stock block engine, costing less than half the turbocharged units, can do the job. "If the stock block engine is to be competitive here (at Indianapolis) they have to make it bigger", Gurney said after the race. "I'm sure no one else will bring a stock block here next year the way the rules stand, and I definitely won't either." Gurney would like to see the stock block formula increased to 6-litres, the same size that will be used by N.A.S.C.A.R. and U.S.A.C. stock cars in 1971. There is also considerable support for the use of 6-litre engines in the Can-Am series (at present unlimited) and possibly in Formula A and Trans-Am saloons as well. With N.A.S.C.A.R., U.S.A.C. and the S.C.C.A. all using 6-litre engines in their major races, the increased market for such engines would make them a more attractive proposition for specialist engine builders. This, in turn, should keep the cost down and make the engines more available.—D. G.

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CAN-AM 1969

Round 1 Mosport — Round 2 St. Jovite

THE Canadian-American Challenge Cup series for unlimited displacement Group 7 cars has been expanded to 11 races this year from six in each of the first three years, but the expansion was not reflected in the field for the first 1969 race at the Mosport circuit near Toronto. Only two cars were really ready to race and they, of course, were the two 7-litre, Chevrolet-powered M8B McLarens for McLaren and Hulme, who have overwhelmed the Can-Am series for the past two years. All of the McLaren team's potential challengers except Gurney were handicapped by receiving their cars too late for complete preparation—and Gurney was handicapped by having to go into battle with a "small" 5.65-litre Ford engine in his 1968 M6B McLeagle after Ford decided it could not come up with an engine that was competitive with the big all-aluminium Chevrolets.

Apart from cutouts behind the front wheels to aid the extraction of air and the addition of a wing mounted on the rear suspension, the works McLarens are virtually identical to the M8As that ran last year. Gurney's M6B sported two wings, the front one chassis-mounted, but they were removed when the rubber bushings in the attachment points began to break up. (The S.C.C.A. and the C.A.S.C., the joint sanctioning bodies for the series, only received official notice of the ban on wings on the first practice day. They decided not only that this notice was far too short, but also that since the Can-Am is a strictly North American Championship they would make up their own minds on the subject of wings. They may still ban wings but only after giving the competitors reasonable notice.)

Apart from Gurney, the McLaren's only potential threats came from Surtees in Hall's back-up McLaren M12 (Hall's radical new wingless Chaparral not being ready); Motschenbacher and Eaton also in M12s; and Parsons in the latest T162 Lola fitted with a Chaparral-prepared engine. Revson in a Kar Kraft G7A (a Group 7 version of the Mk. 4 Ford, built by Ford's racing offshoot for the 1967 Can-Am series but never raced) and Leonard in a Cro-Sal McKee with twin turbochargers fitted to the 6.4-litre Oldsmobile engine both withdrew on race morning because of engine trouble.

With everyone except McLaren and Hulme still finishing off their cars, practice and qualifying were lack-lustre affairs. McLaren again showed his complete preparedness within the first half-hour of qualifying when he lapped the 10-turn, 2.46-mile course in 1 min. 18.2 sec. (181.12 k.p.h.)—2.5 sec. under the lap record set in 1967 by Hulme in an M6B McLaren and 4.2 sec. under Clark's fastest time in a Formula One Lotus. Hulme, having just returned from Indianapolis, took a little longer to get down to 1 min. 18.8 sec., but it was the end of the afternoon before Surtees reached 1 min. 20.0 sec., Parsons and Motschenbacher 1 min. 21.0 sec. and Gurney 1 min. 23.9 sec.

A slight drizzle just before the start produced the usual scramble for the right tyres and when the drizzle stopped Parsons was stuck with rain tyres on his Lola when the wheel nuts jammed. McLaren led the 21 starters into the first corner for the 80-lap race and at first it looked as though there might be a real race as Surtees stayed glued to McLaren's exhaust pipes, with Hulme third, Gurney fourth, and Motschenbacher fifth. Surtees took the lead on the fourth lap, and again on the sixth and seventh laps, but then his engine began to overheat and he fell back at the rate of one second a lap as he restricted himself to 5,000 r.p.m. instead of 7,500 r.p.m. This early battle was actually more apparent than real because the lap times were as much as 10 seconds off the qualifying times. With Surtees falling back and Hulme suffering from a chronic lack of cockpit ventilation, Gurney provided the only remaining challenge and stayed within five seconds of McLaren for 49 laps until a rear suspension upright failed. McLaren and Hulme then sailed home to an uncontested victory. Motschenbacher, who trailed Surtees for most of the race despite losing the clutch on the first lap, had retired with no oil pressure just after the halfway mark. Parsons, losing four or five seconds a lap because of his rain tyres, held fourth place up to the final lap when a tyre deflated and he was passed by Cordts in an old but very reliable Mk. 3 McLaren.—D. G.

Results :

CAN-AM Challenge Cup Series—80 laps—196.72 miles—Warm and Dry

1st	B. McLaren (McLaren M8B)	1 hr. 51 min. 27.3 sec.—105.9 m.p.h.
2nd	D. Hulme (McLaren M8B)	1 hr. 51 min. 27.5 sec.
3rd	J. Surtees (McLaren M12)	1 hr. 52 min. 23.0 sec.
4th	J. Cordts (McLaren M3B)	76 laps
5th	C. Parsons (Lola T162)	76 laps
6th	J. Couture (McLaren M2B)	73 laps

Fastest lap : B. McLaren (McLaren M8B), 1 min. 19.5 sec.—111.25 m.p.h.

THE FIELD for the second round of the Can-Am series, held on the Laurentian Mountain circuit of St. Jovite in Quebec, was virtually the same as that at Mosport, with the addition of Titus in the ex-Eaton McLaren Mk. 3 fitted with 5.75-litre Ford engine, Baker in the 7-litre Chevrolet-powered McLaren M6A driven in last year's series by Donohue, and Leonard in the McKee with twin turbochargers fitted to its Oldsmobile engine. The turbocharger waste gates used at Mosport were too small, almost doubling the boost to over 20 p.s.i. and causing a destructive rise in temperature.

The 2.65-mile St. Jovite circuit provided a good opportunity to compare the relative performances of Group 7 and Formula One cars since the Canadian Grand Prix was held there last September. In that race, Rindt in a Brabham and Amon in a Ferrari were on the front row with identical times of 1 min. 33.8 sec., an average speed of 101.71 m.p.h., and Siffert in a Lotus-Ford lowered the absolute lap record, set by Al Unser's 4-w-d Lola in a U.S.A.C. Championship race, from 1 min. 35.7 sec. to 1 min. 35.1 sec. It soon became obvious that the Group 7 cars would shatter these records when, during the first unofficially-timed practice session, Hulme and McLaren in their 7-litre M8A McLarens recorded 1 min. 32.3 sec. and 1 min. 32.8 sec. During the official qualifying session a certain amount of personal rivalry between these two drivers resulted in their times being lowered still more, McLaren finally winning the pole position on the very last lap of practice with a time of 1 min. 31.7 sec. (104.03 m.p.h.), which was 0.5 sec. faster than Hulme and 2.1 sec. faster than the best Formula One practice times. Motschenbacher in McLaren M12 was third fastest at 1 min. 34.6 sec., followed by Surtees in a similar car at 1 min. 35.2 sec., Parsons in a Lola T163 at 1 min. 36.4 sec., and Eaton in another M12 McLaren at 1 min. 37.9 sec. Baker, Titus and Leonard, the newcomers to the series, took the next three spots and Cordts filled out the top 10 with 1 min. 39.8 sec. in a McLaren M6B—an excellent time considering his 5-litre engine was the smallest in the field and giving away 2-litres to everyone in front of him except Titus. An unfortunate casualty in qualifying was Gurney, who had just fitted the biplane wings to his McLaren M6B (see "American Comment" in this issue) when his engine expired with a hole in the cylinder wall. Lacking a spare engine, he had to scratch.

Motschenbacher only just made the start after a makeshift repair to a sheared fuel injection pump driveshaft but after McLaren and Hulme led the first lap, he and Surtees jumped into first and second ahead of McLaren on the second lap. Surtees took over on the third lap and Motschenbacher gradually fell back until two successive pit stops for stronger throttle springs dropped him to 14th at the 12-lap mark of the 60-lap race. His fighting come-back to fourth at the finish was a highlight of the race. Meanwhile, for one-quarter of the race, McLaren, Hulme and Surtees treated the crowd to a great spectacle as they lapped the circuit almost wheel-to-wheel and exchanged the lead seven times in 15 laps. As at Mosport, however, this battle was more apparent than real for their lap times were six to eight seconds off their qualifying times (except for one lap of Hulme's when he set a new absolute circuit record of 1 min. 33.8 sec. (101.71 m.p.h.).

On the 22nd lap this race broke up when Surtees eased up momentarily at a 180-degree hairpin because of a waved yellow flag and McLaren ran into him from behind. McLaren later admitted that the accident was entirely his own fault, but meanwhile both drivers visited the pits for repairs. McLaren fell to sixth place but in the process of slicing his way back he equalled Hulme's lap record of 1 min. 33.8 sec. Surtees' car was more extensively damaged and he was forced to retire on the 41st lap when the entire rear bodywork flew off. Hulme completed the 60-lap, 159-mile race at a record average speed of 97.55 m.p.h. —0.3 m.p.h. faster than his winning average in last year's Canadian Grand Prix. McLaren came all the way back to finish second, with Parsons third one lap down, Motschenbacher taking fourth from Cordts with just three laps to go, and Baker sixth.—D. G.

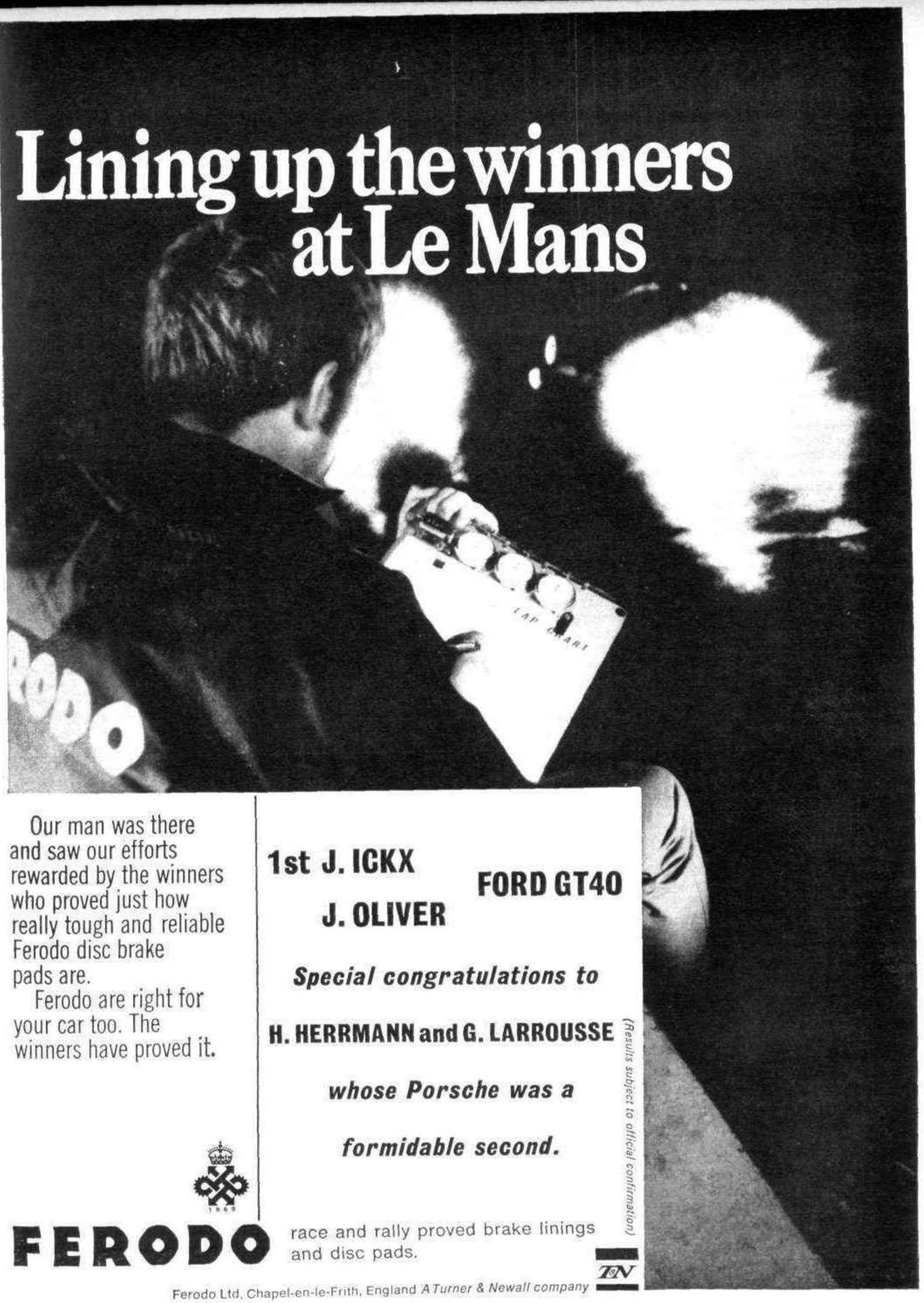
Results :

CAN-AM Series—Second Round—St. Jovite—60 laps—159 miles

1st	D. Hulme (McLaren M8A)	1 hr. 37 min. 52.0 sec.—97.55 m.p.h.
2nd	B. McLaren (McLaren M8A)	1 hr. 39 min. 05.6 sec.
3rd	C. Parsons (Lola T163)	59 laps
4th	L. Motschenbacher (McLaren M12) ..	58 laps
5th	J. Cordts (McLaren M6B)	58 laps
6th	F. Baker (McLaren M6A-Chevrolet) ..	58 laps

Fastest lap : D. Hulme (McLaren M8A) and B. McLaren (McLaren M8A), in 1 min. 33.8 sec.—101.72 m.p.h. (*new lap record*).

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INDIANAPOLIS 500

THIS YEAR'S Indianapolis 500 produced one of the most popular winners of modern times when Andretti drove his turbo-Ford-powered Brawner-Hawk, owned by Granatelli, to a record victory in the 53rd annual renewal of this American classic. For Andretti it was a just reward for his skill and courage; and for Granatelli it meant the end of 23 years of heartbreaks as an owner, a sponsor and an entrant. Just three days before final qualifying Andretti's chances of even making the race hovered near disaster. Coming into the final turn on a practice run, the right rear hub had failed on his 4-w-d Lotus 64 and shed the wheel. The car smashed into the wall at 150 m.p.h., showering wreckage in all directions and bursting into flames. Andretti escaped with second degree burns to part of his face but the very next morning, his blistered skin still painful, he was back on the track in his back-up Hawk trying to achieve in two days what had taken two weeks in the Lotus. He is not known as the Peerless Paisano for nothing. (The defective Lotus hub was found to have been incorrectly heat-treated. Chapman had the remaining hubs modified and then tried to get new ones made, but time ran out and the Lotuses for Andretti's team-mates, Hill and Rindt, were withdrawn.)

With only two days for qualifying (the first weekend was washed out by rain) most of the leading drivers played it safe and were happy just to get into the 33-car field. Foyt, the tough Texan bidding to become the first four-time winner of the 500, won the pole position with a four-lap average of 170.568 m.p.h. in his conservative but thoroughly prepared turbo-Ford Coyote. (On the day that Andretti crashed Foyt lapped the 2.5-mile Speedway at 172.315 m.p.h.—the fastest speed ever recorded by a piston-engined car and only a fraction off the 172.877 m.p.h. turned by Leonard in last year's turbine-powered Lotus 56.) Andretti was the second fastest qualifier at 169.851—after only two days to sort out the Hawk—and 1968 winner Bobby Unser filled out the front row with 169.683 in his 4-w-d turbo-Offy Lola T152, an updated version of last year's T150. Donohue, the U.S. road-racing champion for the past two years but a rookie at Indianapolis, confirmed his great ability by qualifying fourth fastest at 168.903 in his similar Lola T152. Gurney and Leonard were 10th and 11th fastest in their 1969 Eagles (Gurney's with a stock block Ford and Leonard's with a turbo-Ford), but Hulme in the only other 1969 Eagle had to settle for 25th place. Brabham, who had not intended to drive but gradually caught the bug as the month wore on, was in 29th place in his Repco-Brabham and his team-mate Revson just made the field in last place when the gun sounded to end qualifications.

For Andretti, the easiest part of the race was the first five laps. He won the drag race into the first corner and led those first five laps from team-mates Foyt and McCluskey in their Coyotes. Then trouble struck. Andretti's engine began to overheat and he dropped to third. The racing had ended, but then began a much tougher 490-mile mental battle as he forced himself to restrict his pace to one the temperature gauges would accept. His willpower won out over his competitive instincts. Foyt and McCluskey dominated the first 100 miles, until McCluskey ran out of fuel just before his planned refuelling stop. Approaching 200 miles there was still only five seconds separating the first four cars—Foyt leading, Andretti, the veteran Ruby who had charged up from 20th in his turbo-Offy Mongoose, and Leonard. At this point the race turned in Andretti's favour. First Foyt fell back with a broken turbocharger fitting and then Andretti swapped the lead with Ruby for 26 laps until Ruby's second fuel stop, when a refuelling hose jammed and ripped a hole in the bladder as Ruby pulled away a fraction too soon. It was the third time in four years that this likeable driver was sidelined while leading. A long pit stop by Leonard put him out of contention and on the 106th lap Andretti went into a lead he never relinquished. Gurney's stock block Ford didn't have the power of the turbocharged engines but for the second year in a row he drove his Eagle to second place. Bobby Unser's Lola and Kenyon's Gerhardt took third and fourth places, while Revson drove a superbly paced race to come from last to fifth in his Brabham. Leonard was sixth, Donohue seventh (an over-rich engine and magneto failure holding him back), and Foyt eighth.—D. G.

Results :

INDIANAPOLIS 500—200 laps—500 miles—Warm and Dry

1st	M. Andretti (Hawk-Ford)	200 laps—156.8 m.p.h.*
2nd	D. Gurney (Eagle-Ford)	200 laps
3rd	B. Unser (Lola-Offy)	200 laps
4th	M. Kenyon (Gerhardt-Offy)	200 laps
5th	P. Revson (Brabham-Repco)	197 laps
6th	J. Leonard (Eagle-Ford)	193 laps
7th	M. Donohue (Lola-Offy)	190 laps
8th	A. J. Foyt (Coyote-Ford)	181 laps
9th	L. Dickson (Vollstedt-Ford)	180 laps
10th	B. Johns (Laycock-Offy)	171 laps

* *New race record.*

THIS MONTH ON THE INTERNATIONAL RACING SCENE

ALTHOUGH it is not on the racing calendar, nor on the International list, one event that must surely make itself felt on the International scene is the voyage of 43 "chain-gang" Frazer Nashes from the Crystal Palace in London to Bolzano in the Italian Dolomite country. As if the journey alone was not enough they are going to disport themselves up and down the Alpine passes used in the Alpine Rally of 1932/33, during the first week in July. Needless to say it is the Frazer Nash Section of the V.S.C.C. who are doing this. The more serious business will be happening at Clermont-Ferrand, where the French Grand Prix is being held. Personally I like corners, but it is easy to have too much of a good thing, and to my mind the circuit in the hills above Clermont-Ferrand is a good example of this for it is all corners, and straights are virtually non-existent. However, on July 6th the Grand Prix "circus" will be racing round the Auvergne circuit, and I hope they can stand heights, for over the edges of some of the corners there are some long drops down to Clermont-Ferrand. On the same day, far over to the West, in Portugal there is a long-distance sports-car race at Vila Real, by all accounts a proper road-racing circuit and one which I would enjoy. Unfortunately I have never been able to get to a race at Vila Real, due to clashing of dates, as with this year, and there are times when I wish I did not like Grand Prix cars so much.

The International saloon-car drivers have their 6-hour race on the Nurburgring on this weekend and, as if that isn't enough, they are due to have a 24-hour race on the Spa circuit, in Belgium, on July 26th/27th. The Formula Two contestants have two races due in July, one on the aerodrome at Tullen-Langenlebarn in Austria on the second weekend in July and the other at Zandvoort in Holland on the last weekend of the month. In America the Watkins Glen circuit in the New York state is really going to be used on the weekend of July 12th/13th, for on the Saturday there will be a six-hour race for prototypes and sports cars, and on Sunday there will be a race in the Canadian-American Challenge Trophy series, or Can-Am as people are wont to call it, though it looks as if Can-Am can again be spelt M-c-L-a-r-e-n.

On Saturday July 19th we have our own Grand Prix race, this year at Silverstone, and with 130 m.p.h. laps being recorded last Spring at the B.R.D.C. International Trophy before everyone was really in the swing of 1969 Formula One, the practice session on Friday July 18th should not lack excitement. I am sure it will not lack spectators for it is always amazing how many people can avoid work on a Friday if it is a question of getting to Silverstone for a Grand Prix practice. The British Grand Prix should be a terrific event this year.

Once the European mountain passes are free of snow and ice the mountain hill-climb boys do not miss an opportunity and July will see two events being held. On July 13th there is the Italian event on the Trento-Bondone mountain pass, and on July 27th there is the famous Fribourg hill-climb in the German Black Forest. It is held on the Schauinsland mountain pass that climbs up from the pleasant old town of Fribourg. This event has the distinction of being a combined car and motorcycle meeting and I well remember a friend taking part in this event on a 350-c.c. motorcycle. He arranged to ride the same machine in the 500-c.c. class so the organisers laid on a return trip down from the top of the mountain for him, complete with motorcycle, on a cable-car rope-railway. He said it was intriguing to travel in the cabin and look down on his chums still riding up the mountain road.—D. S. J.

Acropolis Rally

GENERAL CLASSIFICATION

1st :	P. Toivonen/M. Kolari (Porsche 911S)	422.7	points
2nd :	R. Clark/J. Porter (Ford Escort TC)	978.3	,,
3rd :	C. Laurent/J. Marche (Daf 55)	3,791.1	,,
4th :	A. Maniatopoulos/N. Zoumbroulis (NSU 1200 TT)	4,014.9	,,
5th :	E. Schmittheim/W. Geltermair (Porsche 911S)	4,067.6	,,
6th :	T. Livieratos/M. Andriopoulos (Opel Kadett)	4,293.4	,,
7th :	J. Psihas/G. Moshous (Mazda 1200)	4,498.7	,,
8th :	J. Hasiotis/C. Gounaras (B.M.W. 1600 TI)	5,008.2	,,
9th :	C. Dionisopoulos/J. Vihos (Toyota Corolla)	5,057.8	,,
10th :	A. Koulendianos/E. Papakostas (Datsun)	6,152.6	,,

72 starters — 22 finishers.

ONE OF THE adjectives dearest to journalists' hearts when describing motor sporting events of long standing is Classic. Exactly what this means is not clear, though it certainly has nothing to do with literature when used in this particular context. But of all events the one to which such a description might best apply is the Acropolis Rally.

Mythology is part of Greece's national heritage. Yet there is no myth about the country's premier international rally. It has a reputation for being rough, fast and tiring. The 1969 event, held in the last week of May for the 17th time, was probably the roughest, fastest and most tiring yet.

But there was another, far more unusual, feature of this particular Acropolis; it was possible to predict with reasonable accuracy that the winning car would be one of six. Predictability is something seldom associated with rallying, but when an entry list consists of three works Fords, three works Porsches and a whole host of slower cars one doesn't need a crystal ball to pick out the group which will provide the winner.

On the other hand, professional drivers drive right on the limits of adhesion (they have to, or they wouldn't be professionals) and generally punish their cars far more than amateurs do, knowing that not far away are expert mechanics ready to work at speed to replace or repair. Amateurs, and drivers of slower factory cars, realise this and there is generally plenty of competition for the places immediately behind those of the faster cars, each hoping to move into the lead should the works drivers leave the road or break their cars.

Driving for the Porsche team were the experienced Finns Pauli Toivonen/Martti Kolari and the equally experienced Swedes Björn Waldegård/Lars Helmer. Making up the three were Frenchmen Gérard Larrousse/Jean Peramond, former members of the Alpine-Renault team. Ford of Boreham, having won the event last year, had its full team of drivers, Roger Clark/Jim Porter, Ove Andersson/Gunnar Palm and Hannu Mikkola/Mike Wood, the latter pair having journeyed to Athens direct from Vienna after winning the Austrian Alpine Rally.

These were the six crews to watch, although there were two dark little horses further down the field in the shape of Daf 55s from the factory at Eindhoven. These were driven by Belgian crews Laurent/Marche and Haxhe/Delferrier. They ran almost trouble-free, as they invariably do, and it says much for the ability of the drivers that they were able to keep their diminutive machines ahead of Porsches, B.M.W.s, Cooper Ss and Lotus-Cortinas entered by reasonably good amateurs. Indeed, when retirements began to reduce "The Six" to five, four, three and eventually two, the Dafs appeared often in the lists of fastest six on the special stages.

Last winter was a severe one in Greece and many of the unmade roads which the organisers utilise year after year for special stages had suffered considerable surface damage. Tarmac roads, too, had been undermined, rippled and potholed by flood and frost. The result was a series of some 20 special stages which included some of the roughest ever used on the Acropolis.

Just as the weather in the past brought its effects, so did the weather in the present. The heat was so intense that local shops found themselves selling out of polyurethane ice boxes, mechanics burnt their hands on hot bodywork and all pre-rally work in the grounds of the Astir Beach Hotel, where competitors were mostly concentrated, was punctuated by frequent immersions in the Bay of Athens. During the rally itself there was no lowering of the temperature and this, combined with endless and persistent dust clouds, rendered the event one of the most exhausting ever to be held in Europe for some time. At one ferry crossing of a lake, competitors followed the example of Gunnar Palm and jumped over the side, preferring to expend energy in the cool water than to endure the heat on deck.

The first half-dozen or so special stages were benefits for the aforementioned "Six", but then the whittling-down process began. First, Mikkola lost a rear wheel and drive shaft after puncturing and driving on the rim for a while. The back plate was so badly damaged that there was no hope of repairing it in the available time. When the rally was over and mechanics were sent out to retrieve the car, they found that the axle casing itself was bent, but who can tell whether this was done before, or after, the loss of the wheel?

Next to go was a Porsche. Waldegård's car, after belching out smoke from its left exhaust pipe for some two stages or so, finally spluttered to a halt with either pistons, valves or both broken along one bank of cylinders. On the very next stage the second works Escort came to grief when Andersson collected first a puncture then a broken steering joint. With the wheel useless in his hands, he was powerless to prevent the car leaving the road and somersaulting over the edge of a drop of hundreds of feet. But it wasn't quite as terrifying as it sounds. As every rally driver will tell you, in cases such as these there is always a tree, or a bush, strategically placed. In this case it was a bush, and the car rolled to a stop against a stout example of one about 30 yards down, both drivers getting out unhurt.

After Larrousse had dropped out, his engine starved of fuel from a punctured tank, only Toivonen and Clark remained to fight for the lead. Clark had the disadvantage of a penalty incurred on an early stage when his car left the road and was lodged for 12 minutes before enough spectators could muster to push it out. Despite an all-out effort which gave him best time on most of the later stages, Clark was unable to make good the loss and last year's winner had to be content with second place.

The performance of the works Dafs must be singled out. Laurent's third place deserves the highest praise, and were it not for an unfortunate timekeeping error the two cars from Holland would have occupied third *and* fourth places. Delferrier, Haxhe's co-driver, is an experienced man who used to partner the late Lucien Bianchi. But this was his first Acropolis, and he was unaccustomed to the system which allowed up to five minutes "earliness" at road controls but which did not allow early arrival in excess of that amount to be continued from one control to another. Haxhe and Delferrier arrived five minutes early at one control (good tactics if the next road section is a tight one), four minutes early at the next, then ran nine minutes early for the rest of the rally, collecting a four-minute penalty at each control.

Heat, dust and "The Six" are the things which will probably be best remembered of the 1969 Acropolis; especially the latter, for the works Porsches and Escorts really did seem to be in a rally of their own, with the others following some considerable time later. A glance at the final penalties will explain the situation.—G. P.

AUSTIN RACING HISTORY

Books have been written about Austin racing history and before this special articles in MOTOR SPORT provided very adequate coverage of the subject. But some significant gaps are filled in by a very interesting article which appeared in the Vol. 21/1 issue of *Torque*, the Austin Apprentices' magazine. It is by Freddie Henry, Chairman of the Austin Ex-Apprentices Association (London Section) and is headed "Carried Away With Nostalgia". Early Austin racing boat engines and cars are touched upon, some exciting multi-cylinder engines devised around Austin 7 blocks are described, and Austin 7 racing cars are dealt with from the angle of one who watched them being built and raced (after all, he shared "digs" with Charles Goodacre of Austin's racing and experimental test shop). Henry was an official Austin trials driver and there are notes not only of Austin 7s prepared at the factory for trials and rallies but of some rather "hot" Austin 10/4s. He also refers to an Austin 12/4 supercharged with a Mercedes supercharger and to his first Brooklands drive, in Ralph Secretan's ex-Campbell supercharged 1½-litre straight-eight Bugatti. [I remember Secretan well, from Greenford dirt-track days, but think Henry must have quoted the wrong meeting, as there is no record of Secretan having entered a Bugatti for the 1930 Easter races.—ED.] Incidentally, the Longbridge racing shop is referred to as being in the old shire horse stables, these horses being engaged on internal works' transport at least up to 1926.

Those who want to consult this intriguing article should subscribe to *Torque* (three issues post free for 4s. 6d.), from Austin Apprentices Association, Box 41, G.P.O., Longbridge, Birmingham.

FORMULA 2 REVIEW

G.P. DU LIMBOURG (June 8th)

THE controversial cancellation of the Belgian Grand Prix was a serious blow to Belgian people, who were thereby denied the opportunity of watching top racing drivers handle powerful single-seater machinery around one of Europe's most testing circuits. It was therefore decided to alter the date of the country's only Formula Two race to that of the cancelled Formula One race and to invite as many graded drivers as the Belgian R.A.C. could afford. Of course, one of those selected would have to be Ickx, who is a huge draw in his own country, but the problem was to find a suitable mount, for Ickx has no Formula Two contract this year.

The choice of car fell upon the 1968 Brabham of Alistair Walker Racing, a well-equipped Formula Two organisation which has run a Tecno for Walker himself in previous races. Disheartened by the inability of the Tecno people to produce any spare parts for his car, Walker had acquired the Brabham from Frank Williams Racing, this being the car which Courage has used while awaiting a 1969 model, so the standard of its preparation was of a high order. The only disappointments about the race were the absence of Ferrari (who is reluctant to waste his cars on non-European Formula Two Championship events) and the fact that Spa could not be used as the venue. Instead, the Terlaemen circuit in the province of Limbourg came into use, this being an artificial circuit in the style of Brands Hatch, as opposed to Spa.

Opposing Ickx among the graded men were Siffert (in the latest Dornier-built B.M.W.), Stewart (Matra), Courage (in a very new Brabham BT30), and the two Lotus drivers Hill and Rindt, the latter making his return to the wheel after his serious accident in the Spanish Grand Prix.

Rindt's recovery must be adjudged complete, for he raced hard throughout both 24-lap heats of the event with Ickx, passing and re-passing in crowd-pleasing style until clutch slip slowed the Belgian in the first heat and a broken valve spring took the edge off his engine in the second. The battles among the Formula One stars for the lesser placings were no less exciting, with Stewart making a spectacular recovery from a slow start to catch up with Hill and Courage, who raced together in close company for 15 laps, and taking his Matra right round the outside of Hill at the first corner to put himself in a firm third place.

Unfortunately both for Hill and Stewart, the Matra's gearbox gave trouble and on the last lap of the heat the two touched wheels at the slowest corner on the circuit and Stewart's car reared over Hill's, damaging the former's suspension, although both finished the full distance. Hard work by the mechanics got the Matra ready to start the second heat, but its engine blew up on the reconnaissance lap. Siffert, who had damaged the suspension of his B.M.W. as the result of a spin in the first heat, also had it repaired, but a petrol pipe had been flattened and the white car's engine would not rev to more than 8,000 r.p.m., so the Swiss did not run for very long.

Rindt again assumed the lead, pursued by Courage and Hill, with Ickx all set to pass both the latter men, which he did shortly, moving up to Rindt and resuming their earlier battle. Hill brought the Lotus into the pits where he asked his mechanics to check the front suspension in search of deteriorating handling. They made a thorough investigation, finding nothing amiss, so feelings in the pit as Hill pulled out and a rear wheel went askew were somewhat mixed. Hill suspected that the trouble might also afflict Rindt's car and there was talk of calling in the Austrian, but the team manager asserted that Hill's breakage was a result of his earlier incident and Rindt was left in peace to win another resounding Formula Two victory.—M. G. D.

Results :

G.P. DU LIMBOURG—Formula Two—2 × 24-lap Heats

1st	J. Rindt (Lotus 59)	2 points—48 laps
2nd	J. Ickx (Brabham BT23C)	4 points
3rd	P. Courage (Brabham BT30)	7 points
4th	G. McRae (Brabham BT23C)	11 points—1 hr. 12 min. 42.3 sec.
5th	W. Ivy (Brabham BT23C)	11 points—1 hr. 12 min. 44.7 sec.
6th	G. Birrell (Brabham BT23C)	16 points
7th	M. Guthrie (Brabham BT30)	16 points—47 laps
8th	X. Perrot (Brabham BT23C)	18 points—46 laps
9th	B. Terbeck (Brabham BT23C)	21 points
10th	D. Godden (Brabham BT23C)	27 points—42 laps

Fastest lap : Ickx (Brabham BT23C), 1 min. 27.3 sec.—172.54 k.p.h. *(new circuit record).*

19 *starters* — 10 *finishers.*

RHEIN-POKAL-RENNEN (June 15th)

THE second Formula Two race of the year at Hockenheim clashed with the Le Mans week-end, so the entry was not up to the standard of the earlier event, which had qualified for the European Formula Two Championship.

The diminutive motorcyclist Ivy, who is making a good impression in car-racing circles, quickly moved into the lead, well clear of the usual slipstreaming bunches, until his gear linkage began to give trouble and forced his retirement after he had led 23 of the race's 30 laps. There were four cars left in the closest pursuing group and some very well-thought-out tactics by Hart, in a Brabham belonging to the Leicestershire garage proprietor and former E.R.A. driver Bob Gerard, gave him a well-deserved but narrow win from the older-type works B.M.W. of Hahne, followed closely by former hill-climber Westbury and the little-known Swiss amateur Perrot, who races purely for fun.—M. G. D.

Results :

RHEIN-POKAL-RENNEN—Formula Two—30 laps—203.04 kilometres

1st	B. Hart (Brabham BT23C-FVA)	1 hr. 2 min. 2.5 sec.—196.3 k.p.h.
2nd	H. Hahne (B.M.W.)	1 hr. 2 min. 02.8 sec.
3rd	P. Westbury (Brabham BT30-FVA)	1 hr. 2 min. 03.4 sec.
4th	X. Perrot (Brabham BT23C-FVA)	1 hr. 2 min. 04.0 sec.
5th	J. Miles (Lotus 59B-FVA)	1 hr. 2 min. 52.4 sec.
6th	G. Birrell (Brabham BT23C-FVA)	1 hr. 2 min. 53.1 sec.
7th	R. Pike (Lotus 59B-FVA)	1 hr. 3 min. 42.1 sec.
8th	B. Frey (Tecno-FVA)	29 laps
9th	G. McRae (Brabham BT23C-FVA)	28 laps
10th	D. Godden (Brabham BT23C-FVA)	28 laps

Fastest lap : Hart (Brabham BT23C-FVA), 2 min. 01.3 sec.—200.36 k.p.h.

19 *starters* — 10 *finishers.*

NEW DEVELOPMENTS

BY INCREASING the power of the four-cylinder Ford-based FVA engine to around the 435 b.h.p. mark, Cosworth Engineering has put Britain firmly back on top in the Formula Two world. The works Ferrari Dinos which showed such devastating form in the Argentine during the 1968 Temporada have failed utterly to reproduce this promise in Europe, and a number of reasons for their dismal failure have been offered by Maranello. Engineer Marelli blames some new camshafts which have been made for the six-cylinder engine with its Fiat cylinder block, and he reports that the strain on the camshaft housings has been enough to cause some disastrous engine blow-ups. Last month, for instance, Regazzoni had to have four new engines in order to start in two races, only one of which he finished.

The Ferrari Formula Two cars have not been seen at all in June (these words were written before Monza on June 22nd), so the factory has been busy testing something new. Pictures of a Dino engine with a new cylinder-head layout have caused a great deal of interest because there is a dual exhaust system for the four-valve cylinder-head configuration, which now appears to be staggered. One thing never changes in motor racing, and that is the sometimes chaotic situation at Ferrari, for the Formula One is having much the same sort of problems at the moment.

The B.M.W. team is not without its difficulties either, although the new Dornier-built car was raced at both Zolder and Hockenheim. Hahne was given a new car, altered in detail only from the first, for Hockenheim, but in fact it never practised. Having qualified in his new team-mate Quester's car, Hahne insisted that the old car be brought all the way from Munich, fitted with one of the few engines which survived Zolder and brought out for him to race. Happily for B.M.W., he came second, although this position might have been improved on had the impetuous German used rather more forethought in his race tactics, for the B.M.W. engine is a fair match for the Cosworth.

Production of the latest Brabham BT30 was very slow getting under way, but three cars were delivered in the space of a fortnight at the beginning of June and all were racing immediately. According to the drivers, however, the older Brabham BT23C is still a very competitive chassis, especially with Firestone tyres. This was proved by Ickx's fine showing at Zolder and Hart's crafty win at Hockenheim. What is not so sure is the suitability of the latest Lotus for sheer speed-type circuits. Hill and Rindt have both refused to drive at the slipstream circuits (with the curious exception of Reims) and their two young stand-ins have no yardstick by which to judge. The tubby Lotus undoubtedly looks as though it has more frontal area than the opposition, especially the sleek Brabham BT30.

Wings disappeared from Formula Two cars without any of the fuss which attended the move to force sports and Formula One cars to remove their aerodynamic aids. At Zolder nearly everyone tried special engine covers with built-in negative lift, but they were all removed in time for Hockenheim. As in Formula One, there are expected to be some interesting experiments in body shapes before very long.—M. G. D.

PERFORMANCE AT A GLANCE

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HOW WELL DOES YOUR STEAM WAGGON ACCELERATE?

Figures for steam waggon acceleration are hard to come by. So we were interested to find, in an article about Mr. Tom Ward's 1933 Sentinel S4, in *The Atkinson*, house journal of Atkinson Vehicles Ltd., that this waggon goes 0 to 20 m.p.h. in nine seconds and from 1-in-8 hill easily in direct drive. It gives 30 m.p.c.—miles per cwt.—with three tons of coal and some 300 gallons of water. When *Commercial Motor* used it for a Christmas road-test, it climbed a 1-in-8 hill easily in direct drive. It gives 30 m.p.c.—miles per cwt.—of best Welsh steam coal, equal to something like 4.2d. per mile.

MINIATURES NEWS

It is always an event in the miniatures field when Lesney introduce new models in their "Models of Yesteryear" series. The latest are a 1907 12/16 Peugeot closed carriage to a scale of 43:1, reference Y-5, and a 1914 Stutz Type 4E roadster, scale 48 : 1, reference Y8. These 3½ in.-long replicas are beautifully detailed, even to control levers, dashboard drip-feeds, lamps, road springs and dumb-irons, steering columns and wheels, etc., but, curiously, no pedals. There has been some similarity recently in the typically Edwardian radiators and bonnets of these Lesney models, which may be something to do with die-casting economy; it was not always so, for we recall the 36/220 Mercedes-Benz, Daimler and Model-T Ford Lesneys with different treatment. The Stutz is a return to more sporting cars, with its bolster tank and spare wheel outboard of the rear trunk, so may be we can look forward to some more exciting yesteryear models in future. Meanwhile, Y-5 and Y-8 are fully up to the Internationally recognised Lesney standard and cost, respectively, 7s. 2d. and 5s. 11d.

Another Lesney in the smaller "MATCHBOX" series is No. 11, a Mercedes-Benz scaffolding truck. This is to a scale of 91 : 1, being 2⅝ in. long, and the price is 2s. 4d.

From Corgi comes a new model car transporter with a Scammell Handyman Mk.3 trailer unit able to carry six Corgi miniature cars. It is a working model, superbly detailed, 10⅝ in. long and priced at 25s., U.K. retail reference no. 1148. Corgi have also introduced an acceptable decorative model of the Concorde airliner. This, Corgi's first aircraft model, has a movable droop-snoot and is mounted with landing gear extended in typical landing attitude. It comes in B.O.A.C. livery for this country, in Air France livery for France. These models, each 7½ in. long with a 35/16 in. wingspan, respectively Nos. 650 and 651, cost 10s. 6d. in Britain.

But it is high time we had some more Corgi Classic models, especially remembering their splendid 3-litre Le Mans Bentley replica.—W. B.

PETROL PRICES

Sir,

May I reply to the letter on petrol prices? It should be pointed out that the Budget increase was 2.3d. a gallon and not 2d. as stated. National Benzole recommended that stations selling its motor spirit increase the price to the motorist by 2¼d. a gallon, and it should be stressed that this was only a recommended price.

It is our practice to inform retailers by letter of any price changes and as the halfpenny is still legal tender there is no question of my company suggesting by any means that ½d. be ignored in our recommended price structure.

London, W.C.2.

MARK MOTHIO,
Director and General Manager,
National Benzole Company Ltd.

[We find increases of 0.3d. and ¼d. very confusing, the latter coin having been called in anyway. The ½d. is now due to be called in, so very soon there will be further letters to retailers and more confusion. Meanwhile, we do not see in Mr. Mothio's letter a reply to our correspondent, who said he was charged 2½d. a gallon extra by a local garage, this presumably being as close as they could get to 2¼d. with the ¼d. out of circulation, and without losing money themselves.—ED.]

Fresh Air Saloon

REMEMBER those balmy hot days in June, that week of sun that caught us all by surprise? Well some of us have got a tan as a legacy. No we did not have time to lie in the sun but we have recently had an editorial Cooper Mini fitted with a Tudor Webasto sun roof.

Perhaps a sun roof is only an asset on such rare days but it certainly made us realise just what a boon such a device can be. Instead of stifling in the heat at traffic lights with the sun not really getting at you, with the roof slid back those rays can really penetrate.

The procedure for fitting the roof is simple and quick. Obviously the major operation is cutting a hole in the roof but Tudor Webasto have this to a fine art. Once the sliding section is fitted and the head-lining cleaned up you would never know that it hadn't been there in the first place.

Webasto claim that no loss of rigidity occurs and in fact the opening is reinforced so no one should have any qualms on this score. In fact Webasto have submitted modified cars to the manufacturers for checking and they have confirmed this.

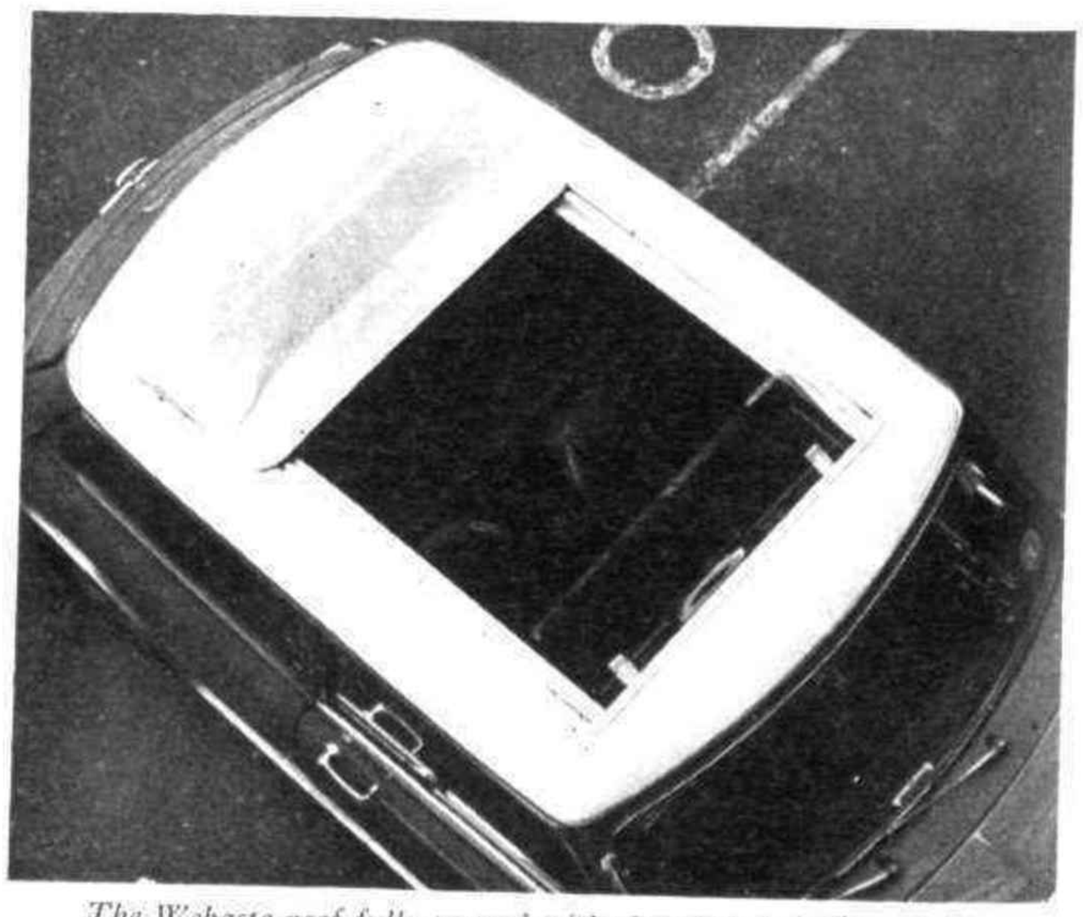
Our car also had the optional Wind Deflector fitted. The purpose of this is to make it possible for the passengers in the rear seats to have a less blowy ride when the car is driven at speed with the roof open. The deflector, made from Oroglas Acrylic plastic, can be stuck up into the airstream. We have not checked with the F.I.A. but we understand it is not affected by the recent ban on aerodynamic devices over 20 cm. from the top of the wheels.

When the roof is newly fitted it tends to be rather stiff in operation but once all the material has stretched it becomes simplicity itself. When the roof is shut, the p.v.c.-coated canvas lies flat and does not create any additional wind noise.

In the first month the polished alloy side runners need cleaning with cotton wool dampened with lighter fuel until the metal is bright and shining and the runners oiled. After that the occasional drop of oil is the only service the roof needs apart from cleaning.

Our roof has now been fitted for some four months and is showing no signs of deterioration and does not let in any water despite the worst the weatherman could provide.

We get little enough fresh air and sun in this land particularly if you drive a motor car for several hours a day. Tudor Webasto offer a range of roofs for most popular cars and there are fitting stations spread all over the country. Depending on the model, the roofs start at about £60. If you feel that fresh air and sunshine are worth this then why not drop a line to Tudor Webasto Sun Roofs Ltd. at Llanvanor Road, Childs Hill, London N.W.2, and ask for their brochure.



The Webasto roof fully opened with the wind deflector raised.

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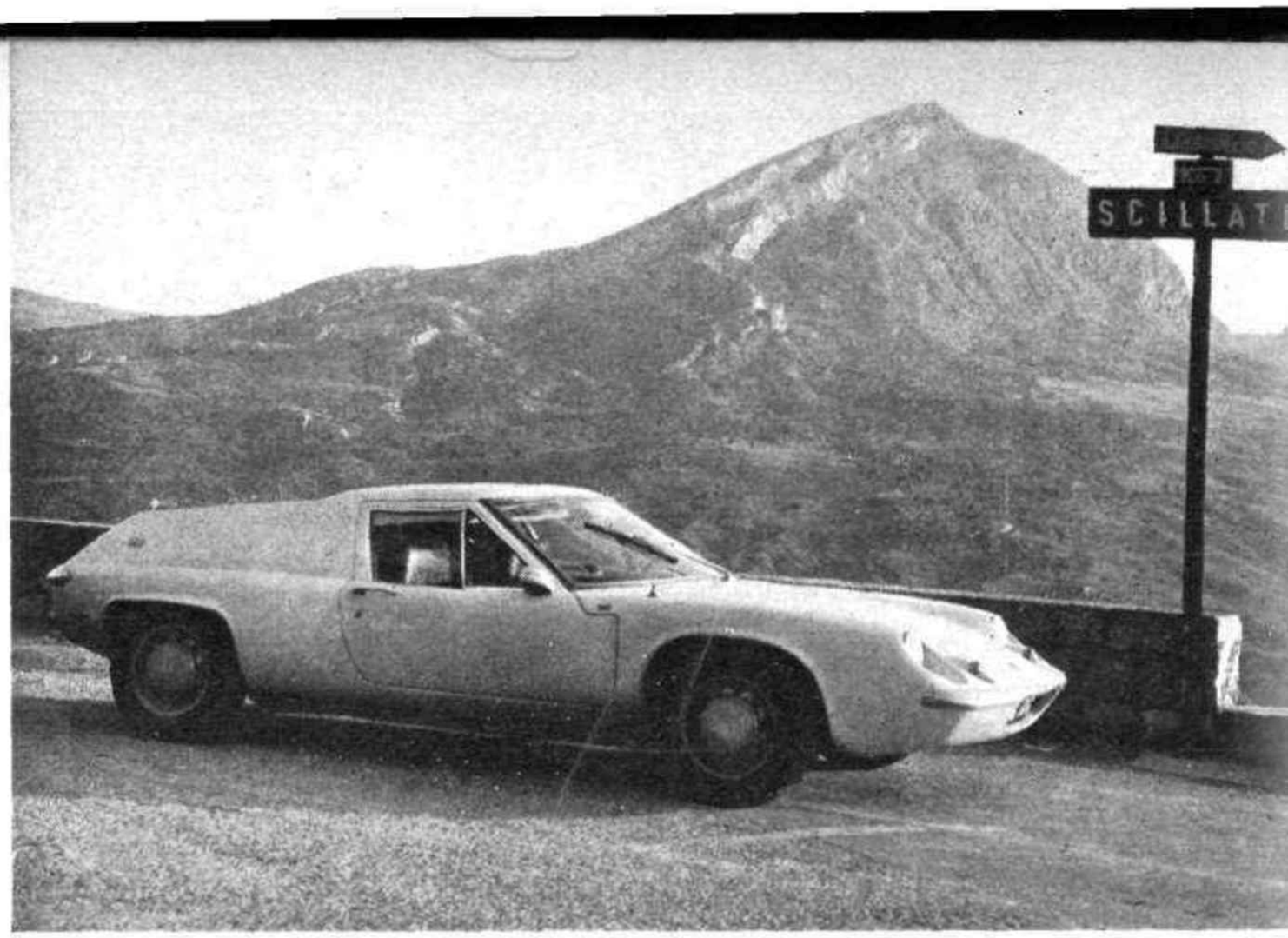
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Europa to Sicily

A Step in the Right Direction



EUROPA OVER THE MADONIE.— The Lotus Europa seen at the Polizzi fork on the Targa Florio circuit, its smooth lines contrasting sharply with the rugged Sicilian background.

OH MY GOODNESS ! This has put the fun back into motoring. From the moment I slid into the reclining driving seat of the Lotus Europa I thought "This is going to be a riot". 5,871 kilometres (approx. 3,645 miles) and 14 days later, when I gave it back to Lotus I still thought it was a riot of fun, but I am jumping ahead. The Lotus Europa has been in production, for export only, for about two years now, but somehow I had never looked at it very closely as it seemed too remote with its "Export Only" label, but when I heard that it was to come on the home market as from this month, things took on a different complexion. Realising that the days of "vintage"-type cars like Jaguar, Aston Martin, Ferrari, Maserati, Iso Rivolta and so on, are numbered, I was looking to the future and looking at cars with the engine mounted behind the cockpit and in front of the rear axle. Lamborghini Miura, de Tomaso Mangusta, Ford GT40, Ferrari Dino 206 are all very well, but cost more money than is reasonable. The Lotus Europa was the right conception of car, but with its little Renault 16 engine seemed to be a toy car not really worth looking at. "Have you driven one ?" said the Lotus man. Well I hadn't, so straight away it was agreed that I should have one to go to the Targa Florio in Sicily, a round trip of nearly 4,000 miles, which is my idea of a road test. Looking at this tiny little fibreglass two-seater with its weeny little engine I thought "It'll never get there, let alone back again". Somehow Lotus seem to see eye-to-eye with me and we have an understanding that when I borrow a Lotus, if it breaks down I leave it and send them a telegram telling them where it is, and that's their problem. They always laugh nervously and think I'm joking and their parting remark is usually "There is a box of odds and ends in the boot, and some wire and tape. You are a practical chap, you should be all right." Oddly enough, I always have been all right.

At Lotus there is an incredible air of optimism and confidence, obviously generated by the Chairman himself, and this "Don't flap, we'll sort it out" attitude that Colin Chapman has always had, and which wins races and World Championships, has penetrated right through the factory. Consequently, when I heard that the Europa I was supposed to be borrowing was away on a caravan rally, actually towing a caravan, I began to service the E-type Jaguar. When it returned from the rally, having finished fourth, I believe, they said "Um, er, well, we ought to look at it before you set off" and as I was nearly ready to go they decided they had better find me another Europa. For a while I kept getting messages like "we are running it in", or "we are fitting an extra fuel pump" and "the S.U. pumps are a bit weak, we are fitting Bendix pumps". These messages were followed by mutterings like "When does he want it ?" and "how long will it be away" and "it should be all right, but a Europa hasn't been that far from home". My absolute zero hour was 7 a.m. on a Monday morning and for a couple of days there had been a nasty hush. On Sunday evening the phone rang and the man from Lotus said "What time are you going to bed ?" When I suggested about 11 p.m., he said "Right, I'll be with you at 10.30 p.m." And he was, with a white left-hand drive Europa all filled up and ready to go, so I stopped servicing my Jaguar! "Here are the keys, have fun" he said as he got into a taxi and disappeared into the night. That was when I slid into the driving seat and thought "This is going to be a riot".

Now we must get our sense of values right. I am not talking about an exotic rich man's toy that costs anywhere between £6,000 and £10,000, the Europa is something that you and I and the chap over there can buy for £1,666, all on and ready to go. For that money you do not expect real leather upholstery, matching veneer woodwork, cocktail cabinets and pile carpets, nor do you expect a 12-cylinder engine with lots of camshafts, and the sort of exhaust noise that makes you turn round with excitement. The Europa is a simple, unpretentious sporty car laid out in the conception that will become normal during the nineteen-seventies. In this sort of car we are only interested in reaching the ultimate in performance, control, handling, cornering, and safety at high speed (or low speed) and racing has proved beyond all doubt that this means a central engine position, a low centre of gravity, low overall height and minimum overhang back and front. The Europa is built around a backbone chassis frame that divides into two arms at the rear, the engine and gearbox being mounted in this fork. Driver and passenger sit on each side of the backbone and a compact fibreglass coupé body covers everything. Needless to say in this day and age, suspension all round is independent, there are disc brakes on the front wheels, but drum brakes on the rear wheels. When you mention suspension you mean Lotus, for the two are synonymous, and the Europa lives up to the Chapman standards. The power unit is basically the R16 four-cylinder 1,470 c.c. parallel valve push-rod unit and four-speed gearbox turned through 180-degrees so that the gearbox is behind the engine in Grand Prix style. The engine has been specially prepared by Renault for Lotus, to give the sort of power output and performance that the latest TS version of the R16 engine has. It gives 82 b.h.p. at 6,000 r.p.m. There is no question of the Europa being anything more than a two-seater, but in spite of its small size the cockpit is comfortable, in fact, the driving position is the most comfortable that I have experienced. You recline in what is in effect an armchair, for on one side is the padded centre backbone of the chassis, and on the other the door pocket and armrest. The seat back extends upwards into a headrest which is really practical because of the reclining position; there is absolutely no need whatsoever for seat belts, harnesses, braces or what have you, for once the door is shut, it is like being in a single-seater, and just as controllable. There is luggage accommodation under the front lid and under the rear lid, both compartments able to take a full-size suitcase, while, if you are short in the leg and have the seat forwards you can stuff all sorts of things behind the seat. With the lid shut the front luggage compartment is sealed and forms a reservoir for fresh air that enters through a ducted fan. Outlets in the cockpit let driver and passenger have as much cold air as they wish, and cockpit

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air escapes through slots above the rear window, into the low pressure area on the tail. Ahead of the front luggage compartment in the nose is the spare wheel, lying flat and low, and to the right is the small but thick water radiator, the pipes running along the backbone of the chassis, as does the gearlever linkage from the rear of the car.

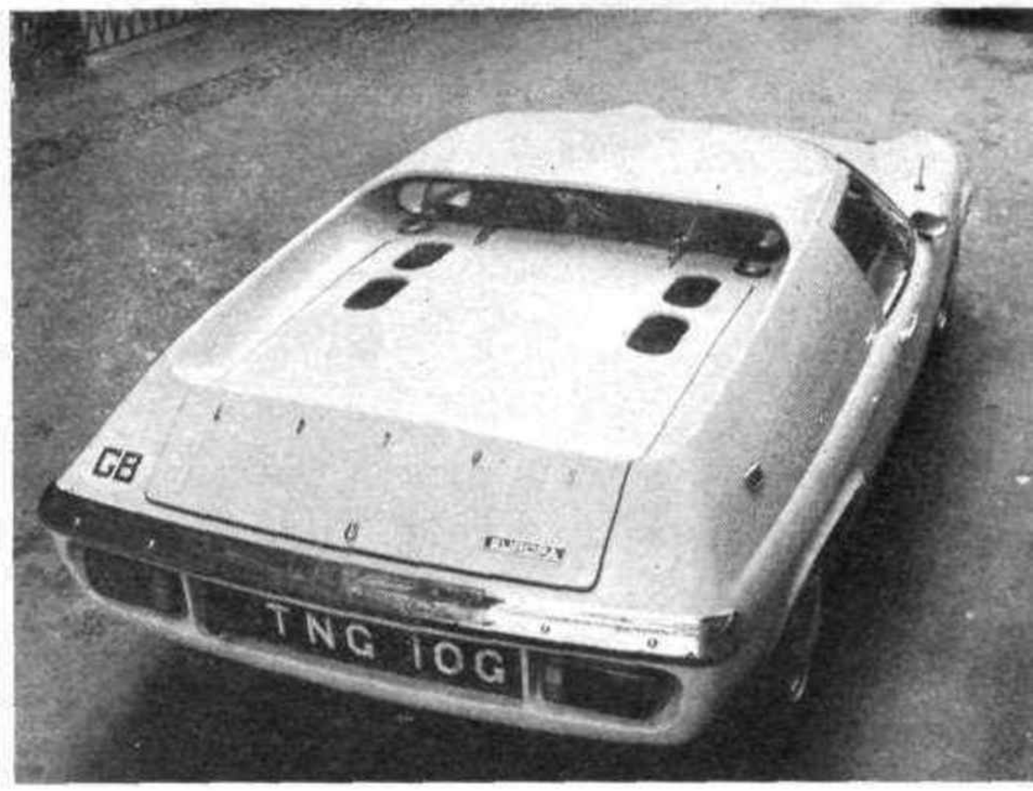
At last summer seemed to have come to Europe, and the Air Ferries were no longer fog-bound, so I was soon bowling along my favourite French routes, heading for Italy. Being a great believer in Lotus suspension, it goes without saying that 80-m.p.h. cruising on by-ways was no problem, and the way the little Renault engine hummed round at anything up to 6,000 r.p.m. without any fuss was most impressive. The complete lack of road noise from the tyres, or the sound of any suspension movement was praiseworthy and in the category of the old "Auntie" Rovers. I found I could bound along undulating and cambered French roads with complete abandon, and on a number of occasions my abandon was so complete that I arrived into corners going much too fast for mental comfort and yet the Europa whistled round the corners with no excitement at all. After four years of really high speed motoring in a Jaguar, but with "vintage" cornering, the Europa was a revelation and I kept finishing a corner without any panic whatsoever and saying to myself "This is ridiculous, it should have tied itself in knots". My usual complaint about small buzzy motorcars is that they are tiring to drive, but with the buzz behind me I was only conscious of the Renault engine by what the tachometer was indicating, and most of the time this seemed to be an effortless 5,500 r.p.m. (about 94 m.p.h.). In the Elan +2 which I tried recently I found a non-stop 400 miles across France quite enough, but in the Europa on the same sort of going 500 miles was no strain at all, and I only stopped because I was getting hungry !

The following day I found another 500 miles no problem, and this included stopping in Modena for a couple of hours and picking up a friend and his luggage for the rest of the journey. Again we only stopped because it was time to eat and we had reached a point where we wanted to call on friends. A lot of this day had been on *autostrada* and I had felt that the Europa might prove tiresome on such roads, but it hummed along at 100 m.p.h. without any strain. There was little more to come at that speed, but it was not flat out and certainly showed no signs of stress. At one point we got a bit involved with an Alfa Romeo Giulia and the Europa sat at 6,000 r.p.m. in top for a very long while. This was 103 m.p.h. (corrected), and 6,100 r.p.m. was absolute top whack, which did not seem enough, and was certainly not what the man had said it would do. On the third day a 1.6-litre Lancia Fulvia Sport showed that it was nothing like enough, for at our 6,100 r.p.m. in top he disappeared into the distance. Covering 500 miles in a day seemed a reasonable trip to us, as time was on our side and neither of us are keen on getting up early, nor do we enjoy motoring in the dark. This third day took us through the mountains south of Salerno, heading for Calabria and here the Europa really came into its own on handling and cornering; unfortunately there were no Alfas or Lancias around, but even so we had a memorable mountain dice. Lying back in the driving seat the steering is finger-tip stuff and you flick the car through corners as fast as you like. One big drawback came to light, and that was the gearbox. This Europa had been assembled hurriedly which may have explained the very stiff gearchange, but the gap between third and top could not be explained. It was just too wid with a rev. drop of 2,000 r.p.m. However, the willing little engi made up to some extent, for you could leave it in second or thi between corners and just let it rev.-its-head-off, without any signs anguish.

When I first saw a Europa, and the unusual tail-treatment I thoug you just forgot about rearward vision, but I was so wrong. The vie out of the back in the mirror is incredible, for the rear window is rig behind your head, is vertical and the full width of the car, so the mirr gives you a panoramic view behind, and beautifully clear, for there is sloping glass to distort the view. Through the mountains, some of t views across valleys that I saw in the mirror were remarkable. T blind spots across the corners behind the doors only present a proble when you are parking in a confined space. If somebody puts a bicyc by the kerb as you are reversing into a space, that's too bad for t bicycle. The Europa is a car for motoring, not for parking, and wh you are motoring the rear vision is superb.

On our fourth day we slipped into the Europa cockpit and decide that it was far more comfortable than being in bed, and somehow fe absolutely right for spending a pleasant day. We had only gone abo 50 miles and were turning round after looking at a new road when rou the corner came a red Europa on Austrian number-plates. With muc light flashing and horn-blowing we stopped and it was like Stanley a Livingstone. By now we were really sold on the Europa and to me another one at the foot of Calabria was too much. The red one w called a Europe, as it had been bought in a teutonic country and som one like N.S.U. already have a patent on the name Europa. O Austrian friend was a truly happy Lotus owner, even though h starter switch was playing up and his wife was having to push-start hi He too was on his way to Sicily and the Targa Florio, so naturally w ran in convoy, and the two cars together caused much speculati among the Sicilians. The most popular remark was "Is it Team Lot going to the Targa Florio ?" Over lunch we compared notes and ca and his cruised all day at 6,000 r.p.m. with a maximum of 6,700 r.p.m and the tick-over sounded beautiful, whereas mine would only pu 6,100 r.p.m. and the tick-over sounded horrible. The day before, had left northern Austria at 5.30 a.m. and covered 950 miles in the d without feeling tired! He and his wife were tough, for their previo car had been an M.G.-B and they had toured in Greece and Israel in so the Europa was a revelation of ease and comfort.

The Europa Renault engine gathers its air through a large efficie filter, having drawn it in through the opening at the back of the tail, a engine room heat exhausts through openings on the rear lid, which is low-pressure area, judging by the dirt and dust that collects on Our Austrian owner found that the filter element got clogged up ve easily and needed renewing far more frequently than was reasonabl He suggested that this might be the cause of my lack of r.p.m., a later when I got a new element from a Renault agent, this proved to the answer. Straight away I got 6,500 r.p.m. in top (112 m.p.h.) an



REAR DECK.—This rear view shows the full width vertical rear windo the air outlets on the lid and the unusual tail treatment. The re registration numbers are mounted on a wire mesh background, throu which air passes under the luggage boot into the engine bay.



EXUDING CHARM.—The Europa lines are unusual, to say the least, and you either like it or hate it. Many cynics have been converted after a drive in one.



REAR LUGGAGE.—Behind the engine compartment is an insulated fibreglass container able to take a large suitcase and coats, etc. There is a similar compartment in the front of the car.

with a little encouragement, like an Alfa or Lancia, it would have climbed to 6,700 r.p.m. as expected. It screamed up to 7,500 r.p.m. in 3rd, which made the gap between 3rd and top less tiresome. An adjustment of the float level in the double-choke Solex carburetter made a vast difference to the tick-over and the fuel consumption, for at one point it had been down to 21 m.p.g. When I got everything right it did 35 m.p.g., so that with its two 7-gallon tanks it had a range of nearly 500 miles, which is my idea of desirable. The twin tanks are fitted one on each side of the engine compartment, tucked away in the corners, and a small switch in the cockpit selects the right-hand one or the left-hand one. The Austrian owner was very envious of this as he had the standard single tank layout.

There is nothing more satisfying than running fast in company with someone in an identical car, for you know that he can do everything you can do and you know that he is enjoying it as much as you are. As we twisted and turned along the Sicilian coast road I was thoroughly convinced that the Europa has put the fun back in motoring and when we stopped at a level crossing our Austrian friend was grinning with delight, and I knew why. At one point I finished a series of 50-60 m.p.h. swerves with a great flourish, only to come face to face with a large blue bus! With two inches of clearance on my side between the Europa and the bus I aimed the Lotus through the gap between the bus and the rock sea-wall, and even with the brakes on it never wavered (thank goodness). It went through the gap like a dart and we said "Whew! in anything else there would have been a nasty noise of rending fibreglass". In such a situation I always aim to avoid the moving object, especially if it is moving my way. My passenger did not know this and was impressed at how close I had got to the rock-face. I explained that it was luck, my judgement was involved with getting as close to the bus as I could without actually touching it, and the other side of the car had to look after itself. "Anyway, the gap looked wide enough" I said. "It had to be" he replied "there was nowhere else to go".

Our 250-mile twin Europa dice ended up at Cefalu, the headquarters of the Targa Florio, and that story was told last month. The return trip to Modena, and up through Switzerland and Germany to Belgium and home was uneventful, apart from the pressure of the Bendix fuel pumps bending the nasty little float lever in the carburetter, so that everything got hopelessly rich again, but it was not a long job to put this right. On the *autostrada* from Naples to Rome the heavens opened and the rain came down so heavily that visibility was down to 40 or 50 m.p.h. We were quite prepared for the cockpit to become waterlogged, but, hand-on-heart, I can truthfully say that not a drop of water came in, nor did the engine falter, or even show signs of faltering under the deluge. In 1969 I should hope these things would not happen, but to listen to some of the anti-Lotus talk bandied about by people who have never owned one or only borrowed a tatty one from some dodgy secondhand car dealer, you would expect awful things to happen. Due to the last minute rush to get this car ready for my trip some things got overlooked, and one was the tracking of the front wheels and their balancing. The excessive toe-in was completely unnoticeable until the front tyres were suddenly bald, and that only became apparent when the car started aquaplaning at 40 m.p.h.! The out of balance caused a bit of vibration at around 75-80 m.p.h., but it was a simple matter to drive through this.

When I finally gave the Europa back to the London Lotus agents with a request that they let the chaps in Norfolk know it was back safe and sound, I left a note saying "I've used this one up, can I have another one?" It is not often that I am reluctant to return a road-test car, but this was definitely one of the occasions. I feel that the Europa is at the threshold of a new era of motoring; the conception of the car is absolutely right and it is easy to visualise a car like this with another 50 b.h.p., a close-ratio 5-speed gearbox, or better still a new form of automatic infinitely-variable transmission, with a constant-speed power unit. As an interim a nice compact, lightweight all-alloy V8 engine would pack nicely into the tail, but what I would really like would be a twin-rotor N.S.U. Wankel engine in the back. Since the Europa was first introduced, early in 1967, it has undergone continual development, and this work is continuing all the time. Already some of the minor points that I criticised to the Lotus engineers are changed and from the rather primitive first Europa, that was a bit of a "racer", it is now a very smooth and comfortable little car, with nice cockpit trim, the best seats that I know, electric windows, excellent ventilation, a character and charm that grows on you very rapidly and above all else, it is fun. To listen to some people you would think we were not supposed to have fun with our motoring. Lotus have never believed that, to them motoring is fun, and the Europa personifies this attitude. In spite of what the salesman will say, I think the Elan is now obsolete, the Europa is the big step forward in the right direction—D.S.J.

Footnote.—Keen readers and Lotus enthusiasts may detect a change of mind over some of my comments, compared with those on the Elan or the Elan+2. The Europa has normal healthy headlamps that flash instantaneously and can suffer no mechanism faults and there is no comment. When reclining in a single-seater driving position there is no question of using a window winder even on the driver's side, let alone the passenger's, so electric operation is a must. For the courteous it would be nice to have remote control of the opening of the passenger door from the driving seat.



RECLINING.—The Europa driving position is superb and you recline back in a form-fitting seat. The central gear lever is as short and stubby as they come.

LETTER FROM EUROPE

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

Dear W.B.,

I've done it again! Last year I travelled to Le Mans in a mobile caravan with the idea of having somewhere to get an hour or two of sleep during the 24-hour race. The device I used last year was fine when it was parked, but the 300-mile journey each way was unbearable. What really finished me for the gay, romantic, nomadic life of the gipsy traveller, was being overtaken up a hill by a 2-cv Citroën baker's van. I said then, "never again" and decided that I preferred to travel across France properly, at an unruly 100 m.p.h., and suffer the discomfort of a Le Mans hotel, and on race night to sleep in a chair or on someone's pit counter. Some people can stay awake for the whole of a 24-hour race and think nothing of it, but I tend to sag for an hour or two just before dawn. The trouble with Le Mans is that though the race runs from 4 p.m. Saturday to 4 p.m. Sunday (this year it's 2 p.m. to 2 p.m.) you have to be up and about by 8 a.m. Saturday and if you are keen you don't see a bed again until 9 p.m. or 10 p.m. on Sunday so the 24 hours becomes 38 or even 40 hours and you feel very second-hand on Monday.

As I said, after pounding to Le Mans and back last year in a motorised caravan I said never again, and had it not been for the Grand Prix circus fouling up the Belgian G.P., it would have been "never again." With the Belgian G.P. cancelled I took the opportunity to return to England for a week-end, and that's when the man from Wilson's Caravan Centre in Brixton got me on the phone and said "How about Le Mans this year," and I said "No, I couldn't stand being passed by another 2-cv bread van." It was Anthony Wilson who was on the phone, and he's as much of a caravan nut as his father and the rest of the firm. If anyone builds anything that looks remotely like a motorised caravan the Wilson family know about it and sell it to someone. So I've done it again, but I must admit that it was the 100 m.p.h. bit in Wilson's conversation that swayed my better judgement. Knowing my aversion to 2-cv Citroën performance he produced a caravan that he thought would see off any 2 cv and more besides. It was a Martin Walter converted Ford Escort Estate, fitted out with camping gear, an extendable roof, a full length folding bed, but no lavatory or refrigerator like the device I had last year. Wilson's had had it converted by the Willment Speed Shop, so that it had a hot 1600 Ford G.T. engine providing the power and it ran on sporty-type Ford wheels shod with podgy Goodyear G800 tyres. Actually it would not do 100 m.p.h., but it did do 95 m.p.h. and cruised at 85 on smooth roads, because Ford have still not discovered the property in automobile design of "ride". Not only did it deal with the baker's vans, but was great fun out-accelerating the local sporty-boys in their Simcas and Renaults with all the lamps on the front and the speed stripes on the sides. One thing about Ford's, their engines will stand tuning and they do rev, so taking this innocuous-looking Caravan, with its yellow curtains, up to 70-75 m.p.h. in third, dealt with most things. I'm sure some French speed-shop merchants had dissatisfied customers coming back saying "I couldn't keep up with a caravan!"

You no doubt remember many years ago that we had a friend who was always designing specials, and one of his phobias was that orthodox cars rolled under cornering forces and leant outwards. He always felt that cars should lean inwards on corners, like a motorcycle, and he used to instance a French special that ran in the Bol d'Or in Paris. It was a Chevalier, designed and built by Monsieur Chevalier, and was a little single-seater notable for its circular radiator. It was powered by an 1,100-c.c. Ruby engine, and its all-independent suspension was so arranged that the car leant inwards on corners. It was certainly intriguing, though not outstandingly successful and all I knew about it was its unusual appearance, from a rather fuzzy picture in a motoring magazine of the late nineteen-twenties. Can you imagine my disbelief when I saw the Chevalier motoring round the Monte Carlo circuit, just before the recent Grand Prix? It was taking part in a parade of old cars that had been in a commemoration run of the Paris-Nice rally and though the bodywork was changed from the slim single-seater to a small two-seater, and mudguards had been fitted, the rest was unchanged, and it was without doubt the original Chevalier. It seems that when Monsieur Chevalier gave up racing in the Bol d'Or he converted the car to its present two-seater form, as a road car, and it had been lying dormant in a Paris garage for well over 30 years. Recently some Frenc enthusiasts found it, acquired it, and after making it all work agai took part in the Paris-Nice Commemoration run. Not only tha but they drove it back from Monaco to Paris, every bit of 600 mile and the last I saw of them was when I passed the little Chevali bowling merrily up the Autoroute somewhere near Avignon, presun ably still leaning inwards on the corners.

While having my weekend off in England I took the opportuni to do some motoring in vehicles other than the E-type Jaguar, ar one very pleasant day was spent in a 1932 Lagonda 3-litre toure visiting a Lagonda Club gathering and learning a lot about Lagonda before the David Brown era, of course. I am told that one of t reasons for the creation of the 3-litre 6-cylinder Lagonda engine, wi its massive seven-bearing crankshaft, was to provide a car th would go everywhere in top gear because one of the directors of t old firm could not change gear on the old Lagonda 4-speed "crash gearbox. I think the most ardent Lagonda enthusiast will agree th the vintage and near-vintage Lagonda gearbox is a delight if ever thing goes well with your gear-changing, but a moment's ment distraction and you miss a gear-change and you are in the mo embarrassing trouble, stirring around feebly and finally coming rest and starting all over again. It's not like the gearbox on o 1930 Sunbeam, where you can push it into any gear no matter h much of a nonsense you have made. The 3-litre Lagonda does n have the personality or power of a 3-litre Bentley, but it certain has all the charm, and bowls along nicely at 1,600 r.p.m. in top ge ticking over at under 400 r.p.m. in neutral. It is a large comfortab vintage-type touring car, even though it was born in 1932. The are still some pure vintage 3-litres about, of 1929/30, and I'm su the character is the same.

Another 3-litre car I took the opportunity of driving was a V6 Fo engined Marcos. Strange how popular the 3-litre capacity has alwa been; what a pity "Baladeur" is no longer writing for MOTOR SPOR for I feel he could produce a most interesting reason for th [They are no longer "80-bore," however.—ED.] Think of t 3-litre Ballot, the 3-litre Bentley, the 3-litre Sunbeam, the 3-li Lagonda, the 3-litre Invicta, the 3-litre Maserati, the 3-li Mercedes-Benz SLR, the present 3-litre Grand Prix Formula, a all the 3-litre Prototype cars. It has always been a good rou capacity figure. While trying the 3-litre V6 Ford-engined Marcos (which more next month) I went up to Norfolk to visit Lotus, and d mention the idea of a 3-litre Lotus Europa, but there is nothi doing. Colin Chapman's Lotus Empire on his own private aerodro really is rather splendid, and well worth a visit; they are complete self-contained with their own runways and an L-shaped test tra using the runways and the perimeter track. The whole facto exudes youth and vitality and a motoring atmosphere that I ha never been conscious of in our Motoring Midlands, where the he of the industry used to be. The black tyre marks away from t main gate of the factory occasions no surprise; they are those s of people up in Lotus Land.

It would have been nice to be able to say that I finished up w "holiday weekend" with a ride on a 3-litre motorcycle! What tried to do was to borrow a 3-*cylinder* motorcycle from Triump but somebody "threw it up the road" before I could get my han on it, so I had to borrow an awful old-fashioned vertical-twin B.S. Lightning, brand new in build but so dated in conception and co pletely lacking in character. I wonder what happened to all the go motorcycle designers?—D. S. J.



. . . would see off any 2 c.v. and more besides.

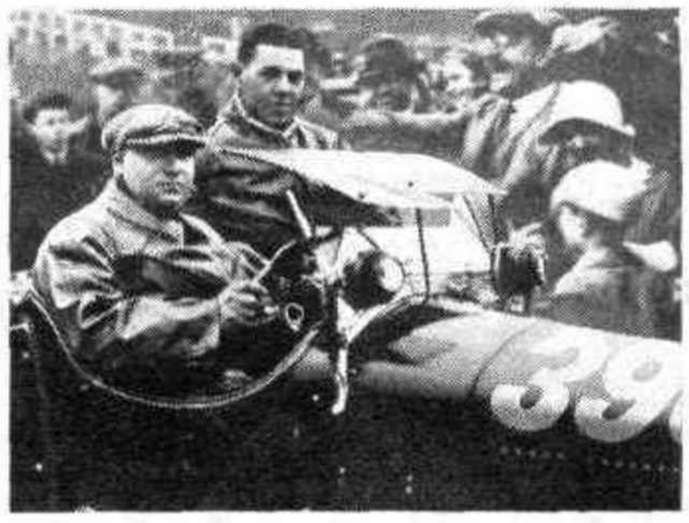
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R.A.C. TOURIST TROPHY

Oulton Park, May 26th

THE Tourist Trophy has a fine and long history dating back to 1905 and has been run on circuits like the Isle of Man, Ards, Donington and Dundrod, and numbers among its winners Tazio Nuvolari, Rudi Caracciola, Stirling Moss and Peter Collins. In 1965 it moved from Goodwood to the admirable setting of Oulton Park, but nevertheless seems to have lost much of its former glory. To be fair, it is certainly one of the better and more important rounds of the British Sportscar Championship, for which it qualifies with double points.

As an International event, however, it is of little importance. This year, only two foreign entries turned up, one of which was raced by an Englishman. The race was open to Group 4 and Group 6 cars in the up to and over 2-litre categories, but the only over 2-litre Group 6 entered—the Alan Mann Racing Ford prototype—was withdrawn. So the entry was predominantly of Lola-Chevrolet T70s and Chevron-B.M.W.s. There were also three Porsches, one of the new Lotus 62 Group 6 cars, a couple of Group 6 Chevrons with Cosworth Formula Two engines, a very old Ford GT40 and equally well-used examples of Lotus 47 and a Ginetta G12.

Practice for this 34th R.A.C. Tourist Trophy was held on Whit Saturday prior to the race on the Bank Holiday Monday. Rain intervened, but not before the Group 4 record was well beaten. Fastest in practice were, naturally, the Lolas, led by Hawkins in his regular works development car, and Bonnier, who was driving the Scuderia Filipinetti long-distance car which took part in the Targa Florio. The Lolas driven by Redman, Trevor Taylor and Piper followed. The John Woolfe team appeared in the afternoon with a brand new Lola with a fuel-injected engine built by themselves and to be driven by Attwood.

The fastest 2-litre car was easily the Lotus of Miles which made its debut at the B.O.A.C. 500. The Lotus-designed and built engine, which utilises a Vauxhall block seemed to be going very well, while Hine was the fastest of the 2-litre Group 4 cars with the works Chevron. This was fitted with a German Schnitzertune B.M.W. engine with fuel injection, but this was discarded before the race for one of Chevron's home-tuned units.

There was no supporting programme, but Northern enthusiasts, no doubt attracted by good publicity and fine weather, gathered in large numbers. The start was fairly orderly—as befits a long-distance race—and once the field had sorted itself out, it looked like a Lola benefit. A few teams had nominated co-drivers and one of them was Filipinetti, who had the little Swiss driver Muller at the wheel for the first half of the race. Though he had only practised in the rain and hardly knew the circuit he soon got the hang of things, and on lap nine he passed initial leader Hawkins and started to draw away. Further down the field, both Attwood, who had practised in the wet, and Oliver, who was driving the Techspeed Lola and had suffered an engine failure on the first lap of practice, were scorching through the field.

So after 10 of the scheduled 110 laps the order was Muller, Hawkins, Redman, Taylor, Piper, Attwood and Oliver, all in Lolas, then Miles in the 2-litre Lotus. Lucas, driving the Sportscars Switzerland Porsche 910, was leading the smaller 2-litre class as Hine was having trouble with the brakes of the works Chevron.

The Lola armada soon started to fade, for first Oliver retired with a broken throttle linkage and Hawkins had to stop with a flat tyre, which lost him some places. Muller was going at a tremendous pace in the Swiss car, drawing away from the field, and regularly lowering the lap record. But on the 35th lap he left the track at Druids and damaged the car too badly to continue, leaving Bonnier without a drive.

This put Redman in the lead, with Taylor second, and Piper third, but the Lancastrian was not to stay in that position for long. On lap 43 he suffered a flat tyre which caused his car to spin into the bank at Esso. He managed to limp the car back to the pits, where a new rear body section was fitted. However, the car was handling badly once he got back in the race, and only a few laps later he left the road again, this time for good.

At this stage, around lap 50, the rain started to fall, but Trevor Taylor—driving with all his old skill—was pulling away from the field in the Team Elite car. Piper was now second, with Miles third, ahead of Lucas and Lepp in his private Chevron-B.M.W. Attwood had moved up to third place, but his clutch had packed up and he was unable to restart from his pit-stop.

Pit-stops were now coming thick and fast, and Piper came in for a very quick refuel, followed by Taylor, whose visit took longer, as his car had to have a new rear tyre as well as fuel. So, as Taylor left the pits and accelerated away, he was caught by Piper: nevertheless he was soon able to draw away from the second man again. The track had already dried following the shower and Hawkins, who had changed onto rain tyres, had to make another stop to change back onto dry tyres. However, he soon started to make up places once more, but on lap 7 he apparently put a wheel on the grass coming out of the Island Bend. The car went out of control, bounced into a marshals' post, then a tree and immediately exploded in flames. It finished up upside down in the middle of the track, which was covered in burning fuel.

None of the following cars could get through and all had to queue up while the marshals vainly tried to extinguish the huge fire. Finally a fire tender arrived, but by this time the unfortunate Hawkins was dead. As the race had run over two-thirds distance, the regulations allowed the positions at the time of the accident to stand.

So the Tourist Trophy went to Trevor Taylor, his first major victory since leaving Team Lotus in 1962. He had driven a good race, but at the time of the accident he was very dubious about the car completing the distance as the clutch had packed up and he was having a lot of trouble selecting gears. Piper was second, 17.4 sec. behind, with Miles in an excellent third place, the Lotus having run perfectly throughout. Fourth was Lepp, who had not made his pit-stop, and thus was just in front of Lucas. Bridges in a Group 6 Chevron-Cosworth was sixth and the R.A.C. decided to award Hawkins posthumously with seventh position ahead of Skeaping's well-driven Chevron. Altogether it was a very sad end to an interesting if not exciting race.—A. R. M.

Results :

1st : T. Taylor (Lola-Chevrolet T70 Mk. 3B—5-litre V8-cyl.) (Entrant: Team Elite) — 2 hr. 6 min. 38.0 sec.—154.88 k.p.h.
2nd : D. Piper (Lola-Chevrolet T70 Mk. 3B—5-litre V8-cyl.) (Entrant: David Piper) — 2 hr. 6 min. 55.4 sec.
3rd : J. Miles (Lotus 62 2-litre 4-cyl.) (Entrant: Gold Leaf/Team Lotus) — 2 laps behind
4th : J. Lepp (Chevron-B.M.W. B8—2-litre 4-cyl.) (Entrant Lepps the Jewellers) — 3 laps behind
5th : C. Lucas (Porsche 910—2-litre 6-cyl.) (Entrant: Sportscars Switzerland) — 3 laps behind
6th : J. Bridges (Chevron-Cosworth FVA B8—1.6-litre, 4-cyl.) (Entrant: Red Rose Motors) — 5 laps behind
7th : P. Hawkins (Lola-Chevrolet T70 Mk. 3B—5-litre V8-cyl.) (Entrant: Paul Hawkins (Racing) Ltd.) — 6 laps behind
8th : C. Skeaping (Chevron-B.M.W. B8—2-litre 4-cyl.) (Entrant: J.C.B. Ltd.) — 7 laps behind
9th : G. Edwards (Chevron-B.M.W. B8—2-litre 4-cyl.) (Entrant: Tor Line Racing) — 7 laps behind
10th : T. Twaites (Chevron-B.M.W. B8—2-litre 4-cyl.) (Entrant: T. Twaites) — 7 laps behind

Fastest lap : H. Muller (Lola) 1 min. 34.4 sec.—168.48 k.p.h.

Note : Race stopped on lap 75 as track was blocked. Final placings were taken at the end of lap 74.

BRABHAM EXHAUST SYSTEMS

Experience with two M.G.-Bs has indicated that the car has a long life, the body does not rust very quickly and the use of a simple five bearing push-rod engine, working well within its limitations, means that even a used version is often a good buy. One weakness in the car is its exhaust system, which is susceptible to failure after only about 12,000 miles. Normally the complete system has to be replaced although the more ingenious owner can cut out the rotten portion and replace it with an ordinary, over-the-counter silencer and length of tubing. However, this normally leads to more problems as the other sections begin to fall apart. A works replacement is a logical remedy but again the life expectancy is limited as the manufacturers are working to a very tight budget producing this "value for money" sports car.

An alternative which is more expensive for the initial purchase but should give three times the life of the works article is the Brabham exhaust system, which is fabricated in heavier gauge material, has more silencing and comes complete with chrome-plated tail pipe. It not only gives a quieter but a rounder exhaust note and is claimed to reduce petrol consumption by the odd mile or two whilst increasing the top end performance fractionally. Costing about £10 (fitting extra) we have already chalked up 16,000 miles in an M.G.-B fitted with one of these systems without problems and have just fitted another system to a second staff M.G.-B. Comparing the two systems—the old and the new—there is little difference in the exhaust note, indicating that Brabham's claim to long life and good silencing qualities is justified.

Sold by Jack Brabham, Ltd., of Woodbridge Meadows, Guildford, Surrey (telephone: 60871), similar systems are available for most popular production cars, and the man to speak to is Brian Muir, who is an experienced motor engineer and a leading driver of sports, GT and saloon cars, having shared the wheel of a works Ford GT 40 with Graham Hill at Le Mans in 1966.—A. B.

VETERAN—
EDWARDIAN—
VINTAGE

V.S.C.C. FIXTURES

OWING to premature printing schedules it has been impossible to publish a report of the Vintage S.C.C. Oulton Park Race Meeting in this issue of MOTOR SPORT, although this popular event took place on June 21st. This absence of a report must not be allowed to cause confusion over V.S.C.C. fixtures. The next one is the Silverstone Race Meeting, on July 26th, commencing at 12.30 p.m. with the usual one-hour High Speed Trial. This will be followed by such important races as the 15-lap Hawthorn Trophy (Historic racing cars), the Pre-War Allcomers' Scratch Race over eight laps, confined to racing cars of appropriate antiquity, and the 10-lap Boulogne Trophy (Vintage racing cars). There will also be the traditional 5-lap handicaps and a special Parade of Bentley cars. Points will be scored towards the MOTOR SPORT Brooklands Memorial Trophy but a report cannot appear until our September issue. The public is welcome to attend, making payment at the gate, as for the April meeting.

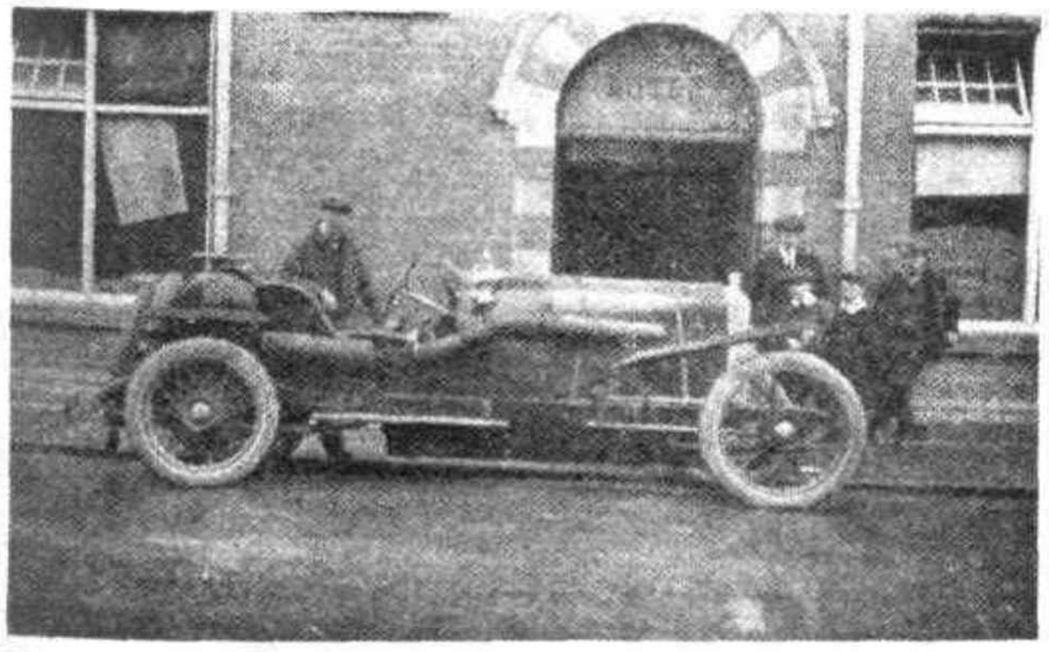
THAT T.T. HUMBER PROBLEM

A LITTLE more has come in concerning the problem, posed in these columns some time back, as to whether three or four 1914 T.T. Humber racing cars were built. Through the thoughtfulness of Lt.-Col. C. H. D. Berthon of the Bentley D.C. we have been able to study some more photographs of the cars which ran in the race, which show Reg. Nos. (or Trade number-plates) on some of the cars, when they were, presumably, driven from Coventry to the Isle of Man before the race. These pictures were given to the *B.D.C. Review* by Wally Saunders, who adds a reminder that his father built the cars under Burgess, who went to Humber's from the Iris Company, where he had apparently been co-designer with Geoffrey De Havilland's brother. Apart from Burgess and Saunders, Witchell and Clement also moved on from Humber's to the Bentley Company. If anything the mystery deepens, because although Wally Saunders refers to his father helping to build the *three* T.T. Humbers, the number-plates on them range from DU 4833 to DU 4837, which *could* imply, if a batch of numbers was taken out for these cars, that *five* were built!

The present "state of play" is summarised in the following table :—

Driver in T.T.	Race No.	Subsequent Fate of Car	Reg. No. (or Trade plate No.) in I.o.M.	Re-Registered
Burgess	2	Humber's, Sgonina, Neve; still raced.	DU 4833	L 4770
Tuck	13	Rampon raced it at Brooklands and later installed a Sunbeam aero-engine.	DU 4834	XA 1047
Wright	20	Wallbank raced it at Brooklands. Broken up?	DU 4837	?

DU was a Coventry number, valid from 1903 to 1919. However, Neve's car was re-registered after the war, in Glamorgan, obviously by Sgonina, and likewise Rampon's, in London, which may suggest



The controversial picture of a 1914 T.T. Humber thought to be serving in France during the First World War.



Two of the T.T. Humbers in the I.o.M. before the race, Wright's and Burgess', showing their road number-plates.

that the DU plates were indeed Humber's Trade plates although this this is doubtful. Incidentally, Mr. Saunders says the reserve drivers for the T.T. were his father and Frank Daynell.

It may be remembered that this discussion was sparked off by a letter from a reader referring to a picture of a T.T. Humber in France during the 1914/18 war, which suggested a *fourth* team car, as all the others were thought never to have left England after the race. This picture could not be found when we sought to publish it. However, Col. L. A. Liddell has been most helpful in finding a cutting of such a picture, from Lord Montagu's *Veteran & Vintage Magazine*, which could well be the one first referred to, as this was said to have been sent to the Montagu Motor Museum. We have written to the M.M.M. Library, asking where the picture published in *Veteran & Vintage Magazine* emanated from and from whence arose the caption saying this Humber was believed to have been commandeered by the French Army for carrying dispatches during the war; to date no reply is to hand. It is impossible to tell whether this photograph was taken in France or in the I.o.M. But it certainly shows a T.T. Humber. The car has mudguards, running-boards, oil side-lamps and a Klaxon horn. It appears to have a starting handle behind the dumb-iron tie-bar, not extending forwards as on Tuck's car. Whether the team cars were road equipped for the journey to the race I do not know, although Burgess used an o/s front mudguard on the course. Where now?

W. B.

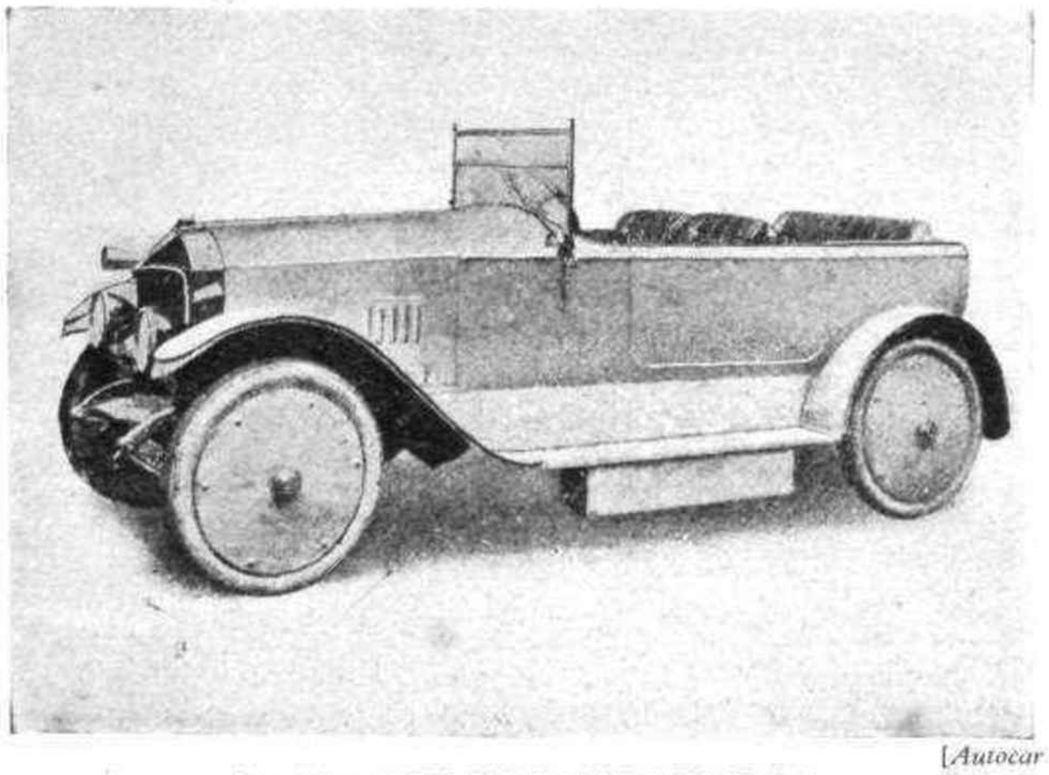
MIDLAND FESTIVAL OF STEAM

This big steam occasion, with some 30 traction engines in the arena from 2.30 p.m. each day and a great many veteran and vintage vehicles supporting them, takes place at the County Show Ground, Stafford on July 19th and 20th. Fairs, Trade Shows, the Foden works band, etc., are additional attractions, and the takings go to the N. Staffs. & Cheshire Traction Engine Club and the Colton Reading Room Rebuilding Committee. Admission costs 4s. (children 2s.) on the Saturday, 5s. (children 2s. 6d.) on the Sunday; car parking is free.

V.E.V Miscellany.—A Nottingham reader reports a rough *circa*-1934 six-cylinder M.G. in a barn, together with some M.G. spares. A mechanic who worked on Segrave's 200-m.p.h. Sunbeam and who lives in Wombourne was mentioned in the Wolverhampton *Express & Star* recently. A splendid Pioneer Air Transport mural graces one wall of the new Terminal 1 Building at London Airport. It depicts very realistically the aeroplanes used on the first cross-Channel services, against a background of hangars and customs' sheds, etc. Jerry Shaw, seen in the mural with one foot on the wheel of a D.H. biplane, was recently photographed by it; he was the first pilot of a recognised British International charter flight, that from London to Paris on

Continued on page 746

FRAGMENTS ON FORGOTTEN MAKES



[*Autocar*

No. 42 : THE MORRISS-LONDON

THE Morriss-London represented a gamble which did not come off. The original idea had been to import chassis from America to sell, with English bodywork, in this country at a time when the demand for anything on wheels would seem to have assured the fortune for anyone with new motor cars to offer—namely, just after the Armistice had been signed in 1918.

The chassis chosen by the concern behind this ingenious idea, F. E. Morriss, of 64, Piccadilly, London, W.1, was the Crow-Elkhart which was manufactured in Elkhart, Indiana. It was an assembled car, with a side-valve four-cylinder 85 x 127 mm. engine rated here at 17.9 h.p., having magneto ignition, thermo-syphon cooling and driving through a Borg & Beck plate clutch to a three-speed Peru gearbox and back axle, the latter with a ratio of 4.5 to 1 for its bevel gears. With detachable wire wheels shod with 815 x 105 tyres, a 9 ft. 6 in. wheelbase and an electric starter, the London edition of the Elkhart looked a decent enough proposition, especially as the sponsors had decided to equip some of the imported chassis with landaulette bodies which were intended to appeal to those seeking London taxis. The radiator was in the form of a slight vee and the open body boasted a concealed hood.

It seems that a few American-built Morriss-Londons were brought over, but mostly they arrived as chassis, bodies being provided by various coachbuilders in this country, some by Morgan. The venture failed without a single car being sold, but Saunders Motors Ltd., of 31, The Parade, Golders Green, in N.W. London, thought they could make something of it and purchased what would today be called a "frustrated import order". On February 18th, 1922, the three Directors, Charles Stubbings, H. A. Saunders and W. H. Watkins, paid the American Express Company £5,175 for 69 Morriss-London chassis which were lying in packing cases at Mount's warehouse.

At £75 each these chassis must have looked like a rare bargain, when a Morris-Oxford chassis of only 11.9 h.p. was priced at £445, for the Saunders Motors' Directors presumably concluded their deal before William Morris slashed his prices so drastically, the 1922 Morris-Oxford still fetching over £300, however. The original intention had been to sell a Morriss-London for £495 as a chassis and for £675 with bodywork. So we can assume that the three partners set off hopefully to unload the Elkharts from the docks. What they discovered must have come as a considerable shock. Most of the cars had travelled as deck cargo and had stood in the open for nearly a year. As inhibiting in those days had only a Freudian association their condition can be imagined. The cast-iron pistons had seized in the bores of the 2.9-litre engines, every one of which had to be stripped. This revealed a quite massive crankshaft, at all events when compared with that of a Model-T Ford, very long con.-rods, while the c.r. was apparently quite high. Incidentally, it is interesting that the bore of these engines seems to have increased by 0.72 mm after 1922, which could indicate that a re-bore was necessary after they had been stripped. This put the taxable h.p. up to 18.2.

When reassembled the Morriss-London was found to perform quite well, accelerating briskly and about-facing on wet wood blocks or stone setts at literally a tremor of the accelerator. So Saunders Motors set about selling them. They had bodies made by a small firm in Canterbury Place, Maida Vale, mostly tourers finished in an attractive shade of maroon. A chassis was now offered at the more modest price of £260 and half a dozen of these were dismantled to provide a source of spares. The tourer was priced at £414 15s. and a Bijur starter and Zenith carburetter were used.

Mr. Stubbings set off with his family for a tour of N. Devon and Cornwall, presumably to assess the merits of the car he hoped to sell. The minuscule Autovac caused a number of involuntary stops on Porlock, rectified by blowing into the petrol tank while the engine was cranked by hand, and the almost complete inadequacy of the external-contracting rear wheel brakes set the spokes of the wooden wheels on fire before the bottom of Countisbury hill was reached, but fortunately only the paint had suffered. The hand brake wasn't very good, either, so two large boulders were carried, Mr. Stubbings' two sons being required to hop out smartly whenever a stop was made on a hill, to chock the wheels ; as the car restarted these would be hurled on to the running boards ready for a repeat performance, as the boys ran after the car.

Such shortcomings were shared by many cars in 1922 and, although the Morriss-London never got to Olympia and did not receive much Press publicity, it sold in fair numbers, at all events for a while. Sales and delivery were controlled by the availability of bodies.

The Dixie magnetos suffered an endemic weakness in the condenser department, possibly a legacy of the deck voyage from America. After-sales service was laid on for owners, however, at first by providing new magnetos of the same make (even at the age of 12 Mr. Stubbings' younger son became adept at replacing these and getting the firing order right), later by having those replaced overhauled by the British Lighting and Ignition Company and later still, when the original supply had been exhausted, by fitting BLIC magnetos. This magneto malady resulted in loud mis-firing, but the silencers must have been very strong, as none of them burst under this treatment.

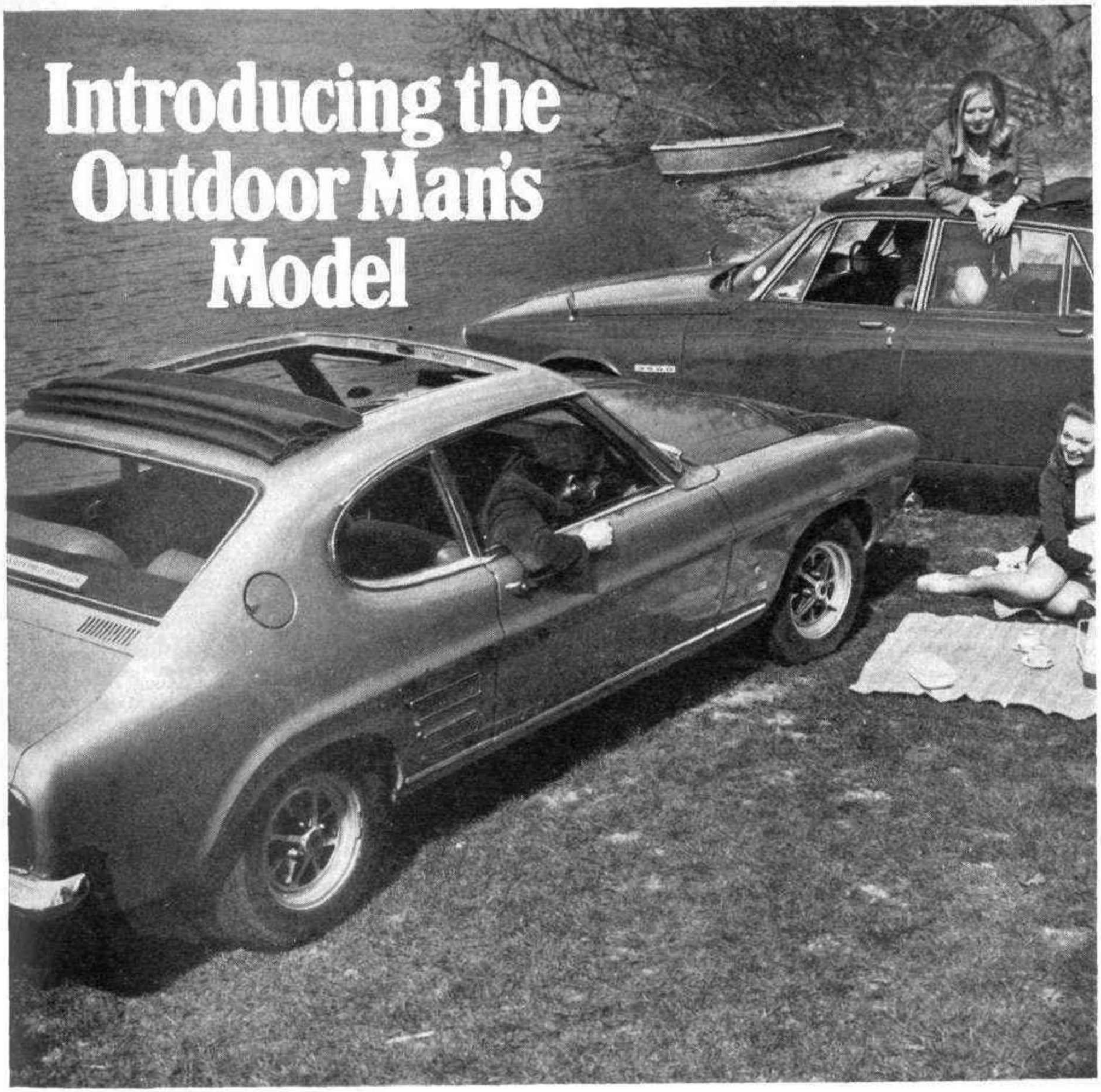
By 1924 the chassis price had been cut to £150 and the Morriss-London landaulettes were offered at £325. This did little to aid falling sales and the Company went into liquidation about the summer of 1925, being re-formed as H. A. Saunders Ltd., with an Austin agency. All the original Directors are now deceased.

I am indebted to Mr. Charles Stubbings, Junr., who has emigrated to Canada, for most of the above information, much of which I have taken the liberty of publishing in his own words. He also provided the heading picture.—W. B.

[Previous articles in this series have covered Star, Cluley, Day-Leeds, Gibbons, Cubitt, Adams, Arab, Straker-Squire, Calthorpe, Warren Lambert, A.V., H.E., Brocklebank Six, Belsize Bradshaw, Castle Three, Angus-Sanderson, Craig-Dorwald, Pilgrim, Tamplin, Minerva, Rothwell, Silver Hawk, Hudson-Essex, Bleriot Whippet, J.M.B., De Dion Bouton, Autovia, Imperial, Deemster, Crouch, Gordon, Phoenix, Bean, H.P., Richardson, G.W.K., Brotherhood, Ruston-Hornsby, Dolphin, Hodgson and TB. Back issues or photostat reprints are available from the appropriate departments.—Ed.]



The depot of the London agent for the Morriss-London, shortly after they had dropped this important make to concentrate on selling Austins



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MS/2

TUDOR WEBASTO SUN ROOF

V.E.V. MISCELLANY—continued from page 743

July 15th, 1919. We were dismayed to hear that the Hon. Jock Leith, well-known pre-war racing driver, was killed in a road accident in Scotland some time ago. A garage in Lanarkshire is restoring a 9/20 Humber saloon. The owner of a village garage who died recently was riding mechanic at Brooklands to Lancaster, who raced a 16-valve Bugatti which subsequently went to New Zealand. It is said that when an estate on the Ayrshire coast was broken up a model-T Ford came to light, only to be fired for scrap metal.

Just over a year ago H. R. Owen Ltd. re-acquired a 1936 3½-litre Bentley with a sedanca body designed by Capt. Owen, which was their demonstration car before the war. They stated in their house journal that it was to be retained by them permanently, and this so appealed to us that we published a picture of the car. Now rumour says that this Bentley has been sold to an American customer for £6,000 ! A reader living in Middlesex is anxious to trace the history of his 1911 Regal Underslung, Reg. No. LA 6900, which won its class at the Essex County A.C. Bottledown hill-climb of 8-7-11, and is thought to have been raced at Brooklands. The rods and pistons have been drilled and the owner praises the typically Edwardian-American engine with its two 4½ in.-long main bearings and a barrel c.i. crankcase about ⅛ in. thick, which he thinks is as light as an equivalent alloy crankcase. The 3.2-litre s.v. fixed-head engine runs up to 2,000 r.p.m. and this long hung car, with gearbox in the back axle, of Stutz origin, could exceed 70 m.p.h. when in good order. Letters can be forwarded.

Still they come to light ! A 1928 Buick Light Six has been partially restored after having been in storage from 1946 to 1968. The car is the 24-h.p. o.h.v. model with Fisher body. A breaker in Turton has saved a small flat-radiator 1925 Mathis saloon, which seems in good condition but requires a new fabric body, and is debating whether to sell or rebuild it, while out in Johannesburg, a 1902 Covert is still seen in charity shows, etc. It is believed to be one of seven made by B. V. Covert, of Lockport, New York, and has a single-cylinder engine and two-speed gearbox. The present owner acquired it from his father in 1927. It once held the " record " from Cape Town to Ceres in 3½ days, but later did this run in nine hours after the roads had been tarred, and in 1954 did a 3,000-mile tour of South Africa, taking five months.

A *circa* 1928 Morris-Oxford tourer which had lain behind a garage in Llangammarch Wells until in a rather weather-beaten condition was removed last month on a lorry, to Newmarket, presumably for restoration.

A New Zealand reader, replying to a recent query about the correct fluid to use in the jacking system of a 1936 Brough Superior, says that he has rebuilt the Jackall system on his 1938 MG VA tourer and has discovered that post-war systems used mineral oil, but that vegetable oil is essential for pre-war Jackall systems, if the rubber seals are not to be damaged. This correspondent uses Girling Crimson brake fluid and says that if seals, ball valves, etc. are spot-on, the jacks work perfectly.

VINTAGE POSTBAG

Headlamps on Old Cars

Sir,

Over the last two or three months we have noticed that there have been various letters concerning the problem of double dipping headlamps for vintage and P.V.T. motor cars.

We would like to bring to your readers' attention that we have had a good deal of success in fitting modern optiques incorporating twin-filament bulbs into original headlamp shells. However, as the largest optique available is only 200 mm., then naturally a headlamp with an optique of a larger diameter unfortunately cannot be adapted so as not to look out of place.

We would also like to point out that we can supply a complete vintage-styled headlamp. This unit comes with a black shell and chrome rim and incorporates the 200 mm. optique, reference number is 77/85/003, priced at £12 a pair complete.

We have fitted and supplied a great many of these headlamps to vintage cars, and the owners have not only been extremely satisfied with the appearance but also with the excellent light output provided by a modern light unit.

If a vintage car owner has any lighting problem of any sort o technical staff would be only too happy to advise them here at o works and, of course, an appointment is necessary.

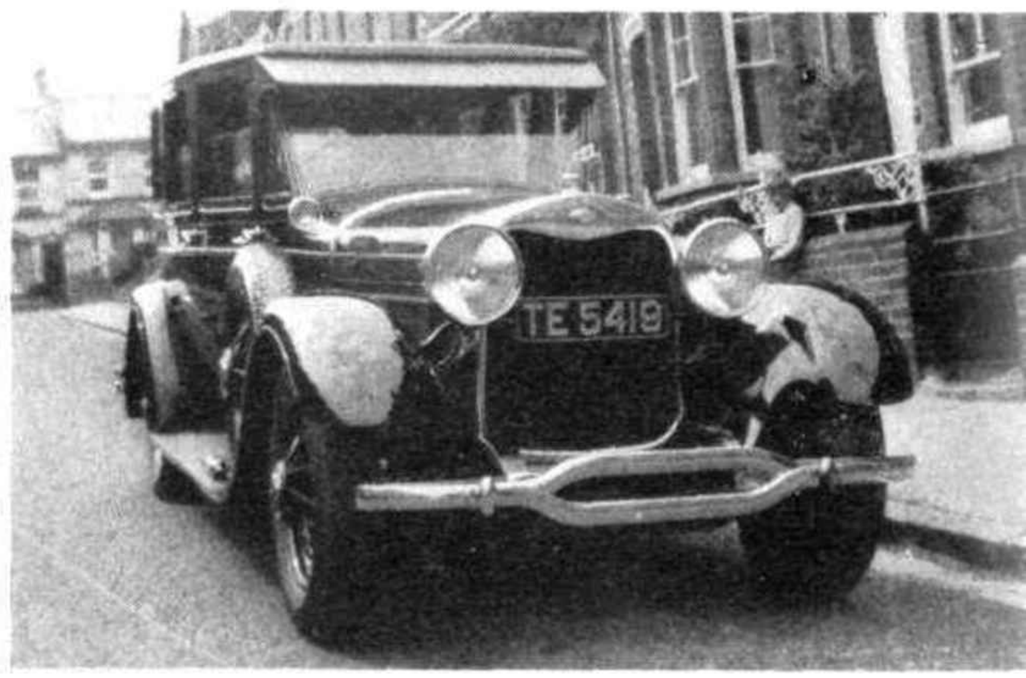
London, N.W.2. C. G. MEISL
(Chairman and Managing Director),
Britover (Continental) Ltd.

* * *

The Lincoln V8

Sir,

Perhaps you and your readers would be interested in t enclosed photograph. It's a 40-h.p. Ford Lincoln which my fathe E. B. Westcott, used for private hire in the thirties, at Exeter.



It really was a magnificient motor car, and every head woul turn when it came along especially when used for weddings. believe a TV actress still owns one at Richmond, Surrey, but it not the same car.

It would be interesting to know how many Fords of Americ made, and, as I understand it weighed two tons, what its to speed was? The salesman (they all do) described it, if I remem ber correctly, "Henry Fords personal transport" and the "Rol Royce" of America!

Derby. KENNETH WESTCOTT.

* * *

Bentley and "Babs" Matters

Sir,

I would be grateful of the opportunity to correct an error in you May issue regarding the Derby Bentley of Mr. A. F. Rivers Fletcher

Whilst Messrs. Mann Egerton may have done some slight alteration to bodywork, *i.e.*, re-spraying, making up a scuttle cowl, etc., there i no doubt at all that the car is still as designed and built completely b me, converted from a Hooper saloon that had been vandalised beyon restoration.

I am only in business in a one-man capacity, and I don't go out o my way to seek publicity, but do draw the line at what is grossly unfai to my efforts and appears to give the credit entirely to the wrong firm

I realise of course that the whole affair is one of misunderstanding and I am sure your Editor will be only too anxious to see that th credit for work goes to those responsible.

Finally, may I say how pleased I am that "Babs" has been dug up I am certain that Parry Thomas would have wanted the machine t be preserved, especially from a historic angle and one of mechanica interest to many people.

I am, like your Editor, most intrigued by the original cause of crash and particularly the damage to the n/s stub axle. However, I do think that this could have been caused when the car slewed around and being inverted the top of the wheel dug in the sand. Without seeing the car I don't know whether the steering arm broke or was it deliber ately removed say for an investigation later? If the steering arm became detached from the track-rod the wheel would be forced back on full lock and impact on the top of the wheel would, I am sure, twist the axle back. Photographs in Hugh Tour's book on Parry Thomas confirm damage to the rim of the n/s front wheel. This mystery is very important as if the track-rod had come adrift this could have been the cause of the accident.

I for one shall be most interested to hear if the correct solution to

the crash is found, and in the meanwhile the best of luck to Mr. Owen on his splendid and worthwhile effort.

Dunnington. ALAN E. PADGETT.

[It is also suggested that if the steering arm broke the n/s front wheel of "Babs" would swing against the chassis, dig into the sand, and cause "Babs" to somersault, landing hard, as she obviously did, on the o/s back wheel—the point is, however, that the n/s front wheel and tyre were virtually undamaged after the crash, and the mystery is. could it have survived digging into the sand?—ED.]

* * *

The Mighty Michigan

Sir,

I have recently been given a rather interesting sales catalogue for a car called the "Mighty Michigan 33 Model L" dated 1913. This was made, it says, by the Michigan Motor Car Co., "owned by owners of the Michigan Buggy Co., Kalamazoo, U.S.A." The catalogue is 14 pages long, so it would be impracticable to quote it verbatim. However, I give below the main technical and interesting features from it.

The car was designed by W. H. Cameron. The body was designed by Mr. John A. Campbell, "One of the World's greatest body designers".

The general specification runs as follows :

"The motor is of the four-cylinder type cast *en bloc*. The bore is 4 1/16 in., and the stroke 4½ in. The cylinders are L-head. . the valves are 1 9/16 in. in the clear with 3½% nickel steel heads electrically welded to carbon steel stems. . . . valves operated by mushroom lifters."

The crankshaft is of 45 point carbon steel, heat treated, with a tensile strength of 90,000 lb. The front bearing is 1¾ in. dia. by 3½ in. long. The rear bearing is 1¾ in. dia. by 4 3/16 in. long. Bearings are die-cast. The crankcase and "oilbase" are of "high-grade aluminium".

Lubrication is by the constant level splash system. Ignition is a dual-system "guaranteed-for-life" Briggs magneto. An electric self-starter is an optional extra ($125.00; or Pres-to-lite gas starter and tank complete at $20.00 extra).

Lighting is by "search-lights which throw a broad and steady path of light a thousand feet away". Cooling is by water, with a centrifugal pump and adjustable fan. The radiator is "of the latest improved cellular type—the handsomest to be found on any 1913 car".

Carburation is by a Schebler 'model L'—"the Aristocrat of carburetters". . . . Fed by gravity. The clutch is a leather-faced aluminium cone clutch 15½ in. dia. with a face of 2½ in.

Transmission is "of the selective type, three speeds forward, and reverse, with direct drive on 3rd. Hyatt roller bearings are used. . . ". "Connection with the rear axle unit is through one universal joint and a large propeller shaft of heat-treated nickel chrome steel, with a tensile strength of 130,000 lb. to the square inch. A torque tube of extra strength takes up the reaction of the rear axle."

"The front axle in its entirety is the special design of Cameron. The axle bed is 2½ in. I.B. section, 1⅜ in. wide, ¼ in. web. . . . The hub bearings are of the cup and cone type. Sizes of balls are ¾ and ⅛, which are amply sufficient to carry any load assigned and are mounted so as to be adjustable."

The rear axle is of the three-quarter floating type, driving shafts are 1⅜ in. dia. and made from 3½% hot rolled nickel steel, heat treated.

"The brakes are internal and external, 14 in. in dia. by 2¼ in. face, lined with a solid web asbestos facing and impregnated with a compound making the fabric impervious to oil, mud and water. Both brakes are of the fully floating type, toggle-operated and very powerful."

"The wheels are of the artillery type with oval spokes 1½ in. thick. There are 12 spokes to each wheel, front and rear. There are 12 bolts to each hub front and rear. Firestone quick detachable universal demountable rims are used. An extra rim is included."

The tyres are 34 × 4 in., and the car is "as much extra-tyred as the Mighty Michigan 40". The frame is cold rolled steel, 3/16 in. stock.

"The front springs are semi-elliptic, 36 × 2 in. The rear springs are three-quarter elliptic, 50 × 2 in. wide. All four of the Michigan springs are equipped with big rubber bumpers."

The car has left-hand drive with central controls. The steering and the brake and clutch pedals are all adjustable. The body receives 22 coats of paint and varnish.

"The upholstery is of high-grade leather filled with the finest curled hair. The Turkish cushions are 12 in. deep. . . . wheelbase is 114 in. . . . rear seat width frame to frame is 55 in. . . . Colour: body, gear and wheels black; brown, grey, and olive green optional at extra cost." Cost of car complete $1,400.

There are illustrations of the car in the catalogue, and it appears as a four-seater four-door tourer.

Woking. NEILL S. BRUCE.

* * *

A Ricardo Engine

Sir,

Reviewing Sir Henry Ricardo's autobiography you comment on his lack of information about his 1922 3-litre T.T. Vauxhall engine. This is fully described in his "The High Speed Internal Combustion Engine", with photographs, drawings and graphs.

L. A. Pomeroy in "Grand Prix" and John Bolster in "Specials" have reason for their statements, which you rightly queried, and your reference to the number of plugs and carburetters might well be further ventilated.

Liners.—There were some steel liners amongst my spares but cast-iron were fitted when I bought the engine in supercharged form in 1939.

Blocks.—Originals were alloy but amongst many spares gathered during war leaves, mainly through the good offices of Tim Carson, was a cast-iron block. Unfortunately the bores did not line up with the piston spacing.

Cylinder head and plugs.—Vauxhalls, using coil ignition in a racing car for the first time, were insistent on dual ignition, and it would be interesting to have confirmation as to whether the two outer plugs were used in the 1922 T.T. Bench tests revealed no measurable difference in power using one, two or three plugs, though later Peter Berthon claimed extra b.h.p. from the Villiers Supercharge using two magnetos and the outside plugs.

When faced with the task of making patterns for the rear heads after the war (all spares were front heads), Ricardos advised me to wash out the outer plugs and use the central one with more water space round it. which I did.

Carburetters.—One twin-choke Zenith was employed with manifolding to cylinders 2 and 3 quite separate from manifolding to Nos 1 and 4.

B.H.P.—Attempts to check the current power on a brake have failed to date, but I would estimate it between 200 and 225 b.h.p. The engine, as bought from S. G. Cummings *via* Fred Hambling, was set up with 8.5-to-1 c.r., 11 lb. boost, running on 60% methanol, 30% benzol and 10% petrol. After consulting the fuel and piston suppliers I have found no reason to depart from this combination. L. A. Pomeroy told me he had calculated this engine would produce 325 b.h.p. if two-stage supercharging were used. Raymond Mays' car used a 30-lb. boost (single stage) in the final development of the Villiers Supercharge, when 300 b.h.p. was claimed.

In 1964 an opportunity arose to determine the maximum speed of the Vauxhall Villiers in a kilometre sprint at Church Fenton near Leeds, which has a longer pull-up area than Brighton Speed Trials. Results were interesting if inconclusive, but provided some indication of the Vauxhall's potential. Inconclusive because I heard the dreaded "ticker-ticker" as the revs. moved past 5,500, about 100 to 150 yards from the finish line. This called for a sharp slot into neutral and engine switch off, which slowed things down a bit, coasting over the timed terminal velocity stretch of 146 ft. 8 in. at only 95.49 m.p.h.

A liner had cracked, due to overheating on being held up on the start line at a previous hill-climb, and had broken a piston ring but fortunately not the piston. Disappointing, as the real speed was not confirmed and the car was a non-starter for the Seaman Trophy at Oulton Park once again. As a non-starter the car has apparently caused some amusement but not to anyone who has worked on the engine!

Following are the fastest cars' times at the kilometre sprint held in June 1964 at Church Fenton :

Driver	Car	s.s. ¼-mile	s.s. kilometre	Timed Terminal Speed
J. E. Barraclough ..	Jaguar C-Type ..	13.68 sec.	25.24 sec.	127.40 m.p.h
G. Tatham	Lister Jaguar ..	14.26 ,,	26.13 ,,	123.35 ,,
T. B. Gibson ..	Jaguar C-Type ..	13.78 ,,	24.91 ,,	132.62 ,,
D. Burke	Lotus 16	14.55 ,,	27.06 ,,	113.74 ,,
A. Brooke	Vauxhall Villiers ..	14.24 ,,	26.45 ,,	* 95.49 ,,

* *Engine off 100 to 150 yards before finish, coasting in neutral.*

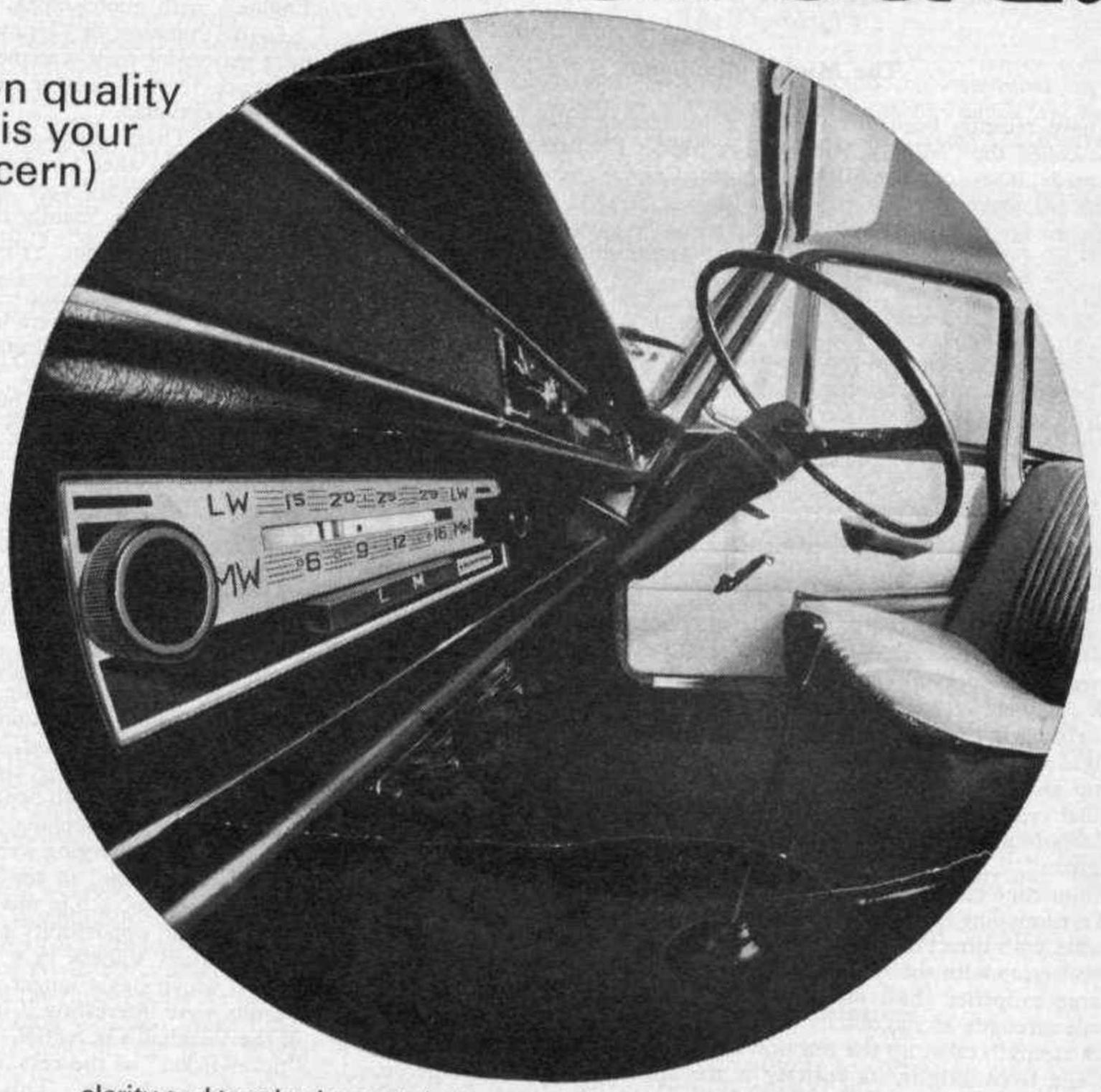
I am trying to compile a history of the Ricardo engines from their supercharging days, the first conversion was carried out at Vauxhall's for Humphrey Cook, who never raced it but sold it to Jack Barclay; he sold it to Raymond Mays. There was a second Vauxhall Villiers driven by David Brown, whose firm made the blower gears.

There must be many individuals and companies who had a hand in the development of these two cars and I would welcome any information, however apparently unimportant, from them. Photographs, notes or drawings would be returned.

Ramsgill. ANTHONY BROOKE.

Bluespot. One for the road.

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BOOK REVIEWS

"Our Transatlantic Flight" by Sir John Alcock and Sir Arthur Whitten Brown. 195 pp. 9½ in. × 6 in. (*William Kimber & Co. Ltd., 6, Queen Anne's Gate, London, S.W.1. 50s.*)

The first direct crossing of the Atlantic Ocean by a heavier-than-air machine is very much in mind this year, because it is the 50th anniversary of Alcock and Brown's great flight in the Rolls-Royce-engined Vickers Vimy and because of the recent *Daily Mail* Air Race. So we now have almost a surfeit of books on the subject, although there have been previous books covering it, notably Putnam's of 1955.

The volume under review gives a very complete account of the flight as described by the pilot and navigator, although neither is alive at the time of publication. It is an epic story of true adventure. Not only is the crossing described in much detail, but Brown's navigational methods are explained and there is a fascinating chapter on the future of transatlantic flight and the air age as it looked in the 1920s. It is interesting, in the light of subsequent unhappy history, to note the enthusiasm for airships, which emphasises that the R34 made the Atlantic double crossing later in 1919.

The book gains status by having an Introduction by Capt. John Alcock, younger brother of Sir John Alcock, himself a pilot with the World's record for flying hours (24,500 or 5,500,000 miles) and an account by the late Harry Hawker of his unsuccessful attempt to make the first Atlantic crossing. There are some new pictures, including one of the Vimy at Weybridge in a presumably Brooklands location which I cannot identify (why the tents in the background?) and another showing the gallant crew riding in a delightful rail-car at Clifden, consisting of an Edwardian car literally superimposed on a truck, its back axle connected through a series of pinions to the flanged driving wheels. But what make was it? Other pictures are "old chestnuts" and there is a bit of confusion in the text as to whether the chocolate carried on the flight was Caley's (page 68) or Fry's (page 39). Incidentally, the flight was made with Shell fuel and Castrol oil.

There is interesting biographical material about Alcock and Brown, from which I note that the former "was a well-known figure on the Brooklands race-track before the war. He used to race a Sunbeam car with an engine designed by Louis Coatalen and also three types of Douglas motorcycle. . . ." His younger brother " . . . had a go with Douglas motorcycles in 1920, but (his) interest was only short-lived". There is much of interest about the flight, why Alcock could never relax from the controls for a moment, how an exhaust pipe broke, and Brown's bravery in climbing on to the icy wings to clear ice from intakes and pitot-heads, heroism he omitted to refer to in his own account of the crossing. Altogether a worthwhile contribution to aviation history.—W. B.

"The Vickers Vimy" by P. St. John Turner. 128 pp. 8¾ in. × 5⅝ in. (*PSL, 9, Ely Place, London, E.C.1. 30s.*)

This book, by a 19-year-old author, was also inspired by the Alcock and Brown Atlantic crossing, but is on a broader canvas, dealing with the origin and evolution of the famous Vickers aeroplane and other famous flights made by it. It is right up to date in covering the replica Vimy now being built at Brooklands by members of V.A.F.A. The illustrations are plentiful, although repeating some of those found in larger format in "Our Atlantic Flight" (reviewed above), including Brown's log of the Atlantic crossing.

I found this book very interesting and it gives more Vimy data for 20s. less than the other volume. On the other hand, previous books have perhaps covered the subject adequately, like the Vickers history by Putnam's, etc., and I had to turn to J. M. Bruce's "British Aeroplanes—1914-1918" (Putnam's) for extension of the data given. This one has plenty of diagrams and photographs, however, and is most readable and informative. There are several fascinating squints of Brooklands in the background and a picture of a Vimy being towed at Martlesham Heath includes a vehicle which looks like a Crossley and which seems to be rigged as a Huck's starter, presumably for the Vimy, giving the lie to a statement in "Veteran and Vintage Magazine" recently that "other methods were, of course, applied to multi-engined craft". A vintage Sunbeam tourer is seen posed with the Ross Smith London-Australia Vimy. I must take the author to task for saying (page 72) that Hounslow aerodrome is now the site of London Airport and I was disappointed not to find any reference to Cecil Lewis having flown the transatlantic Vimy from Upavon to Brooklands (presumably a test flight) before it was converted for the great flight (see pages 261-262 of that splendid book "Sagittarius Rising"). However, these are but minor blemishes on an excellent documentary. The Foreword is by Bob Dicker (the picture of him is from MOTOR SPORT), who went to Newfoundland with the Vimy to look after the control runs and who later raced motorcycles at Brooklands.—W. B.

"Concorde—The Story, The Facts And The Figures" by T. E. Blackall. 108 pp. 10 in. × 7⅛ in. (*G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, Oxon. 56s.*)

The Concorde supersonic aircraft, which have flown successfully in France and Britain, open up a new era in passenger flight. A 167-ton aeroplane which can carry 132 people at 1,450 m.p.h., and get from London to New York in 195 minutes cannot but grip the imagination. Here is a book about it all, full of explanatory diagrams, tables and pictures, supported by a right-up-to-the-minute text. The diagrams of Concorde's control systems and services take the reader to the heart of this significant machine and the photographs span the era from Schneider Trophy racing seaplane to some of the fastest modern flying machines in the World.—W. B.

"Porsche—The Man And His Cars" by Richard von Frankenberg, translated by Charles Meisl (Foulis, 236 pp. 8⅝ in. × 5⅜ in. 50s.), has gone into a revised edition, bringing it right up to date since it was first published in 1961. The colour frontispiece picture, of a Porsche 911T winning the 1968 San Remo Rally, was contributed by MOTOR SPORT.

* * *

The copiously illustrated book, "The Life and Times of Lord Mountbatten", published by Hutchinson at 50s., contains a reference to Lord Mountbatten's friendship with Sir Henry Segrave and a run His Lordship made from Park Lane, London, to the gates of Portsmouth Barracks in 92 minutes, in 1924, ". . . long before motorways, and when four-wheel-brakes were scarcely known"! Unfortunately, the car used is not named.

* * *

Latest in the "Motoring on Regional Byways" series, published by G. T. Foulis, is a 138-page book by Christopher Trent, covering Devon and Cornwall. It costs 25s.

* * *

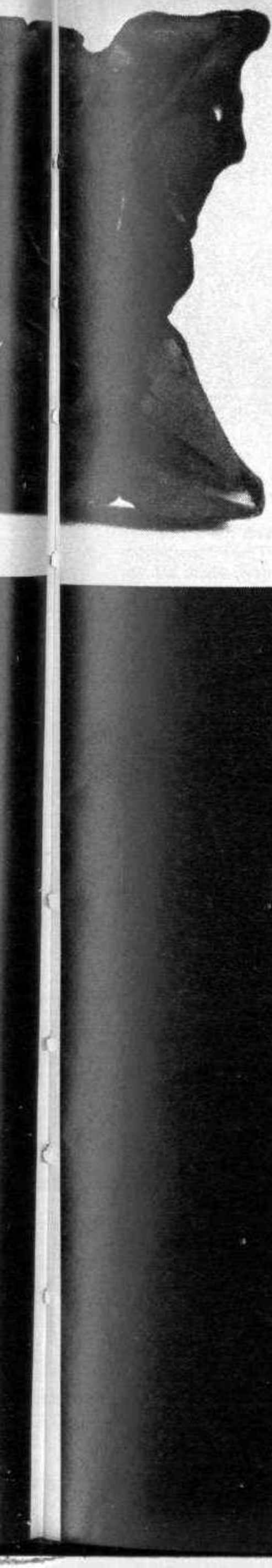
A booklet consisting of over 70 miscellaneous pictures of vintage and earlier motorcycles, many of them racing machines at Brooklands and elsewhere, including action shots, is available for 4s., post free, from the Secretary of the Vintage M.C.C., E. E. Thompson, 28, Glover Road, Pinner, Middlesex.

THE THINGS THEY SAY . . .

"It is equipped with everything a British car should have—but hasn't. Too many turns of the window winders are required but anyone who has the money to purchase a car of this price and knowingly does *not* has to be in a very bad mental state. The car as a whole is brilliant. Its handling is simplicity itself, cornering like a summer swallow. Suspension and steering are of the finest that I have ever encountered in any car that I have driven. The boot was obviously designed for big-game hunters." So now you know. That was Simon Dee, who has apparently owned Triumph TR4, Mini Cooper S, 3.8S Jaguar, Jaguar E-type and Aston Martin Volante, describing his new NSU Ro80, according to a Sales Link publicity blurb.



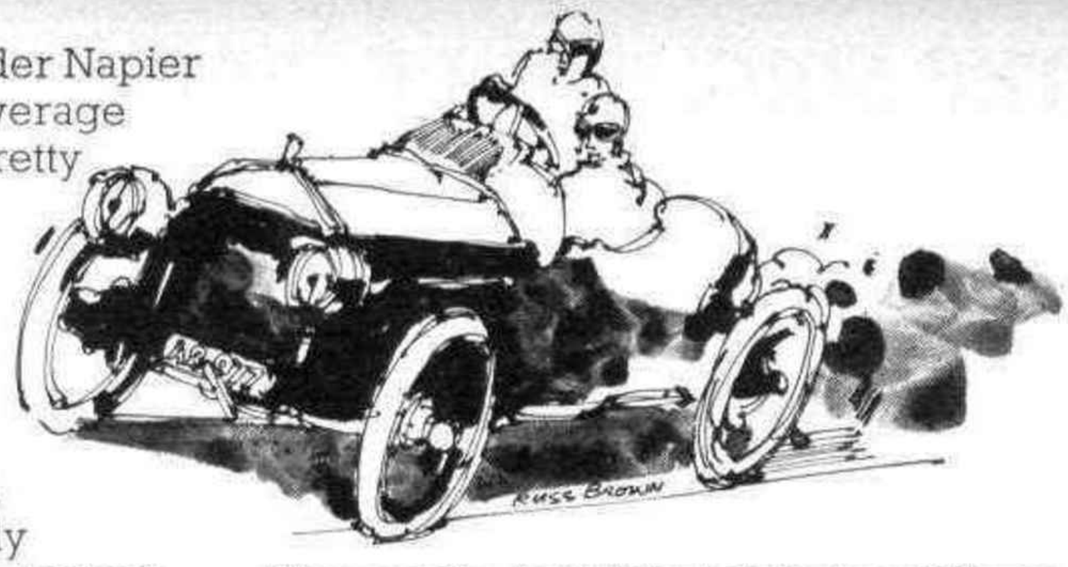
A 62-year-old scrap of tyre paved the way for the last Grand Prix.



The tyre was on a six-cylinder Napier when it went to pieces. At an average speed of 67 mph. Which was pretty good in its day.

The day? The first of July, 1907. The place? Brooklands.

S.F. Edge steers his Napier onto the track. His aim? To set a new record for Britain: a 24-hour marathon round the track. When he finally clapped on the brakes, he had clocked up 1,581 miles. And in that 24 hours, he changed tyres 24 times.



Time after time, his tread would tear to pieces under the strain, and he would speed on with bits of rubber flying past his head. He often found himself bumping along on a flat. Or with no tyre at all on one wheel.

Enter Dunlop: a one-man show

Not much attention had been paid to tyres before then. Edge's marathon made people realise that a special study of the effects of endurance driving on tyres was essential. It wasn't long before Dunlop established a permanent research berth at Brooklands. The importance of this fast-growing speed sport to the tyre industry was overwhelmingly obvious. That berth was just a small shed, staffed by one man, David Macdonald – the famous Dunlop Mac.

Since then Dunlop's participation in the race game has grown to giant size. And Dunlop's racing career is marked by a staggering list of successes across the world. Over a hundred tyres of various kinds and sizes are available to racing drivers. Tyres to combat the worst weather conditions. Tyres capable of withstanding the fantastic temperatures brought about by continuous high-speed driving.

Computers and calculations

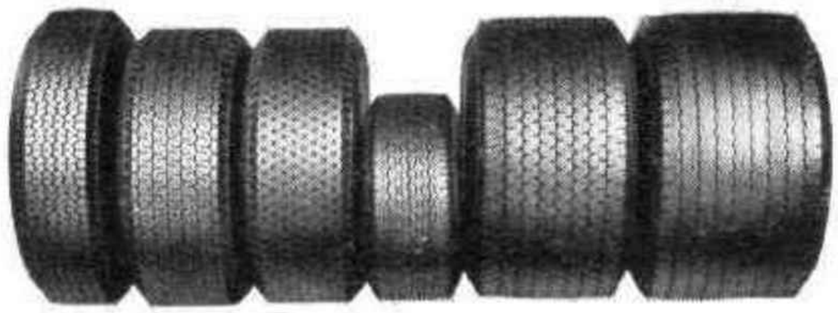
The production of the most advanced racing tyres is a combination of science and art. The flat squat shape, for instance, that is now familiar on the Formula 1 tracks resulted from a computer analysis which calculated the shape needed for a tyre which would have the minimum internal stress when inflated. Dunlop technicians work with the drivers studying the characteristics of different cars, different wheels, different suspensions. They even analyse the nature of the twists and bends on individual tracks. 'Each track has a character' says chief Dunlop racing tyre designer, Iain Mills. 'Its own particular little quirks that put special strains on the tyres. Then again, individual drivers will have their own ways of approaching the problems created. This again we have to allow for when we're working out a tyre plan that will enable a driver to gain a second here, a second there.'

Once the scientific calculations are through however, it comes down to the skill of a craftsman. Racing tyres are hand-built. The more individual designs are even hand-cut, the pattern sculpted into the tread by a man whose hand is as sure and subtle as an engraver of banknotes. These men may often be kept working late into the night, rushing through a batch of tyres for a race.

What it means to you

All the time, patterns and compounds are tested and re-tested. Tried out in different combinations under different conditions. Result: a mass of information. Some of it only of specialist racing value. But some which has relevance to ordinary road tyres as well. Dunlop's work on 'wet-hold' for instance has not only resulted in dramatic Grand Prix victories, such as Jackie Stewart's in the 1968 Dutch and German Grands Prix. It's also built up an unparalleled fund of knowledge about wet road behaviour at speed, which means that Dunlop are able to build the safest road tyres around. Work on the Mini tyre also proceeded in parallel. The aim: to beat the same problem – rapid wear in both racing and on the road.

When we go Grand Prix racing, we like to win. But it doesn't matter really whether we do or not. It's not the winning that counts. It's what we learn about tyres.



Get Dunlop confidence under you

THE SINGLE O.H.C. ENGINE

A Technical Appraisal of Current Production Practice

by Autolycus

(Continued from the June issue)

THE THREE-BEARING chilled cast-iron camshaft of the Hillman Imp engine is mounted in a separate die-cast aluminium tappet block, having split caps for the replaceable Babbitt-lined bearings.

Cast-iron valve guides have stem seals on the inlet valve to control oil being sucked into the port when there is a negative pressure in this region such as on over-run with a closed throttle. Valves seat on sintered iron inserts and clearance between the valves and tappets is obtained by selecting from a range of varying thickness biscuits retained in the upper part of the valve collar.

The simple roller chain drives the camshaft directly from the crank, the distributor and in-line oil pump being driven direct from the front of the crank by a pair of spiral gears. Chain tensioning is another example of the well-tried Weller design on the slack side with a nitrile-faced damper pad opposite to it. Generous water passages in the head eliminate the need for a separate water gallery, there being a single take-off on the rear face by means of a small casting containing the thermostat and by-pass pipes.

Development of the Rover 2000 extended over a period of more than five years; in fact, there were some unkind stories doing the rounds in the Midlands that several prototypes had to be submitted for M.o.T. tests when the age limit was five years, before the new model was announced. Today this is not an inordinately long time for such a wholly new vehicle, including the four-cylinder single o.h.c. engine.

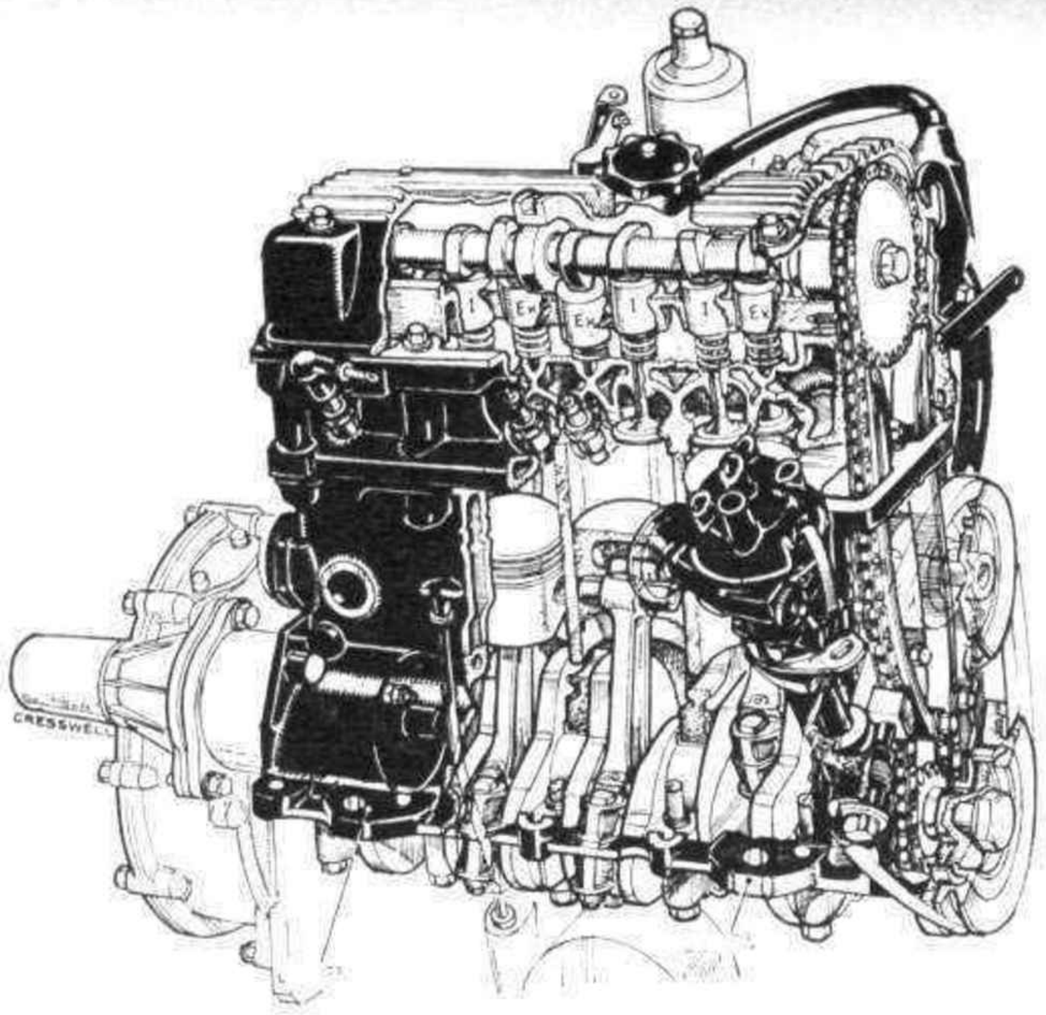
Basic elements of the engine are a five main-bearing cast-iron cylinder block, aluminium flat head, Heron-type combustion chamber, with the chain-driven camshaft mounted in a cast-iron separate tappet block and operating the in-line valves through a classic Ballot-type inverted tappet. Cylinder proportions are exactly square with a bore and stroke of 85.7 mm. which contributes the rather deep combustion bowl in the piston.

A feature of the cylinder block is the open sides closed by bolted-on pressed steel plates. The advantages are more rigid cores when casting, ability to ensure complete freedom from sand and swarf in manufacture, easy inspection to ensure clear water passages, particularly between the bores, and to maintain constant wall thickness for the bores by locating for machining on the outside of the cylinders. Obviously rigidity can be lost by the elimination of the rigid cast outside walls and a certain amount of trouble on the head joint was experienced on early models before additional stiffening webs were added to overcome the problem.

With such a deep combustion bowel—when compared with the British Ford, for instance—the piston is relatively heavy at 1 lb. 2.5 oz. Another difference between the Ford and Rover design is the deep top land of the latter and one wonders if it is really necessary to locate the top ring below the floor of the combustion chamber. Allowance has obviously been made for this relatively heavy piston as seen in the choice of 2.0 in. diameter copper lead big-ends, 1.0 in. diameter gudgeon pin and $\frac{11}{32}$ in. diameter big-end bolts. One of the little believed advantages of the bowl in piston design is that it results in a lower piston crown temperature of some 50°C. than either the flat design as used with a wedge or bath-tube type of chamber or the dome of a hemispherical layout.

An unusual feature of the head is that part of the induction manifold is cast integrally with it. From the 1.65 in. valve head and 1.48 in. throat of the inlet port, this changes from circular to rectangular section where it merges into a rectangular trough on the top joint face of the cylinder head; this ensures good location for the one-piece port cores when casting, and permits easy fettling and polishing. The trough is closed by a die-cast aluminium plate which is the other half of the induction "pipe". Each cast-iron valve guide has an internal "O" ring seating in a rectangular recess counterbored in the main stem bore to prevent oil reaching the valve heads. It is surprising how much "coke" can be formed on the neck of the inlet valve, with undesirable effect on filling capacity and added weight if such a precaution is not taken.

Whereas many manufacturers operate their tappets directly in aluminium and exploit fully the economic advantages of die-casting



The Austin Maxi

techniques when this is a separate component, Rovers use a cast-i design with five replaceable Babbitt-lined bearings. There is an obvi cost and weight penalty, but the running clearances when hot closer with a presumably lower noise level of operation. A most s prising feature of the valve gear is the use of two "biscuits" for obta ing necessary valve clearance. Their functions are hard to visua and obviously add to valve gear reciprocating weight; perhaps so day the Rover designer will enlighten us on the advantages of layout.

In single carburetter form the engine develops 91 b.h.p. at 5,0 r.p.m.—9 b.h.p./litre/1,000 r.p.m. which increases to 110 b.h.p. 5,500 r.p.m. with twin 2.0 in. diameter S.U. carburetters—just b.h.p./litre/1,000 r.p.m. Each of these figures are with all equipm as fitted in the car.

Of all the engines considered in this review the Rover is the or one using a two-stage camshaft drive which, of course, adds to t cost; it does, however, permit a smaller diameter sprocket to be fitted the camshaft as the required 1-to-2 reduction can be achieved in t steps. The first stage from the crank drives a sprocket off the e of a shaft in the cylinder block and from which the oil pump a distributor are driven; the second stage is a straight run to the ca shaft. On each duplex roller chain, which have almost identic sprocket centres, there is a Renolds hydraulic tensioner on the sla side and a nitrile-faced damper pad on the outside of the chain on t tight side.

Another company which had a good look at the Coventry-Clim design before embarking on their design of their new leaning fou cylinder unit for Saab, known as type P.E.104S, was Standar Triumph. Like the Vauxhall the ports for the wedge head are oppose with the exhausts on the outside of the 45-degree cylinder angle an also similarly is an obvious advance guard for a V8 unit to be expecte later. With ample water spaces between the cylinder bores—like an good new design should have—there is considerable inbuilt ability t produce different bores and hence engines of varying capacity to mee future needs.

As conceived for a 1.5-litre unit originally the engine had a bor and stroke of 76 x 80 mm., surprisingly under-square. As supplied t Saab the proportions are 83.5 x 78 mm. for a capacity of 1,709 c.c. even lower stroke-to-bore ratios are envisaged for the V8, the minimum possible with the basic dimensions being 0.75 to 1. As designed for th Saab the flywheel and clutch are at the front end and the transmissio is below the crank, although completely separated from it for lubrica tion purposes.

It is probably the parameters of this installation through lack o room to provide belt drives and feed pipes which dictated the unusual location of the coolant pump. This is mechanically driven with spiral gears, from a jack-shaft located vertically above the crank in a similar manner to the distributor and oil pump towards the flywheel end of the engine. It will be interesting to watch if this layout is retained

on the four- and eight-cylinder units which Triumph will introduce for their own use later.

Crankshaft dimensions are not so massive as the Vauxhall Victor, the mains being 2.125 in. diameter and big-ends 1.75 in., but the webs are really substantial which will permit the use of side-by-side rods on the V8 without making the shaft too weak. The valve angle to cylinder axis is a wide 26 degrees, which has resulted in some shrouding of the inlet valve on the deep side of the chamber. This angle appears to have arisen from the need to provide easy access for the cylinder head nuts fitted on the inlet side, which again are unusual. Five of them on the inlet side are angled at approximately 74 degrees to the block and head joint faces. They are provided with saw-slots for insertion after the head has been roughly located with the set bolts on the exhaust side, and then the nut is applied. Considerable development work was necessary to prevent head-to-block movement with this stud arrangement and finally it was necessary to provide very close clearances between the stud and the hole in the head.

Like the Aston Martin, Lotus twin-cam and several other designs, no separate tappet block is used on the Triumph, the tappets operating directly in bores machined in the head casting. A difficulty with this design arises from the danger of casting sand being trapped in the valve chest area and extremely careful and efficient cleaning methods during manufacture are necessary to remove it. Valve clearance is by the usual variable thickness biscuit method and there are no stem seats fitted to either valve. To meet the rigorous specification laid down by Saab the stems of each valve are chromium plated and the seats of the exhaust are stellite-faced. Seats inserted into the aluminium alloy head are a high chrome content iron alloy and like most similar designs are shrunk into position by heating the head to approximately 150°C.

A simple roller chain is used to drive the camshaft and jackshaft; between the sprockets of the latter on the upperside there is a curved nitrile-faced blade against which the chain is always loaded as it tries to "straighten-out", and there is a straight damper on the lower side. The tensioner is located between the crank and jackshaft sprockets and is of the Renolds hydraulic type. When the extra bank of cylinders is added for the V8 one can imagine this layout being retained and a straightforward two-stage drive in front of the present one, used for the additional camshaft.

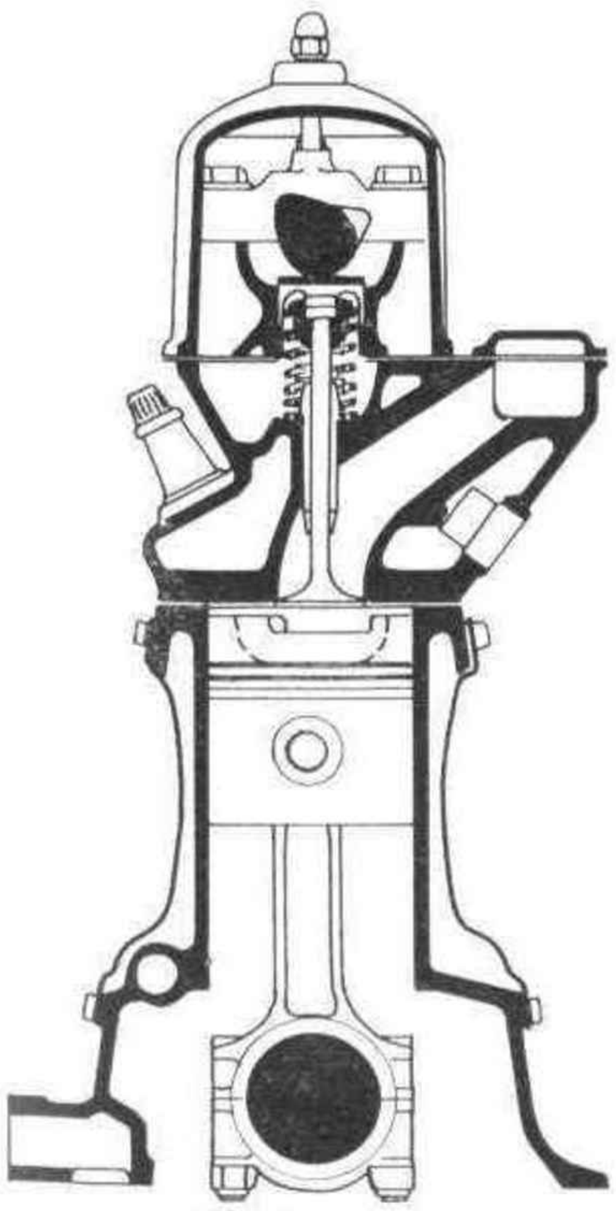
In its present form when breathing through a single 1.75 in. diameter Stromberg C.D. carburetter the performance could not be called exciting. Maximum power is 80 b.h.p. at 5,000 r.p.m. and peak b.m.e.p. 144 p.s.i. at 3,000 r.p.m. But with later versions, particularly the V8 fitted with petrol injection on which Triumph now have considerable experience, the prospects could be quite exciting.

It is common knowledge that B.M.C. under the technical guidance of Alec Issigonis investigated and built examples of narrow angle V4 and V6 engines suitable for mounting transversely in a chassis but presumably there were problems, perhaps with balance and cost which led to their abandonment in favour of an in-line four-cylinder for the Austin Maxi. Some of these used cog belts for driving the camshafts and it is perhaps not without significance that an orthodox simple roller chain has been selected for the latest production design. Orthodox is probably not quite apt for there are unusual features in the layout. It is an endless chain and because the tunnel for it is formed integral with the cylinder block and the centrally mounted water pump feeds directly into the front of the block the chain has to pass round the circular inlet feed pipe.

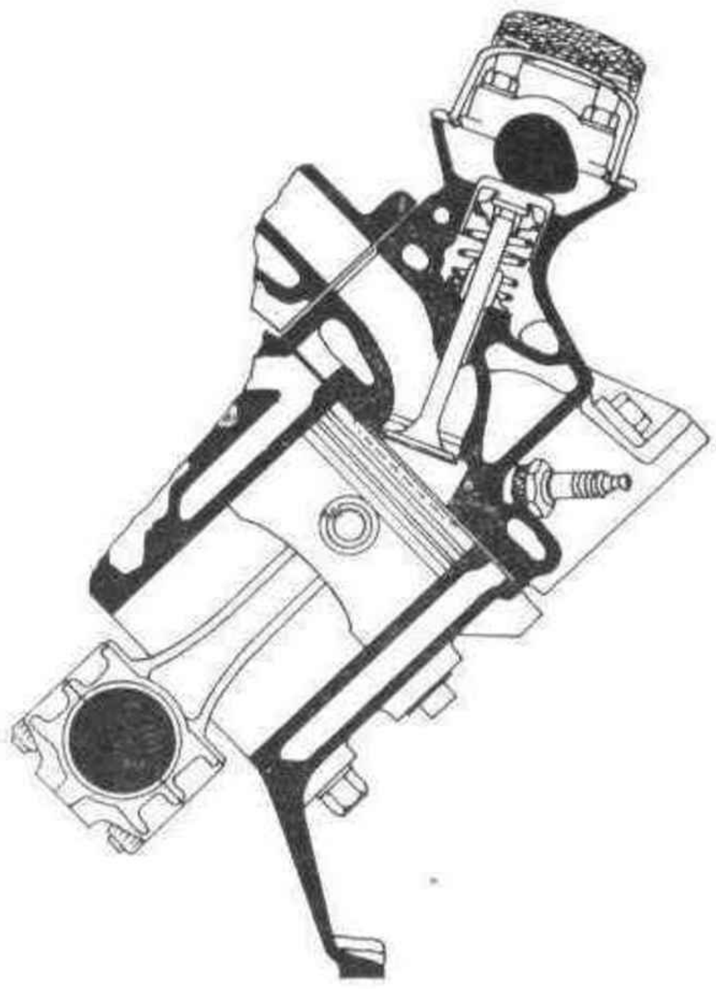
This construction means that the chain has to be riveted in position on assembly for manufacturers always fight shy of the slip link—as used on bicycle chains—for timing gear applications. It has also led to the need for curved nitrile-faced guide plates on the tight and slack side. Tensioning is achieved by using a Renolds hydraulic unit; its position also contributes to improved chain lap on the relatively small crankshaft sprocket which has only 20 teeth.

It is somewhat surprising that a new power unit reputed to carry some £16 m. pounds tooling investment has been designed with no water between the bores. Moreover, the land between each bore is minimal for gasket sealing and this appears to place a limit on any further increases of engine capacity by bore enlargement; engine proportions are already undersquare with a bore and stroke of 76.2 x 81.3 mm. (1,485 c.c.). This undoubtedly imposed problems of adequate valve sizes for an engine producing its maximum power of 74 b.h.p. at 5,500 r.p.m. and no doubt contributed to the type of combustion chamber and valve layout used, which in fact is very reminiscent of the Wolseley Hornet, Morris Minor and M.G. of the late twenties. The valves are inclined away from each other at an included angle of 10 degrees and thus their adjacent diameters can overlap each other when viewed in plan. A disadvantage in this type of layout is that the transverse edge of the inlet valve head becomes very close to the cylinder wall on full lift. In fact, on the Maxi it would appear to give minimal clearance so that there is not only a limit on bore size but valve diameter also in terms of future development.

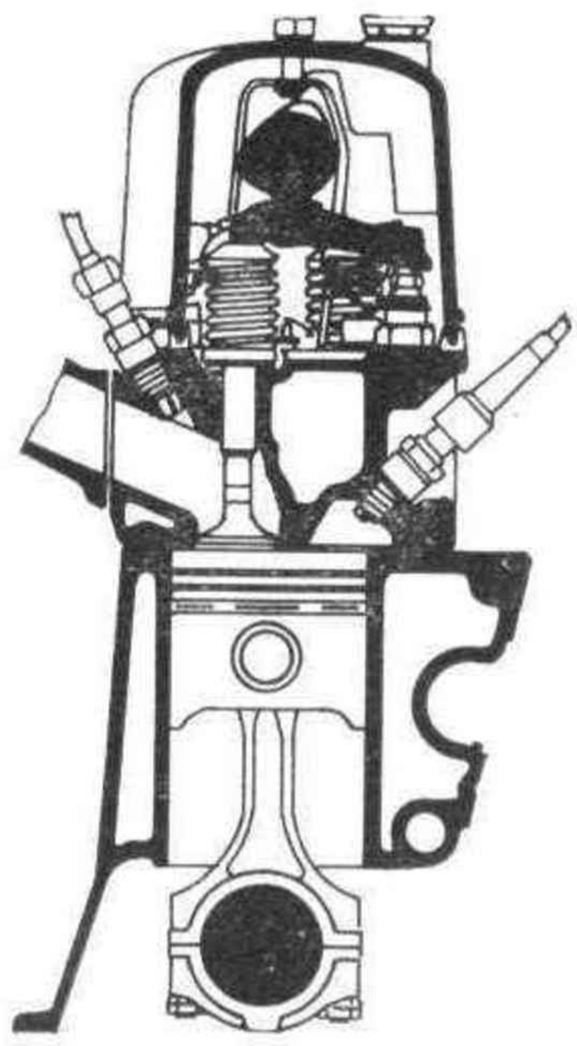
In plan form the combustion chamber is very similar to the modified kidney shape as used on the current A., B. and C. series engines with its claimed inlet swirl inducement and the plug adjacent to the com-



The Rover 2000



The Triumph-Saab



The Mercedes-Benz 250

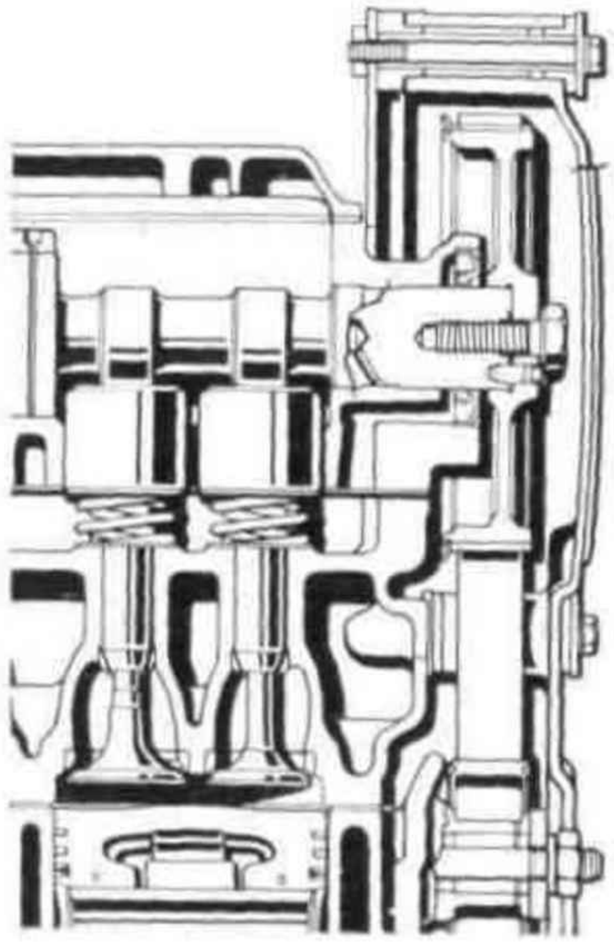
mencement of the swirl path for positively picking up induction mixture to give infallible firing at idle and sharp throttle openings. Inlet and exhausts are on the same side of the head, the latter being the shorter to avoid too much heat being transferred to the coolant; it also permits the use of relatively long induction parts for the inlet valve.

A chilled iron camshaft is carried in a separate die-cast aluminium tappet block with three integral bearings meaning that the complete assembly must be removed for tappet clearance adjustment. It is certainly more difficult than if separate bearing caps were used, but is obviously cheaper. There should be no problems if the valves do not sink on their seatings during running and this really depends on seat temperature controlled largely by the amount of coolant around them. An unusual feature of the tappet adjustment is that the biscuits are located in recesses on the underside of the tappet rather than extensions of the valve collars. This would appear to make machining more difficult as the chilled surface on the tappet face runs through the head thickness and there seems to be no technical advantages in the method adopted.

It is perhaps not without significance that sintered iron rings are used for the three compression type on the piston—the number is also unusual today as most manufacturers find two to be quite adequate. Sintered rings with their porous matrix have a natural ability to absorb oil and are thus excellent in anti-scuffing properties. Mercedes Benz, whose engines also have no cooling water between cylinder bores since they were enlarged to 2.5-litres and above, have adopted molybdenum spraying on the surface of their two compression rings to combat scuffing which is basically a welding phenomenon resulting from high rubbing temperatures.

In 1957 Dr. Giacosa, director of vehicle engineering at Fiat, read a classical paper to the Institution of Mechanical Engineers entitled "Some problems concerning the small utility car". This was before the introduction of the B.M.C. Mini, and in it he said: "It may be gainsaid that it would have been possible to reduce the length of the front-wheel-drive car if only the engine, contrary to the arrangements shown were fitted crosswise; that is parallel to the wheel axis. This perhaps is true, but as will be apparent further on the problem of power plant suspension would have been very difficult, if not impossible, to solve in a simple way. I believe that at present not even for a small economical car can an engine suspension likely to transmit severe vibrations to the bodywork, be regarded as acceptable."

A most profound statement indeed and it outlines the difficult problems which B.M.C. were to encounter in their range of transverse engine car, and yet Fiat, first with the Autobianchi Primula and now with the Fiat 128, have followed this layout exactly. How, then, have the basic problems of transmitted vibrations been overcome? The answer is a clever three-point mounting. On the rear face at about mid-point along the cylinder block, just below crankshaft centre line and corresponding to the engine's C of G is a perforated rubber pad to give controlled stiffness vertically and movement laterally. Mounted high up at each end of the engine is a large cicular section rubber bushing, to one of which is attached a stay which controls reaction from engine torque.



The Fiat 128

This 1,116 c.c. engine with a bore and stroke of 83 x 55.5 mm. is extremely oversquare—an s/b ratio of 0.625 which is the lowest of any production car today and exceeded only by the Ford Anglia. Obviously this allows the use of very generous size valves, the respective head diameters being, inlet 1.42 and exhaust 1.2 in. diameter and these should permit much higher rotational speeds than 6,000 r.p.m. at which the maximum installed power of 55 b.h.p. is now produced. With such a short stroke the crankshaft is obviously very stiff and no doubt contributes to the use of nodular iron for this component as a Fiat first. If the usual difficulties of technical translations are also accepted there is also another innovation in the use of Malleable cast-iron for the connecting rods; certainly assessing their dimensions from the arrangement drawing a material different from forged steel is used.

The combustion chamber in the die-cast aluminium head with seat inserts—almost universal practice with Continental manufacturers even on the cheapest engines—is an extremely compact design, but the valves appear to be somewhat shrouded on the deep side of the chamber rather like the Triumph-Saab engine. There is, however, a subtle difference from the orthodox. On the head face corresponding to each bore there is a shallow machined spherical depression which presumably does not completely quench the end gas in the rather large squish areas and is perhaps aimed at reducing the levels of unburned hydrocarbon in the exhaust—by far the most difficult problem to solve so far on emissions. A die-cast aluminium tappet block also encloses the valve gear and there is a clever arrangement for obtaining tappet clearance similar to that used on the 124S and 125. Clearances are obtained by inserted hardened steel discs of varying thickness into recesses formed in the top face of the bucket-type tappets. Thus no hardening is required on the tappet face and the operation can be performed readily by using a relatively simple special purpose tool to depress the tappets and which is inserted through the angled face top cover. Engineers may think that such a relatively thin biscuit could be subjected to deflection arising from bending loads when the cam is approaching and receding from the nose. Presumably the other Fiat engines mentioned have been satisfactory in this respect and Honda have used a similar design with a hardened disc spun into a light alloy body both on the competition and production engines.

A Cog-belt as on the 125 is used for driving the camshaft and a short jackshaft for the distributor, and oil pump housed in a deep pressed steel sump. It is tensioned by jockey pulley, having a pre-loaded spring and clamp adjustment and operates on the back of the belt on the slack sides. As located on the Fiat it increases wrap-over on the crank and camshaft pulleys which is important on cog belts. If the wrap is insufficient, particularly in conjunction with small pulley diameters, it is very easy to jump a cog and so slip the timing.

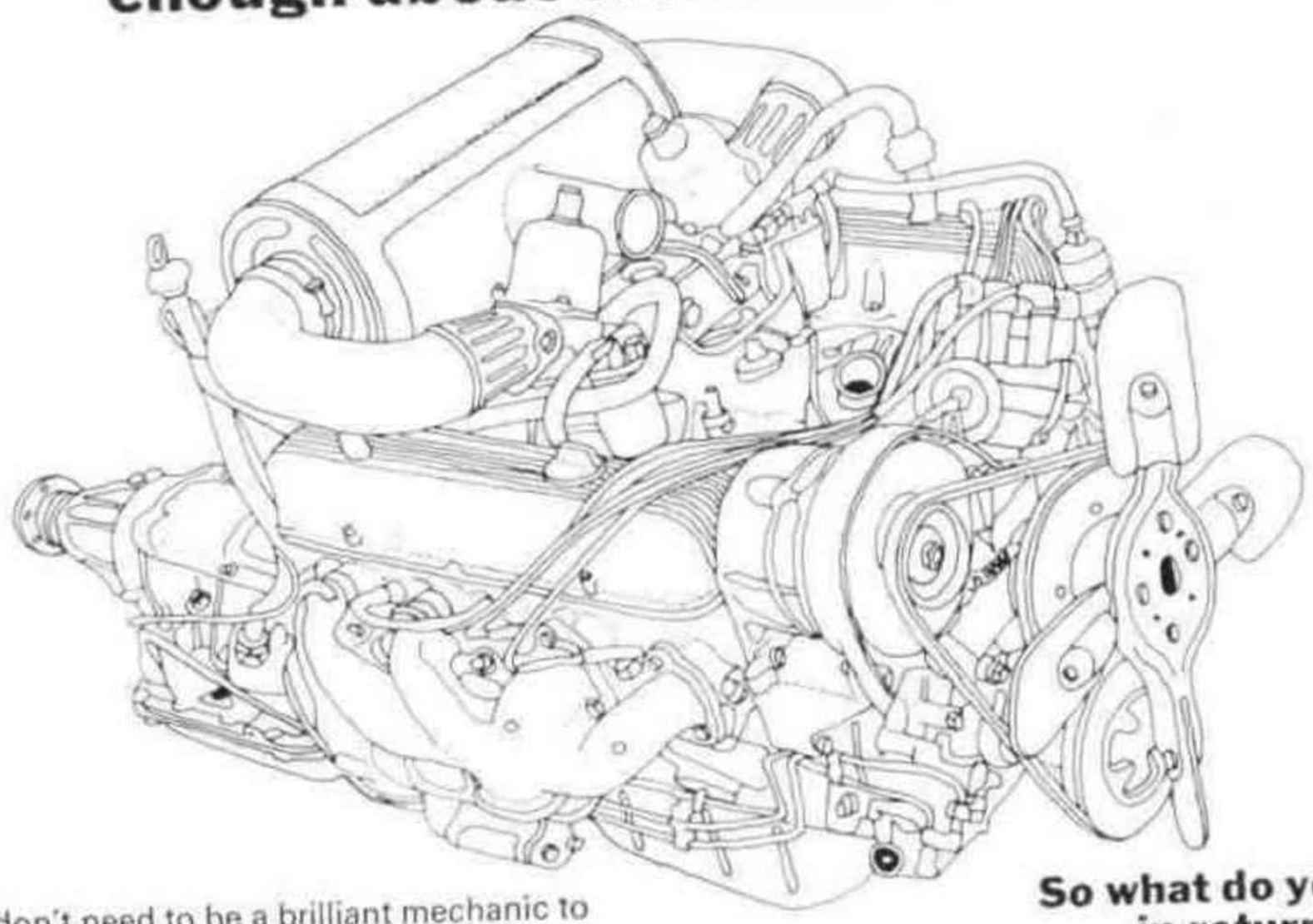
A further interesting feature of this engine is the location of the thermostat on the inlet side of the coolant pump. This practice is used also by B.M.W. on their current range of engines and who hold the patent rights for it. The claims made are that even temperatures are more easily maintained—which is difficult to visualise; furthermore, there would seem to be a restriction to the inlet flow with a possible increase of cavitation at the pump impellor eye.

Longest established advocates of the single o.h.c. principle are, of course, Daimler-Benz, who use it throughout their range of engines, including the automotive diesel. Furthermore, they have an unusual type of combustion chamber worthy of analysis, tracing its development from the now superseded 300-engine series. In that range the top face of the block was machined at an angle which formed a pocket in conjunction with special piston crowns. The valves were displaced to each other when viewed end on; thus the inlet opened directly into the cylinder bore and was completely free from any masking and the exhaust was directly above the pocket formed in the block. This construction allowed the injectors to be fitted into the cylinder block when direct fuel injection was used as on the 300 SL. Also the flame front during combustion spread from the hot exhaust area towards the extremely well-cooled region between the angled piston crown and ahead.

Similar principles apply with the head design used on the current 200 engine series, but the layout is simpler and provision is no longer made to inject fuel directly into the cylinders on those models fitted with petrol injection. Joint faces of the head and block are flat and horizontal and a combustion is formed to one side of the head and in

Continued on page 786

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Porsche über alles

NURBURGRING, *June 1st.*

THIS YEAR the annual long-distance classic race at the Nurburgring was held later than usual and being only two weeks before the Le Mans race the entry suffered from the abstention of Matra and Alpine, and a Ferrari entry limited to one car. The incredible power of the Porsche racing department was shown by their entry of five prototype cars and one Group 4 car, as well as the preparation of a car for their Austrian branch, with Le Mans preparations already under way. Even had the French firm entered, the race would have remained a straight fight between Porsche and Ferrari, for no one else is able to keep pace with these two giants of long-distance racing. From the moment practice began the odds were heavily in favour of Porsche for they had eight Spyder versions of the 908 model at their disposal, whereas Ferrari had but one 312/P car, the one raced at Monza and Spa. In the Porsche collection were three cars that had been completely rebodied, the open Spyder bodywork being much cleaner aerodynamically, with no Perspex windscreen, but merely a slightly raised fibre-glass panel around the cockpit to the limit of the regulations. Since the Monaco ban on aerofoil assistance the suspension-operated flaps on the tails had all been removed and the tails had simple spoilers on them, though the deflectors on each side of the nose cowling were retained. A number of the cars were those used in the Targa Florio and at Brands Hatch, they were not a complete set of new cars as some people seem to think. Two of the old-type 908 Spyder models had been sold to the Porsche Konstructionen Salzburg, the other half of the Stuttgart empire, and one was entered for Lins/Attwood, the second car being kept as a spare, both being painted red and white, the Austrian colours. The three new-bodied cars were given to Siffert/Redman, Elford/Ahrens and Stommelen/Herrmann, while Mitter/Schutz and Kauhsen/von Wendt had the older body style. In addition to this armada Porsche had three entries reserved in the Group 4 Sports-Car class, for 917 models, but they only produced one, number 917004, as all their concentration was on the 3-litre cars.

Beside all these Stuttgart cars the lone Ferrari 312/P looked a forlorn hope, but Ferrari is never to be underestimated and a single Ferrari in the hands of Amon/Rodriguez could play havoc with the best laid German plans. The John Wyer Gulf-sponsored team had two very exciting-looking Gulf-Mirage cars, but both were too new to be any real challenge. Ickx/Oliver had a brand new car powered by a 3-litre Cosworth V8 Grand Prix engine. This entailed an entirely new rear end to the chassis as the V8 engine was too wide to fit between the monocoque extensions on the normal Mirage chassis layout. Consequently the main monocoque structure behind the cockpit was strengthened by riveted box sections and a tubular space frame extended rearwards to the back suspension, to carry the Cosworth engine and the Hewland gearbox. The side water radiators layout was retained with the oil cooler in the nose of the car. The second Gulf-Mirage, driven by Hobbs/Hailwood, was an original car with full monocoque chassis and a B.R.M. V12-cylinder engine and ZF gearbox, but for the first time the power unit was the latest from Bourne with the 4-valve-per-cylinder layout. Neither car had run before arriving at the Nurburgring and the Gulf mechanics had a hard time with two new engines and a new chassis layout to learn about.

Alfa Romeo had entries for two 3-litre cars, but when the Autodelta transporter arrived it brought a trio of production 2-litre cars to run in Group 4, and entered by their German agents. These were homologated Type 33 cars and driven by Schultze/Facetti, "Nanni" Galli/Giunti and de Adamich/Vaccarella. The Abarth factory also sent three cars, all open 2-litre four-cylinder models in which the engine is still mounted behind the rear axle. One of these was running in Group 6 and the other two in Group 4, but after practice accidents only the Group 6 car was left and it was driven by Ortner/van Lennep. Lancia entered the two open Fulvias they had run in the Targa Florio, these being driven by Maglioli/Pinto and Munari/Aaltonen. All the usual private German teams were entered, including the I.G.F.A. racing team, now renamed the *Deutsches Auto Zeitung* Team, running their Ford GT40 driven by Kelleners/Jöst. There were three private 907 Porsches, the 2.2-litre car of Koch/Dechent and the two 2-litre versions of Manfredini/Biscaldi and Nicodemi/Moser.

This A.D.A.C. race always attracts a large amateur British entry as the club encourages new cars and drivers to cut their teeth at this event. The Nurburgring although being formidable is actually remarkably safe. In the prototype classes were numerous British one-off specials such as the little Deep Sanderson coupé powered by a 3-litre all-aluminium Martin V8 engine and driven by Lawrence/Wingfield, the open Lola T70 powered by a 1968 B.R.M. V12-cylinder engine of Wilson/Walker, entered by McKechnie Racing, a brand new and very smart Astra from Nathan Racing, powered by a 2-litre Coventry-Climax four-cylinder engine, as well as a similar but earlier Astra for two German drivers. The works car was driven by Nathan himself and Beckwith. A neat little open Ginetta, also Climax-powered, was driven by Richardson/Farthing and a coupé Ginetta with 1,300 c.c. Ford twin-cam engine was driven by Moore/Harvey-Bailey. There were numerous Chevron-B.M.W. coupés entered, the red works car being driven by Hine/Wisell, though the original plan had been that B.M.W. works driver Hahne should drive with Hine. Surprisingly there were only two Lola-Chevrolet V8 coupés running, the yellow and black one of Bonnier/Muller and the green and gold one of Prophet/Nelson. Needless to say the Group 3 class for GT cars was dominated by Porsche 911 coupés in a remarkable variety of colours and sponsors, from VW agents to fruit sellers.

While the top end of the entry was a bit sparse, apart from the powerful Porsche works entry, the various classes were well supported, showing that there is no shortage of private owners who want to go racing. Practice was all day on Friday and again on Saturday morning, but by the middle of Friday afternoon rain settled in and was still persistent on Saturday morning. However, before the rains came Porsche and Ferrari showed their strength by soundly trouncing the existing lap record, Siffert going round the 22.8 kilometres in 8 min. 00.2 sec. and Amon in 8 min. 00.3 sec., so that for all practical purposes we could say they both did an eight-minute lap. With only one car Ferrari had few problems, whereas Porsche were battling against problems on all sides. The new aerodynamic bodywork was proving a bit too efficient and the cars were light on their front wheels and the drivers were not happy with them. The day before official practice began Siffert had been practising on the short South circuit and had flown off into the bushes, wrecking the car, so that he was doing the official practice with the spare works car, with the old type of body. On Friday Elford in the second of the new cars also flew off the road into the bushes, so the team were left with only one new car, which nobody was very keen to drive. In addition to the 908 cars there were problems with the 4½-litre 917 model, for the B.M.W. team manager had given permission for the Munich firm's works drivers Quester and Hahne to drive for Porsche and they were practising with the 917. When the B.M.W. directors heard about this there was a minor explosion and they were told to stop immediately as B.M.W. were not prepared to risk their drivers in the still un-race-proved 917. This was late on Friday afternoon, by which time Hahne's place in the works Chevron had been taken by Wisell, so he and Quester were unemployed. Porsches' problem was who to put in the 917 as none of the works drivers were very keen, so after phone calls to London they co-opted Piper and Gardner to fly over and tackle the 917. Their first introduction to it was in the wet on Saturday morning and they found its 500 b.h.p. and light weight distinctly exciting, even on the straights. Two other drivers who had their first try with new cars in the wet on Saturday were Oliver in the Mirage-Cosworth V8 and Hailwood with the 48-valve B.R.M.-engined Mirage, the number one driver of each pair having done what little running they could manage on Friday.

Practice problems were not confined to the big factory teams, for Taggart was suddenly taken ill on Friday afternoon and Goodwin, his co-driver of the Chevron-B.M.W., had to co-opt Nash to help him out. The complete tail on the little Deep Sanderson blew off at speed while Lawrence was driving and after much fibre-glass work it was repaired, only to have Wingfield smash the front in, so more fibre-glass was called for. The McKechnie Lola-B.R.M. arrived with doors that hinged outwards from their base, and the scrutineers insisted that they should be hung from their front edge, so there was much drilling and screwing, which lost Wilson and Walker some practice time, and Prophet's Lola kept seizing its Chevrolet V8 engine. Troberg's co-driver, Rothstein, completely demolished their Lola-Chevrolet V8 and a 911 Porsche was inverted and spent Saturday being beaten straight, while Vernaeve decided to go saloon-car racing at Zolder instead of

sharing a Chevron-B.M.W. with Baker, so Enever was called out to take the place of the Belgian. Enever's usual car, the yellow J.C.B. Ltd. Chevron was being prepared for Le Mans so the entry was taken by Stock with his blue Chevron and Brown co-drove with him. Granville-Smith's Shelby-Cobra broke its new engine and was a non-starter and with numerous entries not arriving the total list of runners on Saturday night was 65.

There are always modifications and improvements being made to the Nurburgring and this time the stretch of road at *Flugplatz* had been beautifully resurfaced and the hump at the top of the rise had been eased, while some of the corners around the *Hatzenbach* area had been improved. In the starting area a guard-rail fence had been erected along the front of the pits, separating them from the track, and while this prevented anyone from crashing into the pits it made the pit road dangerously narrow, as well as being incredibly long. For years people have wanted to give signals from the back of the pits where the cars come up from the South turn, but this has always been *verboten*. With the guard-rail reducing the width of the pit area all signalling was transferred to the back straight, behind the pits! Another problem that the guard-rail brought about was the reduction of space for the Le Mans-type start, which has been traditional at the A.D.A.C. 1,000 kilometres, so it was abandoned and a two-by-two rolling start inaugurated. The official excuse was that in a Le Mans start drivers did not have time to fasten their safety belts properly. Overnight there were still problems in the Porsche camp as it was felt that Redman's limited knowledge of the Nurburgring might delay the number one car, but Siffert insisted that he could make up any deficit, and, anyway, Mitter and Schutz did not want to split up their all-German team. Another problem was that of tyres, whether to use Firestone or Dunlop, for while most of the team drivers felt they could go quicker on Firestone tyres, certain policies within the Porsche organisation insisted that some cars ran on Dunlop tyres. In the end Siffert and Redman, now with the spare Austrian-owned 908, but with the engine from the new car that the Swiss driver had crashed, was on Firestone tyres, as was the only remaining new-bodied car, driven by Herrmann/Stommelen. The other four 908 models were all on Dunlop tyres. Apart from a slight leak from one of the petrol filters on Sunday morning, the Ferrari was free of problems. In pairs the whole entry was lined up behind the pace car, a 280SL Mercedes-Benz in which the one and only Fangio was riding, and they streamed away down to the South turn, back up the return road behind the pits and then took the loop road round the North turn that brought them into the pit area again. The result of this so-called Indianapolis-start was pathetic, for the pace car shot into the pit road leaving Siffert and Amon leading the string of cars that disappeared out of sight behind them, and not quite knowing where the actual starting line was supposed to be. They both hesitated and the cars behind them all bunched-up and Mitter, Stommelen, Elford, Attwood and Kauhsen were all around them as they got under way. By this time the cars at the end of the line were accelerating hard, just to keep up, and 64 out of the 65 got away in an untidy procession. Odd car out was the German-owned Astra-Climax that eventually got away some minutes after the last car had gone. Although Mitter got away first and Amon was boxed-in by all the Porsches, it did not take long for things to get sorted out. Siffert went straight through into the lead, ahead of Mitter, Amon, Elford, Attwood, Stommelen, Ickx in the Mirage V8, Kauhsen in the last of the works eight-cylinder Porsches and the rest. Kelleners was next, in the German GT40, leading Pilette (Alfa Romeo 33), Koch (Porsche 907), "Nanni" Galli (Alfa Romeo 33), Piper (Porsche 917), Moser (Porsche 907), Ortner (Abarth 2000), and Hine (Chevron-B.M.W.). On the way down to Adenau there had been some excitement among the tailenders for Axelsson got his Porsche 906 sideways on, Gregory swooped off the road with his 910 to miss the Swede, and managed to get back again, Baker narrowly missed the 906, but Lepp struck it and the blue Chevron of Red Rose Motors was out of the race, but the 906 Porsche continued. A little further on Wilson went off the road in a big way with the Lola-B.R.M. V12 and was lucky not to be hurt.

Although the roads were dry the weather was dull and rain was threatening down in the Adenau valley, but Siffert was in great form and his first flying lap was 8 min. 29.4 sec., beating the existing sports-car record of 8 min. 33.0 sec. Amon soon got the Ferrari clear of the Porsches, catching Mitter on the fourth lap, but he could make no impression on Siffert. As soon as Amon recorded a fastest lap, Siffert recorded a faster one, until they were both lapping around 8 min. 0.5 sec., but the gap between them remained about 10 seconds. Mitter was going extremely well, keeping the Ferrari in sight all the time, but the rest of the fast cars were left behind by this trio. Elford, running

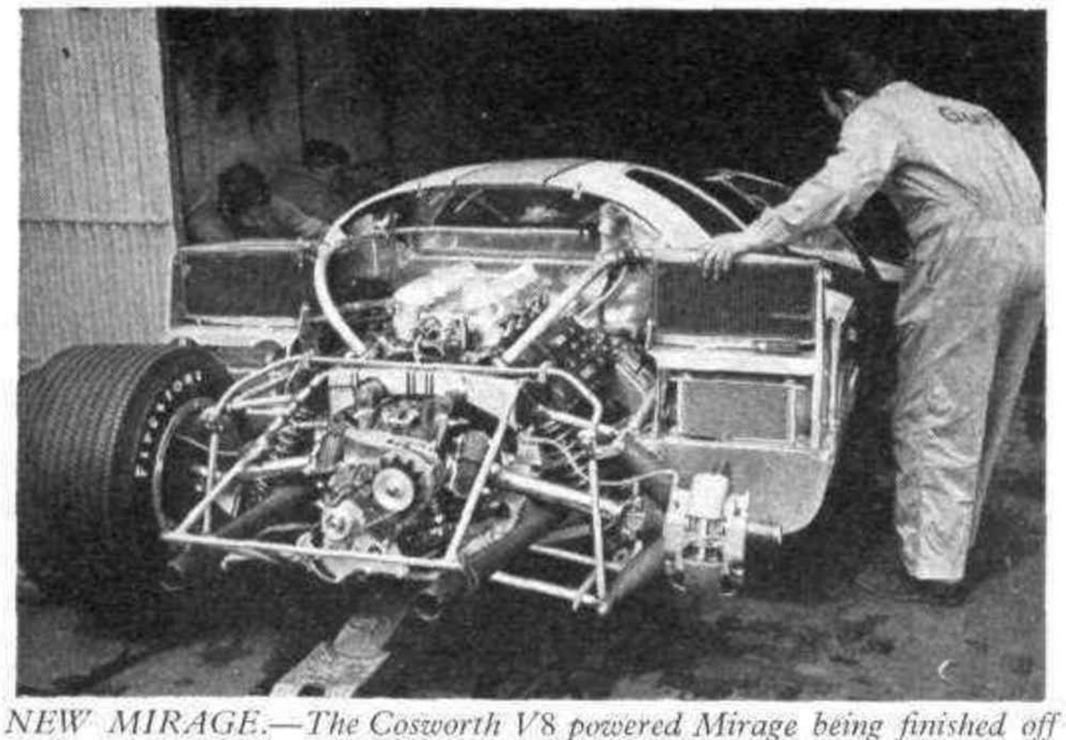


CLASS WINNER.—The Group 4 winning Ford GT40 of Kelleners/Jöst is seen diving into the steeply-banked Karussel corner.

on Dunlop tyres, could not quite keep up with Stommelen running on Firestone tyres, and Ickx was keeping the Mirage V8 in the picture in sixth place, ahead of the Porsches of Attwood and Kauhsen. The well-prepared GT40 of Kelleners was in tenth place, just behind the 907 of Koch, and leading Group 4 and also Hobbs in the Mirage V12. Pilette crashed the Belgian 2½-litre Alfa Romeo 33, without injury, at the climbing right-hand corner at *Bergwerk*, where the Clydesdale/Markey Nathan-Imp had already retired, and the Prophet Lola-Chevrolet was reported stopped at *Adenau-Forst*. At the end of the opening lap four cars had visited the pits, Bonnier with his Lola, Brown with the blue Chevron to change a duff sparking plug, Axelsson to see what damage had been done in his accident, and Linge with a Porsche 911T to investigate front suspension troubles. The first three got back in the race in a flourish and began running very steadily to pull back their deficits.

On the long and arduous Nurburgring there was little question of a wheel-to-wheel battle, it was much more a question of long-distance endurance racing and cars and drivers putting up meritorious performances relative to the circuit. The overall position had settled down into a line of works Porsches punctuated by the red Ferrari in second place and the blue and orange Mirage V8 in sixth place. The big 917 Porsche was rumbling along steadily, the driver's instructions being to keep it running throughout the race and not indulge in any heroics. It was lying 14th, with Hine in the works Chevron right behind and going well. Another car that was going well was the open Abarth 2000, driven by Ortner, running in 12th place overall. Bonnier was carving his way up through the field in the big Lola, and the German GT40 team were keeping a wary eye on him, for they were in competition for the lead in the Group 4 category. On lap 9 both the Mirage cars came in for routine refuelling stops and driver changes, Oliver taking over the Cosworth-powered car and Hailwood the B.R.M.-powered one. They were the first to stop for fuel, and were followed shortly afterwards by the 917 Porsche, also a thirsty car.

With such a long circuit and 44 laps to cover it is an almost impossible task to spread refuelling stops among a team of cars, and Porsche decided to have an absolute orgy of refuelling at the end of lap 11, thus getting through the 1,000 kilometres with only three refuelling stops. In previous races the Ferrari V12 engine has proved more thirsty than the Porsche eight-cylinder engine, but on the Nurburgring it was their equal, which brought an interesting new aspect to the race. Siffert came in, refuelled and handed the leading car over to Redman, and while the Porsche was at the pits the Ferrari also stopped and Rodriguez took over. Then the five other works Porsches came in in quick succession, Schutz took over from Mitter, Herrmann from Stommelen, Ahrens from Elford, Lins from Attwood, and von Wendt from Kauhsen. Everyone got back into the race without any change in position, but some of the gaps between the cars were now quite different, the Ferrari stop having taken longer than that of the leading Porsche. Bonnier had now got the Lola into 11th place, aided by the refuelling stops of the works Abarth, the 917 and two of the private 907 Porsches, and he also stopped after 11 laps and Muller took over with full tanks. The GT40 Ford was still running non-stop, its fuel consumption being outstandingly good, and it went



NEW MIRAGE.—The Cosworth V8 powered Mirage being finished off in the paddock before practice. On each side of the cockpit are water radiators, and under the left one a fuel cooler and under the right one a gearbox oil cooler.

for 14 laps before its regulation size tank needed replenishing. On the first lap after the mass refuelling the third place Porsche was reported to be in trouble and going slowly, and sure enough Herrmann came by in third place, followed by Ahrens, and then Schutz was seen heading for the pits with his left front wheel not revolving, the wheel bearings having seized. Porsche mechanics took it all apart and repaired things, not so much with any hope of getting the car back among the leaders, as to investigate the trouble and be prepared for a recurrence in any of the other cars.

The works Chevron, which Hine had been driving so well, refuelled after 12 laps and Formula Three driver Wisell took off and that was the last that was seen of it for he crashed before completing half a lap. By this time the sun was trying to shine on the plateau by the start, but down in the valley by Adenau there were rain showers which were keeping the drivers very alert. Oliver stopped at the end of lap 13 with the front suspension on the new Mirage coming adrift, and after it was tightened he set off again just ahead of Hailwood in the second Mirage, and the two cars ran in close company for three laps, until the Cosworth-powered car collapsed near the *Karussel* with a broken rear suspension. Hailwood did not get much further as the B.R.M. powered car ran out of petrol a third of the way round lap 19, and though a spectator supplied some, the engine would not restart and no fuel pressure could be generated.

At the head of the field Redman was going well, keeping up a good pace, and not letting Siffert down as many people thought he might. On the other hand, Rodriguez was disappointing and was losing ground all the time to the Porsche; he was not happy about the feel of the Ferrari and did not have the confidence to push it hard, being content to hold second place, though losing many seconds a lap to Redman. In third place was Herrmann, but Ahrens was running nose-to-tail with him, and Lins and von Wendt were a long way back and about to be lapped by the leaders. The German GT40 was still leading the Lola in the Group 4 category, its refuelling stop having been remarkably quick and efficient for a private team, and the Abarth 2000 was still going strongly in ninth place overall. Enever came into the pits with the dark green Chevron minus its tail section, a recurring trouble with Chevrons when they are driven fast, and Baker went off in the car, to reappear on the next lap with a blue tail on the green car having "borrowed" the tail section from the Lepp car that crashed on the opening lap! This dropped them from a worthy place among the Alfa Romeos down to a position among the 911 Porsches. The Autodelta team had lost the Galli/Giunti car very early on with mechanical trouble, but Shultze and Facetti were leading the 2-litre Group 4 class, ahead of de Adamich/Vaccarella. Third in this class and going strongly were two amateur German drivers, Werlich and Ising, with an old 906 Porsche, being well ahead of the Bradley/Dean 910 Porsche. Behind the best of the GT Porsche 911 group were the Astra-Climax of Nathan/Beckwith and the Ginetta-Climax of Richardson/Farthing, both teams going well and making a good impression.

At 22 laps, which was 500 kilometres, or half-distance, the leaders all stopped again for petrol and driver changes and Redman had more than two minutes lead when he handed over to Siffert. The Porsche refuelling was done in 44 seconds, but the Ferrari was stationary for 90 seconds, as a rear wheel was removed and the back end investigated as Rodriguez reported a strange feel to the car. This let Stommelen into second place and Elford into third place before Amon rejoined the race with the Ferrari. Providing all went well the Siffert Redman car was uncatchable and at the half-way mark had averaged 162.3 k.p.h. (well over 100 m.p.h.), which was a pretty staggering performance on the tortuous Nurburgring. The Mitter/Schutz Porsche, which was back in 35th position, stopped again to have the

Continued on page 78

Results :

A.D.A.C. 1,000 KILOMETRES—Group 6, Group 4, Group 3—44 laps Nurburgring—1,003.64 kilometres—Mainly dry, occasional showers

* **1st**	J. Siffert/B. Redman (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Porsche System Engineering, Stuttgart		6 hr. 11 min. 02.3 sec.—162.5 k.p.h.
2nd	R. Stommelen/H. Herrmann (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Porsche System Engineering, Stuttgart		6 hr. 15 min. 04.2 sec.—160.7 k.p.h.
3rd	V. Elford/K. Ahrens (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Porsche System Engineering, Stuttgart		6 hr. 16 min. 09.8 sec.—160.3 k.p.h.
4th	B. Lins/R. Attwood (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Porsche Konstruction, Salzburg		1 lap behind
5th	W. Kauhsen/K. von Wendt (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Porsche System Engineering, Stuttgart		2 laps behind
* **6th**	H. Kelleners/R. Jöst (Ford GT40—4.7-litre V8-cyl.)	Group 4	Entrant: Deutsche Auto Zeitung, Köln		3 laps behind
* **7th**	C. Facetti/H. Schultze (Alfa Romeo 33—2-litre V8-cyl.)	Group 4	Entrant: Alfa Romeo, Deutschland		4 laps behind—6 hr. 18 min. 48.7 sec
8th	D. Piper/F. Gardner (Porsche 917—4½-litre 12-cyl.)	Group 4	Entrant: Porsche System Engineering, Stuttgart		4 laps behind—6 hr. 20 min. 35.2 sec
9th	R. Ising/G. Werlich (Porsche 906—2-litre 6-cyl.)	Group 4	Entrant: Rainer Ising, Dabringhausen		5 laps behind—6 hr. 14 min. 41.1 sec
10th	G. Koch/H. D. Dechent (Porsche 907—2.2-litre 8-cyl.)	Group 6	Entrant: German B.G. Racing Team		5 laps behind—6 hr. 18 min. 28.1 sec
11th	C. Bourgoinie/T. Gosselin (Alfa Romeo 33—2-litre V8-cyl.)	Group 4	Entrant: Racing Team V.D.S., Brussels		5 laps behind—6 hr. 19 min. 02.4 sec
12th	A. Dean/W. Bradley (Porsche 910—2-litre 6-cyl.)	Group 4	Entrant: Bill Bradley, England		6 laps behind—6 hr. 14 min. 10.9 sec
13th	S. Axelsson/H. Laine (Porsche 906—2-litre 6-cyl.)	Group 4	Entrant: Sten Axelsson Road Racing, Sweden		6 laps behind—6 hr. 14 min. 36.3 sec
*14th	S. Moser/A. Nicodemi (Porsche 907—2-litre 8-cyl.)	Group 6	Entrant: Piccionia Racing Team, Lugano		6 laps behind—6 hr. 18 min. 17.0 sec
15th	A. de Adamich/N. Vaccarella (Alfa Romeo 33—2-litre V8-cyl.)	Group 4	Entrant: Alfa Romeo, Deutschland		6 laps behind—6 hr. 18 min. 26.1 sec
16th	C. Baker/R. Enever (Chevron-B.M.W. 2-litre 4-cyl.)	Group 6	Entrant: Clive Baker Racing, England		7 laps behind—6 hr. 14 min. 30.0 sec
17th	P. Brown/T. Stock (Chevron-B.M.W. 2-litre 4-cyl.)	Group 4	Entrant: J.C.B. (Excavators) Ltd., England		7 laps behind—6 hr. 17 min. 29.8 sec
*18th	J. Neuhaus/D. Fröhlich (Porsche 911T—2-litre 6-cyl.)	Group 3	Entrant: Chiquita United Fruits, Hamburg		7 laps behind—6 hr. 17 min. 36.4 sec
19th	R. Stenzel/E. Kremer (Porsche 911T—2-litre 6-cyl.)	Group 3	Entrant: Auto Kremer Racing Team, Köln		7 laps behind—6 hr. 18 min. 30.9 sec
20th	P. Kaiser/W. Muller (Porsche 911T—2-litre 6-cyl.)	Group 3	Entrant: Hahn-Motorfahrzeuge, Stuttgart		7 laps behind—6 hr. 20 min. 58.6 sec
21st	A. Goodwin/R. Nash (Chevron-B.M.W. 2-litre 4-cyl.)	Group 4	Entrant: Dr. Peter Taggart, England		8 laps behind—6 hr. 13 min. 49.9 sec
22nd	H. D. Blatzeim/M. Huth (Porsche 911T—2-litre 4-cyl.)	Group 3	Entrant: Hans-Dieter Blatzheim, Bad Godesburg		8 laps behind—6 hr. 14 min. 17.7 sec
23rd	R. Nathan/M. Beckwith (Astra-Climax—2-litre 4-cyl.)	Group 6	Entrant: Roger Nathan Racing, England		8 laps behind—6 hr. 16 min. 06.9 sec
24th	J. Richardson/B. Farthing (Ginetta-Climax—2-litre 4-cyl.)	Group 6	Entrant: Jeremy Richardson, England		8 laps behind—6 hr. 19 min. 12.7 sec
25th	E. Juentgen/H. Gillen (Porsche 911S—2-litre 6-cyl.)	Group 3	Entrant: Ernst Juentgen, Erkrath		8 laps behind—6 hr. 20 min. 56.9 sec
26th	B. Alexander/V. Walker (Lotus 47—1.6-litre 4-cyl.)	Group 4	Entrant: Brian Alexander, England		9 laps behind—6 hr. 11 min. 44.5 sec
*27th	S. Munari/R. Aaltonen (Lancia HF—1.6-litre 4-cyl.)	Group 6	Entrant: HF Squadra Corse Lancia, Turin		9 laps behind—6 hr. 12 min. 57.8 sec
28th	G. Biscaldi/C. Manfredini (Porsche 907—2.0-litre 8-cyl.)	Group 6	Entrant: Picchio Rosso, Milan		9 laps behind—6 hr. 13 min. 09.8 sec
29th	C. Maglioli/R. Pinto (Lancia HF—1.6-litre 4-cyl.)	Group 6	Entrant: HF Squadra Corse Lancia, Turin		9 laps behind—6 hr. 21 min. 49.2 sec
30th	E. Sindel/Dr. D. Benz (Porsche 911S—2-litre 6-cyl.)	Group 3	Entrant: Rallyegemeinschaft, Ulm		10 laps behind—6 hr. 11 min. 33.9 sec
31st	G. Mitter/U. Schutz (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Porsche System Engineering, Stuttgart		10 laps behind—6 hr. 15 min. 59.7 sec
32nd	J. Moore/R. Harvey-Bailey (Ginetta-Ford—1.3-litre 4-cyl.)	Group 6	Entrant: Richard Groves Racing, England		11 laps behind—6 hr. 15 min. 25.4 sec
33rd	M. Davidson/J. Wheeler (Austin Healey Sprite Spec. 4-cyl.)	Group 6	Entrant: Jack Wheeler, England		11 laps behind—6 hr. 20 min. 43.8 sec
34th	H. Schuller/E. Herrmann (Porsche 911T—2-litre 6-cyl.)	Group 3	Entrant: Edgar Herrmann, Nairobi, Kenya		12 laps behind—6 hr. 11 min. 21.9 sec
35th	G. Capra/A. Lepri (Lancia Fulvia Zagota 1,300 c.c.)	Group 3	Entrant: Scuderia Palladio, Vicenza		12 laps behind—6 hr. 17 min. 40.6 sec
36th	M. Garton/Mrs. Denton (M.G.-B—1.8-litre 4-cyl.)	Group 6	Entrant: Jean Denton Racing, England		12 laps behind—6 hr. 21 min. 37.6 sec
37th	M. Speiss/H. Gilges (Spiess N.S.U. Spec.—1,300 c.c.)	Group 6	Entrant: Manfred Speiss, Stuttgart		13 laps behind—6 hr. 15 min. 01.3 sec
38th	J. Klasen/Dr. P. Otto (Alfa Romeo Duetto—1,600 c.c.)	Group 3	Entrant: Jörg Klasen, Mülheim		14 laps behind—6 hr. 19 min. 17.1 sec
†**39th**	J. Ortner/G. van Lennep (Abarth 2000—4-cyl.)	Group 6	Entrant: Abarth & C., Turin		17 laps behind—4 hr. 10 min. 50.1 sec

Fastest lap : C. Amon (Ferrari 312/P), in 8 min. 03.3 sec.—170.1 k.p.h. (*new absolute circuit record*).

* Class winners.
† Not running at end.

65 *starters* — 39 *finishers.*



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TUNING TEST—

CRAYFORD'S 3-LITRE ESCORT



IN ACTION the car can be made to handle with the tail tucked in or hung out. With all that torque it is a very exciting motor car to drive.

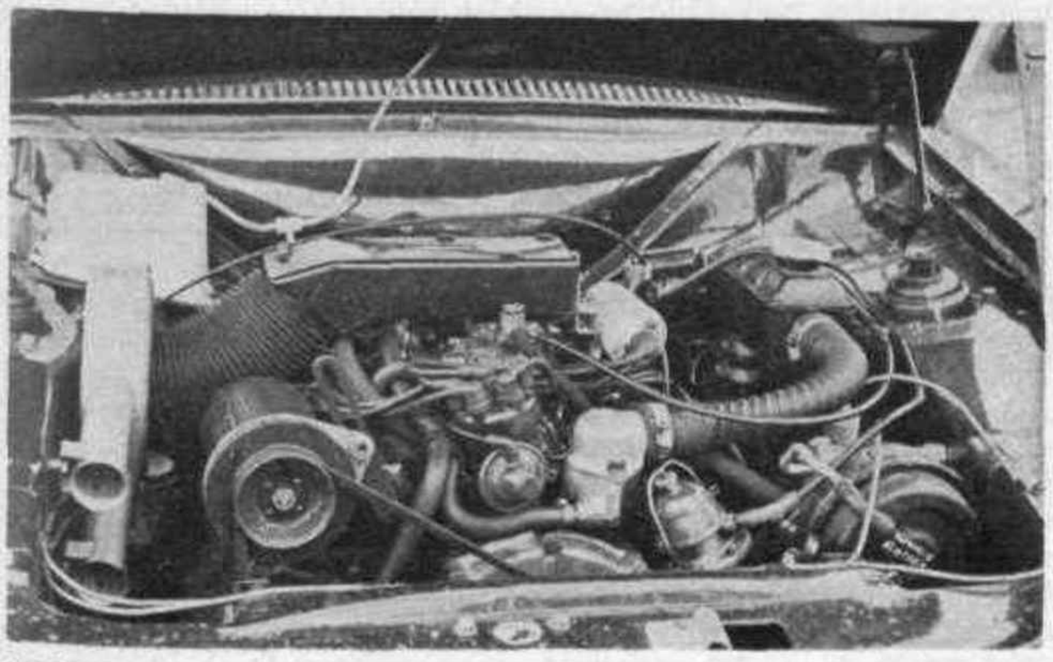
DRIVING to work the other day I spotted, in the opposite lane, a rather hairy-looking Ford Escort with a bulge on the bonnet and the word Eliminator embossed on it. What a fabulous name for a tuned car, I thought, but I really was not at all sure who had tuned it or what was lurking underneath that bonnet. But in one of those strange coincidences, of which life seems so full, I received a telephone call only a few hours later from Crayford Auto Developments Ltd., of Westerham, Kent. They wanted me to try their new Ford Escort conversion which entailed fitting a 3-litre Zodiac V6 engine. You have it . . . The Eliminator.

Unfortunately, the test had to be a shortish one, but nevertheless I had the car long enough to be sure that it is one of the fastest and most manœuvrable machines I have ever driven. Apart from possessing acceleration enough to put you in the awards at Santa Pod drag strip, it is also the ideal car for completing long distances in the shortest possible time and the maximum comfort. Not only is the car extremely quiet for such a high performance vehicle but with so much torque one can drive it in a very lazy fashion, using only second and fourth gears, and still obtain staggering results.

Crayford are best known for cutting off the roofs and drop-heading just about anything they can get their hands on, but I was glad they had resisted the temptation with this particular machine as I like a roof over my head when I have to tame the sort of performance the Eliminator was offering. In fact, the Eliminator is a new departure for Crayford, introduced this month. They will also be offering a highly-tuned version for race and rally use which could become quite a threat in competition circles.

When Ford introduced the Mk. 4 Zodiac with the V6 engine a lot of people took notice, for this compact power unit would obviously fit under much smaller bonnets than that of the Zodiac and Zephyr range. The first person to get down to the job was Jeff Uren and his Race Proved firm are now well established as market leaders with their excellent Cortina Savages. At present Mr. Uren is concentrating on fitting the V6 engine into Cortinas, Capris and Transit vans and has left the Escort alone. Two firms, Crayford and the Ilford company of Superspeed Conversions, have taken up the challenge of shoehorning the 2,994 c.c., 136-b.h.p. engine into the appropriate compartment.

Crayford start with an Escort GT and the first job is to dispose of the 1,300 c.c. push-rod engine. If the car is going to handle at all, the heavier V6 engine has got to be fitted fairly well back to retain a similar front-to-rear weight distribution as the unadulterated version. This necessitates considerable modification to the front bulkhead, including a couple of bulges into the cockpit either side of the transmission tunnel, although these hardly reduce the effective leg room.



THE ENGINE compartment of the Eliminator is very crowded. A completely new bulkhead is utilised so that the V6 engine can sit well back to retain the original weight distribution. Changing the plugs is a work of art.

Obviously a standard Escort gearbox would not take the 181½ lb. ft. of torque delivered at 4,750 r.p.m. so the engine has been mated to a Corsair 2-litre gearbox which seems quite happy with the association. The shift is more baulky than a normal Escort box, as expected, but is still up to the high Ford standard and easy and smooth to use.

Considerably modified front McPherson struts are fitted to stand up to the additional weight and lower the front slightly, but the rear suspension is more or less standard apart from lowering. Cooling, with this kind of modification, is a problem, but Crayford have not skimped in this respect and have fitted a special large cross-flow radiator which has a separate header tank mounted at the back of the engine compartment. A couple of additional ducts have been cut under the grille to allow more air for cooling.

The compound Weber carburetter fitted to this unmodified V6 engine is fed via an air box and trunking to an air filter mounted sideways on one side of the engine compartment. Accessibility in this overcrowded bonnet is good until you want to start changing the plugs. A plug spanner with a u/j will be a must. But, of course, this is not a highly-tuned engine needing the plugs changed every five minutes—it should be more like 10,000 miles—so let your garage worry about that one. The battery has been moved to the boot, which is the best place for it anyway.

Standard Escort GT brakes are fitted—discs at front drum at rear—with harder linings and a servo to help. They seemed to do the job fairly well, although pad life must be very short and the hard and fast driver may prefer Escort Twin-Cam specification brakes. The propshaft is a shortened Escort GT unit, although Crayford expect to go over to a two-piece shaft when they get into production with the car. The final drive ratio is raised to 3.54:1 by using an Elan crown-wheel and pinion.

The normal 12 in. wheels are discarded in favour of 13 in. x 5½J Minilites fitted with 175 x 13 Goodyear radials which squealed when provoked more than a pig going to the slaughter house. The wheel arches are flared out, but not quite enough, for the tyres caught when cornering hard with four people aboard.

The bulge on the bonnet with the word Eliminator on it, plus the Minilite wheels, a natty two-tone paint job with carriage stripes down the side, all bring attention to the car helped on by "3-litre" badges front and rear and the two large exhaust pipes sticking out of the rear. Somehow the engine note does not sound quite the same either! Personally I would have preferred the car in a standard colour scheme so that it was not so striking, and I am sure Crayford will be happy to pander to such customer requirements.

Internally the car is remarkably standard Escort GT. The only changes are the addition of bucket seats with headrests and a leather-bound steering wheel which is not only too small but does not have the correct dish either. The gap between the wheel rim and the edge of the facia panel is very narrow, but this fault would be instantly solved by fitting another wheel.

The performance is in one word—sensational. The figures are tabulated below, but do not tell the full story. Crayford did not tell us a rev limit so to be safe rather than sorry we restricted our revs to 5,500 r.p.m. in the gears and were further hampered and thus

Continued on page 764

SHOPPING FOR A DAIMLER

THERE is no denying that for those who appreciate quality-car motoring of the more sedate kind, usually in closed-car comfort, a Rolls-Royce is the ultimate. No other make fascinates to quite the same degree, because prestige, legend, engineering craftsmanship, nicety of control, known history and the written word and photographic record are collectively more readily available for the Derby- and Crewe-built cars than for any others. But Rolls-Royces do tend to be rather expensive these days.

It was with this in mind that I tried some time back to find our readers who might be interested, an alternative. I concentrated on straight-eight Daimlers of various models (MOTOR SPORT, May, 1966). But I have to confess that, although I did not drive the post-war 5½-litre DE36, on the whole the thing did not quite add up—Rolls-Royces are superior to pre-war multi-cylindered Daimlers. But being tenacious, I refused to give up and so had been thinking recently again in terms of Daimlers. Not the ones that look like Jaguars dressed up in fluted bonnets or that ugly great limousine with the racing engine, but six-cylinder Daimlers some 18 years of age. Which seemed to call for a deal with Sportscar Garages in North London, who specialise in such things.

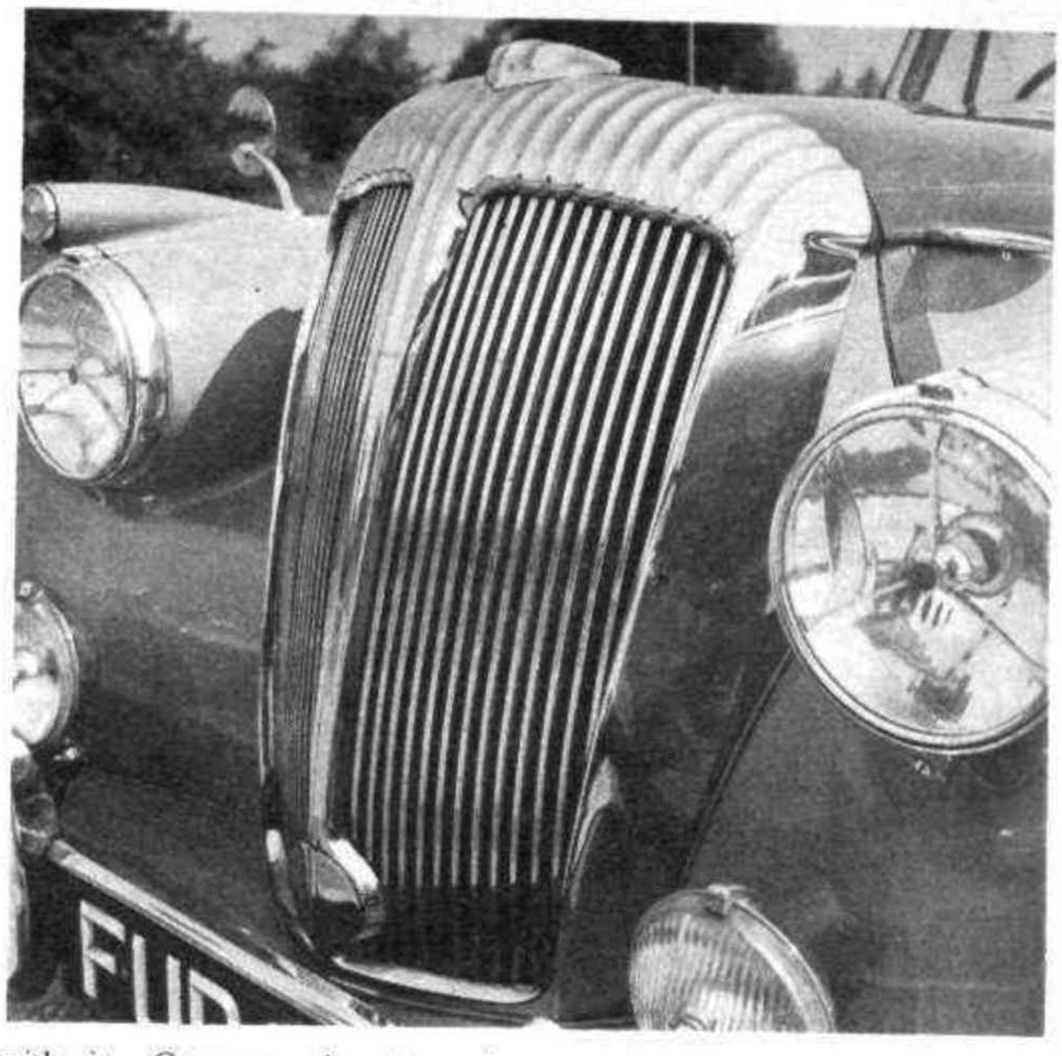
Having surmounted at last the one-way systems in this depressing district, driven past boarded-up building sites announcing that guard-dogs were on patrol and had a stone thrown at the Rover by one of many small coloured boys (these days all I am permitted to do is to congratulate him on his accuracy of aim), I arrived at the archway beyond which various old Daimlers are stabled. The cars we are considering are 2½-litre models of the immediate post-war period. The DB18 saloon was developed into the Barker-bodied Consort saloon by 1949, recognised by a curved instead of a flat radiator grille and for which 80 m.p.h. and 22 m.p.g. were claimed when new. On the same chassis Daimler offered, as a substitute for the deceased DB18 Barker d.h. coupé, the Barker Special Sports coupé, using an alloy head, twin S.U.s and a worm-drive instead of a hypoid back axle, to give striking appearance coupled with some 85 m.p.h. and 23-30 m.p.g. There was i.f.s. by coil springs and substantial swinging arms. The body is light alloy, with bolts instead of screws for the door hinges, and steel front wings and bonnet. By 1953 these Barker-bodied Daimlers gave way to the Conquest range, of which the saloon used body pressings shared with the Lanchester 14. Today Consorts offer dignified if sedate motoring and are available in a price range of roughly £250 to £400, depending on body type and condition. *It would be imprudent to bid much higher for this class of car.

What Mr. Martin Reid of Sportscar Garages had done was to fix me up, not with a car from their stock, but to borrow for me an Oxford-registered Barker Special Sports of about 1951/2, which they sold some time back to a satisfied customer who will not part

* An average of those in last month's MOTOR SPORT advertisements, from DB18 to BSS, comes to about £293.



The 1950/51 Daimler Barker Special Sports coupé as tested—Value approximately £550.



with it. Consequently, there is no point in describing in some detail the condition of the car and how much tread remains on the 6.00 x 16 Dunlop Gold Seal tyres, etc. But some notes may interest prospective purchasers of such cars. You get mostly what you pay for in this World, and this particular Daimler, very smartly repainted in two contrasting shades of brown, with unblemished plating and original beige upholstery and hood, the interior in getting-tatty condition, is valued in the region of £550.

So, with the sun shining, I drove off in open-car exhilaration and visibility, to re-learn the niceties of operating a fluid-flywheel and preselector transmission. That on this Daimler was functioning splendidly, except for an occasional reluctance to take bottom until the pedal had been kicked hard, and is a pleasantly nonchalant method of changing gear. The r.h. gear-selector lever is marked R-N-1-2-T-O, as the box has an overdrive top. In this "O"-ratio the car wafts along at 50 m.p.h. with the engine running at a mere 2,000 r.p.m., or some 800 r.p.m. less than in top.

Indeed, this Daimler, while it can by no stretch of imagination be called a sports car, runs very silkily and quietly, exhaust noise not evident with the hood down. It is long but it is also narrow (15 ft. 7½ in. x 5 ft. 4½ in.), which helps in congested traffic, especially as the extended fairings of the wing-mounted sidelamps act as sights.

You sit in a comfortable leather armchair, looking down on Minis, 500s and suchlike, and on to the typically Daimler alligator bonnet which, because it props up from the front on its sliding strut, gives reasonable engine accessibility without recourse to ugly centre hinges. The big, plated, fluted grille with dummy filler cap cocks up high in front, giving a further reminder that this was one of Coventry's fine motor-carriages, and could be anything from a Conquest saloon to a Royal limousine.

In spite of its designation, this is not the kind of car I wanted to press in the gears, or take performance figures with, at all events after some 18 years' usage; although the mileometer read only under 36,000. But it got along faster than I expected, 60 to 65 m.p.h. being a nice ambling gait, with some shimmy, and the acceleration surprising for a 33¼ cwt. car. And, some ladies might note, in spite of the truly fool-proof transmission, this 2½-litre car is so flexible that it can be started in top if there seems point in so doing. The unpolished light wood facia carries a range of instruments comprising 100 m.p.h. speedometer and tachometer reading to 6,000 r.p.m. with a red line at 4,500 r.p.m. (although the 69 x 110 mm. 2,522 c.c. engine peaks at 4,200, when it gives 85 b.h.p.), ammeter, water thermometer (normally at 175°F.), fuel gauge and clock. Oil pressure is left to providence, or more accurately a warning light, but should be 40 lb./sq. in. Surprisingly, these dials are of AC manufacture and have the cream faces and shaded figures favoured by Daimler. The clock and trip-odometer were not working. Discreet knobs scattered about look after things like petrol reserve, spot-lamps, heater, throttle setting, mixture strength, starter, panel illumination and cigar lighter. The handles for

THE LUXURIES THAT COME WITH POWER.

The Opel Commodore is not exactly everybody's idea of a director's car.

It's the first one that doesn't look portly and dull.

The first one that shows you don't have to be silver-haired and sixty to be successful.

It's a coupé.

A true pillarless coupé that's in a class of its own.

The sort of look you don't often see in Britain. The sort of look that turns heads.

With smooth, flowing lines that make it difficult to tell just where elegance ends and sportiness begins.

(Just in case the Coupé's a bit too racy for the company image, there's always the Commodore saloon.)

Inside, there's hip room, leg room, shoulder room and head room that approaches limousine dimensions.

The atmosphere of comfort is enough to send passengers to sleep just breathing it.



4 door Saloon

The boot holds nearly as much luggage as two of its competitors put together.

Its 6-cylinder 2.5-litre engine winds up to 110 mph, yet day-to-day fuel consumption remains around 25 mpg.

Sort of leaves the rest behind.

Other features include an impact-absorbing steering column and body work. Anti-burst doors. Child-safe locks on the saloon. Power-boosted dual-circuit brakes with front discs.

Body-contoured reclining front seats.

Two-speed wipers. And so on.

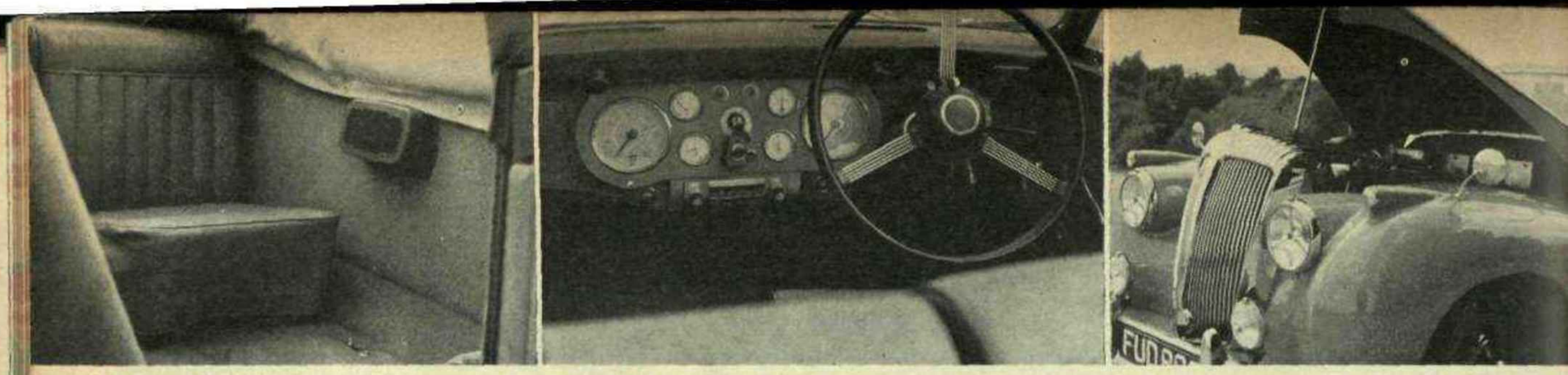
At £1,670* maybe you don't have to be a director to own a Commodore Coupé after all.

And you certainly don't have to be one to call on your local Opel dealer for a test drive. Or write to General Motors Ltd, (Dept MS), Vehicle Division, Stag Lane, London NW9, for information.

*Recommended price £1,670, Commodore Coupé as illustrated, includes vinyl roof, seat belts and P.T.

Opel Commodore

A product of General Motors



SPECIAL FEATURES of the Daimler Barker Special Sports—l. to r.: *The transverse occasional seat which can be fitted on either side of the car, the restrained facia layout with typical Daimler instruments, and a bonnetful of engine covered by the traditional alligator bonnet.*

the rear-hinged doors, lamps switch, r.h. "umbrella-handle" hand-brake, wipers which have big knobs and can be parked below the screen rail, and the big spring-spoke steering wheel, with horn push control for the self-cancelling semaphore-arm trafficators on its boss, are typical of a car of this period. Good wing mirrors and a Motorola radio were fitted.

The Daimler Special Sports has some endearing items of its own. The front seats are separate, but three can occupy them in some intimacy, while behind them is an occasional seat set transversely, which can be mounted on either side of the body, depending on whether the person who sits there prefers to converse with the driver or the front passenger. There is an interior lamp in the folding hood, the latter quite easy to erect and stow in its bag, although the n/s catch tended to come undone. Chassis lubrication is automatic, on the ingenious Luvax Bijur thermal system, which simply means that heat from the exhaust manifold expends the lubricant and sends it on its way. Jacking is by the D.W.S. built-in system, the winding handle, spare wheel, etc., being revealed when the rear number plate panel is hinged down. The spare wheel lives in a cavernous but shallow boot with self-popping lid and the back wheels wear spats; tyre pressures are normally 28 and 30 lb./sq. in. One key suffices for all locks, including cubby-hole, fuel cap and n/s door. There are leather-trimmed vizors. The hood has top rails and, with the wind-up glass windows, makes a snug closed car, or would have done had there not been a gap at the top of the n/s window. The "keeps" for the heavy doors were inoperative.

When new the recommended top speeds in the gears were 33, 53 and 80 m.p.h. at 4,500 r.p.m. (I got indicated readings of 25 and 50 m.p.h. at 4,500 r.p.m. in the two lower gears, and *The Motor* a true 48 in 2nd, 78 in 3rd from a new car in 1950), and maybe there would be a few more m.p.h. to come in overdrive, the Special Sports having ratios of 14.57, 7.97, 4.85 and 3.55 to 1, whereas the single-carbuetter Consorts use normal four-speed epicyclic gearboxes of 17.54, 9.97, 6.71 and 4.30 to 1.

I must say I was pleasantly surprised at how well the car cornered, in spite of some play in the fairly heavy steering, which is geared just under 2½ turns, lock-to-lock. This may be attributable to the rigid boxed chassis, although bad roads set up steering shake and made the doors rattle. The brakes, which are Girling hydro-mechanical at the front, mechanical at the rear, with 11 in. drums, were more than adequate. The fuel tank holds 14 gallons, and cheap petrol seemed in order with a 7-to-1 c.r.; no fuel check was made but at least 23 m.p.g. should be obtainable. The clean push-rod o.h.v. engine boasts a detachable Tecalemit oil filter on the n/s. The engine commenced readily from cold and idled at 250 r.p.m. Night driving was a bit fraught, because the headlamps seemed to extinguish on (foot) dip and, although there are very penetrating Lucas spot-lamps which can be used only with the sidelamps, they had tree-inspecting dazzling beams. Moreover, the wipers went u/s and had to be hand-operated.

But this Daimler was an interesting and thoroughly practical car, which, when it left the premises of Everest & Sheldrake of Henley-on-Thames as a new car, had servicing facilities all over the place, including Daimler House at both London and Edinburgh. The point I want to get over is that I consider it the equal in silence and driving charm of many of the older and smaller Rolls-Royces of like age, for which appreciably higher prices are being asked.—W. B.

TUNING TEST—continued from page 761

cautious because the rev-counter had a nasty habit of sticking at 4,000 and then jumping round the dial. The Crayford people have tried harder than us and by keeping in second and revving to 6,500, have got the 0-60 time down to under eight seconds, which is very much in the Jaguar E-type bracket. But our relatively subdued runs produced figures which would put an Escort Twin-Cam to shame and give a Porsche 911S quite a hard time.

PERFORMANCE

Acceleration :

0-30 m.p.h.	..	..	..	2.6 sec.	
0-40 ,,	..	..	..	4.2 ,,	
0-50 ,,	..	..	..	5.8 ,,	
0-60 ,,	..	..	..	8.4 ,,	
0-70 ,,	..	..	..	10.8 ,,	
0-80 ,,	..	..	..	14.0 ,,	
0-90 ,,	..	..	..	18.0 ,,	

Speeds in gears (at 5,500 r.p.m.) :

1st	..	..	36 m.p.h.
2nd	..	..	52 ,,
3rd	..	..	70 ,,
4th	..	..	115 ,, (6,300 r.p.m.)

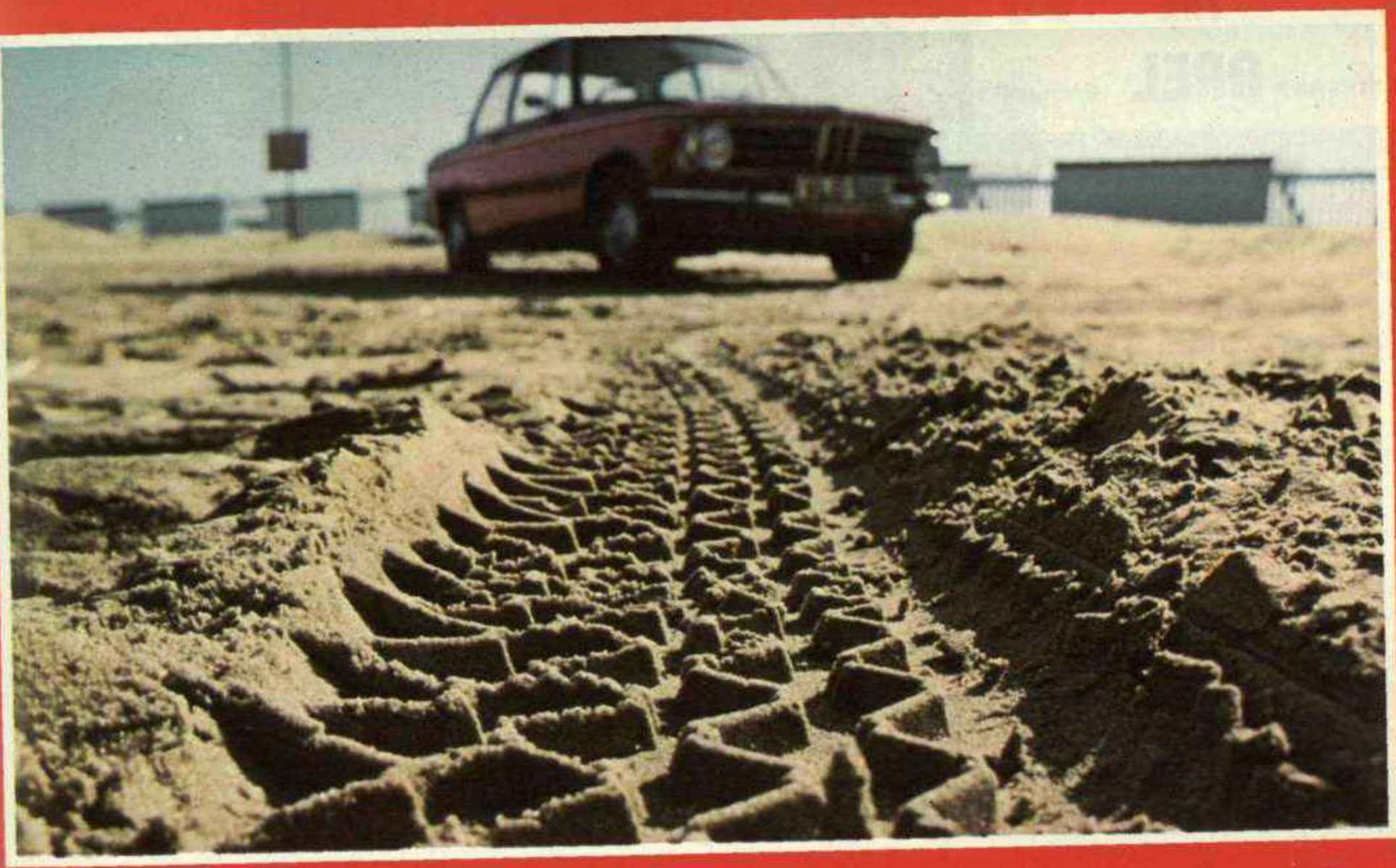
Speedometer : 2 m.p.h. slow at 70 m.p.h.
Petrol consumption : 19 m.p.g.
Conversion by : Crayford Auto Developments Ltd., High Street, Westerham, Kent.

But the great thing about the Eliminator is its tractability. We did some acceleration runs starting in second gear and recorded a time of 4.4 sec. to 30 m.p.h. and 9.8 sec. to 60 m.p.h. So in fact starting in second you could keep up with a standard Escort Twin-Cam or blow off a Lotus-Cortina. In fact, with a fit of judicious clutch slipping it is possible to move off without judder in top gear while starting in second is the norm, unless one is particularly keen to leave streaks of black rubber from the traffic lights. All this shows just what a lazy car the Eliminator is, for one can drive about very happily using only second and fourth gears. Top speed is about 115 m.p.h. and high-speed stability is not the car's best point.

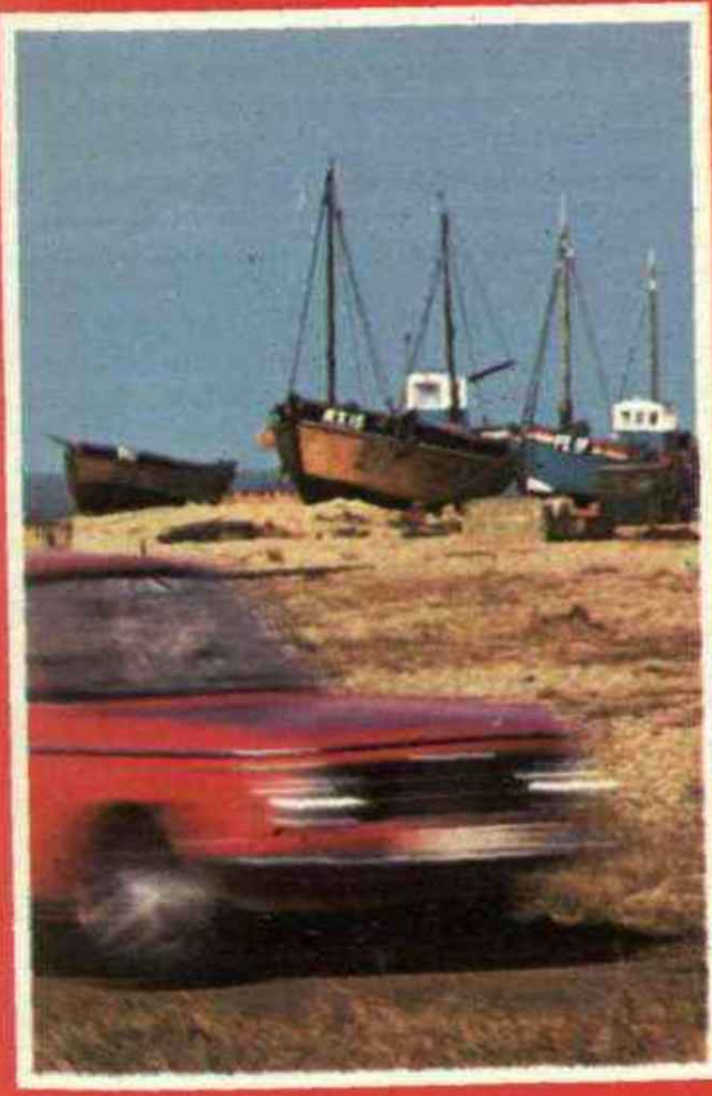
Motoring is not all straight line stuff, thank goodness, and this Escort proved just as sensational around the twisty bits. There is the neat, tidy and quick style or the hairy, tail-out spectacular method, either producing excellent results. The car basically understeers, but has so much power and is so well balanced that one can change this at will. A flick on the wheel and a bootful of power will thrust the tail out for a demonstration of opposite-lock motoring. Breakaway is progressive and the car can really be drifted through corners in safety. Altogether very exciting! However, after a fair bit of fierce driving at the test track, it was definitely decided that most people would prefer the competition uprated steering, although this would make manœuvring from parking spaces a tough man's job.

But the only real fault we found with the car was the vulnerability of the exhaust system. If an Eliminator is going to fare well on the rough roads of the Continent Crayford will certainly have to think about tucking them in a bit.

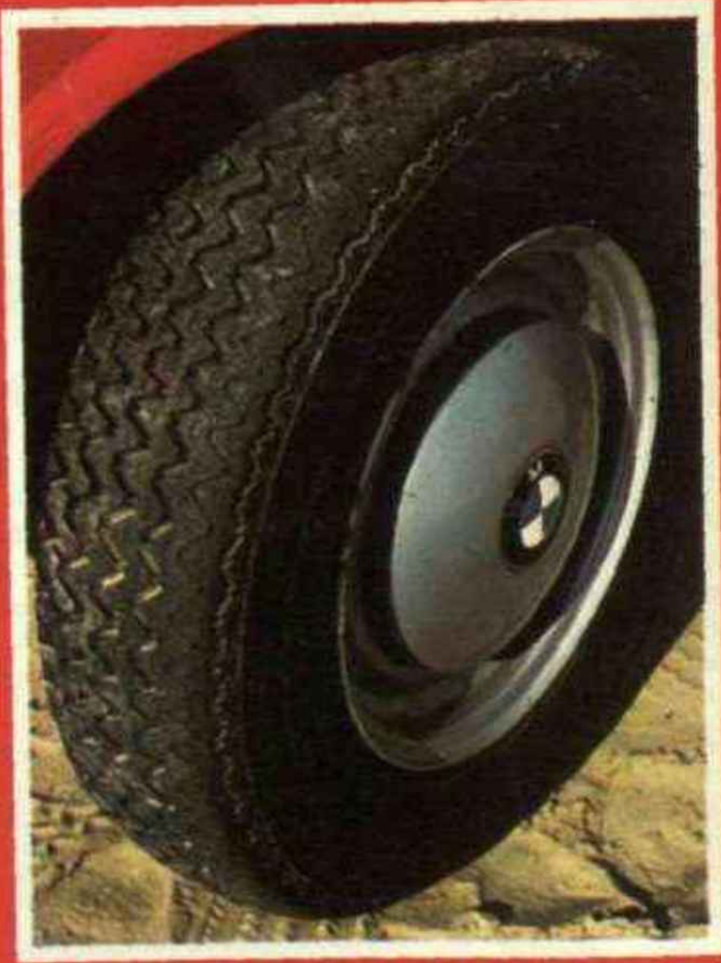
The price tag on this extraordinary Escort is fixed at £1,495, including purchase tax and with the full Ford warranty retained. You could pay a lot more for similar performance, although in the long run a Cortina V6 may be a better bet unless ultimate performance is your maxim.—A. R. M.



There can be no shadow of doubt who's been asymmetrically combing this particular beach



A tyre track is a tyre track
Unless it's made by a Michelin XAS.
For in the whole world there is only one *asymmetric* radial tyre.
And the XAS is made that way because it is the tyre expressly *designed* for *performance* driving.
Look, carefully, 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

THE OPEL COMMODORE GS

AN APPRAISAL



THE CARS made in Germany by the Adam Opel Aktiengesellschaft (and marketed here by General Motors from their Buckingham Gate office, servicing being looked after by Lendrum and Hartman, whom I always think of as the Buick people) have outgrown their pre-war stigma. This arose because about the only sort of Opel known to British motorists in those days was the ugly if roomy 1,074-c.c. Cadet, which was the least-expensive Continental car available here and thus regarded as a pretty low form of motoring life by patriotic Englishmen, although it had i.f.s. and quite a decent performance for its size; nor was it alone in looking as if it were made of cardboard and tin-cans, with the Renault Eight from France to keep it company! Indeed, in those days I had some good runs in John (B.R.D.C.) Eason-Gibson's Cadet although a 2½-litre Opel Super Six let me down with clutch failure.

During the war Servicemen were frequently seen in roomy Opels, which apparently served them exceedingly well. In more recent times General Motors Opels gained a reputation for being sound but non-sporting cars. The traditional names of Cadet (or Kadett), Admiral and Olympia were retained and new models added. Recently there have been two significant developments at the Russelsheim Company, which G.M. took over in 1929. The first has been a definite attempt to infuse a sporting flavour, with rally participation and fastback coupé models, of which the 1900 GT sounds most promising, the second to introduce a new range of luxury models in Americanised style, with hydraulic tappets for Opel's well-known side/o.h. camshaft engines and de Dion rear suspension in place of well-located rigid back axles.

MOTOR SPORT road-tested an Opel Kadett Rallye coupé in March 1968 and this year I have been able to sample a Commodore GS over a considerable mileage. The latter is a large, handsome car, a full four- or five-seater fastback with vinyl-covered roof. It may not deserve the designation "Grand Sport", which makes me think of 1926 Amilcars anyway, but as a personalised car for the semi-enthusiast, it is an interesting proposition.

The GS version of the Commodore has a 2,490-c.c. over-square in-line-six o.h.c. twin Zenith d.d. carburetter engine delivering 140 (gross) b.h.p. at 5,400 r.p.m., on a 9.5-to-1 c.r., with an alternator as standard, and a four-speed all-synchro. gearbox with floor control. The chassis details follow Opel practice, with coil-spring, unequal-length wishbone i.f.s. and a rigid back axle on trailing upper and lower links, using coil-springs and located laterally by a tie-bar. This Opel has a top speed of around 115 m.p.h. and it accelerates quickly, a time of 10 sec. from 0-60 m.p.h. seeming even more rapid on account of the noise, an eager wuffling sound, emitted by the smooth-running engine. The gear-change is quite good, with a gaitered, well-placed lever of average length cranked back and rising from a central well. It has strong spring loading and is smooth but a bit notchy. A sleeve surrounding the lever has to be lifted to get reverse.

The test car had been given power steering the day before I took it over, which I tested on the twisty road from Newtown to Cross Gates. It made some odd noises but is very good of its kind, because it is not unduly light and has plenty of "feel", yet makes an easy task of parking in spite of a ratio of only 3½ turns of the big wood-rimmed wheel from one full lock to the other. The clutch is light but tricky to engage smoothly, the disc/drum power-assisted brakes effe tive under fairly firm application.

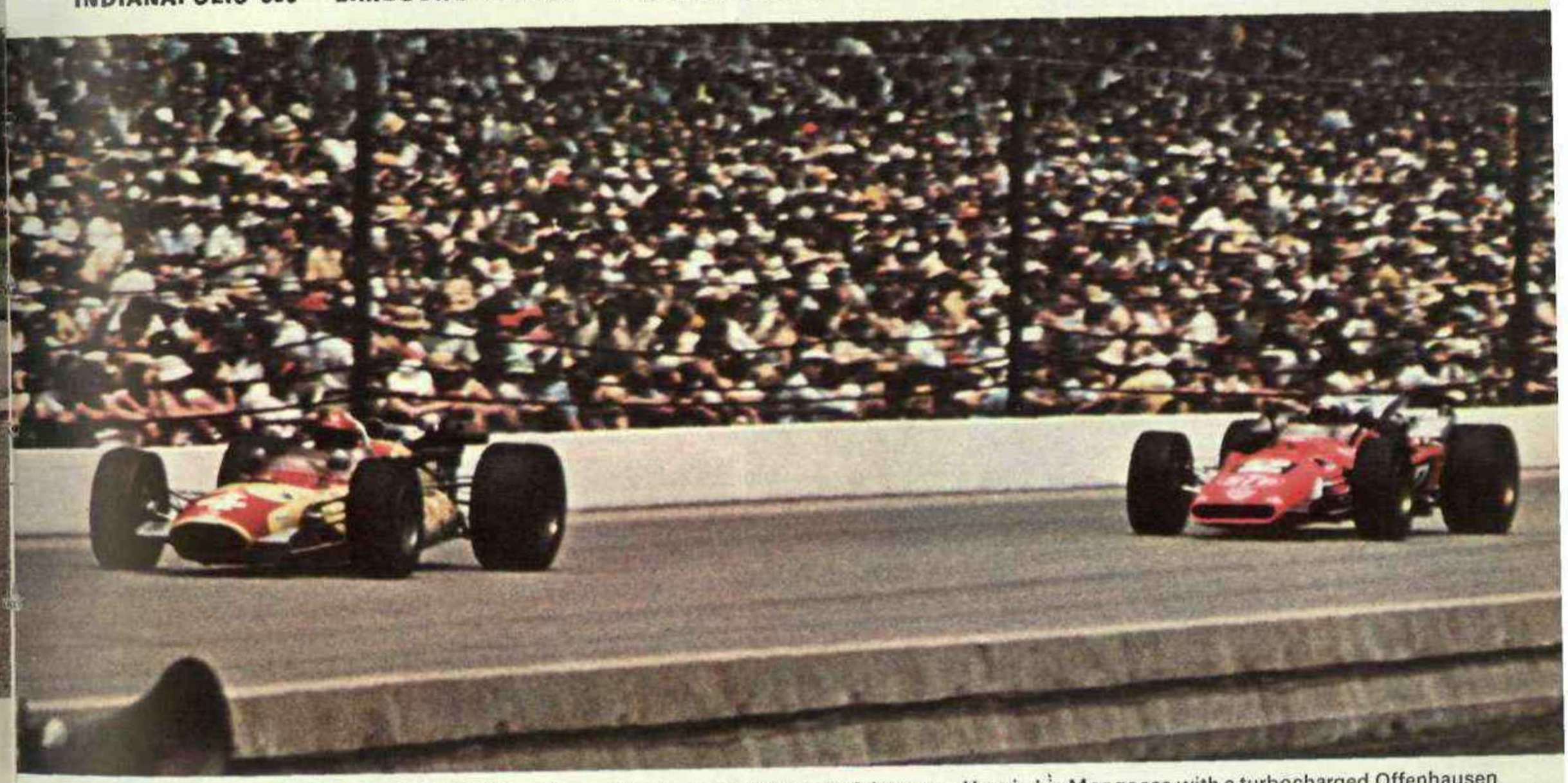
The overall impression is of a compact American-type of car wi European road-holding and braking and a high-quality Germa interior. The reclining front seats are reasonably comfortable ar very well contrived. The doors have excellent pulls-cum-arm-res with 45° grips, tiny pull-out interior handles, and neat recessed interi slide-type locks. The interior black upholstery is relieved by discre unpolished wood *decor*, used also for the r.h. facia panel. Th 140-m.p.h. speedometer with total odometer and the combined fue gauge-and-heater-gauge dial have between them a miniature tach meter reading to 7,000 r.p.m. with no peak markings. The fuel gaug reads vaguely but is accurate at zero. Down on a subsidiary pan just above and separate from the transmission tunnel are three ver neat and clear, angled Vdo dials consisting of an ammeter, accurat clock and an oil-gauge, the last-named normally showing abou 3 kg./sq. cm. The padded facia contains a lockable cubby mor useful for maps than cameras, supplemented by a long open well behin the gear-lever. There are big open bins, too, on each door. Th black vinyl upholstery is extended to the roof lining, which is to sombre for some tastes.

A twist-and-pull T-grip facia hand-brake on the left of the steerin column is less acceptable than most of the Opel's controls. A slende r.h. stalk looks after lamps dipping with a flick action, flashing an turn-indicators. The horn is sounded from the hub of the dishe steering wheel. Paired press-buttons for the right hand control th wide Bosch lamps, and a recessed ring above the tachometer, which go very hot, varies the instrument lighting. This is a well-appointed ca with boot and under-bonnet lamps, a lockable filler for the 12-gallo fuel tank beneath a hinged rear panel, twin tail-pipes, roof grabs, coat hooks, cigarette-lighter, anti-dazzle mirror, reversing lamps, heate back window, steering lock, neat stowages for the seat harnesses, an safety door locks, etc. The electrics are Bosch, with high-mounte Bosch halogen driving lamps, which make after-dark driving enjoyable The heater is presumably able to cope with German winters but wasn' effective on the test car, so that lots of cold air was required to demis the screen. There are facia adjustable air-vents, cut off by levers unde the dash, but these will not work independently of the heater feed Two-speed wipers are controlled by a facia press-switch but its fello was not arranged for screen washing on this r.h.d. car, this being don by pulling out a stiff under-facia knob with the right hand. The wid

Continued on page 78

PICTORIAL REVIEW

INDIANAPOLIS 500 LIMBOURG G.P. F.2 ACROPOLIS RALLY NURBURGRING 1,000 KMS. LE MANS PRACTICE

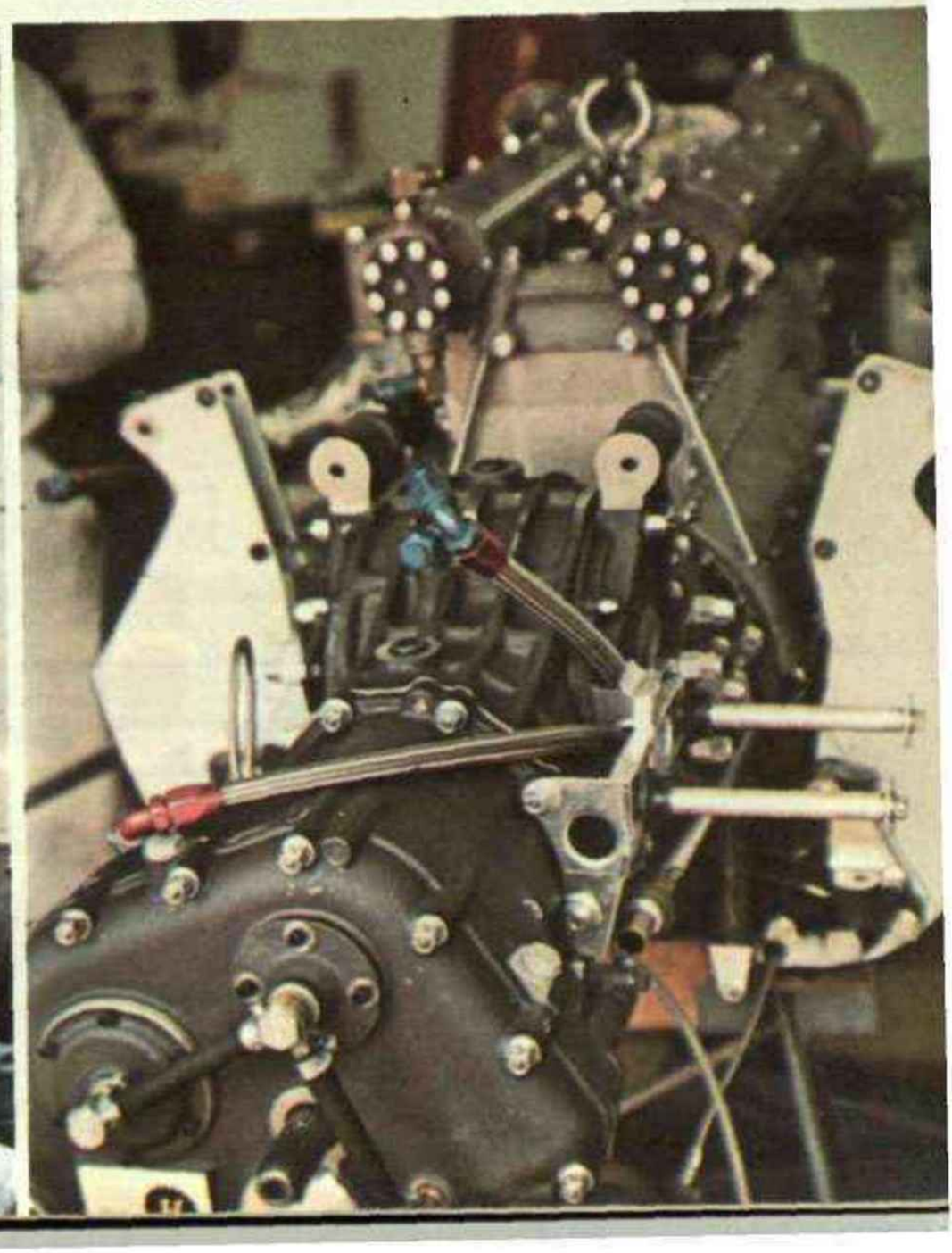


INDIANAPOLIS 500 A RE-FUELLING mishap put leader Lloyd Ruby out of the race. Here in his Mongoose with a turbocharged Offenhausen engine he just leads the eventual winner Andretti in the Hawk, which is powered by a turbocharged Ford engine. Although Andretti is generally considered to be the top driver in this class of racing it was the first time he had won the famous Memorial Day race.

THERE IS certainly plenty of colour and action when Andretti makes a pit stop. In this form of racing, victory can be won or lost in the pits.



THE BRITISH-BUILT four-wheel-drive transmission on the Lola driven to seventh place by Donohue.







THE NEW B.M.W. is getting better, but the team has suffer
constant engine failures. At Zolder, Siffert had a battle wi
Birrell before the B.M.W.'s engine started to misfire.

ZOLDER FORMULA TWO

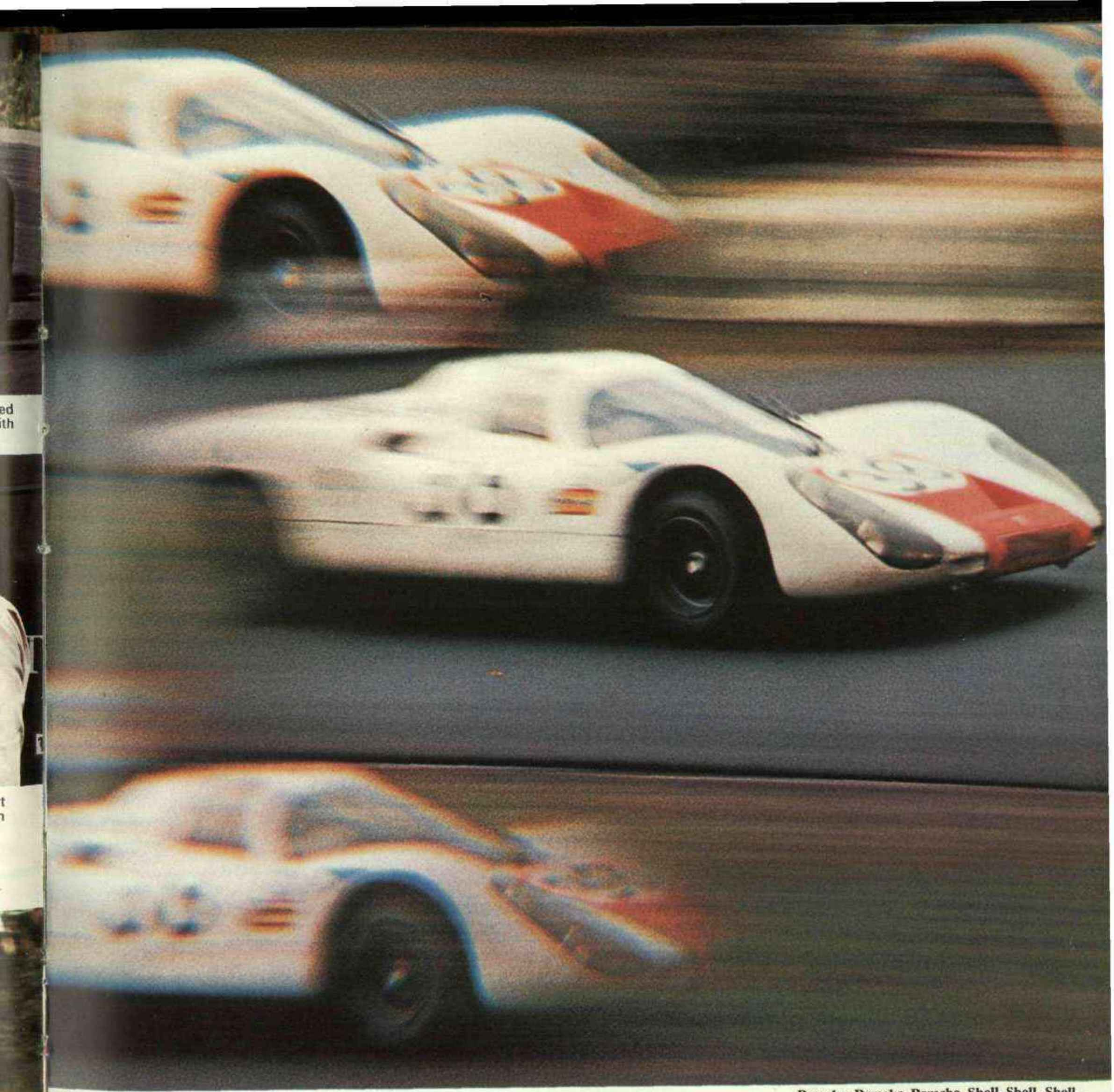
RINDT is having another excellent year in Formula Two. At Zolder he beat Ickx' privately-entered Brabham, but Ickx broke the lap record.



I WONDER, thinks motor-cyclist Bill Ivy after practice a
Zolder—I have just lapped faster than World Champion
Graham Hill.

THE BAN ON WINGS has struck Formula Two in much the same way as F.1, and at Zolder there were many attachments which the entrants considered to accord with the C.S.I.'s new rules. Many people simply attached their previous front-mounted wing on to the rear bodywork, and this was the system adopted for Stewart's Matra at Zolder.





Porsche, Porsche, Porsche. Shell, Shell, Shell.

Some oils never met metal at 12,000 rpm

For Shell oils, it's routine. Porsches today, Ferraris next week,
Lotus-Fords the next. Nothing nice about those engines.
They growl and scream, expect miracles of hard work from Shell oils.
And get it. So will you. Your Shell Super Oil has a solid
background of hard work inside nasty engines. Not like some oils.



ACROPOLIS RALLY THE REAR VIEW of Toivonen's Porsche is all that most people saw, although each of the works Escorts led the rally at some stage or another. The Porsche mechanics indulged in much preventive maintenance, and the car had various suspension parts changed between stages. Toivonen and Kolari were outright winners.

OF THE THREE factory Escorts entered, one finished—that of Roger Clark and Jim Porter. The crumpled front wing bears witness to a departure from the road on an early stage (a rare occurrence for Clark) which cost considerable time. They were stuck in a ditch until sufficient spectators arrived to push the car out.

ALWAYS RELIABLE are the factory Dafs. Despite their diminutive size and power output, these little cars from Holland never fail to amaze drivers of more potent machinery, particularly on downhill sections where their crews have to be brave to make up for what they lack going uphill. This car, crewed by Laurent and Marche, finished third overall.

APART FROM the works Porsches, Escorts and Dafs, the majority of the field was made up of Greek privateers. The local Mazda dealer entered a team of three of these 1200 saloons in Group 2. The team failed to finish intact, but this car, driven by Psihas and Moshous, was seventh overall. The dust was characteristic of the whole rally.

A.D.A.C. 1,000 kms., NURBURGRING THE WINNING CAR driven by Siffert/Redman was the spare Austrian car on loan to the factory.

THE WORKS FERRARI driven by Amon trying hard to keep up but finally failing after making fastest lap.



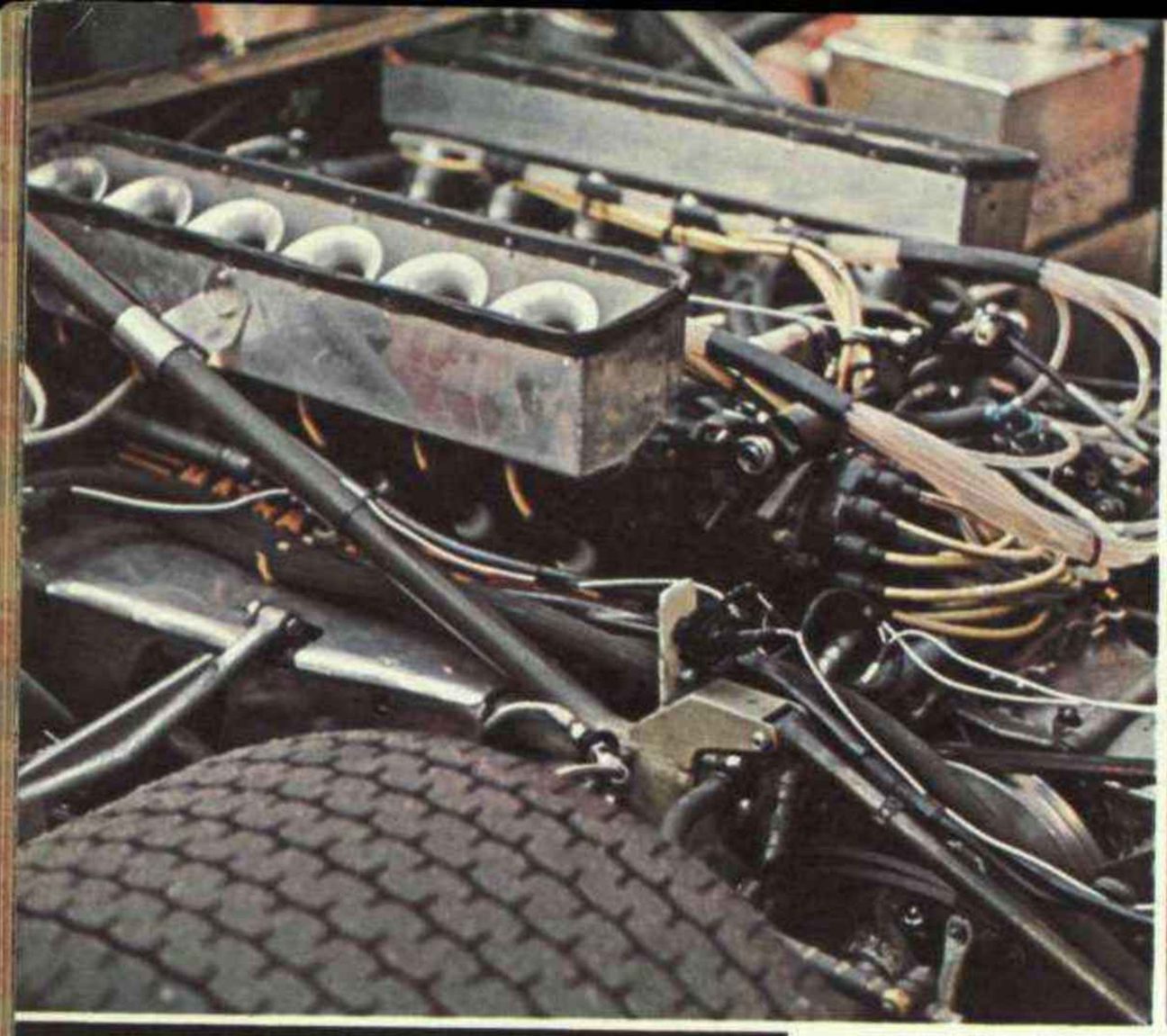
ICKX AT THE WHEEL of the Mirage-Cosworth V8. Later, while Oliver was driving, the rear suspension collapsed by the Karussel.



THE MITTER/SCHUTZ 908 Porsche airborne at Brunchen.

ALFA ROMEO 33 class winner, ably driven by Facetti/Schultze.

THE NEW BODY on the Porsche 908, seen here passing the main grandstand, with Stommelen driving.





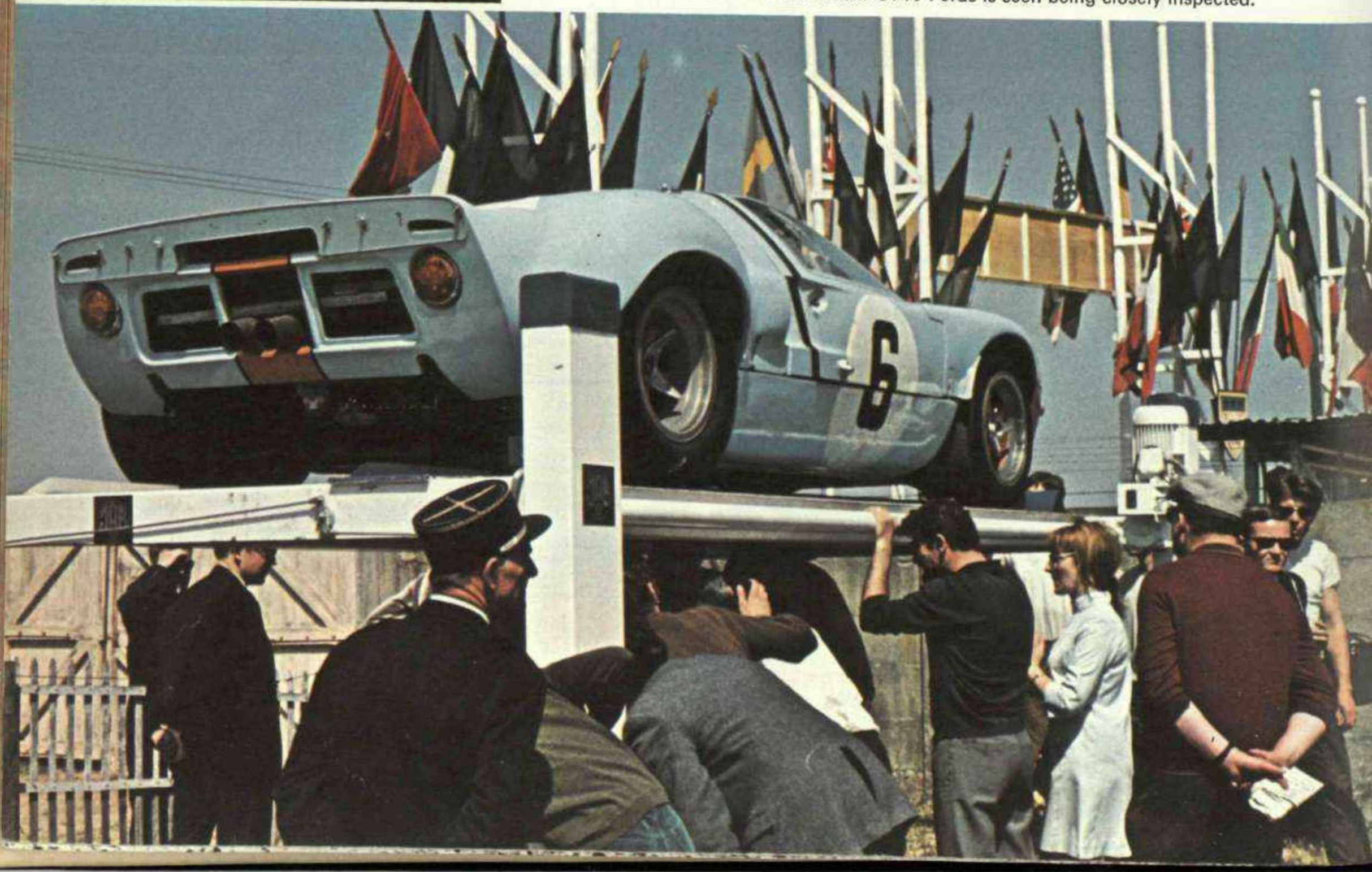
28

FRENCH POWER.—By keeping away from Grand Prix racing the French part of Matra Racin were able to produce three open cars and a coupe for Le Mans. The 4-o.h.c. V12-cylind 3-litre engines powered all of them.

CONFUSION.—Le Mans and the surrounding district gives itself up to the 24-hour race in manner that is unique. The Matra team cars leaving their garage in Le Mans, on their way practice, cause more than passing interest.

ILLUMINATED.—Many cars were using electrically-energised phosphorescent number discs Le Mans, both for the individual team's benefit and the time-keepers.

THOROUGH.—The scrutineering at Le Mans is not a casual affair and among the many operation the cars are hoisted on high on an electric lift and scrutineers have a good look underneat One of the Gulf Team GT40 Fords is seen being closely inspected.



The Thoroughbred gives you a longer run for your money.

½ pint per 1,000 miles averaged in '69 Mobil Economy Run.

The long-striding oil—that's new Mobiloil Super 10W-50.

The 1,009 mile course of the recent '69 Mobil Economy Run was a pretty giant stride.

39 popular makes of car completed a combined total of 39,351 miles.

Yet between them, the 39 finishers consumed a miserly 15½ pints of Mobiloil Super. An average of rather less than ½ pint per 1,000 miles.

Long-striding Mobiloil Super has what oilmen call 'viscosity stretch'. From SAE 10W for easy starting and cold-run protection, all the way up past the 30 and 40 markers to SAE 50, for the high-speed gallop when the heat's on in the engine.

Give the horses under your bonnet the long-striding protection that helps them eat up the miles without gulping down the oil.

New Mobiloil Super 10W-50. From the company that cares about keeping motoring costs down.

At your Mobil Dealer's now.

Mobil
Moneywise Motoring





New Mobiloil Super 10W-50

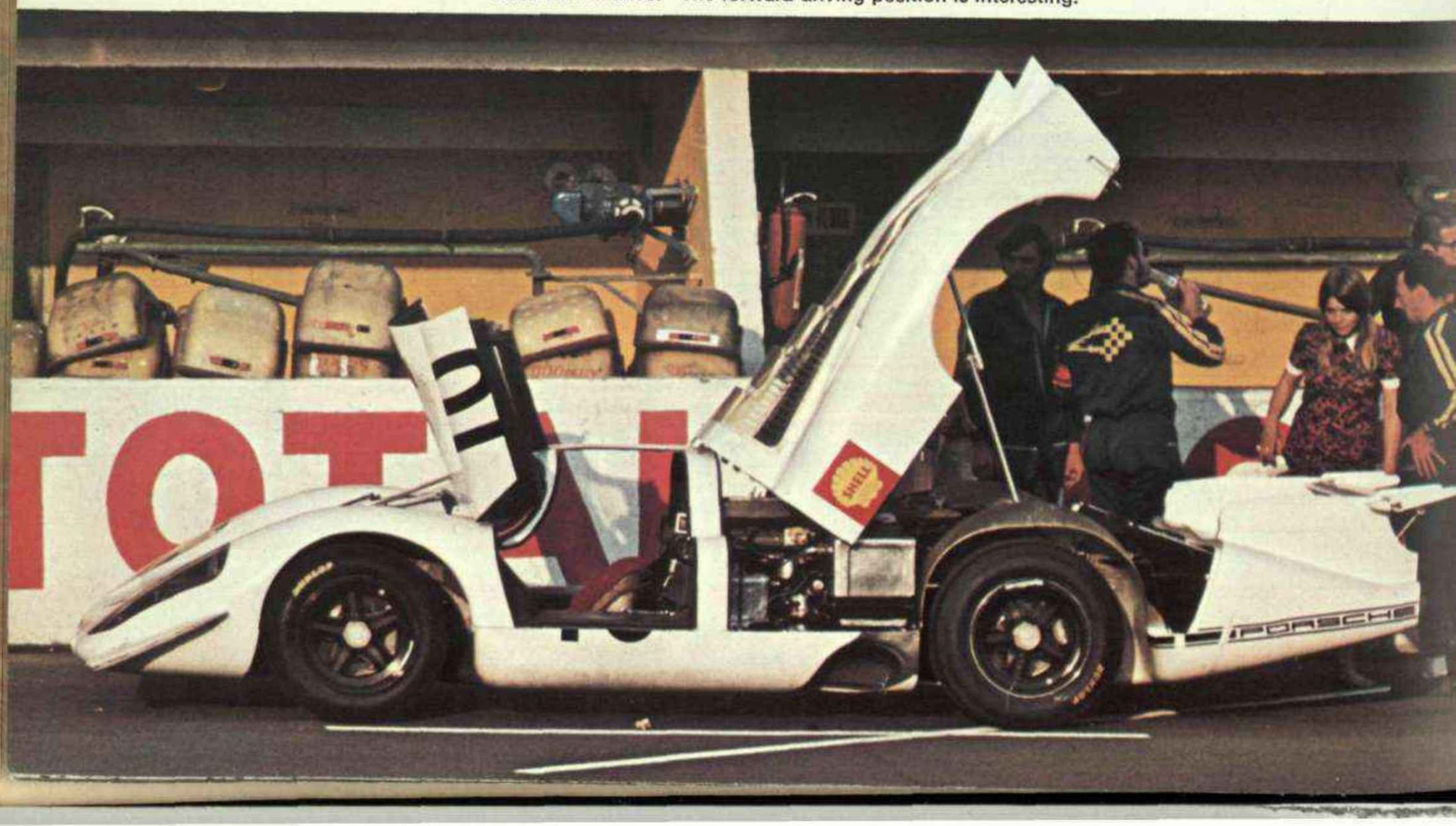
The long-striding oil.



LE MANS BEFORE THE RACE

PROTOTYPE.—The Ferrari 312/P is certainly the prototype for the proposed 5-litre Group 4 car for 197 and the coupe versions that appeared at Le Mans looked all ready to take the larger engine and compet against the Porsche 917.

FIRST CUSTOMER.—The first Porsche 917 to be released from Stuttgart was delivered to the Woolfe Racing Team at Le Mans for Woolfe an Martland to drive. The forward driving position is interesting.





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.

BRITISH LEYLAND TRIUMPH

Triumph put in what the others leave out


FEB 1

PICTURE MAKING—

or an excuse for a fast run in an Aston Martin DBS



THE IDEA of having a really topical, if touring, picture on the front cover of this issue of MOTOR SPORT seemed a good one. All that was required was a good British car in the foreground (a Gilbern might have been tactless), pictures to meet the colour printing schedule, and a quick trip to conserve office time.

Having decided on, and obtained, an Aston Martin DBS, we left Standard House at 3.15 p.m. one Wednesday afternoon with a full tank of fuel, bound for Bangor in N. Wales. Traffic was heavy but by 4.15 we had put 55 miles behind us and, aided by the M1, the next hour saw 65 miles disposed of. The DBS we were using was the Automatic model with Borg-Warner No. 8 gearbox, which lagged a little in pick-up from the lower speeds and possessed a rather distressing pause before anything much happened after kick-down. Once into its stride, however, it proved a good road-burner, accelerating to a hard purposeful sound from its vintage 4-litre six-cylinder twin-cam engine. It was geared to do 120 m.p.h., indicated at 5,000 r.p.m., and as there was a warning mark on the tachometer dial at 5,500, it was approximately a 130-m.p.h. car, which is of only academic interest to we backward but State-protected British. Driving at more moderate speeds oil temperature showed 70°, oil pressure a remarkably high 100 to 120 lb./sq. in., and water temperature 80°. So we pressed-on, to the extent of 120 miles in two hours, 177 miles in 180 minutes. . . .

I remembered that Mr. Steve Heggie, Aston Martin's Deputy Managing Director, had spoken to me of the modern Aston Martin as primarily a prestige car, like a Savile Row suit or his Rolex Oyster wristwatch. (I was fortunately wearing the right suit at the time, but a Breitling Navitimer instead of a solid gold Rolex! I recall him saying that if I drove down the King's Road in an Aston Martin the girls would turn to look at me and my reply that I thought if I was in a Silver Shadow they might even get in, while a Lotus Elan might be more fun to drive, which is really, to my mind, the point and purpose of a high-performance car.) Now, here I was in an Aston Martin, able to sum it up. My driver was mumbling that he thought his Porsche 911 was quicker, A to B, I thought the passenger's seat a bit slippery and less comfortable than some others in luxury cars a good deal older, but giving excellent support, and the fresh-air system with its many swivelling vents was adequate on this warm afternoon, although the paint job on those situated on the door pillars was poor for a £6,112 car.

Of course, it's all very lavish inside, with some good ideas, like putting the ride control, wipers/washers control and fog/spot lamps/panel lighting switch on the r.h. door pillar, and labelling the row of press-buttons Hazard warning, Fuel reserve, Spare, Interior lighting, Rear window (heating), and Horn change. The controls for the electric window lifts are well placed, the heater knob has six labelled settings, and there is a Kienzle clock. The big lockable cubby has a map lamp, but its lid-pull could rip you in a crash. There is no vanity mirror but presumably Aston Martin girls do not make-up in public—or is it hidden somewhere? Wood trim is confined to the instrument panel, the central gear-lever is biased to the l.h.d. position but moves in a very effective quadrant, there is a nice very small wood-rim steering wheel and a very good fly-off handbrake, the roof is tailored in cloth, two shaped back seats provide for extra passengers and two stalks, r.h. and l.h., look after lamps dipping and lamps selection and horn blowing. But choke and rear window heating warning lights are at eye level. . . .

We did not have an altogether pleasant journey. Our route was up the M6 and for some time we had been troubled by an odd noise under the car and sensed that things were shedding themselves. A pause just before Newcastle to try to locate the reason for this intermittent racket revealed nothing. So we continued, getting lost on that town's un-signposted ring road as we sought the way to Whitchurch; presumably they navigate by the sun in these parts. Luckily it was still shining and we took the narrow twisting road to Llangollen, and on along Telford's Holyhead Road, the Avon Turbospeeds clinging well, with seldom any protest. We rated the road-holding of a high standard for such a big car, apart from the de Dion back-end hopping sideways a bit on bumps, and matched to a good ride; the steering is excellent, high-geared at three turns, lock-to-lock, light but very quick and precise, although vicious kick-back occurs as the wheels strike pot-holes. By engaging "L" and then flicking the gear-lever into "D2" it was possible to send the needle more quickly over the calibrations of the 180-m.p.h. speedometer. Such enjoyment was marred by poor wipers, which meant driving into a setting sun with a smeared screen, and a feeling of sickness on the passenger's part. The reason for the latter became apparent on arrival at our hotel in Bangor, for, on opening his door, heat was immediately felt—the exhaust system had been breaking up, probably at the flexible pipe between manifold and silencer, hence the odd noises we had heard, with bits of asbestos packing stripping off and flying backwards!

Shutting off the central cold-air vents stopped the fumes and a car which had put 271 miles into five minutes under five hours, out of London and with several stops, including refuelling, was otherwise regarded as satisfactory.

It had been a run which embraced Telford's famous iron Waterloo Bridge at Bettws-y-Coed, and a glimpse of the dug-up "Babs" which O. Wyn Owen is restoring, through the door of his workshop in Capel Curig (and a glimpse of that gentleman and his dog when we went by next day), and much crawling in tourist traffic thereafter.

All that remained was to get up at 6 a.m. the next morning, motor

Continued on page 786



CONTRAST.—At about the same time as the Aston Martin DBS was leaving London for Caernarvon, this 1923 11.9 A.C. of G. W. K. Condon was leaving Marble Arch bound for John o' Groats, to win a £100 bet from his brother that it could not do the out-and-back journey within 24 hours. Cruising at a steady 25 m.p.h. the A.C. completed the task in 44 hours, being able to ease up towards the end, the crew taking an hour off for breakfast. They had two punctures in the 710×90 beaded-edge tyres, and the dynamo belt broke. Otherwise, it was a non-stop no-trouble outing, the 1,496-c.c. engine giving 25 m.p.g. and using no oil or water. Motorways were used where possible and a Land-Rover, driven by Lt.-Col. J. S. Weeks, acted as support vehicle. The picture shows Condon leaving London on this creditable adventure.

The number of oils on the market makes choosing the right one for your car a bit of a gamble. Racing drivers face the same problem–and for them the stakes are higher than for you–so follow their lead.

Look around at the next motor event you attend and you'll see a lot of Castrol. Castrol won its tremendous popularity with sporting motorists over sixty years proven dependability on the world's circuits. And every bit of that track experience goes into GTX–our high performance oil for road cars.

GTX has additives that protect against anything that's harmful to your engine's performance. Friction, heat, rust. Ring-varnish, sludge, and th acids produced by combustion. GTX acts like a thin oil for cold starts, yet has the full body required for hard acceleration and high speed cruising.

You can buy GTX locally. If you're offered anything else, remember. No dice.



The engine protecto

Don't dice with any oil but Castrol



LETTERS FROM READERS

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

LOTUS ELAN BRAKES

Sir,

I should like to endorse the comments of Mr. A. G. Cosgrove (May) on Lotus Elan braking.

As he observes the brakes of this car (principally the front wheels) lock up under wet conditions. And at times they do so quickly enough to provoke alarm in otherwise quite normal braking situations.

In the dry they are superb but one needs to allow a wider margin for the difference between wet and dry braking in the Elan than in other cars I have driven.

On the thorny subject of Lotus reliability I can only say that the Elan is an improvement on the delightful but exasperatingly temperamental Elite. But it is certainly no VW.

In particular many of the latest Series 4 cars seem to be suffering as a result of the changeover from Weber to Stromberg carburetters to meet the American exhaust emission regulations.

At 3,300 miles my own Elan S4 has just been to the Zenith engineering division at Queensbury in North London to be fitted with its third set of carbs.

The previous two sets (the first pair was replaced at 1,500 miles by my Lotus agent) caused constant backfiring, engine "surging", stalling, running on, overheating and excessive fuel consumption. As a consequence performance was non-existent.

The trouble is apparently something to do with different camshafts being fitted to cars for the home market and those given the full emission control treatment for America. Or so Zenith told me.

Quality control inspection of cars at the factory could also seem to do with tightening up. My own Elan arrived with the following faults :

No seat belts.
Indicators did not self cancel.
Indicator warning light inoperative.
Reversing lights not working.
Faulty handbrake warning light.
Faulty electric window.
Cracked and chipped paintwork.

Mr. Cosgrove is also right when he says the Elan lighting system is unreliable. My headlights have twice failed without warning while driving at night, once almost causing an accident.

In addition it is not uncommon to have to jiggle with wires under the bonnet before the headlights come on at all.

My Lotus agent—Purley Performance Cars of Purley, Surrey—have been particularly helpful and sympathetic. But the inconvenience caused by all these problems has been considerable.

Having said all this the Elan remains a superb car. Its incomparable handling, road-holding and ride, together with the lusty engine and precise steering make the trials and tribulations of owning it worthwhile.

And I would disagree with D. S. J. who described the Elan cockpit as "spartan" in May's issue.

With its beautifully lacquered walnut dashboard, excellent seats, good quality carpets and other attractive appointments the latest S4 is almost in the luxury class.

Blackheath. DAVID TATTERSALL.

* * *

JAGUAR MASCOTS

Sir,

With reference to the letter from Mr. Walker (April issue).

As he is a proclaimed Jaguar owner of many years standing I am surprised that he has failed to notice that the XK series, surely the most famous and revered by all Jaguars, were never fitted with anything more than a plastic badge.

Surely they were none the less car for the omission?

Dagenham. JOHN J. ATKINS.

GOODBYE, MR. PURDY

Sir,

We act for Mr. Ken W. Purdy, the well-known American writer.

Our client has become increasingly irritated at the appearance in MOTOR SPORT of a series of snide innuendoes and unfounded criticisms concerning himself. Concerning one article ("Letter from Europe", August, 1968, issue, over the initials of Mr. Denis Jenkinson) our client consulted Counsel and was advised that the article was defamatory. A more recent article ("Fear and Motor Racing", 1969 issue, over the initials of Mr. William Boddy) returns to the same laborious attack.

Our client does not, any more than any other author, demand immunity from criticism. If MOTOR SPORT wishes to criticise our client it is free to do so within the bounds of the law. Alternatively, you may prefer to ignore our client, a fate he would welcome. If, however, you decline to make any open criticisms but continue the present line of defamatory suggestions and unsubstantiated innuendoes, we give you notice that our client will have no hesitation in availing himself of his full legal rights and enforcing his full legal remedies. We hope that you will treat this letter as seriously as it is intended.

London, W.C.1. WRIGHT SON & PEPPER.

[Having received this letter from Solicitors acting for Mr. Purdy, we are glad to comply with his request to be ignored. No further references to this gentleman will ever again appear in the columns of MOTOR SPORT—not even an obituary.—ED.]

* * *

A JOWETT JAVELIN ENTHUSIAST

Sir,

While reading your excellent and most informative article on Mr. Gerald Palmer's 1924 Targa Florio Mercedes I noted the reference to this wartime-designed brainchild, the Jowett Javelin, and it struck me how seldom these cars are heard of nowadays, a fact which I would like to do a little towards remedying, if I may.

What other family saloon can carry four people in superb comfort, and six with ease, will return over 30 m.p.g. in good tune, and exceed 80 m.p.h. Couple this with excellent road-holding and a very high standard of finish, and the fact that a good specimen can be found for less than £100 . . . in fact I bought my own untidy but basically very sound 1952 PD de luxe Javelin for £20.

I would have thought that in view of the above, the Javelin would be a much sought after vehicle, especially at a time when the better cars of the immediate post-war period are gaining a certain following, but apparently not. An impression appears to have gained ground that spares are difficult to obtain. Possibly this has arisen because Jowett car production ceased some 15 years ago. Let me quash this impression completely. I have never had *any* troubles in obtaining spares since I bought my first Jowett some three years ago. This is presumably due to the factory producing spares right up to 1963, and in more recent times the various agents undertaking to have certain of the less plentiful items specially manufactured.

And what about the Jowett Jupiter? A sports car, designed by Robert Eberan von Eberhorst, working hand in glove with E.R.A. Ltd., which did so well at Le Mans, and incorporated so many advanced features in 1949. With a view to publicising the Jowett marque, there now seems to be a possibility that the N.E. section of the Jowett Car Club will run a team of Jupiters in Historic Sports Car events next season, and I am preparing my recently acquired 1952 SA Jupiter to this end, and looking forward to some good sport!

Newcastle-upon-Tyne. GEOFF BROWN.

TIME WASTERS

Sir,

Recently, an accident occurred outside the gates of my school, involving a police car and a car which had been attempting to turn into the gates. Within minutes, six police cars and eight policemen were on the scene. Efficient? Yes, very. But farcical, considering the damage amounted to a small scrape and a knocked-out headlamp rim to the police car and the private car respectively.

York. MARTIN BRADLEY (16 years).

[So the younger generation is noticing! In this country we waste so much time calling the Police to very minor shunts, whereas on the Continent they take this as an inevitable part of motoring, quickly driving on after a shouting match or exchange of addresses. Some time ago we saw a taxi hit by a car in Aldwych. The only damage was that one of the taxi's wheel nave plates fell off. But, because of archaic regulations, the fare had to dismount and the cab remained there for ages, until inspected and judged safe to proceed. We have just not yet come to accept the motor car and as it has been with us in ever increasing numbers for over 70 years, it looks as if we never shall!—ED.]

* * *

PRAISE FOR THE POLICE

Sir,

During the last fifteen years I have had several encounters with the police in relation to motoring and they have all been unpleasant. However, on Sunday morning, 11th May, my car, an ageing Mini, refused to start when I was on my way to work. Living near a long hill, I attempted to roll start and ended up a considerable way from home with a useless motor car.

As I walked over to a 'phone box some two hundred yards away, I looked back and saw a panda car had stopped by the Mini and two policemen were busy trying the doors. This, I thought, is it! Incredibly, one of them offered assistance and got himself pretty dirty mucking about under the bonnet—to no avail. They then ran me across to the 'phone, provided me with the correct change and waited as I had words with my garage mechanic. As a final friendly gesture, one of them gave me a Sunday paper to read as I waited for assistance.

A small incident, but what a pleasant encounter with the law!

Clayton-Le-Dale. JOHN WEST.

[Good public relations, Police *v.* Public, too!—ED.]

* * *

OIL COOLER OR OIL THERMOMETER?

Sir,

In these days of oils and petrols advertised as having special anti-wear ingredients, I should like to bring to the attention of fellow readers a point which could possibly be a big wear-saver. I run an old Ford Capri with a Cortina GT power plant. The local pub "go faster" experts informed me that an oil-cooler is essential if you are going to drive the car to its full capacity. Before spending out on a cooler I fitted an oil-temperature gauge and conducted a series of tests, bearing in mind that a well known oil company informed me that the correct sump temperature should be between 75°C. and 95°C. to enable the oil to carry out all its functions.

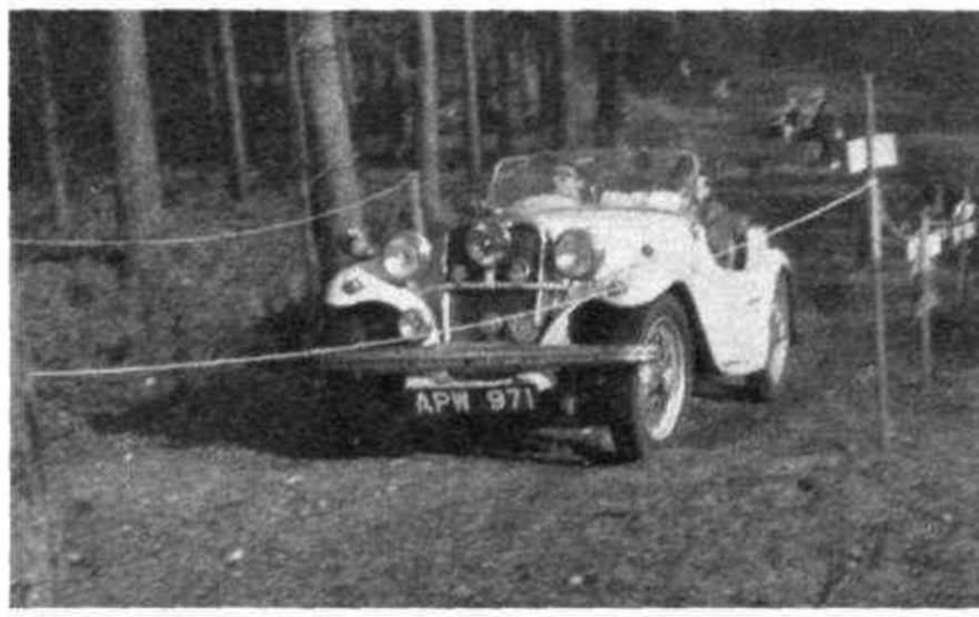
My sump was not protected by a cardboard splash shield, and I believe some recent Fords did not have them fitted. The results of the tests are as follows: Driving steadily at 45 to 55 m.p.h. over a distance of 100 to 200 miles the oil temperatures reached a maximum of 55°C. Driving hard over a similar distance the maximum temperature rose to 65°C. I then made a splash shield that completely sealed the bottom of the engine compartment, without the customary hole to allow the sump bottom to protrude. The same tests produced a maximum temperature of 85°C. I should point out that I have an electric water cooling fan that is used only in traffic jams, and that the radiator is 50% muffed above 30 m.p.h. which maintains a water temperature of 90°C. I would venture to suggest from my findings that there must be an awful lot of cars in use that never reach the correct running temperature, thereby causing more wear than is necessary, so perhaps readers might check their oil temperature, especially before lashing out for an oil cooler.

Shirley. JOHN DOWMAN.

A £15 SINGER LE MANS

Sir,

I have been interested in the correspondence in MOTOR SPORT c cheaper pre-war thoroughbreds. I enclose a photo of my 1936 S Le Mans 9 tour-seater bought in 1962 for *£15*.



Reliability is not outstanding, but she has done about 10,000 for the last three years with little bother, mostly flat out.

Top speed is in the 75-80 m.p.h. region, fuel consumption m.p.g., according to speed.

The hydraulic brakes are first class and road-holding is of an that cheap cars still can't emulate, though the ride is a bit lively.

She is quite a good car in Production Car Trials, where she known on some courses, chiefly for the piercing squeal from the on fast starts, a fault of no consequence, having nothing to do wi rivets!

Rugby. IAN BLACKBURN

* * *

SHOESTRING MOTORING

Sir,

I have been extremely interested in the letters concerning " string" Motoring. This is a point that for about the past five years has made me alternately laugh and fume whenever I have through the "for sale" section of your magazine.

The "lesser" pre-war cars are just not worth hundreds of po and people don't seem to realise that there was plenty of mu machinery on the road before the war just as there is today. A 1958-1959 the prices asked for old vehicles were reasonable, bu they have escalated out of all proportion, and it now requires con able time and effort to find good bargains. As for my own experi the best examples are an M.G. M-type obtained for £10, which 100% reliable motoring and was never touched with a spanner, 1932 Wolseley Hornet Special, which I obtained for £35 and been using for the past six years, including a tour on the Contine

A very wise heading to the article in June's MOTOR SPORT case for being on tow illegally (in another Hornet Special, obtain £5 complete) comes up soon, and no one seems to be able to the exact letter of the law on the subject, since there are appa technicalities concerned with the point where a car can no long termed "a motor vehicle".

Finally, the classified section of your magazine is beyond the finest advertising medium for motor vehicles of interest. Wo not be possible to separate the advertisements at least for post pre-war cars, thus eliminating the need to wade through pag "Stork forces sale" nonsense when looking for the latter?

[Late print schedules are against this.—ED.]

Sittingbourne. JULIAN N. BROWNRIDGE

* * *

IN FAVOUR OF THE JAGUAR XK ENGINE

Sir,

I was puzzled to read the comments on the XK engine in M of Moment, June, 1969, issue.

What is fussy about this motor and what on earth do we want noisier high-revving intractable engines for? Your road-test c Maxi criticised the car for its noisiness, which is no doubt due demand by the technical press (not the public) for high-speed capacity cars. By all means let's have new power plants,





It was rough country this, old and primitive and the roads were very bad. The car's tyres took a terrible pounding as they got nearer the coast, bouncing in and out of potholes and ploughing through thick hot dust. In the late afternoon he decided to call a halt for just half an hour. He pulled up in the quiet shade of a tall pine forest, switched off the engine and in the sudden stillness heard the sharp babble of water tumbling over some tiny rocky shelf.....

MICHELIN ZX

go radial, go Michelin

Silverstone

SATURDAY·JULY 19th 10.30

The R.A.C. British Grand Prix is at Silverstone once again, the home of British motor racing. Thrills and excitement from the cream of today's drivers battling round 84 laps of the finest, and fastest, circuit in the country.

EXTRA EVENTS

- **20 Lap Formula Three Race**
- **20 Lap Saloon Car Race**
- **Shell History of Racing Cars Parade**
- **Grand Prix drivers parade in Bentleys**

SPECIAL TRACKSIDE ENCLOSURES : In advance 17/6 each
On the day 20/-. Children (under 14 accompanied) 5/- each.

RESERVED GRANDSTAND SEATS : Pits and Woodcote 50/- each
South 40/- each. Transfer to paddock 30/- each.

PRACTICE Thursday July 17th 11.30 a.m. and Friday July 18th 11.00 a.m. admission 10/- each.

Tickets from
Booking Office, Silverstone Circuit, Nr. Towcester, Northants,
or Booking Office, Daily Express, Fleet Street, London EC4.

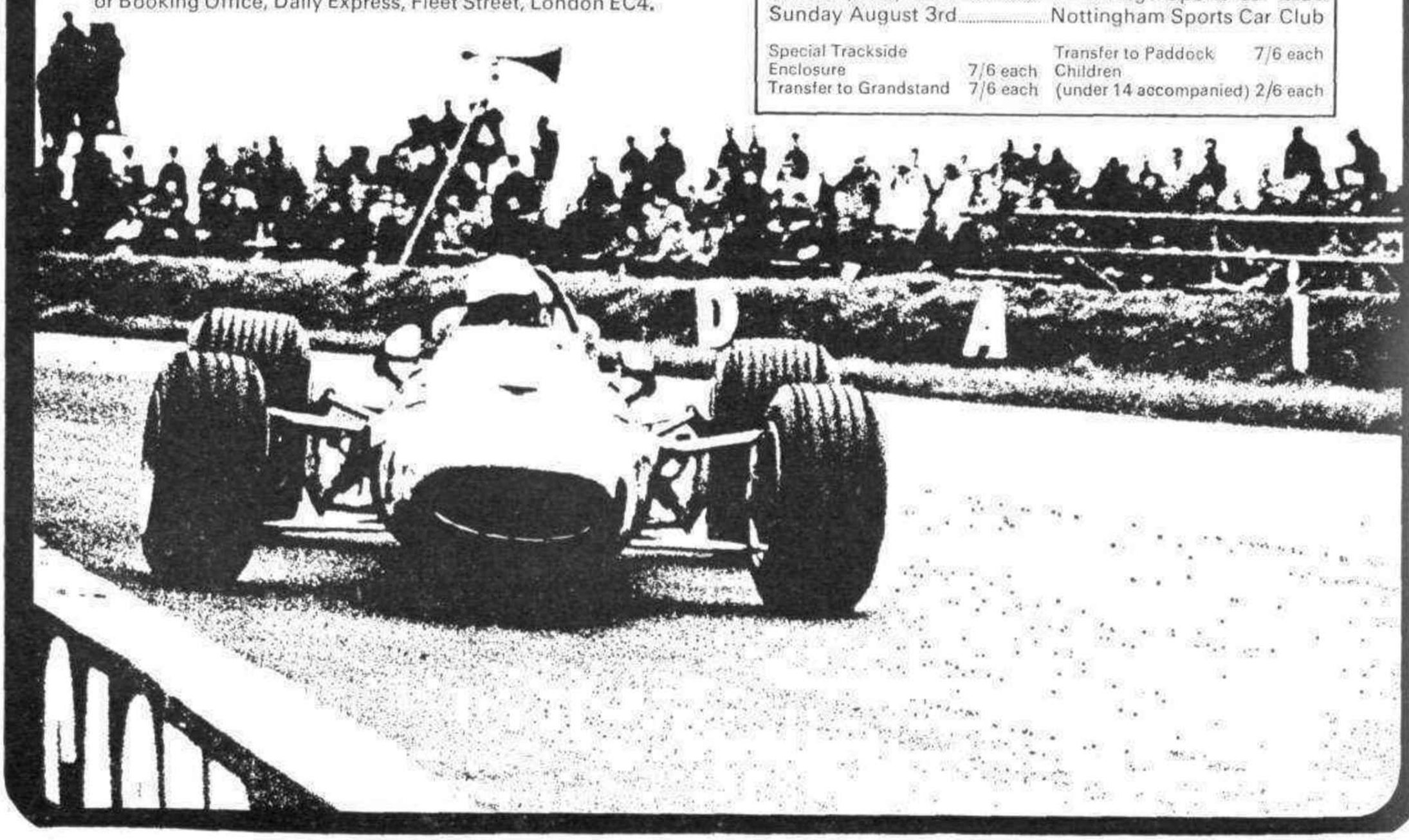
RAC BRITISH GRAND PRIX

SPONSORED BY THE DAILY EXPRESS

Other Meetings in July and August on the Club Circuit

Sunday July 6th	Nottingham Sports Car Club
Saturday July 12th	Aston Martin Owners Club
Saturday July 26th	Vintage Sports Car Club
Sunday August 3rd	Nottingham Sports Car Club

Special Trackside Enclosure	7/6 each	Transfer to Paddock	7/6 each
Transfer to Grandstand	7/6 each	Children (under 14 accompanied)	2/6 each



engines, electrical devices and the like, but to ask manufacturers to make the comically outdated reciprocating engine whir even faster and be quieter seems ridiculous to me.

Treated sensibly the Jaguar motor lasts for incredible mileages and with not too much lead in one's boot at 22.3 m.p.g. If I get the same performance from my 1300 Riley the consumption drops from 35+ to 28 and the shrieking and gearbox stirring necessary is quite exhausting.

Let's leave the power output of the piston engine as it is, and (Jaguar, that is!) start hollering for a fundamentally different, more powerful, smoother engine that doesn't need a box of cogs to be rattled around to cope with its narrow power band.

Finally, why do manufacturers go to such ingenious lengths to swop cogs about? Surely industrial variable speed drives or hydraulic motors would be simpler.

Beaconsfield. E. H. DUDMAN.

* * *

R16 *v.* MAXI

Sir,

The detachable back shelf something of an innovation. Have another look at the R16!

I hoped when the Maxi came out it would be good. The first one I examined appalled me as a showroom example. So I looked at two others. In none of the three cars could the doors be shut without slamming Hell out of them. The rear door on two had rubbed to such an extent that brightened bare metal was visible both on the body and the door. Also rather stupidly the salesman kept boasting about the low revs in the 80s in fifth. What is the use of this information in a country controlled to 70?

If one compares what one gets in an R16 for £970 it makes the Maxi a very dear car, especially when import duty is taken into consideration.

It has got one good point—a good hand-brake. The R16 hand-brake is unprintably bad—and two women I know cannot reach it wearing Britax intertia reel seat belts.

When the Capri came out, they were soon about. So far I have only seen two Maxis on the road!!

Alrewas. T. L. DYER.

* * *

TWO-WHEELER BRAVERY

Sir,

I daresay the controversy started by D.S.J. in his "chicken" article will rage for some time in your columns.

It must be remembered that he spent many years in the world of motorcycle road racing, a game that makes car racing look a bit tame by comparison.

I would seriously recommend all who fancy themselves as fast, tough drivers to try it out on two wheels.

I remember many years ago Geoff Duke invited Stirling Moss to "have a go" on Manx Nortons, but Stirling politely declined, and no one can say that *he* was short of guts. Come hail, rain or shine, the only correct line at the bottom of Bray Hill is between that grid and the kerb at about 130 m.p.h. with a nice stone wall to stop you if you miss. I wonder what the G.P.D.A. would say to that.

Cheadle Heath. R. SANDBACH.

* * *

F.2 *v.* F.5000

Sir,

I would like to raise a few points concerning F.5000 through the columns of your magazine. The sponsors of F.5000 say that the public want this formula. Well, I don't want it and many of my friends don't want it either.

The truth is that the sponsors have made the mistake of thinking that because the public support 400 b.h.p. Formula One that they will support F.5000. The mistake of assuming that the public want 450+ b.h.p. cars has been made twice before with the Inter-Continental Formula and Group 7 and we all know what happened to those formulae!

The formula I would like to see more of is F.2, which offers close, exciting, fast racing with an occasional bonus of graded drivers. The sponsors of F.5000 say that F.2 is uneconomic, but if this is so why do the B.A.R.C. stage an annual F.2 race at Thruxton?

Regarding a recent letter in your excellent magazine about circuits in Britain I would like to say that there is just one good circuit in Britain, and that is Oulton Park. It has good amenities and is, of course, the most picturesque circuit in Britain. For these reasons I would like to see the British round of the World Sports-Car Championships where it belongs, at Oulton Park with the Tourist Trophy.

Bingley. PAUL SCHOFIELD.

* * *

HOW WAS YOUR USED SPORTS CAR?

Sir,

Fear is an undesirable emotion. Y' know the kind of feeling you get every couple of years when it's time to buy another used sports car (I use the term "used sports car" for financial reasons). I have owned Sprites and never quite got over bad-suspensioned, back-breaking journeys, and now my M.G.-B with the three-bearing crank is making worrying noises. Purchasing a used E-Type or Aston Martin DB5 needs careful consideration, so please could we have readers' assessments of these cars, particularly the early ones (far more enlightening than engineers' reports) and so reduce the fear of used sports car buying?

Edge Hill. GERRY DOWTON.

[Any experiences of used or used-up sports cars?—ED.]

* * *

BEFORE HIS TIME

Sir,

In the midst of all this talk about wings and aerofoils, I came across this quotation in "The Power And The Glory" by William Court (page 141). Year 1925 or 1926.

The subject under discussion is the dangerous road-holding of fast light cars.

". . . the inevitable Heath Robinson came forward in the shape of one E. Hellstrand with this suggestion:

" 'Would it not be practicable for light racing cars for track use to be fitted with a couple of ailerons projecting on each side of the car about the back of the driver's seat . . . the adjustment could be partly by hand . . . the settings found most suitable could quickly be made with certainty.' "

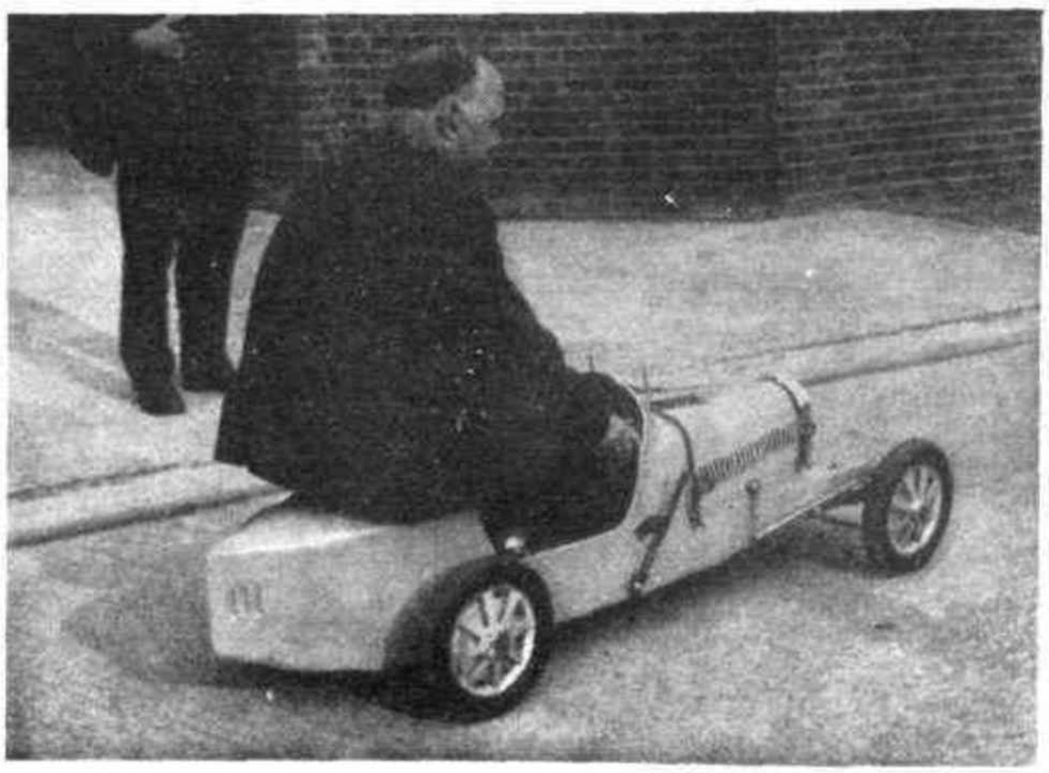
Not so Heath Robinson as Mr. Court seemed to think!

Cheadle Heath. R. SANDBACH.

TOPICAL

If you are going to Wales this summer, which the investiture of H.R.H. Prince Charles has made a popular move, Shell's splendid Guide to Wales is essential reading. It also contains some excellent colour plates. The authors are Wynford Vaughan-Thomas and Alun Llewellyn and this 360-page, beautifully produced book was deliberately timed for Investiture Year. It is in line with Shell's Guides to Britain, Scotland and Ireland, and is published by Michael Joseph Ltd., 26, Bloomsbury Street, London, W.C.1, the price being 42s. until August 1st, and 50s. thereafter.

TAILPIECE



NURBURGRING 1,000 KILOMETRES—continued from page 758

front hub looked at, and the Bonnier/Muller progress came to an end when the left-hand drive-shaft broke a universal. After only three laps in the Ferrari Amon returned to the pits, also convinced something was going wrong with the suspension or steering, but nothing was obvious so he set off again, without losing a position. He was driving at the top of his form and on lap 28 he set up a new sports-car record of 8 min. 03.3 sec., which was also a new absolute circuit record, but on the next lap the Ferrari engine died with some obscure electrical trouble at *Wippermann*. Although it got going again it did not get far and Amon had to abandon it by the road-side after a valiant drive.

Porsche were now *über alles* in first, second, third, fourth and fifth places, in the order Siffert/Redman, Herrmann/Stommelen, Elford/Ahrens, Attwood/Lins, Kauhsen/von Wendt, the last car being a lap behind the leader. The Kelleners/Jöst Ford GT40 was in sixth place and leading all the Group 4 cars, including the Piper/Gardner Porsche 917 which was in eighth place behind the Schultze/Facetti Alfa Romeo. The Brown/Stock Chevron had climbed steadily up through the lower ranks until it was in 18th place, and the Ginetta-Climax of Richardson/Farthing was 26th, the Astra-Climax having dropped back. The impressive run of the works Abarth 2000 driven by Ortner/van Lennap came to a stop when the crown-wheel and pinion broke and the 1,300 c.c. Ginetta-Ford of Moore/Harvey-Bailey was plagued by an electrical fault, finally traced to a loose wire behind the ignition switch.

The refuelling stops on lap 33 were merely routine for the Porsche team, though they were all done quickly and efficiently, and the triumphant procession continued. Everything went according to plan and the 15th A.D.A.C. 1,000-kilometre race became known as the Porsche Race. With two laps to go Redman brought the leading car into the pits and handed over to Siffert so that the Swiss might receive the chequered flag, and three works Porsches completed 44 laps of the Nurburgring, one completed 43 laps, one completed 42 laps and the 4½-litre 12-cylinder 917 completed 40 laps and was beaten by the GT40 Ford of the *Deutsches Auto Zeitung* team and the Schultze/Facetti Alfa Romeo 33.—D. S. J.

NURBURG RINGS

The performance of the Kelleners/Jöst Ford GT40 in winning the Group 4 category yet again, must make a lot of people wish they had not bought Lolas.

* * *

With the Ferrari 312/P setting a new absolute lap record of 8 min. 03.3 sec. no self-respecting Grand Prix driver will be content with a lap of over eight minutes if practice for the German G.P. in August is held in dry weather.

* * *

The Porsche 917 has now completed a race, but it could not be described as raceworthy, and certainly not ready to be sold to some of the customers who are in the line with £14,000 at the ready.

THE SINGLE O.H.C. ENGINE—continued from page 754

which the exhaust valve is located. The light alloy head has shrunk in inserts of very hard material.

In fact, the whole of the valve gear is designed to extremely high standards, probably arising from the fact that a relatively small engine powers a very large car at very high speeds. The valves are Stellite-faced on the seats and each is fitted with positive rotators—a device which imparts a slight and controlled spin to each valve when seating which prevents the build-up of deposits which are mainly oxides of lead. Exhaust valves have hollow stems filled with sodium which melts at running temperatures and transfers heat from the head to the stem and thence through the guides to the coolant. It is claimed to reduce valve head temperatures by 50°C. and would thus lower it to below 600°C.—still a bright cherry red colour—at maximum power.

All Mercedes engines use a finger-type rocker between cam and valve which originally had a screwed adjustment on the stem end as shown in the cross-section of the 300 series engine, but now is adjusted by raising or lowering the spherically-ended pillar at the pivot end. Incidentally there is no locking device provided, the pitch of the two threads being fractionally different to give a controlled degree of interference. This arrangement was first used by Porsche, who could still hold the original patent for it.

Recently the most important change in the 200 engine range is the adoption of seven main bearings for the crankshaft. Although this tends to lower the natural frequency of the shaft—always a troublesome factor in a six-cylinder engine—it has undoubtedly been accommodated in the damper design. This bearing is related to the use of longer strokes which, in a four-main-bearing design, would increase the tendency to bend under load which in conjunction with the gyroscopic inertia of a heavy flywheel rotating at speeds in excess of 6,000 r.p.m. can lead to severe vibrations.

Duplex roller chains are used for driving the camshaft and other auxiliaries and it is a feature of all Mercedes designs that jockey and sometimes idler sprockets are positioned to give very good chain wrap on all sprockets. An example is seen on the V8 type 600 which has a single run chain for the camshaft in each bank and uses no less than five damper pads and sprockets, one being an adjustable jockey hydraulically loaded.

The 600 engine uses a wedge-type head, but the valve-operating gear is to established practice. This difference is difficult to assess but may be related to the provision of better inlet ports, on the insides of the Vee.

With its increasing importance and rapid production rise the Japanese industry has been quick to adopt the single o.h.c. Examples are seen on the Nissan Cedric, Datsun Bluebird Toyota Crown and Mazda 1000. All are fairly orthodox in conception, but it was considered interesting to publish an example of the Nissan Cedric as an illustration of Japanese engineering, which is of a very high standard—equal to anything produced in Europe in its price range.

PICTURE MAKING—continued from page 779

to Caernarvon, pose the DBS against the background of the 3-acre Castle, or Y Gaer yn Arfon, built in 1285-1322, with walls seven to nine feet thick (it is the finest Castle in Britain), on the harbour where the shipping office was opened in 1840, and operate the Leicaflex.

The Editor then got behind the wheel and drove more or less non-stop (except for petrol and a soft drink) back to London, badly delayed of course in the region of Birmingham and Coventry, having come by way of slow roads *via* Shrewsbury, the Aston Martin giving no anxiety until it tended to stall in West End traffic. But the silencer was now rattling akin to old cans. . . . Doing some sums revealed that petrol consumption under these varied driving conditions had averaged 13.4 m.p.g. We encountered only one other car of the same make but near Coventry passed "Jumbo" Goddard in his XK120 Jaguar with the racing fuel filler. Now back to office work.—W. B.

OPEL COMMODORE—continued from page 766

rear quarters of the two-door fastback body seriously obstruct vision when reversing or at angled junctions, but wing mirrors were fitted.

The ride is commendably pitch-free but apt to suffer from lateral rocking, and it gets rather lively over really rough roads. But the Commodore is generally a comfortable and restful car although the engine is too noisy when working at all hard. The cornering and the clutch felt as if enough power was being entrusted to them but as a sporting rather than a sports car which swings easily through corners I enjoyed using this big Opel. Cornering is pleasantly neutral, with a sense of latent oversteer which the slightly notchy power steering seldom has to correct. Its engine normally runs lazily at around 3,500 r.p.m., equal to 70 m.p.h. in top gear, and 5,000 r.p.m. takes the speedometer to 28, 46 and 75 in the lower gears. Although it preferred the most expensive diet, 99-octane petrol was acceptable, giving a consumption of 23.6 m.p.g. From a full tank 250 miles were covered to the red sector of the fuel gauge, when about 1¾ gallons remain. A pint of oil was needed in 1,200 miles. The tyres, surprisingly, were not Firestone or Goodyear, but 165 × 14 Michelin XAs, which can be taken as a compliment to the French manufacturer. The steel wheels are smart Sport type, made in Germany and the equal, in appearance, of those simulated alloy wheels now used on several British cars. The heavy bonnet props open to reveal an agricultural-looking engine set well forward, the ribbed valve cover of which hides the special Opel valve gear. A single key opens doors, boot and fuel filler, etc. The vented body has wind-down side windows for the back compartment, much appreciated by the Motoring Dog.

The Opel Commodore GS coupé costs £1,884 in this country, tax paid, but power steering inflates this to more than £1,970. So it is unlikely to sell in any numbers, but for anyone thinking in terms of a modern-looking car which is as individualistic as it is effortless on long runs, it merits a trial run. The 1½-litre Opel Rekord Sprint coupé offers much the same amenities as the Commodore GS, is about ten m.p.h. slower, but costs £319 less, so should interest a wider range of prospective purchasers.—W. B.

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FOR SALE—continued

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CHEVROLET, 1923, TWO-SEATER tourer. M.G. VA saloon in mint condition, best offer accepted. Tel.: 061-480 8634. (4045

RARE 800 'S' D.K.W. (AUTO-UNION) 1963. 26,000 miles from new. Licence and M.o.T. March 1970. £250, exchange considered. Tel.: Grassington (Yorks.) 583 evenings. (4046

ALFA ROMEO 1966 SPRINT GT 1600. Radio, electric aerial. Maintained by Chipstead every 4,500 miles. Good running order. £1,050 o.n.o. Tel.: 01-236 0014 office hours. (4047

1958 XK150. 3.4 F/H, O/D. CURRENT M.o.T., new tyres all round, clean body, fair mechanics. O/H brakes. £325, o.n.o. Tel.: Gravesend 2585 (day), Gravesend 67528 (night). (4048

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1964 M.G.-B, RED. OVERDRIVE. Reconditioned engine, new wide radials. Good condition. Nearest offer £500. H.P. can be arranged. Tel.: Cheltenham 55707 (daytime). (4053

1967 E-TYPE JAGUAR COUPE, white, "E" registration. Wire wheels, heated rear window, radio; 25,000 miles. Company director's car. £1,750. Reply: Cawthorn and Sinclair Limited, Durham Rd., Birtley, Co. Durham. Tel.: Birtley 2621. (4054

FOR SALE—continued

1963 LANCIA FLAVIA FARINA COUPE. Recorded mileage 37,000. Colour grey. Really super condition. £595. Tel.: 01-940 1733. (4055

FACEL VEGA, 1957, EXPERIMENTAL coupé. 5.9-litre Chrysler engine. Left-hand. Concours condition. 50,000 miles. Luxury accessories. £490. No offers. Tel.: Nuneham Courtenay 253 (Oxford) (20-2100 hrs). (4056

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1964 SPITFIRE, ONE OWNER. 45,000 excellent condition throughout. Good tyres. Hard-top, tonneau. £380 o.n.o. Tel.: Barnet 01-449 8086. (4065

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LOTUS SUPER SEVEN, COSWORTH 1,340 c.c., 1962, red and polished alloy. Two owners, present one recon. enthusiast. New engine, silencer system and side screens. Series 3 sealed beam headlights, v.g. SP3s all round, electric fan, hood, etc. Exterior very well cared for; interior specially prepared black p.v.c., mats and carpet. Whole car 100 per cent. sound. £500. Tel.: 650 3686 (evenings). (4067

SUNBEAM, 1930, 20.9 TOURER, 6-cylinder. Fitted with sports body. Looks like Young Bentley £425. Tel.: Bradley 207 (Staffs). (4068

1935 TRIUMPH GLORIA 6-CYL. saloon, sunshine roof, body excellent. Must sell as leaving the country. £95 o.n.o. Tel.: New Milton 1560. (4070

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FOR SALE—continued

M.G.-B, 1966, OVRDRIVE, RADIO, wires. White with black interior. Usual extras. Low mileage. A fine example. £720. Tel.: Fareham (Hants.) 3466. (4074

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RILEY R.M.E., 1954. EXCELLENT condition, 58,000 on clock. Must be seen. M.o.T. June 1970. £250. Tel.: Waterlooville 2737 (after 5.30 p.m.). (4082

NO REASONABLE OFFER REFUSED (regretfully) for my trouble-free "G" Reg. Elan+Two. Weber engine 5,000 miles, carefully run-in. Box 1637. (4083

1966 MERCEDES 200 SE F/H COUPE. Extras include leather upholstery, special opalescent maroon colour. Low mileage, exceptional condition. Price £3,000. Box 1638. (4084

DAIMLER, 1952, BARKER SPECIAL sports d.h. coupé, twin S.U., overdrive; excellent condition. Price £300. Maguire, 59 London Rd., Chelmsford, Essex. Tel.: 55852. (4085

M.G.-C, MID 1968, ONE OWNER, as new. B.R.G. Heater, wire wheels, radio p.b., xAS tyres. Bermuda-type hard-top, tonneau cover, soft-top, etc. Taxed one year. 12,000 careful miles. £1,050. Apply P. Murray. Tel.: Gillingham 252 (Dorset). (4086

LOTUS ELITE, WHITE. THIS CAR IS as new, with a genuine 6,000 miles only; full history and reason for sale. £775 o.n.o. Tel.: Stonesfield 258 (Oxfordshire. (4087

E-TYPE, OCTOBER 1966, 4.2 ROAD-ster. Superb condition, low mileage, balanced engine, radio, etc. Metallic green. £1,295 or exchange M.G.-B, TR4A, etc., plus cash. Please ring after July 5, St. Albans 52907. (4088

M.G. 1100. 1965. FITTED DOWNTON 1,300 c.c. "Motorway" conversion 1967. Jack Knight 5-speed gearbox, servo brakes, 5½Js. Approx. £500 spent on conversions. Many extras. Probably the only example of this combination in the country. Only reason for sale—delivery of company limousine. Price £475. Tel.: 01-567 7587 (evenings). (4089

RILEY ADELPHI SALOON; ONE owner for last 18 years; very good condition; £175. Office, R. L. Stevenson Ave., Bournemouth Tel.: Westbourne 63344. (4090

FACEL VEGA HK500, 1960, SPORTS coupé (reg. September 1959), 6.286-c.c. V8 engine, 2x4 barrel Carter carbs. This is not the usual "clapped-out" second-hand Facel, it has had extensive and costly mechanical overhaul. £650. Tel.: Leicester 61374; Narborough 2288 (evenings). (4091

1954 M.G. T.F. GOOD CONDITION. Heater, tonneau, spot, fog. M.o.T. £300. Tel.: Tisted (Hants.) 410. (4093

BORGWARD TS, 1958, BREAKING ALL parts available. Some new spares. S.A.E. list. Reasonable prices to clear. Beer, Owenwood, Well Hill, Chelsfield, Kent. (4094

TR3A, 1959. NEW ENGINE, CLUTCH, brakes 1,000 miles, M.o.T. 1970. Soft-top, good Cinturatos. £325 o.n.o. Tel.: 01-857 7816 for further details. (4095

FIAT 2300S COUPE, 1966, L.H.D. Rome plates, but duty will be paid. Ferrari-style body by Ghia in metallic grey, black interior trim. Genuine 28,000 miles, immaculate condition. £1,250. Dark, Tel.: Beaconsfield (Bucks.) 2482. (4100

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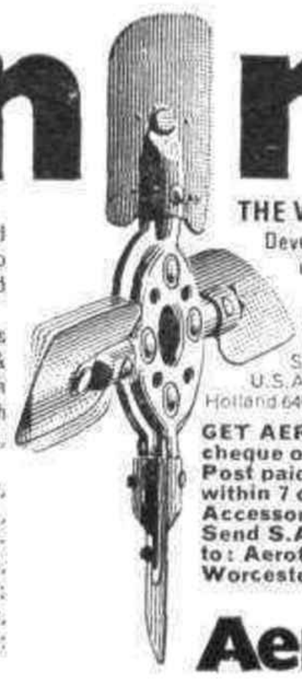
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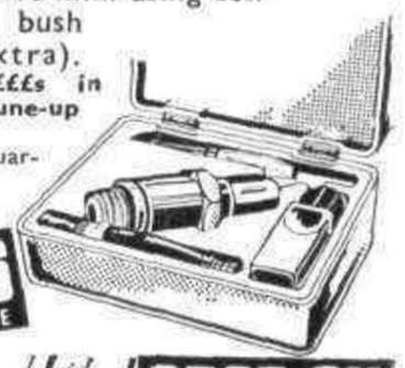
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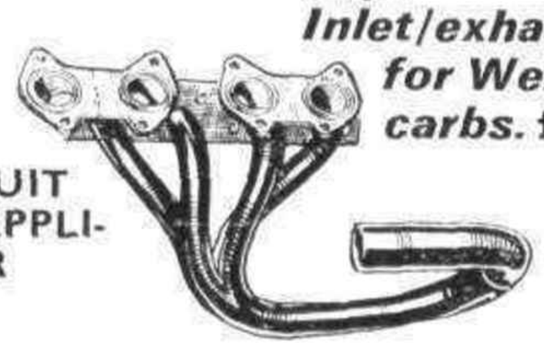
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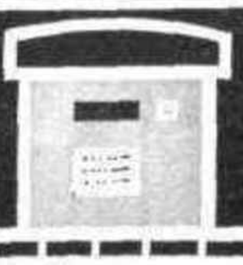
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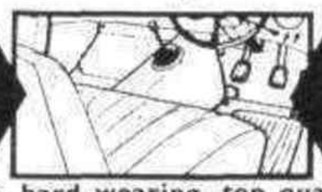
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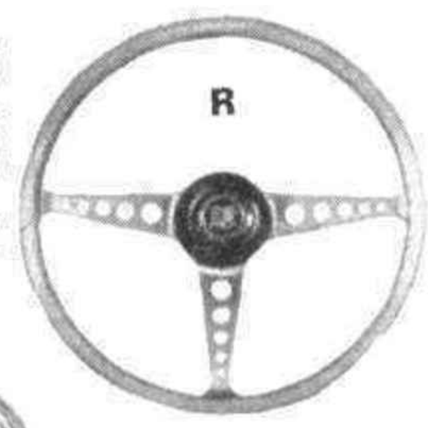
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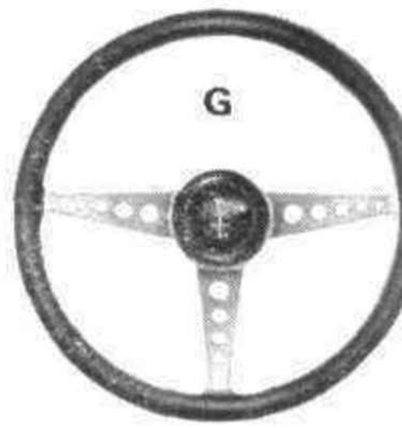
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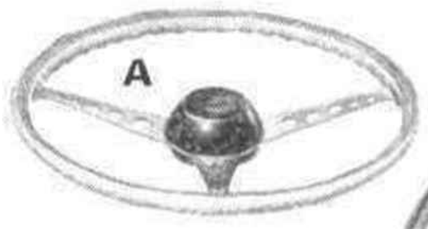
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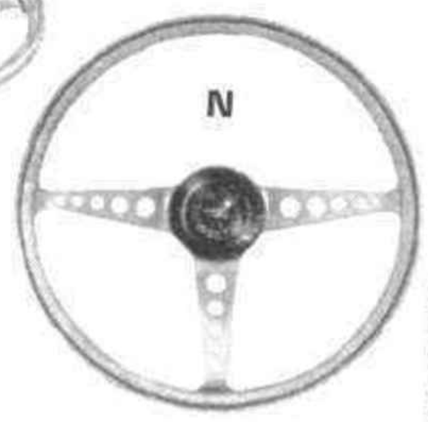
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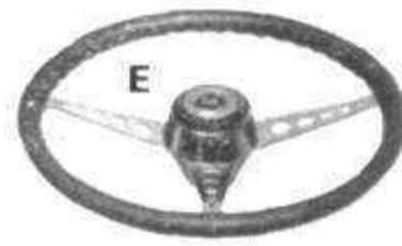
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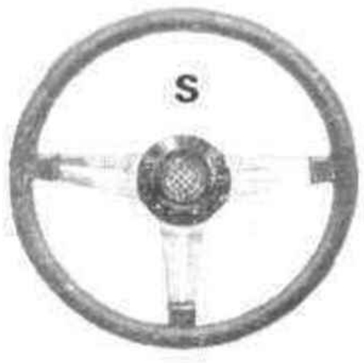












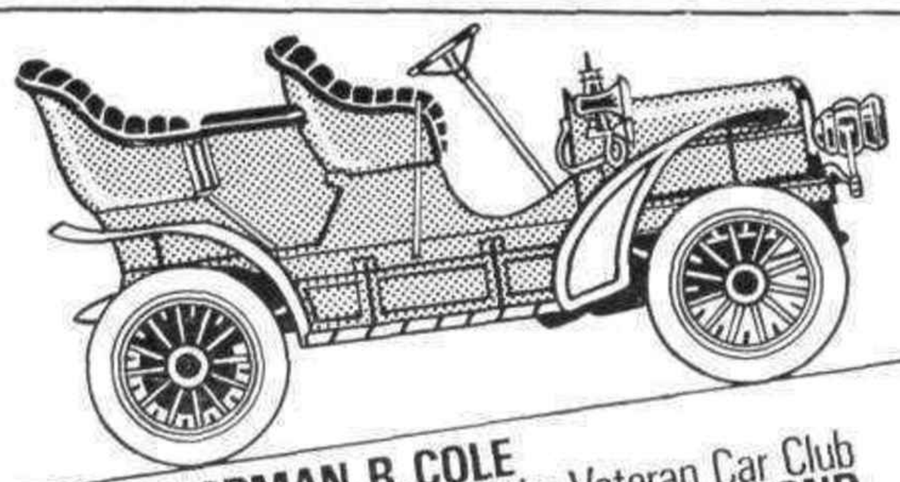
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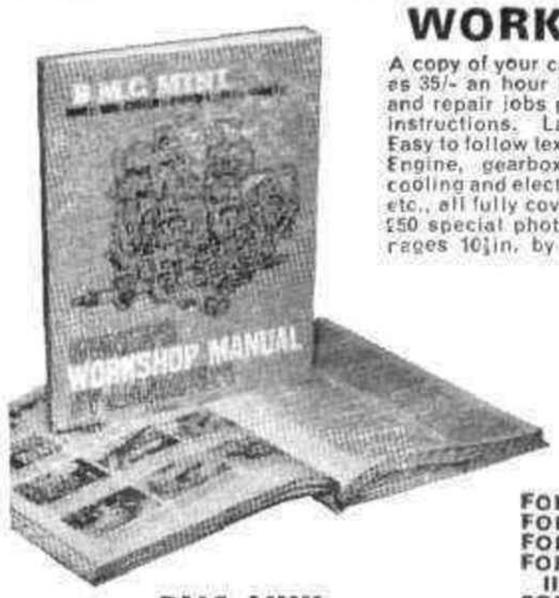
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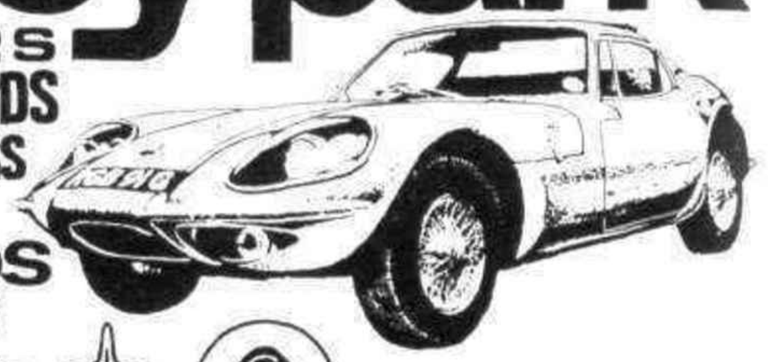


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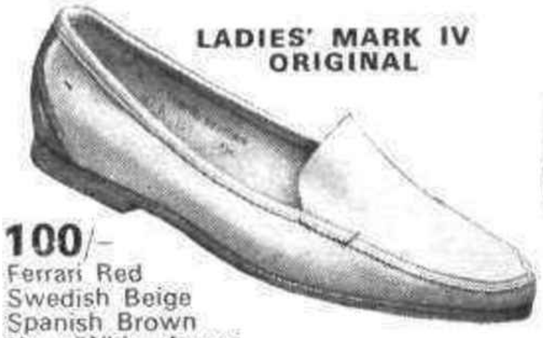
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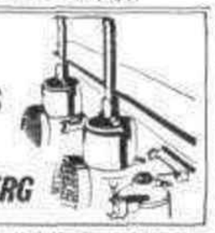
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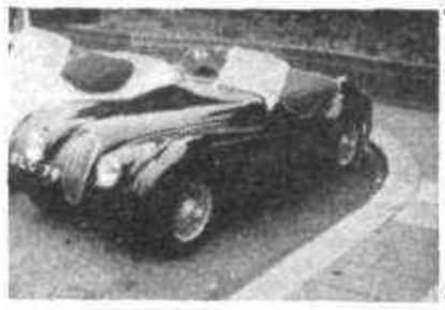
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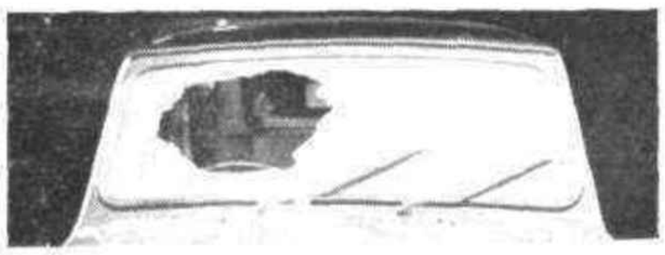
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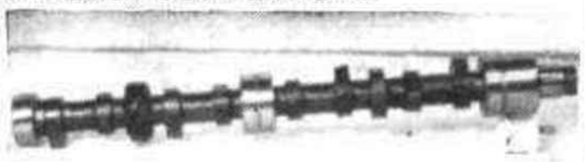
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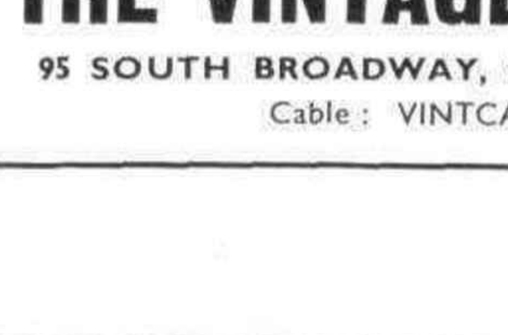


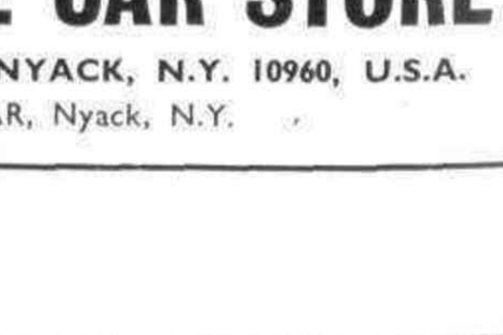
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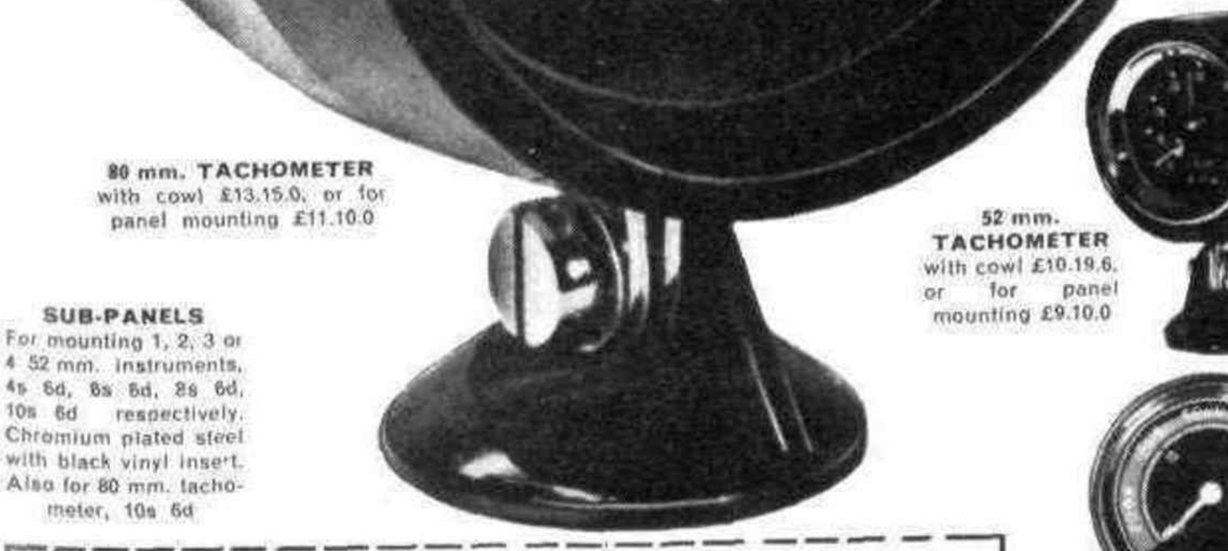
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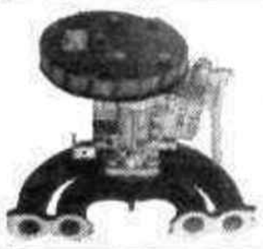
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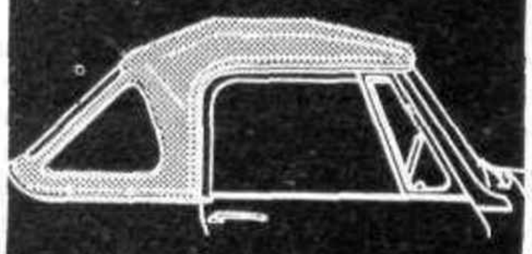
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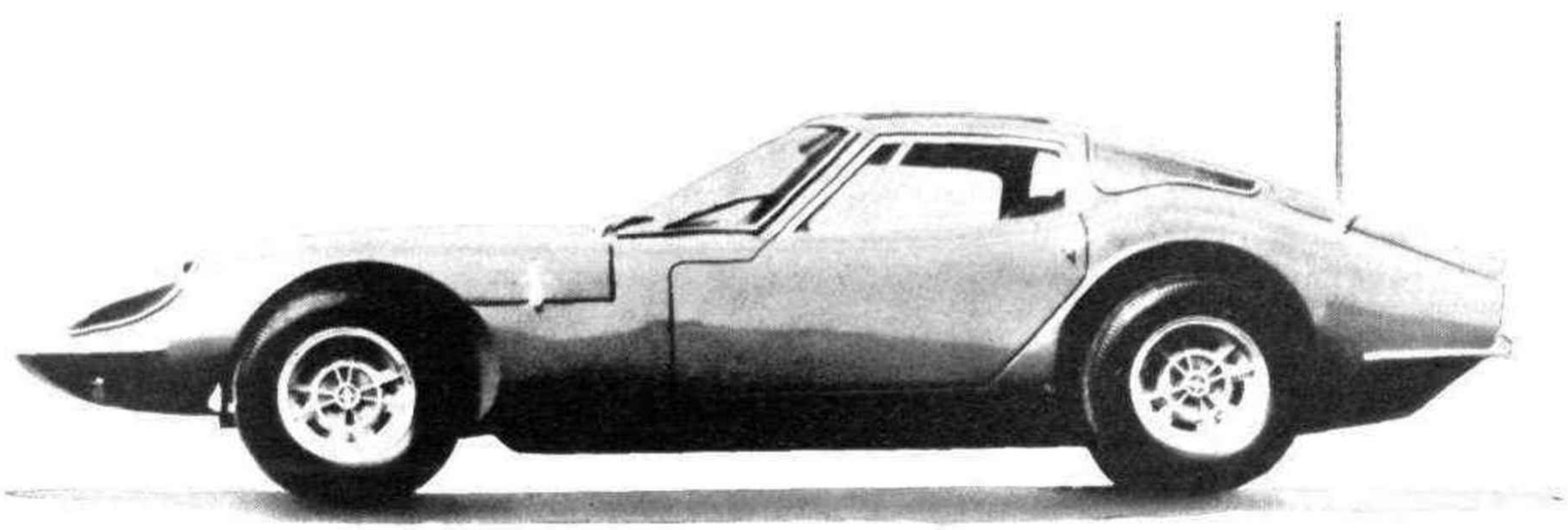
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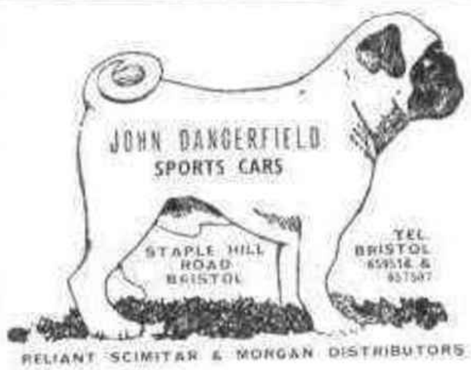
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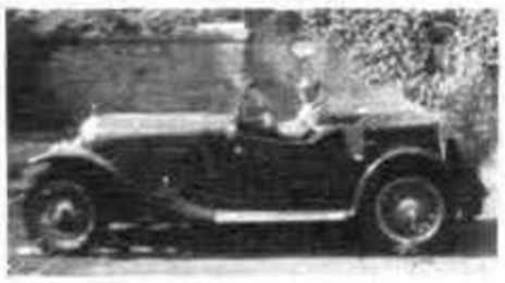


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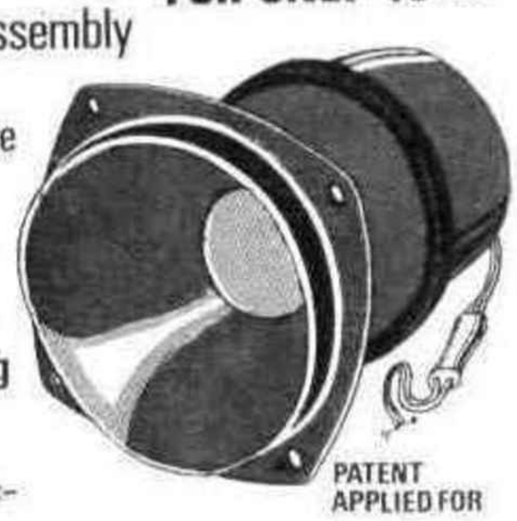
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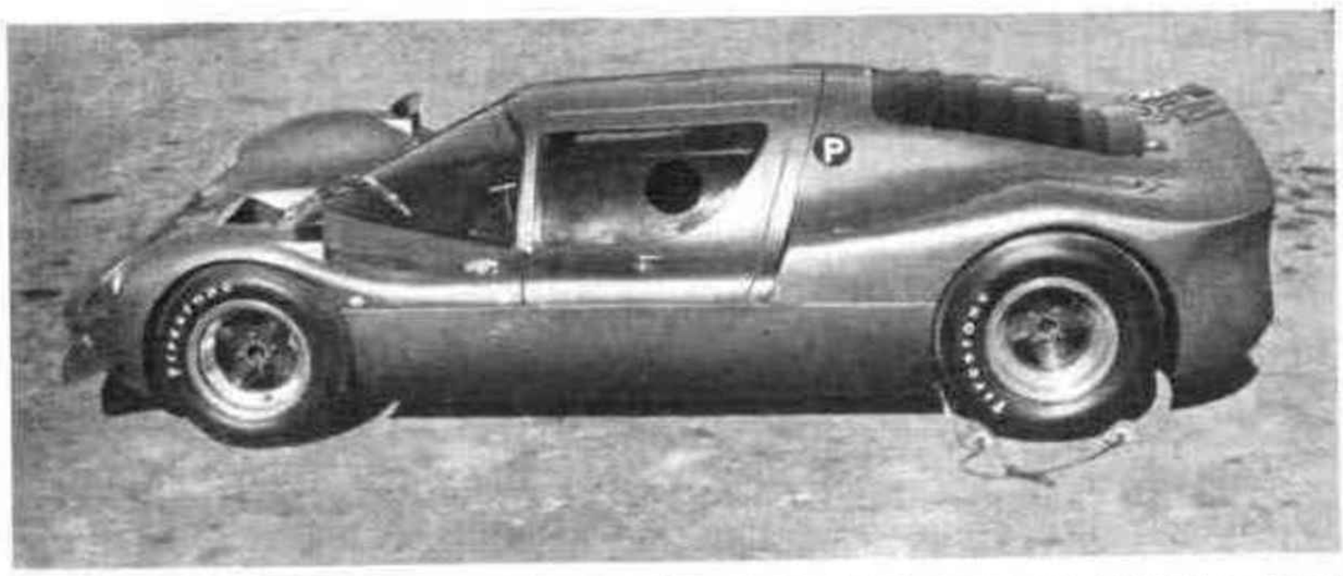
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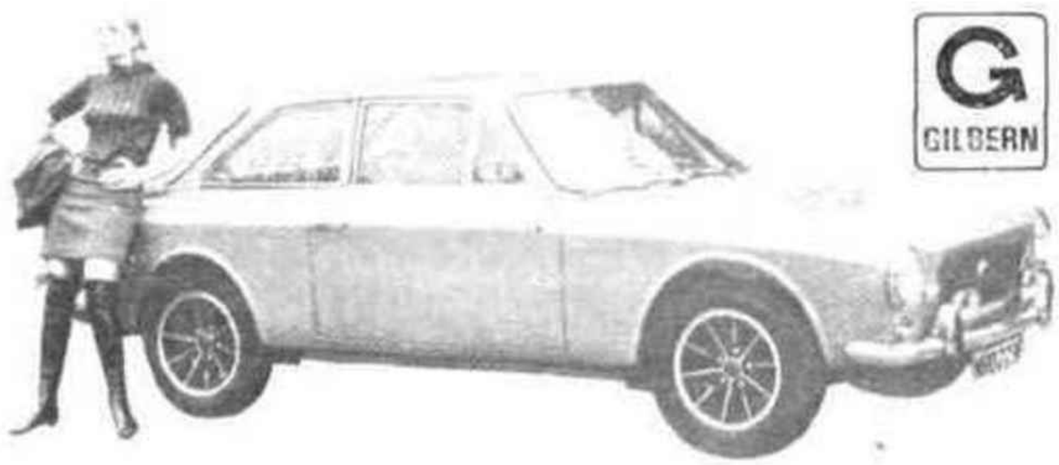
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Right : **1964 AUSTIN HEALEY 3000,** blue, o/drive, wire wheels, Helia fog/spot, Yale locks, radio, heater, new clutch; one owner..... **£645**



Left : **1963 M.G. Midget,** white, Ashley GT bonnet, heater, discs, anti-thief, "Gold Seal" replacement engine fitted early 1969; most attractive..... **£295**

Right : **1954 M.G. TF, 1,250 c.c.,** original black, one owner for the last nine years; Michelin Xs, heater, chrome rack, tonneau. Can't be many as good as this for **£445**

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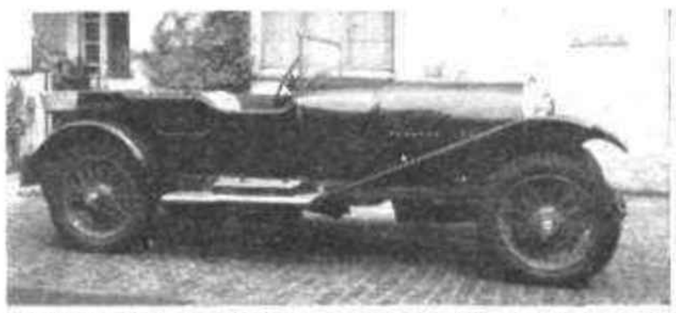
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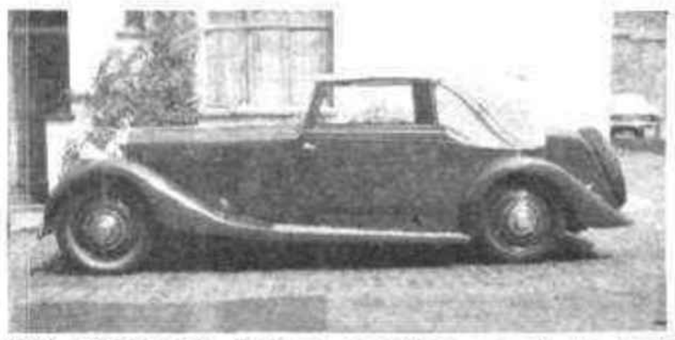
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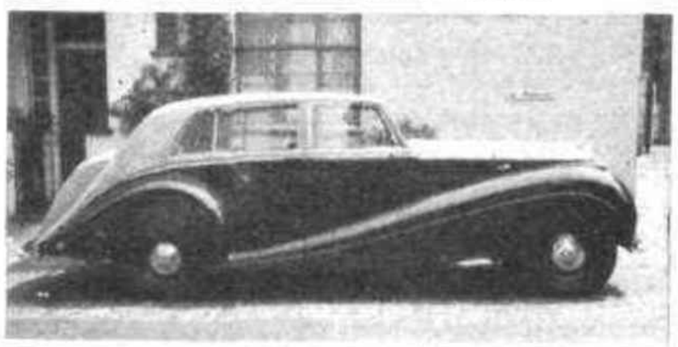
1936 BENTLEY 4¼-litre drophead coupé by Park Ward, choice of two undergoing restoration.



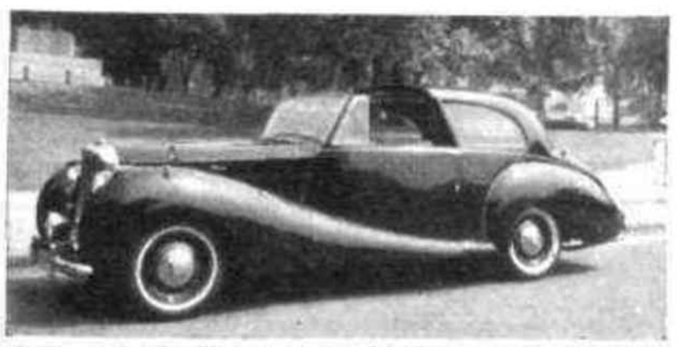
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1936 ROLLS-ROYCE 25/30 Sedanca de Ville by Windovers, exceptionally fine order.



1950 BENTLEY Mark VI Coachbuilt saloon by H. J. Mulliner, full flow engine, repainted.



1950 BENTLEY Mark VI Sedanca coupé by James Young, black with fawn hide interior.

1929 BENTLEY 4½-litre 2-seater, excellent chassis coachwork restored.

1933 ROLLS-ROYCE 20/25 sports saloon by Park Ward, trimmed in red hide, now being painted.

1938 ROLLS-ROYCE 25/30 close coupled touring limousine by Thrupp & Maberly, exceptional order.

1930 ROLLS-ROYCE Phantom II sports saloon by Gurney Nutting, very attractive coachwork.

1925 MERCEDES 33/180 supercharged 2-door coupé by Park Ward, restoration nearing completion.

1952 BENTLEY Mark VI 4¼-litre-fixed head coupé by Park Ward, repainted and overhauled.

1937 BENTLEY 4¼-litre 4-door convertible by Vanden Plas.

1950 ROLLS-ROYCE Silver Wraith owner-driver saloon by Park Ward.

1932 TALBOT "90" tourer, coachwork non-original.

1930 LANCIA Dilambda sports saloon by H. J. Mulliner, fully restored.

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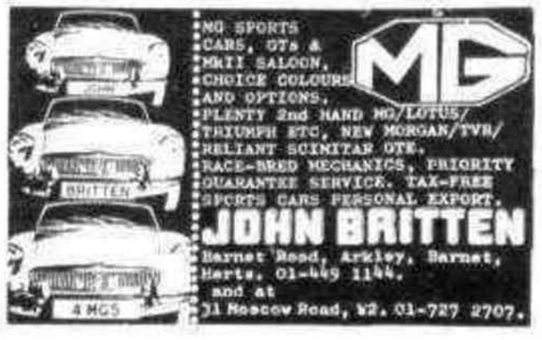
When for a sports car you are ripe; buy one of mine (in five point type). New **MG** supplies have been awful recently due to a strike but I have managed to screw some cars out of Abingdon for you, and we now have 4 Midgets, 3 MG-B roadsters and a sprinkling of other models. If you order now you will be able to have one of the first "H" registered cars on Aug. 1st—in fact you can come and choose your reg. number now. The neighbours will be so green with envy. At Moscow Road we have one new **TVR Vixen S2** for immediate delivery and should be getting some more in quite soon. Did you know that for only £15 extra we can get you a new TVR finished in any colour you like—and we can show you about 400 colour cards to choose from. I am currently running around in a Vixen painted in Burnt Almond metallic which is set off a treat by knock-on Minilites. For the new **V6 Tuscan**, which costs £1,492 complete with alloy wheels, etc. I have managed to negotiate a specially low premium for comprehensive insurance provided only that your chapter of driving ject to the 40mph commercial vehicle speed limit. MG-B, 1964, blue, a new engine just fitted and has only done a few hundred miles, £540. Austin Healey Sprite Mk I, 1959, the Nevada beige paintwork has never by spray gun been sullied, £280 Triumph GT6, 1967, Wedgwood blue, overdrive, Cinturatos, £750. MG-B GT, "F" registration Mineral blue, black leather, wire wheels, SP68s radio, leather rim, £1,060. Lotus Elan, 1964, white, £770. Hillman Californian, "F" reg., blue, black trim, SPs, £535. Alfa Romeo Giulia Sprint GT, 1966, blue, tan interior, radio, Cinturatos, twin rectangular driving lamps, £1,090. Triumph TR4A, 1967, dark blue, black leather, overdrive, wire wheels, hard-top, soft-top, G800s, £890. Austin Healey 3000 Mk III, 1964, mist blue and O.E. white, dark blue leather, overdrive, tonneau, £590. Triumph Spitfire, 1963, Signal red, black interior, radio, £340. Lotus Elan S4 convertible, 1968, French blue, radio, knock-on wheels, SP Sport tyres, £1,320. MG Midget, 1963, white, toffee-coloured interior, wire wheels, hard-top way, and there is a sister car in BRG with wire wheels only at £420. And a 1965 in white with virtually nowt in the way of extras except a tonneau at £450. More cars coming in every day, please phone or call in to see. Very thorough pre-sales service, fresh oil/filter, inspect brake linings, tyres, suspension, exhaust, etc, parts and labour guarantee, all except the oldest cars. HP with 3rd party insurance up to £150 borrowed, thereafter must have comp. Interplas 1-piece Mini, front ends in fibreglass ex-stock, £13.10.0 in primer, hinge optional extra, also complete Spridget racing bodywork. Full range fibreglass body panels for most sports cars, we have catalogue, delivery takes about 7 days. Imperceptibly blemished Goodyear and Dunlop radials in sports car sizes at around 40% discount to take away. Undamaged fibreglass racing bonnet ex SS1800, £15. Ditto but newer, ex BRI 10, £18. BMC 1,100cc racing engine with 2in. mains, not run since overhaul, £90. Large racing car trailer with steel-framed cover made by Reid at great trouble and expense, £110 complete or offer. We operate quite an efficient Personal Export service, this applies to new cars only as once you have paid the purchase tax it can't be got back. A good half of our new cars are sold in this way; please ask and we will let you know whether you qualify for tax exemption. Also there is a little booklet published by the Customs and Excise; we have a copy with your name on it. Our place at Arkley is easier to get to than one might think; only 6 or 7 minutes away from the M1. It is actually on the A411 which runs from Barnet to Elstree crossing







errors is not too lengthy. The **Reliant Scimitar GTE** has been very hard to get for some months now, and all the ones we have coming in are already sold with the exception of a white one with overdrive and radio which should be available this month some time. As for **Morgans** I am sure you know that these have been playing hard-to-get for a long time, but if anyone can get them we can. I have received some quite incredibly good drawings of "ultimate goody cars" one or two of which I will print next month. Thank you very much for sending them in and I will reply to everybody as soon as poss. We are buying a 1-ton truck for fetching and carrying and it will also double as a racing car transporter. This means our two specially built MG Midget pick-ups are for sale. Both are 1,098cc disc-braked wind-up-windowed models with towing brackets and "tonneau" covers for the payload area. They have seen hard service but have been quite well looked after; the photo was taken the day before yesterday, and does not do justive to the colour scheme which is bright orange with black/white stripey bits. Bonnets are 1-piece fibreglass front-hinged. The 1965 one in the foreground is £320, the '66 behind it is £380. These are quite cheap prices, and we can't take offers or part-exchanges. I should have mentioned that the conversions were done in early 1968, and that they are registered as private cars and don't appear to be sub-(D. Healey type), soft-top, tonneau, rear seat SP tyres, radio, Nerus cylinder head, £375. TVR Vixen 1600, 1968, Diamond blue, black trim, wide rim wire wheels, radio, tape deck, leather steering wheel, £995. Triumph Spitfire, 1966, Conifer green, matching hard-top, soft-top, overdrive, nerf bar, £565. Austin Healey 3000, 1961 Tartan red, overdrive, wide wire wheels, works hard-top, SP41s, £395. Austin Healey Sprite Mk. III, 1967, red, wire wheels, radio, leather rimmed wheel, £525. Triumph Spitfire, 1965 (Mk. II), blue, arrived last night, no further details known. Morris Mini-Cooper, 1967, blue with white top, reclining seats, radio, SP Sport tyres, this is a bit of a special offer at £420 but no p.ex pl. Lotus Elan S3 aeroflow FHC, Special Equipment, white, "F" Registration, £1,235. MG Midget, 1968, Basilica blue, black trim, 1 owner, G800s, £660. MG-B, 1965, BRG, overdrive, wire wheels, £640. The two Lotus Sevens shown in the picture both have deposits on them, and I am most anxious to buy some more, either outright or in part exchange. TVR Vixen S2, 1969 April, Regal red, wire wheels, 2,000 miles, ready to drive now and quite a bit cheaper than a new one in component form. Triumph Spitfire Mk. III, 1967 F, Conifer green, steel hard-top, £665. MG Midget, 1967 F, Tartan red, tonneau cover, £640. MG Midget, 1964 late with wind-up windows, wire wheels, radio hard- and soft-tops, leather rim, £440. That one is white by the the A1. Here live workshops, stores and all out cheaper cars. More exotic machinery, generally speaking, is at our Moscow Road establishment just round the corner from the Queensway ice rink and only a few hundred yards from Hyde Park. Both places open to 7pm, closed Sundays and bank hols. Please come and browse around; our staff are guaranteed not to pester you (they simply shoot on sight). Sad to say this may be our last ad. in *Motor Sport*—it seems that Gold Seal Car Co. will be giving us all the publicity we need, if the June issue is anything to go by !



FOR SALE—continued

1932 ROLLS 20/25 MULLINER SPORTS saloon. Very good. £695. Diamond, 35 Charles Cres., Lane Estate, Taunton. (4191

M.G.-B, LATE 1967, PALE PRIMROSE, overdrive wheels, push button radio, new record player, air horns etc., etc. £825. Tel.: 01-603 9478. (4192

1932 STANDARD BIG NINE, FOR spares or restoration, any offers, Box 1649. (4193

BRISTOL 400, 1950, MAROON. TAXED September. Good mechanics, but decay under valances. £85. Parkin, Tel.: Wakefield 74409. (4194

JENSEN 541. THIS CAR HAS HAD A lot of money spent on it, bills over £500 recently show the following: reconditioned engine (2,000 miles), clutch, dynamo, starter, radiator, front suspension, all new springs, dampers, carpets, door panels, rear bumper, 6 wheels, Q1 headlamps, radio, I could go on. Excellent condition. £500 or would part exchange good post '67 M.G.-B. Barker, Tel.: Sheffield (OSH 2) 364568. (4195

M.G. TA, (1936), XPAG ENGINE. Mechanically sound new hood, body requires limited attention, £180. Tel.: Welwyn, Garden City. Tel.: 27969 (Dr. Branton). (4196

AUSTIN HEALEY 100/4 BN1, RECENT professional engine rebuild and respray. Good radials. O/d. whole car is in excellent and original condition. Long M.o.T. and taxed. £180. Tel.: Luton 51759 (evenings). (4197

CANNON TRIALS CAR WITH TRAILER, spare differentials, special gearboxes, 42 awards including Junior Championship. Reconditioned engine, £175. Tel.: Devizes 2868. (4198

HISTORIC EX. WORKS, 1934, M.G. P.A. JB 4611, driven by Haig and Somerfield. In good all round conditon. Used daily for past year. Serviced regularly by owner mechanic. Numerous little needed spares. Engine, R/axle and brakes overhauled. Delivery possible. £200 o.n.o. Tel.: Trowbridge 5303 (Wilts.). (4199

M.G. AND AUSTIN, ONE GOOD OVER-all condition Y-type. Stage I, 1951. Cash £75 o.n.o. Also c.1930 Seven fabric tourer, not entirely original, but sound. Offers around £40. Sinton, Tel.: Lapworth 3189 (Warwickshire). (4200

TRIUMPH TR4, 1962. £340. SURREY hard-top, heater, taxed and tested. Darbyshire, 1 Toll Bar Cottages, Marthall Lane, Ollerton, Knutsford, Cheshire. (4201

1951 SUNBEAM TALBOT, 90 MK 2. 39,000 miles. One previous owner. New tyres, M.o.T. Good condition and very sound. £175 Williams, 87 Oakleaze Rd., Thornbury, Bristol. (4202

BENTLEY MARK VI, EXCELLENT condition. 12 months M.o.T. £275, o.n.o. Mr. P. Bloor, 28 Mornington Rd., Sneyd Green, Hanley, Stoke-on-Trent. (4203

BRISTOL 404. TWO SEATER, FIXED head coupé, 100 DZ, engine, discs, described in **Autocar** May 1954 as collector's piece. Tel.: Bournemouth 52666. (4204

ALVIS TC21/100 GREY LADY SALOON, 1954, in excellent condition throughout. Parts to the value of £150 fitted in the last two years. Engine, clutch, gearbox, brakes and suspension overhauled. Excellent Michelin 'X' tyres. Taxed and tested until December. £230 o.n.o. Tel.: Sutton 392 (Thirsk). (4205

1931 MORRIS MINOR 2-SEATER tourer. Excellent mechanics and body. £180. Tel.: Eccleshall 300 (Staffs.). (4206

1935 M.G. PA, COMPLETELY STRIP-ped and restored from bare chassis-only, rear body work required to complete. Superb condition. £95. Box 1650. (4207

M.G. TF, 1500, 1955, BLACK, NEW 1½ S.U.s, new windscreen and Perspex sidescreens, Xs, heater, 2 tonneaus. Excellent example of excellent model. £475. Tel.: 01-698 4898 (weekends). (4208

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LANCIA APRILIA, 1939, RECONDI-tioned engine, rebuilt rear-end. Excellent bodily, mechanically. Fast, reliable; many spares. £150. Tel.: Harlow 26457. (4211

1932 MORRIS MINOR TOURER, GOOD condition. Engine to be run in. £70. Southampton, 46383. (4212

1946 WOLSELEY 14/60, GREEN, BEAUTI-ful condition all through. Unmarked brown leather. Motor running in. Tyres near new. Built-in jacks. Pleasure to drive. Attracts attention and comment. Possibly one of the last in this condition. Collector's item or long life, roomy, family car. Economical. Not ex-police. Nearest £275. 7 St. George's Ave., Wildmill, Bridgend, Glamorgan. (4213

M.G.-B 1966, MINERAL BLUE, OVER-drive, tonneau, luggage rack, 34,000 miles. Excellent condition. Best offer over £600. Tel.: Silkstone 498 after 6th July or write: Walker, Red House, Cawthorne, Barnsley, Yorks. (4214

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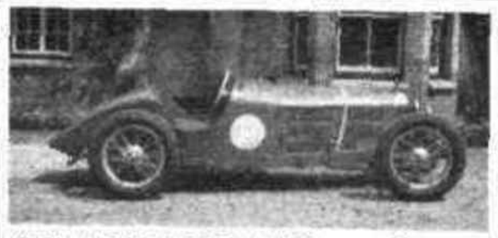
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BENTLEY MK VI, BLACK, RED TRIM, radio, sun-roof. Exceptionally clean, mechanically very good. Only £445, would possibly take part exchange. Tel.: Peterborough 67177, Graham Musson. (4419

SUNBEAM MK III, 1955. LIGHT GREY with matching trim. Overdrive, sunshine roof. One owner from new. £225 o.n.o. John Roughley, Chester 44245 ex. 11 or write 31 Hafod Park, Mold, Flints. (4420

1948 JAGUAR 1½-LITRE SPORTS saloon in superb mint condition. 36,000 miles from new. The best specimen on offer. £300 o.n.o. Tel.: Rhoose, 432 (Glamorgan). (4421

1934 AUSTIN 12/6 CYLINDER ASCOT saloon. Superb original condition. Collectors piece. £250. 3 Lucerne Rd., Thornton Heath, Surrey. (4422

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M.G. TF, 1250. MUST SELL, SECOND child just arrived. £350 or swap mid 50's Morgan +4, 4-seater in good condition. North, 13 Manor Rd., Andover, Hants. (4431

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1936 VAUXHALL 14/6 TOURER, COACH-work by Salmons. Wire wheels. Requires restoring; towable. Best offer over £10. Must go. Williamson, "The Grange", Astwith, Holmewood, Chesterfield, Derbyshire. (4440

SUNBEAM IMP SPORT, 1967. RED. DE-cambered, lowered. New 44s clock, radio. 18,000. Well maintained. Genuine reason for sale. Taxed. £475. Tel.: 021-353 3579 (Warwickshire). (4441

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MK. I SPRITE, 1961. ORIGINAL (YES, frog-eyes), no mods., extras; good condition. Baby finds boot dark. £250 o.n.o. Tel.: Beaconsfield (Bucks.) 5765 (evenings). (4444

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AUSTIN HEALEY 3000, 1963. OVERDRIVE, wire wheels, two tonneaux, twin spots. Excellent condition. £495. Keith Miller, 16a Kimberley Rd., Croydon. Tel.: 01-928 4977/01-689 7210 (evenings). (4448

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BENTLEY, 1953, JAMES YOUNG. "S"-type coachwork, sun-roof, manual box. Excellent condition for year, particularly interior. £850. Rolls, 1934, 20/25 Hooper sports saloon, black. Engine recently overhauled. Coachwork very good with no corrosion. Four new tyres. Considerable re-chroming. £750. 30 Fowley Common Lane, Glazebury, nr. Warrington, Lancs. Tel.: Culcheth (nr. Warrington) 3543. (4451

TR4, 1964. WHITE, WITH SURREY HARD/soft-tops. Immaculate condition, with radio, etc. £570. Tel.: Cheltenham 7338. (4452

SUNBEAM HARRINGTON ALPINE GT, 1961. Fitted Series V 1,725-c.c. engine. Radio, new Cinturatos, air horns, wood-rim wheel. Very good condition. Bargain at £225. Part exchange considered. 2 Grandsmere Place, Manor Drive, Halifax, Yorks. (4453

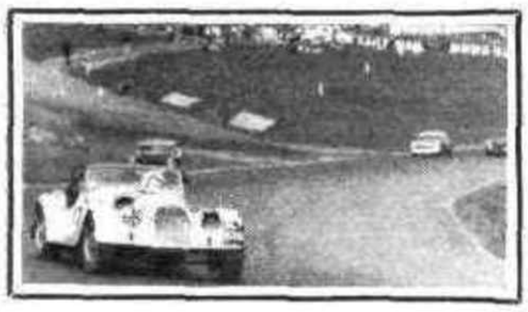
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1965 LOTUS ELAN S2, GREEN. HARD/SOFT tops, radio. Must be right, £725, or p/exchange Cooper "S", M.G. 1100, W.H.Y.? Tel.: Darton (Yorks.) 2920 (evenings). (4455

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PORSCHE — POLICE AND SUPPORTERS win. Forfeit 1963 356B. Rear view mirror well used, otherwise immaculate. £777. Barker, *Tel.: Eccleshall 636.* (4459

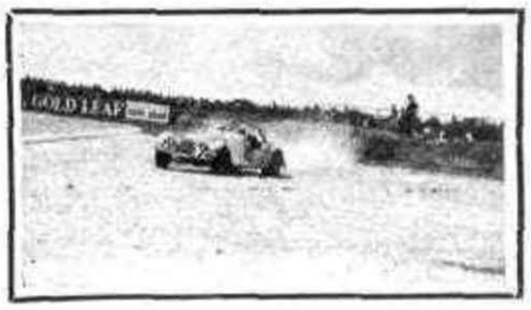
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M.G.-B GT, 1966, B.R.G. WIRE wheels, w/rim, s/wheel, servo. Many extras. Excellent condition. £850. Pratt, Colhayes Farm, Gittisham, Honiton. Tel.: Feniton 333. (4222

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BENTLEY MK VI, CLUBMAN 2-DOOR, saloon by James Young. Full-flow, newish gearbox. Reg. HFK 1. Needs attention to exhaust and minor bodywork repairs. £250. Box 1651. (4229

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PORSCHE 356A, 1959, RED, GOOD mechanics, not rusty, regularly serviced by A.F.N. £410. Tel.: FRE 2495 (Kensington). (4237

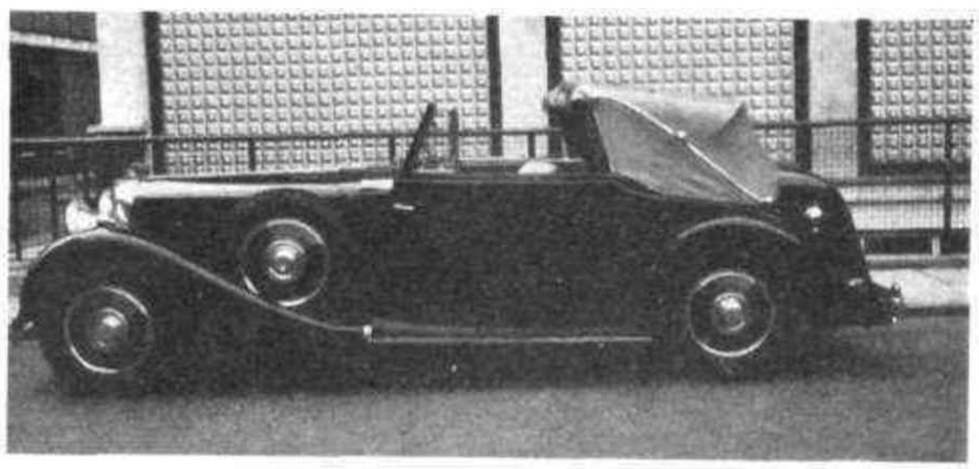
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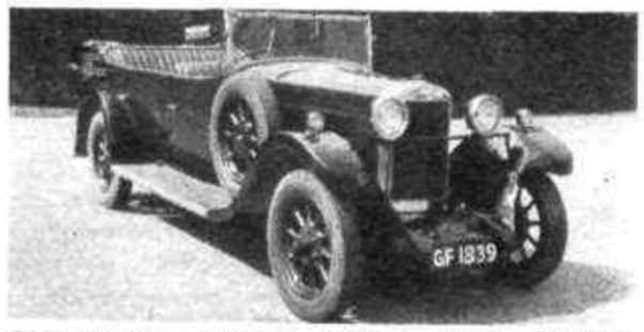
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XK150, 1958, F.H.C., S/E. ABARTH EX-haust, Cinturatos. Green. In excellent condition. £475. Tel.: Castle Caereinion 217. (4462

DAIMLER SP250 DART, 1961, "B" SPEC. Mountain blue with red hide interior, matching hard-top, soft-top and tonneau. Push-button radio with regional amp. 40,802 recorded miles. New Cinturatos. Auto. trans. with hoid. Maker's recommended oil pressure. M.o.T. Taxed till Feb. 1970. Many other extras. The whole car is in perfect, sparkling and absolutely original condition. £475. For full details and reason for sale please contact Michael Higgins, St. George's School, West Lane, Freshfield, nr. Liverpool. Tel.: Formby 75644. (4463

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M.G.-A F.H.C. TAXED. NEW M.o.T. Many new parts. £150. Tel.: Lye 3640 (Worcs.). (4465

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LOTUS CORTINA, 1968, WHITE, BLACK trim. 10,000 miles. £975. Tel.: 01-366 3874. (4466

JENSEN 541S, 1961, SILVER, RED INTERIOR. Manual gearbox. Excellent condition, low mileage. Recent A.A. report available. £775 o.n.o. Tel.: 01-460 4701 (Bromley). (4467

M.G. MIDGET, 1963. RED. RADIO. Reverse light, ammeter, etc. Average mileage. Good condition. Recent overhaul and new tyres. Taxed. M.o.T. Viewable Plymouth, Portsmouth, Kent. £320 o.n.o. Glover. Tel.: Wormshill 397. (4468

SUNBEAM ALPINE GT, AUG. 1965, WHITE. Two owners, 19,000 miles. Many extras. Excellent condition. H.P. arranged. £525. Jones, Tel.: Blackpool 42424 (41 Stonyhill Ave.). (4469

XK150 F.H.C., OCT. 1960, SPECIAL EQUIP-ment model. This splendid 2+2 car in everyday use but family demand saloon or estate. Offers around £450. Guenier, Tel.: 061-427 3711 (Cheshire). (4470

DAIMLER SP250, 1962—SPEC. "B", IVORY with maroon hood, Cinturatos. Very good condition, two owners only. £445 o.n.o. Tel.: Camberley 24946. (4471

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RESTORER'S DREAM : 1933 AUSTIN Seven saloon—body original. Supaloy cylinder head, 4-branch exhaust manifold with twin pipes. Tatty but fully restorable—a collector's piece. £50 o.n.o. Tel.: Hornchurch 40688. (4474

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SPRITE MK. I. DISC BRAKES, WIRE wheels, radials; above average condition; £195. Also tatty hard-top, £10. Tel.: Wilmslow (Cheshire) 29743 (up to July 4th and after 13th). (4476

ALVIS GREY LADY, 1954, TC21/100. MECH-anically excellent, body fair. Four new "X"s. £125 o.n.o. Welch, Tel.: Wimbledon 1364. (4477

LOTUS CORTINA, DEC. 1964, IMMACU-late condition, in black and white; only 34,000 miles; c.r. gearbox, Silentravel, Cinturatos. £495 o.n.o. John Porter, 9 Turpin's Ride, Welwyn, Herts. Tel.: Welwyn 5510. (4478

MORGAN 4/4 COMPETITION, BLUE, OCT. 1968. £200 worth of extras including hard-top, radio. £935 o.n.o. Leiserach, Ivy Cottage, Kimcote, nr. Rugby, Warwicks. (4479

E-TYPE, 1965, F.H.C., BAHAMA YELLOW. Chrome wire wheels, push-button radio, wing mirrors. Taxed until February, M.o.T. tested. A.A. or R.A.C. invited. New Turbospeed tyres, new chrome exhausts. An impressive-looking car. Immaculate condition inside and out. £1,185. Tel.: 01-660 5530 (evenings). (4480

LOTUS ELAN, 1067, COUPE, WHITE/BLACK trim. 21,000 miles. Superb condition. Usual family reasons for sale. £1,075. Tel.: Oxford 77351 (day). (4481

MORRIS-COOPER, 1967E, 998 C.C., BLUE/ white. Superb car, moderate mileage, several useful extras and recent replacements. Below average price for an outstanding car. Guaranteed never damaged or competed. Available mid July. £480 o.n.o. N. Lupton, 12 St. Anne's Drive, Fence, Burnley, Lancs. Tel.: Nelson 63252. (4483

ALVIS FIREFLY SPORTS SALOON, 1933. Excellent condition. Sound investment. Original owner from new. Offers over £250 invited. Holden, 38 Thursfield Road, West Bromwich. (4485

FOR SALE—continued

CORTINA-LOTUS, 1968. BLUE MINK. 20,000 miles, showroom condition; one careful owner from new. A gift at £950. Tel.: Oxford 77351 (day). (4482

AUSTIN HEALEY "100", 1955, EXCELLENT condition, about £200. Tel.: Dronfield (nr. Sheffield) 4112 (after 6.30 p.m.) for full details. (4486

T.V.R. VIXEN, "G" REGISTRATION, 9,000 miles; 72-spoke wires. In truly immaculate order. Offers around £1,000 (or W.H.Y.?). Tel.: 021-783 4215 (evenings), 021-772 4321, ext. 36 (day). (4487

DAIMLER DART SP250, 1962, "B" SPECIFI-cation, metallic silver coachwork, hard-top, Cinturatos, M.o.T. 1970. £475 o.n.o. Exchange considered. Tel.: Orpington 27825 (evenings). (4488

M.G.-A F.H.C., 1960, 1600, B.R.G. WIRE wheels, Cinturatos, M.o.T. June 1970. Excellent mechanics. A little scruffy but elbow grease will help. £166 o.n.o. Tel.: Orpington 27825 (evenings). (4489

XK140, EXCELLENT CONDITION. NEW exhaust, hood, shock-absorbers; resprayed Carmen red. £240 o.n.o. Would take small interesting car part exchange. Also Reg. No. LLV 1, offers. Mr. Sugden, 9 Treleaver Way, Higher Town, Truro, Cornwall. (4490

UNIQUE LANCHESTER WINGHAM cabriolet, 1935. Sound elegant body, engine requires attention. A very distinctive motor. £100 o.n.o. Also Austin 16 wheels. Giles, Tel.: GUL 5093. Box 1668. (4491

CONTINENTAL MULLINER FASTBACK 1955 R-Type, last series made, "D" chassis, large engine, automatic transmission. Just completed major service, and completely recellulosed in Rolls Tudor grey, retrimmed in blue hide, re-carpeted throughout, all wood repolished, rechromed; new tyres, exhaust; all tools. Recorded 65,000. Outstanding in every respect. Offers or would part exchange W. O. Bentley or early Rolls-Royce. Box 1669 (London). (4492

BENTLEY "R"-TYPE AUTOMATIC, 1954. Beautiful specimen in velvet green with grey hide. Recently fitted replacement engine and maintained regardless of cost. If you have promised yourself a Bentley then this is the car for you. Total mileage under 90,000. £645. Private H.P. possible. Tel.: 01-360 2197. (4493

JAGUAR XK120 ROADSTER, 1953. NOT restored but entirely original and absolutely rust free. This is the best 120 anywhere. I have owned this car from new, kept in heated garage. Original hood, sidescreens, wiper blades and brake shoes. Unmarked paintwork, leather and carpets. Koni shockers, Alpine rear springs, wire wheels, twin exhaust system, close-ratio gearbox, 3.54 axle, Westlake "B"-type specially flowed head, 2-in. HD S.U. carburetters. Price: £1,850. A. Stuart, Esq., 48 East Street, Seaford, Sussex. Tel.: Seaford 3128 (daytime). (4494

1959 ARMSTRONG SIDDELEY STAR Sapphire Automatic, Borg-Warner. Green/beige. One owner from new, well-known industrialist; 20,650 miles only. Mechanics and body 100%; any examination welcomed. Taxed February 1970. Price: £700. R. H. Hall, Esq., Chyngton Close, Chyngton Rd., Seaford, Sussex. Tel.: Seaford 2718. (4495

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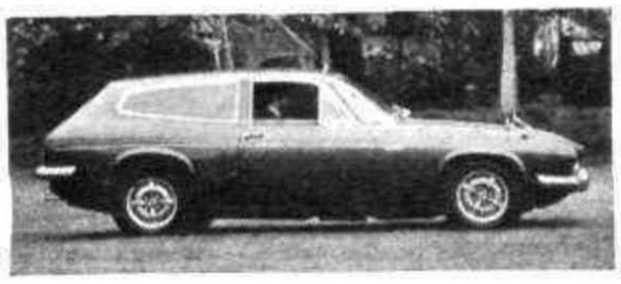
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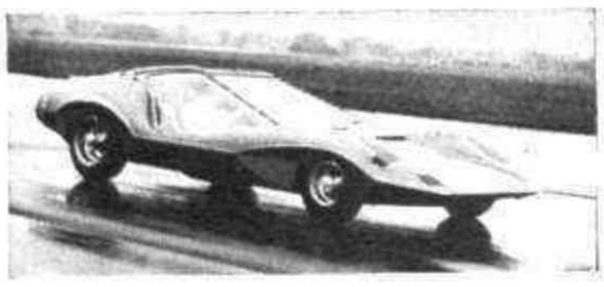


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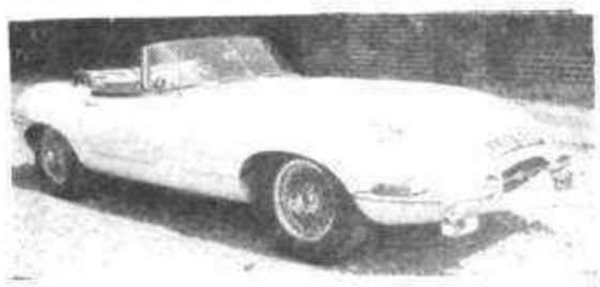


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1967 (F) JAGUAR 'E'-type 2 + 2 Automatic, fitted with c/w/w, h/r/w, radio; one owner, 13,000 miles; silver with red trim **£2,045**
1967 JAGUAR 'E' 2 + 2 Automatic, finished in white with black trim, c/w/w, Sundym windows, radio, electric aerial, h/r/w; 21,000 miles **£1,965**
1967 JAGUAR 'E' 2 + 2 manual, 17,000 miles, white with black trim, radio, c/w/w, h/r/w **£1,845**
1967 JAGUAR 'E' f.h.c., finished in silver with red trim, c/w/w; one owner, 23,000 miles **£1,745**
1967 JAGUAR 'E' convertible, finished in red with black trim, c/w/w, radio; one owner, 15,000 miles **£1,745**
1966 JAGUAR 'E'-type 2 + 2 Automatic, finished in metallic silver blue, one owner, 38,000 miles; c/w/w, radio, h/r/w **£1,745**
1966 JAGUAR 'E'-type roadster, finished in indigo blue with light blue trim, radio, c/w/w **£1,495**



1969 TR6, red with black trim, overdrive and radio; 4,000 miles **£1,495**
1968 TR5, white, overdrive, w/w, radio **£1,145**
1967 TR4A, Surrey top, overdrive, w/w, radio; red with black trim. Quite outstanding **£945**

1969 PORSCHE 911 'S', finished in Bahama yellow with black trim, radio; 3,000 miles only **£4,250**
1968 ASTON MARTIN DB6, one owner, 13,000 miles; full air conditioning, power steering, c/w/w, radio; completely unmarked **£3,845**

1964 ALVIS TE21, B.R.G. with biscuit trim, w/w, 5-speed box, radio; 42,000 miles **£1,095**
1958 A.C. Bristol, completely rebuilt at enormous cost, definitely a collector's item **£895**



1965 MERCEDES 230SL Automatic, power steering, hard and soft tops, radio; full service history covering a total of 42,000 miles .. **£2,645**

1969 RELIANT Scimitar GTE, one owner; Caribbean green; o/d, radio, laminated screen; 5,000 miles **£1,795**
1968 RELIANT Scimitar 3-litre, finished in Manhattan blue with black trim and fine coach line; o/d, radio; one owner, 16,000 miles **£1,245**
1967 (F) CORSAIR 2000E convertible by Crayford, 20,000 miles, radio **£965**
1966 TRIUMPH Vitesse convertible, dark blue; 23,000 miles; o/d. A piece **£545**
1967 (F) 1275 'S', in tartan red, special dash **£645**
1965 MINI-Cooper **£365**
1968 (G) MARCOS 1600, in white with c/w/w and radio; 9,000 miles **£1,445**
1968 FORD Cortina 1600E, one owner; Webasto roof, radio **£895**
1968 (F) ALFA 1300 GT Junior, bluette with red trim, radio **£1,265**
1967 (E) ALFA 1600 GT'V', in white with black trim; 22,000 miles .. **£1,265**
1969 ALFA 1750 GT'V', in French racing blue; genuine 1,500 miles; radio, etc. **£2,045**

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IMMACULATE HEALEY 3000 MK III. Nov. 1965, ice blue/white. 27,000 miles. o/drive, Motorola, spots, fogs, r/mirrors, tonneau etc. New XAS. £695 o.n.o. Shanklin I.O.W. Tel.: 3095 (morning) or after 6 p.m. (4249

LOTUS CORTINA 1963. NEW ENGINE, approximately 9,000 miles ago. New clutch, dynamo, etc. (all bills); excellent tyres, many modifications and extras including: leaf springs, uprated second gear, extra wide rear wheels, high capacity oil pump, spots, reversing light, radio, etc. Extremely fast, regularly serviced. Tested October. £425. Tel.: 051-924 2772. (4250

VITESSE, 1963, WHITE CHERRY, bodily and mechanically excellent. Sunroof, radio, Cinturatos, Strombergs. New clutch and gearbox. £315. Box 1652. (4252

1928 AUSTIN CHUMMY, COMPLETELY restored to immaculate condition. New hood, sidescreens, completely reupholstered. Many spares. £400. Tel.: Sonning 2416 weekends and evenings. (4253

AUSTIN 10 H.P., 1933. ORIGINAL, good running condition. M.o.T. offers. Walters, 1 Lodge Edge of the Hill, Finchampstead Ridges, Berks. (4254

LOTUS ELITE, 1962. TWIN S.U.s, o/cooler, s/brakes, s/belts, heater. Engine and suspension overhauled recently, bills to prove. £550 o.n.o. 8 Kewstoke Rd., Stoke Bishop, Tel.: Bristol 684230. (4255

1927 ROLLS-ROYCE 20 H.P. LIMOU-sine. Very quaint and rare body. Completely original. History. New certificate, taxed. In daily use. Offers over £1,500. Tel.: Southampton 25907 (evenings after 7 p.m.). (4256

ALFA ROMEO 1600 SPYDER, 1965. Red, white interior. Radio, spots, tonneau, Cinturatos. New exhaust. £575. Tel.: Manchester 061-483 7340. (4257

XK 140 D.H.C. GOOD CONDITION. New hood. £235 (o.n.o.). Consider exchange Morris 1000 or similar. Tel.: Bristol 46992. (4258

1967 SUNBEAM ALPINE S.T., HARD-top, radio, 21,000 miles, one owner. £700. H.P. available. Tel.: 061-881 6990. (4259

1965 M.G.-B, RED, NEW CINTURATOS, works hard-top, towbar, Motorola. £590. Lincoln, Dormer Cottage, Finchingfield, Essex. Tel.: GT. Bardfield 573. (4260

1936 B.M.W. FRAZER NASH, 1½-litre, tripie Solex, original 2-seater alloy body. Good hood, the car is sound but requires tidying up. Engine original, no leaks, will turn, over. £65. On view 'Hatherlow' Holmes Chapel Rd., (A 54), Somerford, Nr. Congleton, Cheshire. (4261

TWO 2½-RILEYS, ONE M.o.T. GOOD tyres. Both work. £70 o.n.o., the two. Tel.: Whaley Bridge 2047. (Stockport). (4262

M.G. TF, 1954, BEAUTIFULLY RE-stored bodywork and interior. Good engine; a very fine example of this small classic. Colour red. £575. Tel.: Kingston 0784, Surrey. (4263

HONDA S 800 COUPE, OCTOBER 1967, silver grey, Motorola radio, new Cinturatos. 23,000 miles. Good condition. £600 o.n.o. Tel.: Hertford 2945. (9 a.m.—6 p.m.). (4264

RILEY GAMECOCK, 1932, M.o.T. June 1970. Modified; good condition. Exchange Triumph Vitesse convertible or Herald Estate or sell £350. 25 Epping Way, Sundon Park, Luton, Beds. (4265

ROLLS-ROYCE, 1933, 20/25, MANN Edgerton Aluminium bodied, landaulette. Superb condition throughout. £950. Turner, Beeley Hill Top, Matlock, Derbyshire. Tel.: Darley Dale 2224. (4266

ALFA ROMEO, 1600 SPYDER, 1963. Excellent body and mechanics, new hood, exhaust and G.800's, brakes re-lined, recent respray Monza red. Genuine reason for urgent sale and L.H.D. Make it a real bargain at £365. Part exchange considered and H.P. arranged. Tel.: Warwick 41736. (4267

SHR 1, WITH OR WITHOUT 1961 Wolseley 15/60. Excellent condition. Offers. Tel.: Hartpury 221. (4268

ONE-OFF COOPER 'S', (1966), specially built for BMC Director, Abingdon built. Balanced 80 b.h.p. engine, competition suspension, leather reclining seats. £500 o.n.o. Tel.: Great Milton 479. (4269

M.G. TC, 1949 ENGINE OVERHAULED, woodwork and bodywork restored, light green metallic, spokes. £210 o.n.o. Glyn-Jones, Harringworth, Corby, Northants. (4270

M.G.-A, 1500. RECHROMED, RE-upholstered, tonneau, excellent engine, Cinturatos. Fast, reliable and fine looking. £240. Tel.: Bivand 01-352 5287 (Chelsea). (4271

300 SL GULLWING, GENUINE AND superb original condition, apart from recent pale blue respray. 84,000 miles. Immaculate interior. 2,500 guineas. Tel.: 01-937 4303. (4272

HEALEY SILVERSTONE "D", EXCEL-lent all round original condition. £625. Tel.: 01-937 4303. (4273

1934 3½-LITRE BENTLEY PARK Ward saloon. Good mechanical order. £275. Tel.: Hastings 2049. (4274

ASTON MARTIN, DB 2/4, CON-vertible, excellent condition throughout, new tyres, retrimmed, M.o.T. £440. P/ex. Tel.: 01-684 4754. (4275

1960 PORSCHE ROADSTER, 1600 S, A rare and most beautiful car (red). New hood. £420. B. South, Dryhill Farm, Sundridge, Kent. (4276

FOR SALE—continued

MARCOS, COOPER S UNIT, F REGIS-tration, one owner since built. Usual instruments etc. Furniture-less house if not sold. £550 o.n.o. Write or call: Sturdy, 21 Blacksmiths Way, Hartwell, Northants. (4277

BN 2. AUSTIN HEALEY, 1956. Polished head, radials, sound mechanically; repainted. Offers. 74 Northdown Rd., Longfield, Kent. (4278

M.G.-A, 1600 ROADSTER, 1960. Immaculate white bodywork, brand new engine, clutch, shockers, brakes, suspension, sidescreens, carpets. Taxed, year's M.o.T. Many extras. Marriage forces reluctant sale of fine sports car. £395 o.n.o. Tel.: 01-264 6440. (4279

LOTUS SUPER SEVEN 1500, RED. Reconditioned engine, oil cooler, electric fan, outside filler, good weather equipment, new seats, sidescreens, carpeted, heater, washers, V.G.C. £410. Tel.: Wallingford (Berks.) 3574. (4280

1963 LOTUS ELAN 1600, BAHAMA yellow. 7,000 miles only since comprehensive mechanical and body rebuild. Bills available for £237. Engine rebuilt to S/E spec. Oil cooler, burglar alarm, racing mirror, tonneau cover, radio, seat belts. M.o.T. March 1970 Registration No. 1 BWC. £675. Gregson, 1 Perry Grove, Bingham, Notts. Tel.: Nottingham 77711 ext. 567 (business hours). (4281

DAIMLER DART, 1962, METALLIC grey. £400 spent in last 16 months. Reconditioned engine (5,000 miles), back axle, exhausts, steering. Extras: four spots, bucket seats, leather steering wheel and radio. Immaculate. £550 o.n.o. Tel.: Antoine, South Godstone 3184. (4282

M.G. TD2, MAY 1953. MUST BE ONE of the finest examples of this classic little sports car. B.R.G., taxed. Full weather equipment. Offers around £325. Also a somewhat rare 600 c.c. Ariel Square four springer, 1939. Very fine condition. Toured Europe extensively. Tel.: 01-647 2021 (Surrey). Preferably before 08.30. (4283

HEALEY SPRITE, COMPLETELY RE-built, 3,000 miles. Ashley bonnet, 1,150 c.c. unit, balanced, lightened, s cam, 1½ in. SU's. New box, high diff, cooler. Modified dash with centre console, racing bucket seats, trimmed black, 6 in. rims, new Pirellis, spots, radio, resprayed Rolls regal red. £300. Tel.: 021-772 2240 (9 a.m.—6p.m.). (4284

XK150 JAGUAR F.H.C. RECENT NEW 3.8 'E' engine, brakes, exhausts, s/absorbers, Cinturatos, etc. Clean body. £450. Exchange saloon, estate. Cash either way. Tel.: Ascot 20040. (4286

MARCOS GULLWING G.T., LESS engine, wheels, immaculate condition. £160. Tel.: Ascot 20042. (4287

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1964 M.G.-B, RED/BLACK INTERIOR. Overdrive, push button radio, oil cooler, tonneau. £150 worth of extras. Absolutely immaculate in every way. £525. Tel.: Newbury 1936 (evenings). (4289

BRISTOL 400, GENERALLY SOUND throughout, servo. Good tyres. £125. And immaculate 401 just resprayed. £275. Also many spares, including recon. 85/100 series engine. Tel.: 021-429 2220 or 01-450 6176. (4290

AUSTIN COOPER 998, 1964, REASON-able mileage, twin spots, other extras. Surf blue/white. M.o.T. £260. Tel.: Billericay 4287. (4291

ARMSTRONG SIDDELEY, 1939. CLOSE coupled, small saloon in outstanding order. One owner from new and only 74,000 miles. From new fully serviced and maintained in 100 per cent. order. Faultless Mechanically. Blue leather with polished wood and all original fittings. Sunshine roof. Must be the best available. £225. 60 Gunnersbury Ave., W.5. Tel.: 01-992 8488. (4292

AUSTIN HEALEY 3000, 1963. RED/ white leather, W/W, overdrive, Cinturatos. Exceptional condition. Hence £510 o.n.o. Tel.: Formby 72929 (Liverpool). (4293

TRAFFIC STOPPER! RARE VINTAGE fire engine by John Morris/Guy Motors. After considerable rebuilding and overhauling of all the original equipment, this machine will still put out a fire. Has appeared on Granada T.V. and in the Press. Only modern equipment is it's Licence and M.o.T. certificate. Demonstration model at Wembley 1924. One owner till 1968! Sale includes AJAX ladder, hoses, helmets, etc. Correspondence a pleasure, but please signify whether interest only or "serious" offer. Highest offer over £1,400. Details and photograph from: C. E. Somerville, B.X.L., 31 Blackstock St., Liverpool 3. Tel.: 051-207 3344. (4294

1965/66 ALFA ROMEO GUILIA SUPER, 1,600 c.c., 5 gears, R.H.D., comfortable 4/5 seater with every refinement and fast sports car performance. Radio, belts, etc. £650 nearest. Exchange considered. Sandowne House, Woodland Rd., Stanton, Burton-on-Trent. Tel.: Swadlincote 7280. (4296

LEA-FRANCIS 14 H.P. SALOON, 1953. Fitted sealed beam lights and winkers. Colour Martian maroon. Excellent condition; well maintained with new M.o.T. £150 o.n.o. Tel.: Weston Super Mare 24328. (4318

FOR SALE—continued

JAGUAR 3½-LITRE SALOON MARK 4, 1948. Taxed and M.o.T., twelve months. Used for week-end jaunts only. Interior restored. Lovely appearances and thoroughly reliable. Lots of spares. Best offer over £375. Tel: Condon, Whitmore (Staffs.) 242. (4297

RILEY R.M.E. 1952 1½-LITRE, B.R.G. Engine completely overhauled, mechanically sound, body good, recent M.o.T. Room required for new car. £125 but less to TRUE enthusiast. Tel.: 061-483 5601 anytime if genuinely interested. (4298

SINGER CHAMOIS SPORT, DEC. 1967. Oxford blue, twin carbs., oil cooler, servo-assisted brakes, radials, reclining seats. Showroom condition. £500. Seen by arrangement: 12 Pinetree Close, Worlingham, Beccles, Suffolk; 17 Hughan Rd., Stratford, E.15. London. (4299

BENTLEY SPORTS 4-DOOR SALOON, 1954. James Young Aluminium body. Immaculate condition. Metalchrome red. New chrome bumpers, seat covers, radio, flasher spot indicators. Full flow 4½-litre engine. Any trial or inspection. 12 months M.o.T. Bargain, £955. Part exchange considered. Tel.: 061-624 0941 or 061-681 5114. (4300

1929 ROLLS ROYCE 20 CABRIOLET tourer. Licensed, tested and in running order. For sale by Auction July 15th. Details from Edwards, Bigwood and Bewlay, 158 Edmund Street, Birmingham, 3. Tel.: 021-236 8477. (4301

LANCIA AURELIA B20, R.H.D. 1957 Registered 1961. Resprayed silver Blue. Retrimmed, mechanically excellent. No body rust. A truly classic car in fine condition. £215 o.n.o. Peter Mew, Corner Cottage, Rotherfield, Sussex. Phone Rotherfield 660 (evenings). (4302

ALFA ROMEO 2600 SPYDER, 1964. 38,000 miles. Red, excellent mechanical condition. New battery, tyres, good bodywork, radio, tonneau. Beautiful effortless touring car for £725. Tel.: 01-460 9835 (Bromley). (4303

BENTLEY 4½-LITRE 1930 OPEN V.D.P. tourer. Ex-Kensington Gardens trophy holder still in concours condition. Heavy crank engine. Realistic offers over £3,500. Box 1653. (4304

BENTLEY 1951 BY MULLINER, SUN-roof saloon. Shell grey on black with gold line. Bodily and mechanically sound. Unused several years. Needs attention to head lining, silencer and front wings; also bumper. But well worth the give away price of £195 o.n.o. Tel.: Rayleigh 71127 (Essex). (4305

PRO GOLFERS TOURNAMENT EX-press for sale. Max Faulkner's own 1963 Alfa Giulia Sprint 1600. Completely rebuilt by Alfa specialists Thompson and Taylors at a cost of £825 in 1966. Italian red, black furniture, 5 speed box. The Fantastic performance, incredible economy, utter proven reliability of this fine piece of Italian precision craftsmanship will cost you around £400 (h.p. arranged). Might consider Viva Estate or similar part exchange. Tel.: Pulborough 2201. (4306

LOTUS-CORTINA, JANUARY 1968. 12,500 miles. White, sunshine roof, radio. Used exclusively by my wife for shopping and taking children to school. Need four doors and more economy. £995 o.n.o. Also 95 per cent completed Falcon Caribbean new engine and clutch. C/R gearbox, 4.7 axle, L.M.B. suspension. Twin S.U's, 4 branch exhaust, X's. Offers, Rose, 32 Vernon Ave., Birmingham, 20. Tel.: 554 9356. (4307

1928 LEA FRANCIS 2-SEATER AND Dickey. Attractive Doctors Coupé by Mann Egerton. Substantiated 69,000 miles. Recent £120 engine rebuild. New hood, dynamo, battery etc. K.O. wheels, absolutely original. Classic car in fine condition. £500. Box (Sussex) 1654. (4308

JAGUAR XK120 D.H.C., 1954. RED. Many extras. Fast. Offers near £235. Tel.: Derby 53084. (4309

1934 AUSTIN 7 CAR ENGINE AND gearbox, 4.17 inch wheels. 11 Old Bakery Cottage, Lulworth Cove, Dorset. (4310

M.G.-A, TWIN CAM, BLACK, TAXED New XAS's, dynamo, grille, silencer, radiator. Excellent engine, clutch, batteries, brakes, chromework, tonneau, interior. £245. Tel.. Hollis, Hemel Hempstead 57272 (9.5 p.m.). (4312

AUSTIN HEALEY 3000, MK. III, OCT. 1964 Hard/soft-tops, wires, Pirellis, radiomobile. Black, red interior. Growing family forces sale at £650. Soper, 2 Lower Hillbarton Rd., Exeter. Tel.: Exeter 66080. (4313

PORSCHE 356B, 1961. EXCELLENT condition. A.F.N. serviced. Two owners only. £535. Tel.: Spurrell. 01-952 2381 (day time only). (4314

NEAREST OFFER TO £300 SECURES my TR3A. Extras include overdrive, hard/soft-tops, carrier. Tel.: (Wirral) 051-632 3460. (4315

ASTON MARTIN DB4 1961 SERIES 3. Midnight blue, excellent mechanics and body. Wheels rebuilt and rechromed. Usual extras £960. Details: Michael Druce, Craven Lodge, Inkpen, Newbury, Berks. Tel.: Inkpen 352. (4316

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1931 4 SEATER VAUXHALL TOURER in superb excellent original condition. A very rare motor car. Best offer over £475. Flitcher, Monkspool, Church End, Twyning, Tewkesbury, Glos. Tel.: 3448. (4295

FOR SALE—continued

LAGONDA, 4½-LITRE, M 45, PILLAR-less sports saloon. 1934. Unused since 1959. Excellent condition throughout. With complete spare engine and many other parts. Offers. Tel.: Bolton, 24878 (Lancs.). (4319

ALFA ROMEO GIULIA T1, 1964, green, R.H.D. Five gears, seat covers, wind horns, motorised aerial, taxed Sept., M.o.T. March. £480 o.n.o. Tel.: Leamington Spa 20539. (4320

WOLSELEY 18/85, 1948. CAR OF distinction, spot, fog, superb chrome, M.o.T. £75. Tel.: Whitstable 4415. (4321

M.G. TC, 1948, B.R.G. RECENT RE-build, v.g.c. Twin spots and horns, heater, good tyres, 16 inch rear wheels. Taxed end July. £260 o.n.o. Tel.: Spaxton 252 (Somerset). (4322

LOTUS ELAN S2, LOOKING FOR A well maintained B.R.G., 1965 car at £785 o.n.o., radio and seat belts fitted. Then Tel.: Braintree 3569. (4323

TR-3A, 1959, M.o.T., NEW TYRES, B.R.G., new exhaust, hard/soft and tonneau. £250 o.n.o. Amberley, The Avenue, Ascot, Berkshire. (4324

TRIUMPH 2000, 1964. EXCEPTIONAL condition, overdrive, radio, 2 owners, 45,000 miles. £595. Ken Jones, Crudwell, Malmesbury, Wiltshire. (4325

JAGUAR MK.V, SALOON, 3½-LITRE. Dec. 1950. Birch grey, grey leather. One family from new, husband and wife only owners. Original tool kit etc. Absolutely original throughout £250 o.n.o. Tel.: Southampton 21612 (during office hours). (4326

VITESSE 2-LITRE, 1967, "F", OVER-drive, 17,000 miles. Dark blue, undersealed, extras, G 800s, as new. £690 o.n.o. Would except late model 1100 Gordini in part exchange (no competition). Harvey, 4 Mere Lane, Fornham All Sts., Bury St., Edmunds, Suffolk. (4327

SP 250, 1962. EXTENSIVELY RE-conditioned engine. Front suspension, gearbox. New battery, clutch, tyres, M.o.T. 12 months. £495. Tel.: 021-444 4874 Birmingham. (4328

SUNBEAM ALPINE, 1966, 1,725 C.C. White, hard/soft-tops, tonneau, wire wheels, overdrive, full instruments, well cared for £625. Tel.: 01-337 6834. (4329

1925 NEW IMPERIAL J.A.P., 350 C.C. £50 o.n.o. 1925, 250 c.c. dismantled, spares, offers. 52 Woodstock Rd., Worcester. (4330

1959 DAIMLER MAJESTIC FITTED B.M.C. diesel engine. £75 or consider exchange Private. Box No. 1655. (4331

XK150, 1960, F.H.C., OVERDRIVE, taxed, new clutch, new carpets fitted. Parts rechromed, resprayed original colour. Excellent cond. Any trial. £400. Tel.: Ripley 2795 or 19 Derwent Road, Ripley, Derbyshire. (4332

AUSTIN-HEALEY SPRITE MK III, 1966. One owner, B.R.G./black, Taurus head, anti-roll bar, Marchal Q1. spots, heater, Cinturatos, hard/soft-tops, tonneau. £500. Tel.: Emsworth 5826 (Hants.) (4333

M.G. TD, 1953. EXCEPTIONAL CAR, enthusiast maintained. £350. 43 Bushfield Rd., Crewkerne, Somerset. (4334

1953 LEA-FRANCIS SPORTS SALOON, all aluminium body and wings, Mech.: perfect, well shod, genuine; 58,000 mileage. £120 o.n.o. Gordon Johnson, Winster, Nr. Matlock, Derby's. (4335

ALVIS TA 14 TOURER, 1948. (BEETLE-back); M.o.T., taxed. Marriage forces sale. £130. Cpl. Clark, Aitken Block, R.A.F. Coltishall, Norwich. (4336

BRISTOL 401, PLUS SPARES. £260 o.n.o. Consider exchange small van. Tel.: Whailey-Compton. Tel.: (Berks.) 315. (4337

MORGAN PLUS 4, 1960, B.R.G. HARD-top, tonneau, body and mechanics good. New discs, rear linings, extras. £300. Tel.: Snettisham, Norfolk, 379 (evenings 9-10). (4338

SUNBEAM TALBOT '90', 1951. GOOD condition, must sell. £60. Birmingham. Tel.: SOL. 8924. (4339

LOTUS ELAN, 1965, CONVERTIBLE K.O. wheels, close ratios, tonneau, radio, £795. Robey, 30 Haywood Grange, Little Haywood, Stafford. (4340

MERCEDES 190 SL, 1960, ROADSTER. Hard/Soft-tops. Nearly new tyres, radio, twin spots, seat belts. Olive/cream interior. Excellent. £675. Exchange Family/Estate car. Tel.: 01-504 4094 (Woodford). (4341

MORGAN 4/4 COMPETITION MODEL, 1969. Many extras, low mileage, £1,100 o.n.o. H.P. arranged. Hawkins, 44 Christopher Rd., Birmingham 29. Tel.: Studley 3476 (9 a.m. - 6 p.m.). (4342

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1939 VAUXHALL 25. ORIGINAL, magnificent condition throughout. Tested 5/3/70. Handbook. £150. Rare, elegant. 1938 Humber "Sixteen". Sportsman saloon. £80. Tel.: 01-856 0772. (4414

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JENSEN 541 R 1960, EXCELLENT condition throughout. Usual extras. £525. Box 1666. (4416

FOR SALE—continued

A.C. GREYHOUND '63, BRISTOL engine. £825 o.n.o. For quick sale due to family. Mr. Singh, Tel.: Ealing 8739. (4246

SUNBEAM 90 MK. III. 1957. EXCEL-lent condition throughout. £165. Tel.: 01-643 6627 (Sutton). (4247

M.G. MIDGET MK III 1967. B.R.G. Genuine immaculate condition. Heater tonneau, new ZX's etc. £595. Halliday, 8 Peaks Ave., New Waltham, Grimsby, Lincs. Tel.: Humberston 2536, after 6.30 p.m. (4239

MASERATI 1500 GT, 1959, R.H.D. Prototype 2-seat drophead road car with 150S racing engine, 140 b.h.p., red, beige interior, Borrani wheels, original Pirelli tyres, low mileage, only one of type built. Unique car for collector or enthusiast. Most parts interchangeable with 150S and still available. Offers around £1,400 appreciated, but must sell as going abroad. R. Blythe, Dobins, Fulmer Rise Estate, Fulmer. Tel., Fulmer 2059 (Bucks.). (4240

PORSCHE 365B 1600 SUPER 75, 1960, blue, grey trim, seat belts, must sell, so no reasonable offer refused. R. Blythe, Dobins, Fulmer Rise Estate, Fulmer. Tel.: Fulmer 2059 (Bucks.). (4241

1931 M.G. MIDGET, SOUND CONDI-tion, enthusiast's dream, £100 o.n.o. 12 Parkgate, Knutsford. Tel.: 2559. (4242

FOR SALE—continued

IMPECCABLE TA, 1937, 500 MILES from complete rebuild. Sell or exchange, W.H.Y.? £450, possibly H.P. Garrett, 120 Westbourne Grove, Yeovil, Somerset. Tel.: Yeovil 6351 (day) or Marston Magna 535 (evenings). (4243

PORSCHE 356B SUPER 1961. WHITE/ blue upholstery. Radio, Cinturatos, New wings, cills, clutch and exhaust system fitted and professionally resprayed January 1969. Two owners and full history. Taxed October 1969. £595. Tel.: Grantham 3236. (4244

POPULATION EXPLOSION FORCES sale. A. C. Greyhound '63 Bristol engine. £825 o.n.o. Mr. Singh, Tel.: Ealing 8739. (4245

TRIUMPH ROADSTER 1800, 1946, black. Very original example. Body, paint and chrome excellent. Many parts and systems rebuilt; must be sold. £180 o.n.o. G. Hamilton, 22 Clarcmont Road, Eccleshall, Staffs. Tel.: Stone 2301 Ext. 45 (day) (Staffs). (4238

JAGUAR XK 150, 1959, D.H.C., NEW hood, exhaust system recently fitted, mechanically very good, body reasonable, offered at £180 as owner overseas, spares included. Apply, Mr. A. F. Shapley, "The Gables", Hayes Lane, Alderley Edge, Cheshire. (4248

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£5,450 **DBS MANUAL SALOON** finished in Ming Blue with White Gold leather upholstery, fitted with power steering, heated rear window, stereo tape unit, radio, electric aerial, chrome wire wheels. Recorded mileage 6,000. Registered 1968, 'G' number.

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£4,050 **DB6 AUTOMATIC SALOON** finished in Silver Birch with Dark Blue leather upholstery, fitted with power steering, chrome wire wheels, Webasto roof, heated rear window, radio, electric aerial, seat belts. Registered 1967, 'F' number.

£3,850 **DB6 MANUAL SALOON** finished in Silver Birch with Black leather upholstery, fitted with Magna wheels, radio, electric aerial, heated rear window, Q.I. lights, badge bar, seat belts. Recorded mileage 1,800. Registered 1967, 'F' number.

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FOR SALE—continued

M.G. TD, 1951, V.G.C. MANY EXTRAS, including radio, twin spots, radials, etc. £320. Tel.: (Edgware) 01-958 9927 (evenings). (4496

LOTUS CORTINA, 1968. NOMINAL MILE-age, perfect condition. Will swap for low-mileage M.G.-B GT, M.G.-C or £925. There's nothing wrong with it, I just don't like it. Tel.: 01-743 3338 (day). (4497

TR3A, 1959, GOOD ENGINE, NEW HOOD, but bodywork needs attention, hence first offer over £125. Wildman, 12 Honister Grove, Acklam, Middlesbrough, Tees-side. (4498

A.C. ACE (1955), GOOD CONDITION. Offers. Lawler, 34 Elmbourne Rd., Tooting, S.W.17. (4499

R-TYPE BENTLEY AUTOMATIC, 1954. Recent engine overhaul, new exhaust, brakes, etc. Excellent condition throughout. Genuine reason for sale. £750 o.n.o., or would consider exchange for smaller car. Tel.: 01-340 8701. (4500

DAIMLER MAJESTIC MAJOR, 1961. LOW mileage. Only fault, suspected cracked liner. Offers. Tel.: Southampton 55137. (4501

XK140 JAGUAR, BLUE. TAXED, TESTED 1970. Good condition. Fast, reliable. £225. H. B. Rothwell, 8 Beech Ave., Todmorden, Lancs. Tel.: 3708 (after 6 p.m.). (4502

1070S COOPER, 1963/64. NEW ENGINE, gearbox, front hubs, etc.; 4½Js. £285. Tel.: AL5 2671 (Staffs.). (4503

ROLLS-ROYCE 25/30, 1937, PARK WARD sports saloon. Outstandingly original and in first class condition throughout. Genuine 86,000 miles. A most attractive car. £1,250. R. W. Brown, Princes Farm, Peasemore, Newbury, Berks. Tel.: Chieveley 279. (4504

RILEY 1½ RME, 1953, B.R.G. TAXED, tested 1970. Roof perfect, relined brakes, new brake pipes, reconditioned engine and clutch, new battery. Mechanically and bodily perfect. £200, regret no offers. Whitehead, 45 Albany Rd., Sheffield 7. Tel.: 50353. (4505

SEPT. 1964 LOTUS-CORTINA, ABSO-lutely immaculate condition both bodily and mechanically. Fully modified rear suspension, radio, Aeroflow, etc. £510. 1952 M.G. TD, good, average condition but requires new hood and screens. Offers about £175. Tel.: Holywell (N. Wales) 2532. (4506

ALFA ROMEO 2600 SALOON, 1965 MODEL. One owner, low mileage. Five-speed gearbox, radio, Webasto roof. Fabulous condition. £545. Tel.: Orpington 32550. (4507

DAIMLER CONQUEST CENTURY DROP-head coupé, 1954. Power-operated hood, radio. Recent top overhaul, five new tyres, battery, starter motor. M.o.T. £210. 34 Blue Haze Ave., Seaford, Sussex. Tel.: Seaford 4598. (4508

1927 MORRIS OXFORD FABRIC SALOON. Unrestored but complete and original. £180. Radiator for Ford Model T, £10. Tel.: Dunblane 2605. (4509

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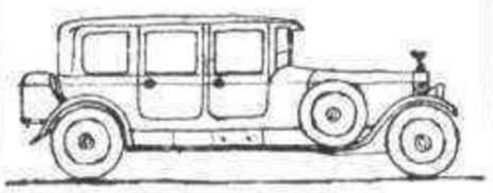
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FOR SALE—continued

LOTUS ELAN, 1964, £720, D.H.C., RED. Close ratio gearbox, seat belts and S.P. aquajets. Expanding family forces sale. Beth Wines, Blackboy Lane, Fishbourne, Sussex. (4529

EXOTIC MORGAN PLUS FOUR PLUS GT coupé, 1964. Crimson, factory serviced, sizeable boot; schoolmaster owner, genuine outstanding condition, draws much attention. Many extras. Rare future collector's piece. £795 o.n.o. Box No. 1670. (4532

S/E LOTUS ELAN CONVERTIBLE, June 1966. Radio, inertia reel belts, air horns. Well maintained clean car, recent engine overhaul. 20 A Nevern Mansions, Warwick Rd., London, S.W.5. (4533

M.G.-A, 1600, 1960. GOOD CONDITION. New tyres, batteries, hood. £290. Tel.: Chapman, Cambridge 51686 (day); 36, George St., Cambridge. (4534

E-TYPE JAGUAR F.H.C., 1964 MODEL. Carmen red with red trim. V.G.C. £765 o.v.n.o., H.P. available if required. Tel.: Southend 68838. (4535

JAGUAR MK 2, 1962, 3.8. OPALES-cent grey. Present owner since 1963. Guaranteed only 44,000 miles. In superb condition. Mainly used on long runs often abroad with no start/stop driving. Owner had two other cars using Mini for local driving and Jaguar used only once or twice per month. £475. Tel.: 01-670 9451 (daytime), 01-693 6522 (evenings). (4536

SEBRING MK. III BONNET LENHAM GT Fast-back, fibre-glass, Sprite, competition shockers, new springs, anti-roll bar, oil cooler, servo brakes, air horns, Cinturatos on 5½Js, balanced engine, complete history available. Many more extras. Taxed, marriage forces sale, £375. Terms. Siggs, Court House, Painswick, Glos. (4537

1929 VAUXHALL 20/60, PRINCETON tourer. Stripped, repainted, rewired, re-upholstered, recarpeted, renickelled, re-bored +.20 in. New hood, sidescreens, tonneau. Auster screen, touring, trunk. Well shod, claret over black. Beautiful. £1,150 o.n.o. Lang, 3 Burnwells, Thackley, Bradford, Yorks. Tel.: 612 952. (4538

UNIQUE OPPORTUNITY, MORRIS 1000 tourer, 1960 model, registered late 1959. Completely rebuilt to near new standard, in fact the car is quite often mistaken for brand new vehicle. Work done is too numerous to mention but this information will quite readily be given to prospective buyer. Price £165. Regret cannot arrange drip feed. Outright purchase desired, don't miss this, it must be the bargain of the July edition, genuine enquiries only. Please Tel.: Ash Bank 2470 (evenings) or all day Sunday, Wyatt, Stoke-on-Trent. (4539

£95. JAGUAR MK 5, FITTED 1964 2.4 engine. 99 per cent no rust. M.o.T. Tel.: Bournemouth 25426. (4540

RARE 1933 O.H.C. SINGER NINE Sports. B.R.G. aluminium body, twin Solex carbs. Top-end engine overhaul, rebuilt s/box, w/wheels. Re-upholstered, rewired, relined brakes, new battery, exhaust, excellent tyres. Many valuable spares. Tel.: 01-445 8950. (4542

LOTUS VI, EX BILL PERKINS CLIMAX, 1220 to Super 95 b.h.p. specification. Completely rebuilt, 44,000 miles since. Cinturatos on 5 in. wires. Dual braking system. 0 to 60 in 7 seconds. Full weather equipment. Competition or road use. £325. Consider exchange or sell motor and g/box separately. 20 South Parade, Blossom St., York. Tel.: 28306. Tel.: (4541

LOTUS SEVEN 1340 COSWORTH, C.R. gearbox, wire wheels. £330 o.n.o. Tel.: Watford 28555 Ext. 136 office hours. (4543

ROLLS P1 ENGINE AND GEARBOX, complete, stored many years, wheel tools, 2 wheels. Booth, Wolfstones Farm, Holmfirth, Yorkshire. Tel.: 3445. (4544

RILEY IMP, 1934, 1½-LITRE, C/R manual. Mostly rebuilt, 1959, stored since, £550, no offers please. Booth, Wolfstones Farm, Holmfirth, Yorkshire. Tel.: 3445. (4545

ALFA ROMEO GIULIA SPRINT, 1965. Two owners specialist maintained. Bills shown, engine overhauled and new gearbox fitted 1968. Webasto, Radiomobile, Cinturatos, belts. £925 o.n.o. H.P. possible. Tel.: 01-606 4090 Ext. 308 (day), 01-529 1529 (night). (4546

RILEY 1½, RMA, DECEMBER 1950. Original black with natural hide interior. Recent engine replacement, exceptional condition throughout and offered with history at £215. Tel.: St. Albans 64103 (evenings). (4547

XK140 JAGUAR, 1957. F.H.C., 'C'-type engine, servo brakes, overdrive, Blaupunkt radio. Very good condition. £325 o.n.o. 67 Ridling Lane, Hyde, Cheshire. (4548

1934 AERO MINX, UNDER OUR present overlords I have to sell my car to be able to afford to run it. Unique PVT Tickford drophead coupé, green body/red wheels. Basically original, Many new parts in major overhaul, 7,000 miles ago. Not immaculate, but let's talk sense—a sound investment at £250. Downes, 18 Duppas Hill Rd., Croydon, Surrey. Tel.: 668-5778 (4549

LANCIA FLAVIA COUPE, 1963, IM-maculate coachwork and hide interior. P/B Motorola, Kenlowe fan, carpets, etc., recent complete mechanical overhaul by specialist. A superb low mileage car £620 o.n.o. M. Sands, Fleet House, Dartnell Ave., West Byfleet, Surrey. Tel.: 01-903 2611 (business), Byfleet 46869 (home). (4550

FOR SALE—continued

1600 GT CORTINA, 1968, SILVER FOX. 11,000 miles. Many extras. Immaculate. £725. Tel.: Romford 43802 (evenings). (4551

1953 "R" TYPE BENTLEY SPORTING Saloon, owned by local Doctor. The eximious original tudor silver coachwork is rust free and perfect. Superb chrome-work all round, and water-tight sunroof. Mechanically faultless and exceptionally quiet, excellent synchromesh manual gear-box, glistening walnut interior, comple-mented by fresh, crushed-hide leather work, enhanced by unworn original carpeting. 85,000 miles. Original push-button radio and heated rear window. M.o.T. and tax till 1970. An exceptional example which requires early viewing. £650. Financial assistance may be exe-cuted at a reasonable deposit. Tel.: 01-363-1594 (N. London). (4552

HEALEY 3000, 2+2. OVERDRIVE works, hard-top, two soft-tops, tonneau, s/belts, G800's, M.o.T. March 1970. Taxed April 1970. Genuine immaculate low mileage example, £325. Brown, 3 Woodlands, Rickleton, Chester-le-St., Durham. (4553

HARRINGTON LE-MANS ALPINE, excellent example, rare 2+2, metallic solunt blue, full specification high com-pression engine, overdrive, twin S.U.s, oil cooler, servo discs, wire wheels, Cintu-ratos. £465, consider part exchange. Tel.: Kenilworth 53532. (4554

E-TYPE JAGUAR, OCTOBER 1966, excellent condition. Left-hand drive. Suit overseas visitor. Opalescent pale blue with navy blue soft-top roof. Black leather interior, radio, chrome wire wheels. £1,100. Mr. Sheldrake. 580-1413 (day). (4555

ASTON MARTIN DB 2/4 SALOON, 1956. Very good condition. £475. Lawford, 53 Alder Rd., Castleton, Rochdale. Tel.: 47434 (9—5). (4556

MORGAN 4/4 SERIES II COMPETI-tion Model, 1960, S.U.s, Aquaplane B.R.G., good hood, tonneau, tyres, M.o.T. Taxed. V.G.C. Must be seen. £275. R. Walker. Minterne, Minchinhampton, Glos., Tel: Brimscombe 2068. (4557

1938 ARMSTRONG-SIDDELEY SALOON. Towable, restorable. S.A.E. Full list of defects and virtues. Coupe, 6 Whitfield Court, Rouse Gardens, London, S.E.21. (4558

1958 SPRITE REMARKABLE CONDI-tion for age. With hood and tonneau. £200 o.n.o. Tel.: Bradford 65423 (after 6 p.m.) or write Roberts, 20 Chatsworth Rd., Pudsey, Yorks. (4559

ASTON MARTIN D.B.5, 1964, SILVER birch, chrome wheels, H.R.W., selecta-ride, low mileage. Immaculate gift at £1,525 or P.X. convertible. Tel.: Bourne-mouth 25561. (4560

1951 LEA FRANCIS STREAMLINE saloon, six light. Good condition. New M.o.T. New steering, suspension, brakes, clutch, crank reground etc. Very reliable. Offers. L.F.O.C. member preferred. Tel.: Bristol 557856 (evenings). (4561

1962 JAGUAR 3.8 GT SALOON, BLACK/ red. Full Combes conversion from new 9.1 compression, 2 in. S.U.s, high ratio steering, wood wheel, Konis, long range auxilliary tank, chrome wire wheels, Kenlowe fan, Motorola, twin speaker radio, paint work fair, mechanics good. Taxed December 1969. £265. Selbourne, Bishopstone, Nr. Swindon. Tel.: Wan-borough 485. (4562

1960 PEUGEOT 403 SALOON, BEIGE. One owner from new. All service records, 71,000 miles. Mechanically first class. Bodywork fair. Taxed Sept. £130. Sel-bourne, Bishopstone, Nr. Swindon. Tel.: Wanborough 485. (4563

1966 LOTUS ELAN, F.H.C., SPECIAL equipment, B.R.G. with black trim, one owner, 23,000 miles only. Immaculate. Tel.: Nottingham 212-575. (4564

M.G.-TA, GREEN, REUPHOLSTERED, reconditioned engine, M.o.T. Very good condition, £150. Tel.: Ralli, Bristol 33556, 6-11.30 p.m. (4565

HISTORICALLY INTERESTING PROTO-type Buckler, (1951) Sports. This famous car now completely restored. Immaculate. £350 o.n.o. David Jones, 34 Evans Ave., Allestree, Derby. Tel.: 57472. (4566

1918 MODEL 'T' FORD TOURER, IN very good condition. Offers invited over £1,250. Oxford Arms Hotel, Kington, Herefordshire. Tel.: Kington 322. (4567

TR4A 1968, WIRES, TONNEAU, Astrali wheel, o/drive, Cibie lamps, green, black trim. Low mileage. Imma-culate in every way. £850. Tel.: Leics. 703294. (4568

E-TYPE, CONVERTIBLE, EXCEPTIONAL condition. £645. P/X Cooper S, Lotus. Write, 107 Clumber Drive, Radcliffe, Nottingham. (4569

THOROUGHLY RECOMMENDED CON-cours winning, XK120, Super Sports. Brilliant white, retrimmed black interior, red carpeting, re-chromed, recent Cintu-rato tyres, leather alloy wheel, radio. Many personalised extras. Engine and exhaust overhaul. Seen London, or will deliver. All letters answered. Box No. 1671. (4570

1964 TRIUMPH SPITFIRE, RED, HARD-top, heater, radio. £385. Mr. Lee, Tel.: 061-738 4056 (evenings.) (4572

MK. 1 SPRITE, M.G.-B SEATS, EXCEP-tional buige, bodywork, excellent mechanics. Cinturatos, taxed, tested. Reluctantly avail-able end July due emigration. £225. Havant 3661 (daytime). (4573

LANCIA AURELIA SALOON 1955, £90. Excellent runner—go-anywhere. Tel.: Chi-chester 83225. (4583

FOR SALE—continued

ORIGINAL WARTIME JEEP REBUILT by enthusiast, in U.S. Army colours includ-ding insignia. New tyres, battery, hood and many parts. Taxed April 1970. Colour slide available. £200. Consider exchange, Sports car with cast adjustment up or down. Pyne, 50 Edward St., Westbury, Wilts. Tel.: 2283. (4574

ASTON MARTIN DB4 CONVERTIBLE, August 1962, mileage 42,500. Chrome wires, Motorola radio, Dubonnet red, white hide interior, works hard top, Turbospeed tyres. Two owners, taxed, M.o.T. £1,280. Crook, Totnes, Devon. Tel.: 2196. (day), Torquay 65684 (evenings). (4575

MORRIS EIGHT SALOON 1937. M.o.T. Stevenson, 01-478 3796. (4577

ALFA ROMEO GIULIA 1600 S.S. Sports coupé, 1966. R.H.D. Finished in white/blue interior. Beautiful coachwork by Bertone. A really immaculate speci-men with genuine mileage of 31,000 miles since new. Cost in the region of £2,600 originally. Sold in the U.K. to special order. 30 m.p.g. and over 100 m.p.h. Fitted with radio and Cinturas, etc. £985, H.P. arranged. Any part exchange considered. Tel.: New Milton 848. (4523

TRIUMPH VITESSE, 1963. LOW mileage, Strombergs, recent ZXs. £325 o.n.o. Consider p/exchange. Tel.: Chadlington 326 (Oxford). (4527

JAGUAR 3.8 MK II AUTOMATIC, 1960. Low mileage, two owners. New engine and axle. Excellent bodywork. £260 o.n.o. Tel.: Bookham (Surrey) 2691. (4528

1952 M.G.-YB, WILLOW GREY, FITTED belts, heater and in good condition. £45. Hoare, 7 Palmerston St., Romsey, Hants. (4530

RENAULT R8 GORDINI, 1965. RECENT engine rebuild. Bills, 4 new Dunlop SP Sport tyres. New car forces sale. £350 o.n.o. Tel.: Chobham 8236 (Surrey). (4531

AUSTIN HEALEY 3000 MK. III, 1965, Colorado red, overdrive, wire wheels, radio. Superb condition. £725. Tel.: 628 7491 (days), Hitchin 3533 (evenings). (4729

WANTED

PRE-WAR/VINTAGE SPORTS CAR wanted chain-gang preferred. Aston or any classic considered, half rebuilt, grotty or concours £300/500. W.H.Y. Box No. 1635. (4069

PHANTOM II UP TO 33, CHASSIS No. 100 MY, for R.R.E.C. member. No funeral directors' limousines. Cash in interesting quantity awaits right car. Box 1645. (4146

ROLLS 20 OR 20/25 WANTED. THE Old Mill, Ingleby Barwick, Stockton, Teesside. Tel.: Hilton-in-Cleveland 473. (4227

TYRES, 5.00×20: NEW, PART WORN, or capable of remould. Jobling, 12 Lindum Rd., Lincoln. (4314

WANTED URGENTLY, SHORROCK SUPER-charger with manifold, pulleys, etc. Suit Mini, reasonably good condition. 48 Beaufort Rd., Southbourne, Bournemouth. (4345

S.S. JAGUAR 3½-LITRE, 1938, IN REASON-able condition, to rebuild. Box 1656. (4346

VINTAGE SALOONS OR TOURERS. Alvis 12/50 Beetleback or Duck's-back, Bentley 4-litre, Trojan light car, Vintage Delage, or white elephants. Fullest particulars, including price, condition, photo if possible, to: R. D. Millar, Park House, Lower Largo, Fife. Tel.: Lundin Links 469 (evenings). (4347

E93A INLET-OVER-EXHAUST HEAD wanted. Willment or similar. Price, condition, to Box 1657. (4348

WANTED: ROLLS-ROYCE SILVER DAWN. Cash waiting if right price and original con-dition throughout. Thewlis, 12 Marine Ter., Beach Grove, Wallasey, Cheshire. (4350

AMERICAN ENTHUSIAST SEEKS M.G. TC, PB or J2. In restorable condition. £100-£200 cash. Robert Wisener, 205 Austin St., Harlingen, Texas, 78550. (4351

WANTED: SUNBEAM ALPINE, TALBOT variety. Must be all original. Any condition con-sidered. Also body panels and Alpine special parts. Tel.: Hasley Knou 386 (Warwickshire) (evenings). (4352

WANTED: GHOST OR P.I LAMPS OF all types—head, side and rear—and mascots and instruction books. Highest prices paid. Howard, Tel.: 01-727 6751. (4353

WANTED: PRE-1965 COPIES OF "MOTOR Sport", complete volumes, bound if possible. Details to: Davis, 3 Lisle Place, Wotton-under-Edge, Glos. (4354

WANTED: REG. ACF OR TF, WITH LOW number. Tel.: Watford 34739 (daytime) or Luton 592080 (evenings). (4355

WANTED: 20-H.P. OR 20/25 ROLLS-Royce. Box 1658. (4356

WANTED: PAIR WINDTONES FOR P. III, 7½ in. trumpets. Carburetter, Renault 45, 1926. Pair of brass Zeniths, Isotta 8A. Tel.: 01-464 3972 (London). (4357

SINGER LE MANS 1½-LITRE, 1934-1935. Any condition (might consider 9 h.p.). Please write, Box 1659. (4358

LOTUS 7 WANTED, AROUND £300 CASH, but any condition considered: smashed, neg-lected or in pieces. Also wanted, Seven bits, especially really wide wheels, independent rear end with inboard discs. W.H.Y.? Distance no object for anything interesting. Rob Seviour, 1 Barlow Rd., Hampton, Middlesex. Tel.: 01-979 5824 (after 7 p.m. please). (4359

XK150 ROADSTER/D.H.C. FOR CASH. Newer the better, but good examples considered until middle July. Important no rubbish. Tel.: 0422 21420 (evenings). Turnbull, 11 Landemere Syke, Halifax, Yorks. (4360

WANTED—continued

ROLLS-ROYCE 20/25 OR 20 HAND-tools. Good price paid. Tel.: Woburn Sands 3577. (4118

IMMACULATE M.G.-B GT, SCIMITAR OR TR4A/5 required. Maximum £1,000. Overdrive essential. Buyer returning England mid-August Details to D. J. Ralls, 13 Regent Cres., Redhill. (4361

ENTHUSIAST WANTS CAR REQUIRING body and/or mechanical attention. Everything reasonably priced considered. Tel.: Brentwood 5923. (4362

WANTED FOR 1927-28-30 CROSSLEY 20.9: complete engine or parts, or will consider com-plete car. 39 Granada Rd., Denton, Manchester. (4363

WANTED: VINTAGE SUNBEAM, VAUX-hall, Humber or similar car, saloon or tourer. Box 1660. (4364

WANTED: M-TYPE M.G. BLOCK, AXLE, or W.H.Y.? for impoverished student's car. All letters answered. Information gratefully received. R. J. Pollicott, 63 Bobbing Hill, Sittingbourne, Kent. (4365

WANTED: REGISTRATION NO. FC, FHC, FSC, with low number. Chappell, 2 Car-thona Drive, Fleet, Hants. Tel.: Fleet 4389 (evenings). (4366

SHORROCKS SUPERCHARGER KIT FOR Spitfire. All letters answered. B. Morrow, 35 Iris Rd., Glen Iris 3146, Victoria, Australia. (4367

RWA, RA OR BOB REGISTRATION NO. wanted, interesting number preferred. Please Tel.: 021-743 2254 or 021-705 2074 (home). (4368

HEALEY SILVERSTONE WANTED. FROM engineless body to immaculate. Any price or distance. Exchange Prefect 1939, Aston? Delderfield, "Wengen", Hatfield Heath, Essex. Tel.: Hatfield Heath 250. (4369

PRE-WAR — PREFERABLY OPEN — CAR, in part exchange for 1965 Mini convertible open four-seater (immaculate order, value about £350). Anything interesting considered, or sell. Write: James, Oak Cottage, Rock Rd., Storring-ton, Sussex. Tel.: Ashington 461 (evenings). (4370

RILEY 2.5 RMF WANTED, IN TOP CON-dition. Up to £250 cash. Enthusiast, Hughes, "Green Leaves", Mannings Heath, Horsham, Sussex. (4371

WANTED: TONNEAU COVER FOR Vitesse, 1965. Powell, 8 Astro Grove, Longton. (4372

WANTED: REGISTRATION NUMBER AJB, B, or O, with low or interesting number. Tel.: 021-743 5627. (4373

WANTED URGENTLY: GOOD MOSS gearbox for Morgan Plus Four. Torrens, Geology Dept., Keele University, Staffs. (4374

M.G.-B GT, 1966/67 WANTED. CASH AVAIL-able. Details, mileage, lowest price please. The Fountain, Twyning, Tewkesbury, Glos. (4375

ASTON MARTIN AND LAGONDA wanted for spares or rebuilding. Any model, age, condition, or location, if cheap. Box 1661. (4376

WANTED: J2 M.G. STATE CONDITION, price and if flared or cycle wings. Photos if possible. Reeves, 46 Churchill Ave., North-ampton. (4377

WANTED: JAGUAR 3.4 MK. II, 1962/3/4. Must have: maker's oil pressure, no rust, manual and overdrive, wire wheels. Prefer dark colour. Cash waiting. Tel.: Shoreham-by-Sea 4086. (4378

SPRITE OR HERALD CONVERTIBLE wanted, cheap, engine immaterial; anything considered. B. Dickinson, 5 Grange Drive, Cottingham, E. Yorks. (4379

WANTED: A.C. COBRA. TEL.: TAVIS-tock 2858 (after 6 p.m.). (4590

M.G. 1½-LITRE Y SALOON, 1950-54, WANTED. Weaving, Holly Cottage, Ayot St. Peter, Welwyn, Herts. (4640

TWO ROOMY ROLLS-ROYCE LIMOUSINES or saloons. Good mechanics essential. Box 1470. (4648

WANTED: LATHE, BENCH DRILL, Grinder, Miller, Power-saw, etc. 3 Tolpits Lane, Watford. Tel.: 22648. (4649

MORGAN PLUS FOUR OR M.G. TC. Painting not objected to if price allows. Maxi-mum funds £350. Tel.: Pontefract 3828 (even-ings). (4651

M.G. TF, GOOD CONDITION, PLUS LITTLE cash for my 1965 Corsair GT 1500, in super con-dition throughout (many extras). For details, Tel.: Fairoak 612 (nr. Southampton). (4652

REGISTRATION J, JW OR JON WANTED. Ward, 234 Hangleton Rd., Hove. Tel.: Worthing 37607 (daytime). (4653

LOVED ROLLS-ROYCE PHANTOM wanted by R.R.E.C. member. Roadworthiness, excellent engine and general soundness essen-tial; any body style considered. Agreement easily reached for a reasonably priced specimen. All details to Box 1610. (4655

BENTLEY 3½-LITRE CYLINDER HEAD OR complete chassis. Generous price paid. Box 1631. (4656

NEW BRAKE DRUMS FOR 1929 MODEL 'A' Ford. Bamford, 5 Barnfield Cres., Wellington, Shrops. Tel.: 2723. (4657

A.C. 16/80 "COMPETITION MODEL" TWO-seater, 1935/1939, wanted by A.C. Owners' Club member. Good condition preferred, but anything considered. £10 reward for information leading to purchase. Paul Litton, 13 Amersham Close, Romford, Essex. Tel.: 01-452 3333, ext. 2508 (office hours). (4658

AMERICAN ENTHUSIAST SEEKS THE following: Jaguar through Mk. IV, M.G. TA and M.G. TB, Morgan, Bentley. Open or drop-head only. Do not desire any closed models. Will arrange shipping. Please send complete details with returnable pictures and telephone number. All replies acknowledged. Taylor, Box 657, West Dennis, Massachusetts 02670, U.S.A. (4660

BENTLEY 1930 TO 1940, UP TO £1,500. Offered for open car and £1,000 for saloon. These cars required by B.D.C. member for own use. Cars requiring restoration also considered. Price accordingly. Full particulars to: Richard Needham, 82 The Straits, Gornal Wood, Dudley, Worcs. (4285

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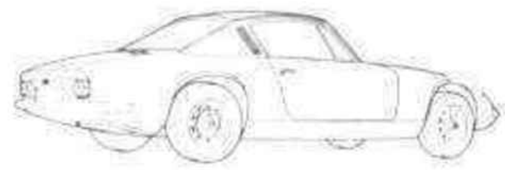
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TVR Tuscan V8, S.E., as above, finished in off-white, with alloy wheels, new radial tyres, etc.; also an exceptional car.
1969 (G) TVR Vixen 1600 S2, in flame with the latest Tuscan bonnet and leather-covered dash, radio, wire wheels; one owner **£1,145**
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1967 TVR 1800 Mk. 4, in diamond blue, with wire wheels, overdrive, close-ratio gears, radio; one owner; very quick car **£945**
1967 TVR 1800 Mk. 4, in regal red, with radio, wire wheels, radial tyres; very clean car **£895**
1963 Mk. 3 TVR, finished in flame with black trim, fitted wire wheels, Vixen bonnet, close-ratio gears; a sound investment at **£565**
1963 Mk. 2 HEALEY 3000, in red and black, with wire wheels and overdrive, fitted special wooden dash panel. Unmarked paintwork, excellent mechanics. A fine example at **£535**
1967 HONDA S800 drophead, in Sherwood green, with XAS tyres; low mileage. Unbeaten value at **£525**
1966 HEALEY Sprite, finished in red, with wire wheels; low mileage; excellent condition **£475**

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1968 'G' LOTUS Elan S4. d.h.c., blue, black trim, 4,000 miles from new, Stage 2 engine conversion; as new **£1,495**
1967 LOTUS Elan S3, f.h.c., finished in special metallic maroon; 10,000 miles from new; radio, k/ons, etc. Fantastic condition .. **£1,155**
1966 LOTUS Cortina, white/green, black trim; one owner, only 22,000 miles from new; Selectaride, alarm, etc. Perfect condition **£725**
1967 M.G.-B, mineral blue, black trim, wire wheels, radio; one owner **£795**
1966 M.G.-B, red, black trim, wire wheels, o/drive. Perfect **£745**
1965 M.G.-B, white, red trim, wire wheels, o/drive; low average mileage **£665**
1966 M.G. Midget, B.R.G., wire wheels, radials. Wonderful condition **£525**
1968 TRIUMPH Spitfire, red, black trim; one owner; radials; very low mileage. As new **£715**
1966 TRIUMPH Spitfire, dark blue, black trim, w/w. Perfect example **£565**
1966 TR4A, Wedgwood blue, blue trim, w/w., o/d., radio, wood wheel; one owner, 29,000 miles. Fine example **£795**
1968 T.V.R. Vixen, metallic red, w/w., black trim; very low mileage, one owner; radio. Excellent condition **£945**

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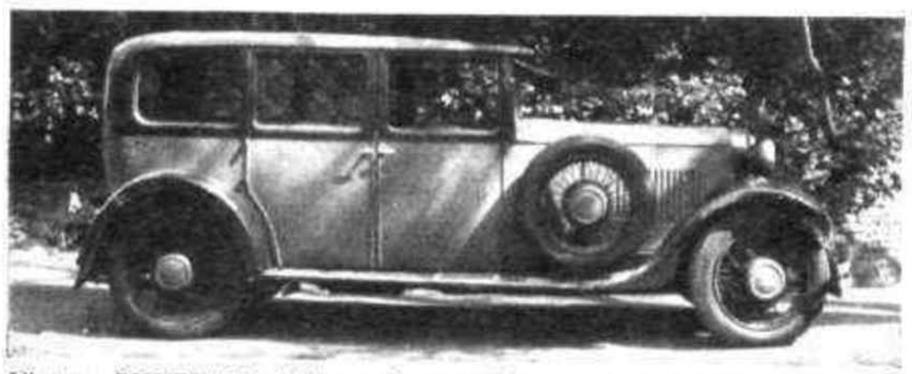
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BENTLEY S.1, 1956, smoke grey on sage green with pale green trim, recent work carried out includes new half-shafts, steering and suspension overhaul. Both bodily and mechanically the car is well above average for its year. **£975**



Vintage SUNBEAM 18 h.p. saloon, 1931 model (first reg. Dec. 1930), stored since 1950; original grey paintwork still presentable, interior leather quite sound, excellent bodywork, all original lamps, instruments, etc., good tyres and in fair running order. **£395**

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. (For photograph, see last month.) **£695**

AUSTIN HEALEY Sprite, 1961, recent repaint pale green, good all round order. **£245**

DAIMLER Majestic Major, late 1965, power-steering, Cinturatos, radio, black on silver, distributor maintained, one owner and recorded mileage 29,000 believed genuine; first-class specimen and quite remarkable at **£795**

DAIMLER DE 27 (4-litre 6-cylinder), 1951; unusual and quite stylish limousine (believed Windover) with projecting boot, exceptional interior in grey plush throughout, two owners and a well maintained car on excellent tyres. **£395**

DAIMLER Barker limousine, 1936, now fitted modern B.M.C. engine and gearbox, but condition of coachwork and interior quite outstanding and on excellent tyres with twin spares; a handsome, interesting and completely practical car. **£295**

FIAT 500, the original pre-war Topolino, quite sound and in running order, but scruffy. **£75**

JOWETT Javelin saloon, 1952, one owner from new, full maintenance history shows mileage of over 190,000, yet car is in remarkable condition both mechanically and bodily. **£195**

RILEY 1½ (4-cylinder) Adelphi saloon, 1937, original black paintwork, brown hide interior, excellent tyres and very fair mechanical order. **£195**

1933 RILEY 9 Special Series, rare "gull-wing" door Falcon coachwork and very fair all round order. (For photograph, see last month.) **£250**

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

VINTAGE :

MODEL T, in pieces, but fairly complete and with excellent tourer body, including hood and windscreen, but minus front doors and scuttle, engine approximately 1920, but chassis undoubtedly pre-1918. We are also negotiating for an authentic 1915 brass radiator tourer—more details available later.

RENAULT 8.9 2-seater, *circa* 1926, excellent and original specimen, retrimmed and rehooded and at present being repainted.

Rare 1921 HUMBER 16 h.p. tourer, side-valve engine, all original lamps, excellent bodywork, but needs paint, trim and hood. (For photograph, see last month.)

FIAT, Type 509 (8 h.p.) Italian-bodied tourer, complete, original, and only needs paint and trim.

1926 DENNIS 30-cwt. chassis and cab, ex fire engine, complete, believed in running order and on fair tyres.

1930 FORD, Type AA, 30-cwt. platform truck, wooden cab, one owner many years restored, on good tyres and in sound running order.

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£3,465 ASTON MARTIN DB6, olive green with natural hide interior, auto. and power steering, chrome wire wheels, electric windows and aerial, twin-speaker radio, Sundym glass. Excellent condition throughout.



£2,565 V8 PONTIAC Firebird convertible, 'G' Reg. Automatic power steering, F.M. radio, whitewall tyres; primrose with black hood and black interior.



£725 M.G.-B roadster, 1966, Tudor grey with red trim, wire wheels, Bermuda hard-top. Excellent value.



£1,295 B.M.W. FRAZER NASH TI saloon, 1967 ('F' Reg.). One owner. Blue with black trim.



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£465 AUSTIN HEALEY Sprite Mk. III, 1965. Extras include Ashley bonnet, wire wheels, Cints. Attractively finished in metallic sage green.

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M.G. 1300 Mk. 2, fawn brown.

MORRIS
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Mini 1000. White or blue.
1300 4-door Super. Sandy beige.
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£735 TRIUMPH TR4A Dove GT fixed-head coupé with occasional four seats, wire wheels, radio; white with green flash and black trim, SP radial tyres.

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Telephone 01-394 5394

WANTED—continued

HARD-TOP FOR ALPINE MK. I, IN reasonable condition. Meecham, Milton-under-Wychwood, Oxford. Tel.: Shipton-under-Wychwood 215. (4659

WANTED : JAGUAR SS 100 OR ANOTHER 1930's sports car. Please write to : Svante Johanssen, Box 33, Rattvik, Sweden. (4661

TR4A (I.R.S.), 1967/1968, SOFT-TOP. MUST be in perfect condition with the following essential requirements : Very low mileage; undersealed; wire wheels; colour preferably B.R.G. or white; proof of regular maintenance and servicing; must not be modified or have been raced or rallied. Immediate cash for a car fulfilling these precise requirements. Returning U.K. on June 30th. Please write with full details : Mr. J. Mappin, c/o Holligan, 1 Ellesmere Close, Derby Rd., Caversham, nr. Reading, Berks. (4662

WANTED : ALLARD J1, J2, J2R, J2X OR similar open two-seater; or B.M.W. 328, good order. Details and price required at first letter, please. Kelley, c/o Cutting, 61 Hayes Rd., Clacton-on-Sea. (4663

WANTED : A NEW, OR GOOD USED, sump or oil pan for 1931 Invicta, Model S-128 low chassis, Meadows 4½-litre engine. Herbert F. Baas, President, The Immel Co., Inc., 282 Ashbourne Pl., Columbus, Ohio 43209, U.S.A. (4664

AMERICAN ENTHUSIAST SEEKS TO purchase the following pre-war cars : Aston Martin, Bentley, SS-I, SS-II, SS Jaguar including SS-100, M.G. TA, M.G. TB, Morgan three-wheeler. Also desire Jaguar Mk. IV d.h.c. Will consider only authentic, unmodified drop-head models in excellent condition. Will arrange shipping. Please submit details, price and returnable photographs. Arthur Taylor, Box 261, Brighton, Massachusetts 02135, U.S.A. (4665

WANTED : MORGAN THREE-WHEELER V-twin, sound and running. State price. 1 St. Lawrence Way, Hurstpierpoint, Sussex. Tel.: Hurstpierpoint 2051. (4666

HARD-TOP FOR ELAN S2 WANTED. Also workshop manual. Ritchie, 18 Carnethy Ave., Penicuik, Midlothian. (4667

AUSTIN HEALEY, PREFERENCE 3000. Must be cheap. Tatty or body damage not objected to. Also M.G.-B spares wanted : bonnet, boot lid, bumpers, grille, gearbox, steering wheel, hood. Or cheap M.G.-B for spares. Ley, 10 Holyhead Rd., Bangor, Wales. Tel.: 4634. (4668

£70 CASH OFFERED FOR AUSTIN HEALEY 100/4 or 100/6. Hadley, 15 Mount St., Menai Bridge, Anglesey. (4669

WANTED : SUNBEAM TALBOT/ALPINE/ Alpine Special parts catalogue. Also original handbooks for Alpine and Alpine Special. Also the book "Motoring Entente". Tel.: Hasley Knob 386 (Warwickshire) (evenings). (4670

MORGAN 4-SEATER, £100-£500. BERKLEY, 112 Crofton Rd., Orpington, Kent. (4671

LAGONDA TOURER WANTED. GOOD condition essential. Cash available. Write or telephone : Adams, "The Villa", Regent Ter., North Shields, Northumberland. Tel.: North Shields 70765. (4672

K3 MAGNETTE, V12 LAGONDA, ASTON Martin Ulster; rev.-counter for 3-litre Bentley. Russell-Welch, Skindles Farm, Harbertonford, Totnes, Devon. (4673

WANTED : A.C.-ENGINED ACECA, POST 1955. Bowers, "Shareeth", Whepstead, Bury St. Edmunds, Suffolk. (4674

M.G. M-TYPE CAR AND SPARES FOR rebuilding. 1 Ravenswood Drive, Hale Barns, Cheshire. (4675

RELIABLE VINTAGE OR P.V.T. SPORTS/ tourer in sound condition for daily use. Alvis, Lagonda, W.H.Y.? Anything considered. Details and asking price to : Routledge, 47a Westbourne Rd., Sheffield S10 2TQ. Tel.: 60781. (4676

WANTED : HARD-TOP FOR TRIUMPH 1800 roadster. Please state price and condition. Will collect within reasonable distance. M. Mercer, 42 Norris Close, Chiseldon, Swindon, Wiltshire. (4677

WANTED : XK140/150, GOOD CONDITION. Tel.: Darwen 71430 (Lancs.) (evenings). (4678

PREFERABLY FOREIGN, SOUND, PRE-sentable and cheap second car. Old Manse, Farr, Inverness. Tel.: Farr 209. (4679

ALVIS TC21/100 OR TD21 DROPHEAD coupé. Good condition preferred. Details to : Moss, "The Gables" Bushley, Tewkesbury. Tel.: 2419. (4680

WANTED : ALFA ROMEO 1900C SUPER Sprint or 6C 2.5-litre short chassis. Box 1680. (4693

WANTED: HEALEY SILVERSTONE— cheap. In bits or tatty but restorable. Curtis, 26 Southgate Rd., Potters Bar, Herts. Tel.: PR 55074. (4708

H.R.G. OR FRAZER NASH WANTED. ANY model or condition from dismantled to immaculate. Box 1682. (4709

WANTED : FOR 1929 RILEY NINE TOURER: Petrol gauge, hand throttle and magneto linkage from end of steering column, horn button, right-hand windscreen pillar or complete screen with securing bolts, matching pair of rear lamps. And for 1929 Morris commercial lorry : front wings, bonnet, windscreen, complete or part cab. L. Boulter, Little Orchard, Wolvershill, Banwell, nr. Weston-super-Mare, Somerset. (4710

WANTED : COMMERCIAL VEHICLE. VIN-tage, Edwardian or Veteran, in sound running order. Box 1683. (Surrey.) (4711

WANTED : EARLY SPORTS OR TOURING car. Edwardian or Vintage. Preferably complete and running but not essential. Box 1685.(Surrey.) (4713

E.N.V. PRESELECTIVE BOX, SMALLEST (A76) as for M.G. Complete or parts. Marsh, 4 Henrietta Villas, Bath. Tel.: 64771. (4715

WANTED : ROLLS P. I, P. II OR 20 WITH attractive coachwork, in sound mechanical condition. Cash available. Box 1684. (Surrey.) (4712

LOTUS SEVEN, ROAD-GOING. ANY-thing considered to £400. Please Tel.: Wrexham 2842. (4716

WANTED : D-TYPE JAGUAR. SOUND and tidy all round. Box 1686. (Surrey.) (4714

WANTED—continued

SUNBEAM TIGER, MUSTANG OR SIMILAR convertible. P/exchange my clean 1963 Rover 3-litre, manual, overdrive. 3 High St., Hadleigh Suffolk. (4717

REGISTRATION NO. DHE, HE OR H WITH low or interesting number (preferably 21). Evans, "Erlenbach", Victoria Rd., Bicester, Oxon. Tel.: 2866. (4718

EXCHANGES

RILEY ADELPHI, 1936. IMMACULATE. P/e. car of less value or sell, £295. 32 Colenzo Drive, Andover, Hants. Tel.: Andover 2733. (4171

JENSEN 541R REQUIRED, PART EX-change Volvo/22S. Write, Wallis, 55 Pegwell Rd., Ramsgate, Kent. (4445

1958 OXFORD TRAVELLER FOR smaller car. 11 Old Bakery Cottage, Lulworth Cove, Dorset. (4311

LAGONDA 4½-LITRE SALOON, EXCELLENT original condition, regularly used. Handbook, spares, exchange for Mercedes 500K. Condition unimportant, L.H.D., diesels welcome. W.H.Y.? Ellis, 36 Meadow Way, Blackwater, Camberley, Surrey. (4699

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MY CABIN CRUISER FOR YOUR SPORTS car. 22 ft. 4-berth fibre-glass, with all equipment. Value about £1,200. Moored at Kingston. Tel.: RIV 9963. (4702

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EXCHANGE TWO 33×4 TYRES AND RIMS (new). Ghost petrol tank wanted. Mason, Tel.: Bethersden (Kent) 202. (4704

COMFORTABLE HACK, 1963 1100, TWIN carbs., paint terrible, value about £200; exchange for Dart, or anything interesting, pre-war, open and running. Cash adjustment as appropriate. Box 1681. (4705

FAMILY GROWING UP. EXCHANGE latest mark Zephyr Automatic, value around £475, for 4-seater Morgan or W.H.Y.?, value £100-£500. (Will consider pure sale or purchase.) Berkley, 112 Crofton Rd., Orpington, Kent. (4706

MY EXCELLENT MINI-COOPER, 1963, worth £250, many extras, for 1968/9 M.G. 1300, Saab, Fiat 124, etc. 17 Coney Acre, S.E.21. Tel.: 01-670 8652. (4707

B.B.C. : BEAUTIFUL BIRD-CATCHING Alfa Spider, 1962/63, ice blue. New pistons, liners, valves, guides, etc. Good Cinturatos. Hood, Lucas electrics. Fast, economical. M.o.T. and taxed mid-1970. House purchase reluctantly forces sale or exchange cheaper car plus cash. L.H.D. Hence £330 o.n.o. Tel.: Chalfont St. Giles 2969. (4725

HEALEY 100/4, FULLY RESTORED IN EVERY respect. Sell £275, or exchange anything, preferably Lotus 7, Sprite, TR, etc. 35 Clarendon Rd., Christchurch, Hants. (4726

MISCELLANEOUS

VINTAGE ROLLS-ROYCE 25/30 AND 20/25 back axle in excellent condition, brake linings, drums, hubs and road springs. Will sell or exchange. Tel.: 01-989 2180 (Woodford) (anytime). (4092

EARN £100 ON YOUR CARAVANETTE. Overseas visitor (English) requires equipped caravanette, sleep 2/3, for 2½ months from end July. Box 1657. (4349

GARAGE CLEAR-OUT!! LARGE WADE supercharger, £17 10s. XK120 gearbox, £10; engine, £15. Healey 3000 (Mk. I) disc wheels/tyres (worn), four, £5; tonneau, as new, £5. TR3 engine, recon., £35; disc brakes, £15. Steam pump (twin-cyl. double acting), cost £300, recon. £25. Thompson, "Prospidnick House", Crowntown, Helston, Cornwall. (4380

"MOTOR SPORT", 1933, ONE COPY, 25s.. 1945, nine copies; 1946, five; 1947, eight; 1948, one; 1949, three; 15s. each. 42 Eversley Ave., Barnehurst, Kent. (4381

BOOKS FOR DISPOSAL : VOL. II & III of "The Automobile", "The Motor", 1904, July 19th. "The Autocar", Jan. 18th, 1908. "The Steam Car", Mar., 1906. Offers to Sutcliffe, 103 City Rd., Bradford, 8. Tel.: 24144. (4382

ELITE ENTHUSIAST W. HOAD WISHES to thank all those who corresponded with him in May edition of "Motor Sport" and looks forward to meeting them and any other enthusiasts at Silverstone on July 19th, and afterwards in the evening at the "Green Man", Syresham. (4383

M.G.-B FASTBACK HARD-TOP (CLIF-ford), tartan red, little used, £45. Edwards, 15 Bowness Ave., Headington, Oxford. (4384

WHEELS : SET OF FIVE NEW, SPECIAL alloy, for Viva GT, £50. I. Creek, Ivandor House, Hook Park, Warsash, Hants. (4385

MORRIS COWLEY SPARES : FRONT AXLE complete, pair front springs, pair rear mudguards, artillery wheels, new 5.00×19 tyres and tubes. Details : Tel.: Windsor 67051. (4386

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BRISTOL 401 PARTS FOR SALE. Baldock, 25 Gerard Rd., Harrow. Tel.: 01-907 2131. (4388

IMP AND LOTUS PARTS : LOTUS 47 aluminium fuel tank, front suspension rose joint. Lotus 22 rear magnesium uprights, calipers, discs, drive-shafts and universal joints. Imp gear-change and linkage, hand-brake, water pump, sports oil cooler pipes and fan stone guard, R17 camshaft and static distributor, wood-rim steering wheel. New 998-c.c. Rally Imp engine complete. Mr. Russell, "Lindisfarne", Sandfield Park, Liverpool 12. Tel.: 051-228 4560, 051-525 5547. (4389

MISCELLANEOUS—continued

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"AUTOCAR" BOUND VOLS., 1900-01-02-03-04-05-06-07-08 and 09; 1912, 1913, 1919, 1920, 1921, 1922, 1924, 1927, 1928, 1929 and 1930. Also "Automotor Journal", Vol. 1, 1896-7, and Vol. II, 1897-1898. "The Motor Car Journal", two vols., 1904 and 1905. Some volumes incomplete but all are immaculate. Offers required. R. Gates, 20 Byron Hill Rd., Harrow-on-the-Hill, Middlesex. Tel.: 01-422 0509. (4391

SPARES FOR SALE : 1935 SS1 20-H.P. engine (complete except c.h.), rear axle, gearbox casing, lever, etc. Also 1935 M.G. PB radiator, front axle, petrol tank, wheels, body parts, etc. Offers to : Cullen, "Springfield", Colney Street, St. Albans, Herts. Tel.: Radlett 6419. (4392

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STACKS OF VINTAGE SPARES : LAMPS, carbs., wipers, magnetos. Austin 7 engines, axles, complete chassis. 1914-17 Indian motor-cycle. Illustrated parts lists, old catalogues. Jaguar manuals. Two 8-cylinder compressed-air model aero-engines. Box 1662. (4394

M.G.-B WORKS HARD-TOP, BLACK, SIX months old; chrome luggage rack; one chrome wire wheel; four as new knock-on hub caps; four slightly damaged painted wire wheels. Tel.: Hinckley 3898. (4395

M.G. TA ENGINE AND GEARBOX— cracked block etc. Nominal fee. 10 Montgomery Ave., Hinchley Wood, Esher, Surrey. (4396

FIT MINI 850, WEBER 34DAS-1 DOWN-draught, inlet and 3-branch exhaust manifolds, £10. Set Koni dampers, 20,000 miles, sound condition, £5. "Motor Sport", 1959-68, all copies, offers. Box 1663. (4397

BRAND NEW CITROEN 2 C.V. ENGINE, complete with centrifugal clutch, gearbox, brakes, shafts, starter, dynamo, petrol pump, manifolds, fan assembly, heater cowlings, etc., all completely assembled. Factory price un-assembled, £480. Accept £450. Tel.: Cumnor 2867. (4398

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BENTLEY MK. VI AND R-TYPE STAN-dard and special wings, sliding roof, boot lids, windscreens, bonnet, seats, door trims, water pumps, cylinder heads, gearbox, half-shafts, diffs., brake servos, camshafts, con.-rods, crankcase, crankshaft, prop.-shafts, speedo-meters, gauges, wheel trims, tanks, steering wheels, exhaust parts. Sell or exchange. Tel.: 01-989 2180 (any time). (4400

CINTS., 165×13, EXCELLENT. TREAD depth 5 to 8 mm. Five for £20. Tel.: Wigston 6586. (4401

TYRES : SIX NEW 33×4 STRAIGHT-sided. 600×17, 5.25×21, 600×21. Siddeley Special Six engine, all alloy. Tim Hallam, The Vicarage, Weeton, nr. Leeds. Tel.: Huby 514. (4402

TYRES, UNUSED : MICHELIN 600×19, 600×18. Dunlop, 400×15, 350×19, 500×16, 525×17, 525×21. Best offer. Box 1664. (4403

BRITISH OFFICIAL OFFERS £10 WEEKLY for use recent sports car for seven weeks late July. Careful driver and references if necessary. Reply air mail, Hilton, Box 2328, Accra, Ghana. (4404

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MORRIS COWLEY FRONT AXLE, COM-plete springs, hubs, 3-stud. Three artillery wheels. Two brand new tyres. £35 or separate. Wilton Farm, Abson, Bristol. (4406

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GENUINE VINTAGE BOA-CONSTRICTOR horn. Good condition. Speedwell Western 8,000-r.p.m. tachometer. Offers. Tel.: Boston Spa (Yorks.) 3772. (4409

WKJ 1 AND 1 WKJ REGISTERED CARS for sale. Realistic offers invited for this unique pair. Please phone Mr. Sargeant, Tel.: Lamber-hurst 217. (4410

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M.G. TC GEARBOX, EXCELLENT, £12 10s. Radiator, £8. Rev.-counter, £7 10s. Many other engine and body spares. Tel.: 061-439 3443. (4457

COSMIC LEATHER-RIM WHEEL (MINI), AS new, £4 10s. Also Riley 2½-litre, 1952, complete, for spares, £10 (located N.W. Scotland). N. Lupton, 12 St. Anne's Drive, Fence, Burnley, Lancs. Tel.: Nelson 63252. (4484

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WANTED : LATHE, BENCH DRILL, Grinder, Miller, Power-saw, etc. 3 Tolpits Lane, Watford. Tel.: 22648. (4650

A.C. OWNERS' CLUB. FACILITIES IN-clude all motoring and social events, monthly Newsletter and quarterly Magazine, handbooks for all models (1910-68), international membership. A.C. enthusiasts everywhere please contact: Hon. Membership Secretary, 33 Linden Ave., Ruislip Manor, Middlesex, England. (4681

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AUSTIN TEN DRIVERS' CLUB FOURTH National Rally, July 13th, Birmingham. Classes open to any motor car registered between 1930 and 1940. Club membership open to owners of Austin motor cars 10 h.p. or over registered between 1930 and 1940. Write : D. J. Webb, 23 Nassington Rd., London, N.W.3. (4683

MISCELLANEOUS—continued

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Dismantling This Month 5 MG TCs, 2 TAs, 1 TD/F, 3 MG-As. All parts available, also large stocks of new and rebuilt parts for all 'T' Type MGs. **Brand new MG-A W/Screen £12** World wide mail order. S.A.E. for list.
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19, Grosvenor Pk. Rd., London, E.17
Tel.: 01-722 8952 or 01-521 0520
WANTED: TAs, TCs, TDs, TFs, any condition, for cash.

SS100 : NEW BONNET, £35; WINGS, £95; tank, £60. Radiator and surround, £125. Chassis frame wanted. £200 offered. Hook, Bookers Yard, Bersted St., Bognor, Sussex. (4684

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IMP SPORT BITS : BLOCK, PISTONS, rods, crank, 2×125 carbs., inlet manifold, 4-branch exhaust, silencer, air cleaner assembly, cylinder-head complete, camshaft. Offers for the lot—no split. Box 1678. (4686

SOFT-TOP (BLACK) FOR SPITFIRE III. Unused. Offers. Lawrence, 5 London Street, Whitchurch, Hants. (4687

VINTAGE SPARES : RILEY 9-H.P., SINGER Le Mans 030, Wolseley Hornet Special 030, Austin Chummy standard, Austin Ten 020; these pistons boxed complete with rings and pins. Also valves to suit Austin Seven and early M.G., Wolseley Hornet, Morris Minor. Gasket sets, Ford Model A, Austin Seven. Twin Stromberg 150CD, V8 Ford engine, polished heads and manifold same, Ford Zephyr Mk. 2 bits. Send s.a.e. or call : N. Butler, Grove Cottage, College Rd., Sutton Coldfield, Warwicks. Tel.: SUT 2356. (4688

STAGE II MINI CONVERSION. HEAD, twin 1¼ S.U.s, manifolds, exhaust, gaskets, etc. Offers : Nicklin, 56 Redhouse Rd., Tettenhall, Wolverhampton. (4689

JOWETT OWNERS : JOIN SOUTHERN Jowett Car Club. Monthly Newsletter, spares and technical advice, tool library, competitive events. Write Secretary, 11 Newton Rd., Cricklewood, N.W.2. (4690

AMBITIOUS RACING DRIVER OR Designer? Enthusiast offers all facilities to build sports/racing cars, parts supplied. No wages for building cars for your own use, but can be earned on chassis or cars for sale and body and mechanical repairs. Grafton Court Garage, Prospect Place, Swindon, Wilts. (4691

"MOTOR RACING", VOLS. 1 TO 12 (EIGHT bound). "Sports Cars Illustrated", Vols. 1 & 2. "Vintage & Veteran", Vol. 3, No. 7 to date. "Motor Sport", Jan. 1956 to Dec. 1965, all unbound. Offers. Box 1679. (4692

"MOTOR SPORT" MAGAZINES. COM-plete years, 1953, 1954, 1956, 1958 to 1960, 1963 to 1968; 11 issues 1957, 1961; 10—1962; nine—1955; five—1952. (190.) Any reasonable offer accepted. Write first. Payne, 229 Rayleigh Rd., Thundersley, Essex. (4694

SPARES FOR ROLLS P. III, 20/25, MK. Va engines; 3½-litre and Mk. VI Bentley. No mascots. The Old House, East Chinnock, Yeovil. Tel.: West Coker 482. (4695

ENTHUSIAST'S VETERAN RESIDENCE! Superb 1668 Cotswold farmhouse, quiet village near Tewkesbury, 6 bedrooms, 3 reception, 2 bathrooms, plus stacks of good outbuildings, character barn, detached workshop, unlimited parking, exposed beams, lovely fireplaces. £13,650, consider Bentley/Rolls part exchange. Swait, Lower Westmancote, Tewkesbury. Tel.: Bredon 329. (4696

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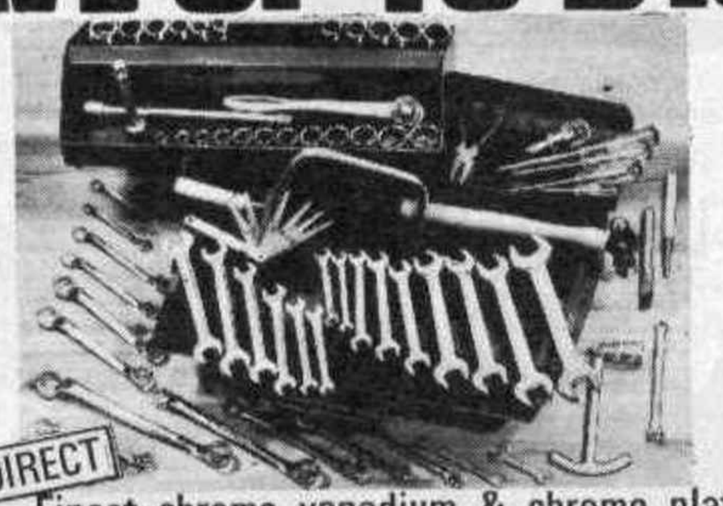
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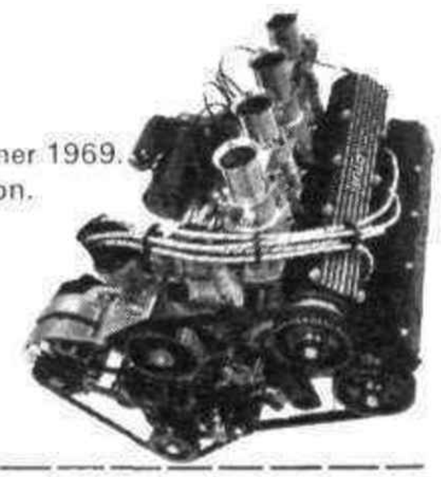


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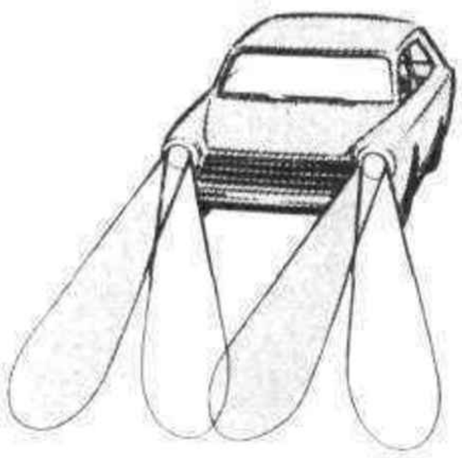
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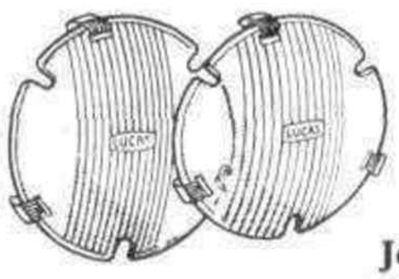
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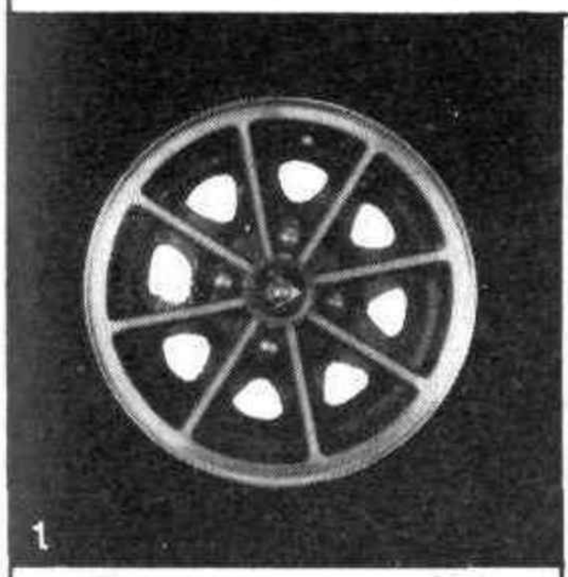
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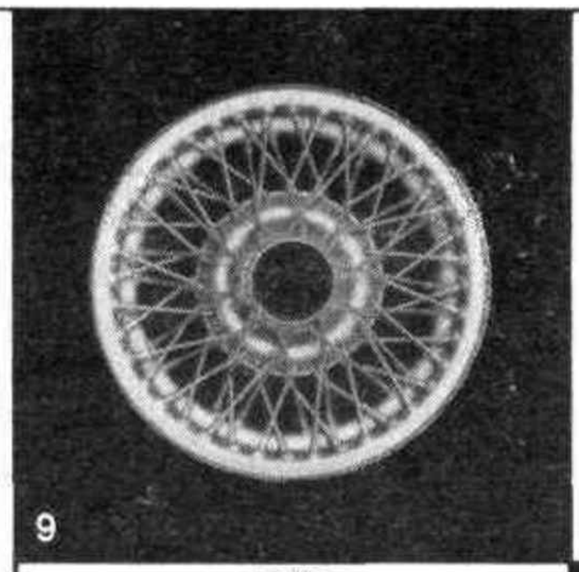
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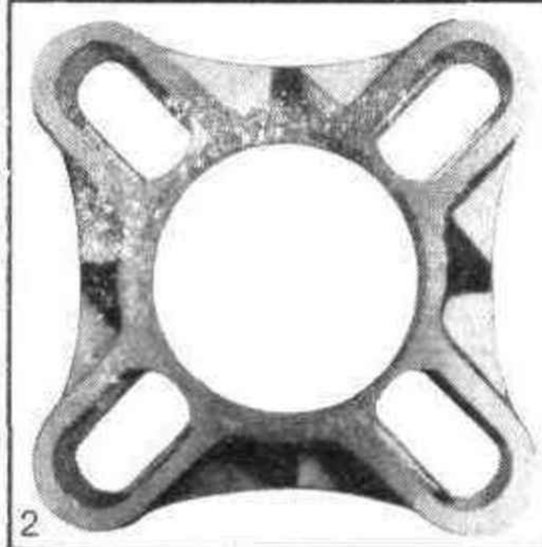
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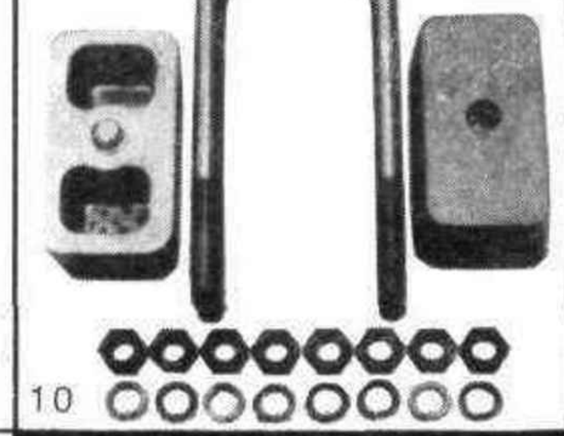

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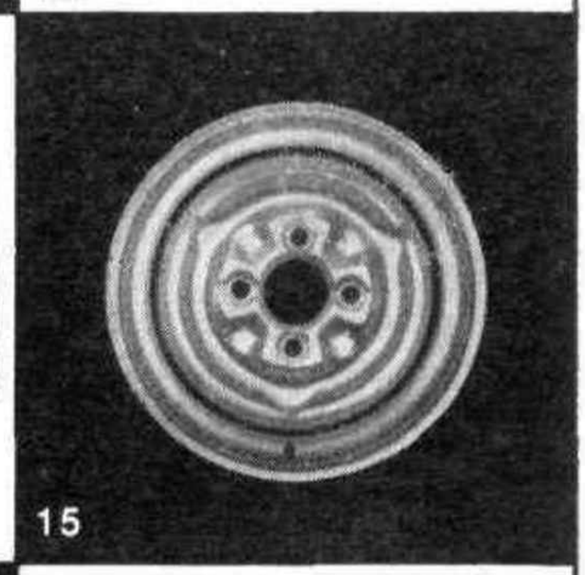
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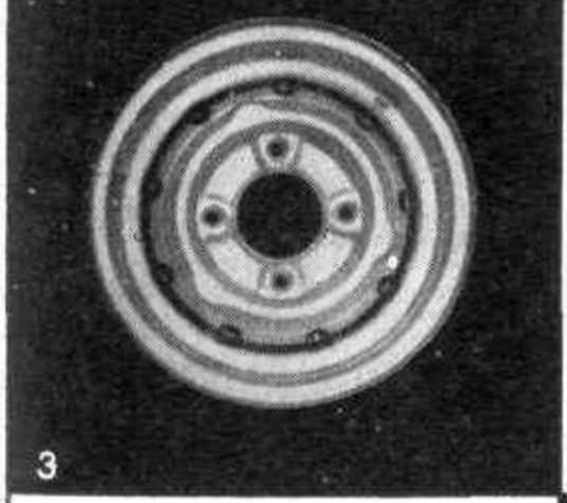

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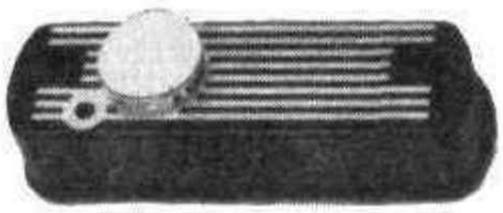

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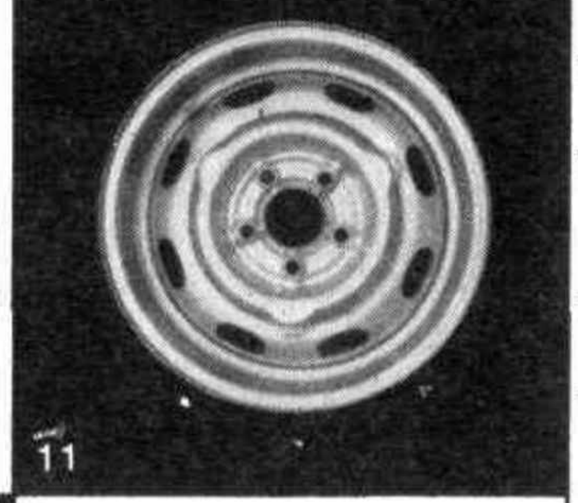

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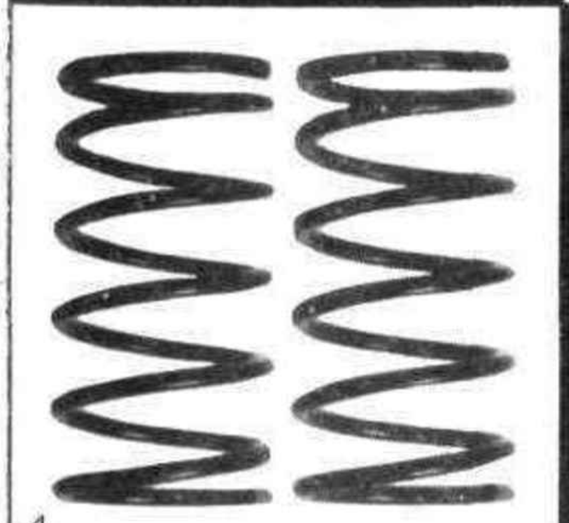

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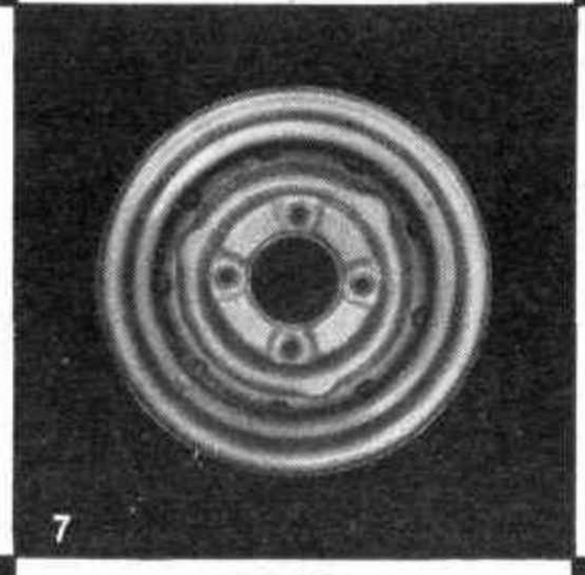

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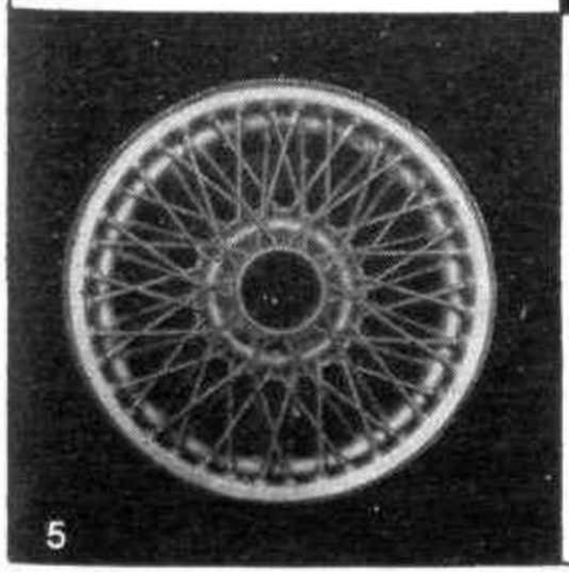
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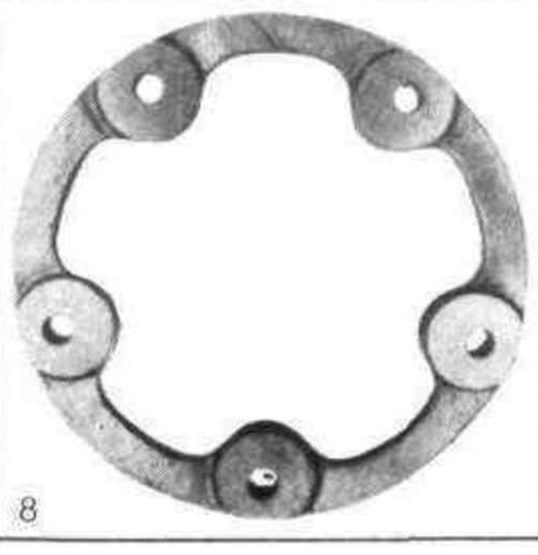
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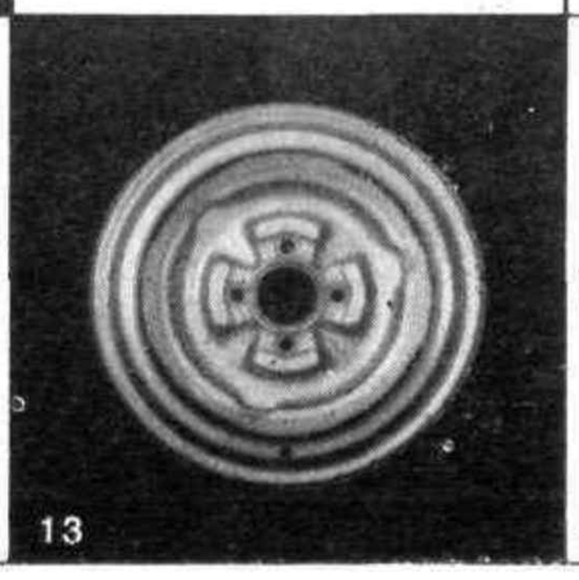

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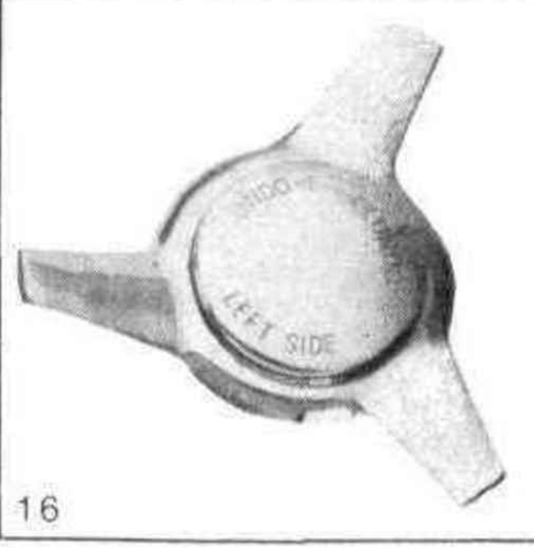

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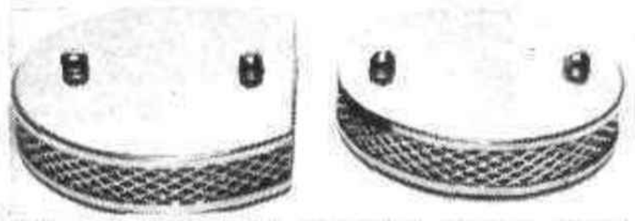
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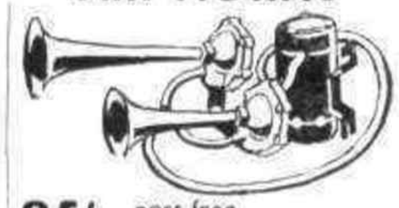


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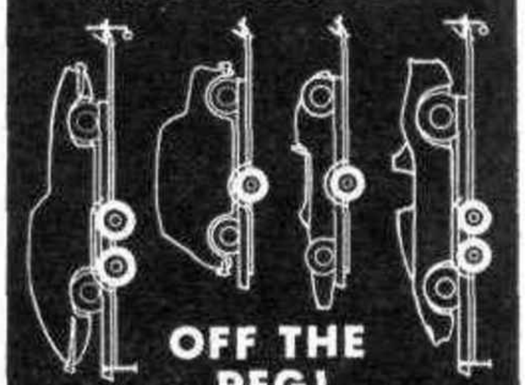
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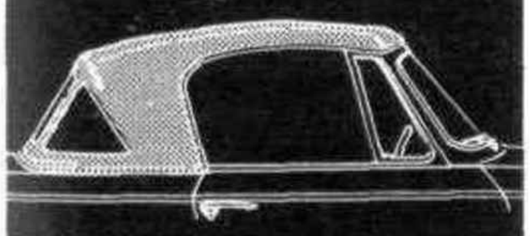
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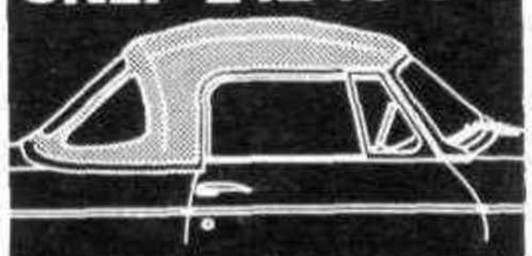
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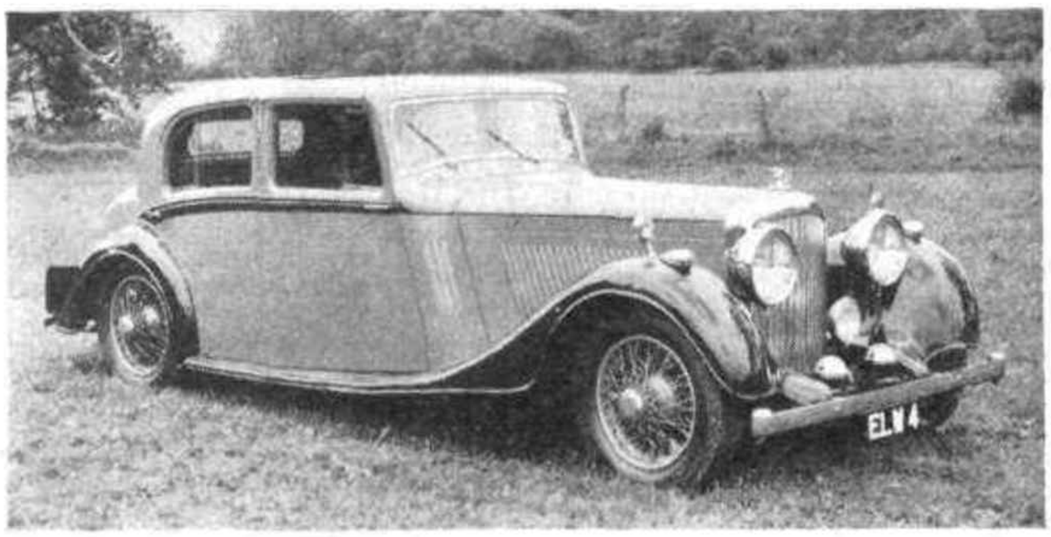
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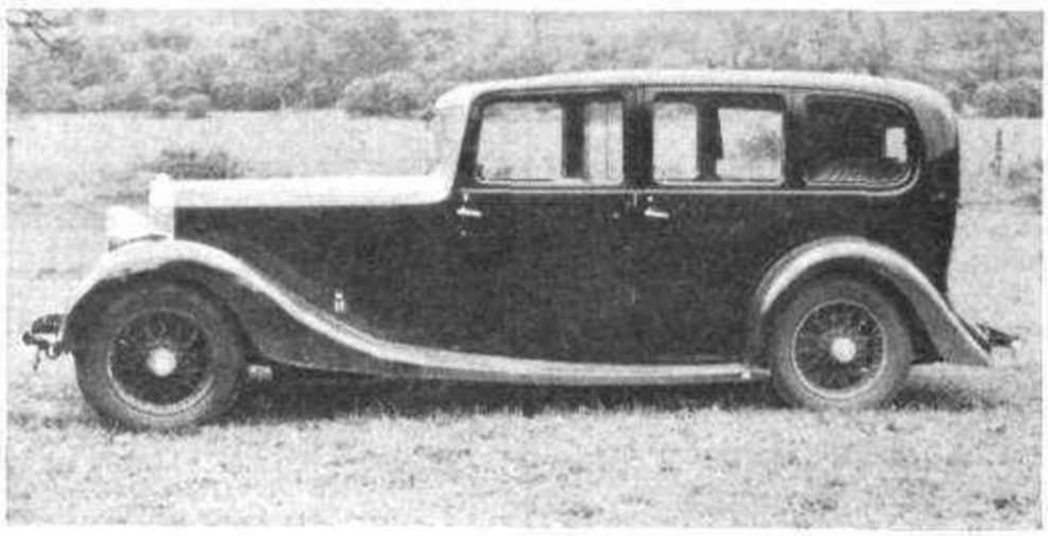
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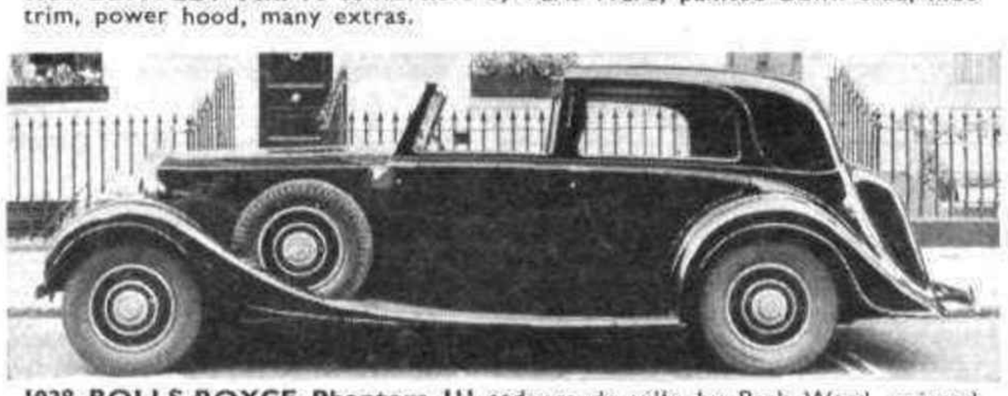
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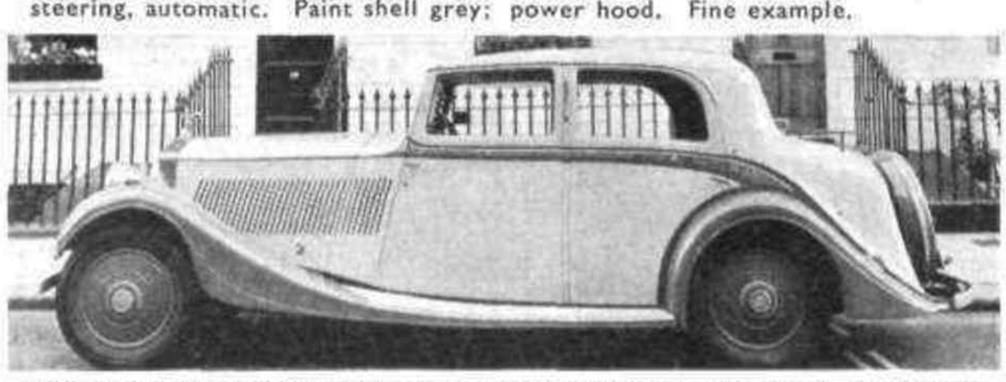
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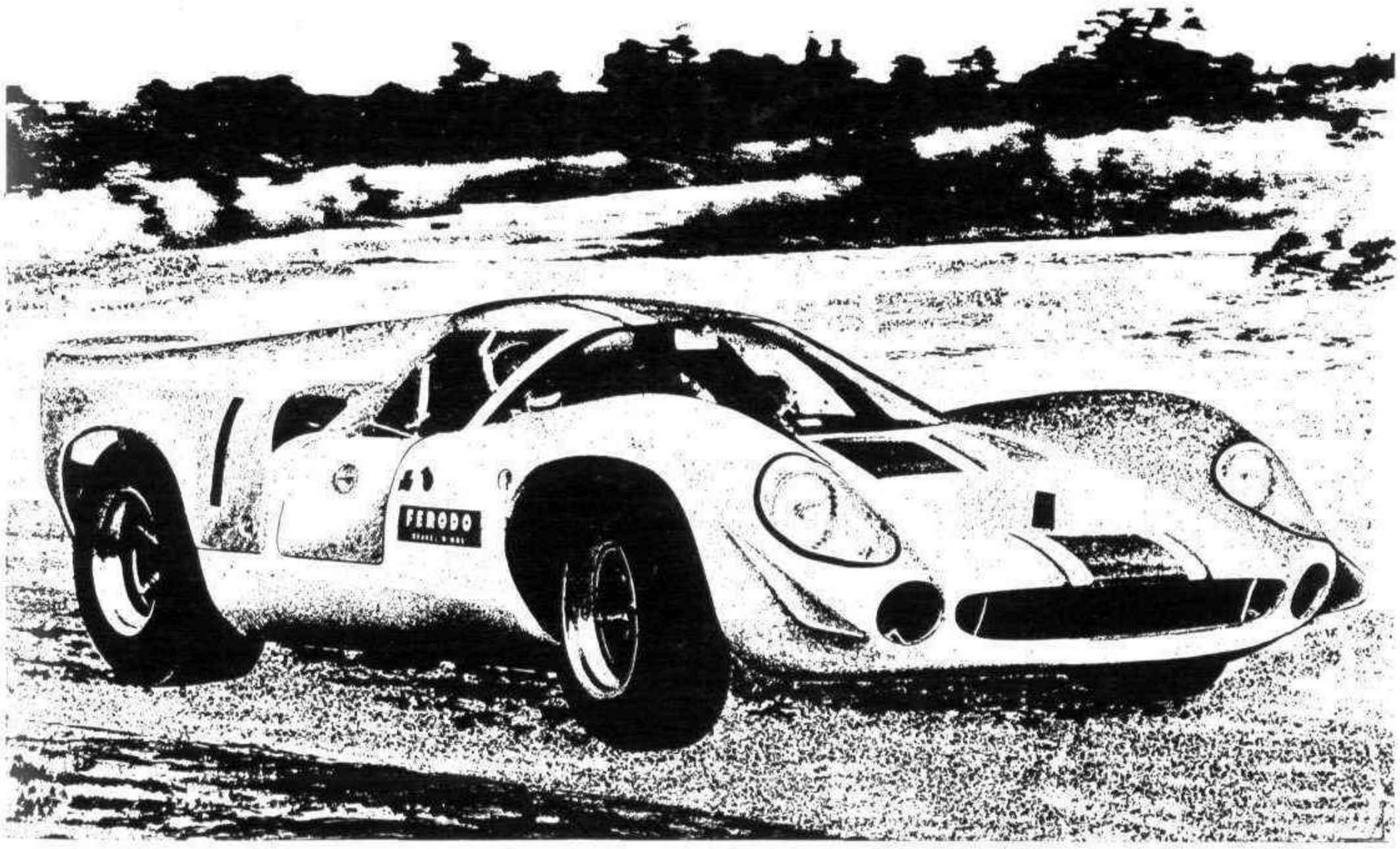
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