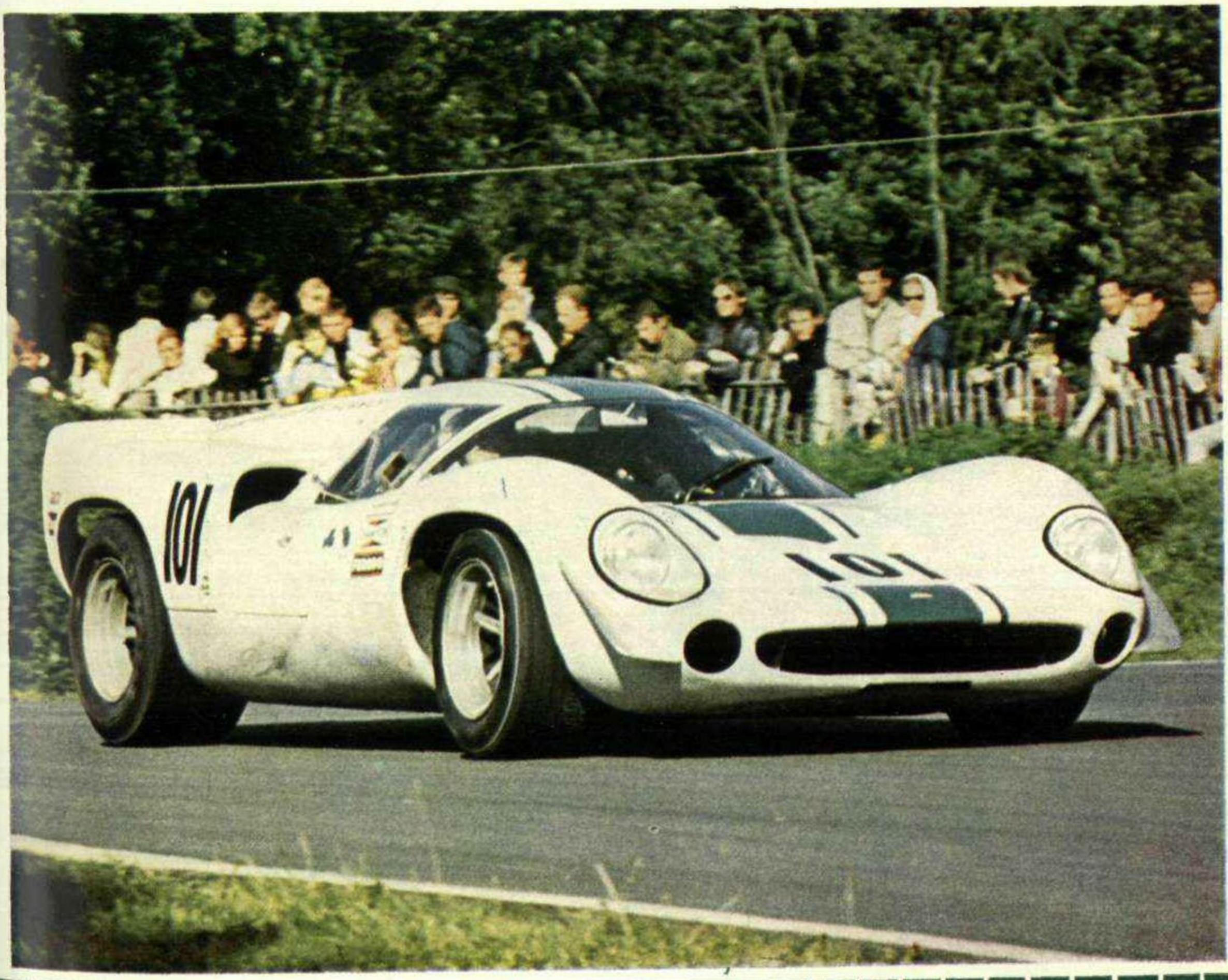
Vol. XLIV No. 10 TWO SHILLINGS AND SIXPENCE October 1968

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



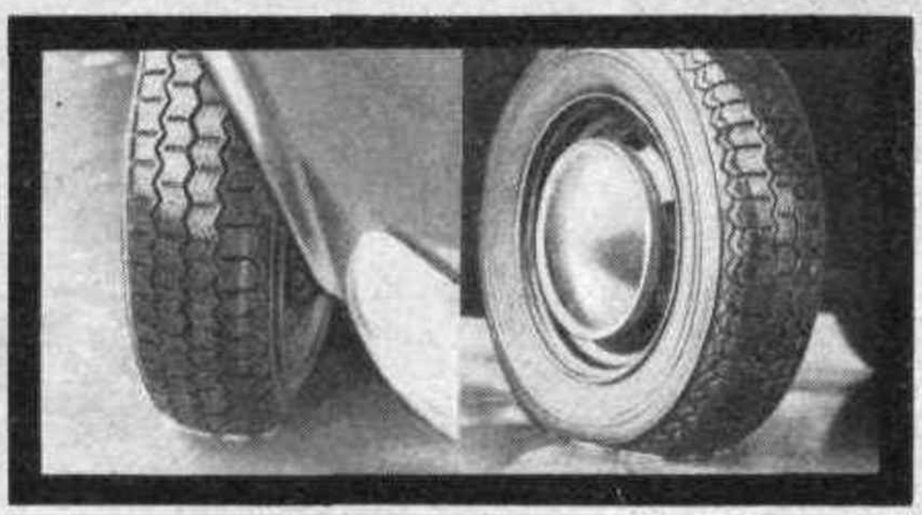
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The ZX on the car shown here has *2016 sipes. ZX's in other sizes have the number needed to take them through the wet without their treads becoming insecurely waterlogged.

*155-12 ZX

The ZX—the radial built to give you grip in the wet.

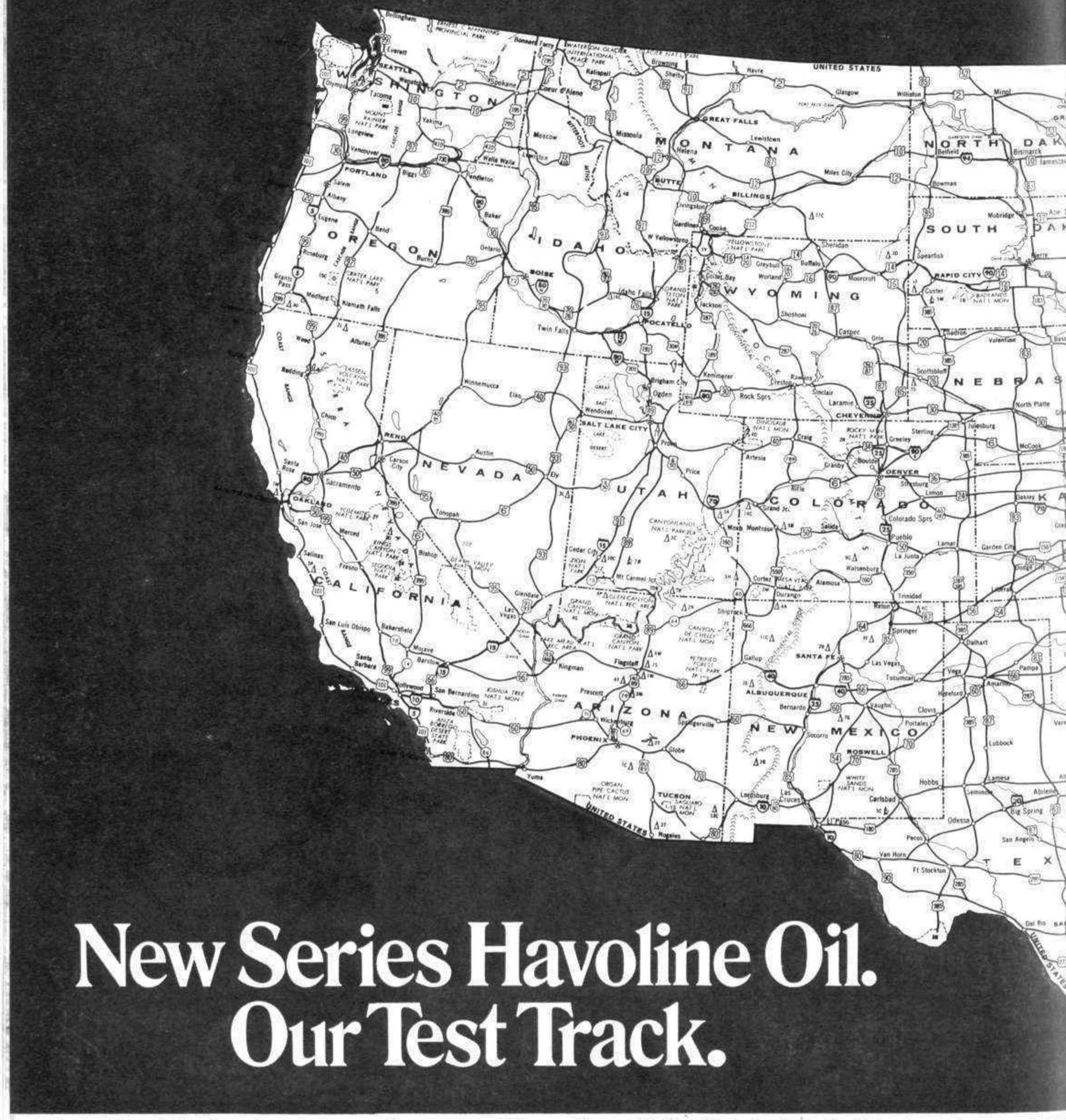
There's a brochure about the ZX and its greater roadholding, mileage and comfort advantages. Please write for a copy to:

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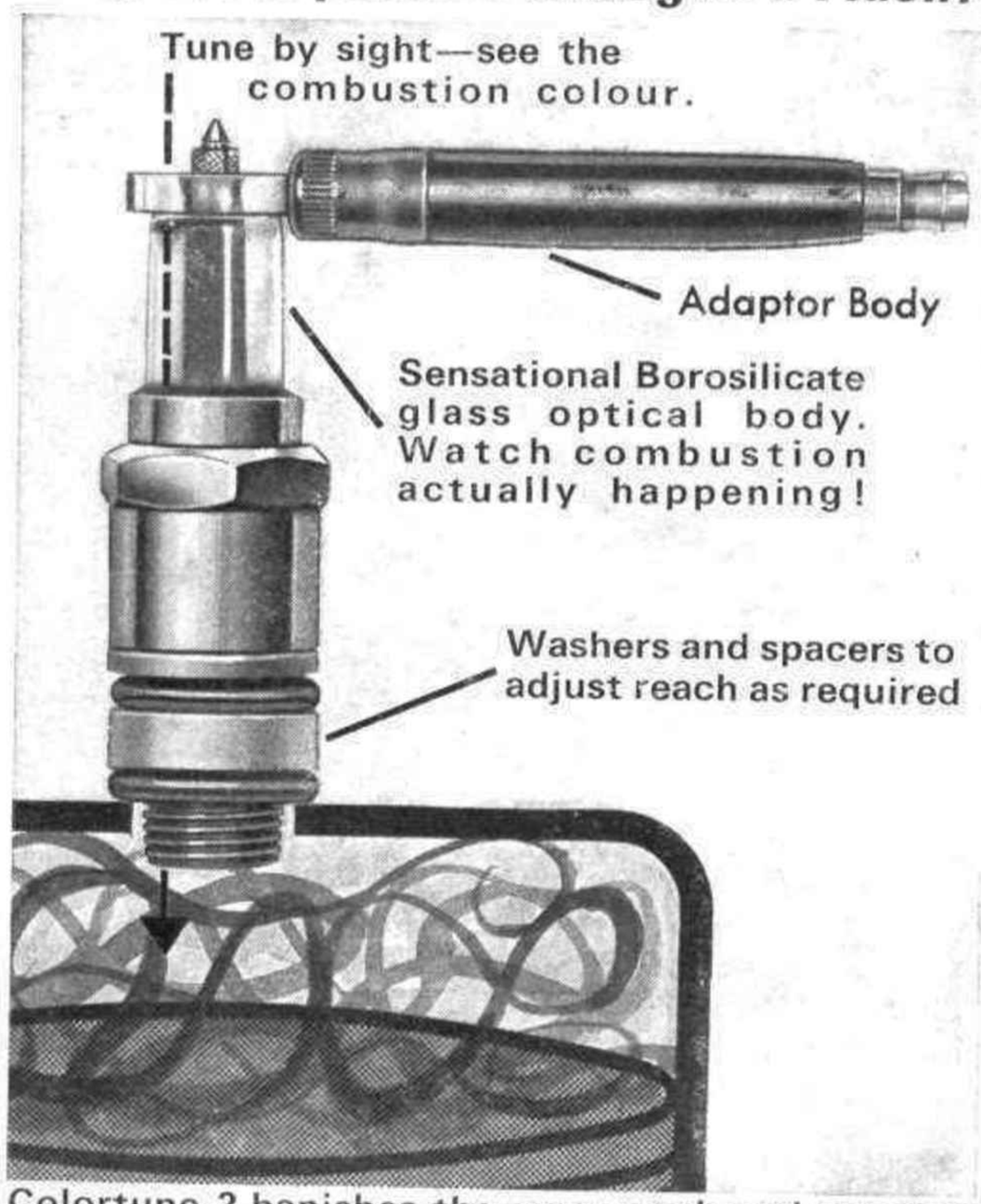
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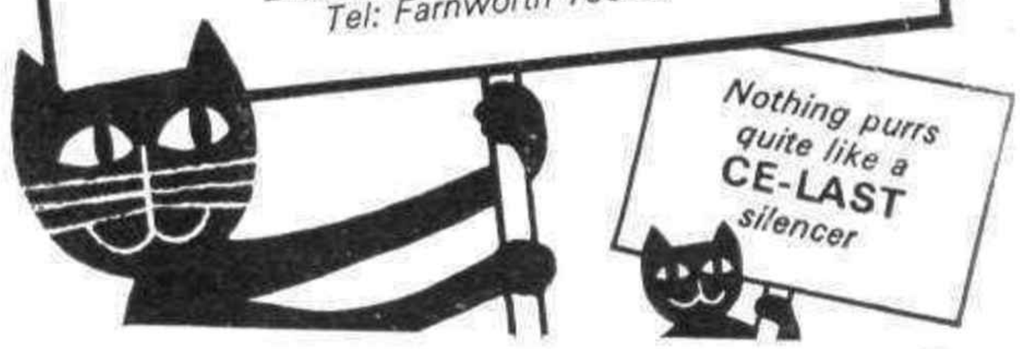
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The Firestone F.100 "Double Life" radial is an exceptional car tyre. It literally leads two lives! One on U.K. international race tracks, taking the punishment of a lifetime. The other on the family car, giving thousands of extra miles of safer motoring.

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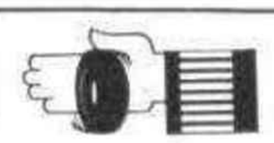
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*B.R.S.C.C. Recognised Formula Ford Races as at June 26

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—the one that goes racing.



Worn or defective tyres are illegal. Check yours before the law does.











Ferodo tames 'em

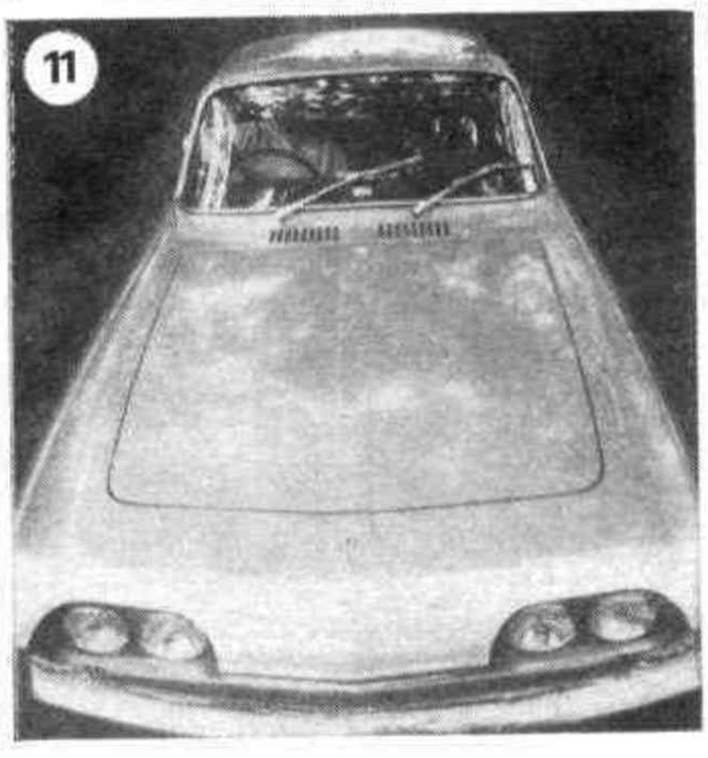














with their new race of disc brake linings called Ferodo Formula Two-Four

Five years went into the development of Formula Two-Four. Their manufacture calls for materials, processes and quality control procedures that surpass anything before. The result is disc brake pads that have no equal.

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1 Singer Gazelle
2 Hillman Minx
3 Jensen
4 Rover Three Thousand Five
5 Jaguar XJ6 4.2
6 Singer Vogue
7 Sunbeam Rapier
8 MGC GT
9 Austin 3 litre
10 Ford Escort GT
11 Reliant Scimitar
12 Hillman Hunter

Other new models fitted with Formula Two-Four: MG Midget MK III, MGB, MGB GT, MGC, Austin Healey Sprite MK IV, Ford Escort Super and De-luxe models fitted with disc brakes, Jaguar XJ6 2.8, Rover 3.5 litre, Humber Sceptre, Hillman Estate, Singer Vogue Estate.

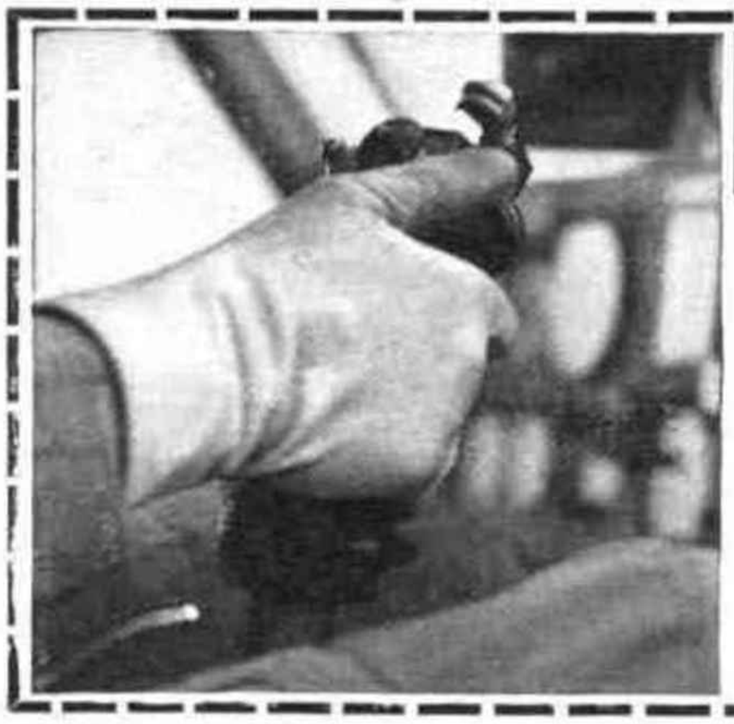
FORMULA TWO-FOUR

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Are you an advanced driver yet?

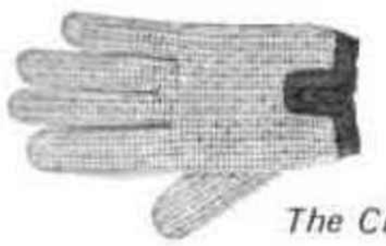


Have you reached the mature driver stage yet when you realise that a good driving glove is not a luxury or even an accessory. It's an important part of your driving equipment. That's when you start to wear Dents gloves. Dents driving gloves give 'grip-confidence'. Their leather palms give a secure, non-slip grip in any temperature. And their suppleness allows the glove to mould itself to any shape of your hand, giving absolute freedom of movement. Dents gloves not only feel good, they look good too. Choose the Clearway, the Chicane or the Overdrive at your menswear store.





The Chicane



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Why? The Opel GT is a pretty car.
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The hard side.
Because underneath that pretty, aerodynamically perfect exterior, is a solid steel, 1·9 litre 102 bhp power-pack, that'll pull you along at the best part of 120 mph.
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There's a coil suspension that'll take you around corners faster than you'll ever need to go.

There's a dual circuit power braking system that'll stop you on a sixpence.
So why the Iron Fist in a Velvet Glove?
That's why.
Is the GT too hot? Don't want a pussy cat?
Then think about the Commodore GS. A high speed five seater 2·5 litre luxury sports coupé. Or the Rekord Sprint. Or the Rallye Kadett. All in their own special ways Iron Fists in Velvet Gloves. But we wouldn't want you to take our word for it. See the sporty Opels on stand 140.
Can't make it? Then arrange for your local Opel dealer to come and give you a test drive or drop a line to:
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Opel
The Iron Fist in a Velvet Glove



MOTOR SPORT

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

VOL XLIV No. 10 OCTOBER 1968

FORTY-FOURTH YEAR OF PUBLICATION

PUBLICATION DATE FIRST OF THE MONTH

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FRONT COVER PICTURE : SUCCESS.—Frank Gardner in a Lola T70 Mk. 3 GT dominated the Summer Bank Holiday Guards Trophy race at Brands Hatch, leading from start to finish.

ANNUAL SUBSCRIPTION RATES

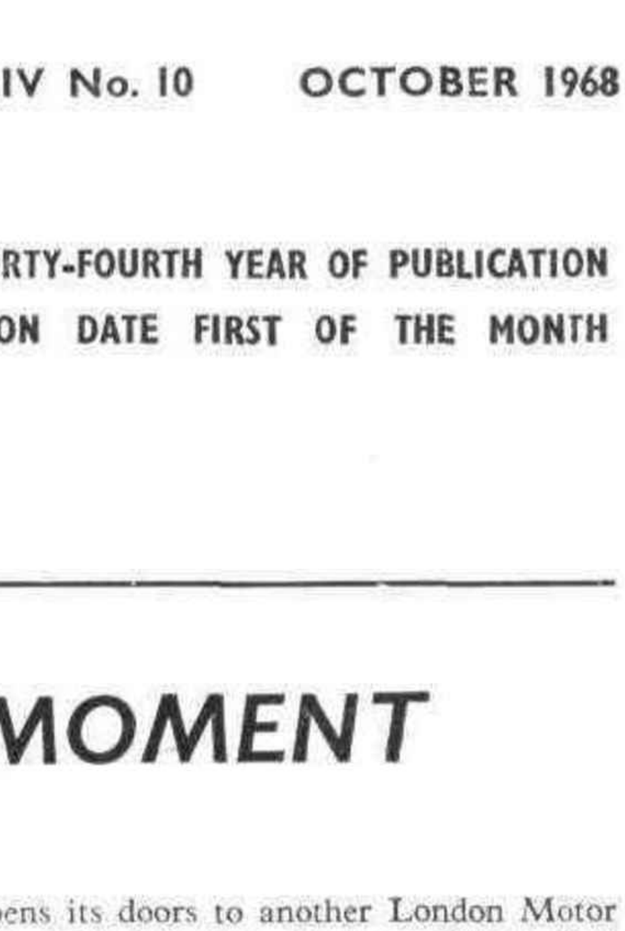
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MATTERS OF MOMENT

EARLS COURT PROSPECTS

From the 16th to the 26th of this month Earls Court opens its doors to another London Motor Show. While remaining depressed about a show of cars at which it is virtually impossible to find parking space, we predict a big attendance and the usual enthusiasm for exhibits displaying themselves self-consciously under the arc-lights, with potted plants, vibrant bikinis and the rest of the gimmicks to off-set them. There will be the usual all-embracing range of vehicles, from value-for-money Go-Slow-with-Labour small saloons to high-performance cars capable of twice the British top speed-limit. In view of the prediction of riots and revolution later in the year we hope there may be a few armoured cars for sale. And with the recent wet weather conditions in S.E. England there could be a revival of interest in amphibian cars, although we have found the Editorial Rover 2000TC to be adept at wading and its disc brakes little troubled by immersion.



Contrary to what might be imagined, Earls Court 1968 will not consist of a vast Leyland stand opposed by those of General Motors, Ford and Chrysler and flanked by insignificant one-man exhibits from A.C. to T.V.R. Badge engineering still prevails, enabling the normal quota of stands to hire themselves from the S.M.M.T. Whether these will contain much that is sensationally new remains to be seen on the morning of October 16th. There will be improved B.M.C. cars, Jaguar will reveal a new saloon, although still shy of introducing multiple cylinders (some notes on this new model by our Jaguar expert appear on the next page) and there is proof, on the stand of the audacious Morgan Company of Malvern, that the genuine sports car is far from dead. Audacious because they have turned the old Plus Four into a Plus Eight by installing therein that splendid light-alloy V8 Rover engine while retaining exposed sliding-pillar i.f.s. which also constitutes the steering pivots and has to be lubricated by bleeding oil from the engine supply, in a car with a separate gearbox, a chassis frame, and disc/drum brakes, capable of 125 m.p.h. and a s.s. ¼-mile in 15 sec. At last the Morgan's seats adjust; but what a pity the screen can no longer be folded flat ! This is a hybrid of very sporting demeanour, but, not content with just a round-the-houses road-test, it exists for MOTOR SPORT only on paper. Our full appraisal should be interesting ! !

That Rover will show their breathtaking mid-engined coupé made from Rover 2000 parts and powered with their fine V8 engine is too much to hope for with business tycoon Sir Donald Stokes in the chair. But will they have a manual gearbox for the production V8s? Anyway, the Solihull Company has gained much in prestige with the new engine, at the expense of in-line-minded Jaguar . . .

This year's Earls Court Show should be interesting rather than exciting. Having built cars lethal in the hands of those who cannot drive them properly, manufacturers will go out of their way to advertise how safe structurally their products are in a shunt. The Wankel rotary engine will be seen to have gained ground very slowly (but see the N.S.U. and Mazda Stands) and amid all the sophisticated engineering the air-cooled two-cylinder power-pack will be seen to have survived. We are, indeed, delighted to know that the might of Fiat, in its wisdom, has introduced a further-improved version of one of the finest economy cars ever made—the 500L. And that VW remain faithful to the air-fanned boxer-motor for their latest attack on World sales—in the 411. Peugeot, too, have a new car, which they call the 405, or 504 or 555 or something; owing to a muddle over their pre-view for the British Press, this one also exists only on paper for us. Our long-standing respect for Peugeot makes us hope for a chance to road-test it some day. A pity, however, that the worm-drive which was once a hallmark of the old French Company has now been abandoned for hypoid bevels in the new car's back-end . . . These are some of the Stands which you

mustn't miss, but we trust that you will Buy British, for a flourishing Motor Industry is essential for British prosperity in the demanding years that lie ahead.

Even if you are not contemplating a new car when you visit Earls Court—and who is, with the threat of a 50 or 60 m.p.h. speed limit looming and more and more restrictions and expenses being loaded on to motorists' shoulders?—it is worth going up to the Gallery and inspecting the thousands of ingenious accessories and components, without which there would be no cars on the floor below. The latest tyre technics are there, and Joseph Lucas Ltd. and the other electrical firms have interesting displays, especially remembering that only one in a million of us would want to motor daily on tube ignition and candle lamps.

Finally, when you descend, tired if not exhausted, remember that we hope to refresh old friends and meet new ones at MOTOR SPORT's own Stand—No. 4 on the Ground Floor.

THE NEW JAGUAR XJ6

JAGUAR CARS announce a new model to replace the 340, the S-type and the normal 420 saloon. This is the XJ6 series which can be had with 4.2-litre or 2.8-litre 6-cylinder engine, and with manual or automatic transmission. It is completely restyled, with improved coil-spring front suspension and the well-tried E-type rear suspension. The 4.2-litre twin o.h.c. engine needs no introduction, but the 2.8-litre version is a new departure, owing its ancestry to the 3-litre XK engines used at Le Mans some ten years ago by Ecurie Ecosse and Briggs Cunningham. The XJ6 series will form the basis of Jaguar saloon car development in the years to come, so presumably will appear one day with the long-awaited V12 engine. In 4.2-litre 6-cylinder form the XJ6 is a very compact and effortless B to C car on English roads, but would need the optional higher axle ratio to deal with Citroën DS21 and B.M.W. 2002 saloons on high-speed Continental journeys. As the mechanical components descend directly from the 420 and E-type models the XJ6 is a true Jaguar, and the interior of the new car is another step forward in Jaguar value for money, the instrumentation, controls, seats, etc., leaving little to be desired. Of particular interest are the Dunlop E70 VR tyres of 15 in. diameter, for these are very wide tread pattern on 6 in. rims and prove conclusively that "racing does improve the breed". They are standard equipment on the XJ6 series. A maximum of 127 m.p.h. is claimed by Jaguar for the 4.2-litre XJ6, but it would need the "European transmission" to achieve this and the long-stroke "vintage-six" would be at peak r.p.m.—D. S. J.

VOLKSWAGEN'S NEW BRITISH HEADQUARTERS

As we observed last month, World domination of car sales by VW, the masters of mass-production in West Germany, has been one of the motoring and merchandising miracles of the post-war era. Now Volkswagen Motors Ltd. in this country announce a move to new premises, at Volkswagen House, Brighton Road, Purley, Surrey. They describe them in the following words :—

"Of reinforced concrete construction, the egg-shaped building consisting of five floors of open-plan offices with a total floor area of 71,000 sq. ft., is raised above street level. It has a centre well overlooking an elevated platform with a scenic sunken garden. The top three floors of the building house not only Volkswagen Motors' staff, but also Volkswagen Insurance Service (G.B.) Limited and a new Volkswagen Training School. The Company expects to sub-let the two lower floors, retaining some 40,000 sq. ft. for headquarters, insurance and training staff. This compares with 18,000 sq. ft. at the old Volkswagen House in Norwood.

"Built as part of the Royal Oak complex, the whole structure, raised on columns, was designed by Messrs. Raglan, Squire and Partners—well known for producing the more unusual type of building. Great care has been paid to employee comfort and facility in planning the office accommodation. For example, extensive use is made of the principles of open planning to give light, airy conditions. At the same time carpeted floors, sound-damping ceilings and curtained columns keep noise to a minimum. Where typing takes place in open offices, sound screens are available to prevent discomfort for employees working close by. Each floor has its own decorative scheme and each section is distinguished by the pattern of curtaining, though the colour schemes are blended together.

"The fifth floor contains the executive suite. Full restaurant facilities for all staff are also located here. The fourth floor contains the Marketing, Service and Parts, Management Services and Accounts Divisions. The third floor houses Volkswagen Insurance Services (G.B.) Ltd., the new Volkswagen Training School and office facilities. The school contains a large lecture theatre to hold 70 people, fully equipped with projection equipment and able to be sectioned off for smaller meetings. There are also rooms equipped for the practical instruction of mechanics.

"Volkswagen's move to larger premises reflects the progress made in re-organising its distribution system announced in March this year. On July 1st, a third of all Volkswagen Dealers in Britain had started to operate directly with VolkswagenMotors. Over 40 Zone Managers were recruited and given an extensive training course lasting eight weeks between April and August. This enabled the new Regional structures to come into full effect by the end of September.

"Progress on the Regional Warehouses has been just as swift. The first opened at Edenbridge in Kent on July 1st. Those at Trowbridge, Holmes Chapel (Cheshire), Doncaster and Whitburn (Scotland) will all become fully operational between October 1st and December 1st. Coincidental with the development of the Regional Centres, the computer service, at present based on the original Volkswagen Motors Depot at Ramsgate, has been extended to vehicle and parts distribution and accounting services."

REIMS FORMULA TWO (September 15th)

The cancellation of the Reims 12-hour race for prototypes and sports cars took much of the sparkle out of the traditional Champenois feast of speed. All that remained, apart from a couple of French National races, were the two International events for single seaters complying with Formulae Two and Three.

Results :

35 laps—290.5 kms.

1st :	J. Stewart (Matra-Cosworth)	1 hr. 23 min. 52.1 sec.—207.869 k.p.h.
2nd :	H. Pescarolo (Matra-Cosworth) ..	1 hr. 23 min. 53.8 sec.
3rd :	P. Courage (Brabham-Cosworth) ..	1 hr. 24 min. 07.0 sec.
4th :	G. Hill (Lotus-Cosworth)	1 hr. 24 min. 20.9 sec.
5th :	B. Hart (Brabham-Cosworth)	1 hr. 24 min. 21.7 sec.
6th :	J. Oliver (Lotus-Cosworth)	34 laps
7th :	A. Rees (Brabham-Cosworth)	34 laps
8th :	M. Beckwith (Lola-Cosworth) ..	34 laps
9th :	J-P. Beltoise (Matra-Cosworth) ..	34 laps
10th :	J. Williams (Tecno-Cosworth) ..	34 laps
11th :	M. Walker (McLaren-Cosworth) ..	29 laps
12th :	P. Gethin (Brabham-Cosworth) ..	27 laps

Fastest lap : C. Regazzoni (Tecno-Cosworth), 2 min. 16.2 sec.—219.429 k.p.h.

18 *starters* — 12 *finishers.*

Motor Sport Fixture List For October

★ **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*
Oct. 5th ..	T.E.A.C.	Lydden Circuit	Canterbury	Rallycross (*R.*)	13.00
Oct. 5th ..	Burnham-on-Sea M.C.	Marine Parade	Weston-super-Mare	Speed Trials (*R.*)	14.00
Oct. 5th ..	Darlington & Dist. M.C.	Croft Autodrome	Darlington	Rallycross (*N.O.*)	13.00
Oct. 6th ..	Potteries & Newcastle M.C.	Tittensor	Stone	Autocross (*R.*)	13.30
Oct. 6th ..	T.E.A.C.	Lydden Circuit	Canterbury	Rallycross (*R.*)	13.00
Oct. 6th ..	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (*C.*)	14.30
Oct. 6th ..	Midland A.C.	Curborough Farm	Lichfield	Sprint (*R.*)	14.00
Oct. 6th ..	Salisbury & Shaftsbury C.C.	West Dean Farm	Salisbury	Autocross (*R.*)	13.30
Oct. 6th ..	B.A.R.C.	Gurston Down	Salisbury	Hill-Climb (*C.*)	14.30
Oct. 6th ..	B.A.R.C.	Oliver's Mount	Scarborough	Hill-Climb (*N.*)	13.30
**Oct. 6th ..	**S.C.C.A.**	**Watkins Glen**	**Geneva, N.Y.**	**U.S. Grand Prix (INT.)**	**14.30**
Oct. 12th ..	Shenstone & Dist. M.C.	Bull's Head Inn	Shenstone	Rally (*R.*)	07.30
Oct. 12/13th ..	Crane Valley M.C.	Glenlands Filling Station	Fleet	Rally (*C.*)	22.00
Oct. 12/13th ..	Mid-Thames C.C.	Zenith Motors	Stevenage	Rally (*R.*)	20.00
Oct. 13th ..	Yorkshire S.C.C.	Castle Howard	Malton	Speed Hill-Climb (*N.B.*)	14.15
Oct. 13th ..	Lanarkshire C.C.	Caldcoats Farm	Newton Mearns	Autocross (*R.*)	13.30
Oct. 13th ..	Midlands Motoring Enthusiasts' Club	New House Farm	Burrington	Trial (*C.*)	10.00
Oct. 13th ..	Rochester, Chatham & Dist. M.C.	Brands Hatch	Farningham	Stock Car Race Meeting (*R.*)	14.00
**Oct. 13th ..	**A.S. de L'A.C. de l'Ile-de France**	**Montlhéry**	**Paris**	**Race Meeting, 1,000 km. (INT.)**	—
Oct. 13th ..	Yorkshire S.C.C.	Castle Howard	York	Hill-Climb (*N.*)	14.15
Oct. 13th ..	Longton & Dist. M.C.	Airdale	Morecombe	Autocross (*C.*)	13.30
Oct. 13th ..	Eagley & Dist. L.C.C.	Barnett Hill	Kidderminster	Production Car Trial (*C.*)	11.00
Oct. 20th ..	B.A.R.C.	Croft Autodrome	North Yorkshire	Race Meeting (*R.*)	12.00
Oct. 26th ..	B.R.S.C.C.	Oulton Park	Tarporley	Race Meeting (*N.*)	14.00
Oct. 26/27th ..	Spring Hill C.C.	Municipal Car Park	Settle	Rally (*C.*)	23.01
Oct. 27th ..	Midlands Motoring Enthusiasts' Club	Airfield Circuit	Moreton-in-Marsh	Sprint (*R.*)	13.00

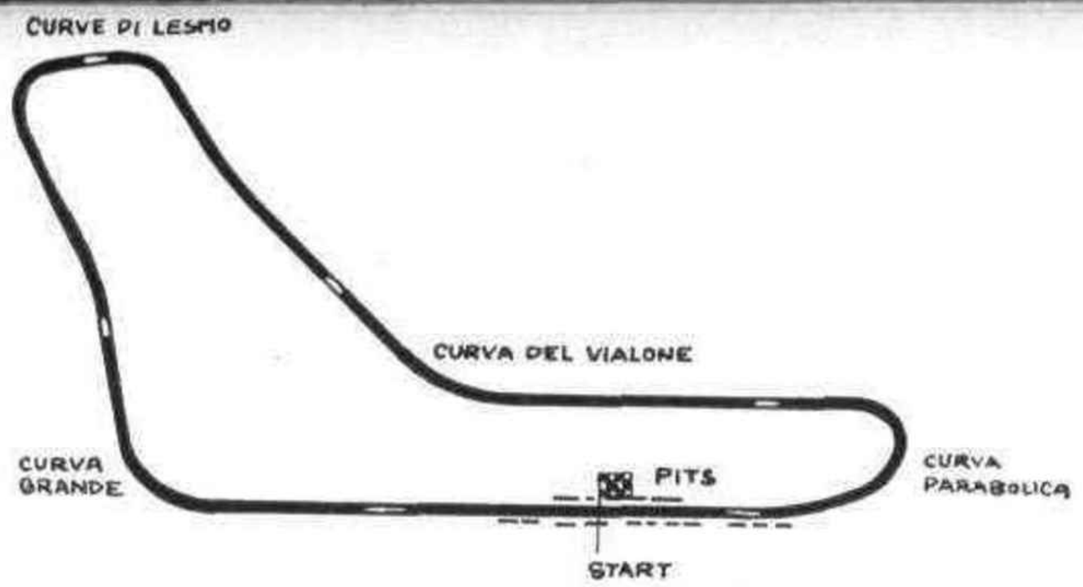
The 39th Italian Grand Prix

Monza

MONZA, ITALY, *September 8th*

THE MERE mention of Monza conjures up speed and Grand Prix racing with no ifs or buts, and once again the Italian track lived up to its reputation. Although practice did not start officially until 3 p.m. on Friday afternoon, the track was a hive of activity nearly all week, with teams trying out new cars and new drivers, and there was no doubt that the 1968 race was going to be a hard and very fast event. The entry was one of the best seen in Grand Prix racing for quite a time, with Lotus, Ferrari, Matra and Cooper all entering three-car teams, and Honda entering two cars. The two U.S.A.C. drivers, Andretti and Unser, were signed up to join in Grand Prix racing, the former with the third Team Lotus car, and the latter with the second B.R.M., taking the place of Attwood, who was dropped from the Bourne team without any warning. The two Americans practised extensively before official practice began, and Andretti showed excellent form, lapping faster than the existing lap record, so that it was clear that the regular Grand Prix drivers were going to set some searing speeds during practice. With a total of 26 entries, someone was going to get left out, for the regulations specified that only 20 cars would start the race, these being the fastest 20 during the two afternoons of practice. Before it all began there were some non-starters, two of the Cooper entries being withdrawn as Widdows had had an accident testing a prototype car for the Gulf J.W. team, and Alfa Romeo would not allow their 3-litre V8 engine to be raced, so Bianchi's entry was withdrawn. In addition, the organisers made it clear that if the two U.S.A.C. drivers returned to America to take part in the Hoosier 100 race on the Saturday before the Grand Prix, they would be disqualified, for the rules forbade any driver to take part in two events within a time span of 24 hours. After doing the minimum of practice on Friday afternoon, both Andretti and Unser flew to America to take part in the U.S.A.C. Championship event, and though there was much lobbying before race day, the Italian Federation stuck to their rules and disqualified both drivers. All this left 22 cars to qualify for the 20 places on the starting grid, and as the Bernard White B.R.M. V12 had all the wrong gear ratios, it was unlikely that Gardner would qualify the car, and with so much factory activity Moser had little chance of qualifying, so that the outcome was pretty cut-and-dried. What was not so sure was the order which the 20 runners would occupy on the grid, for unofficial practice had shown that no one had a monopoly on speed, and practice got under way with a rush when Andretti and Unser roared away from the pits to get in some official laps before flying away, just in case the rules were bent for their benefit.

The McLaren team had three cars, the number 3 car being kept as a spare, and both McLaren and Hulme were having second thoughts about nose fins and aerofoils, trying experiments with and without them. The Ken Tyrrell Matra International team had completely rebuilt their first MS10 car, for Stewart to race, and had prepared the second car, which won the German G.P., for Servoz-Gavin to drive. Beltoise drove the V12 Matra, as in Germany, with the electrically operated aerofoil. Ferrari produced four cars in all, numbers 0007, 0009, 0011 and 0015, ringing the changes on them for the three works drivers, Amon, Ickx and Bell. All four cars were fitted with movable aerofoils, controlled electro-hydraulically either automatically from the brakes and gear lever, or manually by the driver. The system is described elsewhere in this issue. The two works Brabhams appeared with an aerofoil mounted high above the nose and a bigger one across the tail of the car, the rear one being adjustable by cable from the cockpit. On Rindt's car the control lever was not calibrated, it being left to him to play with the mechanism. On Brabham's car there was an indicator mechanism to allow him to take readings of the effect of the aerofoil movements, the idea being that when the optimum had been found by him, this setting could be applied to Rindt's car. Honda Racing were out in force, Surtees having the V12 car he has been racing all season, as well as a brand new air-cooled V8 car, more or less identical to the ill-fated Rouen car, while Hobbs had a brand new V12 car to the same design as the earlier V12, but tidied up in small ways as a result of the racing done by Surtees. The new V8 car did not appear for the first practice, as it had developed some serious oil leaks during unofficial practice. Gold Leaf Team Lotus had rebuilt the car that Oliver crashed at Rouen, it all being virtually brand new but retaining the number 49B/6, and the other two cars were 49B/2 and 49B/5, and all three were fitted with redesigned radiator nose cowlings, in which air from the radiator exited upwards through two large openings on the top of the cowling, like the McLaren cars. These new nose pieces were split



MONZA CIRCUIT—5.750 km.

horizontally, the lower part carrying the nose fins, and the upper part fitting over the radiator and pedal assembly. The works Lotus 49B cars were supported by the Walker-Durlacher car, driven as usual by Siffert. With the exception of this last car, all the Cosworth V8 engines in McLaren, Matra and Lotus had new exhaust systems in which the four pipes from each bank of cylinders joined in a group into the tail pipe, instead of two pipes into two, and the two into a tail pipe. This new system, together with other improvements in the engines, produced another 15 b.h.p. at 9,900 r.p.m., instead of the previous 9,500 r.p.m., albeit at the expense of some loss of power lower down the curve, but at Monza this was not important, maximum output being all-important on the Italian track. Gurney was driving his lone Eagle V12, and Elford was the only Cooper driver, having two works cars to choose from. The first Cooper had a movable aerofoil designed in co-operation with Vickers, in which the aerofoil was pressed down into the horizontal position by the air pressure at maximum speed, two small levers compressing coil springs so that as the speed dropped the aerofoil moved back into the maximum down-thrust position; a very simple and effective mechanism. The B.R.M. team produced a brand-new car designated the type P138, though it did not run in the first practice. The main change in this car being the fitting of a 5-speed B.R.M.-built gearbox in place of the Hewland gearboxes used on the P126 and P133 cars. The rear of the monocoque was improved, being extended beyond the rear bulkhead, to carry the suspension mountings, instead of having a tubular structure bolted on to the bulkhead. Rodriguez and Unser used the earlier team cars during the first practice, while Courage drove Parnell's P126 B.R.M. V12.

Once the two U.S.A.C. drivers had flown away, practice settled down to the serious business of sorting out the starting grid, and Amon was upholding Ferrari honours with great efforts, each fastest lap being loudly acclaimed by the crowds of spectators. Surtees was making serious progress with the V12 Honda, and was challenging the Ferrari times, much to everyone's joy, for Surtees is still extremely popular with the Italian crowds. After Andretti's car had been put away there was a depressing lack of works Lotus cars, and it was quite late in the afternoon before Oliver appeared, his car not being complete when it arrived, while Hill appeared even later, his gearbox having broken the day before. All the Team Lotus efforts had gone into preparing Andretti's car so that he could get going the moment the track was open for official practice, and this had withdrawn some of the effort from the other two works cars.

The existing lap record stood at 1 min. 28.5 sec., set up last year by Jim Clark in a Lotus 49, and this figure took a severe beating, showing just how much progress the Grand Prix designers had made in 12 months. All the top works drivers were well under this figure, and Surtees got down to a shattering 1 min. 26.1 sec., actually showing immense pleasure at the way the Honda V12 was going at last. With very little practice, Hill got down to 1 min. 26.57 sec., which gave him second place, and Hulme, Ickx and Amon were so close that lap-time readings to 1/100th of second were needed to separate them. The accompanying list of practice times shows that 13 drivers got below the lap record, while others were very close. Gurney was most unhappy, as his Eagle V12 engine, which had performed very well on the test-bed with megaphone exhausts, just would not run properly with the megaphone system on the car. Most of the "old hands" did the sort of lap times expected from them, but there were also some good times from newcomers, notably Derek Bell with the third works Ferrari, Servoz-Gavin with the Matra-Cosworth V8, Hobbs with the brand-new Honda V12, and Siffert with the Team Walker Lotus 49B. In the brief practice that he did, Andretti made a very representative time of 1 min. 27.20 sec., but Unser was not even as fast as Courage, and did not break 1 min. 30 sec. Stewart did a few laps in Servoz-Gavin's car and recorded a time only one-tenth of a second slower

than he had done in his own car, which illustrated a fine degreee of meticulous preparation by the Tyrrell team.

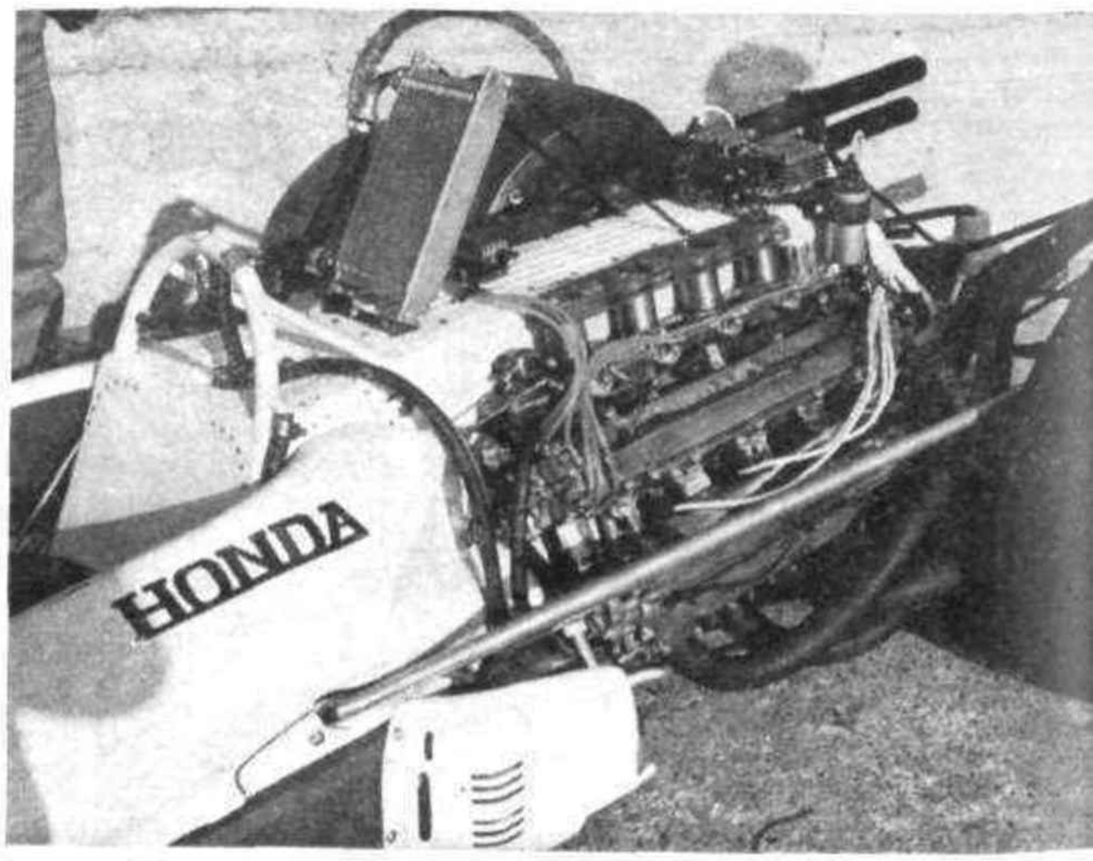
For a change the weather conditions were superb, and the blazing sunshine and blue skies continued during Saturday, when practice was once again from 3 p.m. to 6.30 p.m., nobody having any complaints about lack of practice time. The Ferrari team were still juggling about with their four cars and three drivers, quite often two cars having the same number, and others were juggling about with aerofoils and fins, as there was a growing feeling that the increased drag of the various layouts was a greater handicap than the increased cornering power was an advantage. Elford had the two works Coopers to experiment with, the number 1 car, labelled 22T, with the movable aerofoil, and the number 4 car, labelled 22, without an aerofoil. Having forgotten his driving boots, he borrowed some others and had not done many laps before he got his right foot caught up in the pedals and overshot the braking point going into the South Curve, and crashed into the barriers, wrecking the left rear corner of the number 4 Cooper. It was not his day, or Cooper's for that matter, for later he went out in the number 1 car and the B.R.M. engine blew up expensively, so Cooper were left with one wrecked car with a good engine and one good car with a wrecked engine. In view of the general high speed that all the top drivers were producing, Elford was outclassed and looked like only just scraping into the starting list, providing the mechanics could build one car out of the two. Siffert was trying the Walker/Durlacher Lotus without fins and aerofoil, and had reached the stage where he was going to make the final decision as to whether to use them or not by tossing a coin! Stewart's Matra-Cosworth had its rear aerofoil remounted, on tubular struts from each end to the suspension uprights, while the other Tyrrell car retained the original layout, with the aerofoil mounted on the chassis frame. The Brabham team were in trouble with broken engines, and Rindt did a lot of practice in the spare car, but for a change the Honda team seemed very organised, the two V12-engined cars going well and Surtees smiling happily at his car's performance. There was even time to do a few exploratory laps in the brand-new V8 air-cooled Honda, most of the joints of the engine being covered with horrid-looking "jollop" to try and keep the oil inside.

With the first day's practice giving a good indication of the expected pace for the race, fuel consumption was going to be pretty critical and the V12 Matra had extra tanks on each side of the cockpit, the V8 Matras had scuttle tanks and bulging cowlings in front of the cockpit, and the McLaren team were making up extra fuel tanks to fit on the side of the cockpits. The Ferrari team were doing consumption tests as well as trying to get their cars up with the Honda and Lotus. Running with the minimum weight of fuel on board to try for better lap times, both Amon and Bell ran out of fuel, the New Zealander on the far side of the circuit, so that he had to be rescued, while the English driver was able to coast to within sight of the pits. The B.R.M. team seemed to be in a right old shambles, having suffered numerable engine breakages, and arrived very late for this last practice period, producing the new P138 car, but it was not in the running as far as speed was concerned. Whatever features are desirable at other circuits, Monza demands speed and yet more speed, and this is dependent on sheer horsepower, none of the corners calling for any sophisticated power curves or middle-range torque figures. Gurney was getting more and more depressed at the poor performance of his Eagle, perhaps feeling the loss of the Weslake influence on the V12 engine, and came to an arrangement to borrow the spare McLaren-Cosworth, but it was too late in the day and the organisation would not accept a change of car. Obviously they preferred an Eagle on the starting line to a third McLaren. With various people trying the effect of no nose fins or aerofoils, and the McLaren team deciding to run "naked", even Ferrari had second thoughts and they stripped all the "gizmos" off 0007 and let Amon try it, but settled for the original layout, with movable aerofoil. Ickx came in to complain that his aerofoil did not seem to be doing the right things at the right time, and also that the pressure warning light for the system was coming on at the wrong time, but the engineers felt that he was getting muddled in operating the controls. However, both Ickx and Amon had beaten the best Lotus time, but Surtees was still fastest with his 1 min. 26.10 sec. from Friday. Then he took the Honda out again and got involved with two McLarens and while using Hulme's slipstream and pulling out and overtaking at the crucial moment, he got in a lap at 1 min. 26.07 sec., leaving the McLarens to get involved with a great crowd of cars that developed into a last-minute flurry that made it look as though the race itself had started. There were six or seven cars in a bunch, all nipping in and out of the slipstreams, trying to judge the right moment to improve the lap time. In the midst of it all there was a puff of blue smoke and Oliver's Cosworth engine blew up. As the chequered flag was being got ready to announce the end of practice McLaren timed his movements right and recorded 1 min. 26.11 sec., to give him second fastest overall. As Hill crossed the line at the end of practice his engine cut out completely and he coasted out of sight in complete silence, the fuel-metering unit drive having sheared.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	D. Hulme	McLaren-Cosworth V8	1. 26.61	1. 27.00
2	B. McLaren	McLaren-Cosworth V8	1. 27.40	1. 26.11
3	J. Bonnier	McLaren-B.R.M. V12	1. 31.20	1. 30.55
4	J. Stewart	Matra-Cosworth V8	1. 27.90	1. 26.60
5	J. Servoz-Gavin	Matra-Cosworth V8	1. 28.50	1. 27.63
6	J-P. Beltoise	Matra V12	1. 29.30	1. 30.40
7	D. Bell	Ferrari V12	1. 27.00	1. 26.90
8	J. Ickx	Ferrari V12	1. 26.67	1. 26.41
9	C. Amon	Ferrari V12	1. 26.69	1. 26.21
10	J. Brabham	Brabham-Repco V8	1. 28.80	1. 30.90
11	J. Rindt	Brabham-Repco V8	1. 27.30	1. 29.70
12	S. Moser	Brabham-Repco V8	1. 33.70	1. 33.70
14	J. Surtees	Honda V12	**1. 26.10**	**1. 26.07**
15	D. Hobbs	Honda V12	1. 27.70	1. 28.50
16	G. Hill	Lotus-Cosworth V8	1. 26.57	1. 27.90
18	M. Andretti	Lotus-Cosworth V8	1. 27.20	—
19	J. Oliver	Lotus-Cosworth V8	1. 29.80	1. 27.40
20	J. Siffert	Lotus-Cosworth V8	1. 26.96	1. 29.00
21	D. Gurney	A.A.R.-Eagle V12	1. 29.80	1. 27.61
22	R. Widdows	Cooper-B.R.M. V12	—	—
23	V. Elford	Cooper-B.R.M. V12	1. 32.50	1. 31.30
24	L. Bianchi	Cooper-Alfa Romeo V8	—	—
25	R. Unser	B.R.M. V12	1. 30.56	—
26	P. Rodriguez	B.R.M. V12	1. 28.20	1. 29.00
27	P. Courage	B.R.M. V12	1. 29.20	1. 29.10
28	F. Gardner	B.R.M. V12	1. 33.80	1. 31.40
10	J. Rindt	Brabham-Repco V8	—	1. 30.80
5	J. Stewart	Matra-Cosworth V8	1. 28.00	—

It was a good thing the race was not due to start until 3.30 p.m. on Sunday, for the mechanics had a lot of work to do, with Lotus, Cooper, B.R.M. and Brabham having blown-up engines, and also Parnell's B.R.M., while Ferrari were not happy about the engine in Bell's car. Spare engines were getting short, for while everyone expected Monza to be a bit of a thrash, no one anticipated quite so much trouble. Lotus were reduced to only one serviceable car, that being Andretti's number 18, and as there was little hope of a change of decision by the organisers, the Team Lotus mechanics started work putting all Oliver's bits and pieces on it, such as spring and shock-absorber settings, anti-roll bars and so on. Hill's car had another engine installed, and the blown-up Oliver practice car was put on the transporter and forgotten. Cooper put the engine from the crashed car into F1.1.68 for Elford and removed the aerofoil, and the Brabham team had so many other troubles to attend to that they had long since abandoned all experiments on the double aerofoil layout, reverting to the nose fins and small low-mounted aerofoil over the rear of the car. Both Brabham and Rindt were using their original BT26 cars, the latest one being left in the paddock. McLaren and Hulme were also back to the cars they had at the beginning of the season, and had



V8 HONDA.—A second V8 has now been built and was driven by Hobbs on pre-practice days.

seven-gallon fuel tanks strapped on the right side of the cockpit, an electric pump transferring the petrol to the main system when required. The two Matra-Cosworth cars were using nose fins and high aerofoils, Stewart having the suspension-mounted one and Servoz-Gavin the chassis-mounted one, while the Team Lotus cars had never at any time shown signs of removing any of their aerodynamic assistance. However, Siffert decided to run "naked" like the McLarens, but all three Ferraris were in full aerodynamic order. Rodriguez had the suspension-mounted aerofoil on the new B.R.M., and Courage had a similar layout on the Parnell car, it having the engine from a spare works car to replace the one blown up at the end of Saturday's practice. The two V12 Hondas were also carrying rear-hub mounted aerofoils.

STARTING GRID

14 J. Surtees (*Honda V12*) *RA301/801* 1 min. 26.07 sec.	2 B. McLaren (*McLaren-Cosworth V8*) *M7A/1* 1 min. 26.11 sec.	9 C. Amon (*Ferrari V12*) 0011 1 min. 26.21 sec.
8 J. Ickx (*Ferrari V12*) 0015 1 min. 26.41 sec.	16 G. Hill (*Lotus-Cosworth V8*) *49B/6* 1 min. 26.57 sec.	
4 J. Stewart (*Matra-Cosworth V8*) *MS10-01* 1 min. 26.60 sec.	1 D. Hulme (*McLaren-Cosworth V8*) *M7A/2* 1 min. 26.61 sec	7 D. Bell (*Ferrari V12*) 0009 1 min. 26.90 sec.
20 J. Siffert (*Lotus-Cosworth V8*) *49B/7* 1 min. 26.96 sec.	11 J. Rindt (*Brabham-Repco V8*) *BT26-2* 1 min. 27.30 sec.	
19 I. Oliver (*Lotus-Cosworth V8*) *49B/5* 1 min. 27.40 sec.	21 D. Gurney (*A.A.R.-Eagle V12*) No. 104 1 min. 27.61 sec.	5 J. Servoz-Gavin (*Matra-Cosworth V8*) *MS10-02* 1 min. 27.63 sec.
15 D. Hobbs (*Honda V12*) *RA301-802* 1 min. 27.70 sec.	26 P. Rodriguez (*B.R.M. V12*) *P138-01* 1 min. 28.20 sec.	
10 J. Brabham (*Brabham-Repco V8*) *BT26-1* 1 min. 28.80 sec.	27 P. Courage (*B.R.M. V12*) *P126-01* 1 min. 29.10 sec.	6 J-P. Beltoise (*Matra V12*) *MS11-02* 1 min. 29.30 sec.
3 J. Bonnier (*McLaren-B.R.M. V12*) *M5A/1* 1 min. 30.55 sec.	23 V. Elford (*Cooper-B.R.M. V12*) F1.1.68 1 min. 31.30 sec.	

Not qualified: F. Gardner (*B.R.M. V12*), 1 min. 31.40 sec.
S. Moser (*Brabham-Repco V8*), 1 min. 33.70 sec.

Disqualified: R. Unser (*B.R.M. V12*), 1 min. 30.56 sec.
M. Andretti (*Lotus-Cosworth V8*), 1 min. 27.20 sec.

Saturday night had seen rain falling, but by midday on Sunday all was set fair and the temperature was typical Monza, with the sun blazing down on the vast crowd, estimated at over 90,000, and certainly the grandstands were overflowing and the car parks full, while there were signs of cars being abandoned well outside the Park entrances. Just after lunch-time the two American drivers arrived back, but they were to be spectators, for there was not a Lotus for Andretti and Unser hadn't qualified anyway, but apart from this the organisers refused to revoke the original decision. The 20 cars came out of the paddock in a rather untidy and disorganised fashion, and assembled on the "dummy-grid" and much more care was taken with the waving of flags when the time came to move forward to the proper grid, in order to avoid a repetition of last year's running-start. Everyone was on full-song and there was terrific tension in the air, for one could sense that this was going to be one of the fiercest and fastest Monza races ever witnessed, and when the Italian flag was dropped to start the field on the first of the 68 laps, all 20 cars surged away splendidly. From the front row the Honda leapt away, with the McLaren right alongside, but the Ferrari began to pour smoke from its rear wheels as Amon gave too much throttle. As they changed into second gear McLaren got the lead from Surtees and then the whole lot were gone from sight. At the end of the first lap it was McLaren leading with the whole boiling mob right behind him, and there was virtually no break as the 20 cars roared by. On the second lap the situation was the same, with Hill, Surtees, Amon, Stewart, Hulme, Ickx, Oliver and Rindt following McLaren as quickly as you could say the names. On lap 3 there was a shuffle and the order read McLaren, Stewart, Surtees, Hill, Amon, Siffert, Hulme, etc., but only 18 cars went by. A cloud of dust rising from the Parabolic South Curve indicated where Elford had once more gone straight on under braking and out of the race, and Rodriguez was in the pits with throttle linkage derangements. Next time round the Honda had moved into second place behind the McLaren, and it was followed by Amon's Ferrari, and Hill's Lotus, Stewart being down in fifth place, but as the first nine cars were almost touching one another, first place or fifth place was purely academic at this stage. On lap 5 Bell went missing, his Ferrari engine dying on him soon after passing the grandstands and pits, the cessation of power being attributed to something amiss in the fuel-feed system. Siffert had moved up a place and on lap 6 he moved up another place, now being fourth, while the tail-enders began to fall back. Surtees led at the end of lap 7, followed by McLaren, Amon, Siffert, Hill, Stewart, Hulme, and Oliver, and this leading bunch were now breaking away from the rest of the runners. Ickx, Servoz-Gavin and Rindt were in close company, then came Gurney and Hobbs, the latter going well on his first serious Grand Prix outing with a competitive car, and bringing up the rear were Brabham (very unhappy with a poor engine), Courage, Beltoise and Bonnier.

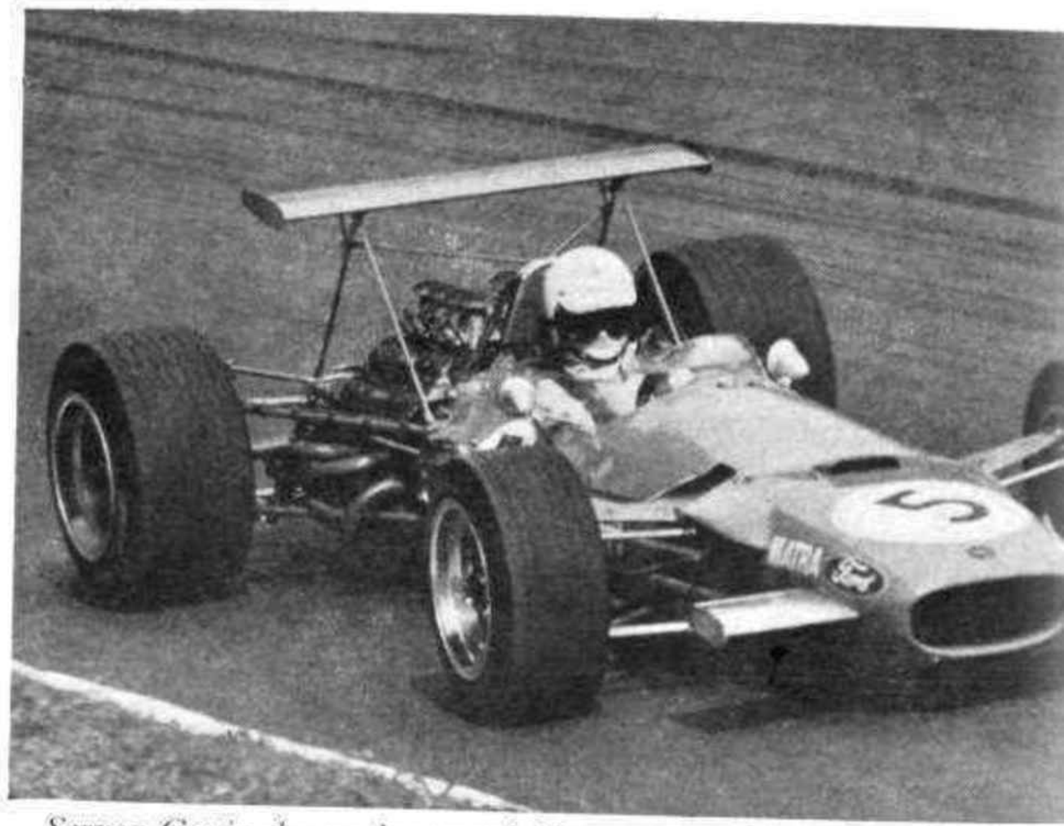
On lap 8 there was some more chopping and changing among the leaders, and McLaren went ahead again, Amon tucking in behind him and relegating Surtees to third place, while Stewart moved up ahead of Hill, the rest following as before. Half-way round the ninth lap there was general panic, for Amon overdid things in the Lesmo corners and spun, and while doing so Surtees had to take avoiding action and struck the guard-rails. The Ferrari crashed over the iron rails and the Honda wrecked itself, luckily neither driver being hurt, but those immediately behind had some exciting moments, and Oliver managed to spin and drop three places. Before this unfortunate incident Oliver had been credited with fastest lap and a new record, in 1 min. 26.5 sec., on lap 7, but the seven cars in front of him could not have been more than a one-hundredth of a second slower, for the whole lot were running nose-to-tail. The Amon/Surtees accident allowed McLaren to get a measurable lead, but Stewart and Siffert were after him again, followed by Hill and Hulme, but then there was quite a gap before Ickx, Servoz-Gavin and Rindt came by. Rodriguez was mixed up in the main pack of cars, but a whole lap behind, due to his pit stop, and the new B.R.M. was not proving to be very fast. On lap 11 Hill subsided in a cloud of dust when a rear wheel broke off at the hub centre, and he skated to rest and out of the race, and the scene showed signs of settling down. The leading group now comprised McLaren, Siffert, Stewart and Hulme, their cars all powered by Cosworth V8 engines, and then came Servoz-Gavin, Ickx and Rindt, so that Cosworth engines were in the first five cars. Oliver was ninth, on his own, ahead of Hobbs, Gurney, Courage and Brabham, while Beltoise and Bonnier brought up the rear.

The leading quartet were not settling for any particular order, passing and re-passing as often as they could, while the average speed was rising all the time, being well over 230 k.p.h. (approx. 143 m.p.h.) and less than one second covered them. McLaren led, then Stewart led, then Siffert, then Stewart and Siffert side-by-side for a couple of laps, and then Hulme led. A similar scrap was going on between Ickx and Servoz-Gavin, with Rindt ever in their slipstream, and behind them Gurney and Brabham were being harassed by the new boys, Hobbs and Courage. By lap 16 Bonnier had been lapped, and the battle for the lead still raged, with Siffert pulling out of Stewart's slipstream as they crossed the timing line. It was lap 19 when Hulme took the lead, and though the other three were all round him at times, he managed to end each lap in the lead until the 27th lap. Gurney's Eagle expired in a haze of blue smoke as he coasted into the pits at the end of the 20th lap, and three laps later Rodriguez came into the pits with the new B.R.M. blown-up. On lap 22 McLaren got in behind Hulme, and managed to stay there, with Stewart and Siffert close behind, and the two New Zealanders tried all they could to help each other, but they were up against a couple of slippery customers, and they could not make any team tactics pay off. Just when it looked as though stalemate had arrived, with the two McLarens leading but unable to get away, the whole position was shaken up again and McLaren was in fourth place and Stewart was in the lead, but it was only for one lap, and then Hulme was back in front. However, all was not well with McLaren and he began to lose contact with the leader, and on lap 30, when Stewart had another go in the lead, Hulme had no one to help him, for McLaren was dropping back visibly. Behind them the Ickx, Servoz-Gavin, Rindt trio were still hard at it and still changing places, Rindt at last getting between his two rivals as they were about to lap Beltoise in the V12 Matra. Hulme was still swopping the lead with Stewart, and Siffert was never more than a few lengths away, his lower-powered Cosworth engine being unable to challenge the two works cars, but it was able to stay in their slipstreams. On lap 34 McLaren pulled into the pits with oil coming out

of the front of the engine from a hole where a bolt had come undone and fallen out, and though he did one more lap to make sure, his race was over. On the same lap Rindt had coasted into the pits with a blown-up engine, a cloud of blue smoke at the exit of the Parabolic Curve showing where the Repco engine had gone bang. With these two out the pattern of the race changed, for Hulme now began to dominate the lead, even though he could not shake Stewart and Siffert from his slipstream, and Ickx was now getting away from Servoz-Gavin. When Rindt had got between them he had forced the Matra out of the Ferrari's slipstream, and when they lapped the V12 Matra, Beltoise nipped in behind his fellow Frenchman and got a suck from the slipstream, but this had the effect of slowing the Cosworth-powered car.

With the exception of the 40th lap Hulme now led all the way, but it was still a precarious lead and only 1.1 sec. covered the first three cars, and the average speed had risen to 233.2 k.p.h. Ickx and Servoz-Gavin were the only two not lapped by the leaders, Hobbs, Courage and Brabham all having succumbed and were a lap down, while Beltoise and Bonnier were much farther back. Suddenly, and without any warning, Stewart's Cosworth engine blew up and he coasted into the pits in a smoke haze; hardly had this happened than Hobbs' Honda broke its engine and he came into the pits with steam rising and water coming out of places where there should not have been any water. All this left Hulme and Siffert out on their own, the Swiss driver doing all he knew to stay with the World Champion, but his Lotus did not have the same speed and he could do no more than keep in the draught of the McLaren. With Stewart going out Ickx moved into third place and the vast Italian crowd came to life with a great scream of delight, for third place was important, fourth was not. With a Ferrari in third place there was renewed hope, for Ickx could possibly catch Siffert, and with two Cosworth-engined cars already fallen by the wayside, who knew when the next one would go, and then there was every chance of a Ferrari victory. Ickx was encouraged on all sides and he drove faster and faster, gaining slowly but surely. Meanwhile, Hulme was pulling away from Siffert. At 50 laps, with 18 still to go, the race average had risen to 234 k.p.h. and Hulme led by 5.8 sec., with Ickx 39.4 sec. behind. By one second and sometimes two seconds per lap the Ferrari was closing the gap, and now that Siffert had lost the suck from the McLaren he was helpless to fight off the challenge of the young Belgian driver. At 57 laps Hulme led by 9 sec. and Ickx was only 21 sec. from the Lotus, and at that point Brabham retired, having been watching his oil pressure get lower and lower, stopping before the Repco engine broke.

As Hulme ended his 59th lap the grandstands rocked with excitement, for Siffert was heading for the pits, which meant that Ickx was now heading for second place, and a Ferrari in second place meant that a Ferrari could well win the Italian Grand Prix. As Siffert had braked for the South Turn the bottom mounting eye of a rear spring/shock-absorber unit had broken off and he stopped with the lower wishbone hammering on the end of the spring unit. Nothing could be done and his race was over, his fine drive being applauded loudly by the enthusiastic crowd. However, next time round panic broke out in the stands, for the Ferrari was no longer running so strongly, showing signs of fuel starvation, and feeling that he might be running low on fuel Ickx weaved the car along the straight to slop the petrol around in the tanks. He was not running out of petrol, but the temperature was causing vapour locking and his main fuel pressure was dropping, affecting the injection system. By this time Hulme had lapped Servoz-Gavin, who was in third place. On lap 61 there were screams of anguish as the Ferrari was seen to be heading for the pits, where some fresh petrol was poured into the tanks, hoping that it would lower the overall temperature and cure the vaporising. As the Ferrari accelerated along the pit lane at a furious pace the blue Matra of Servoz-Gavin went by to the accompaniment of "Press-on" signals from the Tyrrell pits. The Frenchman responded magnificently, passing Hulme who had eased off now that all danger was past, so that at the end of lap 62 the McLaren was between the Matra and the Ferrari, the French car being on the same lap as the leader, but almost a lap behind, and the Italian car being one lap and a few lengths behind the McLaren. Providing nothing untoward occurred Hulme had the race won, and his Cosworth engine was purring along as sweet as could be, so he was happy to ease off and let Ickx go by and have a clear track in his pursuit of the Matra. With all the retirements Courage was now in fourth place, having been driving since the start with an inoperative clutch, the pedal movement not freeing it at all, but nonetheless enjoying himself and doing full justice to the borrowed works engine.



Servoz-Gavin drove the second Matra-Ford V8 into second place.

As the Ferrari got closer and closer to the Matra the noise all roun the circuit increased and on lap 64 Ickx was back in second place an a blind man would have known immediately. But it was not over ye for Serzov-Gavin had no intention of giving up and he had the Matr right in behind the Ferrari, with Hulme just behind and keeping ou of the way. As the red car and the blue car finished their 67th lap with one more to go, all eyes were on them, and hardly anyone notice that Hulme had received the chequered flag as he followed them alon the pits straight ! Through the Lesmo corners the Matra got in fron and the commentator nearly burst his microphone, but down th back straight the Ferrari was ahead again, and then everyone wa peering down to the South Curve, the last corner in the race fo second place. Hulme was meanwhile doing his slowing-down lap afte winning the Italian Grand Prix, but nobody was very interested, it wa the outcome of second place that held everyone's interest. Once again the noise and the clamour made it clear who was leading out of th South Curve and Ickx brought the Ferrari up the straight on his usua line, over to the left by the grandstands. Meanwhile, Servoz-Gavin wa taking a more central line, and was a few lengths behind, but with his eyes glued on the Ferrari. Within sight of the flag the Ferrari engine hesitated in its power output, as vapour got into the injection system again, and the rate of acceleration eased off. This was all Servoz-Gavin needed. He flung the Matra across into the slipstream of the Ferrari to gain every extra mile-per-hour and then whipped out and crossed the finishing line ahead by the merest fraction of a second. It was such a smooth, fast and deliberate manœuvre that thousands of Italians were still cheering Ickx for being second before they realised that Servoz-Gavin had relegated him to third place right on the finishing line. The tumult was fantastic and through it all one had to remember that Hulme had won the race after fighting a splendid battle throughout the opening stages, and having dominated it for more than half the distance. Monza had once again lived up to its reputation of providing one of the fastest and most furious races of the season.—D. S. J.

Results :

39th ITALIAN GRAND PRIX—Formula One—68 laps—391 kilometres
Very hot

1st : D. Hulme (McLaren-Cosworth V8) (Entrant: McLaren Racing, England)—1 hr. 40 min. 14.8 sec.—234.022 k.p.h.
2nd: J. Servoz-Gavin (Matra-Cosworth V8) (Entrant: Matra International—France) .. .. 1 hr. 41 min. 43.2 sec.
3rd : J. Ickx (Ferrari V12) (Entrant: SEFAC Ferrari—Italy) .. 1 hr. 41 min. 43.4 sec.
4th : P. Courage (B.R.M. V12) (Entrant: Parnell Racing—England) .. .. 67 laps
5th : J-P. Beltoise (Matra V12) (Entrant: Matra Sports—France) .. .. 66 laps
6th : J. Bonnier (McLaren-B.R.M. V12) (Entrant: Joakim Bonnier—Switzerland) .. .. 64 laps

Fastest lap : J. Oliver (Lotus-Cosworth V8), on lap 7, in 1 min. 26.5 sec.—239.306 k.p.h.

Retired : V. Elford (Cooper-B.R.M. V12) on lap 3, accident; D. Bell (Ferrari V12) on lap 5, fuel feed trouble; C. Amon (Ferrari V12) on lap 9, accident; J. Surtees (Honda V12) on lap 9, accident; G. Hill (Lotus-Cosworth V8) on lap 11, broken wheel; D. Gurney (A.A.R.-Eagle V12) on lap 20, engine trouble; P. Rodriguez (B.R.M. V12) on lap 23, engine trouble; J. Rindt (Brabham-Repco V8) on lap 34, engine trouble; B. McLaren (McLaren-Cosworth V8) on lap 35, engine trouble; J. Oliver (Lotus-Cosworth V8) on lap 39, transmission trouble; D. Hobbs (Honda V12) on lap 43, engine trouble; J. Stewart (Matra-Cosworth V8) on lap 43, engine trouble; J. Brabham (Brabham-Repco V8) on lap 57, low oil pressure; J. Siffert (Lotus-Cosworth V8) on lap 59, broken spring unit.

20 starters — 6 finishers.

FURTHER THOUGHTS ON MONZA

ONE OF THE biggest talking points at Monza was the exclusion of the two American drivers, Mario Andretti and Bobby Unser. The Italian organisers disqualified them from the meeting under the rule that said that no one could take part in two events within 24 hours. In point of cold, hard fact this exclusion only affected Andretti, for Unser had not qualified in the works B.R.M., so it was only half as serious as a lot of people made out. At Monza the practice session on Saturday creates a lot of interest, and it is certain that many spectators turned up to see Andretti perform, for even outside of U.S.A.C. territory his is a name to be reckoned with, and in the unofficial practice on Thursday he had gone very fast in the works Lotus. The fact that he was in America on Saturday, instead of being at Monza, must have disappointed a lot of people, and the same thing had happened the day before. He did his few practice laps between 3 p.m. and 3.15 p.m. and was then gone, just as people were beginning to fill the circuit and look eagerly for Lotus number 18. Whatever the dollar attractions in America, this sort of attitude to the Italian Grand Prix was not keeping faith with the paying spectators, nor with the organisers, and is a repetition of similar nonsenses we have had in the past over the clashing of Indianapolis and the Monaco G.P. Whatever some people may think, a Grand Prix event starts when official practice begins and finishes when the chequered flag falls at the end of the race, and any driver or team who contracts to take part should consider themselves duty-bound to be at the Grand Prix circuit for the whole of that period. Somewhere in the management of Lotus and B.R.M. something was at fault to permit the Monza situation to arise, for both teams must have known that the American event was scheduled to take place on the Saturday. Since the introduction of high-speed trans-Atlantic jet travel there has been too much flitting to-and-fro for purely monetary gain and too many people have lost sight of their sense of values. Before the jet-travel age this situation never arose, because time and distance were too great. While I regret not seeing Andretti taking part in the Italian G.P. I think the organisers were quite right to make an example of this issue and stand firm, for it may cause people to stop and give a little more thought to their actions before running after the almighty dollar. As regards Unser, he was no loss, for on his brief practice performance he would have been racing against Bonnier, even had he qualified. A point was made loudly that even if they had started they would not have been in 100 per cent. physical condition to give good performances, and this may well have been valid. In the past I have watched Graham Hill, Hulme and Brabham drive like old women in European races after flying back from America overnight, and for all their spectator value they might just as well not have bothered to come back.

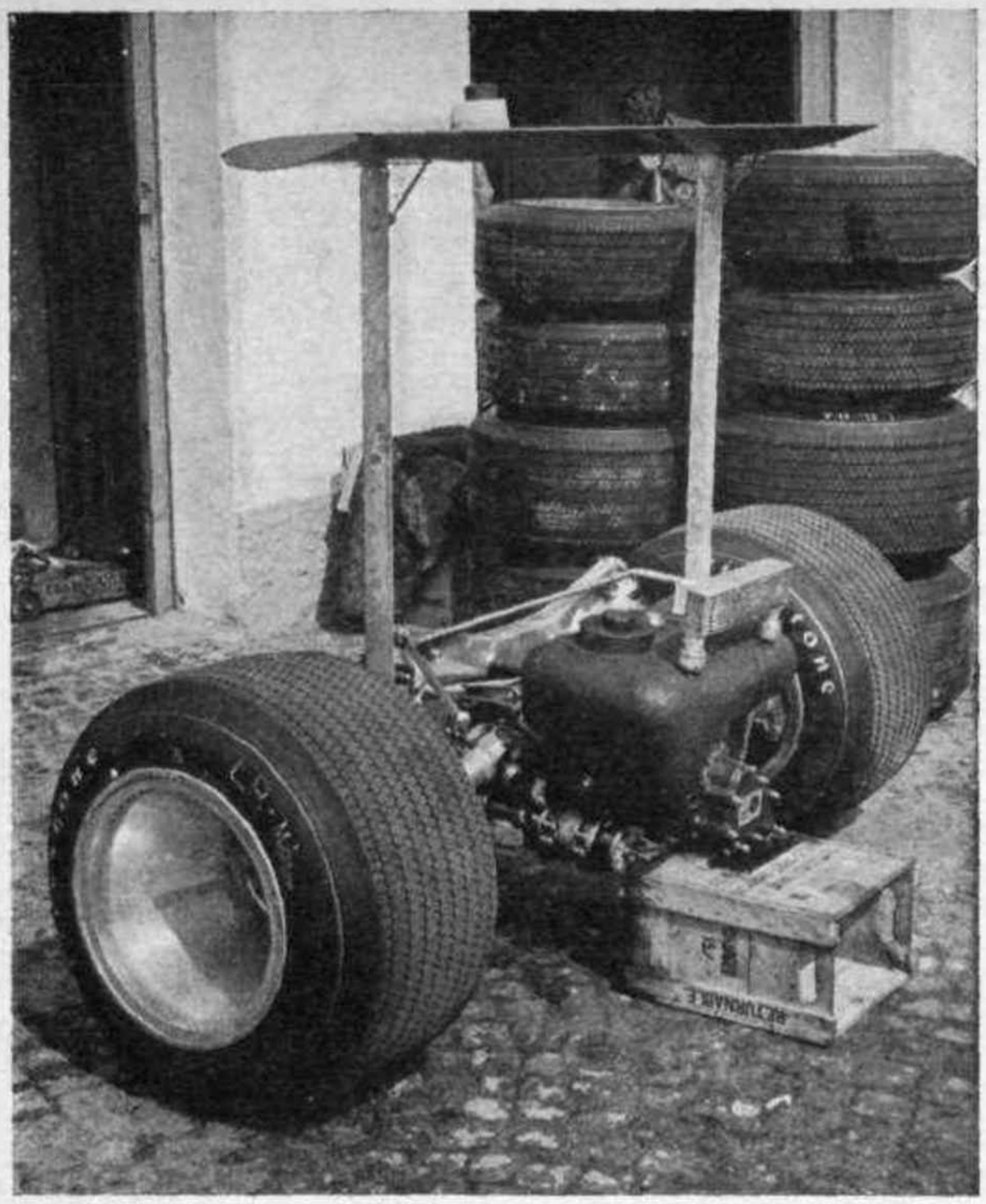
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The South Curve on the Monza track, that leads into the main straight, has often been the scene of some last-minute do-or-die efforts on the last lap, and if you look back through the years you can appreciate just how critical a corner it can be. Spectating there during the final practice period I was greatly impressed by the way Stewart was driving round it; of all the entry he was by far the smoothest and fastest, taking the long 180-degree bend in a long controlled slide with the rear wheels just out of line, a small degree of opposite lock, and judging his speed so that he could keep a constant throttle opening all the way round, balancing the combination of power, rear wheel adhesion and steering to a nicety. Most drivers were taking two or three stabs at the power in an untidy and unbalanced piece of cornering. The South Curve is also known as the Curva Parabolica, for the simple reason that it has been laid out in the shape of a parabola. Before the banked track was built at Monza the South Curve was further away from the pit area, beyond where the banking is now, and consisted of two right-angle bends joined by a short straight, the whole thing laid in small cobblestones. While it was more difficult in those days it was not so much fun for the driver, for today's South Curve if taken right must be immensely satisfying.

The accident that took place on the ninth lap, involving Amon and Surtees, was something of a puzzle, for the official Press bulletin given to the journalistic world said that Amon spun on a patch of oil, but it made no mention of how the oil got there, nor did it explain why McLaren did not spin on it. As nobody spun at the Lesmo corners on lap 8 one can only assume that there was no oil there then, and that it was laid after the last car had gone through on lap 8, and before Amon arrived on lap 9. This could only mean that Bruce McLaren laid the oil, for the field started lap 9 in the order McLaren, Amon, Surtees, Siffert, etc., but this is ridiculous for cars do not suddenly lay a patch of oil unless something has broken in the engine or gearbox, and McLaren was not in trouble until lap 26. Apart from this, all Grand Prix cars are fitted with catch-tanks into which oil breather pipes go, so that it is virtually impossible for oil to drop from a racing car unless a pipe breaks or a casting splits or a tank leaks. In a situation like this where information about an incident has to be got from official sources it is all too easy to believe what the race organisers' Press department tells you. The term "patch of oil" is a stock journalistic platitude to explain something you do not see or understand, like the expression "dropped a valve", which means that the driver has blown-up his engine but does not really know what broke. Valve trouble and valve-gear trouble usually results from over-revving, seldom from bad design in this day and age, so when a driver explains his retirement as "the engine dropped a valve, old boy", you would not be far out to say that he had thrashed the heart out of the engine and over-revved unmercifully. In days gone by the expression used to be "magneto trouble" until Lucas transistor ignition put a stop to that. Some drivers have been heard to say they retired "because of low oil pressure", but if you listen carefully you may hear the team manager mutter: "When did he ever look at an oil pressure gauge, let alone read it?"

At Monza where there is a maximum of speed and a minimum of corners much can be done by tucking in behind another car and using its slipstream to gain more speed. This is a very skilled art that few drivers have ever mastered completely. If you have a slow car then you can tuck in behind a faster car and get a free tow in the vacuum behind the faster car. If your car is of equal speed there is little point in doing this, except that you can back off the throttle, keeping up the same speed, and use less fuel, but you do this at the risk of overheating, for your radiator intake is getting no ram effect and what air goes in is usually hot air from the engine and exhaust of the car in front. If you just sit behind a car with equal speed and then pull out and try to go by all you will do is to draw alongside and then you will have reached your terminal velocity for your b.h.p. and frontal area. If you are skilful you will slowly drop back from the leading car, the distance depending on the speed, and then accelerate up to the leading car's tail in the vacuum and at the precise moment pull out. The increased momentum gained by accelerating in the vacuum will often give you enough inertia to go right by the leading car. It was by doing this that McLaren and Surtees profited in practice, for they timed their rush to carry them by the car in front just as they reached the timekeeper's line so that the lap was started behind a car of equal performance and ended in front of it. It was this rush up into the vacuum behind the car in front that Servoz-Gavin did when he jumped Ickx's Ferrari right on the finishing line. I have seen so many close finishes where the second car comes into view sitting right up close behind the leading car all the way to the line and then pulling out into the wind and getting no more than level with the cockpit of the leader. You can see a mile away that the second car is never going to make it. If the second car drops back a bit as the finish is approached, that is another matter altogether. It is not easy, for you can be too late, or too early, in making such a manœuvre or you can "goof" and hit the car in front! Before the race one of the Cooper Team management was saying how Servoz-Gavin was the only driver they had ever had driving a Cooper in recent times who made use of the "draught" of faster cars. It had been noticeable how, even in practice, if a faster car had gone by the Cooper he would immediately tuck-in behind to gain advantage from the suction, even if he could not stay in it.

After the race Hulme was quoted as saying that he was a bit frightened during the opening scratch, feeling it was all too close and a bit dangerous. This is a sad comment, for I would have thought that a scrap between McLaren, Amon, Surtees, Siffert, Stewart, Hill and Hulme would have been terrific fun for all of them. They all know each other's capabilities, they are all highly skilled, they all know the characteristics of the cars, and they had a clear track ahead of them. After that memorable Monza race in 1957 when Moss, Brooks and Lewis-Evans in Vanwalls battled against Fangio and Behra in Maseratis with no quarter given, some of the outflanking and manœuvring being almost homicidal to watch, Brooks was asked whether it had been dangerous. He said that it had been very satisfy-



". . . with more interesting things to come . . ." A Lotus ornithopter seen at Monza!

ing, great fun, and quite safe, because all five drivers knew each other's racing abilities and they could all trust each other not to do silly things. When you raced like that against men of equal calibre and experience it was the personification of Grand Prix racing. None of them had wanted to be conceded an inch and none of them expected it, they were all pitting all their skill and ability against each other with complete trust and faith in each other. Of the leading bunch in the 1968 Monza race I wonder who was not to be trusted? I could have asked the people concerned, but would probably have got seven different answers, so it is best left alone.

The start of the Monza race was everything that one could wish to see and in our weekly contemporary *Motor* for September 14th was a double-page photograph that no Grand Prix enthusiast should fail to see, being taken a bare second after the flag had fallen, showing Surtees and McLaren side-by-side with just a wisp of smoke from the rear tyres, and Amon already lagging with his rear wheels spinning furiously in a long streamer of tyre smoke. As the two leading cars changed into second gear McLaren took the lead and afterwards when I asked him why this was, suggesting that perhaps Surtees had not made a perfect change into second gear, he said it was entirely due to the Lucas r.p.m. limiting device on the Cosworth engine. This is an electrical device which can be preset to any required r.p.m. so that when the engine reaches this figure the ignition impulses fade and the engine slows, whereupon the ignition comes in again. It is not a simple cut-out, for that would be too violent, but it has a similar effect and prevents over-revving (this could be why you do not hear Cosworth-engine drivers talking loosely about "dropped valves"). McLaren's description of the start was simple; he just flattened the accelerator pedal and kept it there, pulling second gear as he felt the surge of acceleration die away. There was no need to keep an eye on the r.p.m. indicator like Surtees was having to do. The Cosworth V8 engines were set with a top limit of 9,900 r.p.m. and he said "it was marvellous, you just left the tachometer needle bouncing off the top figure, 9900, 9900, 9900, and made a snatch change into second gear". On a non-limited engine you have to watch the indicator and start changing before the limit is actually reached, otherwise the brief time-lag when putting out the clutch and lifting the accelerator pedal could see the r.p.m. go 500 over the top.

The Monza race came well up to expectations on all counts, with the possible exception that there was not much in the way of new machinery to be seen. As this is the approach of the end of the third season with the 3-litre Formula for Grand Prix racing it is significant, and would indicate that progress has been good and that now the basic designs of 1966 have been really perfected. This view was substantiated by the fact that for the first time for a long while, apart from Ferrari, other teams were prepared to field three cars for a Grand Prix. It does not mean that we have reached stalemate, far from it, for there are new designs already with us and others on the way. Honda have their V8 air-cooled car, B.R.M. still have the four-valves-per-cylinder H16 and four-wheel-drive project in hand, which would have been seen by now if they had not been so badly misdirected up the V12 blind alley, the new four-wheel-drive Cosworth Grand Prix car is progressing and Lotus have many new ideas on the way, while Alfa Romeo are beginning to think that their 3-litre V8 engine could be taken more seriously than just an isolated example in one Cooper.

After the Monza race the F.I.A. gathered together representatives from all over the world to discuss the future of motor racing and as far as Grand Prix racing was concerned there seemed to be general agreement that the 3-litre Formula was very satisfactory and had a long life before it, even as far as 1975. While we have nine different makes of car in Grand Prix racing and a wide variety of engines, with more interesting things to come, all is set fair. What we must not do is get complacent and let a doldrum occur in the final years of the Formula as happened in 1959 and 1960.—D. S. J.

V.S.C.C. MADRESFIELD DRIVING TESTS AND CONCOURS

(September 8th)

Results :

Driving Tests :

Touring Cars : *First Class Awards :* D. Jones (1937 Riley) and D. Franklin (1929 Rover). *Second Class Award :* J. W. Rowley (1913 Talbot). *Third Class Award :* A. G. Templeton (1925 Morris).

Sports and Standard Sports Cars : *First Class Awards :* S. R. Waine (1934 Lagonda), K. M. Hill (1930 Alvis) and I. Woolstenholmes (1937 Alvis). *Second Class Awards :* B. Sismey (1934 Alvis), T. J. Tarring (1927 Frazer Nash) and W. D. A. Black (1931 Alfa Romeo). *Third Class Awards :* F. E. Day (1929 Bentley) and M. T. Joseland (1930 Lea-Francis).

Concours d'Elegance :

First Class Award : W. D. N. Berry (1930 Rolls-Royce).

Concours d'Etat :

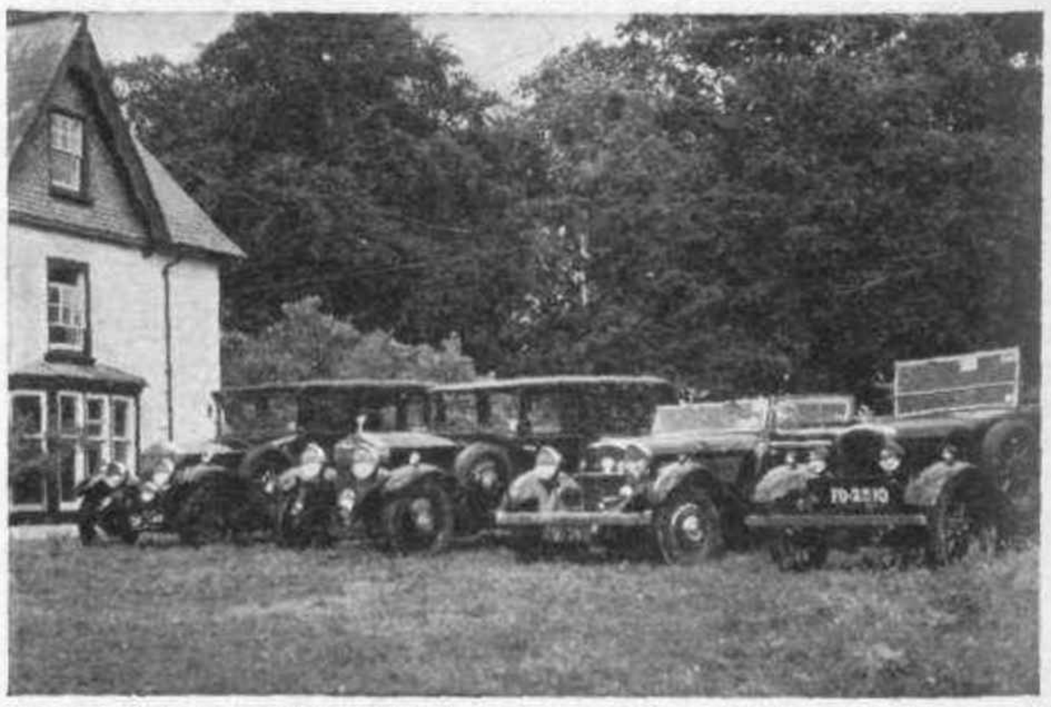
First Class Award : M. R. Neale (1912 Rolls-Royce). *Second Class Award :* J. F. Fildes (1922 Rolls-Royce). *Third Class Award :* G. R. Middleton (1936 Riley).

Ladies' Award : Mrs. A. Cherrett (1928 Alfa Romeo)

Light Car Award : D. Franklin (1929 Rover).

Team Award : Midlands.

V. & V. Trophy.—On September 15th, at Beaulieu, William Boddy, Editor of MOTOR SPORT, was presented by Lord Montagu with *The Veteran & Vintage Magazine* Trophy for major contribution and services to the veteran and vintage car movement. Previous recipients since the Trophy was first awarded in 1960 have been : William Mason, T. W. Carson, S. E. Sears, G. W. Green, A. P. Bird, Cecil Clutton, C.B.E., and P. Mann.



ROYCES ON THE LAWN.—A 1929 Cross & Dunn-bodied Rolls-Royce Twenty, a Hooper-bodied 1930 Rolls-Royce, a 1939 6-cylinder Brough-Superior and a 1927 Morris-Cowley were amongst cars of the S. Wales Sections of the V.S.C.C. and R.R.E.C., some of whose members came to tea with the Editor of MOTOR SPORT in Radnorshire last summer.



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The price. £1,125 5s. ex-works, including heater and P.T.

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BRITISH LEYLAND TRIUMPH

Road Test :

THE ALFA ROMEO 1750 GTV



The Alfa stops for a rest by Reginald's Tower, which is on the quay at Waterford. It was erected in 1003 and has in turn been a Danish stronghold, a Norman fortress, a royal residence, a mint, a barracks and the city prison. Now it is a Tourist Information Office and a museum.

IT IS often the case that just by simple observation of a fellow human being one can determine the type of car he or she drives, and in general the habits of drivers of the same kind of machine are very similar. For instance, I would suggest that the great majority of British Alfa Romeo owners read MOTOR SPORT, and almost certainly virtually every owner of an Alfa Romeo GT Veloce with the new 1,750 c.c. engine ripples these pages with some regularity.

When cars cost £2,250 they have to be something special, for such a sum would pay half-way towards a fairly decently sized house outside the Home Counties. The new 1750 GTV introduced last April is special, but we might not have found this so, had we not taken the car over an exhaustive test of over 1,000 miles, many of them in Ireland, to form our road impressions. For undoubtedly the car's best point is its ability to cruise well over the senile seventy for hour upon hour with a maximum amount of comfort and a minimum of noise and bother. But the 1750 had quite a few faults which we would not expect to find in a car of this calibre.

The trip to Ireland appealed, for it meant that I could take in the weekend's races at Dublin's Phœnix Park, which is the last remaining genuine road circuit in the British Isles. Although of little interest internationally, the races are the most important in the Emerald Isle, and several competitors came from England. This visit made the basis for an excellent test, for one can always assess a car better when it is doing a job of work and going to a specific place at a specific time, rather than taking the car for the "photographic sessions" and the like that rather more flashier magazines than MOTOR SPORT indulge in.

The car proved just about the most efficient starter experienced for a long time. A quick dab on the strangely but thoughtfully shaped throttle pedal primed the two twin-choke 40 DCOE Weber carburetters, and then a turn of the key and the 1,779 c.c. unit burst into smooth life.

Our plan for the trip was to motor up to Liverpool and take the B & I car ferry *Leinster* to Dublin, drive down to the Cork area and then back to Dublin for the races. The Alfa was not to get off lightly for, apart from myself, there were two passengers and a considerable amount of luggage.

As honest Alfa Romeo only claim the car to be a 2+2, there were some misgivings about this, but any doubts were soon dispelled, for three people of average height can travel in perfect comfort as long as the front passenger has the seat well forward. A fourth person would be an embarrassment unless the driver is the kind of person who hugs the three-spoke wooden steering wheel close to his chest.

On entering the Alfa, the seats are just about the most impressive thing about the car and would do the Concorde supersonic air liner justice. The driver's seat hugs one closely and has good fore-and-aft movement as well as a variable back which can be adjusted to exactly the right position. The front passenger's seat is even more elaborate, for the top of the seat-back forms an adjustable head-rest which can be raised and lowered by a plastic rack-and-pinion device set into the inside of the seat. This is operated by a large rubber wing nut set in the side of the seat. Certainly a most ingenious device.

The rear seat has plenty of padding, unlike such two-plus-two cars as the Porsche 911 and Lancia Fulvia, in which I have had rather uncomfortable back-seat rides. The seats are covered in punch-type black p.v.c.

Once seated and strapped in, the steering wheel comes easily to hand, although the horn, which pokes up as three metal ribs between slots in the spokes, is so effectively disguised that it took some considerable time to discover. The noise was a little weak. Anyway, for all but Irish donkeys, headlight-flashing is a more effective method of warning, and the Alfa's headlamp flasher is on the end of one of two stalks on the left of the steering column. To flash the lights, the end of this nearer stalk has to be pressed in, and very little movement operates the light. This is rather deceptive, for it gives very little feel, and unless you can see the reflection of the lights it is hard to be sure that they were actuated. The stalk also switches on the lights; one twist through 45° of the rectangular black tip gives sidelights, and another twist gives dipped beam. The full flood of the four Carello headlamps is obtained by moving the switch downward. The smaller stalk has a simple up and down motion to operate the indicators.

In the black facia behind the steering wheel are two beautiful large round dials, the left a speedometer reading up to 140 m.p.h. with mileometer and trip, and the other a rev.-counter red-lined at 6,000 r.p.m. but reading up to 8,000 r.p.m. An ingenious idea is the oil-pressure gauge, which is set into a segment of the rev.-counter. To the far right of the wheel, under the dash, are the choke, which is actually labelled "start", and a hand throttle, a device which I consider is not really necessary, and dangerous in the wrong hands. The ignition key fits into the side of the steering column in the fashion used by German manufacturers and incorporates a steering-wheel lock which usually does not work. If one is really safety-conscious, a quick twist of the wheel will bring it into action.

However, the key does not isolate everything it really should, for one can leave the car, key in pocket, with the windscreen wipers going, the heater booster fan boosting, and the radio blaring. Forgetful drivers will be well advised to carry a spare battery with such a set-up. To the left side of the wheel is a cigarette-lighter, and there are also warning lights for headlight and main beam. The transmission tunnel is curved up to the dashboard and covered in the same wood as the dash. In fact, the car is very tastefully decorated. Out of this projects the nicely gaitered lever for the five-speed gearbox and the remainder of the dials and switches. The two dials indicate fuel and water temperature, and the three unlabelled similar toggle switches operate the wipers, the

panel light and the heater switch. There are also heat and air distribution levers. The wiper switch has two positions for the twin speeds. The wipers can also be operated from a foot button which gives a wipe and a squirt at the same time, and this device proved most useful. It lies to the left of the three pedals. The throttle is smooth in operation, the brake pedal is tremendously responsive, but the clutch is somewhat tiring and the pressure felt high to someone pampered on featherlight Ford clutches.

A further lever lifts the bonnet which immediately responds by popping up, there being no additional safety catch. Inspection of the boot for any opening button would no doubt have proved elusive, and that is no doubt why it was one of the first things showed to us by the Alfa man. The lever to open it is actually let into the door jamb on the passenger's side and it is lockable. A most ingenious device which should defeat all but the best car thieves.

The boot is much more spacious than it looks, although manœuvring cases through the rather narrow gap provided by the lid can be a tricky business. The spare wheel is found under a panel. The jack is a well-engineered effective device, but the tool kit is somewhat sparse.

The two doors have rather strange lift-up flaps to open them which are not very efficient. The problem is that in the process of lifting up the flap, one exerts far too much upwards force and not very much horizontal force, with the result that one has the impression the door is jammed. So there is a knack in opening the doors, although present owners no doubt lapse into this without thinking. However, the sensation did convince one of my passengers that the door was locked, and the resultant lengthy wait for me to arrive could have produced ugly scenes. The locks for the doors are let into these troublesome flaps and the doors are not lockable from inside.

The superb light-alloy twin-cam engine is an old friend in 1,570 c.c. form, for its smoothness and wide power band have brought pleasure to many a motorist for a good few years. By increasing the size to an actual 1,779 c.c. it has lost nothing. The stroke has been increased by more than the bore, and for statisticians the figures are now 3.15 inches by 3.48 inches. From this we are told that the gross maximum power is 132 b.h.p. at 5,500 r.p.m., while the maximum torque of 137.4 lb. is recorded down at 2,900 r.p.m.

The engine pulls smoothly right down from 1,500 r.p.m. and revs. freely up to the red line at 6,000 r.p.m. In fact, it is hardly necessary to rev. the engine hard in the gears, and rarely did we take the engine above 5,000 r.p.m. Over a period of time, this must lengthen the life of the engine and do so without being any kind of snail at all. In third and fourth gears at around 5,000 r.p.m. there is a very muffled roar from the sporty unit. The engine fits neatly under the bonnet behind a conventionally mounted water radiator. The Webers suck into an air box which has ducting across the engine and into an air cleaner on the other side of the unit. The brake and clutch fluid reservoir, the oil filler cap and the distributor are all easily accessible, as is the dipstick. This turns out to be a rather pathetic bent-wire type of thing.

I personally find the looks of the car most attractive, being very similar to its close relation, the GTA, which is an aluminium and pop racing saloon which has always excited me. The GTV's smooth, crisp lines by Bertone will be fashionable for many a year. The front view is particularly smart and aggressive, and the light clusters front and rear are both purposeful and well designed. Visibility from inside is first class all round, thanks to the slender pillars. The chromium bumpers wrap round to protect the car well. The road-test car was finished in white, although all the GTVs I spot around London seem to be in ochre, which is apparently the "in" colour at present.

Though the five gears are well chosen, gear selection did prove to be rather a disappointment, particularly as I remember being delighted with a smaller Alfa saloon I drove briefly a few months ago. The lay-out is similar to that of a normal floor-change four-speed box, with the addition that to get fifth you move the lever forward and towards you. Reverse is placed straight back from fifth, but there is no possibility of engaging the backwards gear when coming down the box, for it is heavily guarded by a spring. However, when reverse is needed it is in no way difficult to engage. But generally the box seemed somewhat bulky to engage and, coming down the box, second sometimes proved elusive. This particular box is certainly one that needs a considerable amount of concentration in its use. The fifth gear is very much a long-distance gear for use on motorways or long stretches of open deserted road. Going up the box, one would normally change into second before 30 m.p.h., take third at about 50 m.p.h. One can reach 80 m.p.h. in third, if necessary, and fourth will take the car right up into the 100 zone. Fifth will produce about 112 m.p.h. Normally one snicks into fifth once the desired maximum speed has been obtained and then eases off the throttle a little. The rev. drop when fifth gear is taken is only 600 revs. or so. I travelled mile after mile with 3,800 r.p.m. on the rev.-counter and 80 m.p.h. on the speedo. A pleasant cruising speed.

Acceleration is impressive but deceptively so, for it matches that of an Elan+2 or a B.M.W. 2002. The car purrs up to 30 m.p.h. in three seconds, 50 is broken at 6.8 sec., and the legal limit at 12.7 sec. With quick gear changes one can achieve 100 m.p.h. in just on 30 sec. The actual weight being shifted is probably about 24 cwt., but unladen the weight is just on the ton.

Although the suspension is fairly conventional, racing experience has paid dividends and the car is well balanced with tendencies to understeer when pushed hard. At the front the suspension is by double wishbones and coil springs with an anti-roll bar. At the rear the live axle on coil springs is located by lower trailing arms and an upper A bracket with an anti-roll bar to stiffen it up. However, the car has a tendency to pick up a rear wheel in tight corners, so perhaps a thicker roll bar might be called for. The 1750 version of the GTV has 5½J rims which are fitted with Michelin XAS tyres which do their job very nicely.

The steering is very good and the only complaints that could be levelled against it is that, though beautifully light and precise when the car is travelling at any sort of speed, it is a little tiresome when parking. But with the fat tyres this is a small price to pay.

The brakes are superb for, with booster, the action is both smooth and progressive and fade even after hard use was never noticed. There is a ball and ramp pressure-limiting valve fitted to the rear brake circuit and perhaps this is why the brakes seemed so good in the wet. My return to England was heralded by the floods so in the closing stages of the test there was plenty of chance to test them.

The trip to Ireland in the car proved most pleasant for, though there are quite a few more commercial vehicles on the road than the travel brochures would have you believe, motoring in a vehicle like the Alfa Romeo really is fun again. The car is pleasantly quiet, more sound-deadening having been added with the change to the 1750 engine. The long main roads stretch out in front of you with the lush green fields, and it really could be quite romantic, I suppose. But be warned: ten-tenths motoring is not recommended, for round every corner one must beware the unexpected. Cows were frequently encountered, but worse was to come. I shot round a corner some 15 miles from Wexford, to find a fairly substantial piece of branch from a tree in the road. There was little time for avoiding action, and the tough bough upped and knocked out a lamp glass, much to my annoyance. After inspection, I continued to find bits of tree all over the road for miles, and the path of destruction looked freshly lain. Eventually the culprit was caught—a largish lorry piled high with some kind of large metal tanks in packing-cases which were festooned with foliage. The top case was far from square on, and looked as if it might fall off at any moment. Quite unaware of the havoc he was causing, the driver trundled on with the Alfa following at a safe distance all the way to Wexford. Quite a few other vehicles must have been damaged that evening.

The tour of Ireland did bring to light a couple of other faults with the car. The rear quarter-lights tended to pop open, but investigation showed this could be easily remedied by tightening the hinges. Also, we found that when stepping out of the car it was necessary to place a leg well outside to avoid scraping dirt from the door-ledge on to one's trouser leg. A funny complaint which must have something to do with the low-mounted seats and wide sill. Finally, in the later stages of the test, there came a dreadful noise from the underneath of the car, and from then on the prop.-shaft started to beat a tune on the transmission tunnel if the car was taken over 100 m.p.h. The shaft was certainly out of balance at high speed and the balance weight may have fallen off, but this has not been confirmed yet.

Perhaps the car was not driven as hard as it could have been, thanks to those traffic-free Irish roads, but for the 1,100 miles of motoring in the car it was amazing to discover the petrol consumption worked out at 26 m.p.g. which, with the 10-gallon tank, gives a very good range. The car needed a couple of pints of oil to bring it up to the level.

Alfa Romeo enthusiasts will be delighted in this latest 1750 GT Veloce, but at £2,248 there is some stiff opposition in Britain. A Jaguar E 2+2 is similarly priced, but the GTV makes a Porsche 912 look expensive. Personally, I would prefer a Lotus Cortina and £1,000, but now I can see just why discerning drivers with healthy bank balances buy an Alfa Romeo.—A. R. M.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



Ron Footitt receives the MOTOR SPORT *Brooklands Memorial Trophy and cheque from Winifred Boddy at the conclusion of the racing at Thruxton.*

V.S.C.C. THRUXTON RACE MEETING (September 14th) Footitt (A.C./G.N.) Wins MOTOR SPORT Brooklands Memorial Trophy from Cobb (Frazer Nash) and Abson (Lagonda Rapier)

FOR ITS final race meeting of the year the Vintage S.C.C. chose Thruxton circuit, which proved a sporting course for vintage-type cars, although rather bumpy for the smaller ones. Practice was uneventful, except for Farquhar performing the first (and very neat) V.S.C.C. spin at the *chicane* in his long-tailed ex-Dixon Riley 9, Abson breaking his Lagonda's back axle but quickly replacing it, and Densham's Vauxhall putting its newly-acquired fan through a radiator hose.

Saturday morning, however, produced a furious thunderstorm over Thruxton, with balls of fire and loud explosions, so racing began on a wet track. A 4-lap handicap, which incorporated the Light Car Race, saw Gilbert's 12/70 Alvis Special take Mrs. Scott-Moncrieff's Frazer Nash on the final lap, third place going to a rather distant Mrs. Cherrett in her 1928 Alfa Romeo. This was fairly gentle stuff, the Alvis doing fastest lap at just over 64 m.p.h. and Mrs. Arnold-Forster's G.N. taking the Light Car Award, at 44.13 m.p.h. The next 4-lapper was warmer, Stirling's Frazer Nash wearing down the initial big lead of Jones' 30/98 Vauxhall to win from Dudley's Aston Martin LM6, with Cobb's Frazer Nash third in spite of shedding a chain as it left the start. A bolt fell out on Densham's Vauxhall and it had no ignition.

A third 4-lapper produced excitement, for Footitt, in the running for the MOTOR SPORT Cup, went into the lead on lap 3 but was hard pressed by Abson on the last round, the A.C./G.N. hitting that awkward kerb at the *chicane*, Abson avoiding it by swerving right and over the grass. The Lagonda thus snatched victory by a margin so narrow the time-keepers couldn't measure it, with Boyce (Frazer Nash) some way off in third place.

In the Spero and Voiturette Trophies Race [One has to forget ancient V.S.C.C. verses about Buzz Box Owners . . .!—ED.], over eight laps, Coles drove neatly to win the main section in his 1933 blown J4 M.G., after he had shaken off a strong initial challenge from Ely's Riley, which later retired, having shed a push-rod. Farquhar's Riley battled with Howie's Riley for a while, then pulled away to take second place, Sutton's Ulster Austin, which had more speed than Clarke's Ulster and Moores' blown Ulster, taking third place (and the Voiturette Trophy) from Howie. Another 4-lap handicap was sandwiched between this race and the big race of the afternoon, and was a walk-over for Wood, deputising for Mrs. Wood and going very well in the low-chassis 4½-litre Invicta, from Stewart's 1923 3-litre Bentley. Behind, Cobb seemed about to improve his position in the MOTOR SPORT Contest, which he now led on points, but he gave way to Eaton's Frazer Nash at the *chicane* on lap 3, thereafter out-accelerating it, and finished with both Boyce's and Eaton's 'Nashes ahead of his. Clotton was going quickly from scratch until his Type 43 Bugatti came slowly by, sounding horrid; it was axle trouble.

The 10-lap All-Comers' Scratch Race for Historic Racing Cars saw Neil Corner unchallenged in his 1959 3-litre G.P. Aston Martin. He pulled further and further away from Lindsay's Maserati, winning easily, with a fastest lap of 90.42 m.p.h. Wilks held third place all the way in his Lotus until coming out of the *chicane* for the last time, when, having closed right up on Lindsay, he gave his engine all it could take, to snatch second place by mere inches. Brewer brought his 3-litre G.P. Aston Martin into fourth place, ahead of Cottam, whose Connaught took Pilkington's Cooper-Bristol on the run home. It was a good race, Corner well pleased with victory in a car which handles less easily than his Maserati. Millar drove his Maserati 250F in place of his still-mythical 3-litre but it was slow and lasted only to half-distance. Potter went s.o. at the *chicane* on lap 2 during a rough ride in the E.R.A.-Delage, and President Barker circulated bravely among the racers in his Mille Miglia Lancia Astura. Martin Morris drove his 2-litre E.R.A. splendidly, to win the Pre-War Section, at 82.67 m.p.h.

Three more 4-lap handicaps completed the programme, the first of which was won by Batt's Lagonda Rapier Special. The next one was most exciting, as deciding the winner of this year's MOTOR SPORT Brooklands Memorial Trophy. Corner in his beautiful Type 35 Bugatti, having been handicapped out of his first race, elected not to run, so it was left to Footitt to consolidate his placing. Gue drove his low-chassis 4½-litre Invicta very hard indeed, to build up a huge lead. But the flying A.C./G.N. wore this down, to go ahead, and only Waller in the E.R.A., driving one of his finest races, from the scratch mark, got by, passing on the wide Brooklands curve on the last lap. Stephen's Alvis was third. So Footitt had the Trophy unassailably. The last race saw Brough's Riley Gamecock lead all the way, from the limit mark.

So, just before the rain returned, the Brooklands Memorial Trophy and the £150 prize money were presented by Winifred Boddy, to the pop of the champagne cork under a sombre sky. None of the three cars involved are known to have run at Brooklands but all were of types which could have been seen there :—

Footitt's A.C./G.N., first with 65 points, has a very highly-tuned triple-S.U. A.C.-Six engine, which is taken to 6,000 r.p.m. and has a "pretty high" c.r. It runs on Pirelli tyres and Shell petrol and oil.

Cobb's Frazer Nash, second with 55 points, has a 1928 chassis, originally powered by a blown Anzani engine, and a Vitesse body. It now has a 1936 single-carburetter twin-cam British Salmson engine with A.J.S. pistons, lubricated with Castrol "R". It runs on Michelin "X" tyres.

Abson's Lagonda, third with 54 points, was bought as a 1935 chassis and its twin-cam Rapier engine was bored-out to 1,485 c.c., retaining the pre-selector gearbox. At Thruxton it had a 5.28-to-1 axle ratio. It runs on Avon Turbospeed tyres and uses Castrol or Essolube oil.

Results :

10-lap All-Comers' Scratch Race: 1st: E. N. Corner (Aston Martin), 88.44 m.p.h.; **2nd** : W. E. Wilks (Lotus); **3rd** : Hon. P. Lindsay (Maserati).
8-lap Spero and Voiturette Trophies Race: 1st: G. V. Coles (M.G.), 69.48 m.p.h.; **2nd** : A. N. Farquhar (Riley); **3rd** : J. G. Sutton (Austin).
First 4-lap Handicap : R. P. Gilbert (Alvis), 61.64 m.p.h.
Second 4-lap Handicap : A. L. Stirling (Frazer Nash), 64.79 m.p.h.
Third 4-lap Handicap : J. D. Abson (Lagonda), 74.73 m.p.h.
Fourth 4-lap Handicap : R. C. J. Wood (Invicta), 70.07 m.p.h.
Fifth 4-lap Handicap : J. A. Batt (Lagonda), 67.18 m.p.h.
Sixth 4-lap Handicap : P. Waller (E.R.A.), 82.95 m.p.h.
Seventh 4-lap Handicap : D. Brough (Riley), 58.66 m.p.h.
Fastest Lap of the Day : E. N. Corner (1959 Aston Martin), 90.42 m.p.h.
Fastest Lap by a Pre-War Car : P. Waller (E.R.A.), 85.67 m.p.h.
(New class records.)

MOTOR SPORT Brooklands Memorial Trophy Contest: 1st: G. R. Footitt (A.C./G.N.), 65 points; **2nd** : P. G. Cobb (Frazer Nash), 55 points; **3rd** : J. D. Abson (Lagonda), 54 points.

Thruxton Thunderclaps

Jardine's 16-valve Bugatti nearly did a slow roll at the *chicane* but decided otherwise.

* * *

Cameron Millar ran his splendidly-restored 1922 Strasbourg Sunbeam for the first time for 30 years. It looks nearly 100% original, except perhaps for the shape of the spare-wheel cover.

* * *

The only Edwardian was Mitchell's 1912 Alfonso Hispano-Suiza, which motored enchantly to the meeting, raced, and went away again, as any good Edwardian fast tourer should.

* * *

Lindsay claimed to have a runny left eye, which was blind to Wilks' successful last-moment overtaking bid in the big race.

* * *

In the 10-lap All-Comers' Race Lockhart contrived to pass Waller's E.R.A. one lap from the end, a fine performance by the non-supercharged Rover Special against the supercharged car—but note that the Rover now has a 3-litre engine!—W. B.

Continued on page 910

Footitt pouring the champagne after winning the MOTOR SPORT *Trophy, with the runners-up Cobb on the left of the picture, Abson on the right, awaiting their swig.*



Road-hog-

Renault have really hogged the honours in this year's gruelling Alpine Rally.

First, lead driver J. Vinatier in an Alpine Renault, triumphed as Outright Winner. And in the process, collared a Coupe des Alpes and a win in the Group 6 GT Class.

Then C. Henry in another Alpine Renault notched up 1st place in the Group 3 GT Class.

G. Houel in a Renault 8 Gordini helped himself to 1st place in the Group 1 up to 1300 class.

And to finally rub it in, Renault totted up 5 out of only 12 finishers.

64 cars started out too. So you can tell how tough the Alps are.

(Good job Renault has what it takes to make molehills out of mountains.)

RENAULT



AMERICAN COMMENT

THE Canadian-American Challenge Cup series has entered its third season with every indication of continuing the enormous success it achieved in its first two years. The series consists of six races, run off in 10 weeks, with the big-bore Group 7 cars chasing some of the largest prizes in the history of road racing. There had been a rudimentary series of professional sports-car races in North America every autumn since the late 1950s, but it was not until 1966 that the Sports Car Club of America and the Canadian Automobile Sport Club brought the organisers together, fashioned a common set of rules and regulations and established an overall series championship.

It was a hit from the beginning, for in each of the first two years new attendance records were set at four of the six tracks and new qualifying and lap records at all six. Indeed, it is somewhat ironic that at the same time as the F.I.A. was busy emasculating such things as the World Manufacturers' Championship, the S.C.C.A. and the C.A.S.C. was making a success out of the very things the F.I.A. seems to abhor—the big, colourful, unlimited displacement sports/racing cars that thunder down the straights at close to 200 m.p.h. But behind all the noise and excitement the real key to the growth of the Can-Am series has unquestionably been money, spelt $$$$$$, and in large quantities. This year the purses for the six races range from a low of £10,000 to a high of £20,000, and the total has been increased by £4,200 to over £93,000. The overall Championship Fund, paying down to 10th place and determined by the usual 9-6-4-3-2-1 scoring system, has been raised 40% to £52,500. This includes £6,250 from each race organiser and £15,000 from the Johnson Wax Co., the sponsors of the series. In addition, the accessory firms have posted more than £73,000 in contingency awards, to push the grand total over £218,000. Even allowing for the fact that only half the contingency awards will be paid out (one can't collect from both Firestone and Goodyear at the same time), the total actually received by the competitors will exceed £180,000 for the series, or £30,000 for each race.

There are undoubtedly some who will decry this as crass commercialism and an unhealthy influence, but there is no getting away from the fact that motor racing is and always has been an expensive sport, whether it was financed by the private fortunes of wealthy amateurs, the commercial coffers of the petrol companies or the public funds of the Third Reich. The only difference is that these funds were paid quietly under the table, often before the cars had even set foot on the track, whereas in the Can-Am series the drivers have to go out and race for everything they earn. The American system discourages "starting money specials", puts a premium on good cars and drivers, and has certainly provided North American spectators with some of the finest racing available anywhere.

The Entry

The first race in this year's series was held on the very attractive Road America course in Elkhart Lake, Wisc., but the demands of Formula One in Europe and the U.S.R.R.C. and Trans-Am series in the States left everyone short of preparation time. A couple of entrants—Dan Gurney and John Surtees—didn't make it at all, Jim Hall had to revert to last year's car at the last moment, and even the McLaren team had to scramble when their usually extensive testing programme was curtailed by the dreadful weather. Nevertheless, after winning five of the six races last year, finishing first and second in the Championship and improving Britain's balance of payments by £68,000, Bruce McLaren and Denny Hulme had the newest of the new cars.

Just as McLaren's M7A Formula One car incorporated several features developed in last year's M6A sports car, so does the new sports car, the M8A, include techniques proven in the Formula One car. The M8A has a pontoon-type chassis fabricated largely in aluminium, with magnesium used in the floor pan and side sills. The fuel pontoons themselves extend to the rear wheels, but like the Formula One car the centre section of the chassis ends at a steel bulkhead behind the seats. The engine is then bolted to this bulkhead *via* a magnesium plate and becomes a structural extension of the chassis. A pair of triangulated steel tubes running from the back of the engine to the seat-back bulkhead provide further bracing. The rear suspension is attached to a steel bridge across the top of the 4-speed Hewland trans-axle and to a magnesium plate underneath it. Quite apart from the weight saving and greater accessibility, the two major advantages of not having a normal rear chassis to get in the way are that the entire engine now sits four inches lower—with obvious benefits to the centre of gravity—and the rear radius arms are positioned exactly where they are needed (on last year's car the lower radius arms had to be anchored to the sides of the engine block).

The suspension follows standard practice, but McLaren is alone in using 4-piston Lockheed calipers (as on his Formula One car) acting on 12 × 1.1-in. ventilated discs. The 12-in. wide rear tyres that first appeared in last year's Can-Am have grown even wider and the suspension has been modified to accept them. Both Goodyear and Firestone now have rear tyres that put a full 15 in. of rubber on the ground, and they expect to bring out 16- or even 17-in. wide tyres before the series is over. These tyres, of course, require new wheels, and McLaren has abandoned castings in favour of an interesting split-rim monocoque design fabricated from wrought aluminium plate. Partly because of these massive wheels and tyres the M8A is not a small car. Although the lower engine permits a 3 in. lower tail, the car is 4 in. wider than the M6A and the 94-in. wheelbase is 4 in. longer.

After McLaren's great success last year with the M6A it is hardly surprising that several of his more serious competitors are now driving the M6B production versions of that car. Among them are Mark Donohue, Lothar Motschenbacher, Peter Revson, Jo Bonnier and Jerry Hansen. Donohue's car is actually closer to an M6A½ since it was built up from a spare works chassis acquired by Roger Penske at the same time as he bought McLaren's works car after last year's series. The ex-works car, used by Donohue to win the U.S. road-racing championship for the second year in a row, was sold to Hansen. While building up the spare chassis Penske's team took the opportunity to lighten it by replacing some of the aluminium with magnesium or titanium. They pared off more pounds by moulding a completely new body in a special, very thin plastic to which Penske has exclusive rights.

While McLaren's new M8As were getting bigger and more radical, his major rival as a constructor was going in the opposite direction. Eric Broadley's new T160 Lola replaces the highly successful T70, of which more than 100 were sold. Although the wheelbase of the new car is unchanged at 94 in., it is narrower and over 12 in. shorter than the T70. The chassis is again a pontoon-type monocoque made largely in aluminium, but Broadley has gone to great lengths to stress simplicity, efficiency and the maximum use of every panel. As a result, the T160 chassis is easier to manufacture, lighter (95 lb. *v.* 130 lb.) and stronger than the T70 chassis.

Jim Hall was to have unveiled his new Chaparral 2H but on the Monday before the race it suffered a rear suspension failure and he hurriedly modified last year's 2G to accept Firestone's new 15-in. wide tyres. It is typical of Hall's painstaking approach that he decided to rebuild the 2H's damaged suspension exactly as it was so he can analyse the failure before rebuilding and/or redesigning. And since Hall shares the Editor's belief in not talking about a new car until it appears, very little is known about the 2H except that Hall has reverted to a form of fibre-glass reinforced plastic for the chassis and dropped his wing. One new car that did appear was built by Bob McKee, the only American building large Group 7 cars for sale over the past few years. The new McKee has a tubular chassis stiffened by stressed panels and the body is a very pronounced wedge shape, not unlike a much wider Lotus turbine car.

A key feature of all these cars is their use of huge engines, virtually all of them fuel injected. The works McLarens, Donohue, Hall and Chuck Parsons' Lola T160 are using all-aluminium 7-litre Chevrolets, while Bonnier got his too late to install. Similar 7-litre Chevrolets, but with iron cylinder blocks, are in Hansen's M6A and the older Mk. 3 McLaren driven by Canadian John Cordts. Over in the Ford camp Peter Revson had a very rare all-aluminium 7-litre in his Shelby-prepared M6B, and Ronnie Bucknum had a similar iron block engine prepared by Holman and Moody in his older Lola T70. Two other interesting Ford engines were the 6.2-litre unit fitted with Gurney-Weslake heads in Motschenbacher's M6B and a 5-litre version of Ford's 4.2-litre double-overhead-cam Indianapolis engine installed in George Bignotti's Lola T70 for Mario Andretti. This is the same car/engine combination driven by Parnelli Jones in the second half of last year's series. The only engines in the field that didn't originate from Ford or Chevrolet were a 6.8-litre Oldsmobile in the McKee driven by

Charlie Hayes and a 4.2-litre V12 Ferrari in the modified P4 entered for Pedro Rodriguez by the North American Racing Team. The latter car is a spare to the two cars raced by Chris Amon and Jonathan Williams last year.

Practice

Bruce McLaren was first on the track for the two days of practice and qualifying but he wasn't the first to break his own qualifying record of 2 min. 12.6 sec. (108.597 m.p.h.). That honour went to Jim Hall, who showed that despite having last year's car and not having raced since May he was still a contender behind the wheel. Hall whipped the 2G Chaparral around the 4-mile course in 2 min. 11.4 sec. during an early, untimed session, but when the times counted it was Denny Hulme in the works M8A McLaren who posted the fastest time of 2 min. 11.0 sec. flat. Hall's best timed run was 2 min. 12.0 sec. and Revson turned 2 min. 13.7 sec. in his McLaren-Ford, but McLaren was having trouble with his soft-compound Goodyear tyres and only managed 2 min. 14.6 sec. before burning a hole in his No. 3 piston (for the second or third time). Andretti, who had turned 2 min. 13.6 sec. during tyre tests, went only three laps before the crank broke in his Lola-Ford, while Donohue's car didn't even make it to the track.

Andretti, Hall, Revson and McLaren all changed engines overnight, McLaren seeking to cure the trouble in No. 3 cylinder by going to a slightly richer mixture, a slightly colder plug, and isolating the plug lead from the rest of the ignition harness in case it was picking up a rogue spark. Goodyear came up with a harder compound for the final day of practice and Hulme promptly came up with a scorching lap at 2 min. 9.9 sec. Hall and McLaren improved to 2 min. 11.2 sec. and 2 min. 12.6 sec. but then Donohue really shook things up, first with 2 min. 12.4 sec and then second fastest time of 2 min. 11.0 sec. McLaren and Hall took up the challenge, with Bruce trailing the Chaparral for a few laps before he roared past and usurped the pole position from Hulme with a time of 2 min. 9.8 sec. (110.940 m.p.h.). This also enabled Team Manager Teddy Mayer to ring up the first deposit in the team's cash register—£650 for fastest and second fastest qualifiers. Moments later Hall pipped Donohue's 2 min. 11.0 sec. with a 2 min. 10.8 sec., but there was quite a gap to Motschenbacher's McLaren-Ford and Parsons' Lola-Chev., both with 2 min. 13.4 sec. Revson didn't improve on his 2 min. 13.7 sec. in his McLaren-Ford but Andretti got his older Lola-Ford down to 2 min. 13.9 sec. despite the disappearance of 500 r.p.m. at the top end. Hayes' time of 2 min. 15.2 sec. in the McKee-Olds was unchanged but Rodriguez, his 4.2-litre Ferrari the smallest engine in the field, posted the 10th fastest time with a very creditable 2 min. 15.8 sec. Other possible contenders such as Bucknum, Bonnier and Skip Scot (T70 Lola with 6-litre Chevrolet) were experiencing a variety of engine ills and none showed their real potential.

The Race

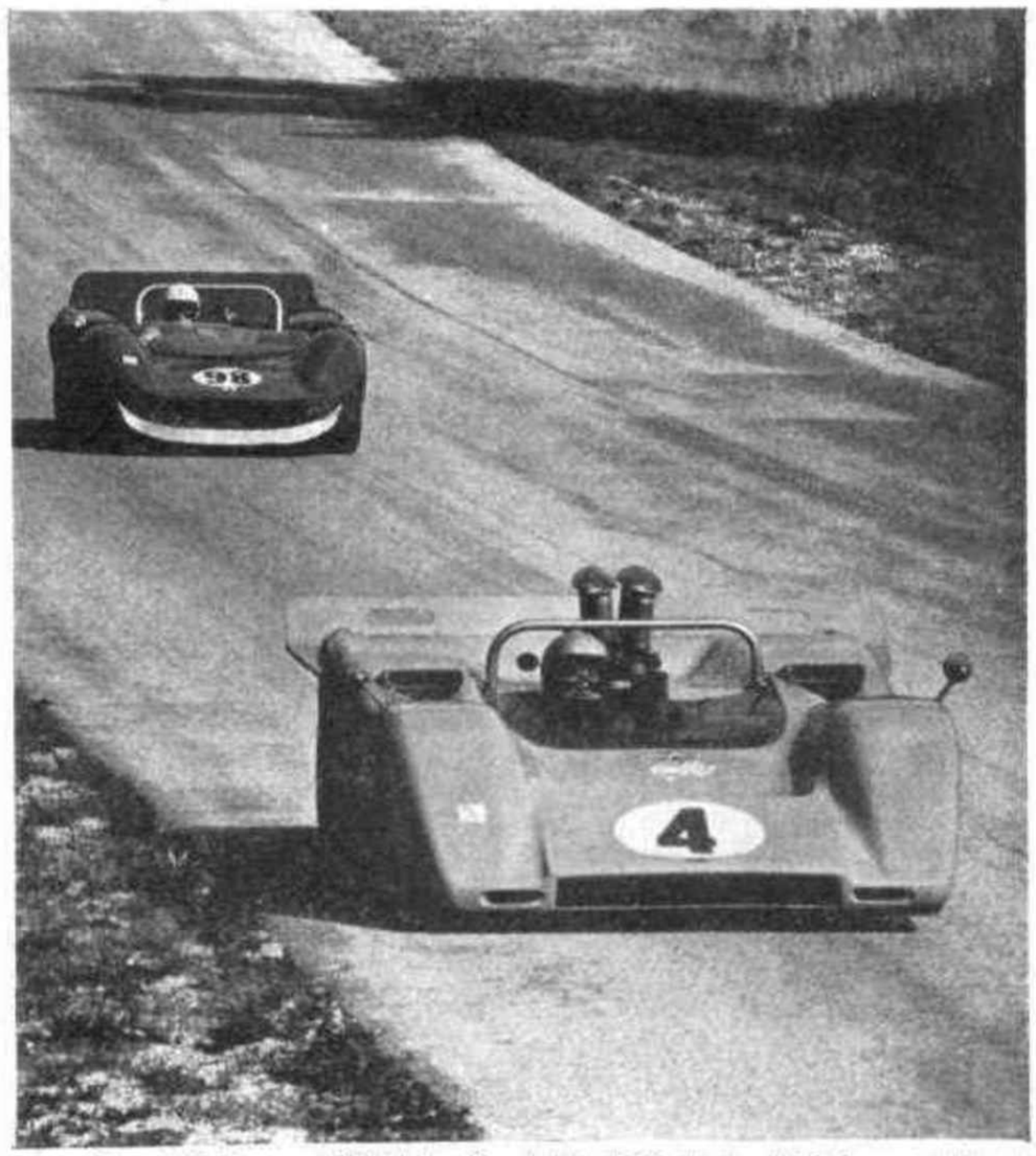
The next day it drizzled right up to race time and all the wide tyre experimentation went out the window when all but seven of the 29 starters elected to start on narrower rain tyres (Bonnier even conjuring up a set of Formula One Goodyears). As the pace lap for the rolling start began the heavens really opened up, but despite the deluge it was an incident-free start and Denny Hulme splashed into the lead from McLaren before the first corner (their experience in the sodden Grand Prix races this year was paying off !). At the end of the first of the scheduled 50 laps the field was already well strung out, with Hulme 4 sec. clear of McLaren. Andretti had moved up from eighth to third, followed by Hall, Parsons and Revson. Rodriguez suffered early misfortune, dropping to last place and losing three laps when the rain drowned his ignition.

The highlights of the wet early laps were provided by a young Canadian newcomer, George Eaton, who was driving a Mk. 3 McLaren powered by a 5.3-litre Ford fitted with Gurney-Weslake heads, and by the experienced Mark Donohue. Eaton, who is only 22 and only in his first full year of Group 7 racing, surprised everyone by climbing from 14th to seventh on the first lap. Completely at ease in the miserable conditions and apparently unawed by the company he was keeping, he advanced another three places in four laps to a secure fourth place behind Andretti, McLaren and Hulme. Donohue provided some equally polished driving after spinning back to 18th place on the first lap when his throttle stuck. He regained 10th within three laps and was ninth the next time round. He took Bonnier on the seventh lap, splashed past Hall, Parsons and Revson by the 11th lap and then moved into fourth ahead of Eaton and 70 sec. behind Andretti on the 15th lap. Andretti, in turn, was only 2.9 sec. behind McLaren but Hulme had already opened up a 35-sec. lead.

By this point, one-third of the way into the race, the rain had stopped and the track was slowly drying. The dry-tyre gamblers such as Motschenbacher and Hayes began moving up from the back of the pack and Eaton found that his 5.3-litre engine was no match for the 7-litres powering Revson and Hall. At the halfway mark, with the track almost completely dry, Hulme led McLaren by 36 sec., with Andretti, 9 sec. back in third place, being overhauled by Donohue at more than a second a lap. Revson was fifth and the only other driver on the same lap, followed by Hall, Eaton, Parsons, Bonnier, and then Canadians John Cordts and Ludwig Heimrath in Mk. 3 McLarens. Parsons' engine expired on the 26th lap and when Bonnier's engine went sour 10 laps later Motschenbacher and Hayes moved into the top 10 ahead of Cordts. In the process, Motschenbacher's dry tyres enabled him to set the fastest lap of the race at 2 min. 16.0 sec., which was 1.1 sec. slower than Hulme's lap record last year.

With only 14 laps remaining, the spotlight again switched to Donohue, whose McLaren-Chev. was now 26 sec. behind Andretti and gaining at 2 sec. a lap. By 40 laps the gap was down to 19 sec. and Donohue's chances improved as the Ford in Andretti's Lola rapidly lost oil pressure. The margin fell to 15 sec. on the 43rd lap, 9 on the 46th, 4 on the 48th, and then, on the 49th lap, Andretti's engine scattered itself all over the track. One of the connecting rods sliced smack into the radiator of Donohue's McLaren but Donohue survived the resulting hot bath for the final lap to take third place. Eaton, too, suffered misfortune after a fine drive, losing two places on the last two laps when his throttle pedal pivot bolt came adrift.

Even Denny Hulme was not without his share of drama. A suspected rocker arm failure struck three laps from the end and he began the last lap with the oil-pressure needle banging up against the zero mark. But he made it to the chequered flag first and for the third time in 12 months one of Bruce McLaren's cars had registered a victory in its maiden race (the others being Hulme in the M6A at Road America last year and McLaren in the M7A at the Race of Champions in March). McLaren himself finished second, 34.9 sec. behind Hulme, and had the great satisfaction of seeing Donohue's Chevrolet-powered M6A and Revson's Ford powered M6B finish third and fourth. They were the only drivers to go the full 50 laps. Hall's 2G Chaparral-Chev. was one lap down, followed two laps down by Motschenbacher's M6B McLaren-Ford, Hayes' McKee-Olds, Eaton's Mk. 3 McLaren-Ford and Cordts' Mk. 3 McLaren-Chev. Hulme and McLaren earned a total of £11,000, but the opposition appears to have grown much stronger since last year's Can-Am. Until six laps from the end there were six drivers on the same lap and it will be interesting to see how they fare on a dry track.—D. G.



D. Hulme (McLaren M8A) having lapped G. Eaton (McLaren Mk. 3).

Continental Notes

WHILE I enjoy a good Grand Prix race as much as anything, it makes a great change to watch a long-distance race, especially if there is no great need to follow it closely lap by lap, for this allows time to drift around the pit area watching the work being done on time-keeping, lap-scoring, pit work, refuelling and so on. In a Grand Prix race once the flag has dropped it is a case of two hours of concentration, with no time to see anything other than the progress of the race, which is a pity, for control from the pits is an interesting subject, even though it is not as vital as it used to be. In a long-distance sports car race there is so much more than the wheel-to-wheel dicing out on the track. There is always a great variety of cars and a greater variety of drivers, and in a European one such as at Nurburgring or Spa the variety of nationalities of people in the pits makes it all more interesting.

One of the important things to signal to a driver in a long-distance race is exactly when to come in for petrol and tyres, and everyone has their own special way of indicating this. The Porsche team have a signal board with an abbreviation of the driver's name on it and then they put under the name the capital letter T, meaning "TANKEN" or refuelling. At one race recently the signaller was holding out a board to Hans Herrmann which had on the top "HER" and under it a capital T, except that he had the T upside down. He did not notice this until he brought the board in again, and he had a very sheepish look on his face, and you could see he was wondering (a) whether anyone had noticed, (b) whether Herrmann had understood and (c) what he ought to do about it. After a moment he surreptitiously put the T the right way up and held the board out next lap, which was just as well for Herrmann was not heading for the pits.

In another pit, belonging to the two Swiss drivers, Steinemann and Spoerry, the refuelling staff had come to an arrangement with another amateur team to lend them their huge petrol funnel. It was agreed as the two cars were coming in for petrol at least five laps apart so there would be no clashing. This arrangement was unknown to the drivers and would have been all right if the team borrowing the funnel had not made some mistakes in their lap-scoring and called their driver in three laps later than intended. The borrowing would still have been possible, but one of the Swiss drivers was feeling a bit tired and decided to end his stint at the wheel two laps earlier than intended. The resulting panic and snatching too and fro of the lone petrol funnel was a riot, and there was much shouting and yelling in various languages, but it all ended amicably and both cars were back in the race.

Until refuelling stops take place the pattern of a long-distance event is usually pretty easy to follow, but after everyone has made a pit stop, these being spread over many laps, it is difficult to pick up the pattern again unless you are keeping an accurate lap-chart. Even then it is easy to make mistakes, and as many of the private owners racing in long-distance events have to co-opt pit help from friends who are not highly skilled in lap-scoring and timekeeping, there is often a certain amount of confusion. Each pit is usually satisfied that it has control of the situation, but if you have the opportunity to wander along the pit-front you will find as many as three variations of the positions in the race, especially where class positions are concerned, for these do not appear on the official scoreboards. If you are racing a Porsche 906 you know you are not going to be in the leading group overall, but you are trying to win the 2-litre Group 4 class, and I have often seen rival teams, even in adjacent pits, giving identical information to two drivers. This goes on until someone happens to notice the rival signalling board and then there are moments of indecision. The International crowd in long-distance racing are a friendly collection of enthusiasts, whether they come from Scandinavia, Central Europe, the United Kingdom, Portugal or Brazil, and everyone seems prepared to help each other out so that lap-scoring muddles do not go on for long. Often they are sorted out by sending someone to take a quiet peak over the shoulders of the Porsche team or John Wyer's Gulf team, but it is all part of the fun of long-distance racing.

Short distance Formula racing is really only fun for the driver, and then only one to a car, but long-distance racing involves a lot more people, who at the end of a race can feel they have taken part in it and say "that was a most enjoyable day".

* * *

There is one thing about a group of motor-racing enthusiasts, no matter what nationality, and that is that there is never a lack of conversation. It may just be line-shooting or bragging, it may be reminiscences, it may be constructive or it may be technical, but as long as it is about racing and racing cars it is never-ending. We were discussing starting procedure over some glasses of good Austrian beer and various drivers were giving their views on what they considered the best way of starting a race, and how the starter should handle the flag. Fangio had just started a race and had walked across the track in front of the grid with one hand held up indicating "hold it, chaps", and the other carrying the flag. When he got to the grass verge he turned round and brought the flag up and down in one decisive sweep and the race was on. One driver who had been well to the front gave the view that this was ideal, for, as he said, "No one is going to run over Fangio, and you just kept your eyes on him as he crossed the track." Other drivers wanted a more clinical approach with automatic coloured lights, others wanted a fixed time-pause of, say, five seconds with the flag up and so on. They all had good points and bad points and while everyone seemed in agreement that starts should be foolproof, it was not long before they were all reminiscing about some of the worst starts they had experienced, these being the ones they remembered and enjoyed recounting rather than the good ones. Paul Hawkins made an interesting observation as the driver of a Ford GT40, pointing out that if you have pole position, at Silverstone for example, and the starter is mounted on a rostrum then he is hidden from view by the low roof-line. Hawkins has had to make many starts by watching the starter's elbow, this being the highest point he could see. If you wait until the flag appears in view through the windscreen of a GT40 you are liable to be last away.

Seldom do drivers deliberately jump the start, though many do by mistake, through eagerness or being off balance, and the rule that a driver shall be penalised as much as a minute for jumping the start has always seemed to me rather a "naughty schoolboy" admonition which is insulting to racing drivers. During the summer I had occasion to start a club race of single-seater cars, and was instructed to drop the flag as the stopwatch hand came round to 60 seconds. By 53 seconds I could hear all the engine notes rising, at 54 seconds I could literally feel all the left legs trembling on clutch pedals and it was obvious that the whole field was ready to go, so I dropped the flag at 55 seconds and we had a perfect start. Whether the timekeepers penalised the whole field one minute for jumping the start I don't know! Somehow I could sense by the sound that had I hung on for another five seconds we would have gone over the top of tension and someone would have made a nonsense. Although I do not agree with the manner in which Raymond Roche starts the French Grand Prix each year, I do agree with his pre-start remarks that a 30-second signal will be given and at any time after that, when he thinks everyone is ready, he will start the race. There have been many races spoilt by starters insisting on keeping the flag raised until the precise second specified, even though clutches are dragging, water is boiling and drivers are getting in a terrible twitchy state.

* * *

Although Mallory Park has nothing to do with Continental racing it must be recorded that Lotus and Matra sent Grand Prix cars to the little circuit on Holiday Monday, September 2nd, and Stewart and Hill did demonstration runs. Hill drove a Lotus 49B with the latest type of nose cowling, the car all set to go to Monza, and Stewart drove a Tyrrell Matra-Cosworth. Both drivers demolished the existing lap record and went round in 44.8 sec., the official lap record standing at the time to Hulme with a T70 Lola-Chevrolet with 47.6 sec.—D. S. J.

ON THE ROAD

The Honda N 360 • A 1922 G.N. • The Renault 16 • A 1910 Hotchkiss

THE EDITORIAL ROVER 2000TC having been rammed in London by the driver of a Humber taxi, who, as he said he possessed brakes, I can only assume is blind, the emphasis for a week in August was on economy, as a Honda N360 was substituted for the Rover.

The little Honda must surely have been a crib of the British Mini? It has front-wheel-drive, the same oil that lubricates the engine suffices for transmission and drive, it has stowage wells like a Mini's but smaller, and flimsy, beside the back seat, and it runs on 5.20 × 10 tyres. Incidentally, as Issigonis had to persuade Dunlop to make special 10-in. tyres before he could get his Mini project off the ground, presumably Honda owe a similar debt of gratitude to Dunlop in respect of the N360? The test car was shod with British Dunlop Gold Seal C41s but presumably the original version had Japanese Dunlops.

The little Honda, which is just over an inch shorter than the B.M.C. baby, has some refinements which a Mini lacks, such as wind-up windows, proper recessed door handles instead of pull-cables, plastic door "pulls", a lidded, but unlockable, cubby-hole, quarter-lights in the doors, a decent driving position, a thief-proof flap over its petrol-filler and a flick-action lamps' dipper. But instead of a water-cooled 4-cylinder power unit, it makes do with a 62½ × 57.8 mm. (354.5 c.c.) air-cooled vertical-twin overhead-camshaft engine, which gives 31 (S.A.E.) b.h.p. at 8,500 r.p.m. on a c.r. of 8.6 to 1 and drives the front wheels through exposed outer universal-joints. Not only does this engine have the noted Honda propensity to rev., but it consumes two-star petrol. The front wheels are strut-and-coil-spring suspended and the dead back axle is sprung on long ½-elliptic single-leaf (with rebound-leaf) springs, the back mountings of which protrude untidily beyond the body and display ordinary greaseless anchorage bolts. There is rack-and-pinion steering, with a 15-in. steering wheel and a ratio of 17.4 to 1, giving exactly three turns, lock-to-lock. It is rather dead, but light, steering, with no kick-back and sluggish castor-return.

The gear-lever protrudes from a facia bracket and is therefore high up, being easier to use than a Mini's. It has twist-and-push movements and it is permissible to crunch in the lower gears as rapidly as you can. As the engine is unburstable it is permissible to let it shriek round, giving maxima, as clearly marked on the speedometer, of 20 m.p.h. in 1st, 30 m.p.h. in 2nd, 50 m.p.h. in 3rd (the handbook says 45), and 70 m.p.h. or a little more in top gear. The interior is nicely finished, there is simple crash-padding on the facia, and the seats are fairly comfortable, while the front-wheel wells do not seriously incommode the driver's feet.

Having said that, Issigonis can be assured that the baby from the Land-of-the-Risen-Sun is not a serious competitor for his Mini, except perhaps on the score of price. It is infernally noisy. It corners quite well with a strong understeer, and insufficient power for the throttle openings to affect this, but hasn't the precision and tenacity of a Mini on bends and certainly not the latter's "dodgeability", for the long, single-leaf back springs, from which odd noises emanate at times, allow quite a lot of roll. Moreover, cornering is affected by bumpy roads, over which the ride is not comfortable. Entry to the back seat is by tipping up a front-seat squab, after moving its long side-locking lever, one of which chafed the upholstery.

The boot needs a key to unlock it, the lid, which is of flimsy plastic, being self-supporting on a torsion-wire and lifting to reveal a corrugated metal floor. The exterior high-gloss finish looks to be of high quality but lots of untidy wires and pipes are met with below the scuttle. The primary instrument is a Nippon Seiki 90-m.p.h. speedometer with decimal mileometer, with a fuel gauge to the right of it, below which are two warning lights, one labelled CHG, the other PK.B, meaning charge-generator and parking brake. Warning lights for turn-indicators and main beam are provided in the speedometer. A neat r.h. stalk controls turn-indicators and lamps dipping, a press-button on its tip flashing the lamps. To the right of the steering column, neat press-tumblers operate single-speed wipers and lamps and a rubber "button" the washers. Big toggles work the heater and screen/"room" demisting, the body having extractor vents. There is a single anti-dazzle vizor and good rear-view mirror.

The engine sits up front close to a rather cheap-looking chicken-wire grille and putter-putters quickly into action with a touch of the manual choke. Very occasionally it pops back, but torrential rain didn't affect it. In full cry it yowls its head off (not literally, of course) and at certain speeds sounds like a two-stroke. There is negative pick-up from low speeds so the gearbox is in continual use, but one has to remember the very modest capacity. Once into its stride it accelerates rather better than a Mini and is willing to propel this 10 cwt. (kerb weight) car at over 70 m.p.h., but the dictates of noise and liveliness of the springing make 50 to 60 m.p.h. a more normal pace except on smooth main roads. The brakes are adequate, the central floor hand-brake convenient, and there is a horn-push in the steering-wheel hub. The bonnet has to be propped open.

Small open cubby-holes supplement the glove box with its astonishingly flimsy lid, the side windows latch outwards for additional ventilation, and the back seat can be removed to give extra luggage space—a useful feature of the Honda N360. Fuel feed is by a frenzied electric pump from a 5.7-gallon tank with a hot-water-bottle-like filler bung. The flap over the filler is released by pulling a hidden knob but this necessitates opening the n/s door—a bind on a r.h.d. Honda. The range was approximately 290 miles, which is useful, and it is said that in town driving, in spite of frequent gear-changing, some owners are getting 60 m.p.g., which main-road cruising at high revs. pulls down to about 45. I got 44.5 m.p.g. in general usage. The deeply buried wire dip-stick showed no oil consumed in 500 miles. No trouble was experienced and the two spare NGK B-8ES plugs were not needed.

How, then, does this Japanese newcomer rate? It is far more noisy than a Citroën 2 c.v. of similar engine size and nothing like so comfortable, but performs better. It is faster and roomier than a Fiat 500 but perhaps not as economical, costs more, and is, I think, noisier. It is far more noisy than a Mini and has about the same performance as the 850-c.c. model. It costs £32 less, in this country, than a basic Mini and £80 less than a Mini de luxe. So if money is very scarce or you think a Japanese car *chic*, you might buy a Honda. But otherwise you will presumably go for a British Mini. I happen to have a "thing" about cyclecars, so I quite enjoyed some parts of the Honda test, but it becomes tedious in the extreme on long runs. The Joshiba lamps are good, the spare wheel is mounted horizontally under the bonnet (where it was thief-proof before they deleted the under-facia bonnet release) and so is the small Yuasa NS46 battery. The fan belt takes a tortuous path round its pulleys. The electrics are Nippon Denso Nenso. The big Japanese Stanley rear-lamp clusters look untidy on the back panel. A data plate on the o/s front-wheel well gives servicing information, including the correct torque to apply to the rocker-arm locking screw, and the screw jack is neatly mounted under the bonnet. Apparently 900 N360s and the bigger-engined N600s have been sold in this country since the beginning of the year. But "Buy British" makes sense in this instance, unless you are very impoverished and have a "flat" battery in your deaf-aid.



UNTIDY.—The exposed rear spring anchorages of the Honda N360 are apparent in this picture.



AIR-COOLED TWIN-CYLINDER ECONOMY CARS OF DIFFERENT DECADES.—The 1922 *G.N. and the* 1968 *Honda N*360.

Because I like cyclecars, and had an air-cooled twin on test, I decided to take up John Hirons on his offer to drive his 1922 G.N. There is quite a number of touring G.N.s still about but absolutely standard ones are rare. Hirons' is one of the rare ones.

It is a 1922 model which had one owner all its life, a Naval gentleman who became a recluse, until Hirons acquired it and rebuilt it, in between restoring far heavier metal in the guise of steam traction engines. It is fitting that he should do this, because in contemporary times there were three G.N.s in the family. I had a very pleasant tour of the Oxfordshire byways in the little car, under a blue sky across which white cumulus clouds drifted. The car is blue, too, and you enter, both of you, by a single door on the near side. In these later, more civilised G.N.s, the oil tank with its plunger-pump was deleted from the o/s running-board, and the change-speed lever works in a substantial gate on the right, inside the body, as if the car had a gearbox and not the famous dogs and chains. The flat "radiator" was substituted for the earlier vee-shaped one and the single headlamp gave place to two quite big Miller lamps on the front mudguards.

I took my place behind the big steering wheel and looked out over the top of the single-pane windscreen and the sharply tapering little bonnet. The big 90° i.o.e. vee-twin clattered away quite gently, the bottom-speed dogs were easily engaged, the clutch, a trifle fierce, eased in, and we were away. The gear-lever has a tiny integral polished knob and must not be mistaken for the similar r.h. hand-brake. Moreover, it goes out of 1st and round-the-corner and forward into 2nd, then back for top speed. Reverse, which involves gears, is opposite 1st, you see.

The dashboard carries a Miller lighting panel with separate switches for the various services, a Ripault speedometer, a drip-feed, lit at night, for the total-loss oiling system, a plunger-pump to augment the drip-supply in hilly country, an advance-and-retard knob and precious little else.

After I had discovered how to get my right foot to circumnavigate the brake pedal and thus operate the accelerator, driving this G.N. was simplicity itself. The dogs can be felt in firmly but smoothly, so that there was no feeling that a chain might snap, such as I have experienced on less ably set-up "Chain Gang" transmissions, and on this touring model there is no blood-and-thunder about the progression, just a sense of adequate performance from a simple, effective little machine. Indeed, in the last 2,000 miles Hirons has done nothing to the car apart from greasing it up, and it has given no trouble. As we drove along the sun-drenched lanes, negotiating corners with scarcely more than a flexing of the wrists, it was easy to understand the appeal G.N.s made in the 'twenties to those brought up on motorcycles. The fascination of a twin-cylinder engine is there without any sense of anxiety, the seat is comfortable, with plenty of leg room, and must have seemed luxurious after a motorcycle saddle. Pick-up is unobtrusive but impressive. Hirons' car has the Capac carburetter, which gives around 35 m.p.g., and a gallon of oil lasts about 50 miles.

I was most impressed; unfortunately the G.N.'s owner refused a direct swap for the Honda.

* * *

Last year the Continental Correspondent was, I thought, rather casual about the Renault 16. I can quite understand how this very spacious family car, which is saloon and estate-car in one, rolled and screamed its tyres when fully extended along Continental roads. But I had one over our Late Summer Bank Holiday week-end, and thought what a splendidly contrived and thoroughly worthwhile car this big front-drive Renault is, regarded in the context for which it is intended. It is not every family car which has a high-camshaft wedge-head, light-alloy 5-bearing engine with detachable wet cylinder liners. . . .

I knew it was Bank Holiday, because this is the time when you have to think before overtaking—as big Government posters told me, the first of these I encountered being at the side of a straight, divided dual-carriageway! I see from those statistics which come through so miraculously quickly that casualties were up for the first day of the holiday (conditioning us for an overall 50-m.p.h. speed-limit?).

I do not propose to write much about the Renault 16 on this occasion because later on there will be more to say about the quicker 16TS, with its 1,565-c.c. engine which gives this comfortable and unique French car a top speed in excess of 100 m.p.h. Suffice it to say that a normal Renault 16 is very quiet (but with some engine roar at 70 m.p.h.), easy to drive, has those now-renowned seats which complement the comfort of the ride, and that it possesses more personality than three or four of our most popular cars can claim collectively.

I found it odd to revert to a steering-column gear-change but the l.h. lever now works far more conveniently than before, shifting the cogs smoothly, although I still prefer a floor lever. The hand-brake is low down on the right, where it is out of reach for any purpose save parking, the lockable cubby-hole far down on the left, and it will not take "you know what". . . . The Renault 16 must have one of the most sophisticated heating and ventilation systems of any under-£1,000 car, complete with extractor vents. The controls for this have been revised since I last drove one of these cars over two years ago (*see* MOTOR SPORT, April 1966). They are multiple but sensible and work with fair precision. The other controls and facia instruments are fully symbolised and conveniently arranged. There is a foot-operated screen-washer and provision for flashing the headlamps with the twist-action lamps-control on the right of the steering wheel, above which is the shorter turn-indicators stalk. The speedometer has been recalibrated in conjunction with British thinking.

You sit up naturally to drive this big Renault and visibility is excellent, with windows where the rear quarters of the body would be on most other cars. Where the fireplace would come in the front parlour there is the neat Philips radio and speaker. Between those superbly comfortable front seats is a big padded arm-rest which lifts to reveal an enormously long, deep stowage well, which can be locked. Stowage space, indeed, is a priority in the Renault 16, the back seat of which can be set in normal, holiday, mother-and-child, rally, travel-bed, bulky-cargo or shooting-brake positions, as required—this was illustrated in the aforementioned full road-test on this remarkable car—and the boot of which is cave-like.

The steering-column lock takes both keys, only one of which unlocks it, which can be awkward, and there is a somewhat insensitive hand-choke, while the hand-brake is very inaccessible. I could have done without the "wood *decor*" on the steering-wheel spoke and the surrounds of the instrument panel, and never got quite as much cool air as I wanted unless a window was open. These are very minor criticisms of a car which gets along extremely well for a big load-carrier of only 1,470 c.c.

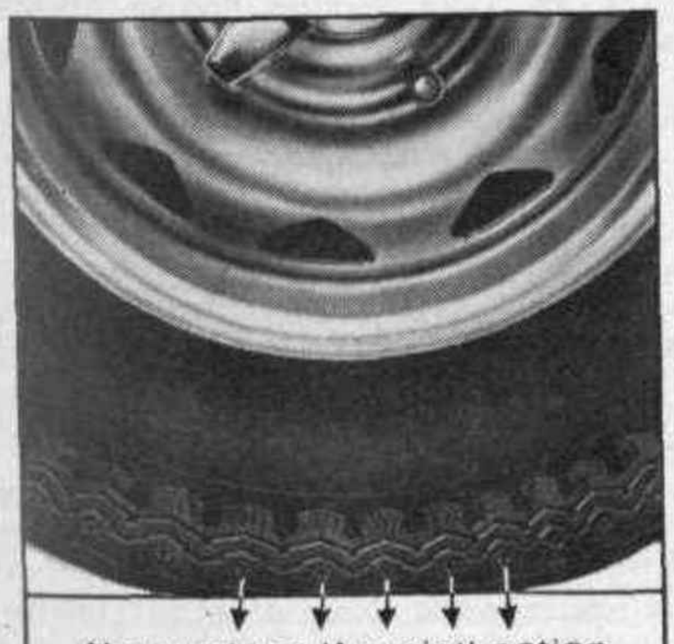
The torsion-bar, all-round-independent suspension is soft, permitting considerable roll, and tyre protest, as "D. S. J." discovered, hence, presumably, the long grab-bar before the front-seat passenger, but the car clung on well enough under the supple sufficiency of Irish-made Michelin "X". It is outstandingly economical (31 m.p.g.) and has such a big fuel capacity that it covered 327 miles on a tankful. No oil was used in 500 miles' commuting. The handbook is as sensible and practical as the car to which it refers and there are all those endearing R16 features like headlamps adjustable to the load, nave-plates held by a single stud, a different wheelbase each side, the spare wheel and tyre-changing equipment under the bonnet, and so on. The rack-and-pinion steering is on the heavy side, with formidable castor-return; the disc/drum brakes spongy but powerful when trodden on hard. Substantial wrap-round bumpers, side turn-indicator repeaters, very convenient door arm-rests-cum-"pulls", and crash padding of the interior, etc., are other useful adjuncts in this car of most unusual appearance, which even has a pipe-rack and, more practically, a lockable bonnet.

Altogether I am an enthusiast for this luxuriously appointed and well-finished Régie Renault product, which is a useful adjunct to any country house. It sells here for £998 in Grand Luxe form, which is around £400 less expensive than some cars which can be termed luxury-family models and which do not carry the burden of import duties.

In spite of the advertised carnage, I ventured out in the Renault 16 on the middle day of the Bank Holiday, going to Wootton Bassett



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TWO GREAT FRENCH MAKES.—The 1910 *Hotchkiss photographed in Wootton Bassett with the modern Renault* 16.

to see G. C. Plaister's rare Edwardian Hotchkiss, which earlier this year won a First Class Award in the V.S.C.C. Edwardian and Light Car Rally. Before the First World War, and after it, the Hotchkiss was one of France's most esteemed cars. In 1907, when the Rolls-Royce Silver Ghost had stirred English perfectionists, a Hotchkiss with a 50-h.p. 6-cylinder engine beneath its barrel-shaped bonnet had completed a 20,000-mile publicity run. It was, in any case, a car which hardly required this endorsement of its quality. Today, however, Hotchkiss cars of any era are rarities and those of Edwardian antiquity scarce indeed. So I was interested to learn more about the 4-cylinder specimen now owned by Mr. Plaister.

Mr. Plaister is the person who surprised us at Castle Combe some years ago by producing and racing an immaculate and exceedingly interesting aluminium-bodied 1921 Horstmann light car of thoroughly sporting demeanour, with a Coventry-Simplex engine.

This vintage light car, its polished replica bodywork gleaming, occupies a garage with the Hotchkiss I had journeyed to see. They are both about the same length, remembering that the Horstmann has a long pointed tail. The Hotchkiss is dated 1910 and, unless I am mistaken, is the 16/20-h.p. model. The 3.6-litre engine is entirely conventional, with pump cooling, a carburetter mounted low down on the o/s feeding the manifolding through a plain brass pipe, and the exhaust gases leaving from the rear of the block on the n/s. Embossed on the cylinder block is the engine's type-letter and a footboard plate confirms that this is a Type T Series 3 Hotchkiss, another plate saying that it was supplied by the London & Parisienne Motor Co. of Davies Street, W.

The very substantial chassis is sprung on ¾-elliptic rear springs and ½-elliptic front springs, the transmission incorporates a plate clutch, 4-speed and reverse gearbox with side lever working in a gate (it moves across at an angle into reverse, which position is shut off by a catch), and a foot-operated transmission brake, and it runs on 875 × 105 tyres supplied in recent days by the good Dunlop Company.

The car was owned at one time by Capt. Thomas Clutterbuck, R.N., of Micklefield Hall, near Rickmansworth, who may well have been the original owner. He is thought to have used the Hotchkiss for trials or some form of competition work until 1931, when it was converted into an estate lorry. It has since passed through a number of hands, including those of car-coper Bendall, and now carries two bucket seats backed by a bolster tank, with a long dickey behind that. This gives the car a most sporting appearance. It has gas headlamps without innards and Castle carriage-type sidelamps. The chassis no. is T1942 and the engine no. 1972, which may imply that a 1911 engine is installed.

Typical of England, this holiday Sunday was beset with heavy rain-storms. However, these had cleared by the time I had finished admiring the Hotchkiss, so Mr. Plaister suggested a run. Soon, therefore, I had the pleasure of driving a truly-refined Edwardian motor car along the empty roads of Wiltshire in fitful sunshine with grey clouds scudding across a deep blue sky. You sit high, every road wheel visible. On the dash there are no instruments to claim your attention, only triple drip-feeds and adjacent plunger-pumps, for oiling the crank-case, back axle and the magneto-drive side of the timing gears. Literally you look down on the typical barrel-shaped, multi-louvred bonnet, beneath which the engine thrums away like a well-behaved sewing-machine. The keynote of this 1910 Hotchkiss is refinement, and I was able to visualise the splendour of the big 6-cylinder Edwardians of this make. The gearbox is notably quiet, the gears go in smoothly, the brakes are powerful and unprotesting, and corners can be swung round with the excellent balance possessed by the better cars of this era. The ride is outstandingly comfortable, nor is the car a sluggard, for it goes along at some 40 to 45 m.p.h. with no apparent effort.

Fun that the Horstmann stable companion is, it is easy, after driving the bigger car, to understand why those who, prior to 1914, had owned cars similar to this Hotchkiss could not stomach the small-car rash which broke out after the Armistice. Several people have made offers for this rare Edwardian but Mr. Plaister—who is rebuilding a Type 51a Bugatti to original specification—has decided not to sell.—W. B.

FARNBOROUGH—1968

THE WEATHER relented by Tuesday and most of the flying programme of the Air Show was possible. Incidentally, the Show is organised by the S.B.A.C., but this now means Society of British Aerospace Companies and not Society of British Aircraft Constructors, so the B.A.R.C. is not the only organisation to retain its initials but change its name.

The flying started with a very skilled bit of flying, including loops, by a Slingsby T53 sailplane—a nice gesture to commence such a noisy display with a silent machine ! It was towed off by an Arden-engined Nipper single-seater. The usual cluster of Westland helicopters performed and then three Short Skyvans, one of which landed and then reversed. Two Beagle Pups looped the loop in formation, a Beagle 206S Survey did the first of many one-engine-off flypasts and a slow roll with smoke, and a couple of Britten Norman Islanders lifted off the runway together, one of them then doing a flaps-down flypast and a clean climb away.

The almost vertical turns of a B.U.A. Handley Page Herald were impressive, the H.P. Jetstream a star turn, and the Rolls-Royce-sponsored McDonnell Douglas Phantom was the first really quick and loud one. The experimental Fokker Fellowship treated us to a dusty take-off, the Saab Draken fighter was extremely good value, the Soko Galeb and Soko Jastreb took off together, and R.-R. demonstrated a Japanese YS 11A. The maritime Breguet Atlantic had enormous R.-R. Tyne-X energised propellers. A Vulcan bomber flew smokily over, but didn't land.

The Hawker Siddeley 74B pulled straight up and away, and H.S.A. demonstrated a B.E.A. Trident 2, a big Nimrod which blew down the runway with its slipstream scattering numerous empty plastic tea mugs, and a 125 which landed fast, flaps down. The Harriers were hair-raisingly quick and an R.A.F. tactical Harrier put on a pre-war Hendon-style display involving an exploding petrol bomb and loads brought by helicopters. After these jump take-offs and hovering flights the Twin Otter looked the personification of civilised transport. The B.A.C. flew over a One-Eleven and demonstrated a Lightning and a 167. It made a change from watching motor racing !—W. B.

HOCKENHEIM (September 15th)

The Hockenheim circuit was the scene of another International Group 4, 6 and 7 Preis der Nationen race. Porsche entered a works 3-litre 908 for Herrmann, backed by a host of private Porsches including Siffert in a 910. Hawkins and Nelson had their Ford GT40s, and Piper, who holds the outright record for the circuit, his Ferrari P3/4. Other fast cars included the Lola T70 Chevrolet GTs of de 'Udy and Prophet. Garner was running a brand new McLaren M6B of John Woolfe Racing, and there was even a Lamborghini Miura entered by the German concessionaires for Mitter.

In practice Piper was fastest and equalled his own record, 0.4 sec. quicker than Herrmann; third fastest was the German Dechent, having his first run in an ex-works 2.2 Porsche 907, and then came de 'Udy, who drove the fastest Group 4 car but could not start as his c.w.p. broke. The 5-litre McLaren of Gardner was in various initial sorting problems.

From the start, the race turned out to be a tremendous battle between Herrmann and Piper, with Hawkins hanging on in third place, while behind them Pilette in the Team VDS 2.5 Alfa Romeo 33, Gardner and Prophet were battling out fourth place. Gardner fell out on the fourth lap with a bad oil leak, while Piper moved into the lead. Prophet was the next retirement of importance, with a seized gearbox. Then Piper had the tail-spoiler from the Ferrari come loose; officials black-flagged him but he continued, now well behind Herrmann, and Hawkins also got by. Herrmann came home to give Porsche another good win, while Piper nipped by Hawkins on the last lap and had the consolation of another new record. Pilette brought the Alfa home in fifth place but two laps behind, followed by Siffert and Dechent.

Results :

1st : H. Herrmann (3.0-litre Porsche 908)	.. ..	59 min. 53.4 sec.—204.0 k.p.h.
2nd : D. Piper (4.0-litre Ferrari P3/4)	.. ..	60 min. 41.2 sec.
3rd : P. Hawkins (5.0-litre Ford GT40)	.. ..	60 min. 43.6 sec.

RALLY REVIEW

RALLY OF THE THOUSAND LAKES

GENERAL CLASSIFICATION

1st	H. Mikkola/A. Järvi (Escort t/c.)	10,709.0 sec.
2nd	S. Lampinen/K. Sohlberg (Saab V4)	10,919.4 ,,
3rd	B. Söderström/G. Palm (Escort t/c.)	10,947.4 ,,
4th	A. Aho/A. Kytölä (Cooper S)	11,172.6 ,,
5th	P. Kärhä/H. Poutala (Isuzu Bellet)	11,289.6 ,,
6th	E. Soutulahti/A. Wirtanen (Volvo Amazon)	11,440.7 ,,
7th	J. Vilkas/S. Soini (Saab V4)	11,445.9 ,,
8th	H. Kulovesi/T. Alanen (VW 1600)	11,462.9 ,,
9th	H. Majander/M. Jokela (Volvo 122S)	11,617.5 ,,
10th	S. Utrianen/J. Jokinen (Volvo 122S)	11,707.6 ,,
11th	M. Salo/J. Laitinen (Porsche 911)	11,842.9 ,,
12th	H. Palin/H. Pietila (Rallye Kadett)	11,846.2 ,,
13th	C. Orrenius/A. Hertz (Saab V4)	11,891.8 ,,
14th	R. Kossila/P. Mannonen (Datson Fairlady)	12,044.4 ,,
15th	S-M. Vekka/R. Salonen (VW 1600)	12,053.6 ,,

Team Prize : Saab (Lampinen/Sohlberg, Vilkas/Soini, Orrenius/Hertz).

LAST MONTH this column was initiated in the cabin of a Finnair Caravelle on its way from London to Helsinki. It was in a similar place some months before that the idea came to Bill Barnett, Ford of Britain Rally Manager, to ask the young Finn, Hannu Mikkola, to join their team for the Rally of the Thousand Lakes. The idea—I will not call it a hunch because it was based on sound judgment—brought dividends, for Mikkola, with co-driver, Anssi Järvi, won the rally outright and added to the rapidly growing list of Escort successes.

The Thousand Lakes, or Jyväskylän Suurajot, to give it its unpronounceable local title, is one of those events which has never been won by a non-Scandinavian driver. For this reason Ford chose Bengt Söderström/Gunnar Palm, Ove Andersson/Agne Nordlund and Mikkola/Järvi for its team of three Escorts. All three went through the 31 hours well placed and would have collected a certain team prize had not Andersson's car shed its crown-wheel nut, which punched a hole in the differential casing, causing oil loss and seizure.

B.M.C., although they have had two Finns in their rally team for several years, at first thought not to enter the Thousand Lakes, the result of a reduction of their competition programme after the Leyland merger. But, perhaps because they considered that Minis should not be left out of the films being made both by the B.B.C. and by Castrol, they decided to send two cars after all, for Mäkinen/Keskitalo and Swedes Ytterbring/Persson. Their three-car team was made up by the privately-entered Mini Cooper S of Atso Aho and Antti Kytölä. Aho, a Finn who once lived in Zambia, took part in this year's East African Safari Rally driving a Daihatsu, and is a polished performer whose name would be far better known had he the time to rally more often. Kytölä is the mechanic who looks after Mäkinen's cars in Finland.

Aho's Abingdon-built (and British-registered) car was the only Mini of the team to finish, Mäkinen retiring with a broken gearbox and Ytterbring when he left the road.

The Finns have a most appropriate title for their rally, for their country consists mainly of dense forests and probably the most complex network of interconnected lakes in the world. Because water transport is so easy, even for long distances, the country's road system is somewhat underdeveloped and most of the roads are of compacted sand sprayed with a sealing agent. But therein lies the charm of driving in Finland which, like East Africa, provides proof that the more modern the road system, the less pleasant it is to drive upon. Blind brows appear everywhere, and Finns develop sharp reactions at an early age to cope with the inevitable curves and bends which appear suddenly beyond them.

Although there were no British drivers in the rally, there was a strong contingent from Britain made up of mechanics from Ford and B.M.C., fitters from Dunlop and Goodyear, representatives of Castrol's Competitions Department and the various film makers. I don't count myself, for I was just watching from the touchlines, lending a hand here and there.

Anyone who had previously wondered where all the lakes came from was left in no doubt by the time the rally was over—they all seemed to fall from the sky during the time we were there. The incessant rain made the going extremely difficult and slippery and sent many cars slithering off towards the trees after landing from an airborne "yump", a misfortune which ended the rally for Pauli Toivonen, the factory Porsche driver.

A remarkable performance, which certainly ought not to [illegible] unmentioned, was that of the unknown Finnish pair, Pentti Air[illegible] and Erkki Rautanen. They were driving an Isuzu Bellet enter[illegible] the local dealers and were so consistently good along the special [illegible] that they got up to second place. But over-enthusiasm overtook [illegible] before the end and, with only two stages to go, rolled the car off [illegible] the trees, fortunately without personal injury.

Although the Thousand Lakes is a rally known throughout Eu[illegible] and beyond, there was not much International atmosphere about it[illegible] year. There were Saabs from Sweden (which, I have neglected[illegible] mention, collected the team prize and second place overall), Traba[illegible] and Wartburgs from East Germany, and even Moskvitches from t[illegible] Soviet Union, but there was still something lacking and one couldn[illegible] help feeling that the organisers were not making the best of what they[illegible] had available. A little more encouragement from the Finnish Tourist Board and there could well be a more representative entry list next year.—G. P.

COUPE DES ALPES

LIST OF FINISHERS

1st	J. Vinatier/J-F. Jacob* (Alpine-Renault) (6)	21 hr. 4 min. 41.9 sec.
2nd	J-L. Barailler/J-P. Fayel* (Alfa Romeo GTA) (5)	21 hr. 19 min. 14.3 sec.
3rd	R. Trautmann/C. Trautmann* (Lancia Fulvia) (6)	21 hr. 25 min. 38.4 sec.
4th	C. Henry/C. Gros (Alpine-Renault) (3)	21 hr. 58 min. 19.0 sec.
5th	G. Verrier/F. Murac (Alfa Romeo GTA) (5)	22 hr. 20 min. 32.4 sec.
6th	J. Valabregue/S. Bernard (Alpine-Renault) (3)	22 hr. 37 min. 32.3 sec.
7th	L. Bianchi/J-M. Jacquemin (Alfa Romeo) (1)	23 hr. 06 min. 01.1 sec.
8th	G. Branche/R. Jullien (Porsche 911S) (3)	23 hr. 18 min. 07.0 sec.
9th	H. Greder/A. Vigneron (Opel Kadett) (1)	23 hr. 47 min. 46.0 sec.
10th	J-F. Henry/D. Corvi (Alpine-Renault) (3)	23 hr. 47 min. 49.7 sec.
11th	G. Houel/B. Lagier (Renault R1135) (1)	24 hr. 57 min. 57.2 sec.
12th	J-L. Haxhe/J. Coolen (Daf 55) (2)	25 hr. 04 min. 48.5 sec.

** Coupes des Alpes awarded.*

Coupes des Constructeurs : Alfa Romeo (2, 5 and 7).

JUST AS Britishers were convinced that they saw the making of Finland's lakes in August, in September it seemed as though competitors on the Alpine Rally were witnessing the replenishment of the Mediterranean, for it rained and rained and rained, only clearing up into the familiar early autumn sunshine on the last day.

The French Alpine Rally, or Coupe des Alpes as they now call it, really has its origins in Austria, but the two national clubs combined their efforts between the wars and, after a break of a few years, it was the French club alone which revived the event. Although Austria soon began to run its own Alpine Rally once again, and still does, it is the French event, organised by the Automobile Club of Marseille Provence which is now the better known.

The Alps must have a fascination for British drivers, for just as GB plates by the score have been carried down to the Riviera in winter-time they have always been fairly plentiful during the Alpine Rally which uses roughly the same area as the Monte Carlo Rally.

But this year was different; so different that it was sometimes diffi-



This ugly device entered by Citroën as a "DS Original" was actually built by its driver, Robert Neyret. It was reduced to matchwood, crumpled aluminium and smashed Perspex in a collision with a non-competing car. Very low-profile Michelin racing tyres are fitted.

to imagine the rally as a Coupe des Alpes at all. B.M.C., for om Hopkirk and Crellin won the event last year in a Mini Cooper entered no cars at all—the result of a curtailment of its competitions ogramme (temporarily, we hope) after the Leyland merger. In fact, ot a single B.M.C. car appeared in the starter's list, a far cry from the aggles of Minis once to be seen everywhere. The only factory cars rom Britain were three twin-cam Escorts from Boreham driven by Roger Clark/Jim Porter, Bengt Söderström/Gunnar Palm and Ove Andersson/John Davenport.

Lancia had sent three Fulvias, Porsche one rather old 911, Daf a 44 and two 55s, Alfa Romeo four GTAs, which had actually been entered by the French distributors, and Citroën four DS21s, one a rather utility-looking contraption with special bodywork.

By far the strongest side was that of Renault, which has virtually centred its rally programme on the activities of Automobiles Alpine. They had five Alpine-Renaults, one in group three and the others in group six, with no less than eight privately entered cars backing them up.

You may wonder what a group six car was doing in an event which qualifies for the European Championship, since the rules of that competition permit only groups one, two and three. Well, the organisers, obviously in an effort to boost their entry list, permitted cars of groups one to six to take part and voluntarily opted out of the championship in order to do this. The move took some courage, and showed that the club was confident of the event's ability to stand on its own feet and not rely upon the magnetism of a handful of points for a championship in which many people have lost interest. But it did keep some manufacturers away—Saab, for instance, who didn't send any cars at all, and Porsche, who only sent one.

Before going any further, I must mention that private entrants from Britain and Ireland together numbered only four, and it was perhaps this absence of familiar faces on the quayside at Marseille that robbed the event, for me at least, of much of its atmosphere. Since there were so few carrying the privateers' banner from these islands, I will mention them by name—Leo Bertorelli/Peter Hilliard and Alan Allard/Tom Fisk in twin-cam Escorts, Stanley Palmer/Paul Steiner in a Vauxhall Ventura and, from Dublin, Noel Smith/Paddy McGuire in a Renault Gordini. None of them finished.

The reason for the drop in entries (they totalled 64) was not really the absence of European Championship status, but the increase in cost. The entry fee had gone up to £105, a charge of 50 francs was being made for each "Service" plate and another 50 francs for each admission pass to the special serving parks set up at the end of each of the three parts of the route. The reason for this was the withdrawal by Esso of its sponsorship and a general increase in fees charged by the police, the F.I.A. and the F.F.S.A. Faced with the prospect of having their rally costed out of existence, the sporting commissioners of the club had no alternative but to increase charges, and indeed helped by each chipping in a thousand francs from his own pocket.

The route of the Alpine is divided into three parts in much the same way as the Circuit of Ireland Rally. The first (1,400 kilometres) always starts at Marseille and this year ended at Aix-les-Bains, a rather conservative spa town just north of Chambéry. The second (850 kilometres) was a daytime section starting and finishing at Aix and the third was a 1,540-kilometre run to the coastal resort of Juan-Les-Pins, between Nice and Cannes, where the feminine scenery more than equalled the grandeur of the mountains.

The whole route was divided, in traditional Alpine fashion, into *selectifs* (high speed sections with fixed target times which are theoretically possible), slightly slower liaison sections, and special tests based on scratch, where the fastest man gets least penalty.

As I have said, rain punctuated the first night and day, and when fog came down as well, an already difficult route was rendered only barely possible. At the end of the first section only 25 cars were classified from the original 64. All the Citroëns had retired, two after crashes with non-competitors and two with mechanical breakages. Punctures and collisions with walls were pretty frequent, for the summer rain had made the mountain roads very slippery and had brought showers of stones down on to the surfaces.

The second section was equally difficult, for again it rained. By the time this was over only 16 cars remained in the rally. All three Escorts had retired, two having crashed (one probably due to a loose steering column) and one when the engine inexplicably seized. The oil pick-up in the sump had probably never before had to cope with high r.p.m. on such steep downgrades and it is likely that oil starvation was the cause.

One of the Escorts, that of Clark and Porter, had originally been fitted with a 210 b.h.p. F.V.A. engine—a group six car with lightened bodywork and enormously fat tyres. But after tests with the car it was found that not only was the effective r.p.m. band too narrow for the hairpin-ridden Alps, but it was proving difficult to get the engine to cope with constantly changing altitudes between sea level and nearly 10,000 feet.

Although the brothers Gamet had been leading earlier in their Alfa Romeo GTA, the Renault offensive was too strong, and, although four of the five factory Alpines retired, that of Jean Vinatier and Jean-François Jacob finished in first place, nearly 15 minutes ahead of the next car.

Until 1967, the coveted Coupes des Alpes were only awarded to those competitors who had lost no time "on the road", that is, on the liaison and *selectif* sections. This system was changed last year to allow the winner and all those within 2 per cent. of his times to collect Coupes. Had the old system been used this year not one driver would have gained an Alpine Cup. As it was, three crews so qualified—the winners, Barailler and Fayel in an Alfa, and the indefatigable Trautmanns, René and Claudine, in a Lancia Fulvia.

That it had been one of the toughest Alpine Rallies yet is shown by the number of finishers—just 12. For Alpine-Renault it had been a great triumph to win their country's premier event in the face of opposition from Ford, Porsche and Alfa. But they failed to get one of the newly devised Coupes des Constructeurs. Three cars from a team of up to five had to finish in order to qualify (with the same 2 per cent. rule as for the drivers' Coupes) and Vinatier's was the only factory car to finish. The Constructors' Cup went to Alfa Romeo, who had two GTAs and a Giulia in the finishers' list.—G. P.

* * *

After the Alpine should come the postponed Geneva Rally, but it will probably be cancelled altogether for not a single piece of confirmatory information has been received from the Swiss Club.

Then we have the R.A.C. Rally, which will probably suffer greatly from entries lost to the London-Sydney Marathon which starts only two days after. But there will be a strong team from Lancia and probably from Saab, with perhaps the odd few cars from other factories.

But it is a non-championship event in early November which is pulling in the entries. The Tour de Corse, a race disguised as a rally, or vice versa depending on where your interests lie, will have entries from nearly all the competing manufacturers in Europe, except B.M.C. It will be a rally worth watching.—G. P.

THE PLIGHT OF THE MOTORIST

AT A time when the Conservative Party is being accused of apathy, it is pleasing to note that a punch-packed book by P. G. M. Gregory, called "The Plight of the Motorist", has emanated from the Conservative Political Centre, 32, Smith Square, London, S.W.1, from whom copies can be obtained for 2s. 6d. each. This book emphasises the sorry plight of today's drivers under such headings as "Tragedy of the Road Fund", "Highway Costs and Needs", "Road versus Rail", "Britain's Missing Motorways", "The Prices of Congestion", "Return of the Turnpikes?", "The Parking Meter Farce", etc. The raids on the so-called Road Fund have been made by Governments of both colours but the grim outlook for future motoring in this country under a Socialist regime is clearly stated, even to tolls for entering the bigger cities and the condemnation of the motorist before he or she is guilty.

It is interesting that the author expresses views on safety belts and breathalysers which tally almost exactly with those we have expressed in MOTOR SPORT, and that he advocates police co-operation with drivers, citing the "Courtesy Cop" innovation in Lancashire in the 1930s. [The Bucks Constabulary operated something similar after the war.—ED.] The book, which is illustrated with Craig cartoons, commences : "Become one of Britain's 14-million drivers and it would appear that you are immediately regarded as a second-class citizen—a person to be abused, restricted, regulated, taxed almost out of existence, and shackled by a thousand different laws, bye-laws and regulations".

Those who object to this will wish to see how the Conservatives propose to improve matters, by reading this little publication.

CARS IN BOOKS

THIS TIME, thanks to a reader, Mr. J. H. Dunn of Weybridge, we are able to quote a rather luridly written passage from "The Log of the Maken", by Ian Nicolson, which will be of interest to members of the Morgan Three-Wheeler Club. But we hope they will not emulate the drive described :—

"A tiny car hurtles down the Dover Road. As it roars past policemen, they instinctively reach to their tunic pockets for notebook and pencil, muttering: '. . . causing a noise in excess of the legally permitted . . . not fitted with adequate silencing device . . . clear case of misuse of . . .'

"Long before they have read the car's number, it has gone—a half-ton of humanity and machinery zooming outrageously through town after town, the rackety engine making too much noise for conversation between driver and passenger. They are two of a kind, young men swathed in multiple layers of clothing; the September air is cold, and the open car lacks weather protection.

"An oncoming 'bus is about to pass a limousine, but the wee black mass of noise is aimed through the narrow space by the driver. He takes time off to shout: '*That's the best of these Morgan three-wheelers. So narrow you can plunge through small gaps.*'

" 'Yes', comes the bellowed reply; '*and as they're triangle-shaped, you know that once the front wheels are through you're safe, even with a closing gap*'. Which is almost true.

"At Folkestone the driver eases his foot up a millimetre and the speedometer creeps back from the maximum, just a fraction. The uproar warns pedestrians well in advance; they leap for safety on to the pavement. Policemen continue to try and get the elusive noisebox's number. However, the owner has thought of their evil intentions and, when he last washed the car, he left a thick layer of mud on the number plate. This makes it hard to read in all but the best light.

"All this haste is justified. The relentless speed caused trouble a few miles outside Folkestone. Burning was smelt and the car was stopped. The bonnet was lifted to reveal the engine gleaming, and dripping oil but not actually on fire. Further examination of the rest of the car showed that the floorboards were readily smouldering under the carpet. This was put out with water from a nearby garage, and the radiator filled up. And the drive went on, flat-out, a 1934 car driven to the limit and taking it well in spite of its age; for this was in 1953.

"Later, two more stops were necessary to repair ignition failures. The tools in this car are bright with constant use, but the results are above average. Mile after mile is thrust behind, as are many bigger cars. At last the passenger is dropped at Folkestone. Then on up that long, winding hill along the Dover Road, the car cornering dead-upright like the race-bred machine she is, even if the single back wheel does skid all over the country, even if it takes sheer muscle-power to turn the steering wheel. This is the essence of an enthusiast's car, uncomfortable, a trifle noisy, battered but very brave and so willing. The driver huddles in his monstrous black leather motoring coat, jammed in the tiny driving seat, enjoying every minute of the journey.

"Up to now the driver has been holding the car at its maximum of sixty whenever possible, but without the weight of the passenger and his luggage speed is better. On a straight stretch of road the speedo. creeps up and round till it points to 'Smiths, Made in England'. With a blissful smile the driver thinks: 'Wonderful. Right off the clock!' Then he notices sheep wandering across the unfenced road. For sickening seconds the car hurls onwards, all brakes making no apparent difference to its progress. The driver makes an effort to change direction. The back swings in skater's arcs all over the road, one way, the other, back the first way. The driver thinks it's going to be mutton for dinner. For breakfast, lunch, tea and supper, too, if he hits that big ram.

"The sheep take a horrified look at the oncoming menace, slithering all ways, and decide that the butcher is kinder. They scatter and, by a series of rapid-fire miracles, the car misses all of them.

"Down into Dover it goes, the long winding hills taken at wild speed; then on more sedately through the town towards the docks. Bumping over the railway lines the little black monster putters and crackles, twin exhausts still rending the air, till the inner harbour is reached."

BOOK NOTES

IN referring last August to a forthcoming history of the C Company we remarked that the long-awaited biography of A Citroën has not been forthcoming. This has caused the P.R. the Citroën Car Club to draw our attention to a 40-page soft- publication, "André Citroën—The Story of a Forgotten Man", w is published by the C.C.C. and which, as they say, "goes some wa rectify the omission". This interesting illustrated history of a rem able but ill-fated Industrialist is obtainable from E. A. Izard, Phrosso Road, Worthing, Sussex, for 5s., post free. It is a transla into English of a series of articles which appeared in *L'Action Au mobile et Touristique* during 1964/65. Whereas Citroën's histo book is, naturally, uncritical, this biography is almost cruelly critical of Citroën cars and Citroën's methods. It is mainly about the man, who retired sick and bankrupt, but some interesting motoring items are there, such as Citroën's early work for Mors, how his first Budd all-steel bodies, far from reinforcing the structure, were a failure because of chassis flexion, and the teething troubles which beset the first "traction avants". It is all profoundly interesting and well presented, if rather oddly written.

That there is plenty of interest in Citroëns in this country is emphasised by the attendance at this year's C.C.C. Beaulieu Rally of 170 Citroëns and Panhards, with 435 members and friends. Four vintage Citroëns were present, one of which was driven from Rayleigh in Essex, and a 2 c.v. arrived from Antwerp.

We also remarked, in writing of the new Citroën history, that Renault history has yet to be properly documented. While true, we should perhaps have mentioned the lavish Renault 1898-1966 picture-history by Yves Richard, published by Editions Pierre Tisné of Paris in 1966 and available here from Foulis, a review of which was published in MOTOR SPORT at the time of its introduction. Only Peugeot, it seems, are out of step.—W. B.

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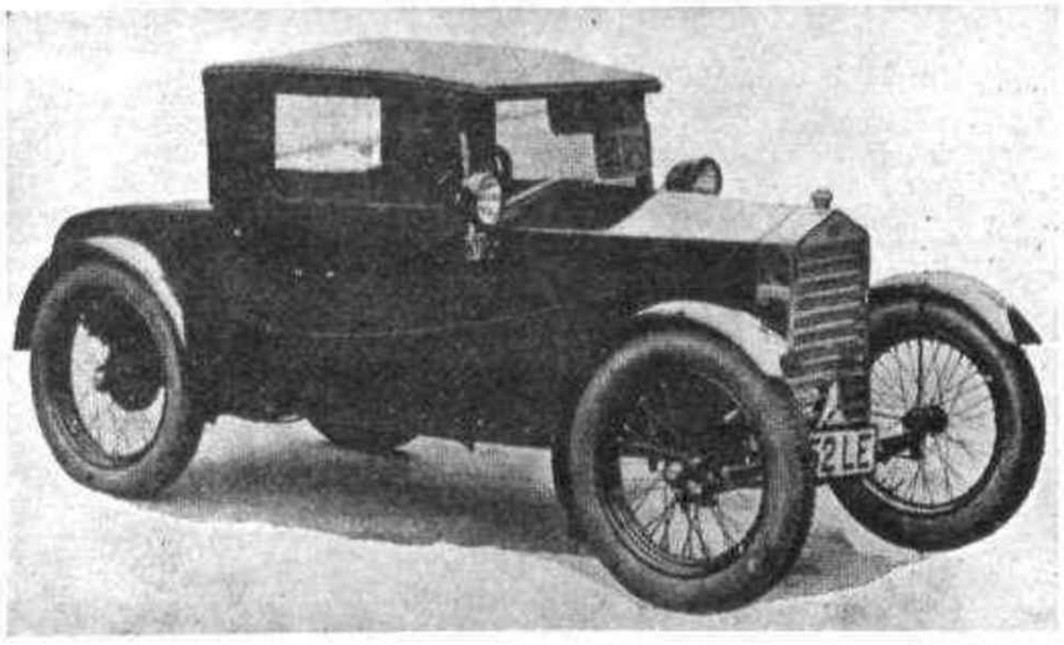
The Dunlop Company has issued a very useful little booklet about Dunlop racing and rally tyres. It contains dimensional data, conversion tables, lists of air lines, and other useful information, about tyres such as the R7, CR 81, 184, 970, R6 and Vintage, SP, SP41, SP3, SP44, and SP-Sport. If you want a copy, write to The Dunlop Company Limited, Fort Dunlop, Erdington, Birmingham 24, mentioning MOTOR SPORT.

* * *

A very large and detailed blueprint of Brooklands Track, as it was before the Butt's Lodge entrance was made, can be ordered from the Curator, Weybridge Museum, Church Street, Weybridge, Surrey, for 7s. 6d., plus 1s. for packing and postage.

* * *

James Leasor, who runs a pre-war f.w.d. Cord and whose thrillers are somewhat more probable but progress at a more leisurely tempo than the James Bond novels, has recently had published another Dr. Jason Love adventure, which features a considerable number of references to actual cars. It is "Passport for a Pilgrim" (Heinemann, 21s.).



What is it? Why a Nomad, of course, with its detachable top in place— *see article on page 912.*

THEY RACED ON THE THAMES

The Editor recalls the days when fast racing boats and well-known racing drivers contested International events on London's River

THE THAMES fascinates me and it has long been my intention to discover something of how motor-boat racing was permitted thereon in vintage times. The first step seemed to be to write to the Thames Conservancy Board. They replied quickly and courteously but explained that while there is no speed-limit for launches on their part of the river (although they advise a top speed of not more than seven knots), power-boat racing has never been permitted on the Thames above Teddington Lock. Incidentally, they kindly sent me a book about safety precautions which apply to this reach of the river, from which I perceive that about as much safety-equipment is required on a small boat proceeding at a few knots as that specified for drivers of 120 m.p.h. Club racing cars. No doubt this is all very sensible and worthwhile and it is only my age which makes me comment on the matter. . . .

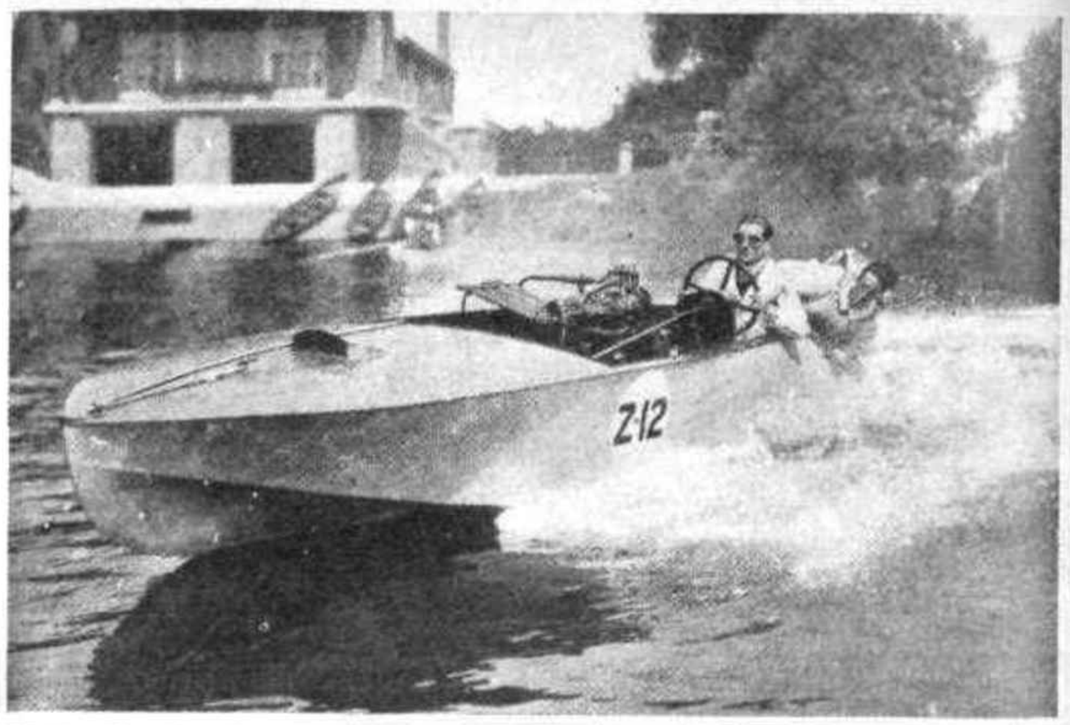
As the motor-boat races in which I was interested took place over a course from Putney to Mortlake the next move was to direct my enquiries to the Port of London Authority. After some delay I received an equally courteous reply, telling me there is a speed-limit of eight knots upstream of Wandsworth Bridge but—and I thought this rather splendid—"because rowing craft and their accompanying coaching launches frequently exceed this limit, it is not strictly enforced unless construed in conjunction with dangerous or hazardous navigation". How much better is the Thames policed than our roads—and this explains why I heard of a Calais-London outboard power-boat race shooting Putney Bridge recently, and why craft of the vintage years, powered with racing-car engines, were able to contest their races on the Thames.

The Chief River Manager of the Port of London Authority suggested that *The Motor Boat & Yachting* might help with information, so off we went to Bowling Green Lane to browse, with their Editor's willing permission, over those excellent reports of what were the Duke of York's Trophy Races and eliminating trials, which graced *The Motor Boat* at about the time motor-car and motorcycle speed events had only just been banned from public roads and there was something happening almost every week-end at Brooklands Track.

From this study some interesting facts emerged. For instance, I had always assumed that these races must have taken place on week-days, perhaps in the evenings, so as to delay other river traffic as little as possible. Not a bit of it! In 1925, for instance (which is the year I propose to deal with, for two well-known racing drivers were competing on this occasion), the eliminating trials occupied a Saturday afternoon, starting at 1.30 p.m., although the Final for the Trophy took place on the afternoons of a Thursday and a Friday. The following year racing began on a Wednesday afternoon and was scheduled to



Capt. Woolf Barnato in the Sunbeam-engined "Ardenrun Minor".



Capt. G. E. T. Eyston in the Aston-Martin (later Anzani)-engined "Miss Olga".

continue on Monday and Wednesday evenings if results called for this, so tides rather than public convenience were presumably the governing factors. There was an off-shore Final at Hythe.

In my innocence I imagined that part of the river was closed to other craft while the racing took place. Again, not a bit of it! One report speaks of back-markers having difficulty with tugs and barges which were by then passing up-river: "Tug-boat skippers seemed to delight in getting in the way, and once we observed three tugs with tows almost abreast." Nor does the river appear to have been cleared for most of the race, for we read of one driver cutting very close between the Putney mark-boat and a passing barge on the second lap. As there was a turn at each end of the course and as boats belonging to members of the Motor Boat Club patrolled the river, a busy time was ensured for all! The public was encouraged to attend, being told that admission to Duke's Meadows, which was opposite the start and finish of the 1926 race, cost 2s. and that a No. 55 'bus ran almost to the gates, from Turnham Green Station, or it was possible to walk there in two minutes from Chiswick Station.

Reverting to the 1925 Duke of York's Trophy Races, for International-class 1½-litre boats, the start and finish points were opposite the grounds of Cromwell House, Mortlake, from which Pemberton Billing's guests watched, and the turns were round marker-buoys opposite Frank Maynard's yard at Chiswick, and at Putney. Arthur Bray was responsible for the organisation and he was in telephonic link with Putney, and told those at Cromwell House the position there through a loudspeaker. The course had to be covered four times, a total distance of 31.6 sea-miles.

In 1923 Capt. G. E. T. Eyston had driven a twin-o.h.c. Aston-Martin in the J.C.C. 200-Mile Race at Brooklands and, delayed by plug trouble, finished fourth, behind Harvey's Alvis, Cushman's Bugatti, and Joyce's A.C. He then got married and decided to give up motor racing, although later Mrs. Eyston must have relented, for no-one has had a more varied and exciting racing and record-breaking career than George Eyston. But while he was under the self-imposed ban, he decided to get the Walton Launch Co. to build him a hydroplane hull, to take the Aston-Martin engine from the racing car. This was a twin-cam power unit giving about 49 b.h.p. The boat was duly completed and named "Miss Olga".

Eyston tried some turns in the narrow part of the river at Walton, which proved difficult, another boat sinking while on the same exercise. This was "Pampero", driven by C. W. Burnard, which had a Benson-Aston-Martin twin-o.h.c. engine.

Arrived at the start Eyston found eight other boats to race against. All-night work had partially restored "Pampero". Johnston-Noad had an Aston-Martin engine in a Camper & Nicholsons hull. Betty Carstairs was there with her Sunbeam-engined Saunders craft "Newg". Capt. Woolf Barnato, the other racing driver, was running "Ardenrun Minor", which was another Sunbeam-Saunders boat, his "Ardenrun" having a 3-litre Bentley engine and thus not being eligible. These Sunbeam marine engines were like the racing-car engines known here as the invincible Talbot Darracq and the Carstair's one turned up near Birmingham a few years ago. Mrs. Johnston-Noad was piloting a Sunbeam-powered Chester, Harcourt-Smith and Hugh Trevis were in "Bulldog II", their very fast Brooke boat, Fred May had a Green engine in his Maynard-built "2LO", and Major Weber's "Miss Pat"

was another Brooke boat.

To report the race lap by lap at this length of time is unnecessary. Suffice it to say that "Bulldog II" won, at 30.8 knots (so much for the eight-knot speed-limit!) from Barnato's "Ardenrun Minor", which had performed irregularly but made fastest lap, at 32.7 knots, with Johnston-Noad's "Miss Betty" third. "Pampero" retired, Eyston was 7th, behind "Miss Empire", "Newg", and "2LO", which twice caught fire. The winner had a 17 ft. 6 in. hull. "Lady Pat" which caught fire twice, was 8th. The Brooke engine, with redesigned heads and valve gear for this race, drove forward to a reduction gear, then back to a 90-ton steel propeller, the engine doing 3,500 r.p.m. at 36½ knots, the top speed claimed being 39 knots. Not bad for a 1½-litre boat over 40 years ago. (No reflection on the magnificent victory of Tommy Sopwith and Charles de Selincourt in the Cowes-Torquay Offshore Race this year, in which their 600-h.p. Daytona-Scarab- powered "Telstar" averaged 33.06 knots.)

That day's racing concluded with a rather feeble scratch race, only three competing, the winner being Mrs. Johnston-Noad's "Miss Empire", at 29 knots, and a race for outboards, won by a boat using a 2½ h.p. Archimedes motor, from two 3 h.p. Watermota-powered craft.

The next round, over four laps of a 7½-mile course, making a race of 30 sea-miles, was the occasion of much trouble developing. "Bulldog II" broke its tailshaft within a few minutes and had to be towed in. "Newg" lost much time before Miss Carstairs could resume and Barnato suffered from a shorting coil, although making fastest lap, at nearly 30 knots. The thing was a procession, "Miss Empire II", a Sunbeam-powered Chester-built boat, winning at 32.6 knots from "Miss Betty" and "Lady Pat". Barnato was 4th, Eyston 5th. Incidentally, Eyston used an electric starter, and crossed the line 14 seconds in arrears, whereas the winner, "Miss Empire II", was the last to get off, 29 seconds late.

Light relief came in the form of a dice for outboards, with dead engines at the 5-min. gun. Alas, after the well-known J. W. Shillan had been declared the winner, in a 3-h.p. Elto twin "Silvel II", there was a protest over the times. But no-one doubted that Bloxham's "Aurora" had won the handicap for river launches unable to exceed 10 knots (and where do you find these, today?), his 10-h.p. Aster engine sufficing to beat Noad's Gaines-engined "Baby" and a launch with a 20/25-h.p. White & Poppe motor.

Serious racing was resumed the next day. Six started but after a lap the race was between the two racing drivers, Barnato and Eyston. "Newg" retired after lapping at 35.1 knots, fastest in the race, and on this first lap "Lady Pat" dropped out when the centre web broke away from the Brooke engine as it was running at some 4,700 r.p.m. The race went to Barnato's Sunbeam-powered "Ardenrun Minor", which averaged 32.7 knots, to Eyston's 28.8 knots. The Trophy was finally won in the race at Hythe, but I am concerned here with river racing.

His appetite for power-boat racing whetted, Eyston fitted "Miss Olga" with a plain-bearing Anzani engine supercharged with one of the first of his Powerplus compressors. This engine gave approximately 84 b.h.p. at 4,800 r.p.m. Incidentally, the Port of London Authority says that the speed-limit aforesaid was always eight knots but cannot say when this was introduced. I think it must have been in force in Eyston's time, or at any rate the Thames Conservancy's preference for a maximum of seven knots, because in his autobiography Eyston mentions being late for the start of a race and, the locks having been warned, driving the supercharged Anzani-engined "Miss Olga" rather quickly, on the step, from Walton to Duke's Meadows, at speeds "not entirely in accordance with the laws of the Thames Conservancy"!

Segrave did some motor-boat racing later and he, Cobb and Donald Campbell were killed on Water Speed Record runs. But after 1925 racing motorists seem to have abandoned racing for the Duke of York's Trophy. Perhaps the sport was getting too intense. For instance, the nine boats entered in 1926 represented Great Britain, the U.S.A., France, Canada and Germany. "Newg" and "Miss Betty" had been given new supercharged Sunbeam engines. "Bulldog" had a supercharged Brooke engine. The two American boats were 18 ft. long and each was powered by a straight-eight 1½-litre Miller racing engine capable of 7,000 r.p.m. but driving the propeller direct at the restrained rate of some 6,000 r.p.m.

The Canadian entry was a heavy well-equipped launch with a unique four-step hull. But it used as an engine a Miller racing-car unit slightly altered and with a reduction gearbox. The German Albatros-Atlantikwerke boat had a blown Mercedes power unit. Of the French contestants, one had a car-type 68 × 103-mm. C.I.M.E. engine with a Cozette supercharger and carburetter, and a friction reversing gear, and the other had a turtle-deck Picker-built hull powered by an unusual 59.8 × 132.6-mm. horizontal two-stroke engine with four cylinders but eight pistons and two crankshafts on opposite sides geared to a central shaft, a layout made familiar here by Gobron-Brillié. This one, too, was supercharged, with a Roots blower and a Solex carburetter.

Speeds were approaching 40 knots or more and with supercharged engines essential, the amateur element seems to have faded out. But I should love to be able to get into my 12/50 Alvis or Lancia Lambda or whatever and drive on a summer evening to Duke's Meadows or Cromwell House to see a spot of real power-boat racing on the normally quiet reaches of Old Father Thames.—W. B.

FRAGMENTS ON FORGOTTEN MAKES

No. 39: THE DOLPHIN

THE DOLPHIN was a comparatively rare make of car but I was fortunate in being able to obtain some first-hand information about it by driving into Kent (with an apprehensive eye on the police cars) to chat with Mr. Michael Sassoon, who founded The Two-Stroke Engine Company, which manufactured it.

Mr. Sassoon was at Cambridge with Harry Ricardo and it was he who helped when, after Sassoon had served his time with Thornycroft's at Basingstoke (and gained relaxation by building a Sassoon-Special motorcycle in 1903, using Chater-Lea parts and a Fafnir engine), he set out to become a car manufacturer. A tin shed was erected in the old shipyard, close to the slipway, at Shoreham (the shed survived up to a few years ago; the slipway is still there), and the Dolphin car evolved round a two-stroke engine using Ricardo patent scavenging cylinders. As the scavenge and working cylinders were at an angle, this gave the engine the appearance of a vee-eight. In fact, two sizes were made, a twin-cylinder 15-h.p. and a 4-cylinder 4 in. × 4 in. 30-h.p. Production commenced about 1907.

Rubery Owen supplied the chassis frames, and a Rolls-Royce shape radiator was used, with a dolphin as the radiator-cap mascot—Mr. Sassoon has one to this day. The specification of the chassis was quite straight-forward and as Ralph Ricardo, who was in the venture, had been apprenticed to the Daimler, there was quite a flavour of that great Coventry make about it. A separate 4-speed and reverse gearbox drove *via* an open propeller shaft with fabric universals to a conventional back axle. Reverse gear was selected with a separate lever and there was worm-and-wheel steering with a full worm wheel.

The engine was the interesting aspect of the Dolphin. A prototype had been tested in the laboratories at Cambridge. The con.-rods for the scavenge pistons were attached to the main con.-rods instead of the crankpins, so that a full stroke of the piston was accomplished before the working piston had uncovered the exhaust ports at its base, thus ensuring a very complete charge. The circular crankcase and cylinders were all easily made on lathes, the crankshaft being inserted through one end of the crankcase, and run on ball-races. A cross-shaft drove water pump and magneto and a B. & B. carburetter was used. These engines were made, for £85 apiece, by Lloyd and Plaister of Wood Green, who also manufactured sweet-making machinery. The 4-cylinder one developed about 40 b.h.p.

About 15 men assembled the cars, all supervision being done by the proprietors themselves, when they were not away enjoying the delights of near-by Edwardian Brighton! The 2-cylinder Dolphin engine was used in boats and as a stationary engine, one being employed to drive the works machinery. Finished chassis were driven to Redhill, where the 4-door touring bodywork was made.

Performance was quite good, some 50 m.p.h. being obtainable, and the aim was to sell the car complete with windscreen, lamps, etc., at the competitive price of £400, although later the big chassis cost £403. No agents were appointed, the proprietors selling direct from Shoreham. Perhaps all told 30 or 40 Dolphins were produced.

Unfortunately no business acumen was mingled with the engineering know-how and enthusiasm of the young proprietors. They ran out of money in a big way and by 1911 the Two-Stroke Engine Co. was no more.

Michael Sassoon emigrated to Vancouver, where he discovered the value of the Model-T Ford. Returning to England, the flying bug bit him in 1930 and he has been flying aeroplanes ever since. He owned Jean Batten's metal D.H. Moth until it was destroyed in a hangar fire, and he is still flying, at the age of 84. Motoring he regards as a past delight, so for transport to Rochester and Fairoaks aerodromes a nine-year-old Morris 1000, the engine of which has never been down, suffices.—W. B.

EXTREME SIMPLICITY

A Flashback to One of the Last of the Cyclecars

WITH another spate of Motor Shows looming up, it is not a bad thing to look at some of the lesser motor vehicles of the past, a habit which enhances one's respect for the products of today, especially when it comes to spending hard-earned money on a small car.

Cyclecars had a brief boom from roughly 1912 to the very early 'twenties. After this, big-cars-in-miniature, led by Sir Herbert Austin's remarkable prodigy, put constructors of wire-and-wood devices out of business, unless they were sage enough not to venture beyond three wheels per vehicle. Even then, only low running costs and reduced tax rates kept the three-wheeler alive, and of these only the Morgan really flourished, if that is the right word !

Consequently, it is all the more astonishing that as late as 1926 some optimists still attempted to sell cyclecars. They were, it is true, very few in number and mostly hailed from France. But at least one new cyclecar came into being in London late that year. It was known as the Gnome and later, perhaps at the suggestion of some publicity-minded member of the organisation that had created it, or to avoid confusion with a pre-war French cyclecar, as the Nomad.

The Nomad had two claims to uniqueness—it dispensed with both chassis frame and springs. One-piece construction was hardly the vogue in 1926; it had been pioneered by Lagonda and Lancia but had yet to be adopted universally. Yet the little Nomad had no separate chassis frame. It dispensed with this by using a two-seater body made of steel-armoured plywood edged with channel-section steel, which also sufficed as the chassis. In this it was not entirely unique, because a few very small and primitive cyclecars had been made on similar lines, notably the fibre-board Tamplin. But by 1926 this was an unusual form of construction, to say the least.

To this simple body-cum-frame the power pack was attached at the rear, this being a one-piece assembly comprising a 350 c.c. Villiers single-cylinder two-stroke engine driving by friction discs to a solid back axle. Two pipes ran from the twin exhaust ports of this lusty Villiers to a typical two-stroke muffler and flattened tail-pipe beside the o/s rear wheel. A dynamo was driven from the engine and as the chosen power unit was intended for a motorcycle and was air-cooled, a small belt-driven fan was mounted in front of the cylinder.

This compact power pack was buried optimistically in the totally-enclosed boot. It was attached to the body without the intervention of springs, as was the front axle, an omission which the provision of low-pressure 27 in. × 4.4 in. Dunlop Cord balloon tyres was intended to off-set.

Because the engine and transmission were in the boot it was possible to carry luggage in the dummy bonnet, access to which was obtained by removing an imitation radiator, which had something of the outline of a Rolls-Royce radiator with shutters.

A Gnome or Nomad was prepared in time to buzz about Maclise Road during the period of the 1926 Olympia Motor Show, in the hope that it would attract the attention of visitors arriving by train to see the products of those manufacturers who could afford stands within the hall. It certainly attracted the attention of MOTOR SPORT, who set about borrowing one for test, rather as we have recently been driving a Honda N360.

The Nomad was made at the Elysium Works in Fulham and was announced with a considerable flourish. It was referred to as "British Throughout", ready for immediate delivery, and rather drolly as having withstood the test of time. Less disputable were the claims that it was the cheapest and most economical car on the market, if by "economical" they meant fuel economy and not maintenance costs. But the venture was optimistic in the extreme.

Nomad Cars Ltd. opened offices at 130 and 132, New King's Road, S.W.6, obtained "Nomadikar" as their telegraphic address (not unaware, perhaps, that customers might need to wire them from remote places) and hoped to succeed on the strength of an £85 car costing £6 to insure, when an Austin Seven Chummy cost £149, a Renault 9/15 £155, a solid-tyred Trojan £125 and a Jowett two-seater £150. You had to pay £111 for a Family Morgan but the basic Morgan three-wheeler was priced at £89 and I still regard the Nomad's sponsors as incurable optimists. Indeed, they lasted, not years, but mere months...

This did not prevent the then-Assistant Editor of MOTOR SPORT becoming wildly enthusiastic about the Nomad. He was either very gullible or was on the payroll of the company which built it, unless two half-page advertisements were sufficient motivation—what a long road we have travelled since then, even to dispensing with Ass. Eds. ! A all events, he was provided with a Nomad which had not been so much as run-in, and which was on Trade licence plates. It was a Mk. V de luxe model, with electric starter, dynamo lighting with dimmer, hood and a bulb horn. The £85 slogan wasn't applicable to this version, which was listed at a cunning £99 9s. 9d. It was the spartan Mk. III which cost £85, and had as equipment just a mechanical starter, a thing Austin had discarded on the Seven nearly three years earlier. Then there was a Mk. IV Nomad, with the mechanical starter and accumulator lighting, at £89, the Mk. V model which had the same starter but the dynamo lighting, at £92, and a fully-equipped coupé, or Mk. VII version, priced at £107, its coupé top interchangeable with the hood of other, lesser Nomads. All of them, said a proud announcement (reading more like something written in 1920 than late-1926) had screen, horn, licence-holder, number plates, grease-gun lubrication and upholstered seat and squab. The makers were less loud about performance, just claiming a top speed of 40 m.p.h. and running cost of ¾d.-a-mile. You could take one away on payment of £20 and the balance over 12 months.

To revert to the MOTOR SPORT test, our man set off from Fulham in a de luxe Nomad presumably finished in the standard "Rich Heather Purple with Black Wheels and Wings" (the front wings pivoted with the wheels) and, brave lad, made for Berkhamsted, where he had intended to meet the route-markers for a forthcoming Inter-Varsity trial. In spite of a stiff engine he arrived first and set off to meet his friends, climbing two steep but little-known hills at the second attempt, as he became more familiar with the strange device he had chosen for this worthy pilgrimage. (The Nomad seems to have had a foot accelerator but the footbrake was worked by the last half of the clutch pedal's movement, and there was a drip-feed in lieu of an oil-gauge.) After clearing the worst of the boulders off Tunnel Slide at Nettleden the Nomad went up easily, nor had it any difficulty in climbing the Duncombe Farm track on to the Common. Thus the route was marked (no submission of the route to the R.A.C. months beforehand, for Police approval or disapproval, in those days !) by machines and men plastered in mud and blue dye, an accompanying three-wheeler boiling on Dunscombe and shedding its dynamo later in the day.

But the Nomad did well and we are told that when darkness came down "the powerful electric lamps" enabled route-marking to be continued without much difficulty and that they proved "ample" for a "fast" run home—as the car had a three-lamp set with small headlamps on the scuttle, the Ass. Ed. must have had excellent night vision. He certainly lost no chance of praising the Nomad. Rain was welcomed as demonstrating the snugness of the hood, "erected in one second". It must have cut off most of the driver's view. The dashboard lamp was mentioned; it was trained on the drip-feed. In spite of almost direct steering with little self-centring action, cornering was "easy and safe", the springless ride, although giving a feeling like a car sprung for racing on rough roads at low speeds, was "absolutely forgotten" at higher speeds, and the "gears" worked admirably, using ratios between the four notches provided when required. The unique body never rattled or squeaked, although it distorted violently and visibly over "colonial-sections", this causing no trouble because "the body is riveted throughout". The tiny rear-wheel brakes "proved the equal of any and superior to most systems employing only the rear wheels", and our tester concluded by commenting that the little car gave "thoroughly reliable, economical and comfortable motoring for two", and that "even the more *blasé* sportsman will find that for anything except sheer racing, the Nomad will prove remarkably efficient and decidedly exhilarating".

He had "a little trouble" with an unsuitable plug. He disliked the "horrible noise" of the Bendix starter, and he barked his knuckles on the body when applying the hand-brake. Otherwise, he found the Nomad just splendid and averaged about 28 m.p.h. on the 20-mile run to his home, from Dunstable, in sheets of rain and inky darkness, after making several ascents of Duncombe Hill on the day of the trial, carrying a 12-stone passenger.

You might think from the foregoing that the Nomad was just what everyone wanted, in 1926, in spite of the fact that when a team of them, driven by G. C. Formilli, B. H. Morgan and L. A. Hutchings, ran in that year's "London–Gloucester" Trial none completed the course, and when A. T. Clark drove a Nomad in the "London–Exeter" Trial

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John Bridges of Red Rose Motors Team, popular racing driver and Q enthusiast.

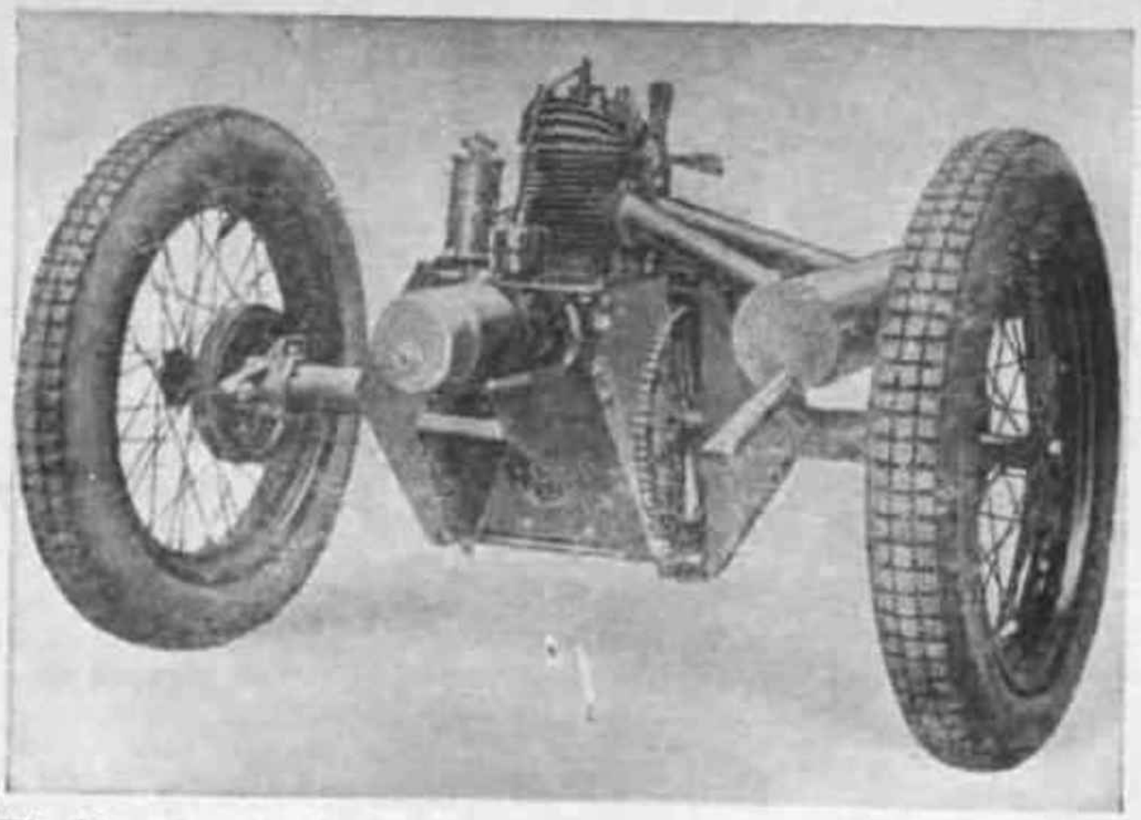
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The Nomad power-pack comprising a 350-c.c. Villiers two-stroke engine and friction drive to the back axle. The Dunlop balloon tyres were the sole means of shock-absorption between car and road.

that year he likewise retired. But there is another side to the story. . . .

Not only did the friction-drive of these comic two-stroke cars prove very difficult to adjust but it was apt to ease itself every few moments into the top-speed notch just when the overheated engine would scarcely pull the thing along in the lowest available ratio. This caused thought to be devoted to incorporating a locking device in the sliding disc (the flywheel acted as driving disc) and no two Nomads went out from the works with quite the same solution to this pressing problem. Another endearing foible of the Nomad was its ability to rid itself noisily of the four blades on its cooling fan. The fan ran on a length of wire bent down and secured by two nuts to a piece of strip steel. As these nuts worked loose the fan rotated until the blades were wiped off by the flywheel, the resultant clatter lasting either until the last blade succumbed or the fan-belt broke.

Another happy little fault which frequently stranded owners of Nomads developed when, with the idea of producing just one quiet-running part, a fibre dynamo-driving pinion was fitted. If they had coil ignition instead of the Villiers flywheel magneto it wasn't long before the owners failed to return home, as the flimsy sheet-metal bracket of the dynamo distorted and the teeth of the driving gears rode over each other, demolishing the fibre pinion in one pathetic shriek. As no air was encouraged to enter the Nomad's boot, the overstressed 350-c.c. engine needed no excuse to overheat. Changing its piston by the roadside became a frequent servicing chore.

Trials work made the friction drive slip excessively, especially in re-start tests. When a stronger spring was introduced to entice more grip, the engine could hardly turn its own crankshaft. A minor improvement was made to "competition" Nomads by drilling a multitude of small holes round the centre of the driving disc, where bottom-speed operated; it was not unusual to see a car being tested in the works by setting it to try to climb over a baulk of timber, its engine screaming round in clouds of blue smoke and a filthy smell of burnt cork emanating from the friction drive.

Even at under £100, it is hardly surprising that the Nomad was not a commercial success. It has gone on record that it would have died sooner, had not a member of the staff taken one on holiday to Devon and contrived to return to London, even towing a customer's stricken model back the final 50 miles, with no more trouble than the occasional seized piston. This so encouraged the Power-behind-the-Idea that a further period of production was embarked on. What the Power did not know was that on this epic journey the "radiator" of the towing Nomad had fallen off, due to a bump in the road, and had been run over both by the car which had shed it and the car, steered by the wife of the staffman, that was being towed. At the time it seemed no great problem to straighten the thing out and make it remain in place by stuffing it with newspapers. But came the day when a prospective buyer was being shown over the works. The Power approached the guilty Nomad and, talking of the excellent amount of stowage space beneath the bonnet (but omitting to say that there was nothing to prevent loose suitcases from entangling with the pedals), ordered that the "radiator" be removed. It was some time before the wrestling match was over, revealing a boot full of rolled up and torn newspapers. . . .

At the time when the Nomad burst upon the World some 14,000 Austin Sevens had been made. I do not know how many Nomads were put together but I should doubt whether there were 14; maybe only four? We are apt to look back nostalgically to "the years of freedom" but perhaps it is just as well that those who are shopping for small cars will be doing so at Earls Court in 1968 and not in Elysium Place in 1926. . . . It would, however, be interesting to know if any MOTOR SPORT readers remember the Nomad, or ever owned one.

W. B.

V.E.V. Miscellany.—Alan Betteridge has rebuilt the vintage racing hydroplane "Jazz" formerly owned by the late Don Rowe. She is powered by a Prince Henry Vauxhall engine and was entered for last month's *Daily Express* Bollinger Trophy Race. "Jazz", which did 39½ m.p.h. thirty-nine years ago, still flies a 1929 Southampton M.B.C. flag and carries oil navigation lights. But she is hampered today by modern regulations which require her to have an automatic inflatable dinghy, ship-to-shore radio, a reverse gear, an automatic fire-extinguisher, an early warning system of fire, etc., which were unheard of when she was raced as a new boat! A picture of her with varnished mahogany-planked hull offset by innumerable rivets, appeared in the *Southern Evening Echo* of August 13th. The Trojan O.C. is to be commended on the way in which it encourages the use of these remarkable vehicles. For instance, on learning that the Eastbourne Police used a solid-tyred Trojan in 1930, a car was hastily provided for use in the West Sussex Cavalcade of Police Transport, being re-painted in Police colours by members of the Crawley Junior Trojan Club. A 1924 Trojan utility which the Club had presented to the Leyland Museum went to the Leyland Motor, Social and Athletic Club, and appeared in a recent rally. Unfortunately, however, two of the rear-engined Trojans given to the Club have been inadvertently scrapped, leaving only two in existence.

Daimler-Benz Aktiengesellschaft freely admit that the 1914 G.P. Mercedes in their Stuttgart Museum, originally thought to be the winning car, was in fact a reserve car in that race. Consequently there is now no reason to doubt that Philip Mann has the Mercedes which Lautenschlager drove to victory; we understand that it should soon be going together again. A car-type Model-T Ford back axle with solid tyres has been seen on an Essex farm and could probably be had for a nominal sum. Rivers-Fletcher thinks that he can arrange for Madame Jenek, who did so well in her 2.3 Bugatti in pre-war Targa Florio races, to open the course at Prescott next May and one hopes that the present unhappy situation of Czechoslovakia will not prevent this.

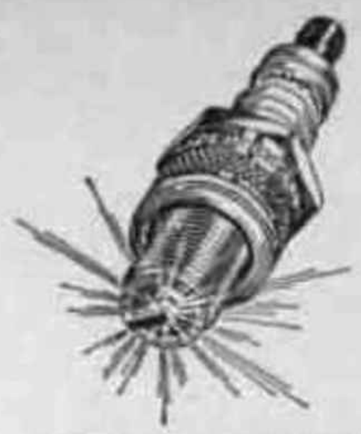
William A. Weaver, who built and flew the Weaver Ornithoplane in 1905 and who founded the Coventry-Victor Motor Co., of three-wheeler fame, in 1919, died recently at the age of 83. A reader tells us that his company ran two Super Sentinel steam waggons as recently as mid-1956.

NEW BEADED-EDGE RIMS

The V.S.C.C. is attempting to work a scheme for the supply of new wheel rims to take beaded-edge tyres of various sizes. This entails four tools totalling £680, so orders in advance, with cash, are essential if the idea is to succeed. If it does not, money will be returned and we know the V.S.C.C. well enough not to need to qualify this. The rims will be supplied to non-members who require them and it is essential that those interested tell the V.S.C.C. as soon as they possibly can. Further details are available from Tim Carson, Vintage S.C.C., Bone Lane, Newbury, Berks.

V.E.V. Odds and Ends.—The few fine days of the summer brought out some of the older cars. For instance, we followed for some distance out of Frimley a girl, not in a black bikini but in a white Rapier two-seater. Then there was an open Morris Eight of the later sort and an Austin 7 Ruby two-seater in the same area, and the Austin 16/6 saloon we have encountered previously, near Gloucester, and another girl driving past the Brooklands Road in Weybridge in an Austin 7 Nippy, which, remember, is a V.S.C.C. p.v.t. And a Singer Senior saloon was seen running sturdily into Newbury on the A4, a re-painted, clean Packard was noticed near Swindon, a very smart blue Riley Monaco just off A4 by the Dome Garage, and a fine 3-litre Bentley near Farnham, all motoring strongly. The many one-make Club magazines provide some excellent reading matter these days. We liked the piece in the August *Newsletter* of the Bullnose Morris Club about a man delirious in hospital following a motorcycle accident who

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got quite worked up thinking he was putting a chain back on a Bullnose dyna-starter and the comment that you don't have to be delirious to get worked up doing this. The Club seems very active; there were 28 vintage Oxfords and Cowleys at their Haigh Hall Rally at the end of July and two Bullnoses supported this year's Beaulieu Morris Eight Tourer Club and 10/25 Rally, attended by about 130 pre-war Morrises. The Oxford Rally was on September 8th. A Bleriot-Whippet which has not been run at least since 1948 has turned up in Norfolk.

We apologise to Hamish Moffatt for docking him of the credit of making fastest vintage time at the V.S.C.C. Prescott Hill-Climb. He clocked 47.15 sec. in Wall's single-seater 2.3 Bugatti to do this; Joseland in Foottitt's A.C./G.N. made best vintage *sports-car* time, in 48.14 sec. Roy Taylor has brought back from France a mysterious "Voiture Type Special" with Ruby engine, which may well be a Jean Gonfry or a Senechal and is rumoured to have won a Bol d'Or. We inadvertently gave an incorrect address for the Club International des Amateurs de Voitures Anciennes. The correct one is: 161, Rue Tahere, 92 Saint Cloud, France. But the address published was the one to apply to for details of the Montlhéry vintage and p.v.t. meeting on October 20th. A *circa* 1920 Benz with rare d.h. coupé body is awaiting restoration in Oxfordshire.

VINTAGE POSTBAG

Mystery of the T.T. Humbers

Sir,

I was interested to read the letter from F. R. Waly regarding the fate of one of the 1914 T.T. Humbers.

According to my records all three cars appeared after the war:—

(1) Kenneth Neve has the Burgess car.
(2) Wallbank raced Sam Wrights' car at Brooklands in the late 1920s.
(3) Rampon blew up the W. G. Tuck car at the Easter meeting at Brooklands in 1921; this car was later and unsuccessfully fitted with a Sunbeam Arab aeroplane engine.

So Mr. Waly's friend's car, which must have been the Sam Wright or W. G. Tuck car as Burgess retained his own car until late 1919, found its way back to this country either during or after the war.

I am very puzzled also by the statement that the car was bought after the race and taken to France in the late summer of 1914. Again my records show that Burgess retained his own car until 1919 and that the other two cars were up for sale in November 1914 and that they were still not sold in June 1915.

Was it really a 1914 T.T. Humber? If so, were four cars built for the race? I have never seen any evidence of a fourth car.

Byfleet. JOHN C. TARRING.

* * *

Departures from Standard

Sir,

In your report of the V.S.C.C. Prescott Hill-Climb in the September issue, you refer to Barry Clarke's Austin 7 as an Austin Special. The question of specials is of particular interest within the V.S.C.C. at present and your description of Barry's car has caused me to think about this particular case.

Barry invited me to be second driver of his car, which he described to me as a 1929 Austin Ulster, at all the V.S.C.C. race meetings this year. I know very little about Austin 7s, particularly the ones used for racing, but, having found that I can often lap faster than the others, I have been comparing the cars and looking for obvious modifications to Barry's that might give it better performance. I have noticed that it has cable brakes, whereas several of the others have hydraulic systems; that it has a single carburetter, whereas several of the others have two and some are supercharged. I happen to know that it has a two-bearing, non-pressure feed crankshaft and that some people think the pressure feed type is preferable. It runs on racing tyres, but so do some of the others. The commentator at Prescott thought it had independent front suspension but in fact it has an ordinary beam axle. Perhaps he was misled by the chromium-plated friction shock-absorber arms.

In short, it appears to my innocent but inquisitive eyes that Barry's Austin is one of the least modified and least deserving of the adjective "special" and that some of the modifications to the other examples may be doing them very little good.

Wimborne. J. K. MILNER.

[Apparently there are more special than standard Austin 7s racing in V.S.C.C. events, and we are glad Mr. Milner has made his point on behalf of Mr. Clarke—ED.]

Early Registration Numbers

Sir,

I read Mr. Howlett's letter regarding apparent discrepancy in t registration numbers on his father's 1904 Wolseley and his A. Tricar. When number plates first became legal—I think it was in 19 —the plates were retained by the owner when parting with the car motorcycle, and used again on any subsequent purchase. Later, course, the number plates had to remain on the vehicle when dispos of. This may possibly account for Mr. Howlett's query.

I read Dr. Howlett's Diary of his 1907 Tour on the Wolseley wi great interest, and learnt that he competed in the M.C.C. 1912 "Edi burgh" on the A.C. Tricar. I was in the same Run and obtained gold medal on a Rex sidecar outfit.

Chagford. WALTER A. JACOBS.

* * *

Another Dennis "Toast Rack"

Sir,

I thought you might be interested to hear some news regarding th sister vehicle to the Dennis "Toast Rack" which you published i your June issue.

This particular Dennis, of 1928 vintage, was found some eigh years ago on the East Coast, in a very decrepit condition. It wa restored to its present pristine condition by a coach operator in Grea Yarmouth, who used her up until last year. Recently a coach operato from Queensferry, N. Wales, purchased this interesting vehicle and accompanied him and two other persons to Great Yarmouth, fro where the Dennis was driven the 246 miles to its new home.

After the "Toast Rack" has been painted in her new owner's liver it is hoped to drive her to Llandudno and then up the Orme, her ol working ground.

Llanbedr. M. C. JONES.

* * *

A Mystery Solved

Sir,

Re your enquiry concerning the photograph at the foot of pag 801 in the September issue of MOTOR SPORT.

There is a picture of this vehicle, with the same background, i B. T. White's "British Armoured Vehicles" (Ian Allan, 1964). He says of this vehicle:

"A Sizaire-Berwick 20 h.p. chassis was used for an interesting experiment at the R.N.A.S. Armoured Car Division Headquarters a Wormwood Scrubs in the summer of 1915. This was built as an armoured car intended for operation in desert conditions, and a 110 h.p. Sunbeam aero engine was mounted at the rear, driving a four-bladed propeller, to provide propulsion over soft sand. This chassis was supplied by the F. W. Berwick Company, who also fitted the aero engine, but the armour was made by the Admiralty. One Vickers-Maxim machine gun was mounted beside the driver, and able to fire forwards only. This vehicle, known as 'Wind Waggon', was never used in action, one probable reason being that the aero engine left very little space for the crew, armament or equipment."

Yeovil. R. C. BIGNOLD.

[We thank Mr. Bignold and the very many other readers, including a boy of 13, for this explanation. Information has also come in about the Daimler-Foster tractor. MOTOR SPORT usually comes up with the answers on obscure historical matters.—ED.]

* * *

S.T.D.—An Explanation

Sir,

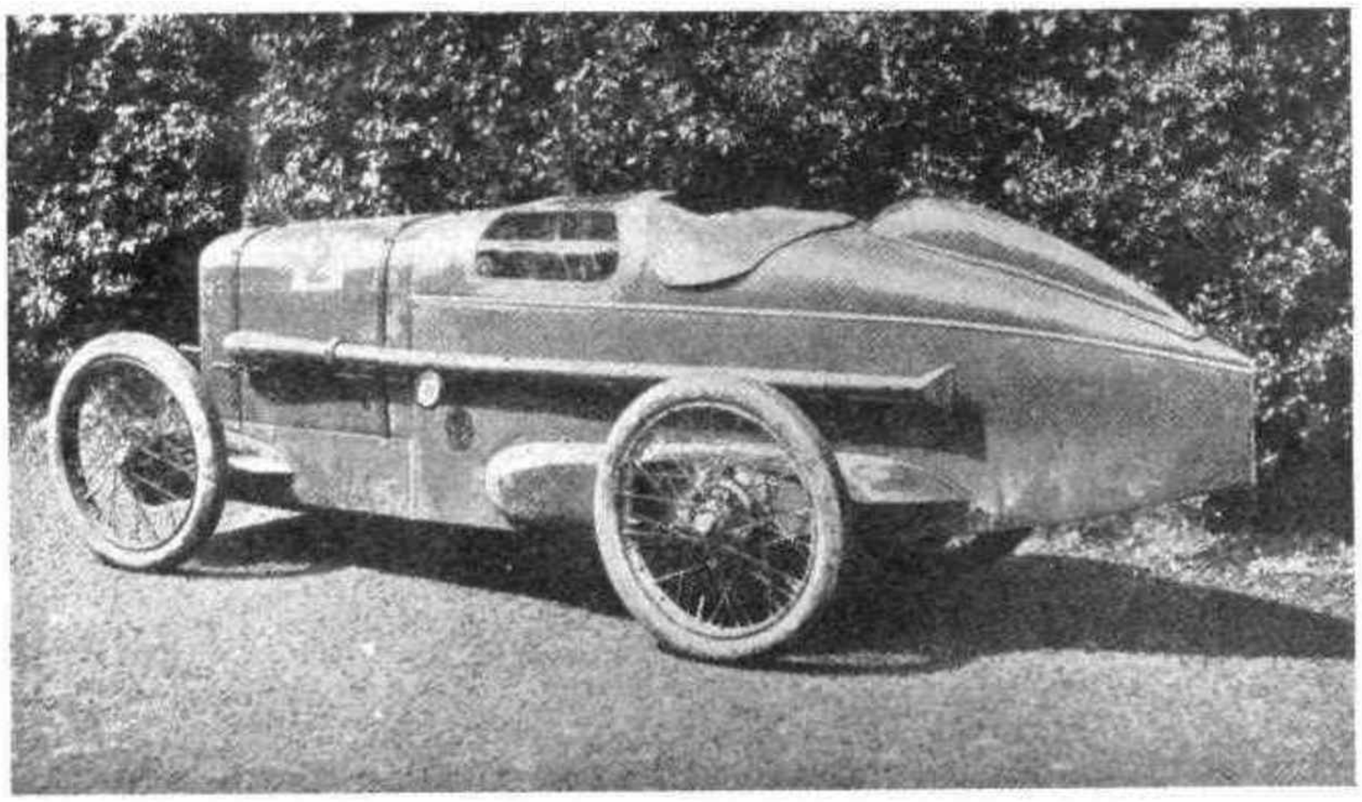
We would like to add an explanation to your report on the V.S.C.C. Prescott Hill-Climb in the September MOTOR SPORT, when you stated that Batt's Eccles-Replica blown Rapier was overgeared and made s.t.d. in 81.05 sec.

The car is not, in fact, overgeared, but we were using third gear in order to keep the revs. on the newly-rebuilt engine down and so try and stave off, unsuccessfully as it happened, a mechanical calamity. The reason for s.t.d. was the fact that the second half of the climb, from the Esses upwards, was done with a broken piston and liner! Fastest practice time with the car was 55.77 sec. without really trying and we feel sure that, had the calamity not struck on the first run, we would have been pretty near the class winner's time of 52.45 sec. In fact, had the engine not been so new, a second gear climb of the hill would have been quite startling! All conjecture, of course, but we hope for better luck next year.

London, N.W.6. TONY WOOD AND JOHN BATT.

The Gordon England "Brooklands" Super Sports Austin Seven

Some Notes about a Small Sports Car which is now as dead as the Dodo but which was extremely Popular and Successful during the period 1924 to 1927



IF YOU ASK the present-day Austin 7 fraternity if they remember the first two sports models of this immortal make they usually tell you about Ulsters and Nippys. There is some excuse for this, if they have not read copiously of Austin history or have poor memories, because the two sports models which preceded the famous Ulster in its blown and unblown, "works" and catalogue, versions have for some time been as extinct as the dinosaur, as dead as the proverbial dodo. I refer to that car introduced in 1924 by the Austin Motor Company which is best described as a Chummy with a pointed tail and Gordon England's more worthy "Brooklands" model. It is with the latter fast and beautifully-proportioned little motor car that these notes are concerned.

The story is fairly well known about how E. C. Gordon England, having entered aviation after brushing aside family intervention by telling his paternal Grandmother, when she said that if he was intended to fly God would have given him little wings, that if God had intended her to travel by train He would have given her little wheels, became a pioneer test pilot, glider builder and drove a flat-twin air-cooled A.B.C. with various racing bodies with some success at Brooklands.

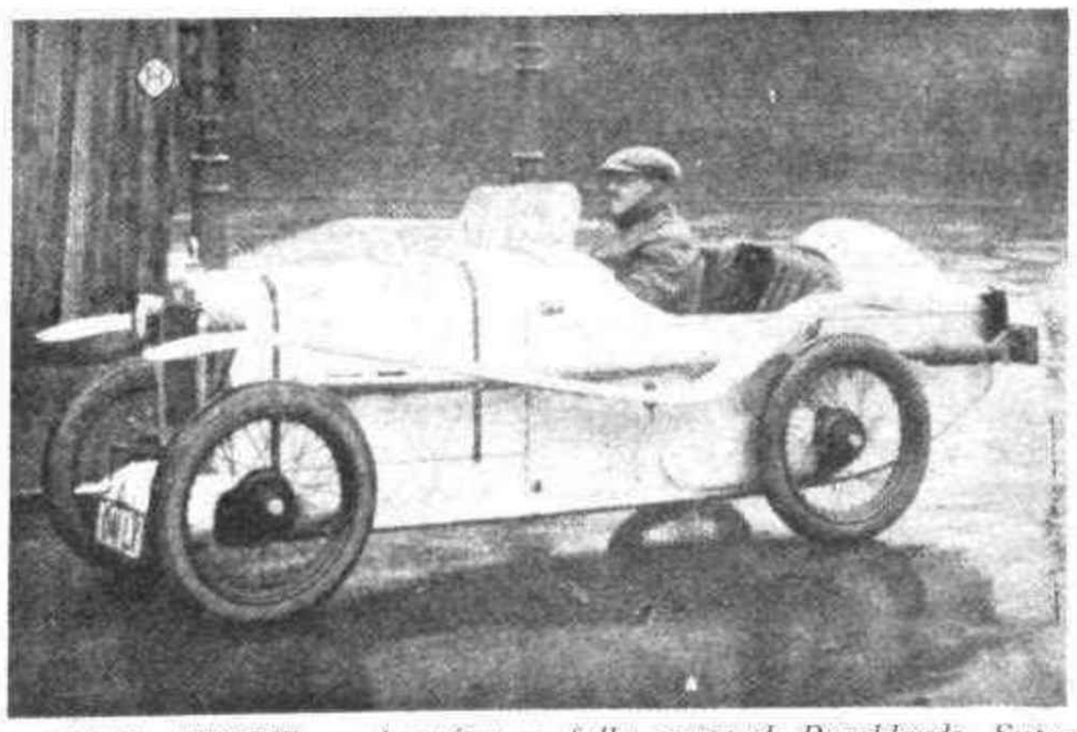
It was after he had broken a leg in a gliding *contretemps* that Gordon England decided the newly-introduced Austin 7 baby car would form the basis of a very effective small racing car, which would prove excellent publicity value for the Chummy model. He went to see Sir Herbert Austin while still hobbling about on crutches, which so amused the great Industrialist that he promised to have a racing-bodied Austin 7 in England's hands before his leg was out of plaster. This promise Austin kept, a Seven chassis endowed with a rather old racing body being sent by rail to Euston for collection. After tuning the car, Gordon England took a considerable number of 750-c.c. class records with it. This was gratifying to Sir Herbert Austin, so England received encouragement when he rang up to say he thought he should enter the car for the J.C.C. 200-Mile Race. All this took place in 1923, when there were just two classes in this long-distance race, 1,100 c.c. and 1,500 c.c.

Undaunted, England put a two-seater racing body on his record-breaking Seven and entered it for the 1,100-c.c. class. He had as chief opposition the French Salmsons with twin-overhead-camshaft engines of some 350-c.c. capacity more than his own. But the little Austin, which had already proved capable of 80 m.p.h. in single-seater form, lapped at from 74 to 79 m.p.h. as the race progressed and finished second to Bueno's Salmson, after a non-stop run at 76.84 m.p.h. Down the Railway Straight the tiny Austin, carrying a mechanic in addition to the burly driver, had held 85 m.p.h., the engine running at 4,500 to 4,700 r.p.m. The Salmsons suffered from overheating and had the race been any longer England might have won, for Bueno admitted he feared the very fast little car.

As a result of this outstanding success, Gordon England decided to sell replicas of the 200-Mile Race car, which were known as "Brooklands Super Sports" models. These turned out to be some of the best-proportioned cars of all time, true miniature pointed-tail racing cars. The body of the actual 200-Mile car weighed a mere 20 lb. or so. The production version had a doorless body of polished aluminium over a white-wood and three-ply wooden framework, with full-length undershield and a fairing over the front axle. Pneumatic upholstery was used. The spare wheel was carried upright in the tail under a protruding fairing and there was an outside exhaust pipe. Sliding panels gave access to shock-absorbers and brake adjusters, and a bulge on the o/s gave space for the driver's right foot. These bodies were built at first by Weymann in Addlestone to England's requirements, before his Putney factory got into its stride, with S. R. Gilbey as Foreman-in-charge. I asked England recently if any contemporary car influenced the splendid lines of the Brooklands-model Austin 7. He said that the 200-Mile Race regulations, which called for seats staggered nine inches, dictated the layout, so there was really no other shape it could be and that the spare wheel, if it was to be enclosed, had to go in the tail.

The chassis were sent from Birmingham to England's premises at Hersham and later in Felsham Road, Putney, and the engines were quite highly tuned. They were given special more durable timing gears, a high-lift camshaft, Celerity lightweight valves, double valve springs, modified tappets, a h.c. cylinder head, polished ports, and twin Zenith 30HK carburetters feeding into a special inlet manifold. A bulbous 4-branch exhaust manifold was used and valve clearances were set by the laborious business of grinding the tappet heads. A vital modification was forced-feed lubrication of the big-ends. Whether this lubrication system was England's idea or whether he had copied that which Austin introduced rather hastily for their own racing Sevens after bearing failure in the Boulogne races in September 1923, although previously they had substituted drilled crankshafts for jet-feed, I am not prepared to say. That these 747-c.c. engines ran at 5,000 r.p.m. is remarkable, particularly for 1924.

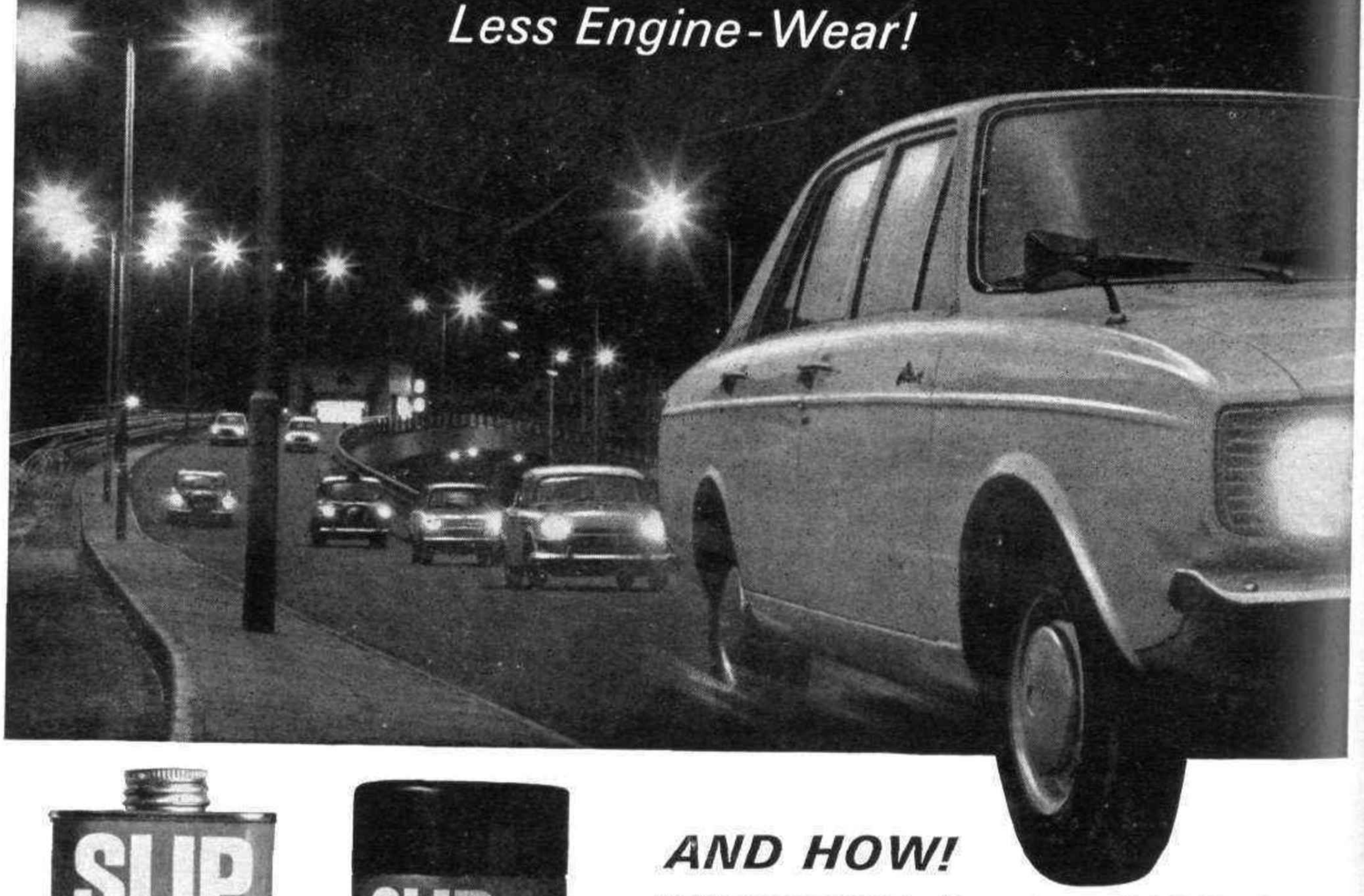
At all events, Gordon England intended his Super Sports model to be used for competition work rather than on the road, and Dunlop racing tyres were specified. It had a fabric front transmission universal joint, and a 4.1-to-1 axle ratio, with later an optional 4.09-to-1 axle. Hartford shock-absorbers were fitted front and back and equipment included a Boyce radiator thermometer and an A.T. tachometer

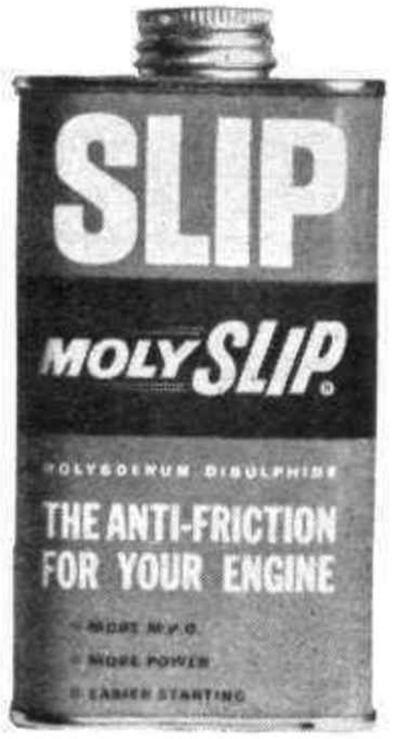


MOTOR SPORT road-testing a fully-equipped Brooklands Super Sports-model Austin 7 in 1926.

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Smooth Power! Fast Acceleration! More MPG!
Less Engine-Wear!





Molyslip E for your engine (and car with joint gearbox and engine).



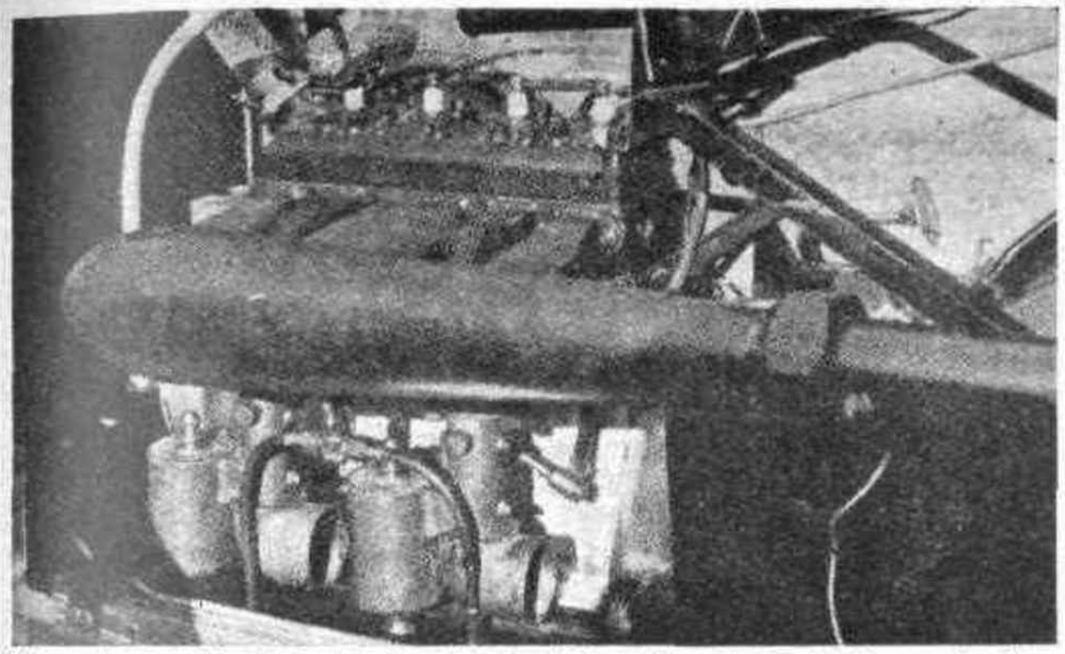
Molyslip G for your gearbox, back axle and steering.

AND HOW!

Molyslip keeps a car at peak performance because Molyslip fights the friction-drag that curses all engines relying on oil lubrication alone. Did you know that around 70% of your petrol and available power is wasted overcoming friction? Molyslip beats friction by plating every bearing surface with a super shield that is 5 times more slippery than oil. Engines run smoother, deliver more power, use less petrol, and that's not all. Because Molyslip is so effective in combating friction, engine-wear is greatly reduced, stretching the immediate benefits over years of extra engine life. Get Molyslip for your engine, and Molyslip G for your gear box and put some life back into motoring. One treatment lasts 5000 miles.
From Halford's, Garages and Accessory Shops.

MOLYSLIP

Keeps a man's car at peak performance!



The exhaust side of the Gordon England Brooklands Super Sports Austin 7 engine, showing the special exhaust manifold and the twin Zenith carburetters used on the earlier versions.



Walther with his Brooklands Super Sports Austin 7 stripped for racing, and with the Brooklands silencer instead of the straight-through pipe with which these cars were delivered to the customers. It won its class in the 1926 J.C.C. Production Car Race.

calibrated as a speedometer. The price was £265, excluding mudguards, hood and screen. This compared to £175 for Austin's own sports model, fully equipped and finished in stove-enamelled Kingfisher blue. But whereas the "sports Chummy" (actually it was a two-seater, of course) was able to do perhaps 55 m.p.h., Gordon England gave a certificate with every one of his Super Sports models to prove that it had been timed at a genuine 75 m.p.h. on Brooklands Track. This was no mean speed for a 750-c.c. production car, 44 years ago. I asked him the other day who did the timed runs and he said in nearly every instance he drove the cars himself. This speed was in stripped condition. The fitting of the long Amilcar-like angle-section combined wings and running-boards, aero-screens and hood could knock it down to some 65 m.p.h*. In the lower gears, 30 m.p.h. in 1st and 55 m.p.h. in 2nd equalled 5,000 r.p.m. Incidentally, I think the hood must not only have obscured the driver's view when erect but it must also have been infernally difficult to remove, judging by the number of these cars which ran in speed events *sans* all road equipment save for the hood resting on the tail.

These Gordon England special Austin 7s were a great success, and he joined Bugatti and anticipated Amilcar in providing cars ready for racing. The marketing of them was handled by the Austin Motor Company through their usual agents, the model specification being 433a. Production went on until about the end of 1926 and England thinks some 150 to 200 must have been built. In R. J. Wyatt's book "The Motor for the Million" he quotes the figure as 350 to 400, but I think this may have included England's later Cup-model sports two-seaters, of which the output was higher than for the Super Sports, although Wyatt remarks on three or four Brooklands models being made a week. The only modifications made as time went on were varnishing of the aluminium body panelling, the substitution of a single 30-mm. Solex carburetter instead of the twin Zeniths, and, if some reports are to be believed, use of a special 4.4 axle ratio.

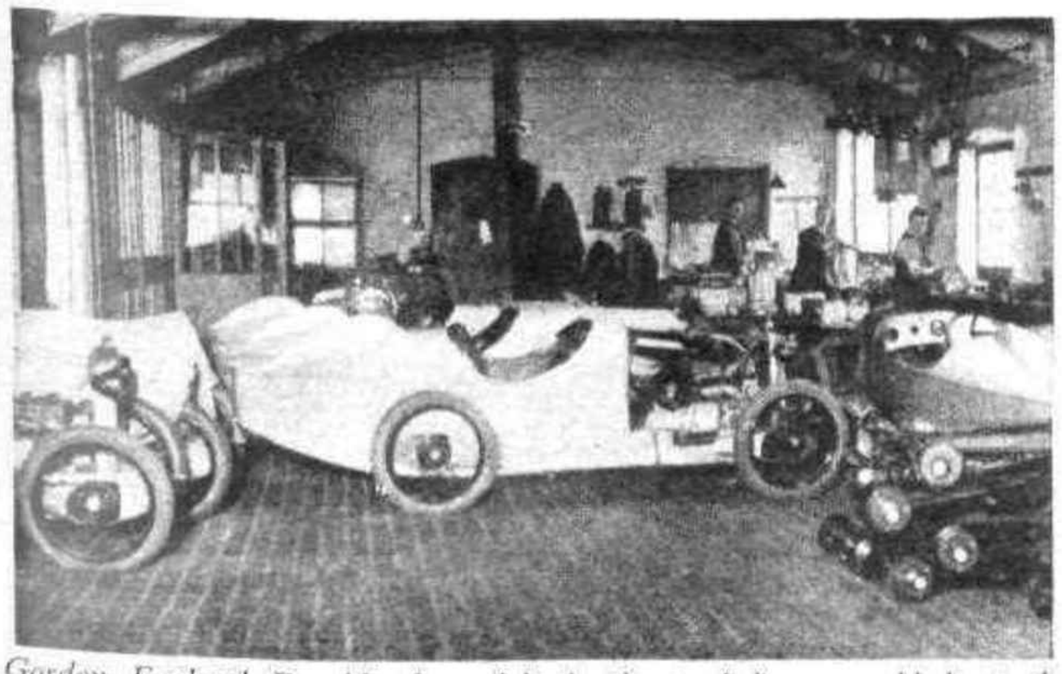
The Super Sports Austins were soon in considerable demand by sporting clients, to whom England gave every possible encouragement. Sir Francis Samuelson ordered one, Major "Goldie" Gardner had one with hand-controls, and a very smart version was supplied to H.R.H. the Crown Prince of Roumania. A keen private-owner, Dudley Beck, who bought his Super Sports model in March 1924, spoke of 30-32, 58-62 and 80-83 m.p.h. in the gears, stripped (these may have been speedometer readings), and a top speed, fully equipped, of 70 m.p.h. He used his car for speed events and touring, and after about eight months it had cost him 3d. on repairs, for a valve pad!

The 1924 200-Mile Race included a 750-c.c. class, dominated by Austin 7s. Outwardly the six private entrants, as distinct from the three Waite (or Austin)-entered cars, were Brooklands models. In fact, England and his chief mechanic R. E. O. Hall, had somewhat special versions, England's specially streamlined, with inclined radiator block and special fuel feed, etc., and the car they prepared for Selbie-Bigge was also somewhat non-standard, although these cars looked like Super Sports models, with cowled radiators.

England won the "200", at 75.61 m.p.h., this being the classic occasion when he finished the race with only three pistons and con.-rods intact! Gordon Hendy's normal Brooklands Austin was second at 68.55 m.p.h. Both used B.L.I.C. magnetos and Zenith carburetters. At the opening of Montlhéry track earlier in 1924 England, Hall and Waite took out an official team of Sevens, supported by Dingle's Brooklands model, with which they put on an impromptu race to appease the bored spectators and obviate a possible riot before the meeting, and then proceeded to dominate the 750-c.c. race, Gordon England winning this 108½-mile event at 73.25 m.p.h.

By 1925 these Brooklands Super Sports models were a notable feature of most race meetings and speed trials, and the Brooklands authorities put on a special scratch race for them, at the 1925 Whit-Monday Meeting. Five were entered, Samuelson in his yellow car, Boulding in an aluminium one with red radiator and wheels, Spencer's green

* In this connection, it is interesting that during May and June 1924, Bassett took five different Brooklands Super Sports Austin 7s to Brooklands and had them officially timed over the f.s. ½-mile, running them in stripped form. They did, respectively, 79.01, 77.82, 78.49, 77.25 and 75.09 m.p.h., and B.A.R.C. Certificates were issued in respect of these speeds, further proof that Gordon England's guarantee of 75 m.p.h. was justified.

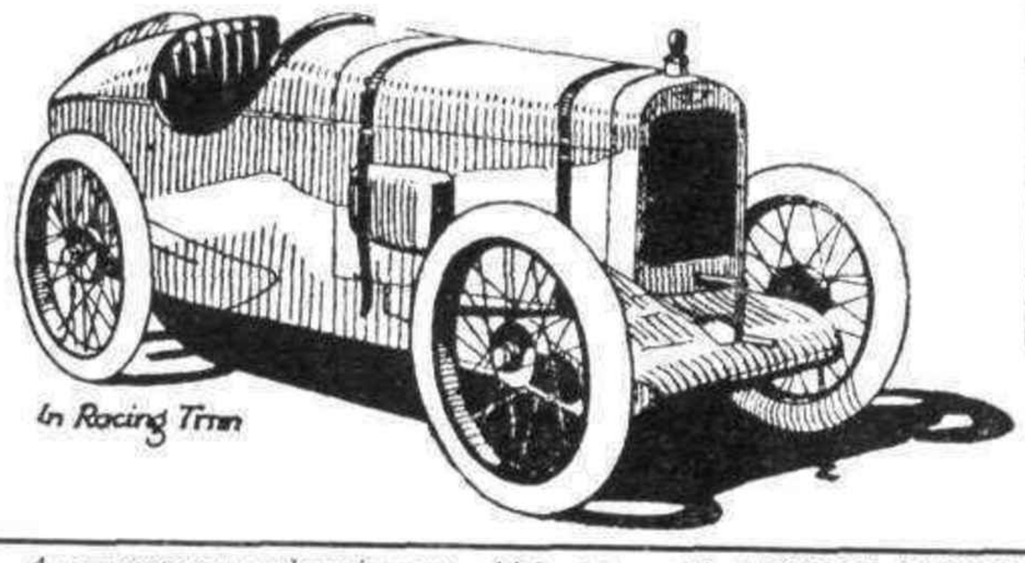


Gordon England Brooklands-model Austin 7s being assembled at the Hersham factory.



The Hersham factory as it is today. Originally Brown's coal-yard, it was taken over as a garage site by George England Ltd., George England being Gordon England's father, and after the war it became R. & W. Services. It has recently changed hands again and is now A. E. Witham, "The M.G. Specialist".

Further successes for The Austin Seven



Madrid this time!

At the Motor Races in Madrid, held on January 23rd, and organised by the Royal Motor Cycling Club of Cataluna, J. M. PLANAS driving an AUSTIN SEVEN gained FIRST PLACE in both the 750 c.c. and 1,100 c.c. Light Car Classes, with average speeds of 109·173 k.p.h. and 110·6 k.p.h. respectively.

"Easily the best small car in the world."

PRICES at Works:—

STANDARD TOURING MODEL £149
STANDARD SPORTS (50 m.p.h.) £159
BROOKLANDS SUPER SPORTS £265

Send for Catalogue to-day.

The AUSTIN MOTOR CO., Ltd.
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LATEST AUSTIN SUCCESS. In the Colmore Cup Trial held on Sat., Feb. 13th, comprising 100 miles of exacting tests, difficult hills and country of Colonial severity, Austin Seven cars secured four GOLD MEDALS and TEAM PRIZE.

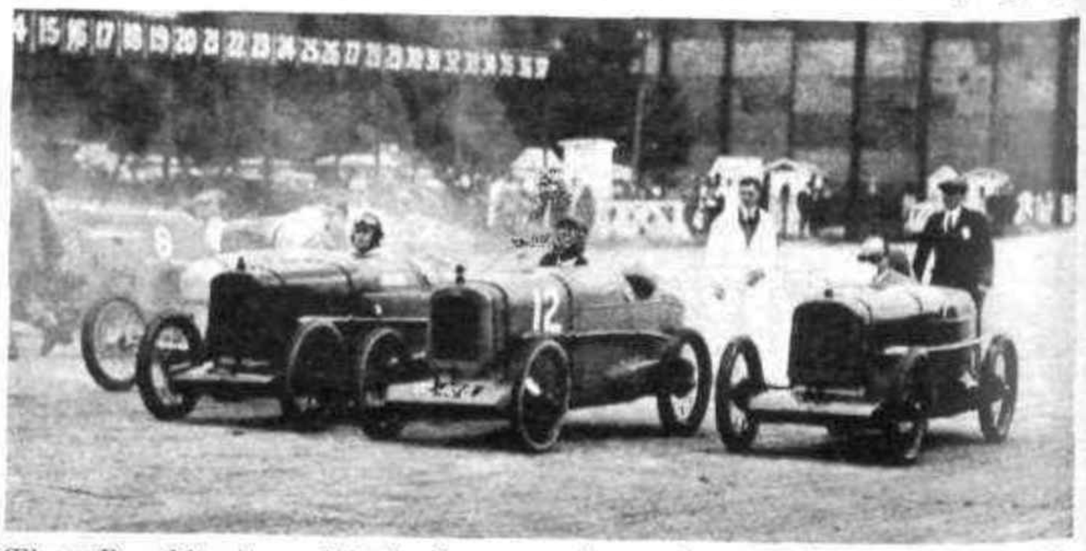
A contemporary advertisement which appeared in MOTOR SPORT, showing that the Austin Motor Company handled sales of the Brooklands Super Sports-model Austin 7 in spite of the fact that they were themselves making their own sports model. Note that whereas they claimed 50 m.p.h. for their sports model, Gordon England's car, which they illustrated, was guaranteed to be at least 25 m.p.h. faster—but it cost an additional £106.

version, Gordon Hendy's orange and black Austin, and Lt. Grey, R.N., in an aluminium model. Samuelson won at 72 m.p.h. from Spencer and it is significant, in view of England's speed claims, that no-one lapped at under 72 m.p.h., the fastest lap, by Grey, being at 76.97 m.p.h., after which he slowed, the winner lapping at 76.27 m.p.h., Boulding at 75.69 m.p.h. and Spencer at 75.34 m.p.h. Naturally the Austins were in racing trim, but they had Brooklands exhaust systems instead of the standard straight-through pipe and small fish-tail. This race was not exactly an original idea, because early in 1924 the J.C.C. had put on a 750-c.c. Handicap at one of their Brooklands meetings, which was contested by five Super Sports models (with open exhausts), Samuelson winning that one too, at 71.25 m.p.h., from Waite and Dingle.

The 1925 J.C.C. 200-Mile Race incorporated artificial corners and on the eve of it England crashed badly approaching the first corner, when his brakes turned the front axle through 45°, leaving him with no steering. But the car was repaired in time for it to win the 750-c.c. class. England issued his team drivers with 11 typed foolscap sheets of instructions prior to the race, provided them with 12 pit attendants and two lap-scorers per car, and insisted that they each took out a £1,500 third-party insurance and painted their cars correctly all over, with Parson's sapling green No. 222/14 as required by the J.C.C. Signals and pit equipment were specified in great detail, pit-staff had to obey the Pit Manager S. J. Bassett implicitly, many spares and supplies were listed for each pit, and if mechanics elected to wear extra clothing they had to do so under their overalls.

By now Waite's and England's cars had departed considerably from Super Sports specification, but those of Depper, Hendy and Grey were outwardly standard, and single Solex carburetters were in evidence, although Depper's engine was supercharged. England, with Tussaud in the passenger's seat, won, at 61.61 m.p.h., Hendy, passengered by Mellish, was second and non-stop, at 61.15 m.p.h., and Depper was third, at 60.29 m.p.h., the blown engine probably causing him the clutch trouble which had held him back. It was in this race that Grey's Brooklands Austin burst a tyre, the passenger, J. Pares, being badly hurt, although he recovered eventually and retains a keen interest in Brooklands affairs to this day. That England's winning car was quite special was seen in 1926, when he offered it for sale as a used car at £350, or £85 more than the price of a *new* Super Sports. In spite of this he did run in the 1926 "200", winning at 58.28 m.p.h., his third successive victory, with Hendy's Brooklands model second, at 58.25 m.p.h.

To list all the achievements of these Brooklands Super Sports-model Austin 7s is not possible but they were still performing well at the Track in 1927, with the Ulster on its way and all manner of proprietary-bodied sports Austins to challenge them. A notable 1927 victory was that achieved by Dingle (who lived at "The Ingle", in Weybridge) when he won the Surbiton M.C. Limited Fuel Race, averaging 52.11 m.p.h. and 37½ m.p.g. for 150 miles of a "road" course at Brooklands. He drove a fully-equipped aluminium Brooklands-model (PD 4930). At about the same time Forestier-Walker was wiping up



Three Brooklands-model Austin 7s starting at the same time in a 75-m.p.h. Short Handicap race at Brooklands Track in 1924. The car on the left, out-accelerating Goodenough's G.N., is Gordon England's blue car, which won the race, after lapping at 81.37 m.p.h. No. 12 is Arthur Waite's car and therefore an official Austin Motor Company entry. The car on the right of the picture is Dingle's brown Austin, which finished second, driven by G. J. Allday.

the 750-c.c. and 1,100-c.c. classes at the Madresfield Speed Trials in a stripped Brooklands Austin (XU 1591), even its exhaust tail-pipe having been removed. The previous year Samuelson had raced his 1924 car (BP 9520) at Boulogne and Zubiaga had been placed third in the 1,100-c.c. class in the Targa Florio and had won the 750-c.c. division of the G.P. des Voiturettes. Late in 1926 D. Wadia won the Mehta Championship Cup, and covered a s.s. ½-mile in 40 sec., and a f.s. ½-mile in 34 sec. in the Bombay Speed Trials. At the 1927 Selangor hill-climb in Malay one of these cars collected nine 1st, six 2nd and three 3rd places, and another, assuming this car to have been a Brooklands-model, 1st place in the A.D.A.C. race in Bavaria. Such success comes but seldom to one model of one make of motor car. . . .

Road-test reports on the Brooklands Austin were few and far between but this journal managed to drive one early in 1925, taking it up some very slippery trials hills. It was fitted with C.A.V. lighting equipment and the gear ratios are quoted as 14.5, 8.17 and 4.09 to 1. The following year we spent a week-end with a later model, having the 4.4-to-1 axle ratio. The test report consisted of the words: "Hitherto we have been able to find some points for comments of a critical nature in every make of car handled during our tests, but must frankly admit that the 'Brooklands' Austin stumped us altogether, which, after all, is perhaps the best testimony that we can offer." (I wish I could have my fun and get away with as brief a report, in 1968!)

However, even if the little car was not quite as 100% perfect as the 1926 MOTOR SPORT road-tester implied, these Gordon England Austins were certainly quite outstanding in their day. The pity of it is that they seem to be completely defunct. The last one I recall, and it was really a hybrid, was apparently an ex-van chassis, fitted in 1938 with a "Brooklands" body and used for a time in the early part of the war by the late Rodney Seys, before he bought his 4½-litre T.T. Bentley. It was last seen, I think, in Lewes. And the last time I saw one of the Chummy-base sports model Austin 7s, with that tiny pointed tail and flared back mudguards, was in Kent just before the war, although they were still fairly prominent in trials when the Brooklands models were doing so well in speed events. If examples of either exist anywhere in the World, I hope we shall now hear about them.—W. B.



Gordon England, the creator of the Brooklands Super Sports model and Cup-model sports Austin 7s, as he appeared in 1926. He made a habit of winning the 750-c.c. class of the J.C.C. 200-Mile Race, was declared Champion of France in 1924, after successful racing at Montlhéry, and is still active in motor sport today, on the organisational side.

TWO PRE-WAR COURSES

AN ARTICLE in the *Farmers' Guardian* last July explained the terrible state in which the Army left the Donington Hall 2,000-acre estate near Derby. According to this article they erected some 200 huts, laid down six miles of roadways, tons of hardcore, and moved in 70,000 vehicles, after giving the owners five days to quit. When they moved out in 1956 the present owner, Mr. John Gillies Shields, found the whole place derelict, the Hall, chapel and farms badly damaged, woodlands mutilated, gates and fences destroyed, and virtually the whole acreage sterilised by the indiscriminate tipping of waste diesel oil and detergent. Vermin were everywhere. The difficulties of farming the estate in this condition are outlined, and motor-racing enthusiasts who enjoyed Donington before the war will sympathise with Mr. Shields and with Mr. Bill Smith who manages the Home Farm. Now there is a threat of encroachment of runways for proposed extensions to East Midland Airport. It seems obvious that motor racing will never return to Donington, which was owned by one titled family from 1461 to 1895, was then sold, and bought from a speculator by the present Mr. Shields' grandfather, who built the race circuit there.

As our Rally Correspondent pointed out last month, one special stage of the R.A.C. Rally next month is scheduled to go to Brooklands. This represents a spot of history in the making, inasmuch as no serious competition has been held within the confines of the old Motor Course since 1939. However, apparently this stage will be a very short one, mainly for the benefit of TV crews wanting to film the rally cars soon after the start from London. They will enter by the Oyster Lane gate and leave by the Brooklands Road, but I think it unlikely that they will dash madly up and down the runway, or use any part of the Track. Certainly the British Aircraft Corporation has begun to clear jigs and other debris from the course, a start having been made from the Byfleet Bridge for about a hundred yards towards the Railway Straight. When I called to enquire the object of this very welcome clean-up I was courteously received and told that the intention is to make the place generally presentable but that overall clearance may well occupy ten years. If the Brooklands Society, as seems assured, is able to hold another Re-Union within the Track next summer, its members will see very desirable changes in the look of the place, and presumably with every visit the Track, Test Hill, etc., will look more and more like they did in pre-war days. But the fact remains that this is a sensible industrial tidy-up. It does not for one moment suggest, in spite of "G. P." optimistically expressing the hope last month, that Brooklands is being cleared for Club competitions or even for the R.A.C. Rally, nor will the public be admitted, we understand, to the special stage at Brooklands on the occasion of the Rally. It will be splendid, however, on the annual pilgrimages there of the Brooklands Society, to see the old bankings gradually uncovered and the trees and foliage cut back. And if any filming is scheduled to take place at this hallowed ground, the backcloth looks like being more appropriate than it has been for 30 long years.

So full marks to the B.A.C. for putting its historic house in order; but do not construe this as meaning that Brooklands Race Track is to be restored to us. To some extent safety precautions and the possible fire-risk may have prompted this welcome and overdue "spring-clean", at what is an historic flying ground as well as the World's first motor-racing course.—W. B.



YOU **KNOW** *IT MAKES SENSE!—An unusual sign at a bridge near Sandhurst.*

LETTER FROM EUROPE

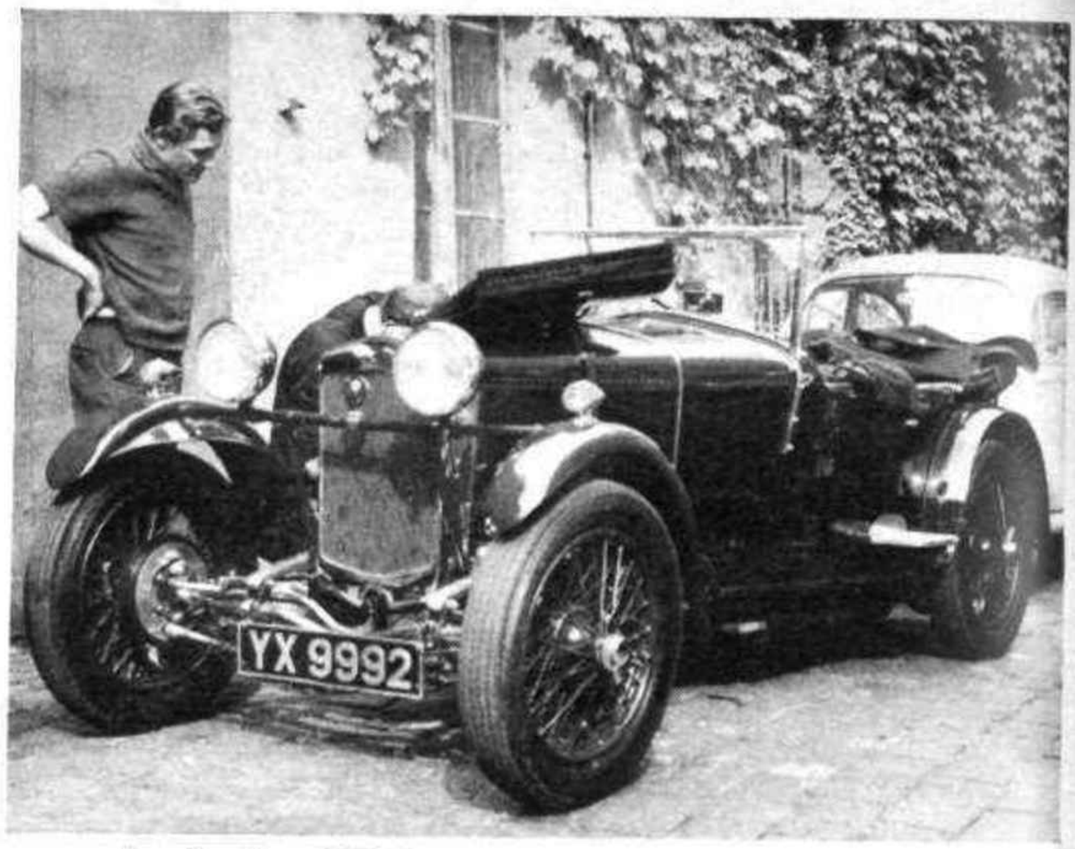
[By means of which the Continental Editor, while he is motoring abroad, keeps in touch with the Editor.]

Dear W.B.,

Had you been at the top of the Stelvio Pass in the Italian Alps, shortly before the Monza race, you would have seen the splendid sight of a 1928 s.v. Anzani Frazer Nash breasting the 9,080-ft. summit strongly in fast speed, with me in the passenger seat. It all started at the V.S.C.C. Prescot meeting, where I heard a murmer that a Frazer Nash and two members of the "chain-gang" were going to be in Bolzano shortly before the Italian GP for the purpose of ascending the Stelvio Pass and all its 48 hairpin bends, to do a recce for the 1969 "jolly" of the Frazer Nash section of the V.S.C.C. The very old and charming town of Bolzano is the tourist centre for the Italian Alps and the rugged Dolomites, lying between the two mountain clusters, and when I went to the Hotel Luna-Mondschein, in the centre of the town, amid all the arcades and archways of medieval character, there in the cobbled yard was the side-valve Anzani Nash, with Thirlby and Bowler putting a vagrant bolt back in the starter motor. Every now and then the "chain-gang" have what they describe as a "jolly", whereby they re-enact, with original cars where possible, great sagas in the history of the marque Frazer Nash, covering such things as the vintage Boulogne Speed Trials, and the 1936 run of 1,000 miles in 24 hours by J. C. C. Samuel. Next year they are planning to re-enact parts of the 1932-33-34 Alpine Rallies, basing themselves on Bolzano and climbing the Stelvio, Pordoi, Falzarago and other passes used in those events. The town of Bolzano is ideally situated for this activity, for if you go west you go to the Stelvio Pass and if you go east you go to the Pordoi Pass and others in the Dolomites. In their day the Meadows-engined T.T. Replica Nashes were indecently fast up the mountain passes, and the V.S.C.C. members are going to relive the glories of H. J. Aldington, A. G. Gripper, Butler-Henderson, Alan Marshall, Mrs. Needham and other members of the original "chain-gang" and some of the actual Alpine cars should be in the party.

The object of this initial visit, in which I became involved, was to acquaint the dignitaries of Bolzano with the idea and re-awaken their enthusiasm for the days of 35 years ago. It was no problem at all, for everyone was most enthusiastic about the idea, the President of the Tourist Board taking a ride round the town in the Anzani Nash, and the chief of police almost being persuaded to do the same, but deciding to wait until next year ! After initial introductions the Nash was pointed westwards in the direction of the Stelvio and as Thirlby was on his own I climbed into the passenger seat. On the way two mobile police, who obviously knew nothing about Nash roadholding (!), stopped us to suggest that we went a little slower, and as a parting remark said "Museo questo qui, non sulla strada," at which we pulled down our vintage "flat 'ats" and drove off in a dudgeon. Eventually we steamed our way merrily to the top of the Stelvio (9,080 ft.). I say eventually, for we broke the inevitable driving chain, and also an auxiliary oil pipe, but all was well in the end, the car being well equipped for any eventuality. This one Frazer Nash in Bolzano caused quite a stir, so next year when a whole bunch of them descend on the Hotel Luna-Mondschein, which by the way has been in the same family for over 180 years, it should be a riot.

The Austrian race on the Zeltweg airfield was the usual friendly affair and the organisers were justifiably proud to show everyone the new circuit that is being built in the foothills beyond the airfield. It is on the side of a wooded mountain range and is six kilometres ($3\frac{3}{4}$ miles approx.) in length with some splendid climbs and descents and it should be very fast and exciting for the drivers, while spectators will have marvellous views from the natural grandstands that the hills provide. The trace of the circuit is already cut out and bulldozers and scrapers were hard at work until seven in the evening, filling and levelling. Unlike some circuits I could mention which have been constructed first and then thought has been given to access, the new Zeltweg circuit is having access tunnels both for vehicles and spectators built into the foundations. The Province of Steiermärk have financed the project to the tune of something like half a million pounds and it is hoped to have the circuit ready for a national race by mid-summer next year, and an International sports car race later in the year, with hopes for a real Grand Prix in 1970. The circuit will be known as the "Osterreichring" and will be the pride and joy of every Austrian motor racing enthusiast, and there are many of them. Having no circuit previously and not being allowed to race on public roads the Austrians have had to make do with the Zeltweg military airfield, and anyone who has visited the races in the past will agree that the Austrians are a very enthusiastic bunch of racing organisers, and will make the best possible use of the new circuit.



. . . there in the cobbled yard was the side-valve Anzani Nash . . .

I could hardly leave Austria without making a climb of the famous Gross Glockner Pass and I recalled the remark you quoted in "Cars in Books" in the August issue about motorists who crossed the pass as late as 1937 being given "a precious piece of paper" for pasting on the windscreen to show this difficult journey had been undertaken. In 1968 the Austrian girls who collect the toll money at the foot of the pass still give you "a precious piece of paper" to stick on the windscreen. It is in the form of a letter G, with a drawing of a car climbing a mountain in the centre. You can only get this sticker by paying the toll and climbing the Gross Glockner and it never fails to amaze me at the number of unlikely cars on which you see it, such as 2 c.v. Citroëns, 2-stroke Lloyds, Goggomobiles of quite an age, and the inevitable 100E Anglias and Ford Populars, hero motorists all. At the very top is a magnificent view of a vast glacier and the Austrians have built huge parking spaces, including a multi-storey car park carved into the rock face, all of which are free. There seem to be some very enlightened authorities in Austria.

While climbing the mountain, in the E-type, I recalled in wonderment what a fine sight it must have been to have seen Mercedes-Benz and Auto-Unions taking part in a hill-climb event on the pass in the 1936-39 years.—D. S. J.

A MOTORIST'S LAMENT

Sir,

I apologise for the poor Cyril Fletcher imitation but it does relate my recent motoring experiences :

"Vauxhall Rubbish!" they used to say;
"The bodywork just rots away."
But what is this acclaimed by Press
At great expense, a new process.
Everything pickled, water traps abolished,
A new kind of paint, requires no polish.
One of this breed I must possess,
I out and bought a new VX.

My pride and joy, four years or more.
Just turn the key and foot to the floor.
Mechanical parts replaced were few,
A gearbox link and ball-joint or two,
Wheel bearings replaced for good measure.
No breakdown I hope will spoil my leisure.
Performance high, consumption low,
At 43,000 all systems go.
I'll double that distance without any bother
And then I may even convert it to hover.

But what is that light I see through the valance?
A hole in my car; no, not a chance.
Inquisitive fingers explore the rest.
Alas, I have no body left.
Foot to the floor? No, foot through the floor;
I'll need glass-fibre and paint galore.
Put pencil to paper in my depression,
Have Vauxhalls still not learnt their lesson?

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FORMULA TWO

Enna (August 25th)

FORMULA TWO racing moved to Southern Europe on August 25th as the culmination of a series of National races at the high-speed circuit of Enna which skirts a large lake in the centre of Sicily. Once again it appeared that the race would be another close-company slipstreaming battle with bravery and slight variations in engine power deciding who was to cross the line in the lead after the 50 laps. Several of the familiar English faces were absent because of rumours that the organising club might require the travel-worn teams to qualify for places on the grid. Thus there were but 20 names in the programme on race day of whom two did not start and the remaining 18 represented a very fine selection of Formula Two talent to contest this round in the European Formula Two championship.

Criticism in the Italian sporting press of the dangers of slipstreaming arising from a big accident at Monza in July with a serious injury to the driver of a works Tecno prompted the A.C. Enna to evolve a system of qualifying which was calculated to prevent any driver from getting close enough to a rival to derive any assistance from the other's slipstream. This involved restricting the number of cars on the track at any one time to four and worked quite well until Courage arranged things so that he tagged on to the tail of one of the four works Ferrari Dinos. He thereby put in a time which equalled that of the works Matra Sports driver, Pescarolo, who in turn achieved his fast time by pressing his Cosworth engine beyond even the limits permitted by its special French-made connecting rods. The best Ferrari time was returned by Ickx but no one could approach the Belgian's 1967 record time achieved during the race with a tow.

The Club's answer to the prevention of slipstreaming in the race itself became apparent when the grid was assembled, for 75 metres separated the nine rows in the obvious hope that any groups which formed would only be small. But the cause of slipstreaming lies not with the drivers (very few of whom will admit to enjoying this type of racing) but in the circuit and it was not surprising that nine cars immediately formed into an echelon which constantly changed its order. The group comprised Rindt, Ickx, Brambilla, Courage, Bell, Regazzoni, Beltoise, Pescarolo and Hart but was slightly divided when Pescarolo spun at enormous speed after a foreign body got into his eye. Nevertheless, they all stayed in touch with less than five seconds from first man to ninth, for Pescarolo managed to recover.

Ferrari were not showing the expected form with Ickx's car suffering from the effects of a practice accident and Bell's engine down on power but the two Italian-speaking drivers Regazzoni and Brambilla did much of the early leading when permitted to do so by Rindt or Courage. Retirements came when Beltoise's Matra briefly caught fire with a short-circuit and Williams blew up when about to join the leaders. But Rindt showed his utter mastery of the Formula by dropping to the back of the group while he changed goggles to combat the abnormal dirt and grit then making his way to the front in the short space of four laps, crossing the line in the same time as second man Courage and following men Brambilla and Regazzoni. Bell, Ickx and Hart were only a matter of yards behind followed by Pescarolo and the rest a lap or more in arrears.

Results :

1st :	J. Rindt (Brabham-Cosworth) ..	1 hr. 2 min. 40.6 sec.—229.636 k.p.h.
2nd:	P. Courage (Brabham-Cosworth) ..	Same time
3rd :	E. Brambilla (Ferrari Dino) ..	Same time
4th :	G. Regazzoni (Tecno-Cosworth) ..	Same time
5th :	D. Bell (Ferrari Dino)	1 hr. 2 min. 41.5 sec.
6th :	J. Ickx (Ferrari Dino)	1 hr. 2 min. 43.8 sec.
7th :	B. Hart (Brabham-Cosworth) ..	1 hr. 2 min. 44.0 sec.
8th :	H. Pescarolo (Matra-Cosworth) ..	1 hr. 2 min. 52.4 sec.
9th :	P. Rodriguez (Tecno-Cosworth) ..	One lap behind
10th :	A. Rees (Brabham-Cosworth) ..	One lap behind
11th :	S. Moser (Tecno-Cosworth) ..	One lap behind
12th :	C. Manfredini (Brabham-Cosworth) ..	Two laps behind

Fastest lap : Rindt 1 min. 12.8 sec. (237.244 k.p.h.).

18 *starters* — 15 *finishers.*

RECENT SPORTS CAR RACES

Jyllandsring (August 25th)

THE incredibly twisty and slow 1.48-kilometre circuit at Jyllandsring in the Jutland area of Denmark held its first race of major International importance on August 25th. The organisers boldly offered some good starting money which attracted a good field comprising many of Britain's regular Group 4 and 6 competitors and were rewarded by a large crowd. The John Woolfe team brought their Lola T70-Chevrolet and the Repco Formula One engined Chevron for Woolfe and Martland but sadly both failed in practice leaving the race much more open.

The event followed a rather strange idea peculiar to Denmark, for it was run in five separate races, two on Saturday and three on Sunday, each of eight laps. For the final result, the combined times of all five races were added together. This made the whole thing rather hard to follow but nevertheless the races were completely dominated by Chevrons, some homologated to Group 4 with B.M.W. engines and the others with Ford or Climax engines.

The first race on Sunday started in considerable confusion for not only was it an Indianapolis-type rolling start but a girl in the pace car was wearing a topless costume. Chevron-Ford driver Barrie Smith kept his mind on the job and won the race having also been victorious in one of Saturday's races, having spun whilst in the lead of the other. The Swede Brostrom in his Porsche Carrera 6 won races two and three but a spin in race four put him out for good. Hunter in De 'Udy's Porsche Carrera 6 won the fifth race but by then Smith, driving in his first ever International, was well in the lead on aggregate.—A. R. M.

Results :

1st :	B. Smith (1.6-litre Chevron-Ford t/c) ..	35 min. 51.5 sec. (aggregate time)
2nd:	T. Hunter (2-litre Porsche Carrera 6).	
3rd :	T. Twaites (2-litre Chevron-B.M.W.).	
4th :	P. Crossley (2-litre Chevron-Climax).	
5th :	J. Blades (1.6-litre Chevron-Cosworth FVA).	
6th :	M. Konig (1-5-litre Nomad-B.R.M. V8).	
7th :	P. Sadler (4.7-litre Ford GT40).	
8th :	A. Beeson (2.7-litre Chevron-Climax).	
9th :	R. Johnson (2-litre Chevron-B.M.W.).	

18 *starters* — 9 *finishers.*

Nurburgring 500 Km. (September 2nd)

THE Nurburgring 500 km. has been an Abarth versus Alpine battle as this race had an upper capacity limit of 1,300 c.c. on it for several years. It included classes not only for Group 4 and 6 cars but also for Group 3 Grand Touring cars and even saloon cars. Last year the capacity limit was successfully raised to 1,600 c.c. and gave added British interest and the trend was continued this year.

In the 1967 race, Alpine managed to carry off the race with their 1,500 c.c. Le Mans cars as Abarth were only fielding 1,300 c.c. cars. This year however the situation was reversed, for Alpine are concentrating on their programme of 3-litre cars for Le Mans and only fielded one 1,500 c.c. car for Grandsire while Abarth came up with three of their latest and attractive 1600SPs driven by Schetty, Ortner and Merzario. They also had cars entered in several other classes and it is sad to relate that one of their works drivers, the Dutchman Ab Goedemans was killed in practice when his Abarth 1000SP left the road. Goedemans had scored many victories this season with an Abarth saloon in European Touring Car Championship races and was one of Holland's few drivers featuring in International race results.

Right from the start the two faster Abarth drivers, Ortner and Schetty went into the lead but Lepp in the Chevron was with them. The Chevron kept pressing the leading two Abarths hard until way over half-distance but sadly it then stuck in fourth gear and lost considerable time in the pits allowing the works Abarths to finish the race with the first three places and no one else on the same lap. Ortner was in fact slowed to allow team leader Schetty to take first place. The one Alpine lasted the distance to take fourth place but was lapped with only a kilometre or so to go. Konig's Nomad-B.R.M. took fifth place ahead of the delayed Chevron while Germans Sommer/Schultze in their Alfa Romeo GTA were the first saloon home in seventh place. Eighth, after a very good run, was Nathan in his Nathan-Imp GT, and he took the 1-litre prototype class from the similar car of Mylius and the Elan-suspended Sprite of Franey. Other British class victories came in the up-to-1,000 c.c. Group 4 class won by Walton's Abarth 1000SP, in the 1,000-1,300 Group 6 class won by the Sprite of Pigneguy and Tuckett and the 1,300-1,600 c.c. Group 4 class won by the Lotus 47 of Walker/Alexander after the similar car of Baker/Jackson broke a connecting rod in the closing stages. One day this interesting race will provide the overdue overall win for a British car and driver. It is a great shame on this showing that these latest Abarths only campaign out of Italy very rarely for they would provide welcome added interest in many a Group 6 prototype race.—A. R. M.

Results :

1st :	P. Schetty (1.6-litre Fiat Abarth SP)	3 hr. 29 min. 37.0 sec. —143.8 k.p.h.
2nd:	J. Ortner (1.6-litre Fiat Abarth SP)	3 hr. 30 min. 53.2 sec.
3rd :	A. Merzario (1.6-litre Fiat Abarth SP)	3 hr. 33 min. 07.0 sec.
4th :	H. Gransire (1.5-litre Alpine-Renault)	1 lap behind
5th :	M. Konig (1.5-litre Nomad-B.R.M.)	1 lap behind
6th :	J. Bridges/J. Lepp (1.6-litre Chevron-Cosworth) ..	1 lap behind
7th :	"Sommer"/H. Schultze (1.6-litre Alfa Romeo GTA) ..	1 lap behind
8th :	R. Nathan (1-litre Nathan-Imp)	2 laps behind
9th :	R. Stommelen (1.6-litre Ford Escort Twin Cam) ..	2 laps behind
10th :	H-D. Dechent/H. A. Hessel (1.6-litre Alfa Romeo GTA)	2 laps behind

BANK HOLIDAY BRANDS—September 3rd

TRADITIONALLY the Summer Bank Holiday meeting at Brands Hatch features powerful cars, and this year, after an apparently unsuccessful attempt with Formula Two in 1967, the organisers plumped for Group 4 with a huge supporting cast of Formula Three and saloon cars.

The race carried added interest as it was the final and deciding round of the season-long R.A.C. Sports Car Championship. Prior to the race, Midland driver Bill Bradley, with a Porsche Carrera 6, had a six-point lead over Australian Paul Hawkins, with his Ford GT40. Hawkins was in the over-2-litre class and Bradley in the up to 2-litre class, so they were not in direct competition with each other, but with the point-scoring 8-6-4-2 per class, to be sure of the championship Hawkins had to win his class with Bradley unplaced in his.

Hawkins' task was not an easy one, for many of his points were scored early in the season when the owners of Lola T70-Chevrolets were still sorting out their cars. Several of these Lolas were entered, the fastest being the car owned by the Steering Wheel Club of West Bromwich and driven by Gardner. Bradley also had stern opposition, not only from other Porsches but also from several Chevron-B.M.W.s, which seem to become more competitive with every outing.

The Lola driven by Gardner was obviously better prepared and driven than the others, for he dominated practice and the race. In practice he broke the class record of 1 min. 39.0 sec. held by Hawkins with a lap in 1 min. 36.2 sec., but even more sensational was the time put up by Craft in the 2-litre Chevron of the Tech-Speed Racing team. He was second fastest overall in 1 min. 38.6 sec. ahead of five other Lolas and a similar number of GT40s.

The race followed a similar pattern, for Gardner in the Lola roared off into an immediate lead with 50 laps of the 2.65-mile circuit ahead of him. Craft amazingly hung on to second place for a lap, but then had to fall behind Hawkins in his Ford. While Gardner proceeded to pull away from the field, the crowd were kept on their toes by the great battle between Hawkins and Craft. Craft's team mate, Rollinson, in the second Tech-Speed Racing Chevron, made the team's effort look even better by holding fourth place, but was let down early on by a broken dynamo bracket and retired. However, there were plenty of other Chevrons, including the works cars of Gethin and Martland, to keep the little Bolton firm in the running.

Several of the other smaller cars were putting on good shows, with Dean in a borrowed Porsche well up, as were the two Gold Leaf-Team Lotus Europa 47s, with F.3 driver Miles surprisingly leading F.1 driver Oliver. Hawkins' second place still kept him in with a chance in the championship, for Bradley was well down the field, due to a leaking seal on the back brakes.

By half-distance Gardner seemed in an unassailable position, with Craft putting up a tremendous show by shadowing Hawkins for second place.

The Lolas of Norinder and De 'Udy and the Ford GT40 of Nelson had all moved up impressively and were contesting fourth place, and were closing up on the second-place battle. All of a sudden there was a shake-up, for both Norinder and De 'Udy spun their cars and the Englishman pitted to inspect the damage and, soon after, retired. Nelson came in with a tyre which was starting to go flat and had to make a pit stop which almost certainly lost this much-improved driver second place.

He was not the only one with tyre troubles, for Hawkins had started to slow and dropped first behind Craft and then behind Norinder. He finally had to rush into the pits to change a flat rear tyre, and with it went all chances of the championship. Gardner was now touring round over 30 seconds ahead of Craft, but with only six laps to go the London driver's great race came to a sad end. The B.M.W. engine suddenly started to seize and he pulled in round the back of the pits. Norinder moved up to second while Gethin, who was little slower than Craft in the works Chevron, now took over third place ahead of Dean in the Porsche.

So the race ran out with Gardner taking the flag to give Sid Taylor's Steering Wheel Club team another conclusive win. Norinder, the bearded Viking-like Swede, was well rewarded by second place, followed by Gethin, then Dean. Ferrari exponent David Piper drove a steady race to take fifth place in his 3.3-litre L.M., which is now rather outclassed by the Lolas and Fords. Oliver's Europa took sixth place after team mate Miles had to stop with a blown oil-filter seal.

Although he was unplaced in his class, Bradley was delighted to take home the R.A.C. Sports Car Championship. This championship has certainly put a lot of interest into the Group 4 class of racing in Britain this year, although the rule which only admits cars of which officially over 50 have been constructed has rather restricted the number of makes eligible. Next year the minimum number will be halved, and quite a few more cars will be eligible. The championship has also shown just how competitive the Chevrons are, and had they been homologated at the start of the season, Bradley's task would certainly have been more difficult. It is hard to believe that the firm has only been building racing cars for three years.

Results :

1st : F. Gardner (5-litre Lola T70 Mk. 3 GT-Chevrolet) .. 1 hr. 24 min. 51.6 sec. —93.68 m.p.h.
2nd: U. Norinder (5-litre Lola T70 Mk. 3 GT-Chevrolet) .. 1 hr. 25 min. 25.0 sec.
3rd : P. Gethin (2-litre Chevron-B.M.W.).
4th : A. G. Dean (2-litre Porsche Carrera 6).
5th : D. Piper (3.3-litre Ferrari L.M).
6th : J. Oliver (1.6-litre Lotus 47 Europa).
7th : E. Nelson (4.7-litre Ford GT40).
8th : D. Martland (2-litre Chevron-B.M.W.).
9th : P. Sadler (4.7-litre Ford GT40).
10th : P. Hawkins (5-litre Ford GT40).

Fastest lap : Norinder, 1 min. 39.6 sec.—95.78 m.p.h.

Class winners : Gardner, Gethin, Oliver, D. Mockford (1.1-litre Diva 10F).

33 *starters* — 22 *finishers.*

Formula Three

The Formula Three event attracted a full field and did, unlike most similar races in Britain, deserve the title International. The Swede Wisell, with his Tecno, came over fresh from victories on the three previous weekends, there were an American and a New Zealander based in Switzerland, plus several French drivers, including the works Pygmees driven by Offenstadt and Dal Bo. The field was split into two heats and a final, and the first was dominated by the Chevrons of Schenken and Rollinson, who were just a bit too closely matched, for they both tried to go round Druids side-by-side and finished up in a heap in the rough. This allowed Miles in the works Lotus "wedge" to win from Westbury, whose Brabham sported a large wing, and the Japanese Ikuzawa, also in a Brabham.

The second 10-lap heat started with a downpour which had the track awash, and again was dominated by a Chevron, this time driven by Gethin, who normally races in F.2 but was helping out the Red Rose Motors team, as their usual driver, Williams, was indisposed. His Chevron was in fact a brand-new car with the centre section of the spaceframe strengthened by boxing in with sheet steel. Gethin won from Wisell and Nunn in a Lotus 41.

Fortunately the track had dried for the final and, after an initial skirmish with Wisell, Gethin showed both the potential of his new car and the fact that he has outgrown this 1-litre class, by pulling away to a good win. Wisell was a safe second, followed by the two works Titans driven by Lucas and the American Pike, who were ahead of a race-long battle between Craft, in his Tecno, and Nunn. Nunn, whose racing has been completed very much on a shoe-string and is using a three-year-old car, is being watched by Chapman. None of the foreign visitors fared very well, the best placed being the Frenchman, Jabouille, who finished down in 13th place with his Matra. The unlucky Miles crashed his Lotus when a tyre deflated, and Westbury lost a certain high place when his car's wing started to fall off. There were six different makes of chassis in the first seven places.

Results :

1st : P. Gethin (Chevron-Ford) .. .. .. 41 min. 07.8 sec.—96.64 m.p.h.
2nd: R. Wisell (Tecno-Ford).
3rd : C. Lucas (Tecno-Ford).

Saloons

1st : P. Pierpoint (Ford Falcon Sprint) .. .. 35 min. 3.6 sec.—88.19 m.p.h.
2nd: J. Oliver (Ford Escort Twin Cam).
3rd : B. Muir (Ford Falcon Sprint).

Brands Hatchings

Chris Craft's recent performances in both the Chevron-B.M.W. and his own Tecno F.3 must mark him as one of England's brightest hopes for the future although, prior to this season, he spent several years in the wilderness of saloon-car racing.

* * *

Most of the Chevrolet engines used in the Lolas, including that of the winner, are tuned by the American firm of Bartz. However, second man Norinder had a Traco-prepared motor. The best fuel-injected Bartz engines are said to give 460 b.h.p. from their five litres. Not quite as highly stressed as the Formula Three engines which are now giving 116 b.h.p. from one litre on only one carburetter.—A.R.M.

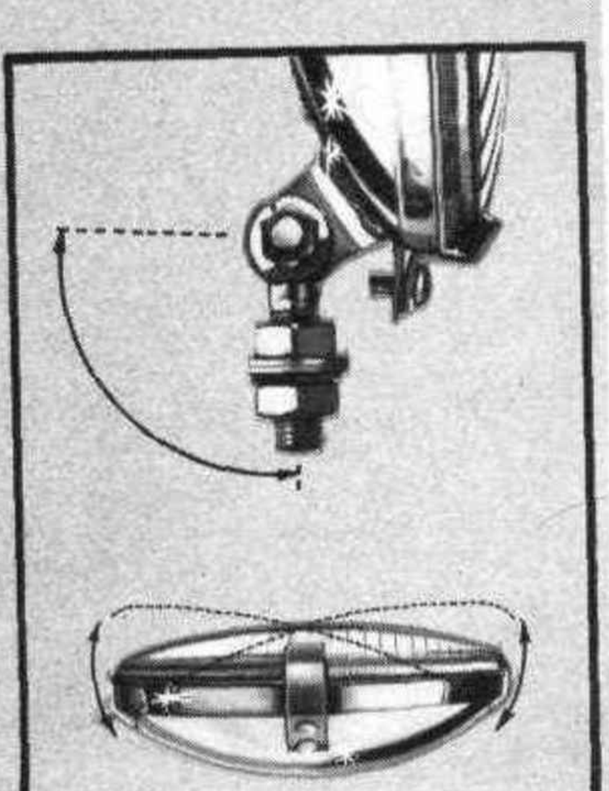


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THE ZELTWEG 500 KILOMETRES

ZELTWEG, AUSTRIA, *August 25th.*

AS THEY have no Formula One race yet in Austria the OAMTC give the title of Grand Prix of Austria to their major event, and this year it was the 500-kilometre race for Sports and Prototype cars. The event also scored half points for the Manufacturers' Championship, in view of its abbreviated length, but as this already meant 157 laps of the airfield circuit it was reasonable enough. Austria is very restricted in its motor-racing activities, but enthusiasm is strong and a half-length Championship race on an airfield was deemed better than no International event at all. What the Zeltweg airfield lacks in facilities it makes up by the hospitality of the local club who do the organising for their parent body in Vienna, and few, if any, entrants are heard to complain about the meeting.

The entry was made up by two Prototype Group 6 classes and two Sports Group 4 classes and in both categories last-minute withdrawals disappointed the enthusiastic organisers and public. Ford of England had shown their intention of sending two Alan Mann 3-litre Cosworth V8-powered coupés, and the organisers would have been happy with just one, but both were withdrawn. Having said they would race these exciting 3-litre coupés as much as possible in 1968, as an experimental year leading up to a full-scale effort in 1969, Ford of England seem to have changed their mind and think they will race the 3-litre when it is ready to win. Happy optimists! The other withdrawal was a Gulf-sponsored GT40 Ford for Ickx, the J.W. Automotive people deciding there was nothing to be gained from competing at Zeltweg from the point of view of gaining points towards the Championship of Manufacturers. Justified but disappointing for the Austrian people who were looking forward to seeing Ickx perform.

However, Porsche made up for the English withdrawals, fielding four 3-litre 8-cylinder cars as a full-scale prelude and try-out for Le Mans, while Alpine-Renault ran a brand new A220 coupé 3-litre, also in readiness for Le Mans. Alfa Romeo have shown faith in the Belgian VDS team by letting them have a 2½-litre V8 engine to install in one of their Tipo 33 cars, and Pilette drove this. The rest of the entry comprised private owners and one problem that the race-distance provoked was whether to use one driver or two. Normally 500 kilometres of racing is well within the capabilities of most drivers, but the little L-shaped airfield circuit does not leave much time for relaxation so some teams had two drivers per car, others relied on one driver going the whole distance. In the Porsche team Siffert and Elford were set to do the whole distance, but Herrmann was to have the help of Ahrens, the stocky little Formula Two driver having his first drive for the Porsche factory, and Neerpasch was to have the help of the Austrian driver Lins, also having his first try-out with the Porsche team. Mauro Bianchi elected to drive the Alpine-Renault V8 alone, even though de Cortanze was on hand, and Pilette and Trosch needed no help with the VDS Alfa Romeos. The private 910 Porsches were driven by Steinemann/Spoerry, Kauhsen/vonWendt, Bradley/Dean, but Koch reckoned he could do the distance alone. Three Group 4 Porsche 906 coupés were driven by Austrian and German pairs of amateur drivers, and a lonely Austrian in a Lotus 47 Europa did not anticipate doing the full 500 kilometres; indeed the Lotus fell apart on the starting line, but did a few laps later on. In the entry list Hawkins was to have the help of Prophet with his red GT40, with Gurney-Eagle Ford V8 engine and Hewland gearbox, but in fact Prophet was stand-by to Bonnier with the Lola T70, patched up with odd bits of bodywork after its Oulton Park accident. Nelson was alone in his Ford GT40, with TJ fuel injection, and De 'Udy was unaided in his green Lola T70. Missing from the entry list was Piper with his Ferrari LM, as it could not be got ready in time, and as the race was a Championship event, Group 6 cars were limited to 3-litres, so he could not run his successful Ferrari P3/P4.

The event should have been a Porsche benefit, with the 3-litre air-cooled cars from Stuttgart running in 1-2-3-4 formation, but so typical of Porsche this season they floundered and stumbled about in a most un-typical Teutonic fashion. In practice the number four works Porsche of Neerpasch/Lins spent much of its time having the alternator changed, and this being in the centre of the plastic cooling fan, it took an absurdly long time. Elford's car had the front plastered with oil, from a car he had followed, yet a leak was "found" in his own oil radiator and there was a big production over fitting a new one, which curtailed his practice. The four works cars had started the second practice session by cruising round in formation while their oil warmed up, and spectators were justified in thinking they were practising for a

STARTING GRID

1 J. Siffert (*Porsche* 908) 1 min. 04.86 sec.	2 V. Elford (*Porsche* 908) 1 min. 05.62 sec.	3 H. Herrmann (*Porsche* 908) 1 min. 05.73 sec.	5 M. Bianchi (*Alpine-Renault V8*) 1 min. 06.62 sec.
21 J. Bonnier (*Lola T70-Chevrolet V8*) 1 min. 06.72 sec.	20 P. Hawkins (*Ford GT40*) 1 min. 07.00 sec.	6 T. Pilette (*Alfa Romeo* "33"—2½-*litre*) 1 min. 07.38 sec.	
23 M. De 'Udy (*Lola T70-Chevrolet V8*) 1 min. 08.12 sec.	4 J. Neerpasch (*Porsche* 908) 1 min. 08.22 sec.	22 E. Nelson (*Ford GT40*) 1 min. 08.68 sec.	9 R. Steinemann (*Porsche* 910) 1 min. 09.52 sec.
10 K. von Wendt (*Porsche* 910) 1 min. 09.64 sec.	16 G. Pankl (*Porsche* 906) 1 min. 10.31 sec.	8 S. Trotsch (*Alfa Romeo* "33") 1 min. 10.82 sec.	
14 R. Jöst (*Porsche* 906) 1 min. 10.91 sec.	11 W. Bradley (*Porsche* 910) 1 min. 11.52 sec.	15 P. Peter (*Porsche* 906) 1 min. 11.72 sec.	12 G. Koch (*Porsche* 910) 1 min. 11.74 sec.
18 H. Mundschitz (*Lotus* 47) 1 min. 16.68 sec.			

photo-finish in team formation, but it was not to be. The Bonnier Lola and the works Alpine-Renault upset the perfect Porsche picture on the starting grid, but it did not take many laps for the Porsches to be 1-2-3 in number order, driven by Siffert, Elford and Herrmann, but Neerpasch could not keep up and Bonnier and Hawkins were in front of him. With the race barely under way Elford stopped with a broken control rod between the slide linkage and the injection unit. Another one was fitted and he pressed on furiously, his braking for the hairpin at the end of the back straight being disturbing to watch, but making one admire the modern disc brake! He finally overdid things on one lap, nearly taking team-mate Herrmann with him, this little contre-temps spoiling the 1-2 demonstration that Siffert and Herrmann were putting on for Porsche. It availed Elford nothing for the replacement control rod also broke, something obviously being badly adjusted somewhere, and he had another stop. Later in the race the same trouble befell the Neerpasch car and the jinx on this car continued when Lins took over for the gearbox played up and he spun off, only to find the starter would not work. He got a push-start to get going again, to return to the pits, and the car was withdrawn, just as the organisers were about to disqualify it for the push-start.

Siffert and Herrmann drove in full command of the race, neither the Bonnier Lola nor the Hawkins Ford being able to challenge them, and when they stopped for fuel Siffert continued, while Herrmann handed over to Ahrens. Bonnier held third place until around half-distance when a fuel bag sprung a leak and the cockpit began to fill with petrol, at which time he deemed it wise to stop. By the time the leak was cured he was too far back to qualify so withdrew the car. The Lola of De 'Udy did not complete a single lap, as the oil-pump drive sheared, it having done the same thing in practice, and the Alpine-Renault did not go far as vibration fractured an oil pipe that could not be repaired. The oil that came out sprayed all over Steinemann's 910 Porsche and he had to stop to clean the windscreen so that his hopes of catching the 910 Porsche of von Wendt were gone. Bradley's Porsche 910 broke a ball joint on the left front suspension just after he had handed over to Dean and the car limped to the pits with "one wing low", to retire. The 2½-litre-engined Alfa Romeo ran like a clock, even though Pilette clobbered some straw bales and a fuel tank was leaking, and he drove it hard to chase Hawkins. The 2-litre Alfa Romeo seemed to spend more time in the pits than on the track, with continual plug trouble and the look of them suggested something very much amiss in the mixture or ignition settings. After holding sixth place overall, ahead of all the 910 Porsches, Nelson's Ford broke a push-rod and as the bits could not be fished out he withdrew before the expense began.

All the 3-litre Porsches were fitted with a pair of little hinged flaps on the tail, each about 6 in. × 10 in., coupled by long vertical rods to the lower rear wishbones so that they lay flat as the car accelerated or rose as it braked, while on corners the roll caused one to sink and the other to rise. Their area and angle of movement did not look enough to be effective, but presumably every little helps! Siffert cruised home to win, feeling that 157 laps were quite enough, and it was lucky that the race was not 158 laps, for on his slowing down lap something broke in the transmission! The Herrmann/Ahrens car was on the same lap and Hawkins had driven a good reliable race into third, hotly pursued by Pilette, while von Wendt and Kauhsen, who have been doing well in long-distance events this year, led the 910 Porsches home.—D. S. J.

FOR RESULTS AND RETIREMENTS—see page 951

The new oils our rivals have brought out this year are very good. And certainly better than the oils they had before.

Even so, they still can't beat BP Super Visco-Static 20w-50.

They won't protect any better when you're running cold or running hot. And they won't be better at beating high oil consumption. Protect your car's engine with Super V 20w-50. It's the oil that didn't have to change its name or its price to keep ahead.

Bear that in mind when you hear of the new names, the new claims and the new prices.

Especially the new prices.

We repeat: there's still no better oil.



None better.

BP sets the pace

When you make an oil as good as this, you don't make a pack which holds back some of the goods.



Mobiloil Super—the first oil in the plastic pack. Which makes quite a difference.

You pour from the lip, not from holes punched in the top (as with cans). So you get more out of the Mobiloil Super pack. Just as you get more out of Mobiloil Super.

It's the multigrade with a new performance improver which resists the stress of engine conditions.

As a result, Mobiloil Super gives superior engine protection – and keeps those expensive repair bills in check.

Mobiloil Super gives better oil consumption—saving you money on topping-up.

And because Mobiloil Super stays fluid, even in extreme cold, it gives easier starting, saves battery wear and cuts down on petrol consumption.



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PICTORIAL REVIEW



SWISS HILL-CLIMB SCENE POPULAR WINNER of the St. Ursanne–Les Rangiers Hill-Climb on August 18th was Jo Siffert, who set a new record for the 3-mile course at 86.435 m.p.h. with the Rob Walker Lotus 49B.



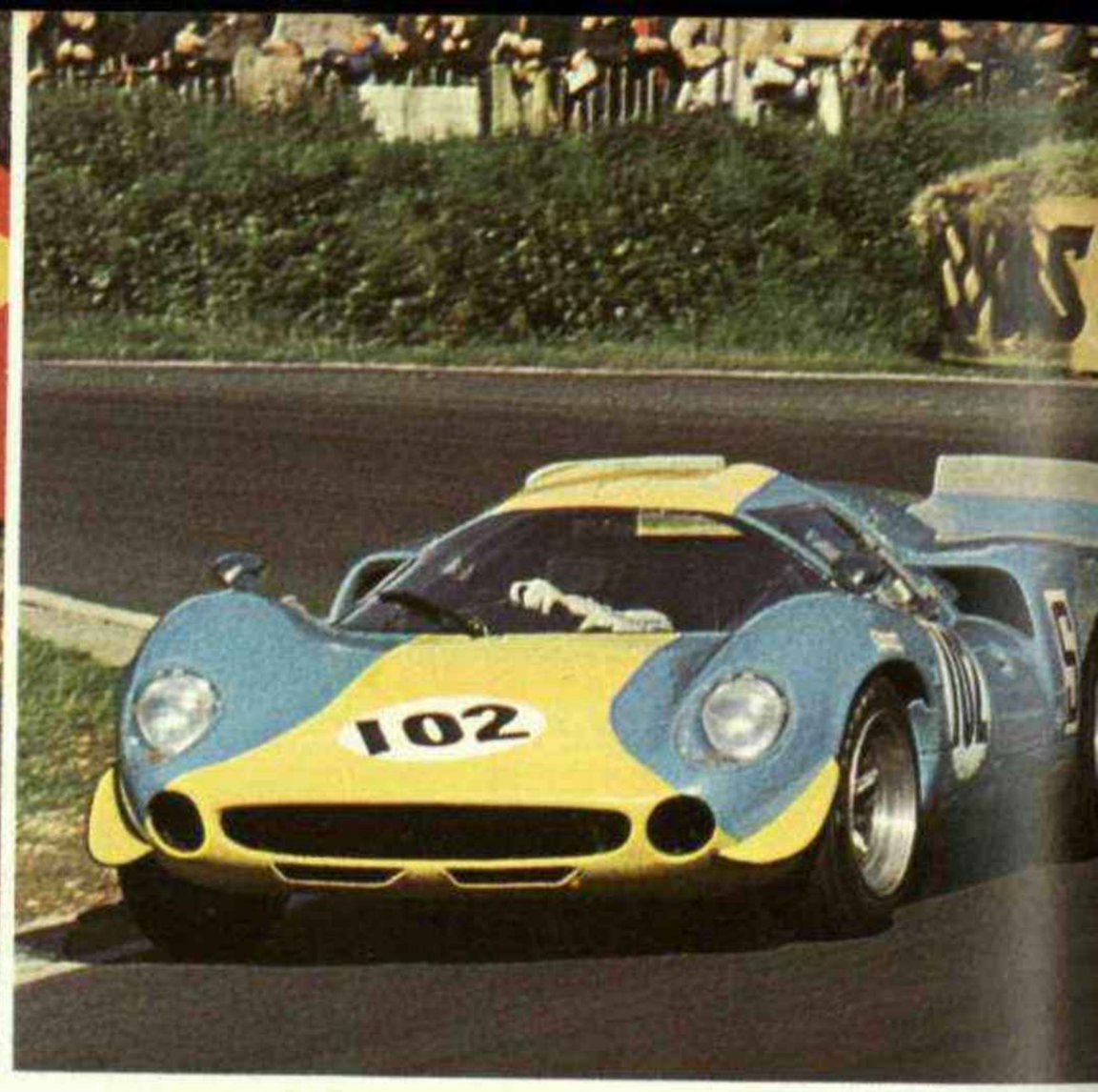
MITTER OF THE MOUNTAINS.—Driving the works 2-litre "Berg-spyder", Gerhard Mitter clinched his third consecutive European Mountain Championship for Porsche by winning the Swiss Mountain G.P. at Sierre-Montana-Crans on August 25th.

REAL HILL-CLIMBING.—Walter Habbeger's class-winning Formula Two Brabham BT23 negotiates one of the many hairpins on the Swiss Mountain G.P. course. Starting in the Rhone Valley and finishing at about 5,000 feet, the course presents breathing troubles for many competing cars.



OP





BRANDS HATCH GUARDS TROPHY

BILL BRADLEY with his Porsche Carrera 6 is chased by Digby Martland (Chevron-B.M.W.) and Peter Sadler (Ford GT40).

SWEDISH VISITORS.—Ulf Norinder drove a good race in his Lola T70 with Traco-tuned Chevrolet engine to finish second to Frank Gardner in the Guards International Trophy race at Brands Hatch.

DAVID AND GOLIATH.—Although Gardner won the Brands Hatch race with ease, there was a tremendous battle for much of the race for second place between the Ford GT40 of Paul Hawkins and the Tech-Speed Racing Chevron-B.M.W. of Chris Craft. Craft managed to pass Hawkins, who had to pit with a flat tyre, but the Chevron's engine lost its oil pressure with only six laps to go. Here the pair lap the Chevron-B.M.W. of Trevor Twaites.





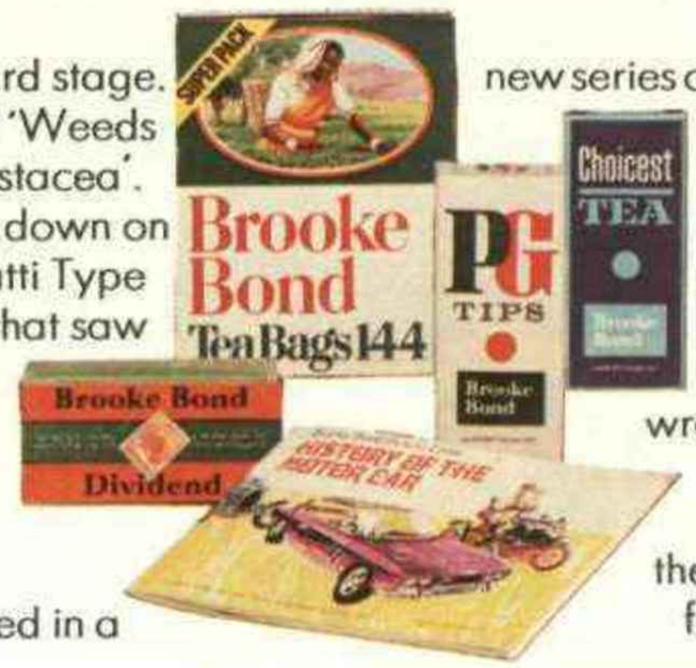
Mike Brown drives a 'Raceproved' tuned Escort GT.

He collects picture cards too.

You may think you're past the picture card stage. And maybe you are if you're thinking of 'Weeds and Shrubs of Britain' or 'Deep Sea Crustacea'. But what would you say to a precise run down on the performance and design of the Bugatti Type 35B? Or a few highlights of the E.R.A.'s that saw the Italian Maseratis off in the thirties?

And where were you in '39 when they dropped a 450 h.p. aero engine into a Napier-Railton and flew round Brooklands at 143.44 mph?

This is the kind of information contained in a new series of picture cards from Brooke Bond. There are facts and figures on 50 of the greatest cars the world has known: Duesenberg, Delage, Hispano-Suiza, Ferrari—the names, the drivers and the records that made motoring history. The series is called History of the Motor Car. There's a card between the wrappers in every packet of Brooke Bond Tea and Tea Bags, and for the grand sum of six pence you can pick up an album to mount them in from grocers. That contains even more facts. **Who said picture cards were kids' stuff?**



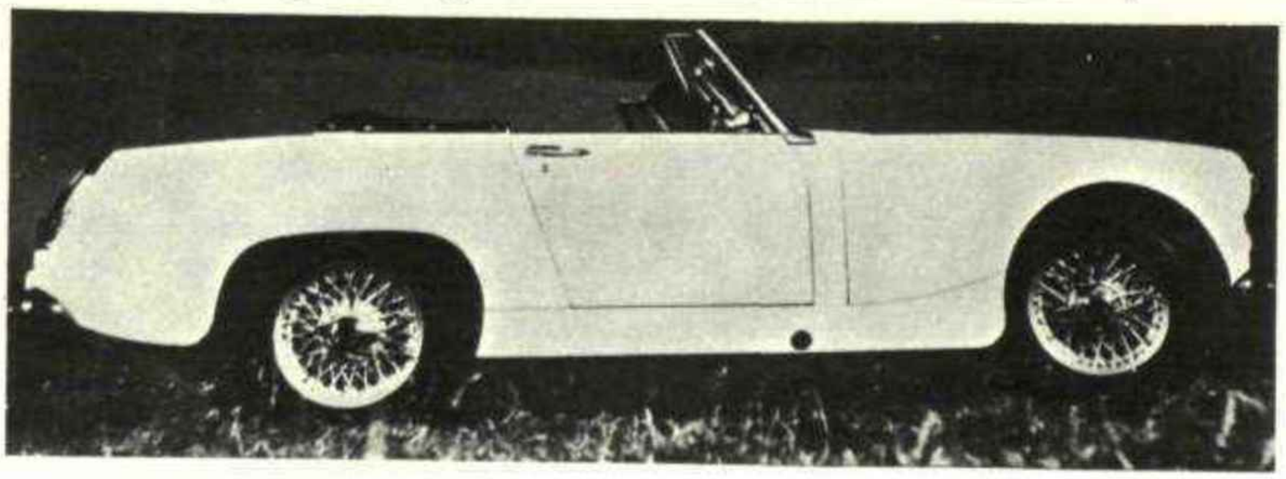


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She's got style
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Men who get around
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Enough to tempt any man at £724.0.7 inc. p.t.
optional wire wheels extra. Meet her at
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BRITISH LEYLAND **AUSTIN**



BIRKIN BLOWER BENTLEYS.—Four famous British sports/racing cars assembled at Silverstone by the B.D.C. UU 5871 is the ex-Brooklands single-seater, now restored to road trim by B. M. Russ-Turner. UU 5872 belongs to Stanley Sears. YU 3250 is the well-known Harry Rose car. UR 6571 is the short-chassis Neil Corner car, which Birkin drove at Pau.

THE BARREL-SHAPED BONNET signifies a post-1914 Hotchkiss, one of the great French cars of the Edwardian era. This one is a 1910 4-cylinder 16/20 model, which, after a spell as an estate lorry, was fitted with this replica sporting body. It is owned by Mr. G. G. Plaister of Wootton Bassett—some notes about it will be found in "On the Road".

ITALIAN GRAND PRIX

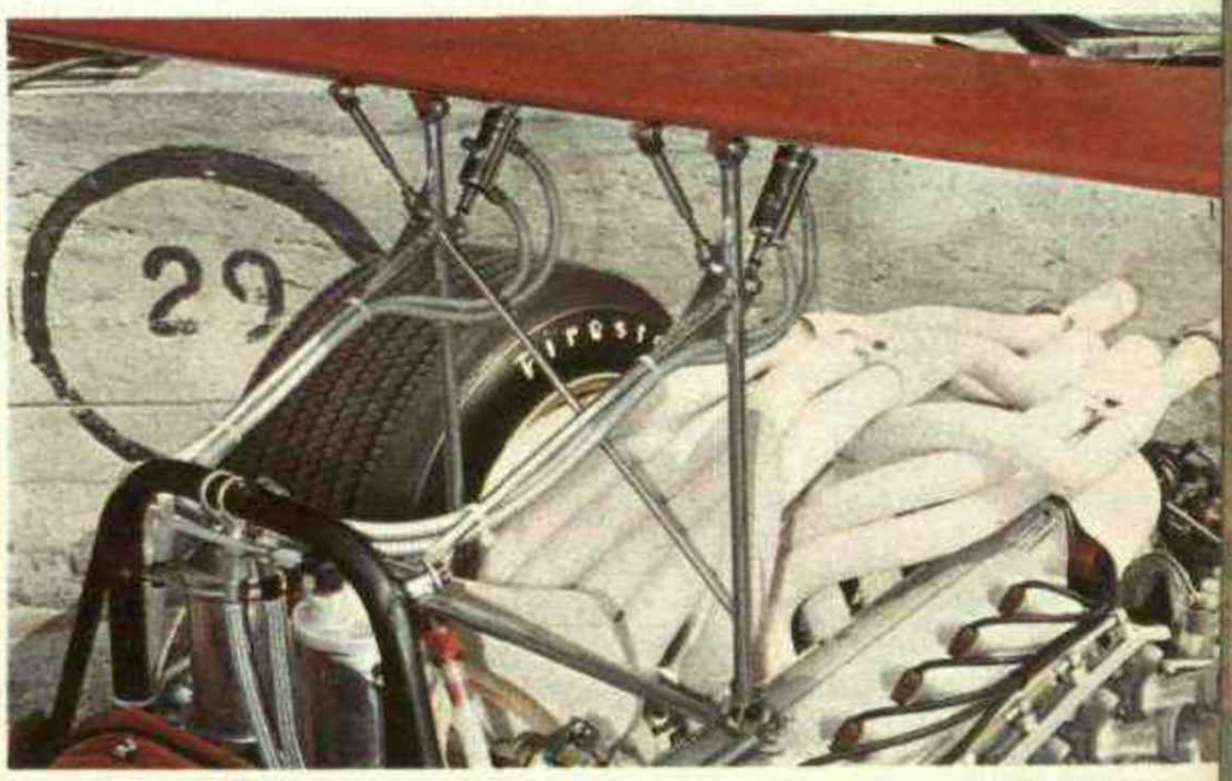
WINGLESS WINNER.—The McLaren team discarded their wings for the Italian Grand Prix and Hulme moved from eighth on lap 1 to the lead by lap 19. The McLarens were fitted with the new Ford exhausts and were back to the competitive state they were in at the beginning of the season.

EARLY GROUP.—In the opening laps there was a sizeable group slip-streaming for the lead. Here is Amon with the Ferrari hydraulically-operated wing in the working position, followed by Stewart with a fixed wing on the Matra-Ford, and in the background is Siffert without a wing on Walker's Lotus-Ford.

BEING LAPPED.—Hulme lapping Beltoise' Matra V12 and Bonnier in the McLaren B.R.M. V12 at the end of the back straight going to the Parabolica. In the background is Siffert lying second just before he retired with a broken damper mounting.

SAND STORM.—Bonnier, who finished sixth and last, comes round the Parabolica as Elford charges at 120 m.p.h. into the soft sand on the outside of the curve.





HYDRAULICS.—The Ferrari movable wing was operated by hydraulics, the pressure coming from the gearbox oil pressure. The lever control was a stalk on the steering column.

BRABHAM BIPLANE.—The Brabham team reached the ultimate in wing complication. The front wing was the old rear wing. The new split rear wing flapped as the chassis rose and fell on the suspension.







Pininfarina Dino Ginevra special berlinetta:
Two-door, four-seat closed coupe with front engine and rear luggage platform.
Length: 13ft 5ins. Width: 5ft 7ins. Height: 4ft 1in. Wheelbase: 7ft 5½ins. Front track: 4ft 6½ins.
Rear track: 4ft 5¼ins. Weight: 21 hundredweight approximately. Top speed: 130 mph.
Engine: Six-cylinder vee, with two overhead camshafts per bank of cylinders. 86mm bore by 57mm stroke,
capacity 1987 ccs. Compression ratio 9 to 1. Peak power 166 bhp at 7200 rpm.
Five-speed gearbox with synchromesh on all gears.
Carburation by three Weber twin-choke downdraught carburettors.
Gearbox ratios: 1st: 3.095 to 1. 2nd: 1.825 to 1. 3rd: 1.351 to 1. 4th: 1.00 to 1. 5th: 0.871 to 1. Reverse: 2.889 to 1.
Final drive: hypoid bevel with limited-slip facility, ratio 4.875 to 1. Brakes: Disc brakes on all four wheels,
with independent servo-assisted circuits for front and rear brakes, and brake pressure compensator in rear circuit.
Tyre equipment: Pirelli Cinturato radial ply tyres 185 SR 13.
Suspension: Front: independent with wishbones, coil springs and hydraulic dampers on upper links
with reaction rods on lower arms. Rear: rigid axle with 2-leaf semi-elliptic springs and
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PIRELLI

five Alpine-Renaults, one in Group 3 and four in Group 6. One of the latter, driven by Jean Vinatier and Jean-Francois Jacob, became the outright winner, although it was the only one of the five to finish.

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Castrol GTX is the high performance oil.

But there are limits.

It won't turn a banger into a bomb. It won't halve your 0-60 time. It won't even turn you into a second Fangio overnight.

What it *will* do is more for your car than any oil has ever done before.

Castrol GTX 20W-50 stays 20W-50 virtually from one oil change to the next. This is 'shear strength'. And this is what it means to you:

Lower oil consumption.

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Easier starting and rapid circulation.

Full body at high operating temperatures.

And that's just the start.

Castrol GTX has added dispersant qualities to stop sludge forming, especially during cold running. Extra anti-varnish properties check ring-sticking during sustained hard driving.

It has a solution for post-ignition corrosion.



Those nasty acids left over by combustion that eat into your cylinder walls after you've switched off, are mopped-up before they can start any trouble. Welcome news if you have to leave your car standing out overnight.

GTX has 'Liquid Tungsten', too.

So your bearings, cams and tappets are protected against frictional wear as only 'Liquid Tungsten' can protect.

No matter what car you drive, it'll be far better off with Castrol GTX high performance oil.

And that is a promise.

ALPINE RALLY

RENE AND CLAUDINE TRAUTMANN finished third in this Group 6 Fulvia and collected a *coupe*. Two other Lancias retired.

ALFA ROMEO provided cars and Autodelta service vans for their French distributors and were rewarded with a second place by Barailler and Fayel (GTA, above) and the only *Coupe des Constructeurs*.

THE PERFORMANCE of two Daf 55s was incredible, particularly as one finished whilst far speedier cars fell by the wayside in droves. This one, driven by Jean-Louis Haxhe and Jacky Coolen, finished 12th and, on one downhill section, actually passed a Ford Escort twin-cam.


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Your new car is about to become obsolete.



They're making the facelift that makes most models new and yours out of date.

At Rover we have a different philosophy. Instead of built-in obsolescence, we build in safety and performance features which do not date. And only make changes that actually improve the car. So your Rover 2000 will be the current model for years to come.

And, instead of just padding, a safety cage that surrounds and protects you and your passengers. Instead of brief checks, giving every engine a full bench test. And we drive every car round and round our test track until we're satisfied.

It's these standards, these features and the thinking behind them that make a Rover new. Year after year after year.

ROVER

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BOOK REVIEWS

"Cars In Colour", by Michael Sedgwick. 174 pp. 8 11/16 in. × 8½ in. (*B. T. Batsford Ltd., 4, Fitzhardinge St., London, W.1.* 25*s.*)

Batsford are back on the motor-book bandwagon with this rather unoriginal picture-job, with introduction and supporting notes by Michael Sedgwick. We say unoriginal, because excellent as the page-size colour plates of 80 cars ranging from 1888 1½-h.p. Roger-Benz to 1961 M.G.-A are, there exists a strong suspicion that we have seen most of them before, in other Batsford books or Montagu Motor Museum catalogues. Otherwise, why stop at 1961 in a publication released late in 1968 ?

However, the pictures are quite pleasing, although far too many of the subjects they depict are seen in modern settings, carry V.C.C. dating plates, oversize tyres or otherwise are non-contemporaries. They are, nevertheless, a good selection of action racing, static racing car, sports car, veteran, vintage, p.v.t., classic and last-decade cars. Sedgwick's written commentaries are accurate and amusing, if you have not had them before. So if you can think of no better way of spending 25s. you may care to help Batsford to regain its lost foothold in the motor-book world.—W. B.

* * *

"The Green Hat", by Michael Arlen. 244 pp. 7 7/16 in. × 5 in. (*Cassell & Co. Ltd., 35, Red Lion Square, London, W.C.1.* 25*s.*)

This is a reprint of the famous novel of the 'twenties, which has as part-hero a pre-1923 Hispano-Suiza. It also contains references to other real cars, an aged Rolls-Royce, a luxurious Renault, Citroën taxi-cabs and racing Bugattis. . . . Although, when my Secretary telephoned to ask for a review copy, incidentally calling it with some perspicacity "The Red Hat", the young man at Cassell's said "It's not about cars . . . it's a novel". He was both right and wrong but he obviously did not know that this is the book quoted nearly every time an Hispano-Suiza car is mentioned. (I always thought it mean of Arlen to spend some of the profits this best-seller brought him on buying a Rolls-Royce—a yellow Rolls-Royce, to prove again that there is nothing new under the sun or the stars.)

This was the "naughty" book of its time, although what those who shunned it or covered it in brown paper before reading it would have thought of today's marks of civilisation's sick-emancipation, like *Penthouse and Playboy* and the majority of TV plays, I cannot imagine. . . . "The Green Hat" is very much concerned with life for the rich under the sun and the stars of the mad-'twenties; the nightclub scenes and the description of the race between Hispano and Rolls to Maidenhead from London for a mixed midnight bathe in the Thames, *sans* costumes, have become classics of their kind. Such references to motoring, mostly behind the Hispano stork, as there are, are written less straightforwardly, but they, too, can be called classics of their period.

The yellow Hispano-Suiza of this novel is driven by an attractive woman in a green hat, who is killed in it. It drew forth Arlen's great piece : "This car charmed the eye. Like a huge yellow insect that had dropped to earth from a butterfly civilisation, this car, gallant and suave, rested in the lowly silence of the Shepherds Market night. Open as a yacht, it wore a great shining bonnet, and flying over the crest of this great bonnet, as though in proud flight over the heads of scores of phantom horses, was that silver stork by which the gentle may be pleased to know that they have just escaped death beneath the wheels of a Hispano-Suiza car, as supplied to His Most Catholic Majesty." There is more in this style, in praise of the make of car Arlen chose to star in his novel. He knew cars, mentioning 75 m.p.h. as the Hispano's top speed, or 76 with the cut-out open, and its 120 horsepower, and the old Rolls, identified by its "winged Mercury" mascot, as giving 60 horsepower.

So this is a novel which merits inclusion in MOTOR SPORT's book reviews. Students of the nineteen-twenties will want this book and Arlen's first novel "The London Venture" and others in Cassell's paperback First Novel Library. "The Green Hat" has a splendid introduction by A. S. Frere who was with Heinemann when Arlen brought them the original mss., in which he discusses the author, the late Dikran Kouyoumdjian, and tells us that his famed Rolls-Royce, bought after his book had earned him, they said, £120,000 of '20s money, was an ex-Lord Lonsdale car, "loud, yellow, vulgar", which Arlen was in those days able to park outside the Embassy Club in Bond Street almost every lunchtime.

I am glad that this legendary book is available again and thus has at last come into my hands; but I confess I found reading it very heavy going.—W. B.

"International Motor Racing Book No. 2", edited by Phil Drackett. 144 pp. 9⅛ in. × 7 in. (*Souvenir Press Ltd., 95, Mortimer Street, London, W.1.* 21*s.*)

We are not usually in favour of these mixed-contents annuals. But this one is different. It contains a great deal of interesting material, and the layout is a triumph for Editor Drackett. For example, great names in racing, like Hulme, Hill, Amon and others, well-known motoring writers such as Garnier, Al Bochroch, Kemp, Geoffrey Charles, Pat Gregory and Bill Boddy contribute varied pieces (Boddy literally, with an article on girls-who-go-racing), Joan Drackett spotlights Ken Tyrell and there is lots more besides. And 150 good pictures, from all ages of motor racing.

This would be a good buy now, to save up as a Christmas present for some young enthusiast.

* * *

Putnam and Company Ltd., 9, Bow Street, London, W.C.2 have added two more aeronautical histories to their long list of exceedingly informative and beautifully produced and detailed books in this series. We have reviewed each in turn, so it suffices to say of the two latest titles, that they follow the pattern of previous Putnam aeronautical books, and contain copious drawings and photographs. The new titles are : "United States Navy Aircraft Since 1911" by Gordon Swanborough and Peter M. Bowers (518 pp., 84s.) and "Soviet Transport Aircraft Since 1945" by John Stroud (318 pp., 63s.).

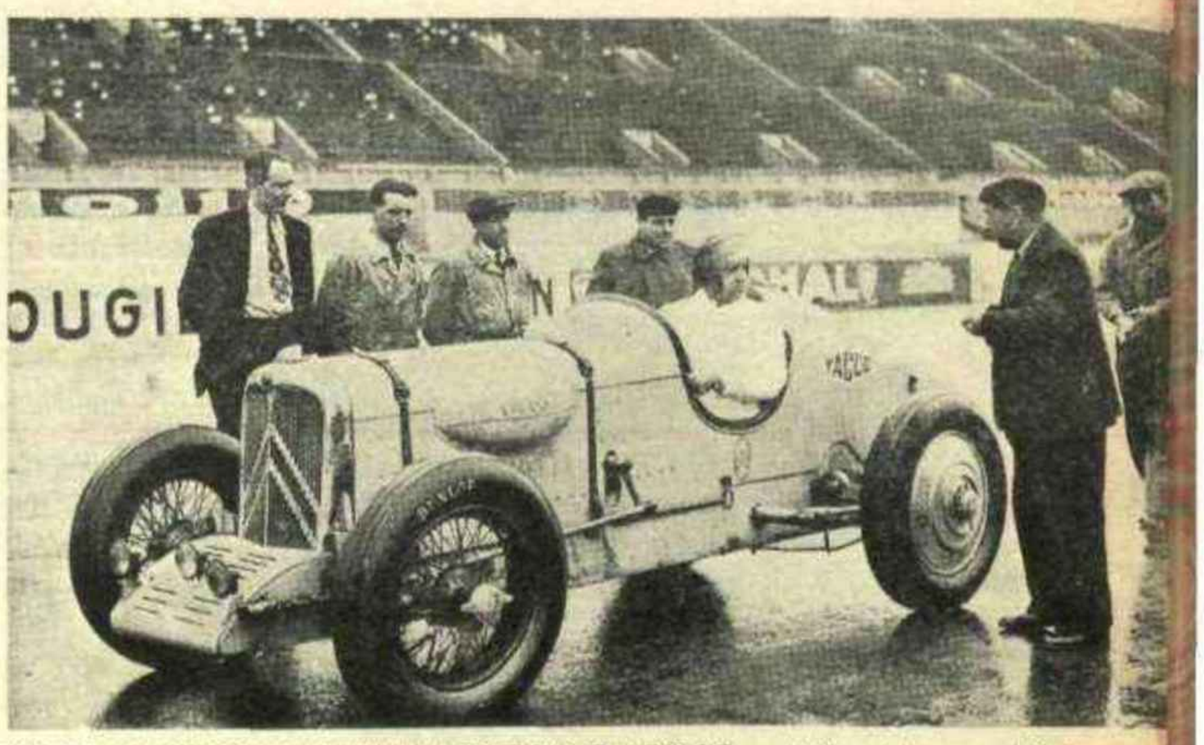
MINIATURES NEWS

The latest fully-detailed Corgi miniature is of a Chevrolet Camaro SS350. It is a fine piece of small-scale die-casting and has the "Golden Jacks" wheel-changing system which Mettoy Playcraft introduced for Corgi miniature cars earlier this year. It also has concealed headlamps, the covers of which can be raised by moving unobtrusive levers by the front bumpers, plated air-intakes in the bonnet and a floor gear lever as fitted optionally, while the bonnet carries the black stripe at the front known to American Camaro owners as a "front accent band". The hood, with its rear window, detaches. This model is 4 in. long and sells for 9s. Ask for Corgi 338.

Corgi also have gift sets of rather lurid conception, namely a Tour de France Renault 16 camera car and a Zebra-striped "Lions of Longleat" Land Rover, with accessories.

Commercial-vehicle collectors will rejoice in the Meccano Dinky version of the A.E.C. Hoynor car transporter, carrying five or six Dinky miniatures and measuring 15 in. in length with its ramps lowered. It is a working model, very impressive, which costs 25s. 6d.

Last month we priced incorrectly the Lesney "Matchbox" series of motor miniatures. Lesney have NOT increased their prices, these models remaining at 2s. 3d. each.



WHEN CITROEN WENT MOTOR RACING.—A fine picture which has recently come in from French archives and which shows the car that made an unsuccessful attempt on the World's 48-hour record at Montlhéry in 1934. It was sponsored by Yacco oil and ran on Dunlop tyres. Apparently it was the sixth racing Citroën of the "Rosalie" series.

LETTERS FROM READERS

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

SAFETY BELTS

Sir,

I was once more astounded to read your comments on safety belts. You state in "On the Road": Issigonis has said that, like me, he has had no use for safety belts, having made a very safe car in which the driver should be able to dodge the incidents". If this is so, why do the works rally Mini-Cooper and most other top rally teams all use full harness aircraft-type belts? Why are many of the F.1 drivers using safety belts? Brian Redman recently stated that he would have been much more severely injured in his Spa accident had he not been wearing his Britax belts. As both a doctor and a regular rally competitor, I hope I will not be classed as "too timid to travel in a motor unless attached to it". I have taken part in the Spa-Sofia-Liège, R.A.C., Monte Carlo and Circuit of Ireland rallies, not without success, and am not afraid to admit that I wear safety belts on most occasions. I have seen the other side of the story, of multiple and sickening injuries to people involved in accidents. It has been conclusively proved time and time again that properly worn safety belts significantly reduce both the mortality and morbidity of car accidents.

There are two dangers with belts, and these are negligible when compared with their saving effect. The first of these is that of being trapped in the case of fire. The percentage of accidents in which fire is involved is very low. The second is due to improper use—*i.e.*, wearing the belt so that the buckle is lying over the abdomen, so giving rise to such injuries as rupture of the liver or spleen. Another fault is that of wearing the belt too loose—belts are designed to be worn tightly.

Perhaps the real reason why Alex Issigonis speaks against wearing belts is because he has designed a car in which the seating position is so bad that if one is wearing belts properly the only instrument most people can reach, unless shaped like a gorilla, is the steering wheel. All switches are completely out of reach!

As for you, Mr. Boddy, I think that as the Editor of a magazine which has such a very large audience you should have a little more thought before airing such ideas in public. I agree with your views on speed limits, on television and motor racing, but what is wrong with checks on tyres, and wearing safety belts? I do not wish to be hit by some idiot in a 25-cwt. car with four bald tyres of different makes who loses control while I am driving along in my Mini, not wearing belts. I do not think I am infallible!

Please, Mr. Boddy, act your age, realise that you are now living in a world of high-speed motoring and not still "Touring in 1907".

Belfast. D. B. CRAWFORD.

[Dr. Crawford and others who have written expressing much the same views have entirely missed the point. I do not strap myself to the cars I drive. This is probably very foolish of me and I may not live to regret it. But I have stated on many occasions that this is a personal fad—and not one that I advocate to a single reader. What I did say was that I regard a law which makes me fit belts I never use, but cannot compel me to wear them, a stupid law, on the logical, simple reasoning that if I felt as Dr. Crawford and those like him very sincerely and sagely do, I would have fitted belts anyway, without parliamentary dictatorship which stops short of making me, as an individual, *use* them. Competition motoring is quite a different matter, and in rally cars and F.1 projectiles, should I have ever aspired to them, I would belt up—although, going very fast in a rally Saab with Carlsson in Sweden, I said, "Do you want me to put the safety belt on?" to which Erik replied, "If you wish, but I never do. We shall get out more quickly without them." I have been in a racing car that rolled, and other cars which have caught fire, and was thrown or was able to jump quickly to safety, which wouldn't have been the case had I had to unsnap those belts. But I would never advocate anyone not using harness if they feel the slightest necessity to do so.—ED.]

* * *

SUNBEAM STILETTO ROAD TEST

Sir,

Interesting to read the report on the Sunbeam Stiletto in your August issue, as your views seem to fit in very closely with mine.

It is fun to drive, but there I can only compare it to an Austin-Healey Sprite Mk. I. The interior is good, the seats especially. I felt no undue cramp after covering 650 miles overnight, and this to me is as good a recommendation as any. The driving position I find fair. I'm just 6 ft. tall, and would prefer a "straight-legged" attitude, but find this impossible to achieve because (a) the seat won't go back far enough, (b) if it did, then the minor controls would be out of reach. I've just reached 5,000 miles and in that time have experienced:

(i) Leaks round the bottom corners of the windscreen.
(ii) Leaks from both quarter-light locks.
(iii) Discovered the timing was hopelessly out, the engine firing at 2° a.t.d.c. instead of 3° b.t.d.c.
(iv) One drive-shaft bolt extremely loose.
(v) One nut missing from exhaust manifold.

The last three should never have occurred—I thought the 500-mile service was for things like that. I purchased the car after it had been used as a demonstrator and had 700 miles on the clock.

The gearbox I find delightful, although I prefer the crisper action from the Sprite's box. The Stiletto's feels rather as though it was operating through a sponge. The engine does idle fast, but is fairly quiet at the indicated 1,000 r.p.m. A noisy section seems to come at about 4,000 r.p.m., but by the time 4,500 r.p.m. is reached it seems to be quietening down a bit. As 4,500 r.p.m. represents 70 m.p.h., I suppose it would be an act of treason to talk about 5,000-odd r.p.m. in top! However, in the intermediate gears the engine seems perfectly happy to be kept buzzing at around the 4,500 mark. Over a lengthy trip of 1,300 miles last weekend averages of 40 m.p.h. and 40 m.p.g. were achieved, this including some fairly hefty traffic work.

I would very much like to see an oil-pressure gauge fitted as standard—apart from that, instrumentation is satisfactory. The price is high—I was fortunate in having a lump knocked off because of the car's demonstration days. I needed a car that was nippy, economical, comfortable, and would absorb into its interior my wife and myself plus baggage, and one Irish wolfhound of astounding proportions. Hence a sports car as such was out!

Thanking you for your very excellent magazine.

Elgin, Scotland. D. A. FISH.

* * *

THE POLICE ATTITUDE—1946/1968

Sir,

Hard luck for me. Good luck to Mr. Walker and his Elan. I was "radared" in Woodford, Cheshire, on May 24th, 1968. The occasion was all very civilised and suave—"Good afternoon, sir—are you aware 44 m.p.h.—proceedings may be taken, etc.?"—I went on my way, annoyed beyond measure. A very bitter driver.

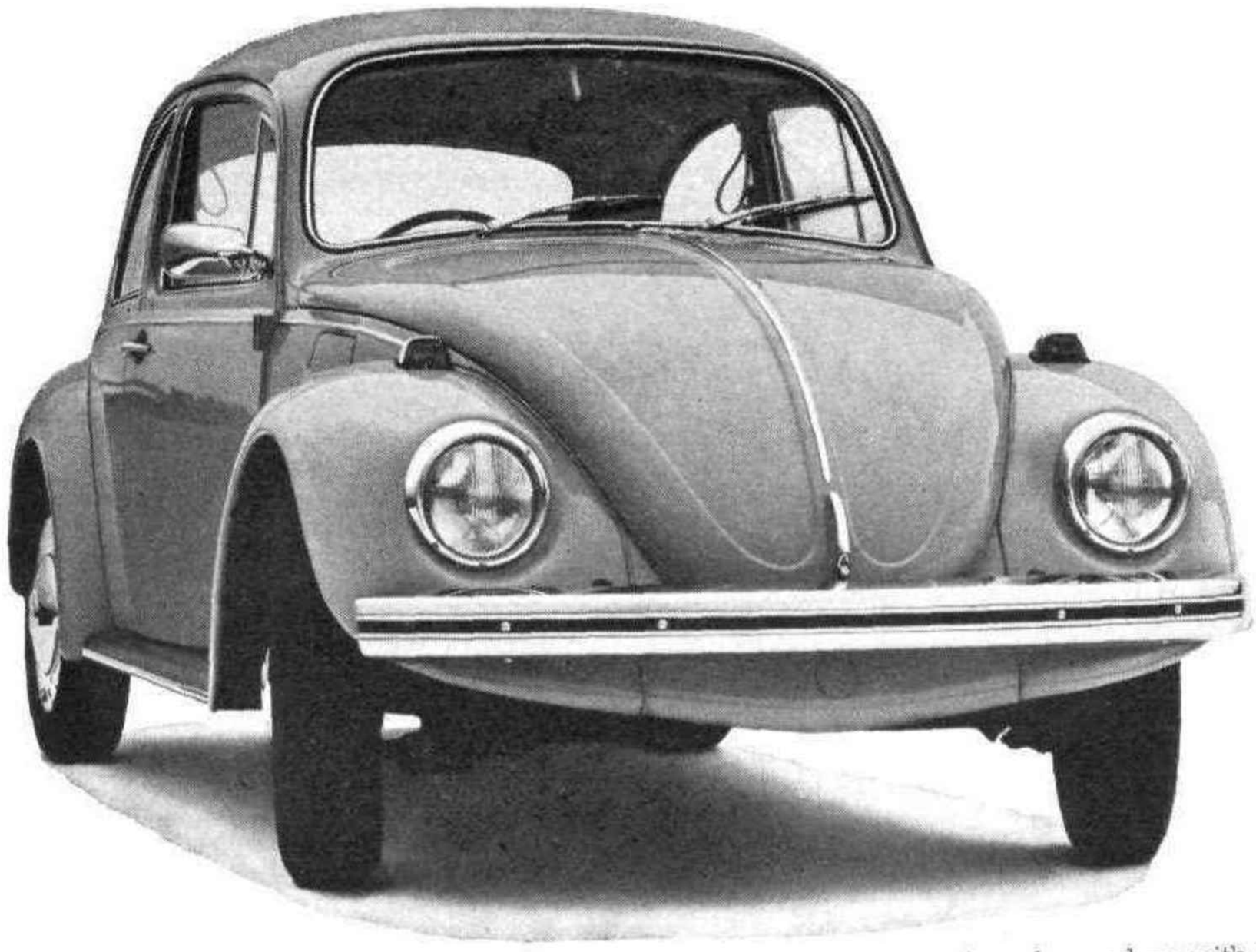
On August 2nd, I paid my fine of £6. Looking at my driving licence endorsement makes me feel a criminal!

Possibly I have been fortunate in that the last time I was stopped by the police, for breaking the law, was 1946. This was in Hazel Grove, within four miles of the area where I was caught by radar. I was "gonged" in a 1937 Morris Eight. My reception, by these two policemen this time was a contrast indeed. There was no soft-shoe treatment—just the boot! "Now, then . . . you *have* driven at 38 m.p.h., a lecture on driving—built-up areas—lucky for you that your driving was reasonable . . . If we see you again, you're for it."

I was chastened. Felt three feet tall, but went on my way resolving to be a better driver. From these two brushes with the police it does seem to me, that in 1946 I learned to respect the Law, whereas in 1968 I have the utmost contempt for the Law as applied to motorists today.

I have motored for over 20 years without any incidents. I cannot deny that I have had many "moments" during this time; there has, however, been nothing involving man or machine. I believe all this is due to the police attitude to me in 1946, when they were allowed to do their job as men, and not as Robots. I can only assume I got away with speeding because my driving, the road conditions, the condition of my car—were all considered *before* I was stopped. Today's policeman who booked me in May, 1968 judged none of these things—too busy watching the dial of an electronic machine. The old mechanic's reply, when asked his opinion on electronic engine-tuners, was—"It's as good as the mechanic that's using it, lad".

Ugly.
Slow.
Noisy.
Expensive.



We know the kind of things you've been saying behind our beetle's back.

And we've got to admit they get our back up.

Not that we can't take knocks as well as the next bloke, when they're fair. But we don't think these are.

So now we're going to knock the knocks:

Our beetle may not be the greatest looker in the world, but there are reasons why it looks the way it does.

It's got curved panels rather than flat ones because they're stronger. You only have to tap a few competitive bonnets to realise that.

As for being slow, we've never claimed it was a ton-up job.

Even so, the beetle's no slug through the gears. And in top, the 1500 model does 78. That's 8 mph faster than you're allowed to go.

When it comes to noise, we confess that meter readings have proved us a decibel noisier than a Rolls.

But they've also proved us quieter than a lot of cars.

And since our engine's in the back, whatever noise it makes, the car behind gets. (You only get it when you're reversing.)

The other thing you've charged us with is charging too much.

We could blame the import duties for our price, but we'd rather you judged us on our merits.

Take the interior. You'd have to spend a fair bit more on any other car to find trim as trim as ours.

And we throw in quite a few bits and pieces for nothing.

Bits and pieces like the dual braking system. The adjustable back-rests. The two-speed wipers. And the rear, as well as the front, footwell heating.

All things considered, we don't make a bad job of making the beetle inexpensive without making it cheap.

And that reflects in the resale value.

If you're ever sorry you've parted with your money you can get more of it back from a beetle than from any other car.

And when you've got that to rely on, the beetle can suddenly seem beautiful, fast and quiet as well.

If you'd like to test-run a VW, write or phone: Volkswagen Motors Ltd., Volkswagen House, Cargreen Road, South Norwood, S.E.25. 01-653 8866.

Ah, well, I can still drive my Elan between 30 and 70 m.p.h. with great joy. A privilege I appreciate. I, too, made my decision to have a Lotus after reading your road test, I believe, in the October issue, 1966.

New Mills. J. V. Howe.

* * *

TRIUMPH COMPARISONS

Sir

I was very interested to read your road-test of the Triumph TR5 as a comparison with the TR4A, one of which I have owned for just over twelve month.

Having moved to the South West two years ago whilst owning a Cortina GT, I decided that on the types of road to be found in this part of the country a compact car offering good acceleration (tourist-avoider), long life and reliability, coupled with reasonable economy, would be more suitable.

In twelve months I have covered 31,000 miles and the TR4A has borne out my opinion that it would satisfy my requirements. Reliability has been good, two small and easily rectified leaks and initial throttle linkage sticking being the only defects to show up under warranty, since which time there have been two more, a broken choke cable attachment at 15,400 miles, rectified free of charge, and a split silencer at 29,500 miles. The silencer, I am told, is now too thin for further successful welding, and in common with those on most other British cars bears out my suspicion that these flimsy devices are manufactured with an eye to further business. I feel it is high time that the British Standards Institution took a hand here.

Economy has been more than reasonable. The Goodyear G800 tyres were replaced at 24,000 miles, the disc pads at 23,100 miles. Five 6,000-mile services have cost, including materials, £48 17s. 6d., oil consumption is about 600 miles per pint, and 1,170 gallons of 4-star petrol work out at 26.56 m.p.g. Where possible Shell petrol has been used, being the only company, almost, now supporting motor racing and, therefore, worth supporting themselves. Allowing just over £200 for depreciation, the cost per mile works out at less than 5½d.

The car is big enough to carry my wife and two children, both under six years old, and I have heard no complaints from them after several trips of over 300 miles. It will also carry sufficient luggage for short vacations, and altogether has proved a most enjoyable car to drive. The effortless top-gear performance and good torque have contributed in no small part to the reputation of the TR engine for long life, and I look forward to at least two more years of ownership.

The road-holding took some getting used to after the Cortina GT, which ran on Cinturato-shod 5½Js; however, after the slight initial disappointment, familiarity has improved matters. My only complaint concerns the poor layout of the foot controls, which the TR5 seems to have inherited. The siting of the dip-switch would do justice to a well-planned treasure hunt, and with the heel of the shoe on the floor only a size-18 shoe can operate it. The excellent multi-purpose stalk of the Cortina range would transform matters, as it would replace four different controls. Apart from these criticisms, the interior appointments show how far sports-car design has progressed since the uncomfortable pre-1960s.

In summary, a very enjoyable, comfortable and reliable car, giving quite economical motoring (usual disclaimers).

Finally a plea to your excellent magazine to publicise the plight of Exeter motorists, who are allowed to use only the eastbound lane of the dual-carriageway High Street, the westbound lane carrying notices reading "No entry except for buses". No doubt your eloquent reporters could do full justice to this ludicrous state of affairs, which has thrown traffic conditions in this otherwise pleasant city into near chaos.

Ottery St. Mary. A. A. Greenwood.

* * *

TIGER, TIGER—FOR THE BIG BATTALIONS

Sir,

Whilst on holiday in North Devon recently, passing through the Brendon Valley and the village of Rockford, I came across an Esso pump at the side of the Rockford Inn.

A notice beside it read as follows: "The landlord regrets that due to Esso refusing to supply small pumps such as this, he has no petrol for sale. If you wish to complain please write to Esso. The nearest filling station is at the top of Countisbury Hill—buy Shell!"

I, and I am sure many others, will find this difficult to reconcile with the pathetically eager sales campaign under way at the moment, by means of which we are urged to save the hairy monster.

Esso will undoubtedly tell us that this is yet another attempt by that wicked, nasty sales manager to bring disgrace upon the head of that friend of the motorist, the happy, lovable, anxious-to-serve-you tiger. No connection with Shell, Nat. Benzole, Fina, V.I.P., B.P., E.P., or any other petroleum company with an adult sales campaign.

Thank you for an excellent magazine; long may it reign supreme.

Rochford. R. Bryan-Smith.

* * *

SHOPPING FOR A DERBY BENTLEY

Sir,

As an ex-owner of a 1934 3½ and a 1937 4¼ Bentley, I was most interested in the article mentioned above. I'm afraid, however, that there is much more to consider when buying a Derby Bentley than your contributor suggests.

One of the most important items is the propeller shaft. This was an acknowledged weak point in the design. On the 3½ and, I believe, the early 4¼ the universal joints had plain phosphor bronze bushes, but later cars had needle roller bearings. Any shake in these, and in both my cars the rear was the worst, should be viewed with the gravest suspicion. Twelve years ago a Bentley agent quoted me £60 to rebalance the shaft and fit new universal joints. The fault reveals itself on the road as a buzzing vibration, particularly on the change over from drive to over-run.

Due to the large quantities of oil and water and an inoperative thermostat, a Bentley will take at least 10-12 miles of normal driving to attain its working temperature. The difference in noise level between an engine with cool, thick oil, even if the radiator is hot, and the same engine after it's thoroughly warmed up is astonishing. The crankshaft, incidentally, is case-hardened and the bearings of the 4¼ are aluminium-based and regrinding and remetalling will cost twice or three times as much as the unitiated anticipates.

Brakes are likely to be a further expense. To remove the drums two pulleys are required and these are, or were, only available at Bentley agents, who are forbidden to lend them to amateurs. The complications of the brake servo are also beyond the capacity of any but the most experienced owner. There are many other points; slack splines on the rear hubs will give an annoying series of clanks—make sure they haven't been jammed up with tin foil! A dull rumble from the front of the engine may be a seized vibration damper which necessitates another visit to the Bentley agent. I was quoted £26 10s. for new king pins and bushes. Bentley spares cost at least three times as much as those of a mass-produced vehicle—you may be lucky with second-hand spares, but it's not likely to be a long-term solution. Any attempt at tuning for increased performance of a 30-year-old car is strongly to be deprecated. The Instruction Book in bold letters states that on no account should 4,500 r.p.m. be exceeded, and I have known two engines destroyed by broken connecting rods.

If you want your Bentley merely to look nice at Rallies its mechanical condition doesn't much matter, but if you want it for serious work, unless you are shown certified receipts for a similar amount, be prepared to spend £500 beyond the price you pay for it.

A Mini in good condition is much more pleasant to drive than a Bentley in bad.

York. R. G. Vinning (Lt.-Col.).

* * *

B.M.W. SERVICE

Sir,

I read with interest your report on the B.M.W. 2002 in the current issue of your fine magazine.

My wonderful husband bought me one of these delectable cars for my birthday. I took delivery in early June from Black & White Garages (Harvington) Ltd., Evesham, Worcs., after a short test run that completely won me over. Over the years we have owned and driven a great assortment of cars—bread-and-butter saloons, airy monsters and some of the so-called cream of the British market—but I have never before driven a car that seems the answer to everything I've always looked for. I cannot enthuse overmuch on this superb car—it's sheer joy to drive. To date I have clocked just over 4,000 exhilarating miles.

Prior to delivery I did experience a few qualms over the fact that Black & White Ltd., our nearest main distributors, are some 60 odd miles away from Pattingham, and, not being in the least mechanically minded and having a very busy husband, I was a tiny bit apprehensive over possible spares and service, which, however, brings me to the main point of my letter. Only yesterday—Bank Holiday Saturday—I had the misfortune to have the windscreen shatter—fortunately at home. I telephoned Black & White Ltd. and half apologetically told

them of my trouble. I was reassuringly told that they would "send along a man at once"—and they did. I repeat—60 odd miles late on a Bank Holiday Saturday morning, and the job was completed by lunch-time. This is the kind of prompt and courteous service one can expect from this excellent firm, and which I think deserves all praise.

From my experience nothing is too much trouble to B.M.W. as a manufacturer and Black & White Ltd. as their agents—what a pleasant change in these days.

Pattingham. SHEILA GALBRAITH.

* * *

JUSTICE—OR THE COST OF MOTORING

Sir,

Magistrates at Kidderminster fined two men £2 each for causing bodily harm to a boy; the week before they fined a motorist £5 for flashing his headlights to warn fellow-motorists of a radar trap. British justice is the best in the world—or was?

Bridgnorth. ARTHUR BOLTON.

* * *

"SORTING OUT THE CITROENS"

Sir,

I was most interested to read your article: "Sorting out the Citroëns". However, I have to take you to task over the comment you make in the second paragraph, in which you suggest that it is right that the pre-war Citroëns should be written up, although these cars, in your words, "were never particularly significant technically".

I would have thought that, by now, automobile historians would have accepted that the pre-war f.w.d. Cotroëns were at least two decades technically advanced of their period. That, furthermore, they set standards of road-holding and ruggedness almost unequalled by any family saloons of their period, that they showed the way for monocoque construction, f.w.d., wheel at each corner, rack-and-pinion steering, wet cylinder liners, all of these features and many, many others now, a quarter of a century later, adopted by British and European car manufacturers.

It was not for nothing that the famous "Tractions" of the thirties, forties and fifties carried the legendary name, "the poor man's Bugatti". So fair play, W.B.; give credit where credit is due. Long life to your excellent publication.

Broadbridge Heath. JOSEPH JUDT.

[Sorry, sorry! I should have made it clear that I was thinking of *vintage* Citroëns. Of course the torsionally-suspended, f.w.d. cars with "a wheel at each corner" were splendidly-advanced automobiles. Why, the august V.S.C.C. recognises them as post-vintage-thoroughbreds. Personally, I would not go quite so far as to call them "the poor man's Bugatti". But I like 'em, Mr. Judt, I like 'em . . . —ED.]

* * *

THE RELIANT SCIMITAR AND OTHER CARS

Sir,

I was extremely interested to read your article about the Reliant Scimitar as it so exactly reflects the opinion which I formed of this car during the 12 months when I drove one. I am intensely interested in motor vehicles and am always looking for something which combines performance, comfort, good engineering design and if possible good looks, at a price of under £1,600. On paper, the specification of the Scimitar (in 1966) looked attractive, with a relatively large, well-proven engine (Ford in-line six: a six was preferred as I had got used to the smoothness of the Jaguar XK engine) in a stiff chassis and clothed in an attractive fibreglass body which is light in weight and corrosion-proof.

I purchased one of the last of the in-line six models (which is basically better balanced than the V6 configuration) and my troubles began. The "well-proved" engine had a bad knock, exhaust fumes persisted in entering the body, the quarter-lights leaked so badly that I had to seal them, and your remarks about the gear change, seats, etc., were very true in my case. The attractive body was so designed that when the doors were opened in wet weather water dripped on to the seats. The paint suffered from rain-spotting, perhaps because high-bake finish paint cannot be used on fibreglass.

The attitude of the makers was not helpful. When I informed one of the staff at the Motor Show of the engine knock he said that my car was "now history, and only under very special circumstances would they have the car back at the factory". So I soldiered on, and, to cut a long story shorter, the car was passed from one dealer to another and ended up at a Ford establishment in Winchester. They did a good job on the engine, which required reboring (one bore was out of line), a new camshaft and a balanced flywheel, together with six new big ends. I was presented with a bill for £60 each month, which I did not pay.

Choosing a successor to the Scimitar was not easy; I would have opted for the Rover 2000 TC if it had had a 6-cylinder engine, but after the Scimitar the TC unit felt rough. About this time B.M.W. introduced the 1600 coupé, Rootes the new Rapier and Fiat the 124S coupé, and these comprised my short list. The Rapier was rejected for its rather flashy interior, live back axle which drew attention to its presence on country roads, and overdrive which operated so quickly that a jerk-free change was not possible ("Very positive, Sir," said the salesman!). The Fiat was attractive in many ways (I had one of the 500s before the N.S.U. and enjoyed it), but at the time the five-speed box was not available, and engine noise spoilt high-speed cruising. So I chose the B.M.W., which performs remarkably well for its capacity, its only serious fault being some lost motion in the transmission, which can cause a noise when a reversal of torque occurs.

As I have such faith in your appraisal of motor cars (the N.S.U. Prinz 4 was bought in 1965 after reading your comments, and I still enjoy driving this trouble-free "cyclecar") I was glad to read in the same issue your impressions of the B.M.W. 2002. My impression of this model is that it is very similar to the 1600, but gives about 15 per cent. better acceleration, perhaps at the expense of not *quite* such a smooth engine.

Thank you for these honest reports. I have enjoyed reading MOTOR SPORT articles now for over 20 years and would like you to know that they are appreciated.

Lower Bourne. A. WILSON.

* * *

DRIVING THE *BIMOTORE* ALFA ROMEO

Sir,

I was very interested in "Tailpiece" depicting Austin Dobson and the *Bimotore* Alfa Romeo at Brooklands. You may not know, but I had quite a long connection with this car when it was brought over to this country by Peter Aitken and Austin Dobson, and today I believe I am the only person alive who drove it in its original form. Apart from driving it on the Campbell Circuit, I covered many laps on the Outer Circuit in 1938 in working up to our attempt upon the absolute record, but my best lap was only just over 138 m.p.h. and we (that being Peter Aitken) decided to call it a day in the interests of safety and economy.

Due to the layout of the rear suspension, the car had a very nasty habit of steering from that end when going on to and coming off the bankings, but it was quite stable along the Railway straight at just over 160 m.p.h. before cutting-out for the Byfleet Banking. We decided towards the end of 1938 that the future of the car was very limited, and at my suggestion we went into the possibility of cutting away the rear engine and suspension and converting it into a modern 3-litre single-engined job. This work was carried out by R. R. Jackson of Brooklands under my supervision during the winter of 1938/39 and in its new form the car won its first race on the Mountain Circuit at Whitsun, 1939.

I thought you might be interested in the above pre-war history of what was a more than interesting car to drive. In fact, when I met Nuvolari at Spa in 1939 (after the funeral service of Dick Seaman) he told me he would never drive the car again at 200 m.p.h. plus as it was too unstable.

Hove. G. P. HARVEY NOBLE.

* * *

YOUTH DISILLUSIONED

Sir,

Although the idea behind the Editor's remarks concerning the 70 limit (page 823 Letters, September, 1968) may be sound, I fear that writing to Mr. Richard Marsh will bring little result. These letters will probably just be ignored the same as your petition.

This "paper for discussion" is just a way of telling you what is coming fairly soon, and any letters condemning the imposition of an even lower limit will just be filed in the waste-paper basket! The end is clear from the beginning; sooner or later all that will be seen on the motorways and main roads are columns of cars and lorries, nose to tail, stretching across the country for miles and miles.

I am afraid that any thoughts about Mr. Richard Marsh getting rid of the 70 limit and letting people use their own judgment as to what speed to drive are just forlorn hopes.

Inverness. J. M. MACGILLIVRAY (age 15).

WHAT IS IT?

Sir,

Reference correspondent in your September issue, we would like to encounter friend Router of London with his camera; in fact, trap his nose firmly in the shutter! His type are a menace to those who are engaged in endurance running of new models. We are indeed surprised that you allowed publication of this photograph.

Stretton-on-Dunsmore. "FOUR COVENTRY TESTERS."

[An Editor's first task is to hold the interest of his readers, so I am glad to report that no single letter published in MOTOR SPORT in recent times has caused such a heavy volume of correspondence as that from Mr. Router, who "snapped" a disguised car, near Coventry. As it seems good business to keep the customers interested in the cars they will be able to buy next year or the year after, providing a reasonable veil of secrecy is observed, and as the testers of disguised new models can surely not be blamed for getting themselves photographed, sooner or later, I am indeed surprised that these four testers thought it worth spending 1d. each on writing to us, although delighted that they, too, have further enlarged a voluminous correspondence.—ED.]

* * *

MULTI-GRADE OIL CONFUSION

Sir,

I welcome the letter from M. K. Smith and I agree with his comments concerning the appalling confusion amongst multi-grade engine oils. I have for some time given particular attention to the claims that the oil companies are making about their respective products. Indeed, I feel that the layman is to be forgiven for accepting, apparently without question, some claims which suggest instant rejuvenation to a worn engine or to preserve a new engine indefinitely regardless of how hard they are worked.

The confusion is made even worse when companies like Link-Hampson Ltd. expect us to add a tin of long-chain molecules to a multi-grade engine oil which already consists of long-chain polymers. What is the sense in this little trick? The Molyslip people also expect us to add molybdenum disulphide to engine oil, but is there any scientific evidence to show that such an additive does significantly improve engine performance?

From my understanding of an engine oil there are two basic requirements. The oil must provide a lubricating film between moving surfaces, and, also, the oil must conduct heat away from moving parts such as pistons, bearings, etc. These two requirements are, of course, inter-related. A high viscosity oil would meet the first requirement and a low viscosity oil would satisfy the second requirement. Thus a multi-grade oil is the obvious solution. When the oil is in contact with hot surfaces conditions are such that oxidation of the oil is promoted and various by-products are formed which can be deposited on any part of the engine. The oil also becomes contaminated by acids from the fuel, partially burnt carbons and by dust through imperfect filtration. A dependable oil must resist oxidation, neutralise corrosive acids and maintain insoluble contaminants in suspension until an oil change is due.

It seems to me that there cannot be any significant difference between any of the multi-grade oils, providing the oil is a branded product. What does matter is the regularity of oil changing since it is vital in the interests of long engine life not to allow insoluble particles to circulate around the engine indefinitely.

So whilst the oil companies are boasting about their products and ramming useless information down gullible throats I hope the majority of MOTOR SPORT readers can maintain a level of sanity and common sense. Perhaps the oil companies will realise that some of us would sooner have scientifically based facts instead of a horribly confused load of dribble.

Burnham-on-Sea. R. C. SUGDEN.

* * *

N.S.U. *v.* HONDA

Sir,

As an avid reader of your excellent magazine I have often been tempted to enter the lists of your correspondence columns. The current opinions on the Honda S800 compel a couple of comments. Mr. T. Green asks for an alternative to his Honda for economy, performance, road-holding and reliability. May I recommend he looks at the N.S.U. 1200 TT (£100 cheaper, too!). Also, if he believes the sales chat of the fastest under-1-litre production car, I trust he will not meet up with the TTS.

Please, Mr. Boddy, when are you going to road-test these excellent motor cars? Needless to say I have no connection with Neckarsulm other than to be a very pleased owner.

Hazlewood. C. J. HENRY.

[We started asking N.S.U.'s publicity people for road-test cars several months ago, when we co-operated with them by driving on their Land's End/John o' Groats marathon. We have asked at intervals ever since, but only recently have their sales-link people shown speed in complying with these requests. Comments on the fabulous Ro80 and 1200 TT N.S.U.s are now scheduled to appear before the end of this year or early in 1969!—ED.]

* * *

CORNERING SPEEDS

Sir,

I think the excessive wear which people are finding on their front nearside tyres is due mainly to the fact that right-hand bends tend to be taken faster than left-hand bends, because of the longer field of view on right-hand bends. Road camber on straight roads and on unbanked turns probably increases this effect. It is true that camber makes the maximum cornering speed higher on left-handers than on right-handers, but these days the field of view is generally a greater restriction on speed than is cornering power.

This effect is shown clearly on fast motorcycles by the front tyre, which wears out quickly on the right-hand side and has to be reversed when half-worn.

Winsley. K. N. PERRY.

* * *

AL(FA) NOTHING

Sir,

I have awaited patiently for three months to read comments on Alfa Romeos, since I purchased a Sprint GT 1600 a month before a reader of yours expressed his views on this car.

Should one be impressed by this *marque* of motor car, I would like to relate to readers how well a four-year-old Alfa Romeo fared, and to point out that hidden under its fair body could lie a multitude of heart-breaking faults.

I purchased my Alfa Romeo Sprint GT in February this year. A 1964 model (Sept.) with a reputed 30,000 on the clock, and service book to verify. The dealer agreed to fit a brand new exhaust system and two new Pirelli tyres in the deal for an £850 total.

After running the car for one week the oil consumption was approx. 250 miles per pint and since there appeared to be rather a large quantity of oil on the sump, the dealer agreed to fit a new set of sump gaskets as a solution to the problem.

This did not, however, solve the problem and in the meantime the horns mysteriously came on whilst the car was parked in town, and since I was elsewhere they burnt themselves out. As an extra bonus, the oil temp. and pressure gauge packed up. These were replaced, in the case of the horns, and the latter were repaired by the dealer.

I resigned myself to the oil consumption, putting it down to the age of the car, and used the car for a further two weeks, beginning to enjoy this prestige sports car. But this joy was soon thwarted by the collapse of the rear coil springs, which were so weak that the car would not take any weight in the boot without inducing the dampers to send violent thuds through the body. Again the dealer agreed to replace.

Undaunted, I carried on for another two weeks until I noticed rust spots occurring along the wings. Expert opinion by body repair specialists confirmed serious rust areas, to such an extent that it was possible to push one's fingers through with the slightest pressure. After a more extensive inspection fibreglass fill was evident on other parts of the car.

This was immediately pointed out to the dealer and it was agreed that they would take the car in and strip all the paintwork down on the areas likely to be affected. This was done and it was found that all wings were rotten and even the side panels were rusting through. Again the dealer agreed to cut out all areas affected and replace with new metal. The car's original colour could not be matched adequately (being white) and the car was completely resprayed. At this time the exhaust system arrived from the Alfa Romeo dealers in London and fitted.

With the car completely resprayed and with a new exhaust system it was decided to give the car a long run to check any other faults that may be lurking, before a long trip to Italy. I returned after a 300-mile trip to North Wales with an oil consumption rate of 100 miles to a pint.

Again the car was returned to the dealer, who stated that he would try to rectify the problem before I left for Italy the following week-end. I also mentioned that the coil springs had not been put on, and

that a reminder to the Alfa people in London wouldn't be a bad idea. This was done, but the springs did not arrive in time. The oil problem was put down to a leaking filter bowl.

I left for Italy taking three gallons of oil (note the confidence?) and returned 4,000 miles later, with no oil, and buying pints by the score.

Returning to the dealer, I presented him with the car and told him what to do with it! He refused to, but mentioned that the coil springs had come in, and that they would strip the engine and fix the coil springs at the same time.

The engine was stripped and the problem was broken rings. The dealer agreed to purchase new pistons and liners, and the necessary gaskets.

Whilst this was being done I took the gearbox to Rob. Walker's garage as second gear wasn't exactly the easiest thing to slip into.

They stripped the box and found that, apart from the second gear synchro. being badly worn, the main bearings, fifth and reverse selectors were on the way out, which, translated into £.s.d., meant a bill of £53 18s. 3d.

The engine repair, with labour, came in excess of £120 and the dealer at this time broke down and asked if I would agree to pay £50 towards the cost. The total expenditure, including all work, has now reached the astronomical figure of £360, and out of six months I have used the car for approx. three months.

My enthusiasm has now waned and, although I'll keep this particular white elephant for another year or so, I won't buy another.

I feel that any car that costs more than £1,900 new should last efficiently for more than four years. Either Alfas aren't built to last . . . or the previous owner of AND 124B really had his £2,000's worth . . . and how!

Who were the dealers? Well, they are still in business and with this type of service they deserve to stay in it for a long time. While my car was inoperative they have lent me a Mini 1000 and 1300 Austin and, as they are B.M.C. dealers, I'll probably buy an M.G.-B from them if they will take the Alfa back. The name of my benefactors—Wellsteeds, of Newport.

Newport. D. C. J. Dobson.

[It is unfair to criticise a car by make based on experiences with a used model "reputed" to have run 30,000 miles. But experiences with foreign cars are interesting, so this letter goes in.—Ed.]

* * *

JAGUAR WEAKNESSES

Sir,

Many thanks for the entertainment given me by T. J. Mills on Rover v. Jaguar in your June issue. I can only assume that he does not appreciate good workmanship, but he does appreciate the tinny showmanship one used to associate with Japanese toys.

Perhaps my experience with both cars will encourage him to ponder the matter. My first experience with Rovers was a 1952 "75", with which my father had done 75,000 miles, and at 79,000 I took across the desert to Melbourne (which in those days included 1,100 miles of gravel and earth) on four retreaded tyres. The trip there and back totalled 4,850 miles, when no attention was required at all, apart from two services, and it averaged 31.4 m.p.g. I sold the car in 1958 for a "90", in which I did 24,000 miles without any mechanical defect. In 1959 I fell for showmanship, and bought a Jaguar 2.4 manual. This wasn't new, having done 9,000 miles, but it succeeded in keeping me away from family, garden and sport for the next nine months in order to keep it going. Every weekend, and sometimes at night during the week, I was involved in repairs or just plain tuning. It would go "off tune" at the slightest provocation. I was fed up after nine months of this, and so was my wife, so I bought a 1959 3-litre automatic. This car also did a trip to Melbourne (by this time only 600 miles of gravel) and back, with no trouble apart from a puncture (the boot *was* full of luggage, but no problem getting the spare out).

After 53,000 miles I saw my first S-type, and fell again (some people never learn). This was a 3.4 automatic, and a much prettier car than the earlier ones. This Jaguar was an improvement on my first one in that I could do other things in the weekends. However, it had several little gadgets and uncommon features, which were continually giving trouble, and the engine was continually having to be retuned. The choke system (an auxiliary carburetter type) would often flood both itself and the engine, and was not progressive, and the coil couldn't be touched with the hand after a short run. At 4,000 miles it blew a head gasket and the two rear mufflers. The footbrake "hold" gadget did occasionally work, but couldn't be relied on, and by 9,000 miles she had a peculiar lurch on corners. Investigation showed considerable sloppiness in the outer rear wheel bearings. Minor complaints were continual, slicing of fingers from the mudguard every time I washed the rear tyres, three of the Dunlop SP41s splitting next to the rim in the first 6,000 miles, overheating of the engine, and having to fit an overriding dashboard switch for the choke to avoid hunting when slightly warm. The car spent so much time in the garage (under the care of a Crewe-trained mechanic) that I frequently had to fall back on an old R-type Bentley I had bought wrecked, and rebuilt, and which *always* went.

Experience pushed me into a 1958 S1 Bentley, which has done 118,000 miles and which in two years has not failed once, and is still going strong. I should mention that I regard regular servicing as something very important, and on country runs never exceed 60 m.p.h.

I am afraid, Mr. Mills, function and practicality such as formica are far more attractive to me than loads of polished wood which suffers from sun and soon cracks, crazes and peels, not to mention troublesome frills.

Perth, Australia. W. L. Brine.

ZELTWEG RESULTS—continued from page 928

ZELTWEG 500 KILOMETRES—Sports and Prototypes—Groups 4 and 6
157 laps—Warm and dry

1st : J. Siffert (Porsche 908—3-litre) (Entrant: Porsche System Engineering, Germany) .. .. 2 hr. 55 min. 17.74 sec.—171.979 k.p.h.
2nd: H. Herrmann (Porsche 908—3-litre) (Entrant: Porsche System Engineering, Germany) .. 2 hr. 55 min. 30.23 sec.—157 laps
3rd : P. Hawkins (Ford GT40—4.7-litre) (Entrant: Paul Hawkins, England) .. .. 2 hr. 55 min. 46.43 sec.—152 laps
4th : T. Pilette (Alfa Romeo "33"—2½-litre) (Entrant: Racing Team VDS, Belgium) .. 2 hr. 56 min. 05.63 sec.—152 laps
5th : K. v. Wendt/W. Kauhsen (Porsche 910—2-litre) (Entrant: IGFA Racing Team, Germany) .. .. —147 laps
6th : R. Steinemann/D. Spoerry (Porsche 910—2-litre) (Entrant: Hart Ski Racing Team, Switzerland) .. .. .. 2 hr. 55 min. 33.36 sec.—146 laps
7th : G. Koch (Porsche 910—2-litre) (Entrant: G. Koch, Germany) .. .. .. 2 hr. 56 min. 23.31 sec.—146 laps
8th : V. Elford (Porsche 908—3-litre) (Entrant: Porsche System Engineering, Germany) .. 2 hr. 56 min. 23.89 sec.—146 laps
9th : G. Pankl/H. Marko (Porsche 906—2-litre) (Entrant: Bosch Racing Team, Austria) .. .. 145 laps
10th : P. Peter/W. Reidl (Porsche 906—2-litre) (Entrant: Peter Peter, Austria) .. .. 143 laps
11th : H. D. Dechent/R. Jöst (Porsche 906—2-litre) (Entrant: Scuderia Lufthansa, Germany) .. .. 132 laps
12th : S. Trosch (Alfa Romeo "33"—2-litre) (Entrant: Racing Team VDS, Belgium) .. .. 124 laps

Class Winners and Fastest Laps :

Prototypes up to 3-litres :	J. Siffert (Porsche 908)	1 min. 04.82 sec.
Prototypes up to 2-litres :	K. v. Wendt/W. Kauhsen (Porsche 910)	1 min. 09.4 sec.
Sports Cars up to 5-litres :	P. Hawkins (Ford GT40) ..	1 min. 06.9 sec.
Sports Cars up to 2-litres :	G. Pankl/H. Marko (Porsche 906)	1 min. 09.4 sec.

Retired : M. G. De Udy (Lola-Chevrolet V8), oil pump drive; M. Bianchi (Alpine-Renault V8), oil pipe broken; E. Nelson (Ford GT40), broken push-rod; W. Bradley/A. G. Dean (Porsche 910), broken suspension; J. Bonnier (Lola-Chevrolet V8), petrol tank leak; J. Neerpasch/R. Lins (Porsche 908), gearbox; H. Mundschitz (Lotus 47).

19 *starters* — 12 *finishers.*

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1938 RILEY BLUE STREAK. MUCH work done. Owner posted abroad. Seen Smith's Cars Ltd., Dunmow, Essex. (5836

1964 ALFA ROMEO 2600 SPRINT. White, black leather interior, 37,000, radio, electric windows/aerial, reclining seats, 5-speed gearbox Cost £3,060. Nearest £895 buys. Tel.: Esher 62376, 01-965 6081. (5838

VINTAGE SPORTS RACING SPECIAL, 1929 (V.S.C.C. registered), Riley/M.G., Brooklands chassis, 18/80 mechanics, 3 S.U.s, "C" type Montlhéry body. Sound going order £285. Tel.: Gosport 80755 (evenings). (5839

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BORGWARD COUPE TS75, 1957. TWO owners from new (both still living). M.o.T. and taxed March, 1969. Good condition throughout. No oil, new tyres. £110. Tel.: Worlingworth (Suffolk) 282 (evenings). (5846

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JAGUAR XK150 D.H.C., SILVER GREY metallic, Konis, wood rim, Xs, overhauled engine, M.o.T. Emigration forces sale. £250. Tel.: Sharnbrook (Beds.) 283. (5853

MARCOS MINI 998. STAGE III TUNED. Many extras, including mag wheels. Photographs sent on request to serious offers around £700. Ingham, 33 Woodland Rd., Darlington. Tel.: 5953-5525. (5854

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FOR SALE—continued

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CITROEN ID 19. 46,000 MILES, TWO owners, excellent throughout. £285. Tel.: Brighton 56418. (5857

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1927 B.S.A. 500 C.C. M/C, £25. 1951 Triumph Renown car, £65, or exchange for Rover 16 or W.H.Y.? Barr, "Treknow", Thorpe Rd., Kirby Cross, Frinton-on-Sea, Essex. (5863

1920-1921 LANCIA KAPPA SALOON 30 h.p., in beautiful condition. Absolutely genuine throughout. Small mileage, only three owners since new. Four brand new Dunlop covers and tubes. Best offer over £1,500. Photo on request. Box 1072. (5864

TURNER SPORTS CAR, LESS ENGINE. New fibreglass body unpainted and unused, assembly and wiring work necessary. Bargain for someone wishing to build own special or for someone requiring Turner body. £50. B.M.C. B gearbox. £10. R. P. J. Newton, 37 Oakley Hill, Wimborne, Dorset. (5865

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BRISTOL 403 (1954) FOR SALE. ANY test or trial. Taxed, M.o.T. £225 o.n.o. Robinson, 14 Hemlingford Rd., Kingshurst, Birmingham, 37. Tel.: 021-747 2140. (5871

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FOR SALE—continued

1965 SERIES PORSCHE 356 C CABRIO-let. Green. 52,000 miles, l.h.d., impeccable condition. Engine 6,000 miles. Hard-top, brown leather, chrome wheels, luggage/ski rack, tinted windscreen, Blaupunkt radio, woodrim, Quartz sports, 85 p.c. Klebers. £1,050. Box 1073. (5873

JENSEN INTERCEPTOR CONVERTIBLE, Dec., 1954. Aluminium body, red with fawn leather upholstery. Mechanics good, but body and underside need some attention. Would restore to fine connoisseur's car. One owner. £125 o.n.o. Tel.: Hampton 01-979 1499. (5874

GLASGOW AREA. 1962 ALPINE II. RED. H/s tops, radio, etc. Good condition. First £300. History available. Company car forces sale. Tel.: Renfrew 2585. (5875

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JAGUAR SS, 1937. GOOD CONDITION. M.o.T. tested until June, 1969. Offers. K. Gridley, 187 Ruislip Rd., Greenford, Middx. (5879

MIDGET, JULY, 1963. WHITE WITH tan trim. Every extra except radio and wire wheels. Low mileage. In excellent condition. For sale from October 5th. Evenings and weekends. £365 o.n.o., no part exchange. 40 Berwick Ave., Broomfield, Chelmsford. (5880

ALVIS 3-LITRE SALOON, TC 1089, 1957. Graber body by Willowbrook, only 16 built. £450. Full details, please tel.: Tisted 342 (Alton). (5881

1964 E-TYPE F.H.C. WHITE. CHROME wheels, new Red-wall G800s, seat belts, Blaupunkt radio. Too good for dealer. H.P. arranged and possible part exchange. £995. Walsh, 17 Oswald Rd., Newport, Mon., or tel.: Caerleon 364. (5882

1919 PHOENIX 11.9 H.P. 3-SEATER. Needs restoration. Mechanical work completed. Believed only one in country. £750. Tel.: Cuffley (Herts) 3107. (5883

1962 1200 CONVERTIBLE BEETLE. TUR-quoise. New hood, American bumpers. £280. Annan 11 Crookston Court, Glasgow, S.W.2. Tel.: 041-882 5778. (5884

DAIMLER SP250. 1962. MOUNTAIN blue, hard/soft tops, new clutch, brakes, rear tyres exhausts, spots, belts, radio. £450. Tel.: Wooller 01-229 8323. (5885

GORDON KEEBLE FOR SALE. 1964. Very well maintained and in excellent condition, 5.3 engine fitted 1965. Genuine 32,000 miles from new. Beautiful light green fibreglass body. Genuine offers over £1,500 please to Leicester 33231 (business hours). (5886

B.R.M. EX-DAN GURNEY AND GRA-ham Hill 1960/1961 Formula One. Fitted 4700 Cobra V8, dry sump, supercharger, B.R.M. box, etc. Immaculate condition throughout, mechanics faultless. Extremely successful car, suitable new Formula 5000. Cost over £15,000 new. £1,075, incl. spares. Also B.M.C. diesel transporter, £50. Steele, 67 Wardo Ave., London, S.W.6. Tel.: 01-REN 7258. (5887

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MY BEAUTIFUL LITTLE MINI MOKE must go. She is well equipped with side-screens, heater, sump guard, laminated screen, etc. Born 1966 and meticulously maintained. £330. M. Nash, 34 Windsor Rd., Gosport, Hants. (5896

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M.G. TF 1250. RED. VERY SOUND example bodily and mechanically. Cints. Good hood and tonneau. £325. Tel.: 021-777 2011. Birmingham. (5895

DAIMLER SP250, 1963. IMMACULATE metallic blue, silver h/top, contrasting unmarked red leather interior, brand-new hood and tonneau, new tyres. Mechanically first class. Taxed. H.P. possible £630. 26 Hill Village Rd., Four Oaks, Sutton Coldfield, Warwicks. Tel.: FOU 1160. (5896

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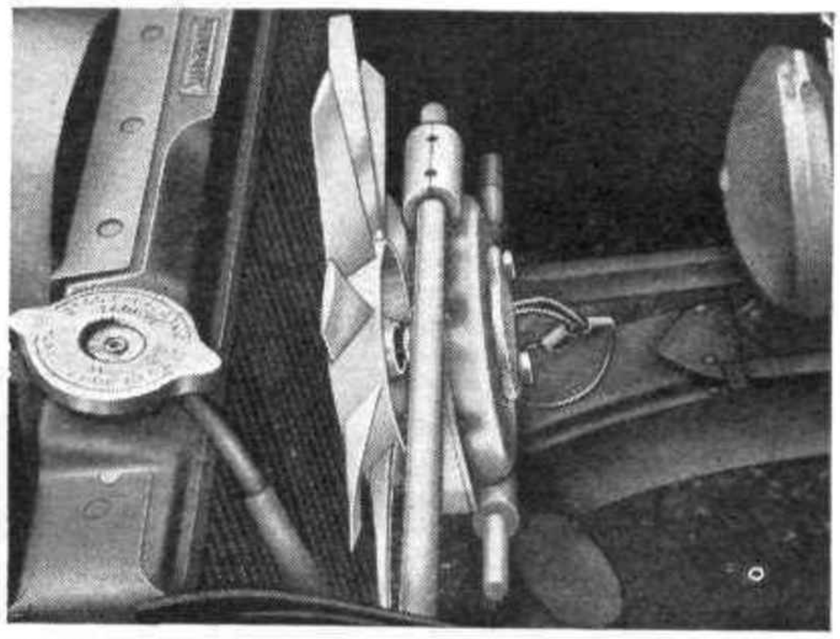
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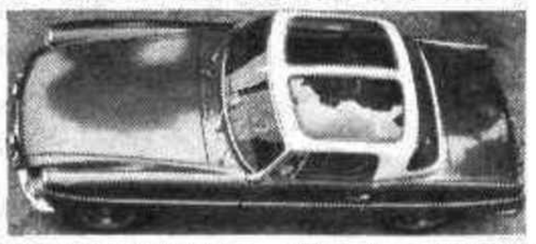


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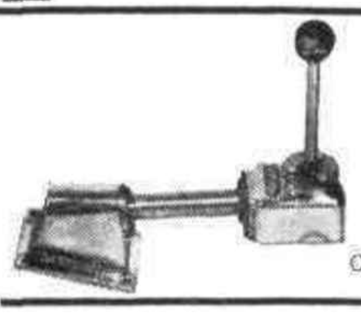
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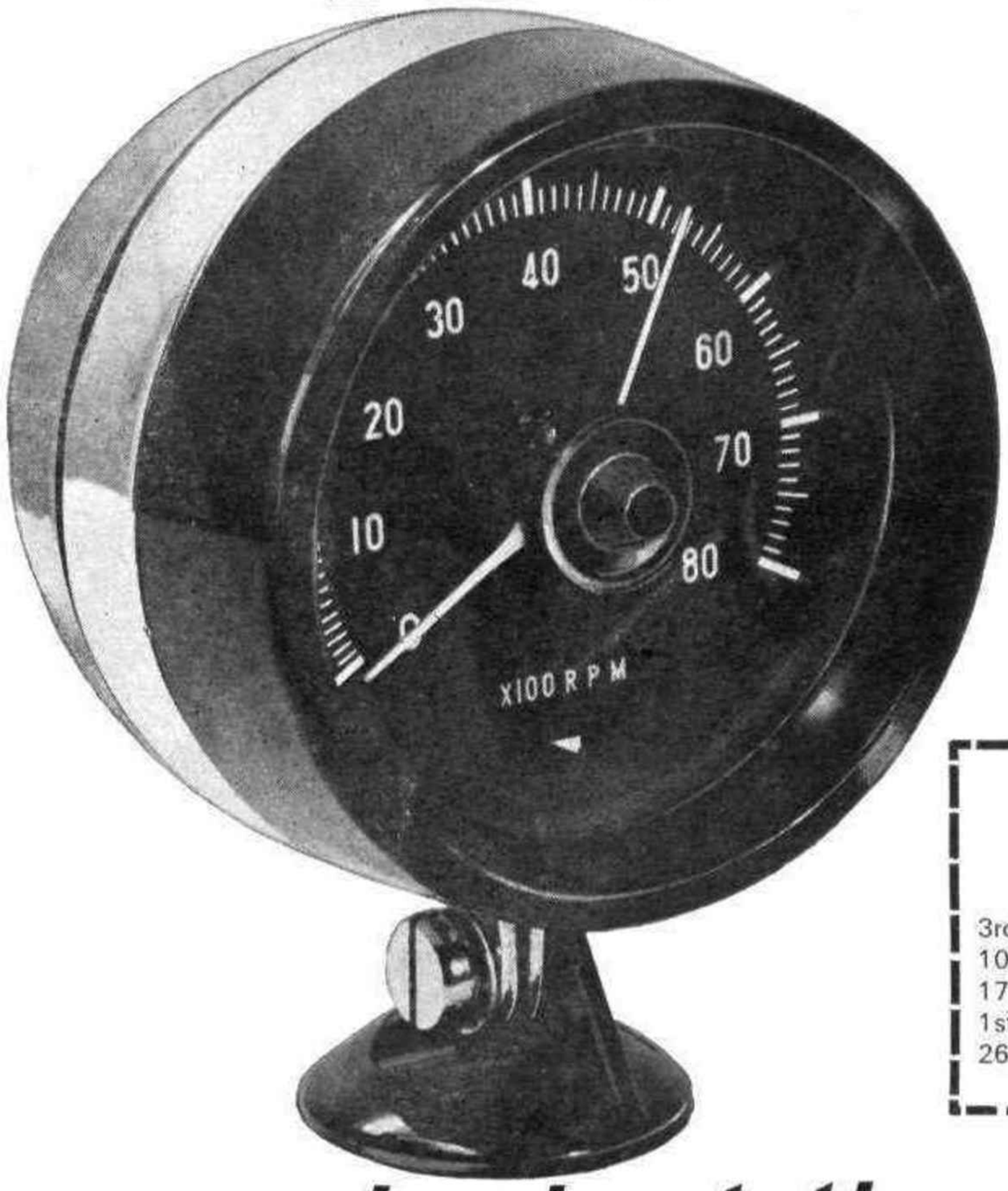


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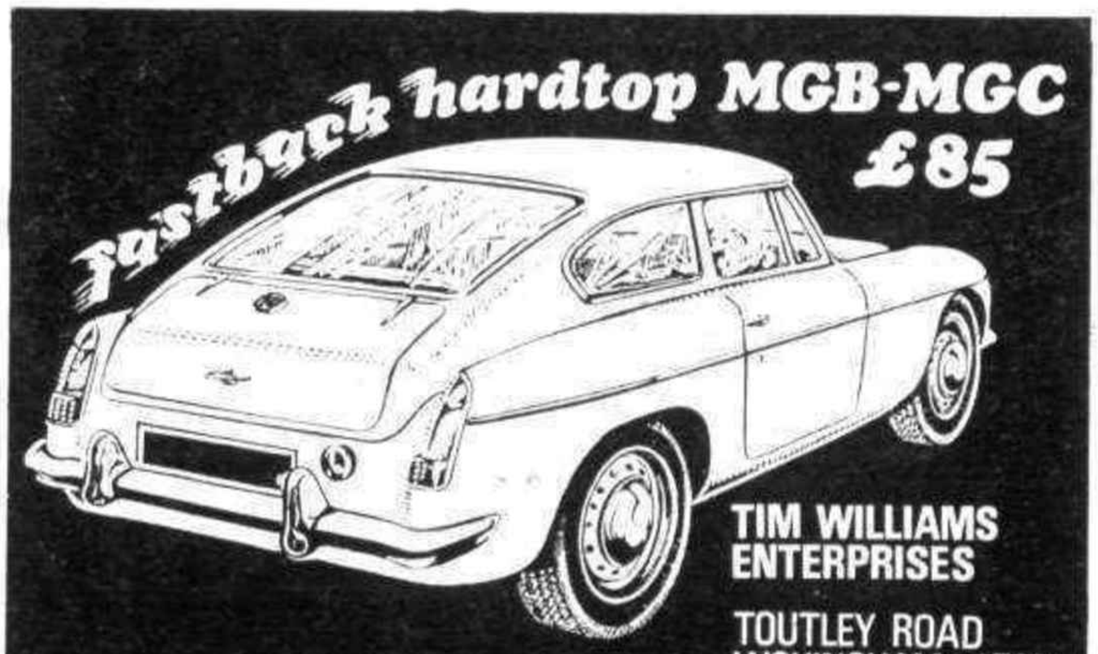
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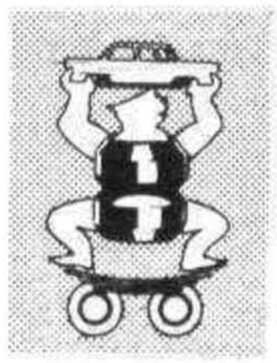
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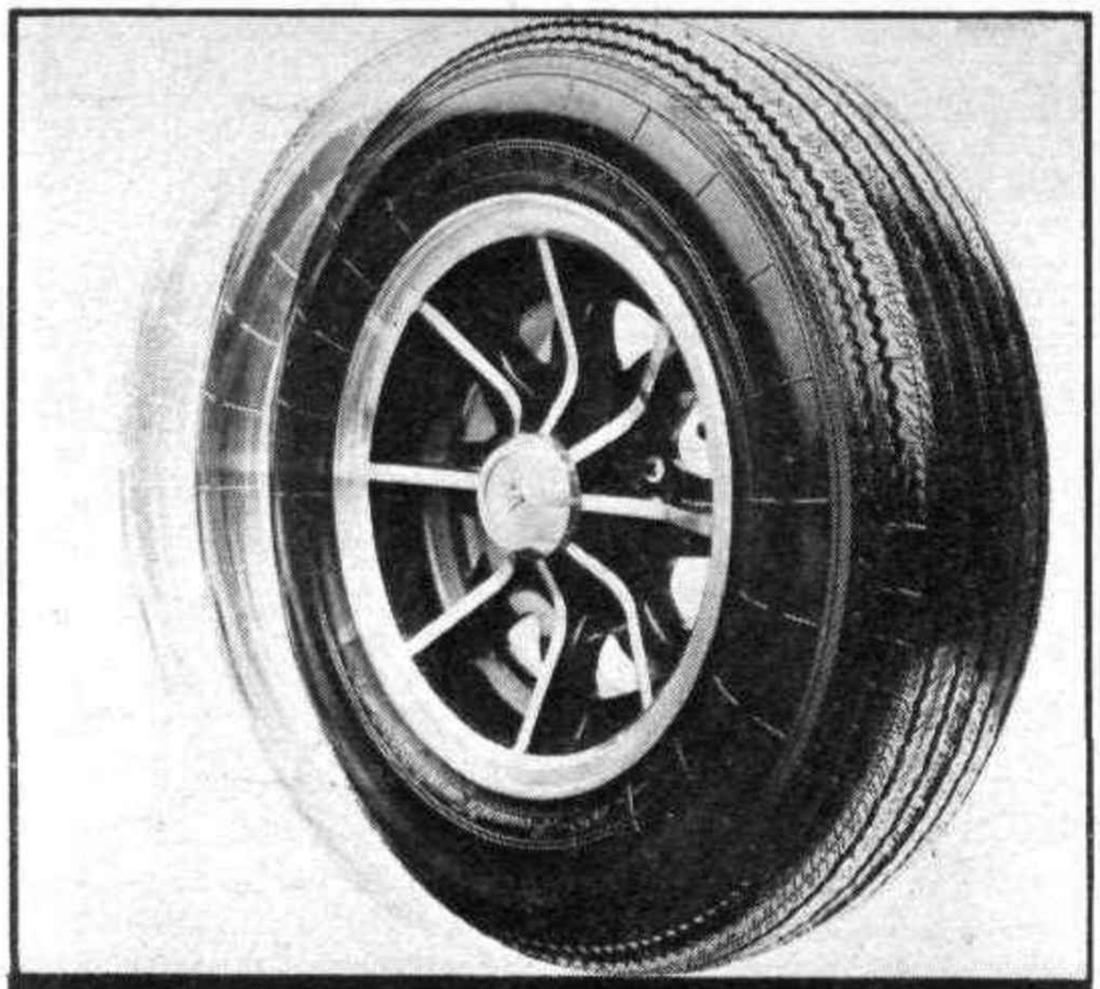
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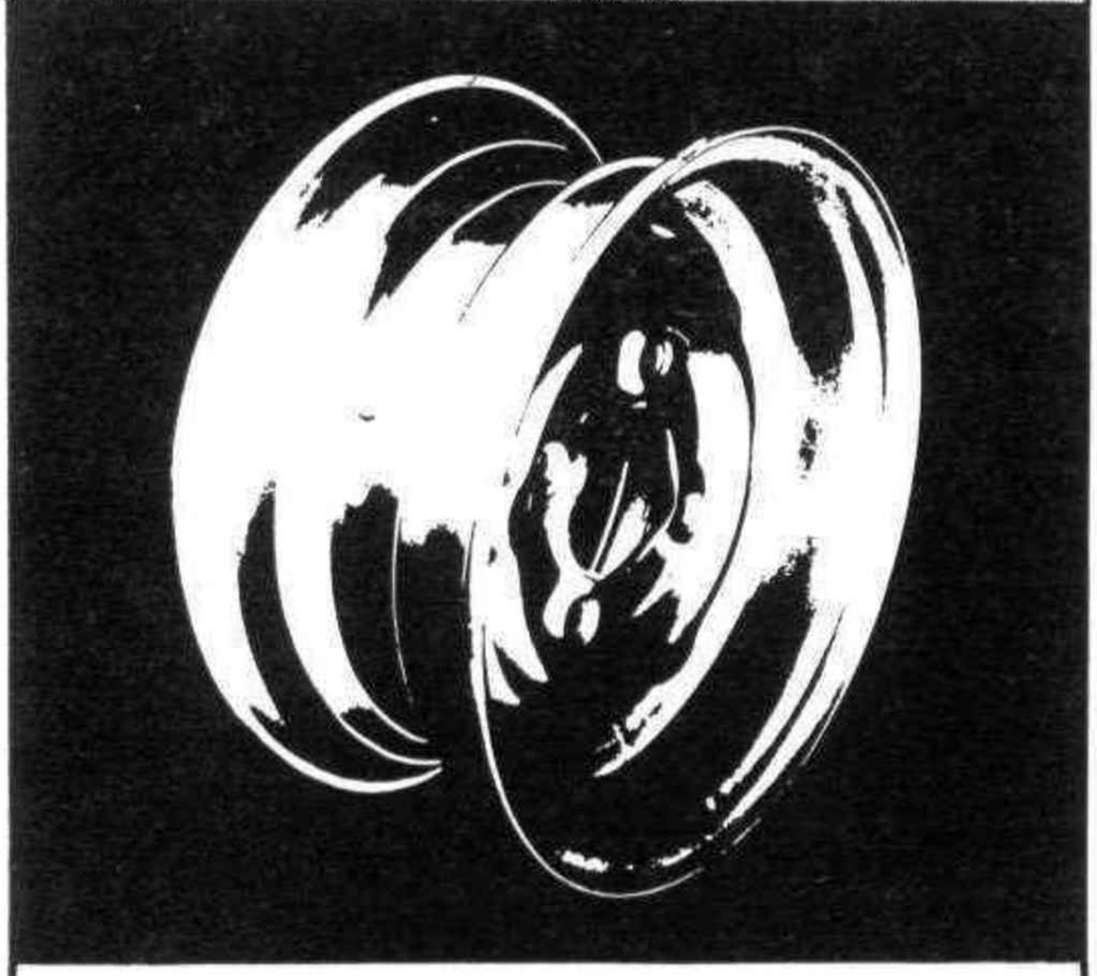


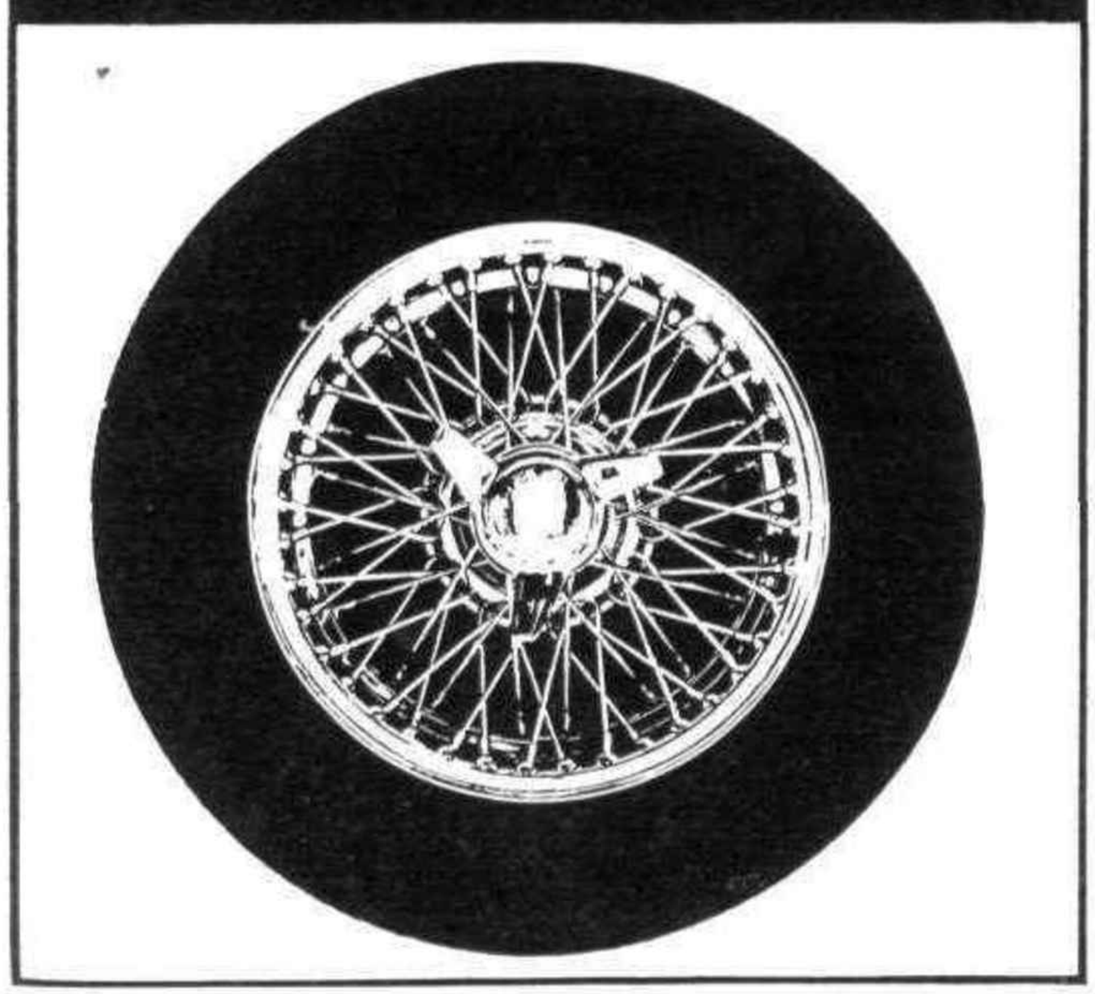
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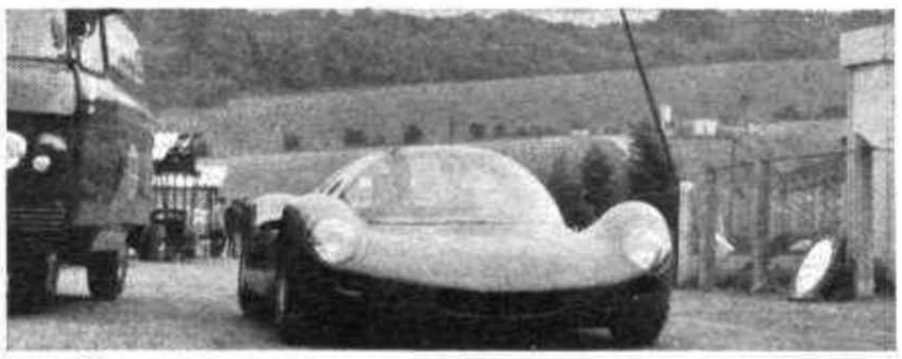
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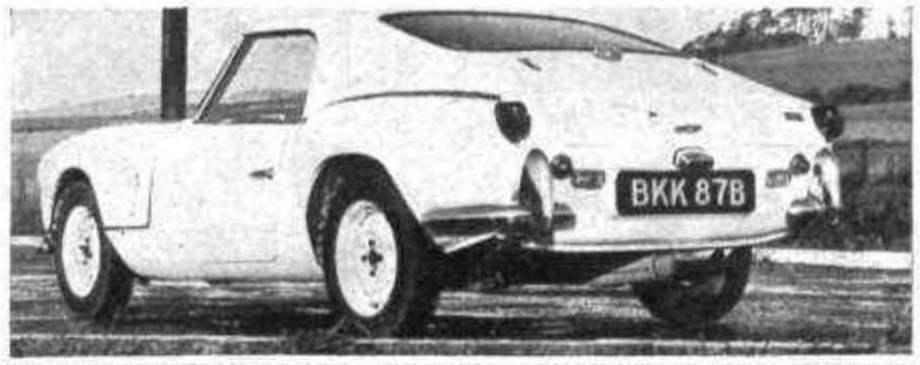
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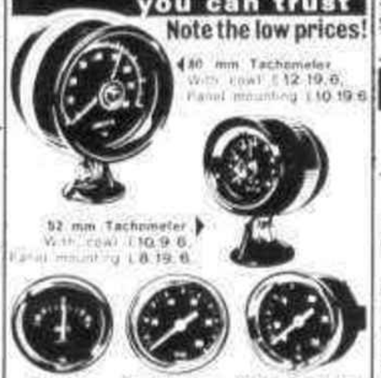
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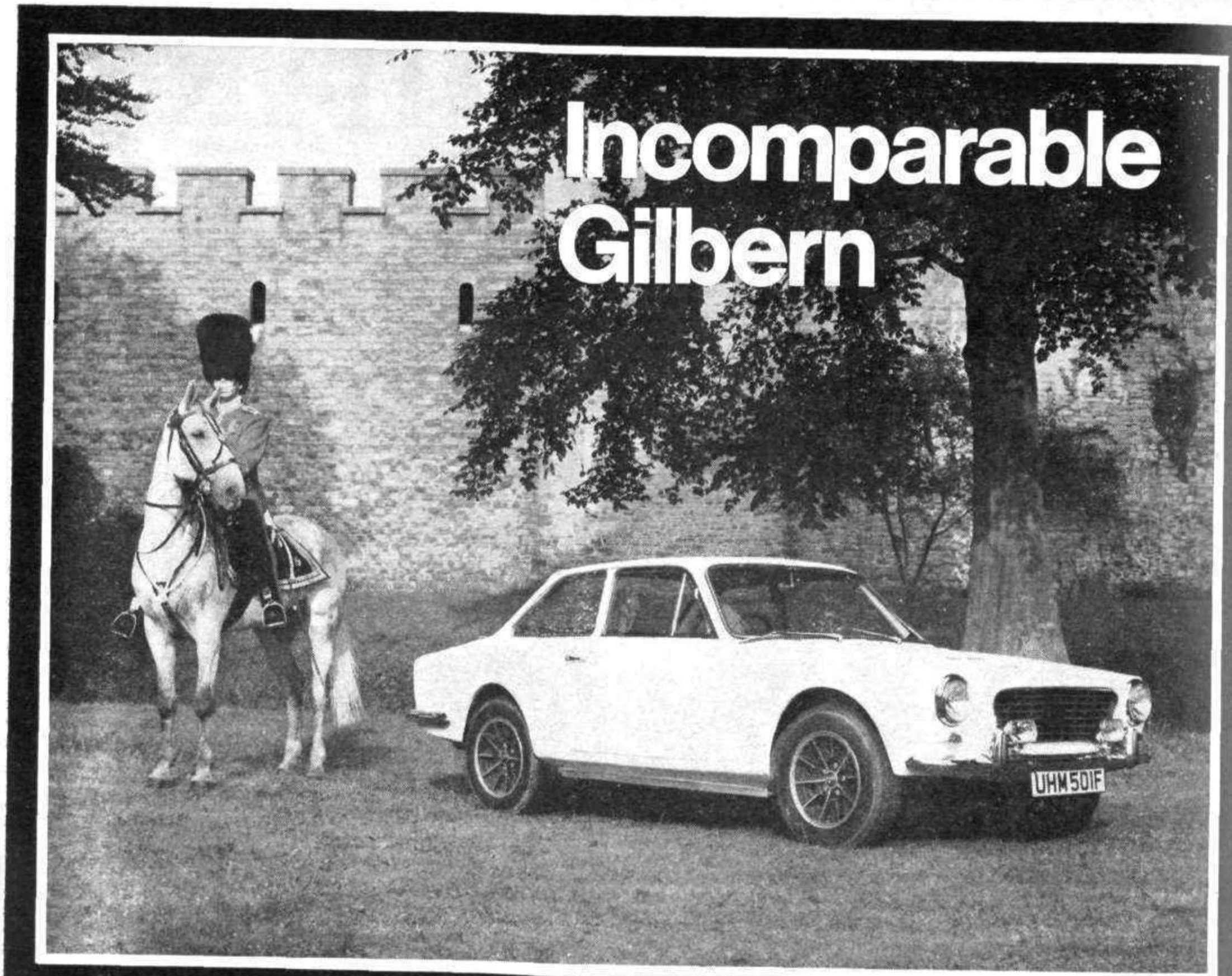
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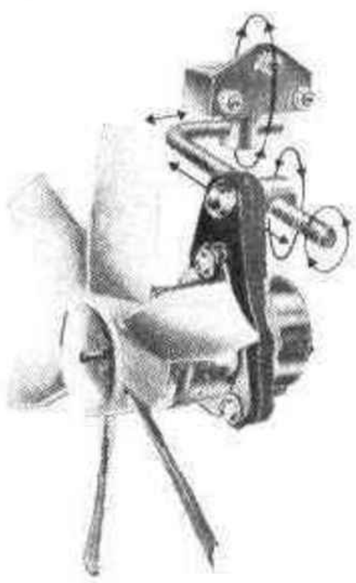
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185×14	8. 8. 0	9. 5. 8	9.18. 0	
205×14			9.18. 0	(tubed)
155×15	5.16. 3	6. 9. 9	6.18. 5	7. 3. 2
165×15	6. 4.10	6.17. 3	7. 6. 5	7.15. 7
175×15	7. 4. 5			
185×15	7.16. 9	7.17. 6	7.14. 0	9. 7. 7
175×16	7.14. 1		(tubed)	
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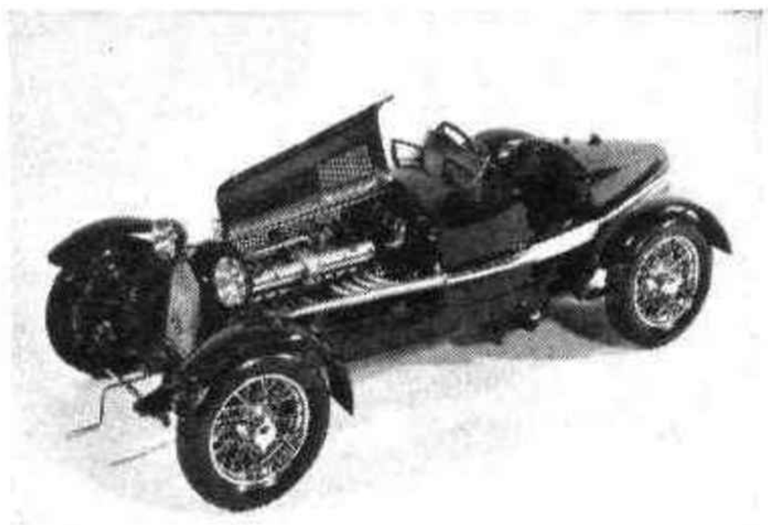
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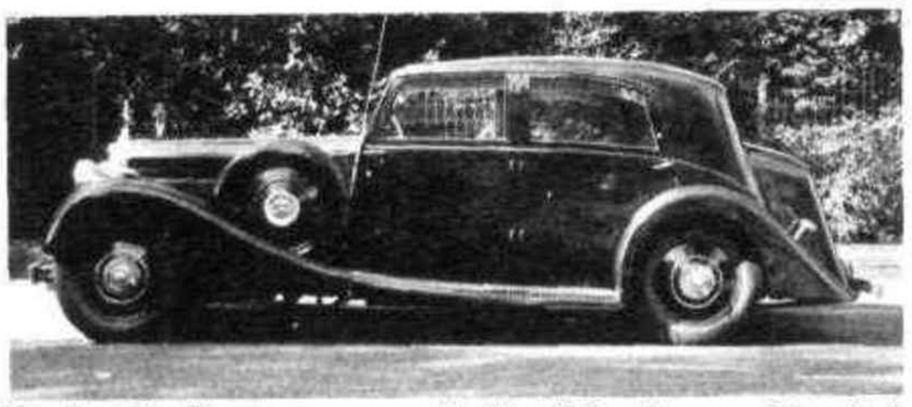
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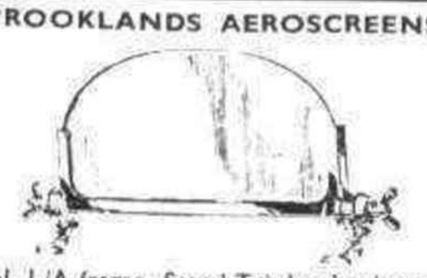
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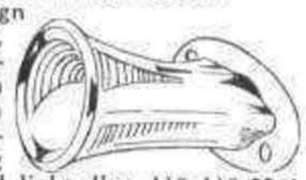
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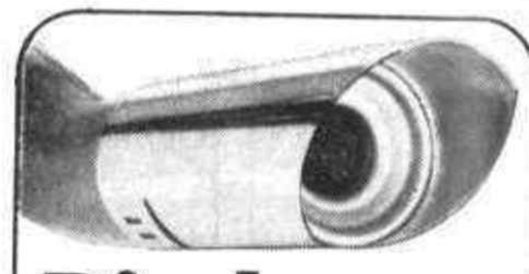
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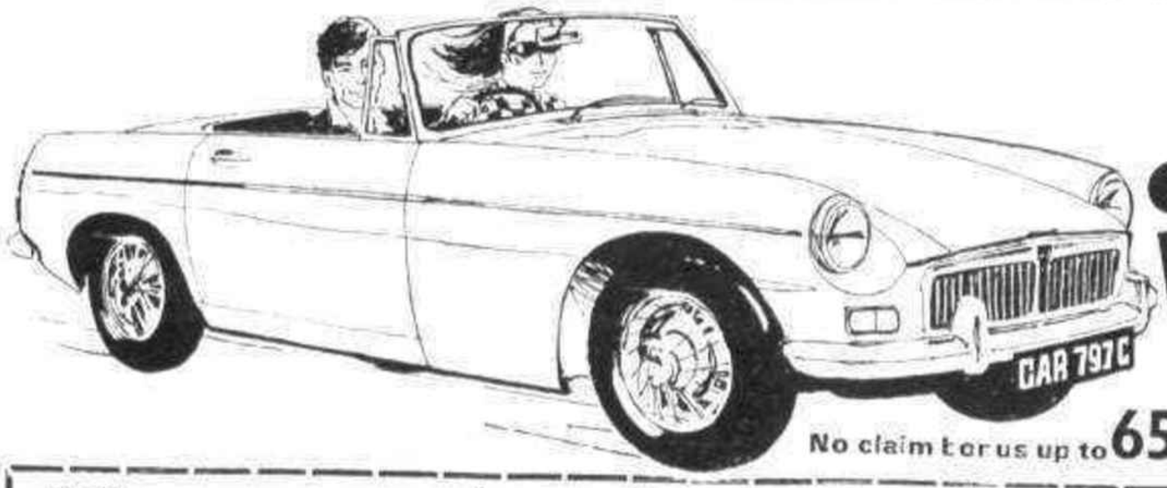
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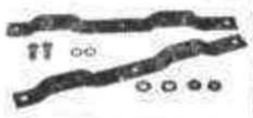
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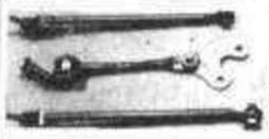
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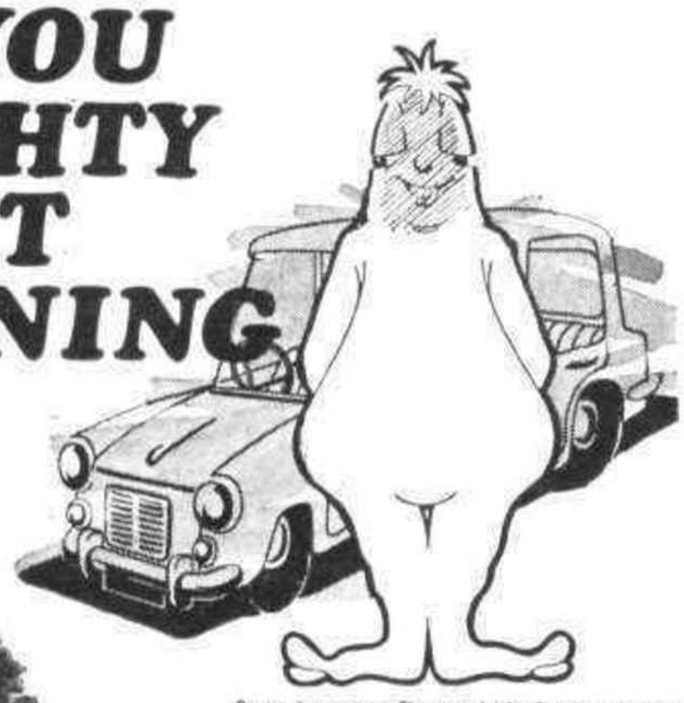
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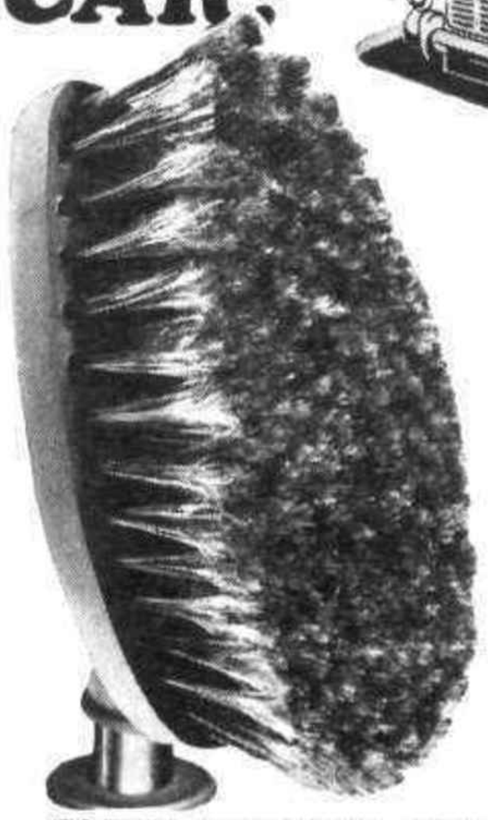
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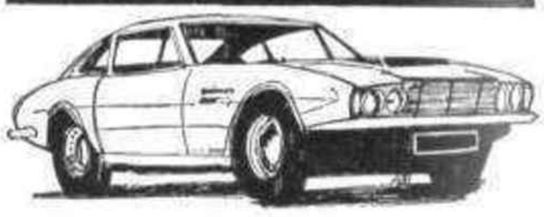
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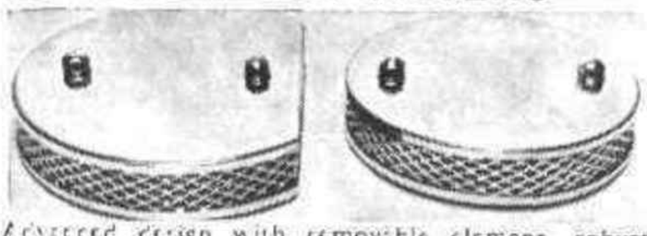
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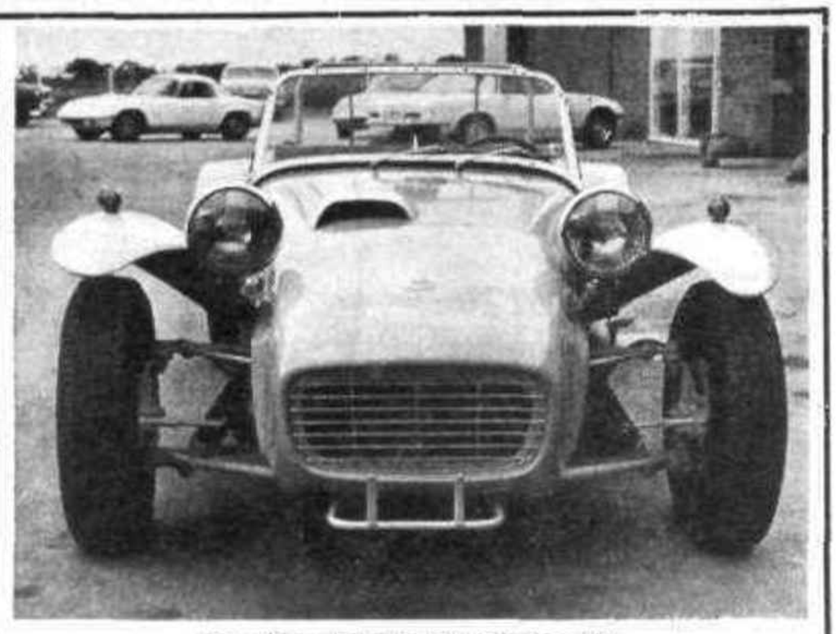
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1913 BAFFORD & PERKINS TANDEM motor roller, type D.3 (weight approximately 4½ tons) powered by a 2-cylinder 16 h.p. Albion petrol/paraffin engine (No. 133R). Further particulars from Senior & Godwin, Chartered Auctioneers, Sturminster Newton, Dorset. (5977

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VINTAGE ROLLS, VERY EARLY 20/25 (the third built, chassis GX014), with Mann Egerton landaulet coachwork. Body sound, but shabby within. Rewired. Good tyres. Nearest £400. Tel.: Colchester 72831 (after 8 p.m. or weekends). (6026

1926 CLYNO TWO-SEATER AND dickey. Plum and black. Hood, trim and coachwork impeccable. A thoroughly roadworthy, attractive and practical treasure. Another vintage acquisition forces reluctant sale of this exceptional car. Box 1084. (6027

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1953 A.C. SALOON WITH RADIO AND heater. In daily use. Seven years with present owner. Taxed to January. M.o.T. cover to February. Spares include engine and gearbox. £125. Tel.: Upminster 26139. (6029

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1935 AUSTIN RUBY. ALL ORIGINAL. M.o.T. till Dec. Good tyres. Coughtrey, "Westfield", Griston, Thetford, Norfolk. Tel.: Warton 397. (6033

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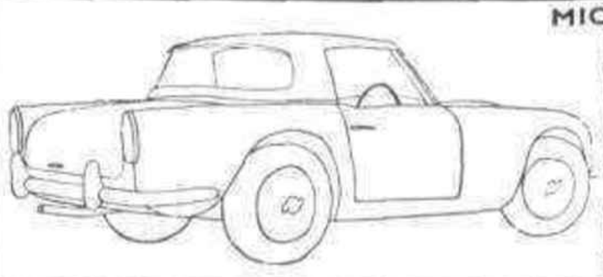
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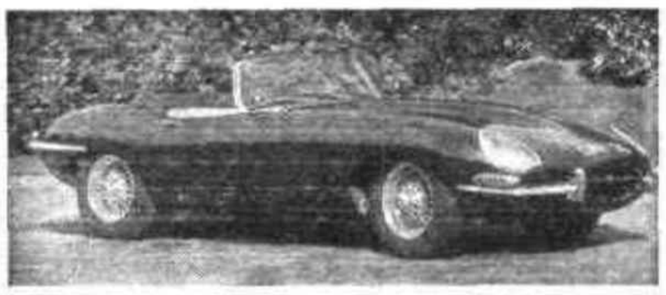
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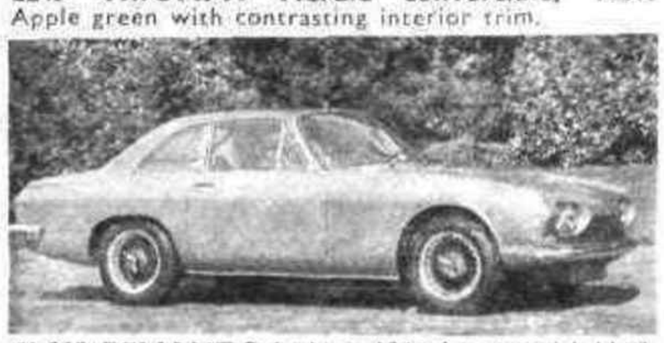
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M.G.-B roadster, 1966. Outstanding in tartan red with black trim, fitted detachable Bermuda hardtop, soft-top, wire wheels, radio, woodrim wheel, etc. A most attractive car **£795**

M.G.-B roadster, 1965. Outstanding special finish in marigold with black trim, fitted new G800 radials and many other extras. A highly individual motor car **£645**

M.G.-B roadster, 1963. Tartan red with black trim, fitted overdrive and radio, recent extensive overhaul, above average example **£525**

M.G.-A 1600 roadster, 1960. Dove grey/red trim, fitted luggage rack, heater, wing mirrors, etc. Excellent example **£345**

M.G.-A 1600 f.h.c., 1960. Outstanding in red with black trim, fitted radio and many other extras **£365**

M.G.-A fixed-head coupé, 1958. Attractive in duo red/black with matching trim, fitted heater, wing mirrors, etc. An above average example and excellent value at **£765**

TEL BOURNEMOUTH 43344

M.G. Midget, 1965. Outstanding in black with red interior, fitted wire wheels, excellent push-button radio, and a number of other extras. Obviously meticulously maintained throughout **£525**

M.G. Midget, 1963. Black with red interior, fitted hard and soft-tops, racing wing mirrors, heater etc. A most attractive little car ... **£345**

FORD Lotus Cortina, 1966. Immaculate in white with green flash, leaf-spring model, fitted radio, racing wing mirrors, seat belts etc. Obviously meticulously maintained throughout... ... **£745**

FORD Cortina GT, 1965. Two-door model in white with black trim, fitted heater, wing mirrors and excellent radial tyres. Performance with economy **£495**

TRIUMPH Spitfire Mk. III, 1967. Immaculate in white with black trim, fitted leather rim wheel, seat belts, heater etc. Nominal mileage, in "as new" condition throughout **£645**

TRIUMPH Spitfire Mk. II, 1966. Outstanding in indigo with black interior, fitted hard and soft-tops, leather-rim wheel, 5½J rims and excellent Cinturato tyres. Outstanding performance **£595**

TRIUMPH Spitfire, 1964. Red with black trim, fitted overdrive, hard and soft-tops, racing wing mirrors etc. Excellent value **£475**

TRIUMPH Spitfire, 1963. Wedgwood blue, matching trim, fitted heater, excellent mechanically, cheapest on offer **£325**

TRIUMPH TR4A roadster, 1967/68F. Immaculate in white with red trim. One owner only, 5,800 miles from new, in "as new" condition throughout **£945**

TRIUMPH TR4A roadster, 1967. White/black trim, fitted wire wheels, heater, etc. One owner only, nominal mileage, highly recommended **£945**

TRIUMPH TR4A roadster, 1966. Immaculate in red with black trim, fitted overdrive, wire wheels, and excellent push-button radio. Outstanding performance **£875**

TRIUMPH TR4A roadster, 1965. An attractive car in white with black flash and matching interior. Fitted with a number of useful extras and obviously meticulously maintained throughout **£695**

TRIUMPH TR4 f.h.c., 1964. Conifer green/black trim, fitted overdrive, and many other extras, one owner only, nominal mileage **£645**

TRIUMPH TR4 roadster, 1962. Wedgwood blue, matching trim, fitted wire wheels, radio etc. An outstanding early example of the TR4 ... **£525**

JAGUAR 4.2 "E"-Type f.h.c. 2+2, 1967. Attractive in opalescent silver blue with matching trim, fitted heated rear window, p-b. radio, in first-class condition throughout **£1,845**

PART EXCHANGES Any car, van, motor-cycle, 3-wheeler, etc., taken in. **HP** accounts settled. **HP** Very attractive terms offered for all cars. **INSURANCE** No problem to us. Free **DELIVERY** to any part of UK. **EXPENSES** Customers' fares refunded. **GUARANTEE** Three months' written guarantee on all cars.

JAGUAR 4.2 "E"-Type f.h.c., 1967/68F. Carmen red/black trim, fitted chrome wire wheels, heated rear window, push-button radio, absolutely unmarked **£1,895**

JAGUAR 4.2 "E"-Type f.h.c., 1966. Unmarked in white, with black trim, fitted Webasto roof, heated rear window, push-button radio, a most attractive car **£1,595**

JAGUAR 4.2 "E"-Type roadster, 1965. Outstanding in black with matching trim, fitted push-button radio, twin spots, racing wing mirrors. A most distinguished car **£1,295**

JAGUAR 4.2 "E"-Type f.h.c., 1964. Opalescent silver grey/red trim, fitted radio and heated rear window. In first-class condition throughout **£1,045**

JAGUAR "E"-Type roadster, 1962. Outstanding in white with black trim, fitted detachable hardtop, radio and all usual Jaguar luxury extras. Obviously meticulously maintained throughout... ... **£895**

JAGUAR "E"-Type f.h.c., 1962. Immaculate in opalescent blue with grey trim, fitted excellent radio, record player and a number of other extras. Highly recommended **£845**

JAGUAR "E"-Type f.h.c., 1962. Blue with matching trim, fitted radio and all usual Jaguar luxury extras. An outstanding example ... **£795**

JAGUAR "S"-Type 3.4 saloon, 1965. Golden sand with red trim, fitted overdrive, heated rear window, radio. Excellent performance with comfort, tremendous value **£845**

JAGUAR 2.4 Mk. II saloon. Outstanding in black with red trim, fitted all usual Jaguar luxury extras. A most attractive car **£595**



DAIMLER SP250, 1963. An oustanding example of this very desirable model, fitted with every conceivable extra, which includes detachable hard-top, soft-top, wire wheels, twin spots, wood-rim wheel and an excellent set of Dunlop SP41 tyres. Obviously meticulously maintained throughout **£695**

DAMILER SP250, 1960. Ivory with tan interior, fitted radio and a number of other useful extras. An above average early example. Outstanding performance **£395**

SUNBEAM Alpine GT, 1965. Attractive in white with black trim, fitted overdrive, wire wheels, etc. Nominal mileage in first-class condition throughout **£595**

SUNBEAM Alpine roadster, 1963. Opalescent blue with matching trim, fitted overdrive, luggage rack, heater etc. Performance with comfort **£445**

SUNBEAM Alpine roadster, 1960. Carnival red/ black trim, fitted overdrive, wire wheels, etc. An above average early example **£325**

ASTON MARTIN DB4 Superleggera saloon, 1961. Outstanding in opalescent silver grey with red trim, fitted Webasto sunshine roof, tinted rear window, excellent push-button radio, an above average example of this much sought after marque **£995**

BOND Equipe GT4S, 1966. Immaculate in golden sand with black trim, fitted with a host of extras including radio, seat belts, woodrim wheel, racing wing mirrors and excellent Pirelli Cinturato tyres. 14,000 miles only from new, in "as new" condition throughout **£625**

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DAIMLER Barker Special Sports, 2½-litre, 3-str., drophead coupé. Aluminium coachwork, preselector gearbox, overdrive. Dark green, grey hood. Excellent history, new king-pins, hood, chrome etc. 23 m.p.g. **£465**

ANOTHER in pale blue over pearl grey, recent new hood, new full and half tonneaux covers, radio. Three owners, 62,000 miles. New steering, brakes, silencers ... **£475**

ANOTHER, in maroon and cream with beige hide interior. Excellent history, repl. engine '59. New tyres. Adapted gearchange.

DAIMLER Empress 2½-litre, razor-edge sports saloon, all-aluminium coachwork by Hooper, chassis as special sports. Reputedly one owner to '64. New tyres, chrome; overdrive, radio, heater **£425**

DAIMLER Barker 4-str. drophead coupé, 3-position hood. B.R.G., aluminium coachwork, new chrome, hood, tyres. Extremely well-kept **£345**

DAIMLER Conquest, 2½-litre, d.h. coupé, 4-str., '55, power hood. Recellulosed B.R.G. **£285**

DAIMLER Conquest saloons, 2½-litres. Choice several, rechromed, recellulosed as necessary. Excellent value at **£165-£210**

A.C. sports 2-str. Dickey, '37. Alloy. Undergoing rebuild.

TALBOT 10 d.h.c. '38. one owner, alloy coachwork, new hood, tyres, ... **£225**

MAYFLOWER, 10 h.p., '53 very tidy £65

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FOR SALE—continued

JAGUAR MK. IX, 1960. GREY, NAVY hide upholstery. Automatic, power steering, sun roof, radio, good tyres. Excellent condition. Two owners. Genuine 41,000 miles only. Owner recently deceased forces sale. Taxed, M.o.T. Regularly serviced. £185. Tel.: 01-876 5508 (evenings). (6059

XK120. EXCELLENT CONDITION. NEW hood. M.o.T. Fitted radio, heater, spots. Rust-free body. Has been in store last five years. £180 o.n.o. Tel.: Nottingham 66987. (6061

£475 O.N.O. TRIUMPH SPITFIRE MK. II, 1965. Many special features, including overdrive, second, third top, aluminium bonnet, boot lid, high-lift cam, alternator, 4½J wheels, radio, tonneau, etc. Red, black upholstery. Good condition throughout. Tel.: Sheffield 27776 (business hours) or 56555 (after 6 p.m.). (6062

RILEY KESTREL SPRITE SS26K, 1936, suffering exposure. Aluminium saloon engine unfit, plus good engine. £50 or appropriate offer. Riley 2½-litre RMB2/ engine and gearbox also available. Tel.: 01-455 7251 (Finchley). (6063

M.G. TF 1250, 1954. RED. MICHELIN Xs, luggage rack, heater. £350 o.n.o. 118 Dunbar Rd., Milton, Portsmouth. (6064

UGLY, SLOW, NOISY, EXPENSIVE. Not my immaculate 1963 Karmann Ghia coupé. 28,000 miles. Radio. £475. Tel.: Bell, Fareham (Hants.) 5761. (6065

TR3A, 1960. BEAUTIFUL CONDITION. Hard, soft tops, overdrive. £360. Steer. Tel.: Hitchin (Hertfordshire) 3444 (working hours). (6066

M.G. TD11, 1951. M.O.T. BRAKES RElined, new exhaust system, good tyres and battery. Used regularly. Smart appearance. £250. Wilkinson, Braemar, Tinkers Lane, Wigginton, near Tring. Tel.: Berkhamsted 4409. (6067

SPITFIRE. VERY FAST. £250 S.A.H. tuning. Modified suspension. Never R. or R. Immaculate condition. Dark metallic blue. Many extras. Bargain, £380. Tel.: Wythall 6875 (near Birmingham). (6070

FOR SALE—continued

TR4, 1964. SILVER BLUE. EXCELLENT condition. 47,000 miles. Overdrive, chrome wire wheels, radio, electric aerial, spot lights, hood and tonneau. Undersealed from new. Heater, three anti-thief devices, windscreen washers, headlight flasher, reversing light. £40 just spent on new brakes throughout. Bargain at £595. Tel.: 01-300 3635 (evenings). (6068

M.G.-A 1600 MK. I. EXCEPTIONALLY outstanding condition. New engine, exhaust system, sealed-beams, hood, sidescreens, carpets and door-trim, all new, plus four brand-new XASs (worth £40 alone). Extras include radio, w/washers, luggage rack, badge bar, and many more. Resprayed gleaming red. Just fully overhauled, serviced, Crypton-tuned. M.o.T. one year, taxed four months. The best M.G.-A 1600 offered this or any other month. Painstakingly cared for, regardless of cost, but our love affair must end at only £325, as I'm going abroad. Tel.: 01-624 2783. (6069

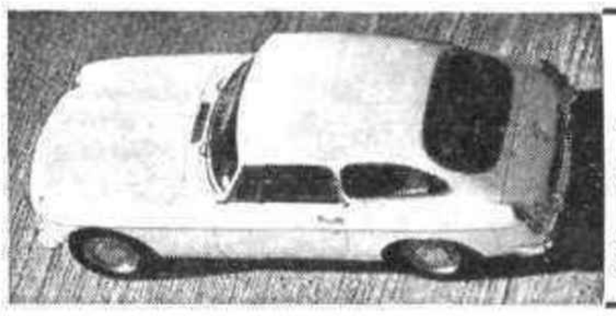
1957 TR3. EXCELLENT CONDITION. £190. Tony Clarry, Oxford Air Training School, Oxford Airport, Kidlington. (6071

FIAT 2300S COUPE, 1963. FERRARI-type bodystyling by Ghia in red, with black leather upholstery. Radio, electric windows, many extras. Recent engine and gearbox overhauls. Excellent condition. High performance (120 m.p.h.) and good looks with low-cost Fiat service and spares. £775. Tel.: Beaconsfield (Bucks.) 2482. (6072

M.G.-B, 1964. UNMARKED B.R.G. TONneau, belts, undersealed. £545 o.n.o. Tel.: Horsforth 2989. (6073

BUGATTI TYPE 46 (LA PETITE Royale) two-door saloon. Very scruffy. 1¾ engines dismantled. £1,000. Tel.: Queensbury 2315. (Bradford for appointment to view.) (6074

BENTLEY, 1947. EXCELLENT MECHanical condition, body very sound, no dents, but could use paint job. Manual, sun roof, radio. £200. Write: T. Wolfe, 128 Tachbrook St., London, S.W.1. (6075



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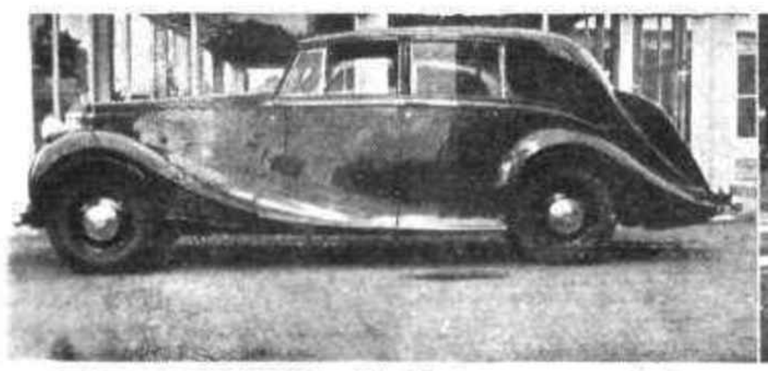
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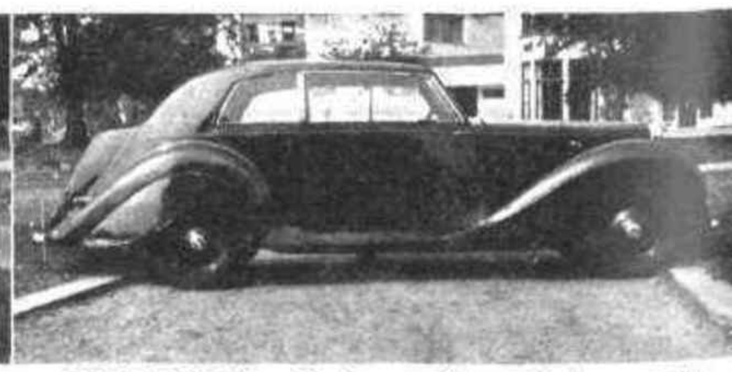
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ROLLS-ROYCE Silver Wraith Hooper owner/driver saloon, 1948 Series, black over crimson, crimson hide interior, no particular history known but condition both bodily and mechanically is exceptionally good; serviced by us and fitted new tyres. **£825**



CHEVROLET Impala, 4.6, V8, manual gearbox, radio, etc., recorded mileage under 50,000, white on pale green, matching interior, 1962; excellent general order, but paint imperfections and l.h.d., hence down-to-earth price. **£445**



BENTLEY Mk. VI James Young 2-door sports saloon, mechanically and bodily good for a 1947 car, almost new tyres but needs paint and some interior renovation. Price negotiable as seen, or completed. **£475**

Unique ROLLS-ROYCE Phantom III 4-seater fixed-head coupé, said to be by Panelcraft, *circa* 1948, to order of original owner; first registered June, 1937, one owner to 1959 and one since, good chassis, first-class all-alloy body, good beige hide interior, but carpets, interior woodwork and paintwork only fair, radio, heater, etc.—a most unusual Phantom III. **£1,150**

ROLLS-ROYCE Silver Wraith H. J. Mulliner full 7-passenger l.w.b. limousine, l.h.d. with column change, supplied new in 1952 to Norwegian Embassy—for further details and photograph, see last month. **£1,775**

ROLLS-ROYCE 25/30 swept-tail limousine by Thrupp and Maberly, 1936, excellent chassis, recent but rather cheap repaint and very fair interior. **£450**

BENTLEY Mk. VI 'big-bore' standard steel saloon, July, 1952, grey with grey interior; in excellent mechanical condition and well above average for its year, no rust, but paintwork not up to general standard of car, hence realistic price of **£395**

BENTLEY Mk. VI standard steel saloon, 1947, dark green, brown hide interior; quite one of the best for its year we have handled for a long time, believed virtually one owner from new and distributor-maintained. **£445**

BENTLEY R-type, the rare convertible by Park Ward with the long wing line, automatic, 1954, dark velvet green, pale green interior, black hood, indicated mileage 95,000, recent exhaust overhaul, paintwork renovation etc., and a very nice specimen. **£1,390**

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

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

DAIMLER 6-cylinder DE27, 1951, full 7-passenger limousine of vast proportions, unusual interior trim in grey plush throughout which is in remarkable condition; the chassis and body are likewise very good and a most luxurious and certainly impressive looking vehicle for very little money. **£245**

HUMBER Pullman, all-timber shooting-brake (Safari-type), 1952, some body faul
£
but basically a very sound vehicle.
HUMBER Pullman limousine, 1934, alloy body, in very sound general order, very fa
tyres with twin spares—too good to break, but needs paint and chrome and has a suspe
£
engine, hence give-away price.
JAGUAR Mk. IX, 1959, automatic, power-steering, dark blue, two owners onl
moderate mileage, new tyres, batteries, brake overhaul etc. by us and generally w
above for its year and extremely good value at £1
£
MORRIS 10/6 saloon, 1935, very original and in very fair order for its year.
PACKARD Super Eight full 7-passenger limousine, 1937, black, black leather to fro
interior, brown cloth to rear; believed originally the property of well-known statesma
and certainly one private owner since 1953. In outstanding condition throughout. £4
ROVER 10 saloon, 1947, black, brown hide interior and in remarkable order for
year. £1
VETERAN AND VINTAGE
MORGAN Aero, *circa* 1929, s.v.w./c. engine, frame, wheels, radiator, believed
£
chassis parts but no bodywork.
1913/14 SUNBEAM 16/20, all chassis parts except frame and springs, no body
radiator—a worth-while "basket-case", open to offers.
DAIMLER 25 h.p. sleeve-valve 1928, hearse coachwork, in use until 1964, but no
£
rather scruffy, nevertheless quite complete and on fair tyres.
SALMSON (French) **9.8** 2-seater drophead coupé, 1928, basically very complete a
sound; some restoration done including rebuilt radiator, remainder of work not com
plicated and well worth completion. £1

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TVR

Down in Arkley, rain or shine, sports cars go to your head like wine. **Lotus Elan** fixed-head, 1967, dark blue, radio, electric windows, knock-on wheels, £1,185. **TVR Tuscan,** 1968, Wolls-Woyce Wegal Wed, black interior; it is a long-wheelbase Special Equipment model, £2,160. **Austin Healey Sprite Mk I,** 1960, green, black hard-top, 41,000, one lady owner until the second owner bought it but that was only six months ago, £330. **Gilbern GT,** 1966, dark blue, 5-bearing MG-B unit, one owner, few miles, many extras (did you know it's a full 4-seater?), £795. **Honda S800** sports roadster, 1967, white with black trim, tonneau, spotlamps; £670. **MG Midget,** 1963, dove grey, red trim, SP41s, £350. **MG-B,** 1966, BRG, wire wheels, Cinturatos, one Potters Bar owner, £765. **Triumph Spitfire Mk II,** dark blue with hd.-tp., sft.-tp., C'nts, rdo., f'vly c'r, £550. **MG TD,** 1953, black, red leather, new engine, set of five Michelin XAs (or is it XaS???), serviceable weather equipt., £235. **Morgan Plus 4 Super Sports,** 1964, BRG, black interior, wide-rim wire wheels, neatly flared wheel arches, five new Cinturatos fitted and balanced by Tyler, tramp bars, new hood, 9,000 miles, laid up since '66, aluminium body, oil cooler; this is a racing car in performance but not in appearance; £740. **MG Midget,** 1966, BRG, Classic Bermuda hard-top, soft-top, £545. **Reliant Scimitar,** 1968, Manhattan blue, black interior, 2,100 miles we warrant, overdrive, radio, etc., £1,395 (which I believe saves you £350+ on a new one). **MG Midget,** Oct. 1965, racing green, black interior, push-button Motorola, new G800s, one lady owner (have just realised that we seem to sell a lot of cars that have ex-lady owners, or should I say lady ex-owners, not wishing to suggest that the sale of their sports car indicates their moral downfall, but we very rarely sell a car to a lady; maybe it's the language we use), £490. **Triumph TR4,** 1964, Wedgwood blue, wire wheels, hard-top, £595. **MG Midget,** 1962, tartan red, fitted with a quite incredible collection of extras of varying utility and appeal such as darkened side-screens, hard-top, direction indicator bleeper, central console, bizarre polished aluminium bonnet fasteners, £315. **MG Midget** (sorry to bore you), 1967F, Basilica blue, wire wheels, £695. **Austin Healey 3000 Mk III,** 1965, British Racing Green, black leather, overdrive, wire wheels, XaS tyres (or was it XAs?), £775. **MG Midget,** 1965, white, red interior, wire wheels, £455. **Triumph TR4,** 1964, white, hard-top, overdrive, £615. **Triumph Spitfire Mk II,** 1966, signal red, hard- and soft-tops (feel them to make sure), radio, Cinturatos, £560. **MG-B,** 1964, BRG, black leather, overdrive, sold by us one year ago and has given every satisfaction, £595. **Triumph Spitfire,** 1964, red, black trim, has the new Ashley full-length hard-top, soft-top, radio, £475. **Austin Healey Sprite Mk III,** 1966, red, radio, wire wheels, £545. **Austin Seven Chummy,** 1928, fully restored; we have willing buyers in Hamburg and Oregon but would rather accept soft currency and keep the flag flying, £425. **Austin Seven Special,** 1932, very low-built and yet vintage looking—will try to get a picture of it for you next month; tail of car blends to vertical spare wheel; do not enquire if over 5ft 9in tall as you won't fit; £145. **TVR Tuscan,** 1968, Sherwood green, chrome wire wheels, 3,500 miles, £2,350. **Morris 1100,** 1964, Connaught green, marvellous car but the tyres allow the air a bit nearer the road surface than is technically permissible, £340. Lots more cars coming in all the time and of course we have so many that never get advertised because they are sold within a few days, so the only certain thing is to keep ringing up or calling in. The phone will be answered by Miss H.P., my saucy secretary, and she really does have all the answers. I have to apologise to you for the sundry selection of photographs printed last month, including one of an unknown spectator at Brands Hatch and another one of my mother's cat, but I took the wrong film to the chemists to be developed and did not realise the error of my ways until press day, by which time it was too late. This month the hard-hitting *Motor Sport* space salesmen (H. W. Bland, Esq. and Martin Prevette) have as you see flogged us 50% more mumbling area, and I don't yet know how the photographs are going to be laid out, but somewhere around you should see Britten and family in their new **MG 1300** 2-door, our usual profusion of **TVRs** both new and used, and the true secret of our racing successes—**JB Rocket Fuel,** obtainable only at Arkley, and please be terribly careful how you drive away after buying a tankful. There is a new TVR coming out at the Motor Show this autumn—the **TVR Vixen S2.** It has the lengthened wheelbase and some of the styling features of the current Tuscan, and in fact the only photograph we've seen is actually of a disguised Tuscan, so I'll ask you to wait until next month, by which time I will have got to work with my faithful Minolta T-101. The price is £1,250 in component form (easy week-end build), inclusive of wide-rim wire wheels, leather steering wheel, etc, and we already have price lists and specifications available. We also still have the smaller Vixen (same mechanics) at £1,095. New TVRs are at both branches, and at Arkley we also have a stock of new **MGs** incl. a **MG-B Mk II** in BRG with overdrive and wire wheels, and we have six more to various specifications in the pipeline. **MG Midget,** Basilica blue, SP41s. **MG 1300,** Connaught green—the very sporting new 2-door with twin SUs and maximum well into the nineties. **MG-C** 2-seater, tartan red, overdrive, wire wheels. Complete demonstration fleet at yr. disposal, well-stocked stores and the same devoted mechanics who prepare our orange racing Midgets—can be seen at Brands and Silverstone this month. Cinturatos 25% discount, also cross-ply tyres, 14 and 15-in. diameter only, end of season remnants at quite incredible prices. MG-B hard-top, £20. Racing Spridget bodyshell, new model, Mk IV shape with 1-lights and great big flared wheel arches, fits all models with wind-up windows, 7-day delivery. All but the most ancient 2nd-hand cars have an exceedingly thorough pre-sales service including fresh oil and filter, look at brake linings, etc, and you get a very good guarantee. We will arrange your insurance with a suitably venerable company, and you can, if you like, have HP with 3rd party insurance. New and nearly new cars qualify for the tax-plan type of HP, which is certainly worth looking into. Generally we keep the most expensive and exotic used cars at Moscow Road, and all the rest at Arkley where the main workshops, tyre and parts departments are. Both branches open to 7pm, closed Sundays. See you soon!







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Sports cars, workshops & tyre shop: Barnet Road (A411), Arkley, Barnet, Herts. Barnet 1144.

Sports cars: 31 Moscow Road, Bayswater W2. Park 2707.

FOR SALE—continued

LANCIA 2500 AURELIA GT COUPE. This classic not only looks immaculate in Italian red, but is mechanically excellent, very fast. Modifications include Poor change, bucket seats, c.c. £295 Armstrong. Tel.: 01-636 3212 (day), 01-624 4660 (evening). (6076

MINI, 1961. COMPLETELY OVER-hauled and rebuilt 1967. Special exhaust, etc. Looks like new. £175. Morris. Tel.: Hunter 4391 (Monday-Friday). (6077

OFFERS INVITED FOR ORIGINAL issue of "Ford Times", No. 5 (British edition), October, 1912. 1933 Rover Meteor 16 h.p. Registration No. AHC 21. Box 1089. (6078

1960 NORTH AMERICAN FORD 6-CYL. Falcon automatic lowline de luxe, r.h.d. Immaculate. Taxed M.o.T. 1/'69. £150 o.n.o. Photo available. Spares/handbook free. Raymond Lawrence, Littles House, Dixons Lane, Great Bardfield, near Braintree, Essex. (6079

M.G. PA, 1934. THIS MOTOR CAR IS in excellent and original condition. During last three years (total mileage approximately 6,000) the present owner has renewed, reconditioned or replaced the following: engine, k/pins, differential, hubs and h/shafts, brakes, five tyres, battery, much wiring, paintwork, upholstery and many other parts. Multitude of spares also for sale. M.o.T. 13th Sept., 1969. Taxed December. Offers please to Cully. Tel.: 01-788 9191 (weekdays), Hartley Wintney (Hants.) 2460 (weekends). (6261

M.G. MIDGET MK. II, TAURUS "GO-Ahead" conversion. Red with red hood and upholstery and extras, including wire wheels, folding hood, Motorola radio, fog/spot/reverse lights, 13 in. leather rim wheel. Reluctant sale of this immaculate 31,000-mile car is necessitated by recent matrimony. Offers in the region of £460 considered. Can you afford to miss this opportunity? Barry Proctor, 2 Cavendish Court, Coleridge Crescent, Colnbrook, Bucks. (6080

TRIUMPH TR3A, 1959. HARD-TOP, NEW tyres, good mechanics and body. £195. Tel.: Formby (Lancs.) 2778. (6081

BENTLEY MK. VI IN BRONZE WITH champagne interior. Fitted Sun roof, radio, good tyres, etc., the car being in good order throughout. £345 o.v.n.o. Tel.: Farnham Common 4599 or Iver 1168. (6082

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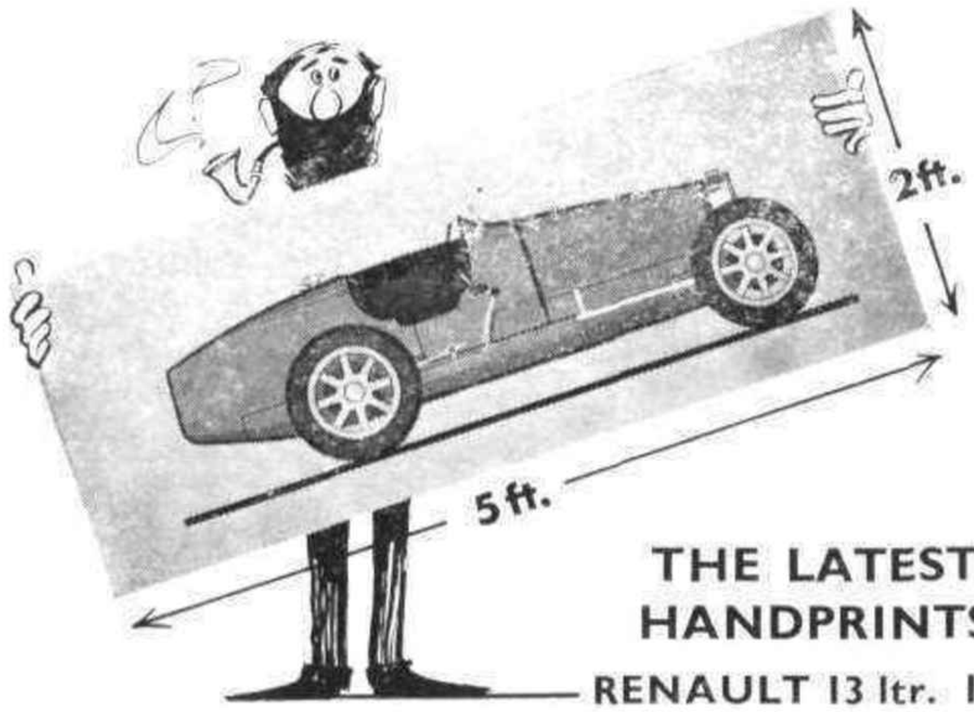
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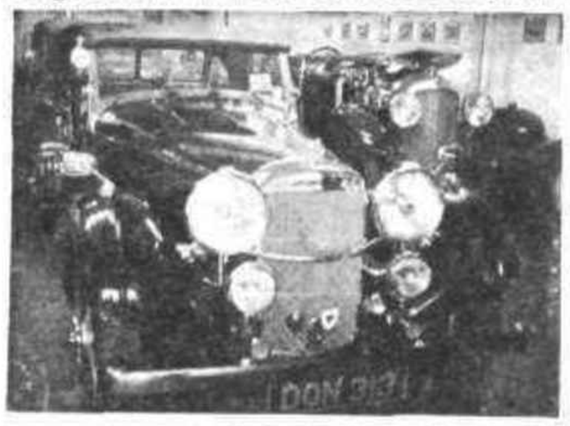
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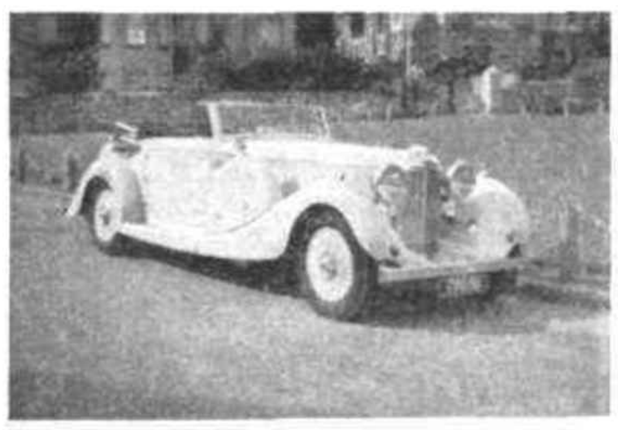
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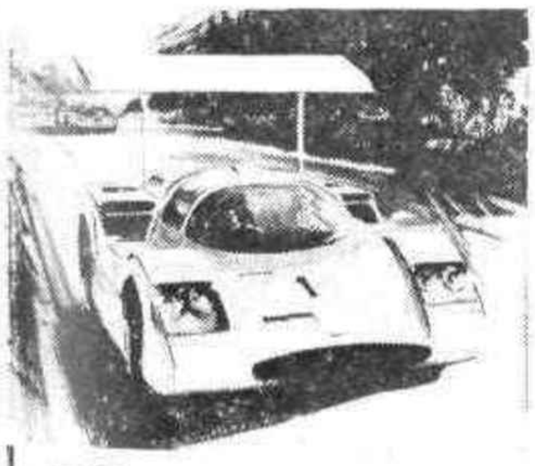
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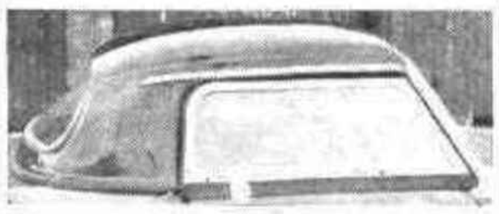
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LANCIA FLAMINIA SUPERLEGGERA Carrozzi touring convertible hard-top 1964 model, imported 1967. Rare, beautiful, in opalescent gold, magnesium wheels, Cinturatos. Superb car, new U.K. £3,900. L.h.d., hence £875. Tel.: Cheltenham 27808. (6266

FOR SALE—continued

ROLLS-ROYCE 20/25 LIMOUSINE, 1935. By Thrupp and Maberly. Driven by one Rolls-trained chauffeur since new. Full history available. Absolutely genuine 76,000 miles, completely original throughout. A virtually one-owner car in perfect condition. £1,050. Tel.: Thanet 41026 (evening or early morning). (6267

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AUSTIN 7, 1932. FINE SPECIMEN. Blue/grey. Supaloy head, high-lift cams, Bowdenex brakes, heater/demisters, electric dual screenwipers. £100. Also 4-branch manifold matched twin 1⅛ S.U.s, nearly new. £20. Many 7 spares. Gearboxes, crankcase, steering wheel and column, radiator, cowl, windscreen, etc. Bateman, "Fir Glen", 58 Dartnell Park Rd., West Byfleet, Surrey. Tel.: Byfleet 42836. (6270

M.G. TD, 1953. EXCELLENT CONDI-tion. Rec. engine, resprayed, reupholstered, 5 X tyres, new tonneau, sidescreens, radio, heater, extras. Must be seen to be appreciated. £390 o.n.o. Tel.: 01-953 3664. (6271

1964 LOTUS CORTINA. EXCELLENT condition. 28,000 miles. Around £525. Possible exchange cheap car. Mercer, Church St., Pewsey. Tel.: Pewsey 2478. (6272

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4¼-LITRE BENTLEY MK. VI, 1951. Good condition, black/silver ext. and red leather and carpets int. M.o.T. and taxed. Good tyres. £375 o.n.o. Bennett, 213 Hyde Park Rd., Leeds 6. (6275

RILEY 1½ R.M.E., 1954. BLUE/BLACK. Genuine 39,000 total mileage. Full service record. Taxed June, 1969. M.o.T. July, 1969. Very good order throughout. Box 1114. (6276

XK140 IMMACULATE F.H.C. IN OLD English white. C-head, new C-exhaust, overdrive, Cints., new batteries, sealed beams, etc. £250. 9, Magpie House, Eastern Green, Coventry. (6277

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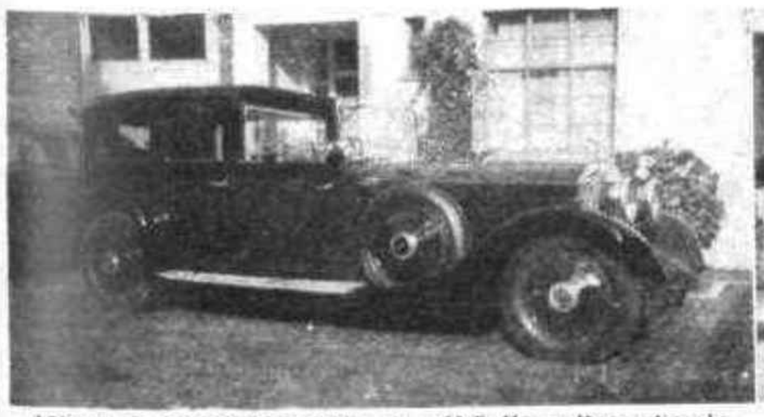
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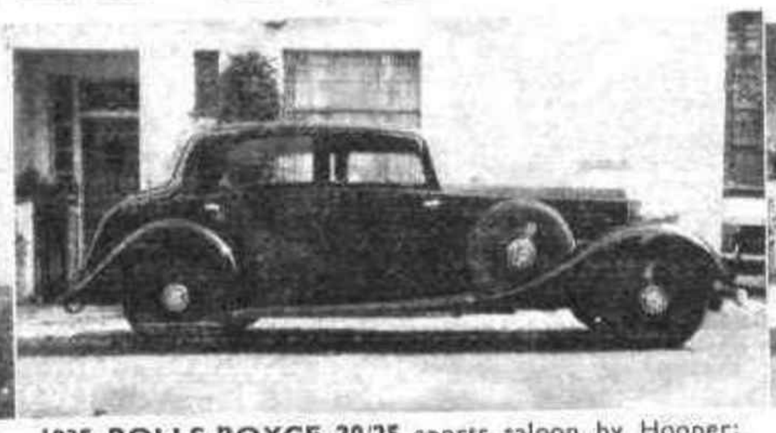
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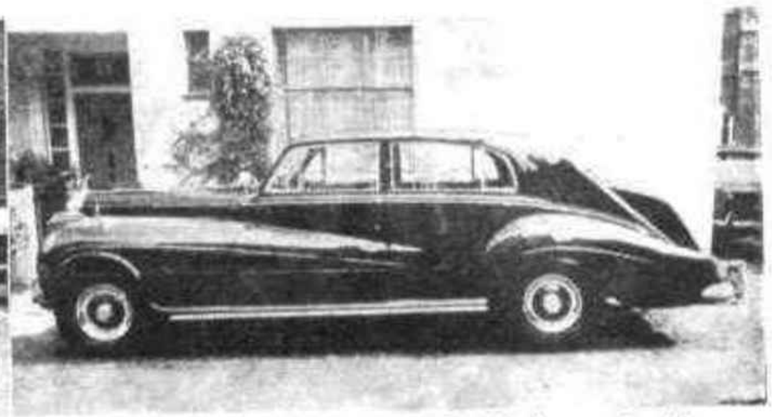
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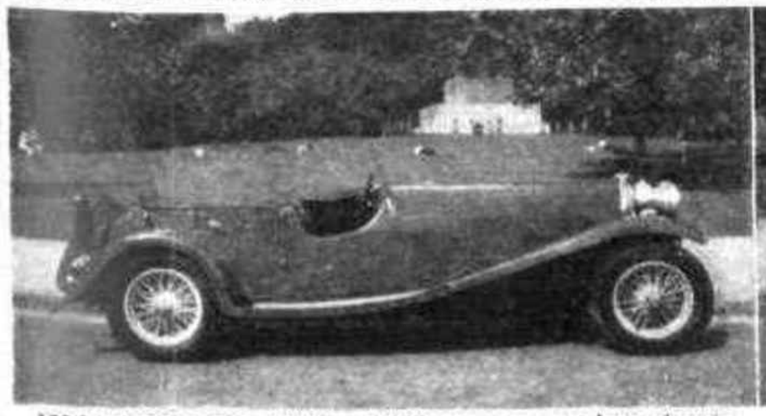
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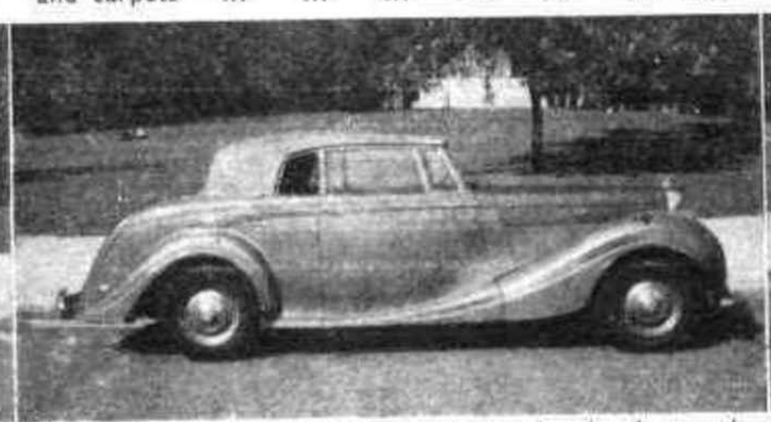
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MK. VI BENTLEY, 1948. RARE VAN-den Plas aluminium coachwork. Only six made. £650 recently spent, including full-flow engine. Excellent order throughout. £375. 27A Kenilworth Rd., Leamington Spa. Tel.: 27347. (6222

M.G. TC. RED. M.o.T. 1969. NEW hood, sidescreens, tyres, good condition. £195. Chris Horsfield. Tel.: Kegworth 675. (6223

JAGUAR 3.8 MK. II AUTOMATIC, 1960. One owner, chauffeur maintained. New engine last year, 66,000 miles only. Immaculate throughout. £315 o.n.o. Tel.: Bookham (Surrey) 2691. (6224

BRISTOL 400. GOOD TYRES, WIRE-less. Reasonable order. An enthusiast's car. £175 o.n.o. Goodwin, "Honeysuckle". The Ride, Ifold, Loxwood, Sussex. (6225

RILEY 1½, 1953. R.M.E. GOOD ROOF, resprayed B.R.G., new engine, 5,000 miles, new tyres and battery. M.o.T., taxed. My own car. £250 o.n.o. Whitehead, Riley specialist, 45 Albany Rd., Sheffield. S7 1DN. (6226

XK120. EXCEPTIONAL CONDITION for this now rare thoroughbred. B.R.G. Mechanically very good, shattering' performance. Radio, rack, fog/spot, manual, taxed, tested. Offers. Stewart, "Hollyhock Cottage", Butt Green, Painswick, Gloucestershire. (6227

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JAGUAR E-TYPE ROADSTER, SEPT., 1964. Finished in gunmetal grey with chrome wires. Immaculate condition. £1,025. Tel.: 021-354 5829 (day), 021-351 1141 (evenings). (6230

BENTLEY R-TYPE (1953, MANUAL). Grey and black, nice condition. £475. Edwards, Brook St., North Newton, Bridgwater. Tel.: North Petherton 329. (6231

SAAB 96, 1966 MODEL, 4-SPEED, triple carburetter, white, superb condition. £445. Walnut Cottage, Shiplake Rise, Oxon. Tel.: Wargrave 3329. (6232

SUNBEAM ALPINE GT 1,725 C.C., 1966 model. Blue, blue trim, overdrive, w/w, P.B. radio, new radials, unique tiger grill, plus many other extras. Details on request. £700. H.P. arranged or part exchange considered. Only reason for sale owner getting Elan. Grange Wing, Bradford Abbas, Dorset. Tel.: Yeovil 21371. (6233

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1960 ALVIS TD21 PARK WARD saloon. Good all-round condition. Recent Crypton tune, radio. £425 o.n.o. Sturrock, Netherby, Castle Douglas. Tel.: 2556. (6237

RARE 1937 ROVER 12. EXCEPTIONAL condition. Second car for spares. Mascot. £150 o.n.o. Grantham, 12 Henry Rd., Yardley, Birmingham. (6238

M.G. TC, 1947. B.R.G. IMMACULATE condition. Engine completely rebuilt by M.G. specialists, undersealed. £370 cash or in part exchange M.G. TF. Viner, 6 Prospect Villas, Wetherby, Yorks. (6241

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M.G. TD ENGINE WITH ELECTRICS. 10,000 miles since reconditioned. Tel.: Darby 50743. (6239

MORRIS COOPER, 1966. DARK METAL-lic green, seat belts, good condition. £300. Tamlyn, 28 Well Street, Bury St. Edmunds, Suffolk. Could be viewed in London. Tel.: 5322. (6240

PEERLESS 1959 FOUR-SEATER GT. Overdrive, excellent condition. M.o.T., tax for year. £260. Mr. P. Rands, 1 Greenroyd Ave., Hunsworth, Cleckheaton, Yorks. (6242

AUSTIN 7, 1936. REBUILT, MECHANI-cally overhauled, resprayed, chromed, trimmed, wired, etc. M.o.T., taxed to Dec. £180 o.n.o. Richardson, Slackhead, Milnthorpe, Westmorland. Tel.: 3371. (6243

M.G. TD2, 1953. EXCELLENT CONDI-tion, all new or reconditioned mechanics. £260 o.n.o. 78 Leng Crescent, Eaton, Norwich. (6244

M.G. TD, 1952. LEFT-HAND DRIVE. Very good condition body and mechanical. Nearest £300. Graham, 19 Brentfield Way, Penrith, Cumberland. (6245

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MORGAN 4/4 D.H.C., 1939. RED. FORD engine. Used daily. Very attractive. Sound and reliable. Offers around £180 for this quite rare car. R. Johnstone, 94 Welch Rd., Arle, Cheltenham. (6248

VINTAGE 1929 RILEY 2-SEATER tourer with dickey. Rebuilt from chassis up. Car now almost finished. Very original and very pretty. Offers around £250. Will haggle over ale. R. Johnstone, 94 Welch Rd., Arle, Cheltenham. (6249

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VINTAGE AMERICAN LANDAULETTE 1925 Dodge. This rare example looks like veteran car, requires restoration. Cash/exchanges. Edwardes, 6 Blackall Rd., Exeter. (6255

RILEY 1½, 1947. EXCELLENT COND:-tion. Good tyres, new brake linings, 12 months M.o.T. Also large selection of spares, including engine, gearbox, rear axle, 4 doors, etc., etc. Sell as package deal £150 or will split. Smith, 65 Robin Croft Rd., Allestree, Derby. Tel.: 50643. (6256

ASTON MARTIN DB2/4 MK. II saloon, 1957. Maroon. Engine, brakes, clutch overhauled, respoked wheels. Cinturatos, M.o.T. £475. Tel.: Oakley (Hants.) 353. (6257

A.C. 1954 BUCKLAND ALUMINIUM four-seater tourer. Resprayed, etc. All-weather equipment. Fine example of this now rare model. £275. Binns, 2 Laithe Grove, Wibsey, Bradford. Tel.: 678870. (6258

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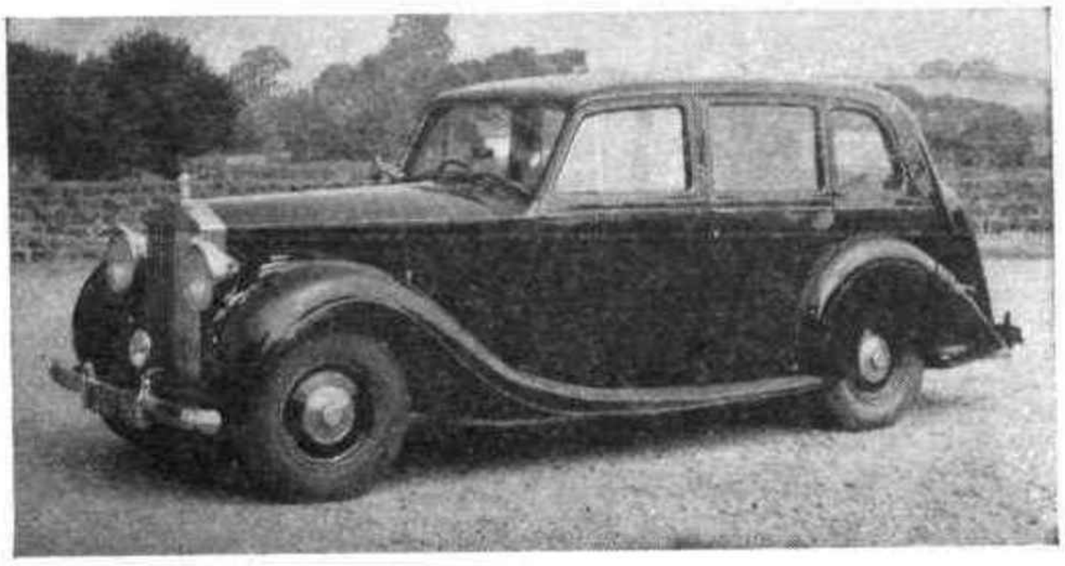
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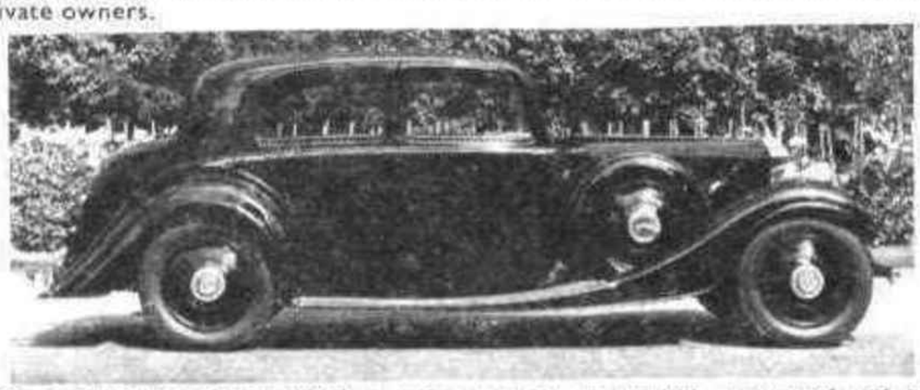
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1954 ROLLS-ROYCE long-wheelbase touring limousine by James Young, fitted unique P.100 headlamp conversion, painted shell over embassy black, fully automatic transmission. An elegant carriage.



1938 ROLLS-ROYCE 25/30 h.p. sports saloon by H.J.M., sun roof, painted embassy black. Furniture, hide trim, fine original order. In specimen condition.

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1950 BENTLEY left-hand-drive Mk. VI two-door d.h. coupé by Park Ward, power hood, painted white over black, recent retrim and new carpets, and engine overhaul. Recorded history.

1951 ROLLS-ROYCE Silver Wraith small compact sports saloon by H.J.M., painted embassy black, green hide trim, matching carpets, superb order.

1953 ROLLS-ROYCE Silver Wraith, long-wheelbase seven-passenger limousine by Hooper, manual transmission, sun roof, electric division. Recorded mileage 67,000, quite unique coachwork.

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BRISTOL 400, 1950. ENGINE 5000. EXcellent. £150. H.R.G. twin-cam head, four Alfa pistons. 6 Charlton Lane, Brentry, Bristol. (6309

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ASTON MARTIN DB5, 1964. PALE BLUE, dark blue inside, black dash. Always mechanically perfect. Bills, correspondence for minor troubles last year available. Recent new Avons, exhaust, brake pads, clutch rubbers. Posting forces sale. £1,700. Stephen, Officers' Mess, Millbank, S.W.1. Tel.: 01-834 6181 (evening). (6311

M.G. MIDGET, JUNE, 1966. B.R.G. 32,000. Wire wheels, hard-top, soft-top, tonneau, radio, luggage rack, heater, spots, wooden wheel. Emigrating. Tel.: Prestbury (Cheshire) 89239. (6312

1938 ALVIS SPEED 25 SALOON BY Charlesworth. In excellent condition, maintained regardless of expense. £600 o.n.o. Genuine inquiries only. Tel.: 0245 56234 (Chelmsford). (6313

1275 S, 1964. 43,000 MILES. NERUS Stage 3 head and cam, oil cooler, expansion tank, SP3s, q.i. lights. Never raced or rallied. Further visit of stork sole reason for reluctant sale. £400 o.n.o. Smith. Tel.: Copthorne 2325. (6314

LANCIA APRILIA, 1937. MANY LATER replacements, Italy. Fibreglass boot lid. Wings professionally resprayed. £110. Moss, Lankhurst Farm, Westfield, Sx. Tel.: Hastings 51407. (6315

FACEL VEGA HK500, 1961. REPUTED fastest four-seater in the world. Finished in metallic silver grey and burgundy. Power steering, push-button automatic transmission. Servo disc brakes all round, knock-on Boviani wheels, radio, electric windows and aerial, 385 B.H.P. cockpit like a VC10. Taxed and M.o.T., 1968. £785 o.n.o. Consider interesting exchange. Terms possible. Ian Grange, 8 Mona Ave., Cheadle, Cheshire. Tel.: MER 5551 (Manchester). (6316

DAIMLER SP250, 1961, "B" SPEC. Excellent condition, engine just overhauled, four new G800 Radials plus unused G800 spare. £375. Tel.: Pinner 8447. (6317

LISTER BRISTOL x JACK SEARS WELL-known Griffiths Formula car, ready to race. Also A-type single-seater Formula II Connaught, engine overhauled, chassis stripped and requires assembly. Would separate or take quality caravan or good towing car in part exchange. Phil Bowker, "Westerly", Stodday, Lancaster. Tel.: 66819. (6370

1600E CORTINA. 7,000 MILES. 1968 export model. White with black trim. £985. D. Killingbook, Officers' Mess, 11th Signal Regt., Catterick Camp, Yorkshire. (6371

1927 HISPANA SUIZA FIXED HEAD coupé by Cooper of London, finished in agate red with black trim. Whole car absolutely original and in concours condition. £3,750. Hart, Old Mill, Hilton in Cleveland. Tel.: 473. (6372

DKW F12 WHITE CONVERTIBLE, late 1964. Radio. Taxed. £350. Rare car in good condition. Plinston, 251 Denman St., Nottingham. Tel.: 72302. (6373

TR3A, LATE 1960, WITH 2.2-LITRE ENgine, soft/hard tops, overdrive, heater, Cinturatos, etc., in bright red, for £320, at Birmingham. Tel.: EDG 2657. (6374

AUSTIN HEALEY 3000 MK. III, NOV., 1964. Hard-top, radio, Cinturatos, v.g.c. £590. Tel.: Guildford 60886. (6375

XK120. YEAR'S M.O.T. NEW CINTURAtos, very good engine, body needs minor attention. Bargain, £90, or exchange for TR2. Tel.: Staines 55996 (Middx.). (6376

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M.G. TC, 1946 YEAR'S M.O.T. £150. 55 Grange Drive, Melton Mowbray, Leics. (6379

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LANCIA AURELIA 2500GT, SIXTH SERIES, regd. 1963. R.H.D. New brakes, Radio. £325. 91 Rushdale Road, Sheffield 9. Tel.: 56505. [6385

SPITFIRE, 1966. LENHAM GT FASTBACK. Power brakeing, Cinturatos. £540 o.n.o. Tel.: East Bridgford 530 (Nottinghamshire). [6386

1963 AUSTIN HEALEY BJ7. BLUE, WITH 5½J chrome wire wheels, new hood and hard-top. Car has only done 38,000. Engine overhauled 3,000 miles ago, hence maker's oil pressure. £530 o.v.n.o. Martell : Tel.: (Oxford) 0092 44107 (office); (Oakley, Beds.) 0230 2 2570 (weekend). [6387

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AUSTIN HEALEY 3000 MK. II, BT.7, 1961. Hard-, soft-tops, tonneau, w/w., overdrive. An excellent example. £390. D. Green, 9 Cavendish Court, Shardlow, Derby. [6394

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1275 COOPER "S", 1967. USED GENTLY. Part exchange cheaper car, Sprite or Cooper. £650. 7 Victoria Road, St. Annes. Tel.: 26204. [6399

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1959 XK150S ROADSTER, 3.4. NEEDS respray, otherwise o.k. £275. Walker, 79 Crofton Lane, Stubbington, Fareham, Hants. [6402

SUNBEAM 90 IIA, 1954, SALOON. UNusually good condition. Easily worth £160 o.n.o. Details : Marshall, 30 Glenhurst Avenue, N.W.5. [6403

1926 ROLLS 20, FITTED SUPERB 2-DOOR fixed-head coupé replica body by Southern Motors. Overhauled, refurbished, fitted four new tyres and tubes (cost £110) and completely restored to *concours*. £1,150. Weston, Brink Farm, Buxton Road, Macclesfield (Tel.: 2920), Cheshire. [6444

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JAGUAR XK150 3.8 D.H.C., 1960, £450 Grey. Four-year owner selling because family increased. New hood, overdrive, clutch, exhaust system. Tel.: (London) 01-229 2434, extn. 11 (office), or (Sevenoaks) 0732/54596 (house, evenings). [6448

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XK150, JUNE 1960, 3.8 S, FITTED WITH limited-slip diff. and radio. In excellent original condition. £450. Tel.: 061-430 4107 (evenings). [6449

BENTLEY 4¼, 1939, MX, OVERDRIVE, PARK Ward razor-edge sports saloon, good condition. £850. Tel.: Derby 59685. [6449

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1934 AUSTIN 10 H.P. CONCOURS. VERY original. Reasonable offers invited. Stanfield, London Road, Kelvedon. [6452

ALVIS TA14 SALOON. TIDY AND original interior, engine rebuilt 19,000 miles ago. Presentable paintwork; well shod. Known history. Quite and reliable. Trouble-free Continental touring. £85 o.n.o. Tel.: Steeple Aston 247. [6453

LOTUS ELITE, £550. TEL.: THAME 2903 (day), or write: White, "Spring Cottage", Little Milton, Oxon. [6454

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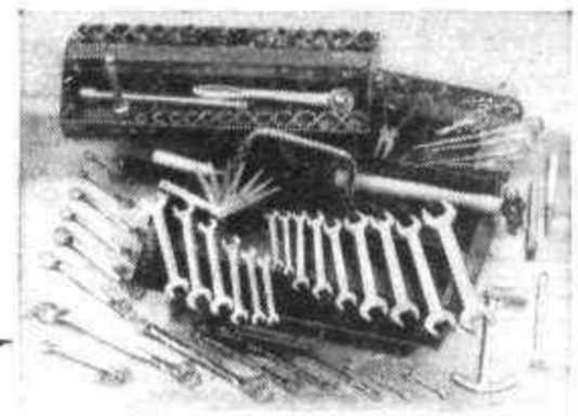
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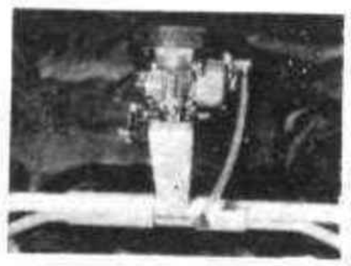
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1967 Austin-Healey Sprite '1275', in tartan red with black. Leather steering wheel, extra instruments, G800 tyres; 16,000 miles, one owner .. **£599**

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1966 TR4A roadster, in red; one owner, 20,000 miles; 6-in. mag. Tech-Del K.O. wheels **£835**

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1966 Triumph Spitfire, in B.R.G. with black trim, fully carpeted, overdrive, hard-top, S.A.H. Stage I tune, including Weber carb. An outstanding car, one owner **£599**



1967 Marcos 1500 (F), in metallic silver blue; one owner; wire wheels, radio, Cints. A quite outstanding motor car **£1,345**



1966 Morgan + 4, fitted with following specification: Chrome 72-spoke wire wheels, SP41 tyres, leather trim wood-rim wheel, oil cooler, electric fan heater, full weather equipment, S.U. carbs., burglar alarm; 20,000 miles **£845**

1964 Triumph Spitfire, with hard-top, B.R.G. **£415**

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1967 (F) **Lotus Elan + 2,** in white, 9,000 miles; radio, G800 tyres; as new, **£1,699**

1967 (F) **Lotus-Cortina,** in white, Tech-Del mag. wheels, black trim; really outstanding **£999**

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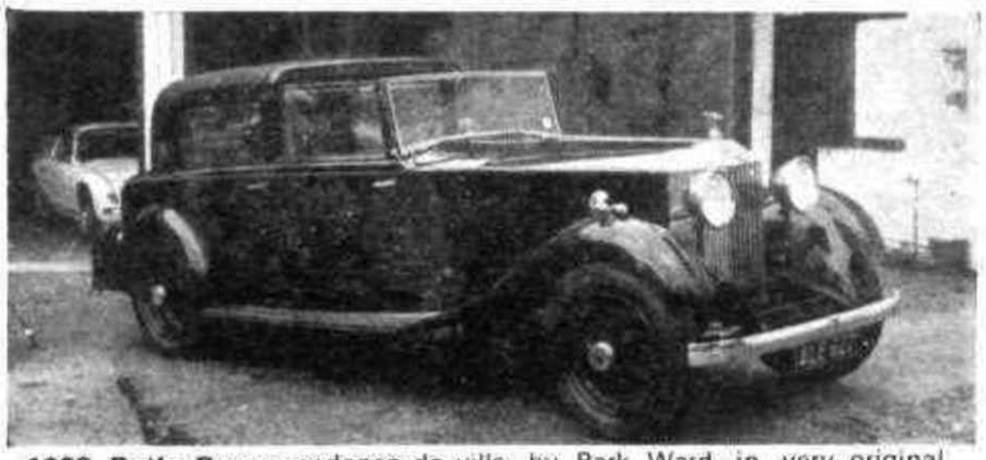
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DESIRE TO PURCHASE OPEN PRE-war car at moderate price. Must be in excellent condition and unmodified. M.G. and similar size preferred. Please send complete information and picture to MacTavish, 43 Frithwood Ave., Northwood, Middlesex. (6432

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MISCELLANEOUS—continued

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MISCELLANEOUS—continued

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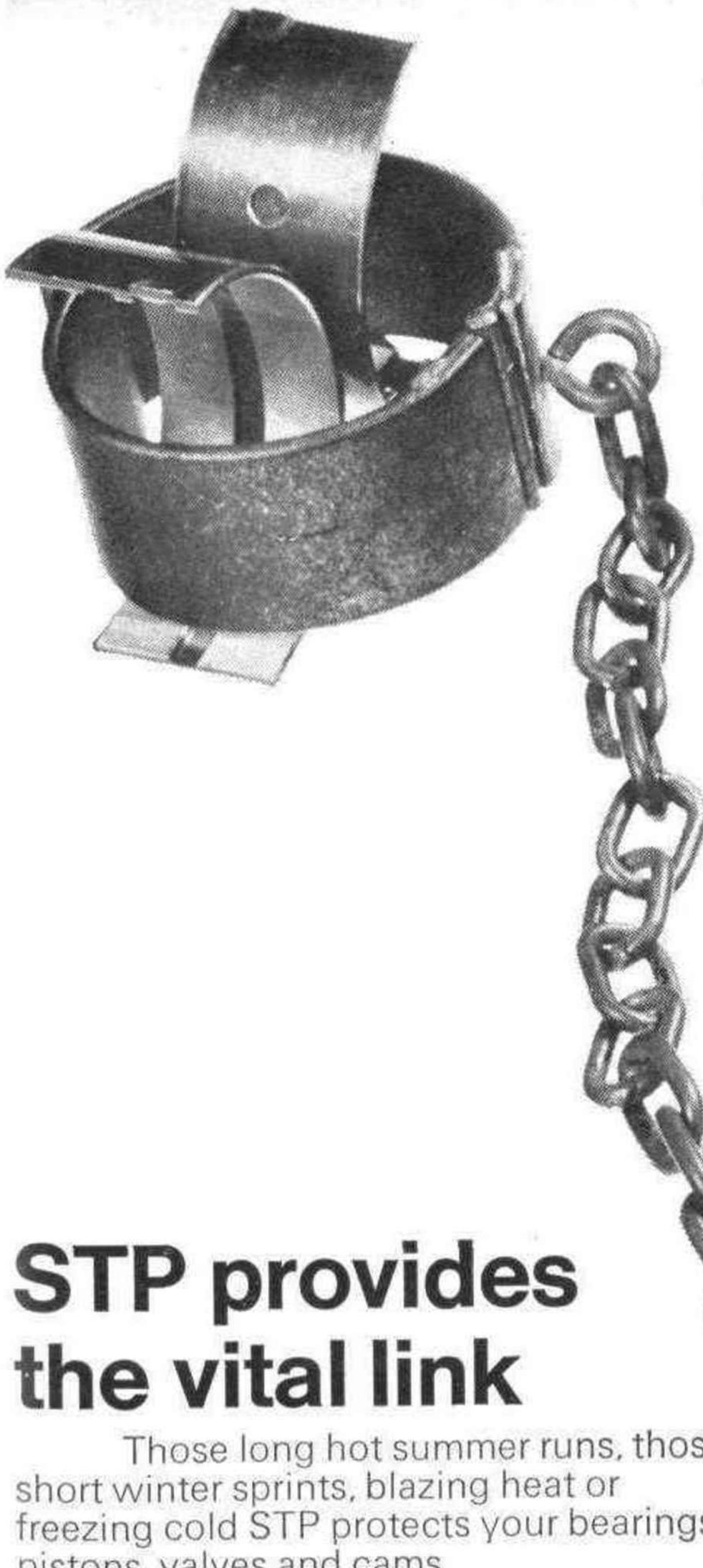
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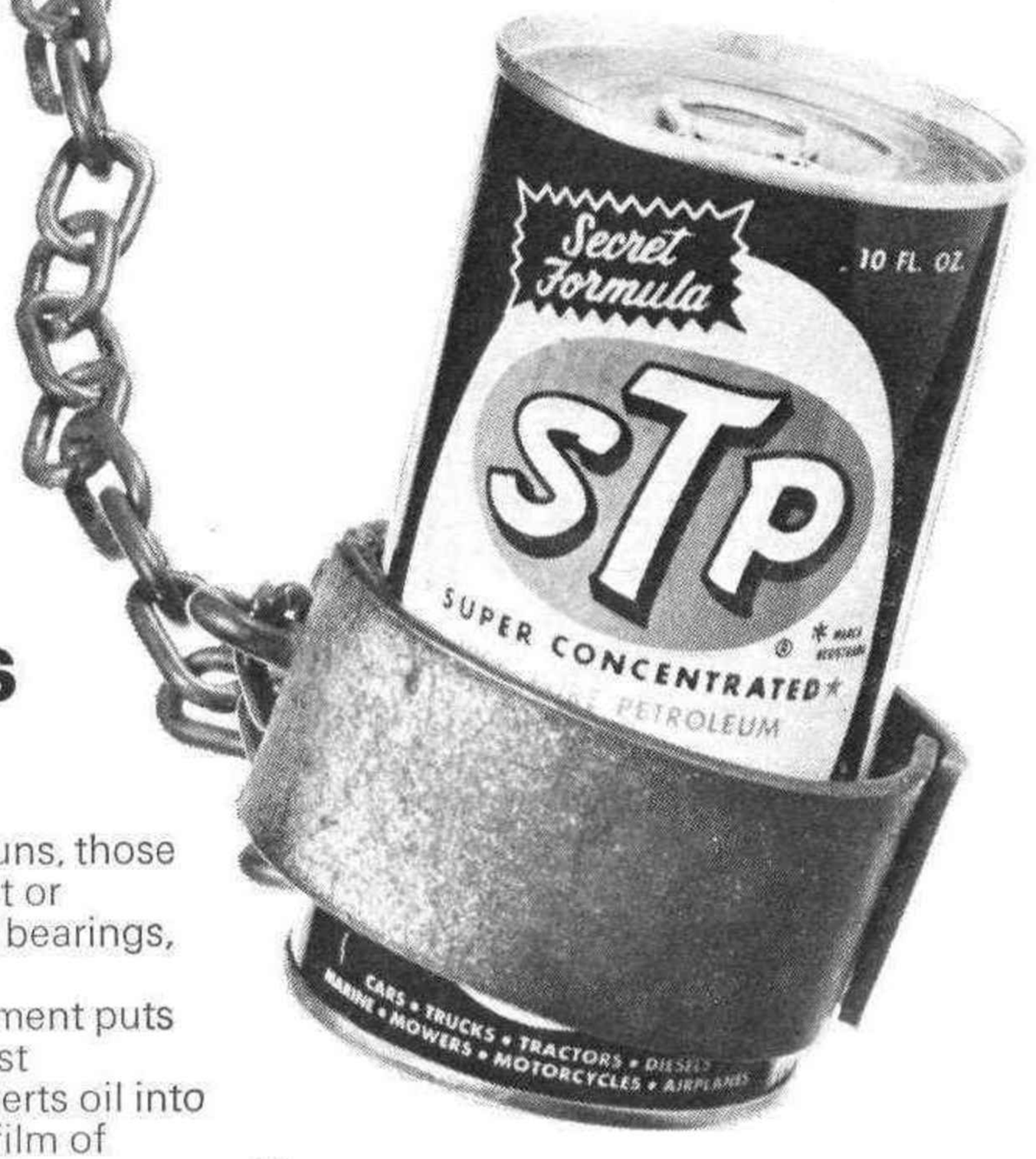
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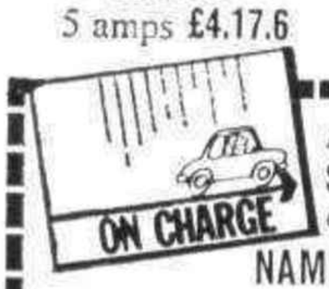
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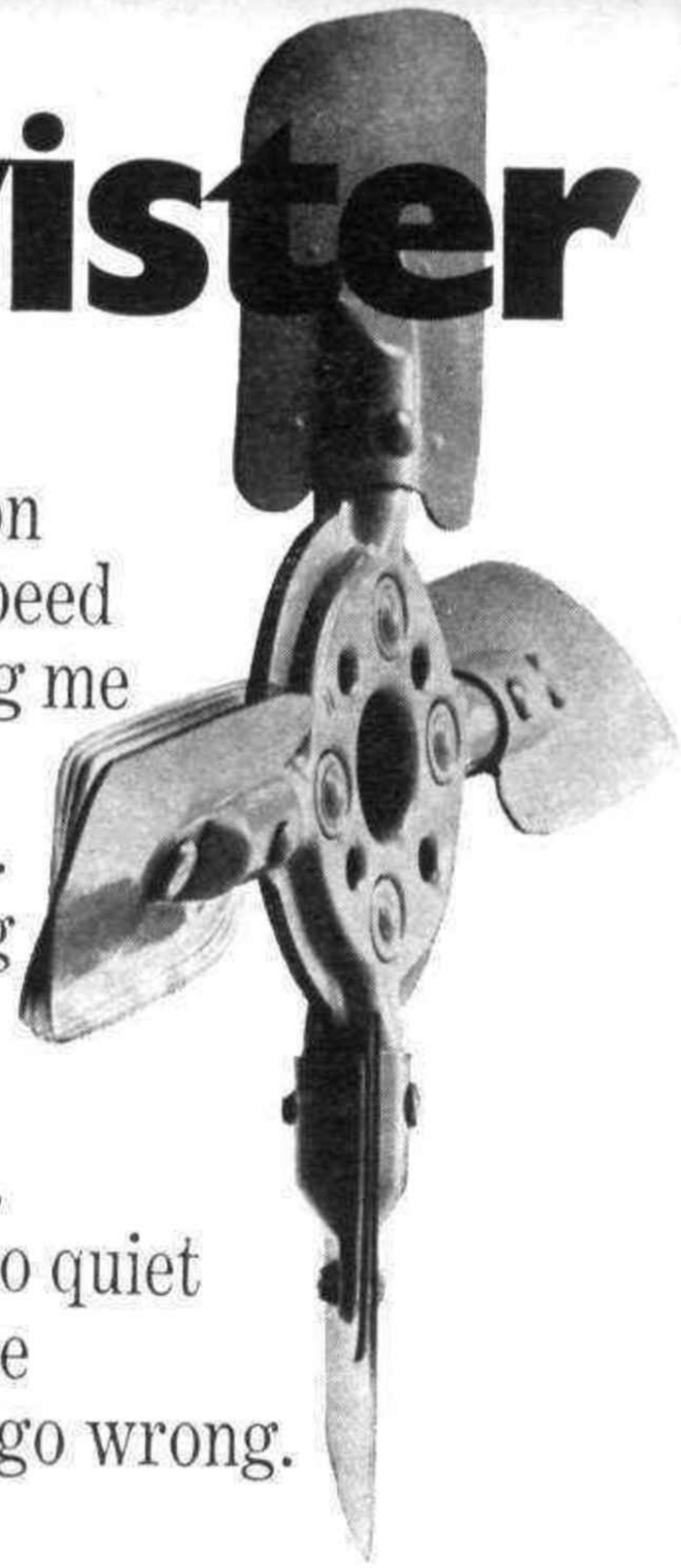
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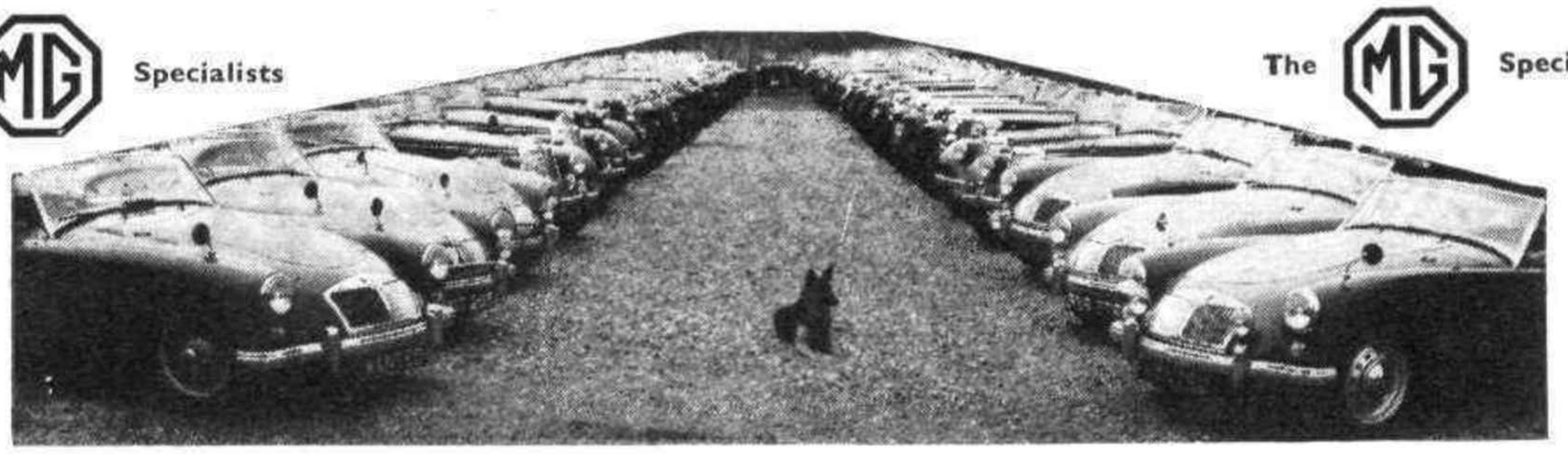
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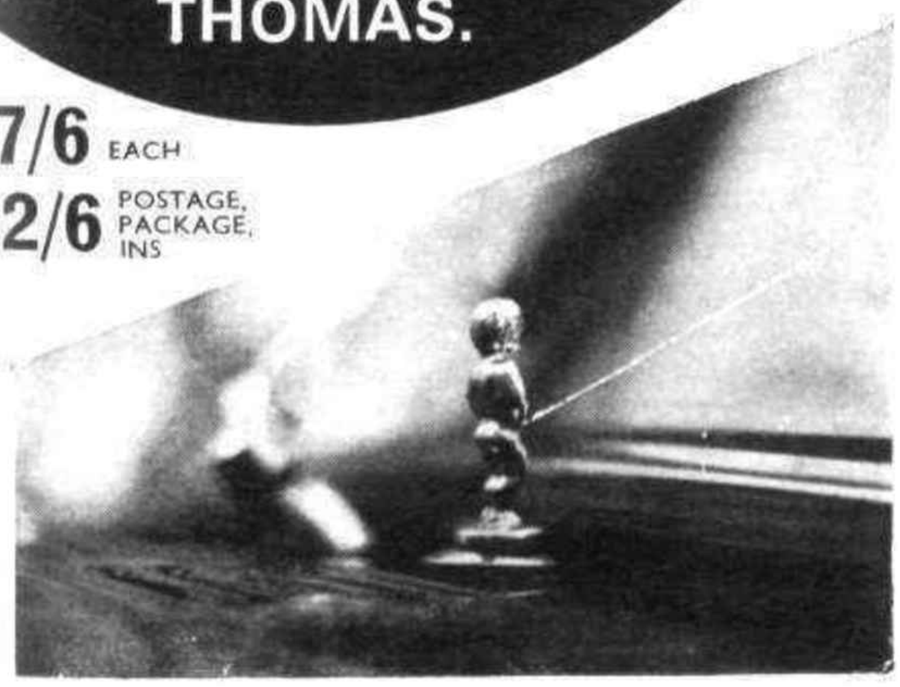
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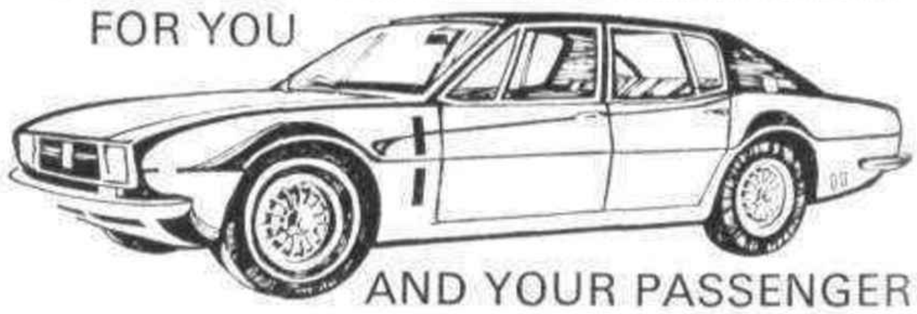


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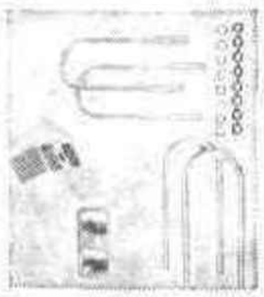
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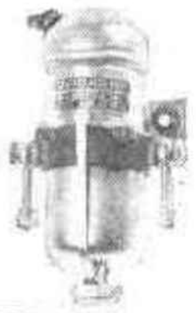


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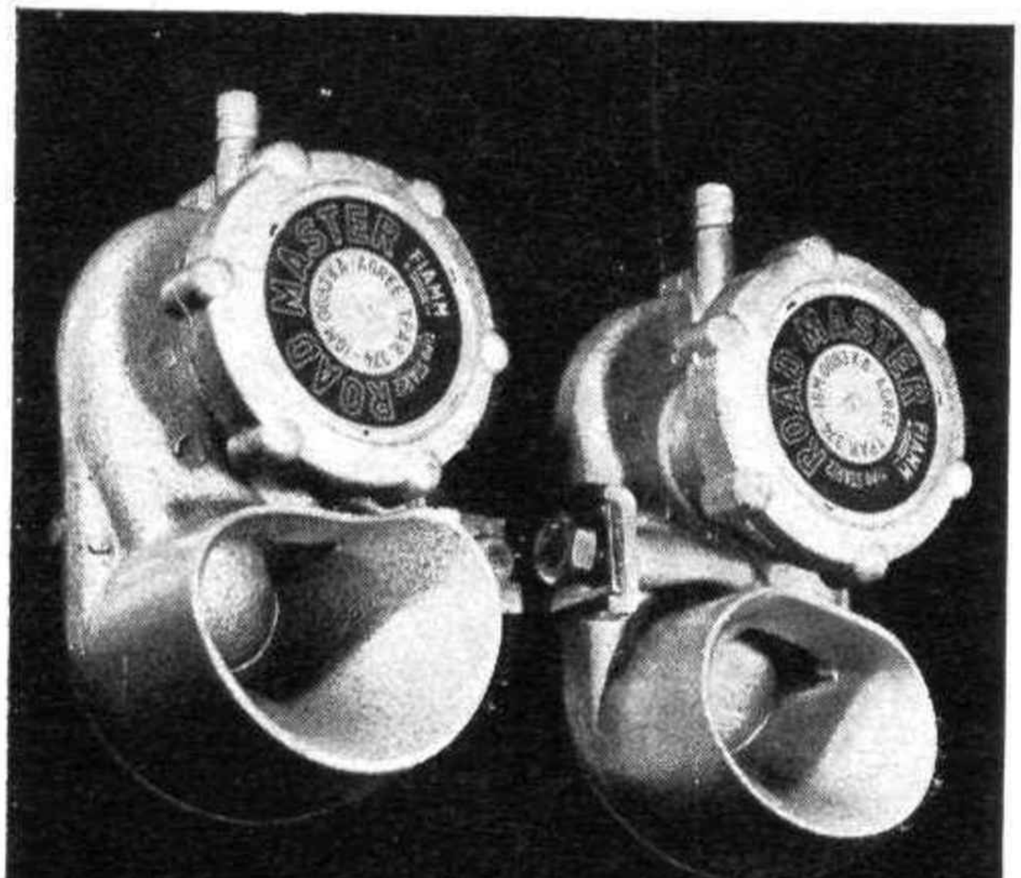
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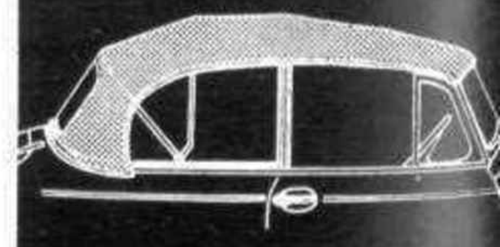
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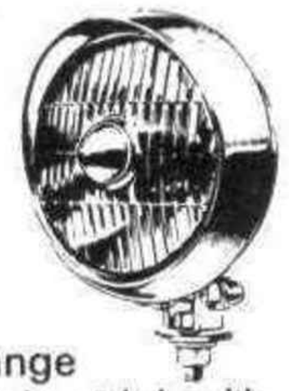
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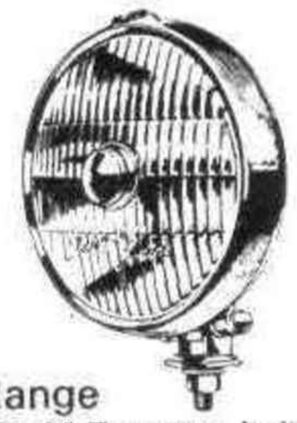
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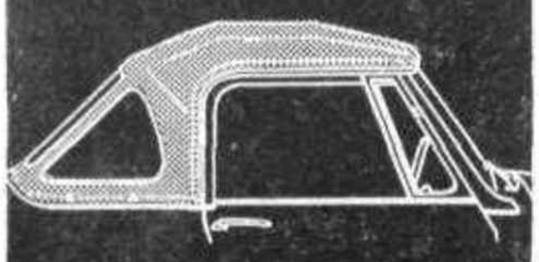
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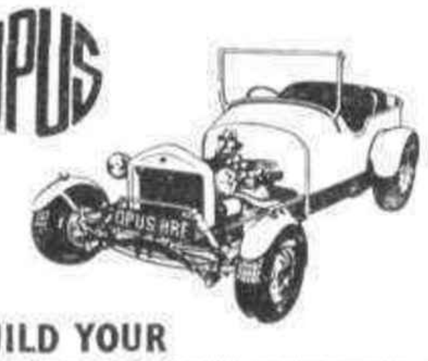
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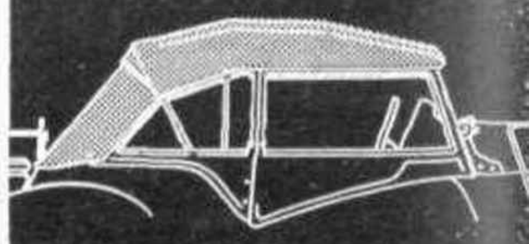
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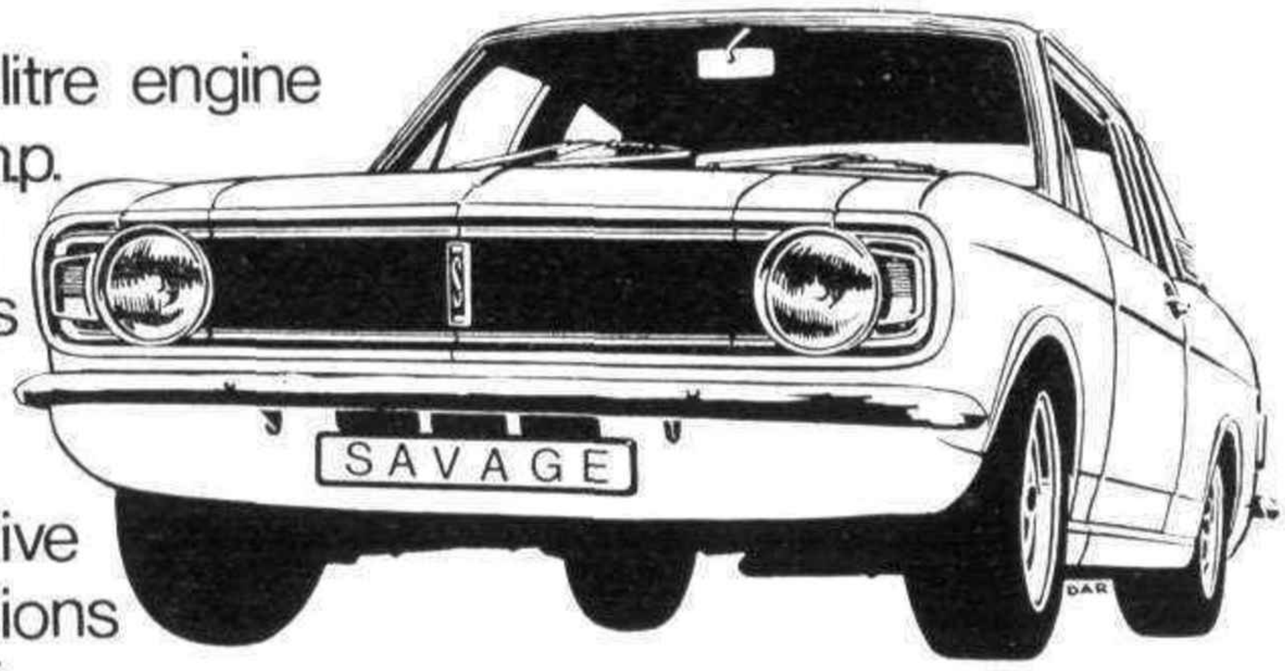
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