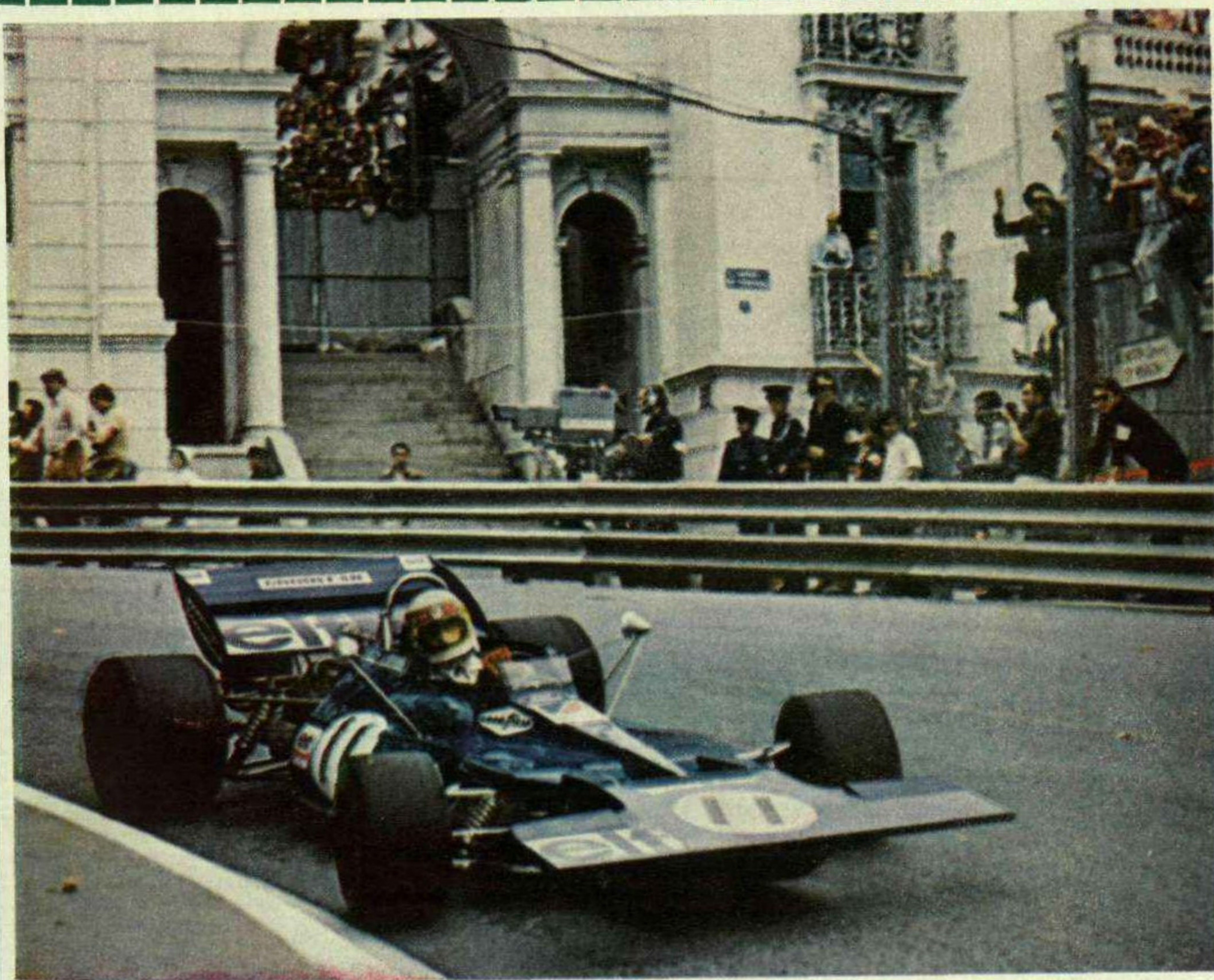
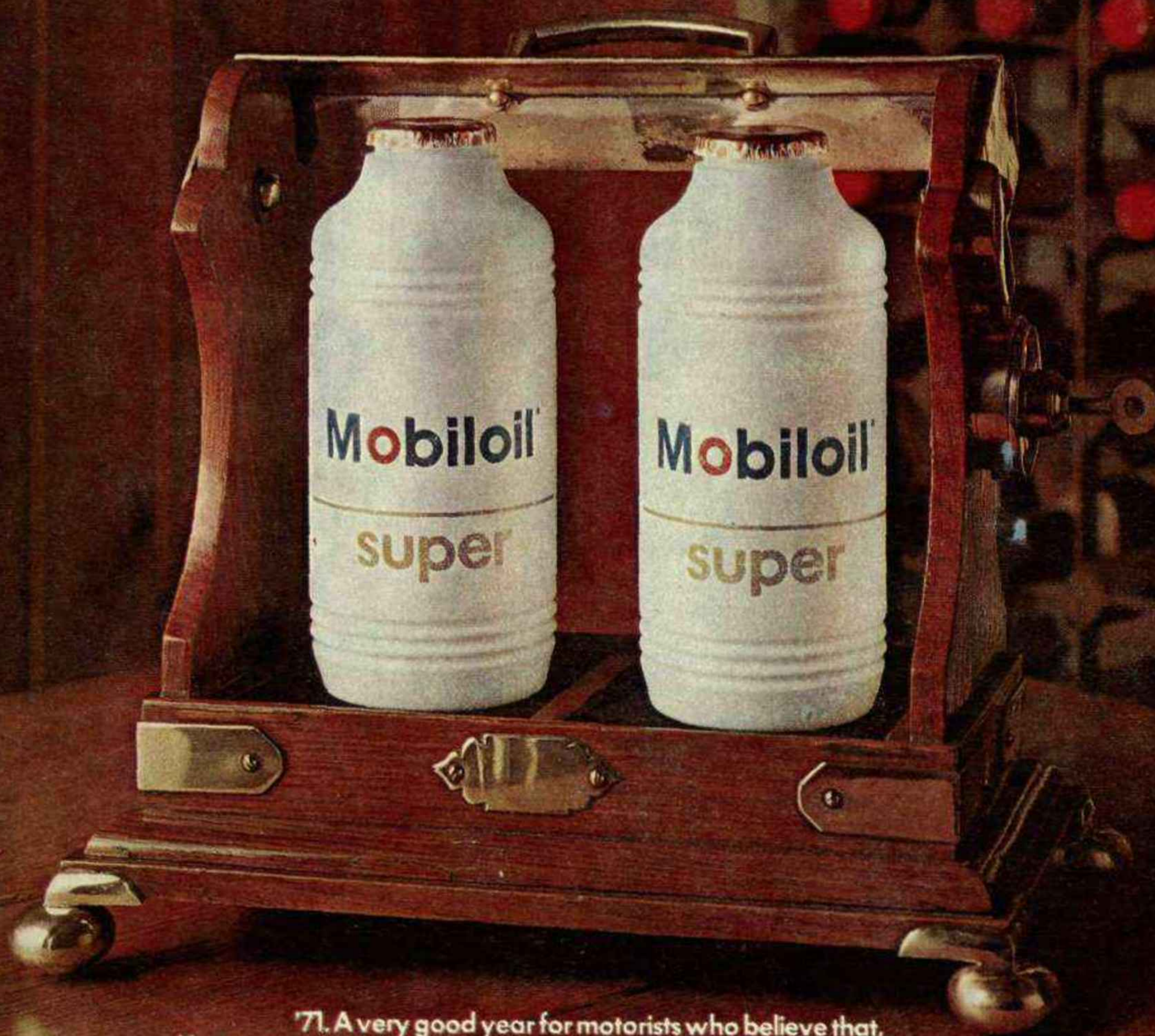


MOTOR SPORT

Founded in the year nineteen twenty-four



Vintage '71—a very good year for cars



'71. A very good year for motorists who believe that, like wine, a car improves with keeping. That looking after a car is essentially a matter of looking after its engine.

And that the better it's looked after, the longer it runs.

They're the ones who can appreciate the benefits of using Mobiloil Super 10W 50. Because Mobiloil Super is the oil with staying power—fortified to withstand the extremes of punishment modern motoring imposes on an engine.

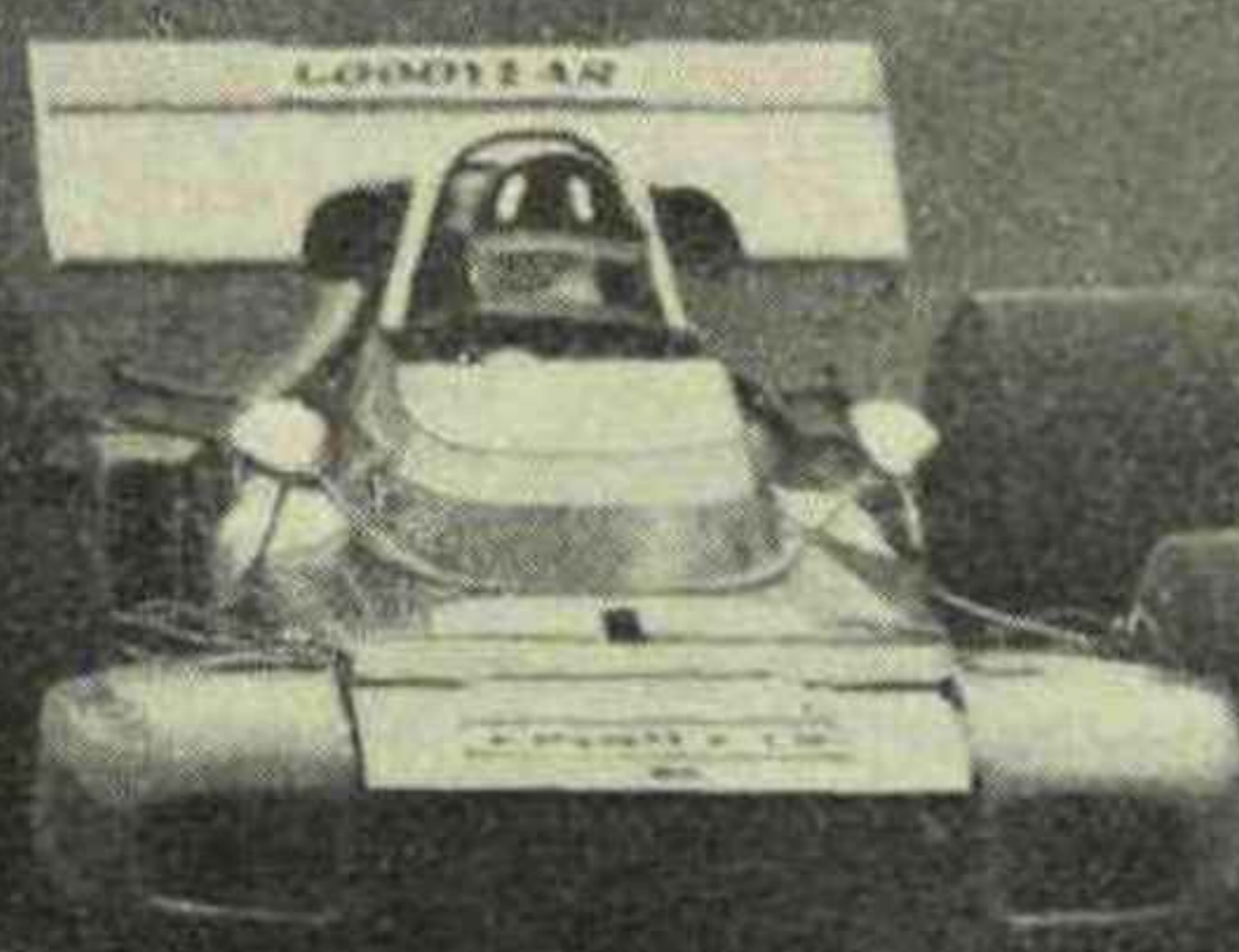
The oil with the sparkling pick-up of a 10W 30 grade—the strong body of a 20W 50 grade for sustained high speeds. Mobiloil Super 10W 50. The best of both worlds.

The oil Mobil made to satisfy the demands of man and machine. At a non-vintage price.

Mobil
Moneywise motoring

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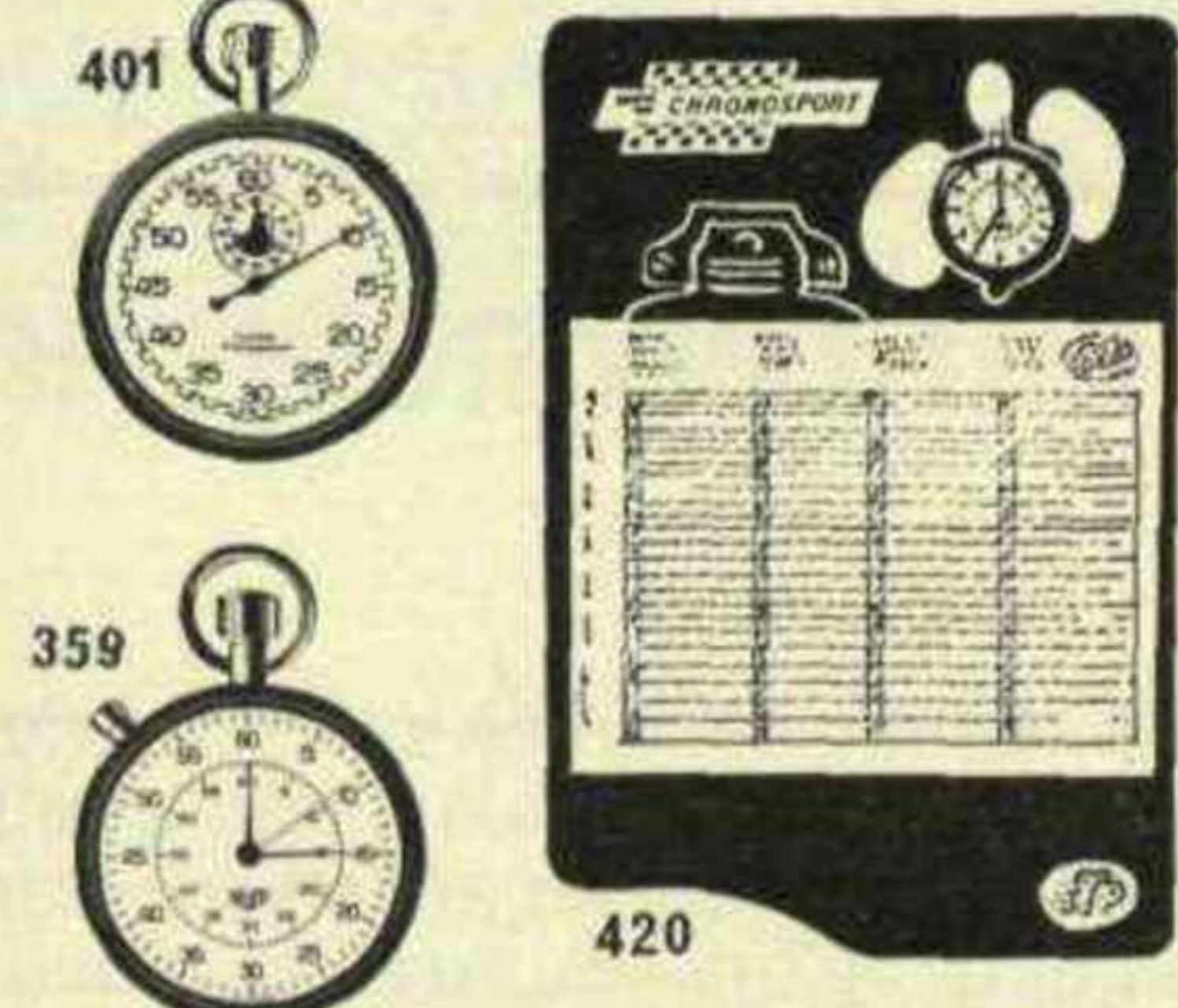
ON THIS TOP GRADE RACING CHRONO.



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

302
ASTRO CHRONO. This famous Swiss Chronosport Chronograph has a top grade 17 jewel movement with incabloc shock absorbers. The 1/5 second stopwatch has both 30 minute and "tell-tale" continuous seconds dials. Bold luminous hands and markers, jet black dial, and a FREE stainless steel link bracelet worth £1.00
 USUAL SHOP VALUE OVER £30 **£19.95**

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



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

★ MORE HOT WATCHES

The following chronographs are all offered at prices well below retail. Compare these hot prices:
Seiko Automatic Day Date £38.95 (retail £42.50)
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Breitling Navitimer £51.95 (retail £57.75)
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 Plus over 30 specialised sports watches priced below £10. Over 100 different watches to choose from, every one fully guaranteed. Immediate delivery direct from Europe's largest stock of special watches.

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

FREE

TIME-DISTANCE SPEED. 331



USUAL SHOP VALUE £10.75 **£8.95**

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

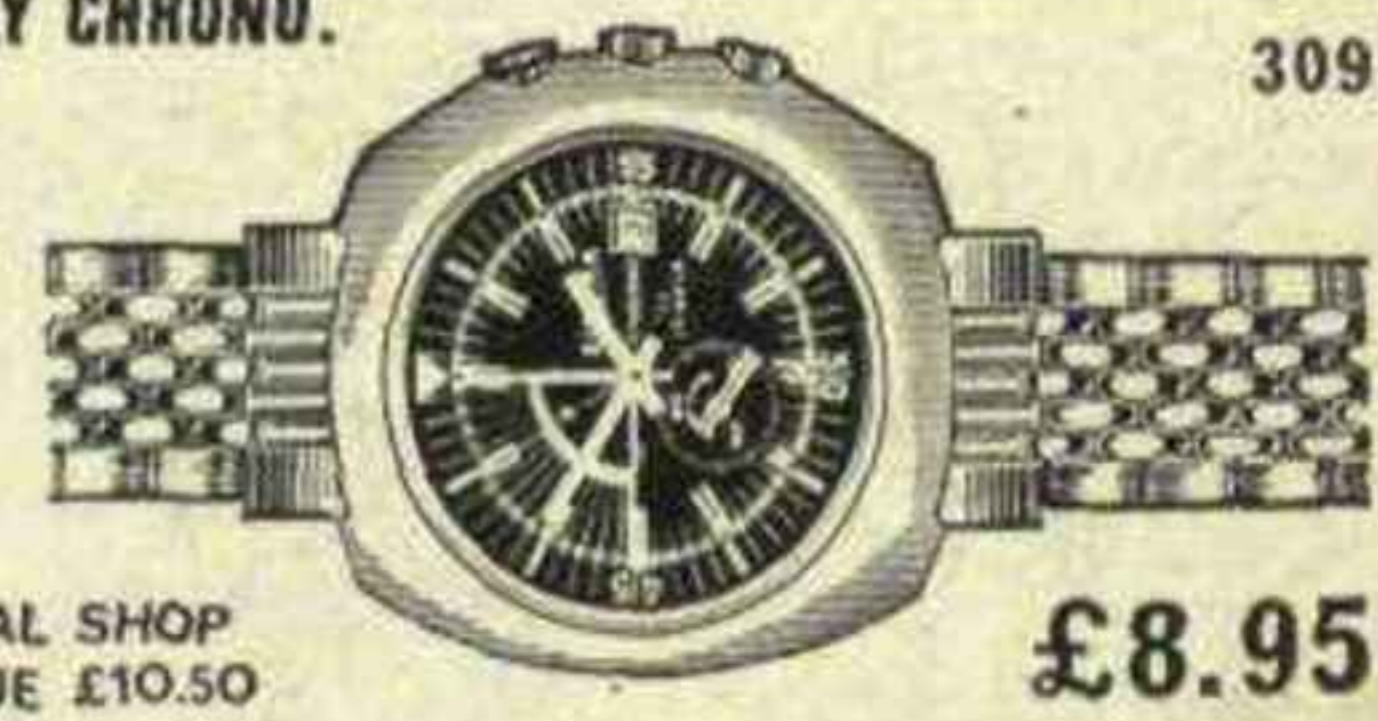
COMPUTER SLIDE-RULE 351



USUAL SHOP VALUE £9.40 **£7.95**

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

RALLY CHRONO. 309



USUAL SHOP VALUE £10.50 **£8.95**

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

RACING CHRONOGRAPH 336



USUAL SHOP VALUE £23.00 **£16.95**

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

EVERY WATCH SUPPLIED WITH WRITTEN GUARANTEE · MONEY REFUND GUARANTEE.



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

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ADDRESS _____

Mail me your Catalogue & Free Timing Manual. I enclose 15p. **M5**

CHRONOSPORT 21, OLD BOND ST, BATH

Meet a 'Grand Prix' winner



Smiths I.C. Tachometer heads up an entirely new range of sophisticated instrumentation.

We've picked up a lot from our instruments being installed in Grand Prix cars that have won the Constructors Championship. For six years running.

One thing we learnt is that Smiths Instruments stand up to the worst conditions a car ever could undergo.

Another was how to produce the same kind of instruments for your car: equipment designed to give the same brilliant performance as that required for Grand Prix racing.

So that now motorists who demand nothing less than the very best can have it. In Smiths new "Grand Prix" range.

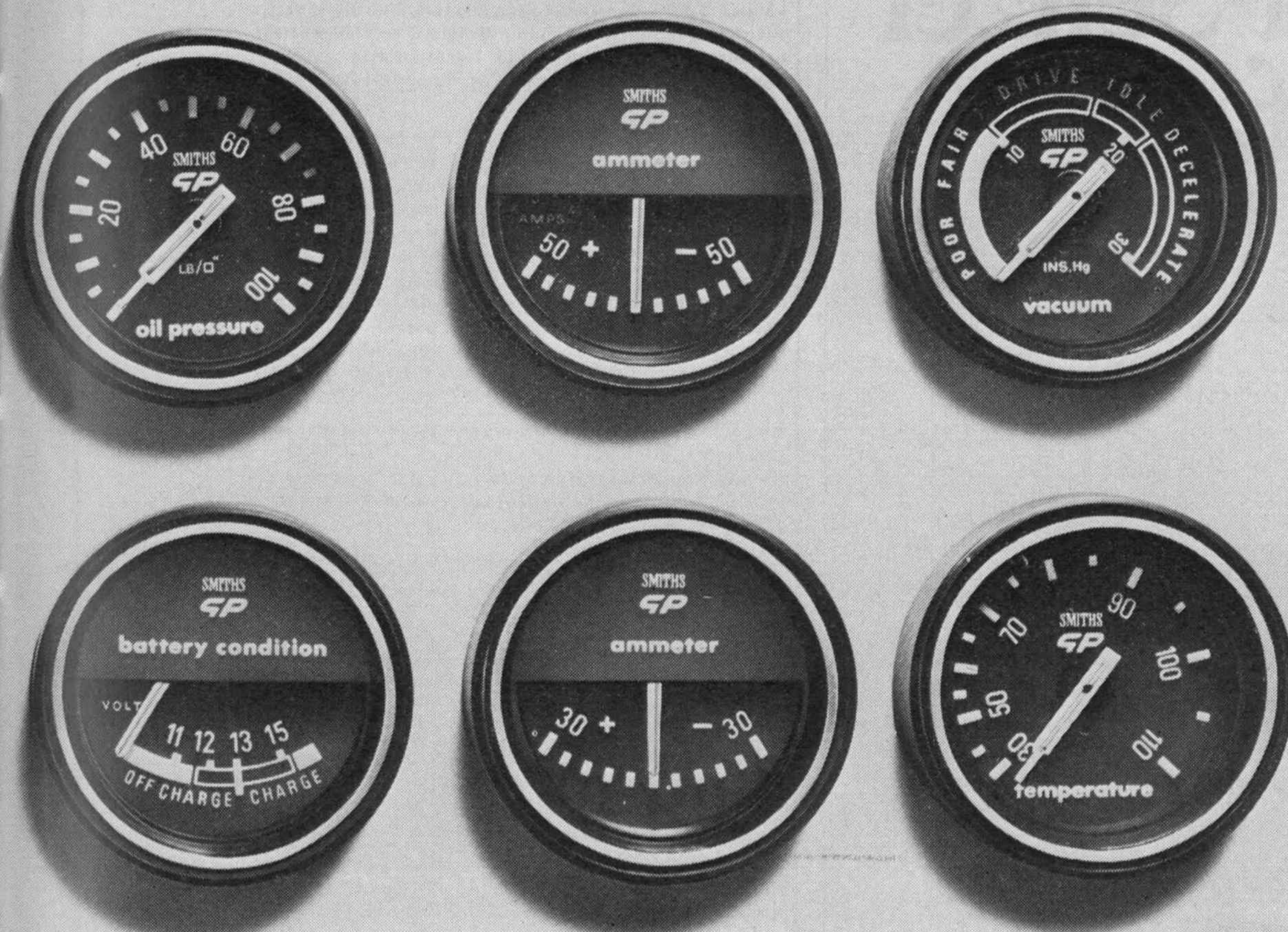
Start with the new Integrated Circuit Tachometer above. Literally the only available instrument of its

type - providing unmatched accuracy and sensitivity in recording engine performance. Two things you'll notice about it straightaway. It's superbly styled and it has a specially adjustable maximum RPM red zone on a movable bezel. And it's simple to change from 4 - 6 or 8 cylinders and between + or - polarity.

Then, reading from left to right, there are the **Oil pressure gauge**, essential for the sporting driver; the **Ammeter** to tell you your alternator is charging; the **Vacuum and Performance gauge** for accurate assessment of engine condition; there's the **Battery condition indicator**, invaluable for on-the-spot checks; the **Ammeter** to tell you if the dynamo is charging; and the **Water temperature gauge** as a check on your cooling system.

SMITHS GP Instruments

...and friends.



Find out more about the new Smiths "Grand Prix" range by sending off the coupon below.

Or use it to learn more about all the other Smiths Supplementary Instruments.

Please send me **free** illustrated literature on Smiths Instruments.

Put a tick in the appropriate box.

Standard Instruments.

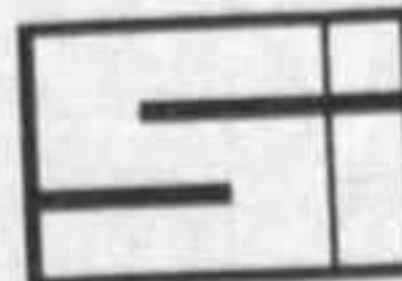
"Grand Prix" range.

Twin Check and Mini Tachometer.

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Address _____

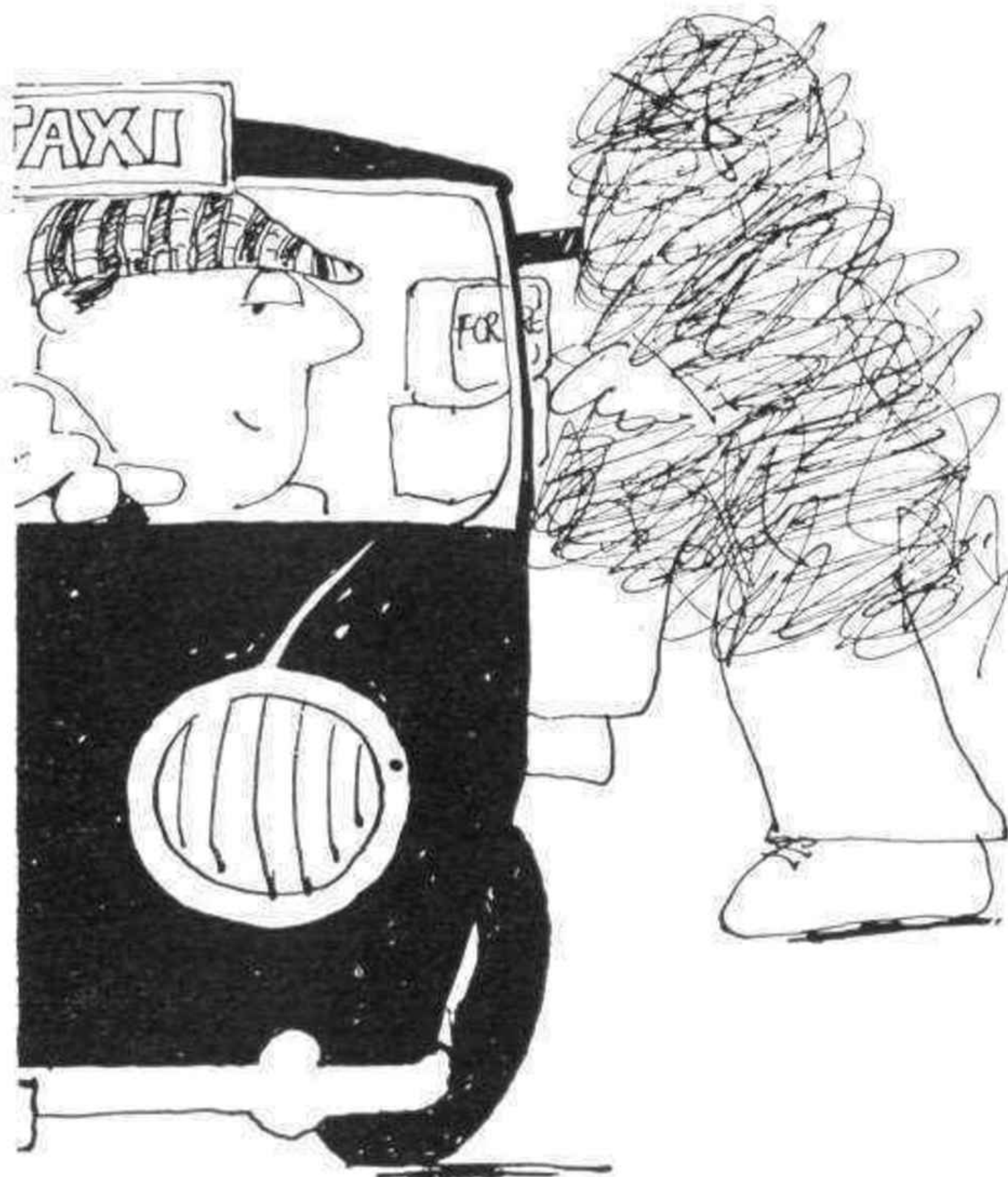
MS7



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Alka-Seltzer -fast!



The Fuzz can easily drive you round the bend, because the Fuzz is that all-over rotten feeling that comes from an upset stomach and headache, or from a cold.

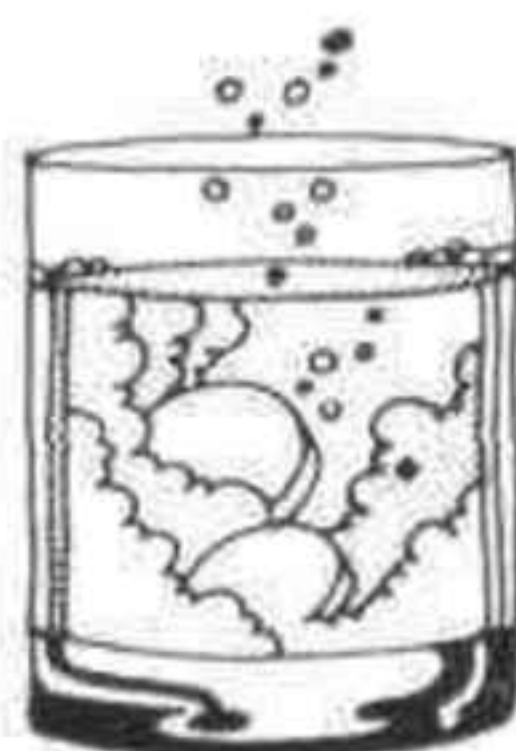
So take a tip, and don't be left stranded without Alka-Seltzer.

It has alkalisers, a pain-killer and a refreshing fizz, and it'll give you just the lift you need.

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

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unfuzzes you fast**

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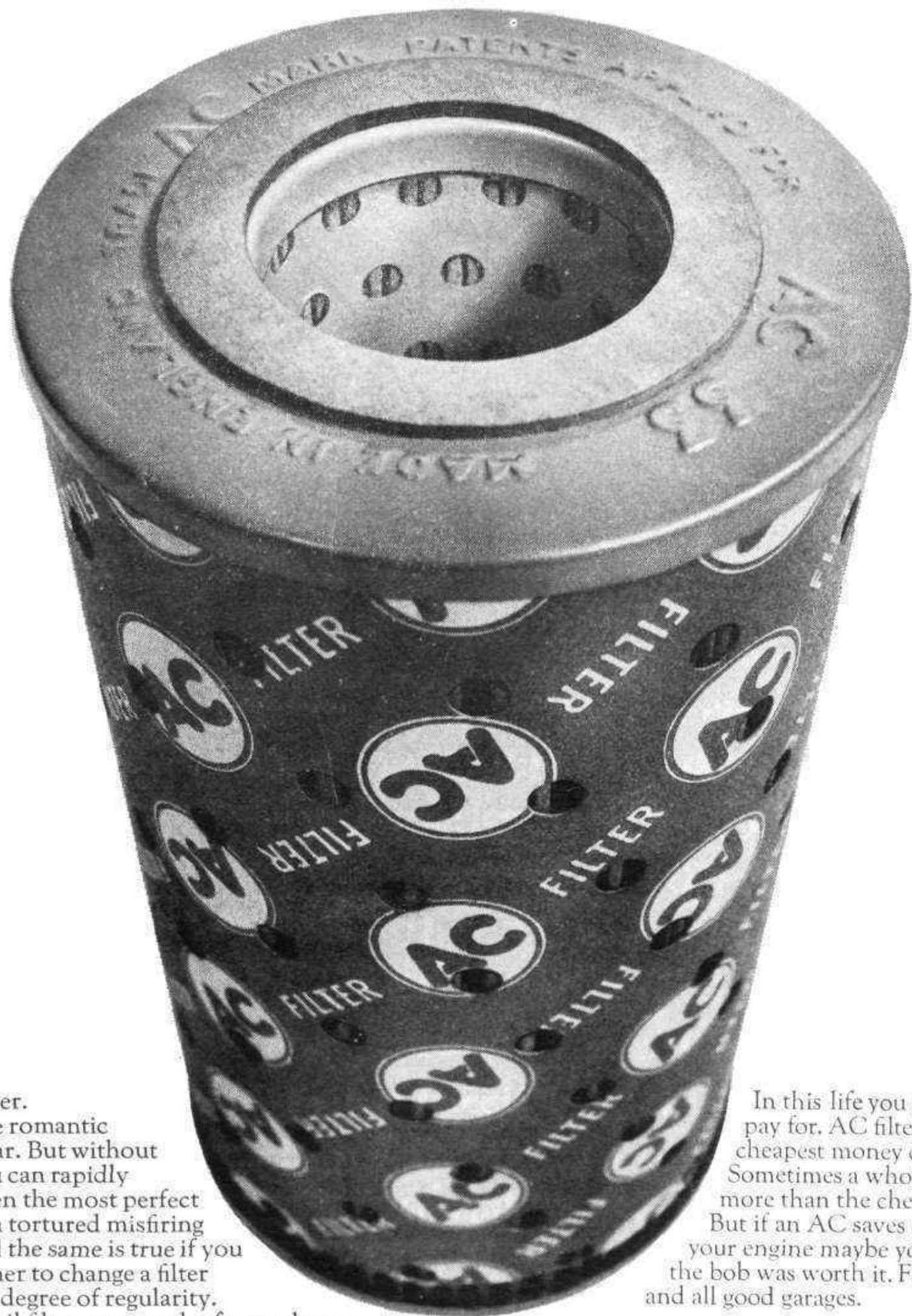


The new Lotus +2S 130 is the most superb package of motoring pleasure a man ever had waiting at his door. Here is all the incomparable roadholding and cornering for which Lotus is the acknowledged world leader. All the style and luxury with which the +2 has always been endowed. And something extra – a new 130 bhp BIG-valve engine and detailed improvements to the suspension and transmission that mean a more outstanding performance than ever. If you want for your self the most enjoyable driving the world can offer, you want the Lotus +2S 130. Recommended price £2,744 See your nearest dealer now, listed opposite.



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Brand new luxury pad in quiet mews.

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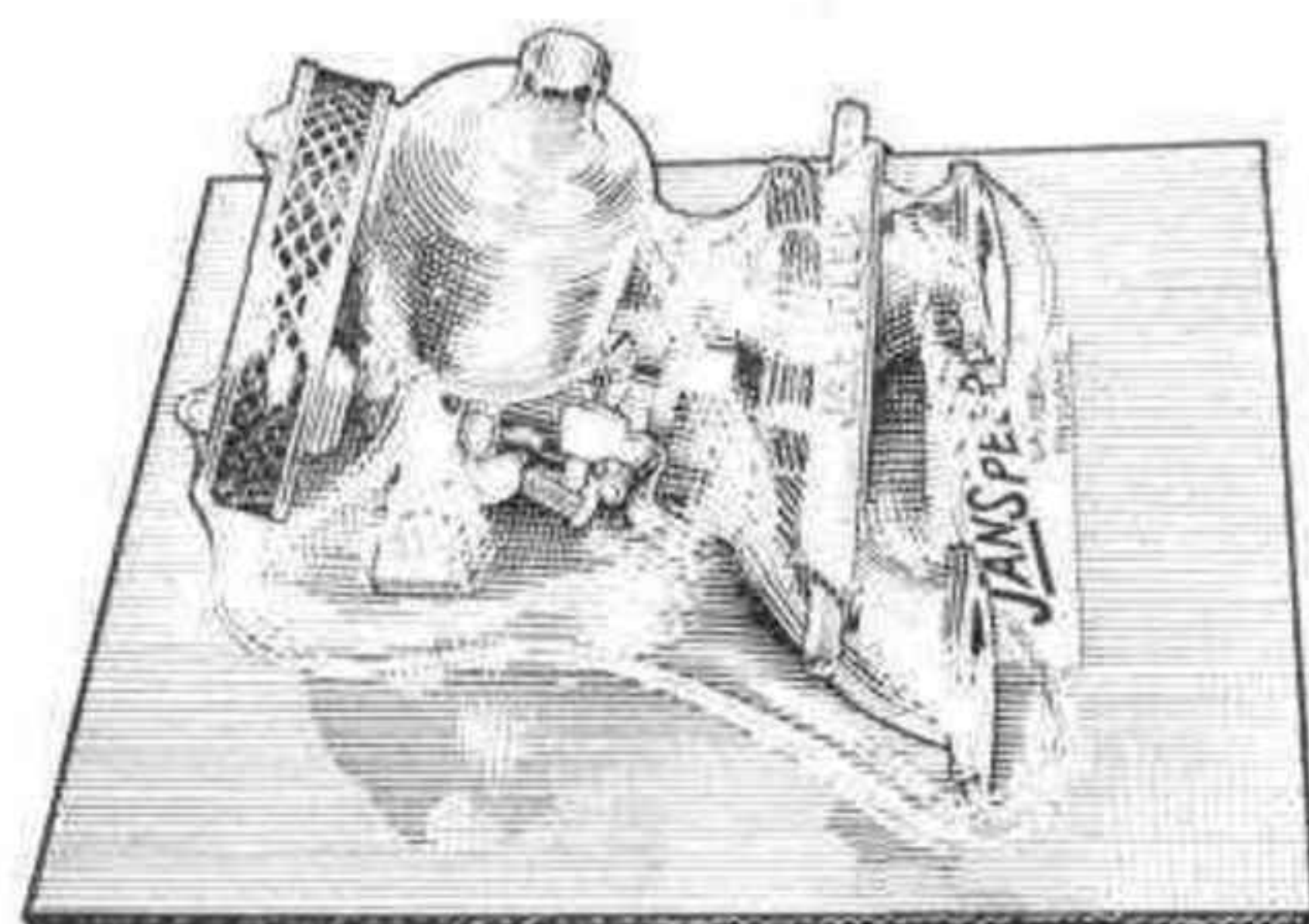
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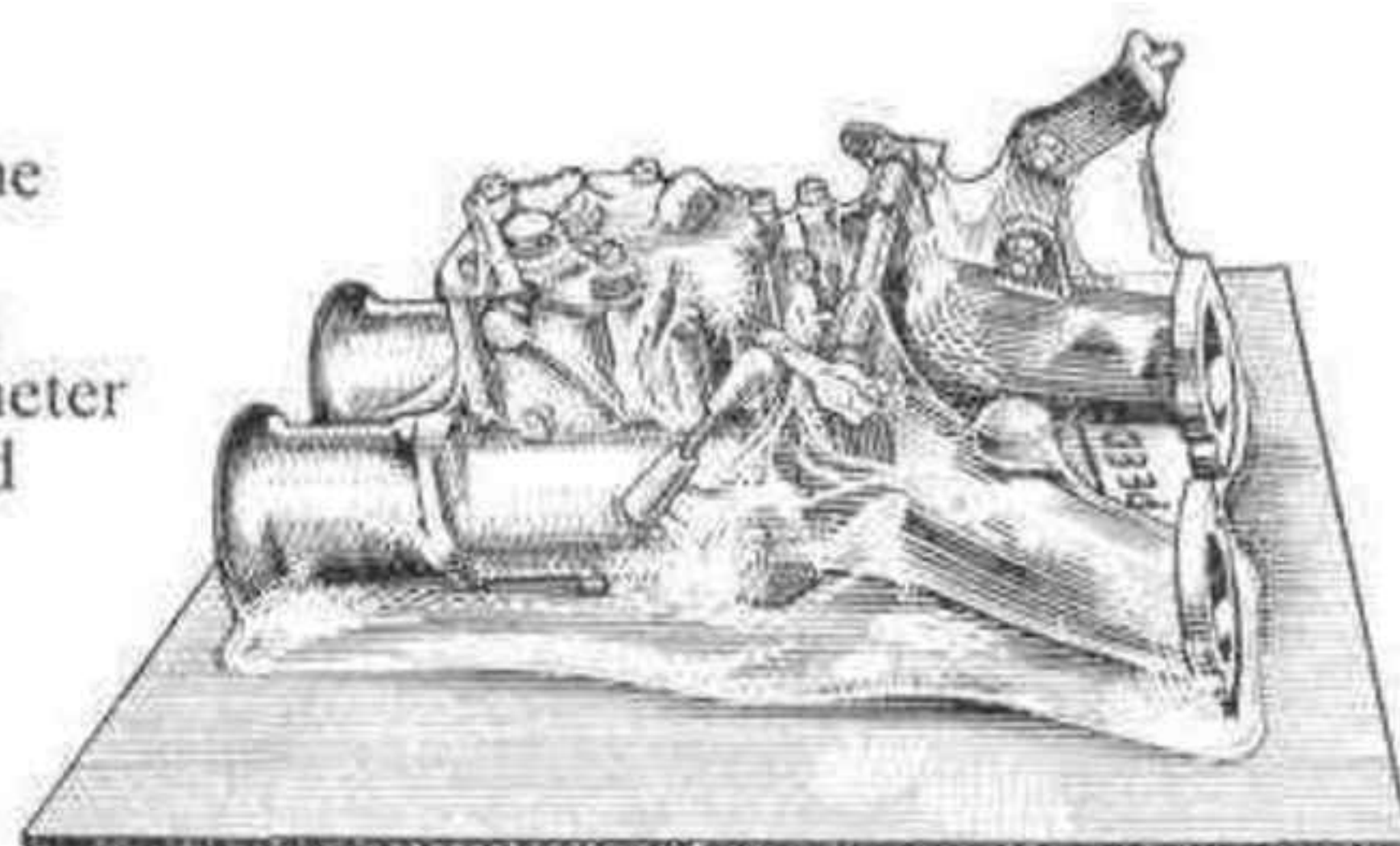
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These conversions are only marketed after extensive development to determine what is ideally suited to the engine in question. They are first tested on a static Heenan and Froude Dynamometer then on a Sun Electronic Rolling Road and finally completed on the road.

The manifolds are internally polished and filters (excluding 40 D.C.O.E. kits), linkages, etc. are supplied ready for easy fitting.



Manifolds are drilled and tapped for Servo and other necessary offtakes, and Weber 28/36 D.C.D. kits all have water heated inlet manifolds. Kits are finished in Flame Orange and attractively skin packaged for optimum protection. Send for 3-page list of nearly 50 different kits. Armstrong shock absorber specialist and stockist.

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You need five 'O' levels. And then you need to match up to our standards.

We're choosy about whom we take on, because it's a very demanding and skilful job. It isn't easy landing a chopper on the deck of a ship moving forwards, sideways

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Nor is it routine work. One day you're landing commandos. Next day you might be chasing submarines.

In between you could be saving somebody's life.

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Date of birth _____

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Dextrose is the principal source of energy in the body which is derived from the carbohydrate foods you eat. Your bloodstream contains dextrose for immediate use; your muscles and liver contain reserves. And your body maintains its blood-dextrose level by continually mobilising these reserves.

But the effort and concentration involved in driving use up dextrose rapidly. Reserves get depleted – and tiredness sets in.

And it's often just when you need extra energy most that you begin to flag.

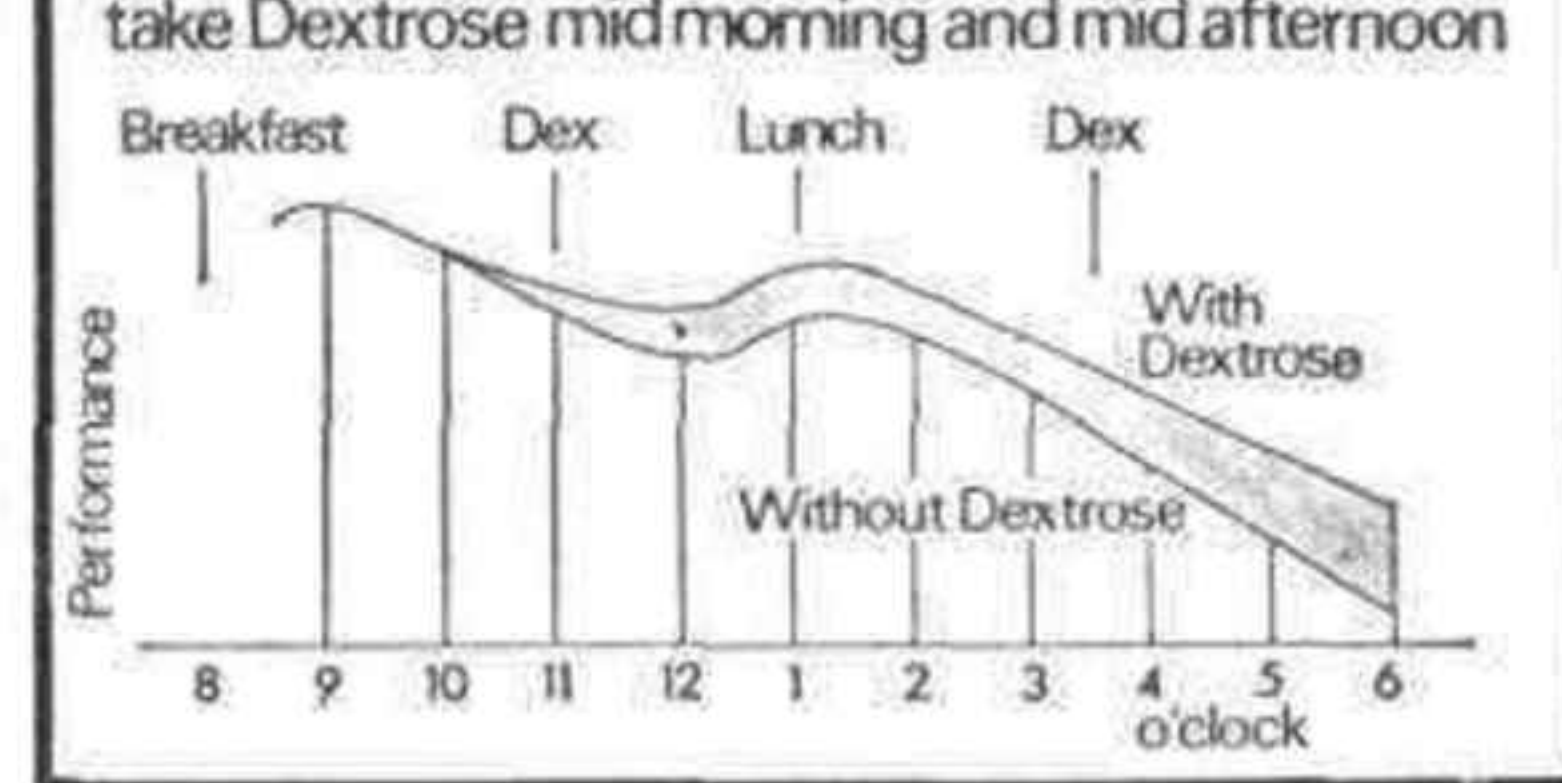
A direct boost.

But you can counteract this problem by giving the dextrose in your bloodstream a direct boost – safeguarding those vital

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What's more, you can time things so that you get the maximum benefit from Dextrosol exactly when you need it.

The chart shows how.



Sportsmen have been taking Dextrosol for nearly 20 years – think of the difference it will make to your driving.



In 4 refreshing flavours: Natural, Orange, Lemon, Lime. About 6p a pack. From chemists and now all good garage forecourts.

Dextrosol—the energy booster

Drive your cares away.

No more driving boredom. Hitachi In-car entertainment wraps up the miles in listening pleasure.

It keeps your mind alert and alive, meaning you're a safer driver, besides being a happier one.

It allows you to choose your own music. Which can be done in one simple operation without affecting driving safety.

Hitachi In-car entertainment includes a wide range of car radios. LW/MW/FM manual tuning models and pre-selector push button car radios. Prices start at £16.95.

But the most interesting ideas are cassette car stereo players and 8 track cartridge car stereo tape players. One simple slot-in operation using pre-recorded tapes and you have the music to fit your mood.

Hitachi are one of the world's largest and most famous manufacturers. Quite a recommendation.

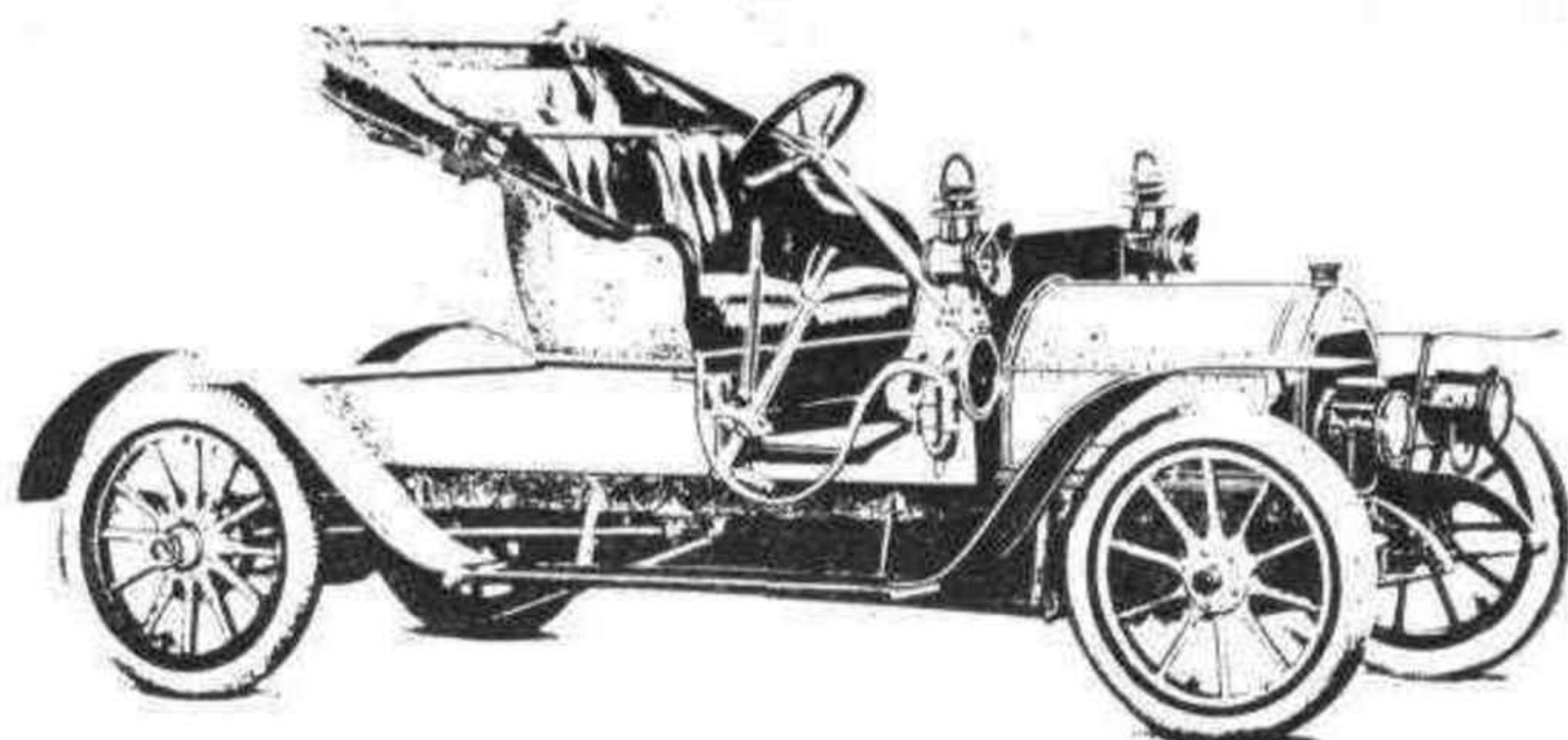
Motoring music is Hitachi In-car entertainment.

Model CS1100 8 track cartridge stereo tape player.



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Its suspension is terribly rough.

IS YOURS?

Such cars are best admired when stationary. Get in and drive and your body would soon be shaking with the road shocks the suspension cannot absorb. Fact is, some modern cars are almost as uncomfortable due to suspensions that have become jittery and soft and extra sensitive.

In a car equipped with Koni Shock Absorbers the shocks in a road are absorbed by the Konis. There's no violent up and down movement in a Koni car. No suspension judder. No feeling that you're driving a boneshaker. Konis smooth out all roads because every Koni is factory tuned to each specific car model to give and maintain the safe correct damping force, and because Konis include such exclusive features as special shaft chroming, quick silent-action valves, world patented seal system, constant viscosity oil. They are also adjustable. Konis are made for almost every car. Available through your garage, or send coupon below to sole concessionaires.



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Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

Make of Car _____ Model _____ Year _____

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Take off for freedom

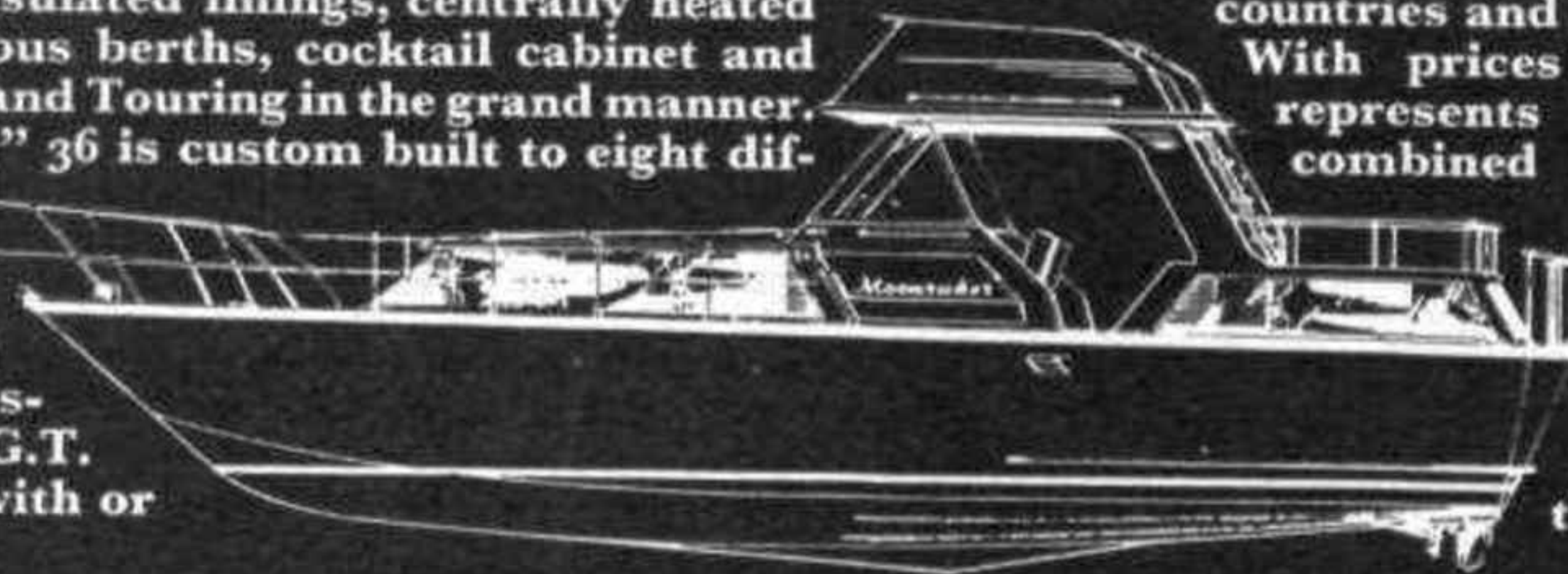
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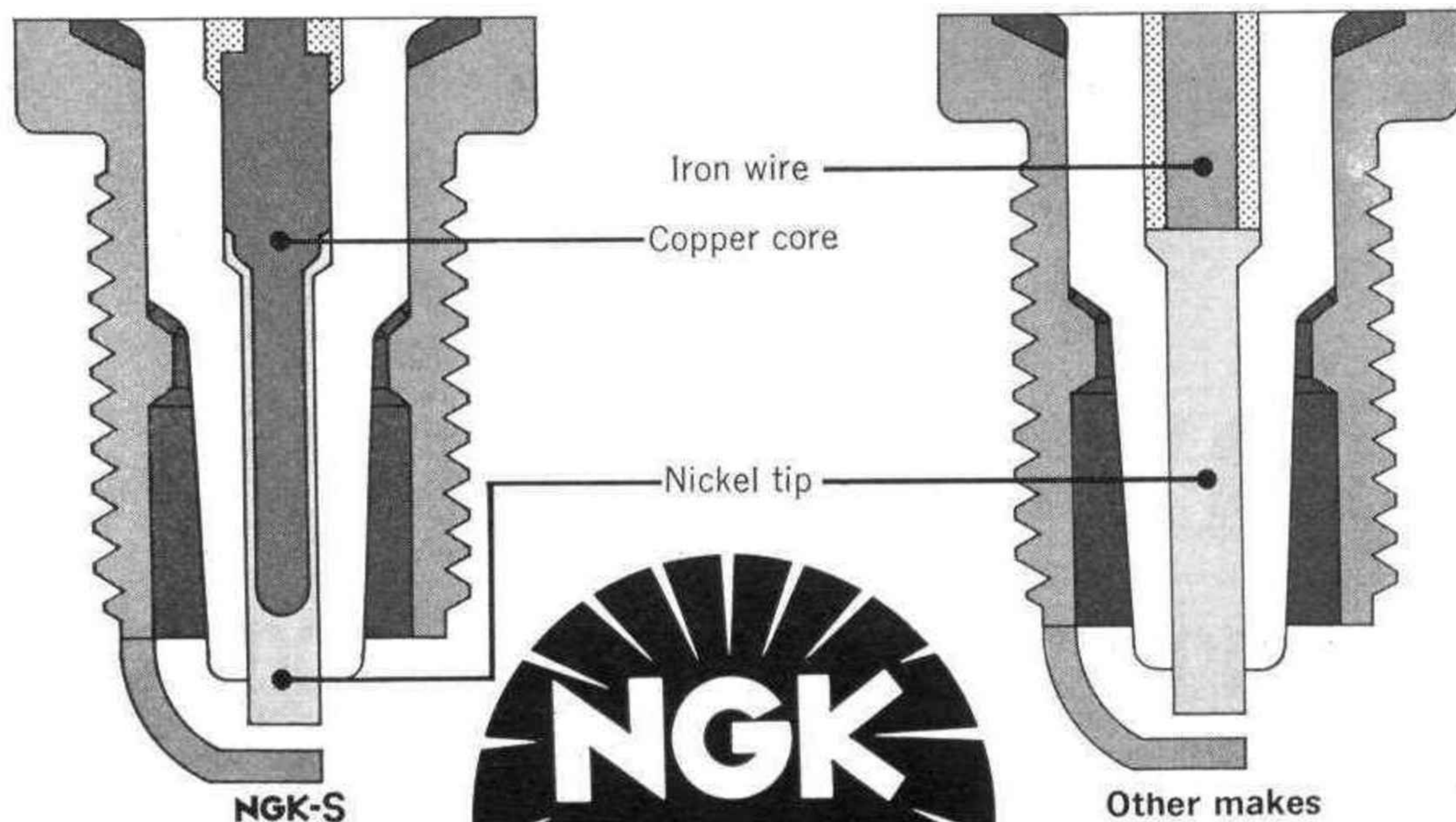
Moonraker are operating in all six continents and over 30 countries and provide a world wide service.

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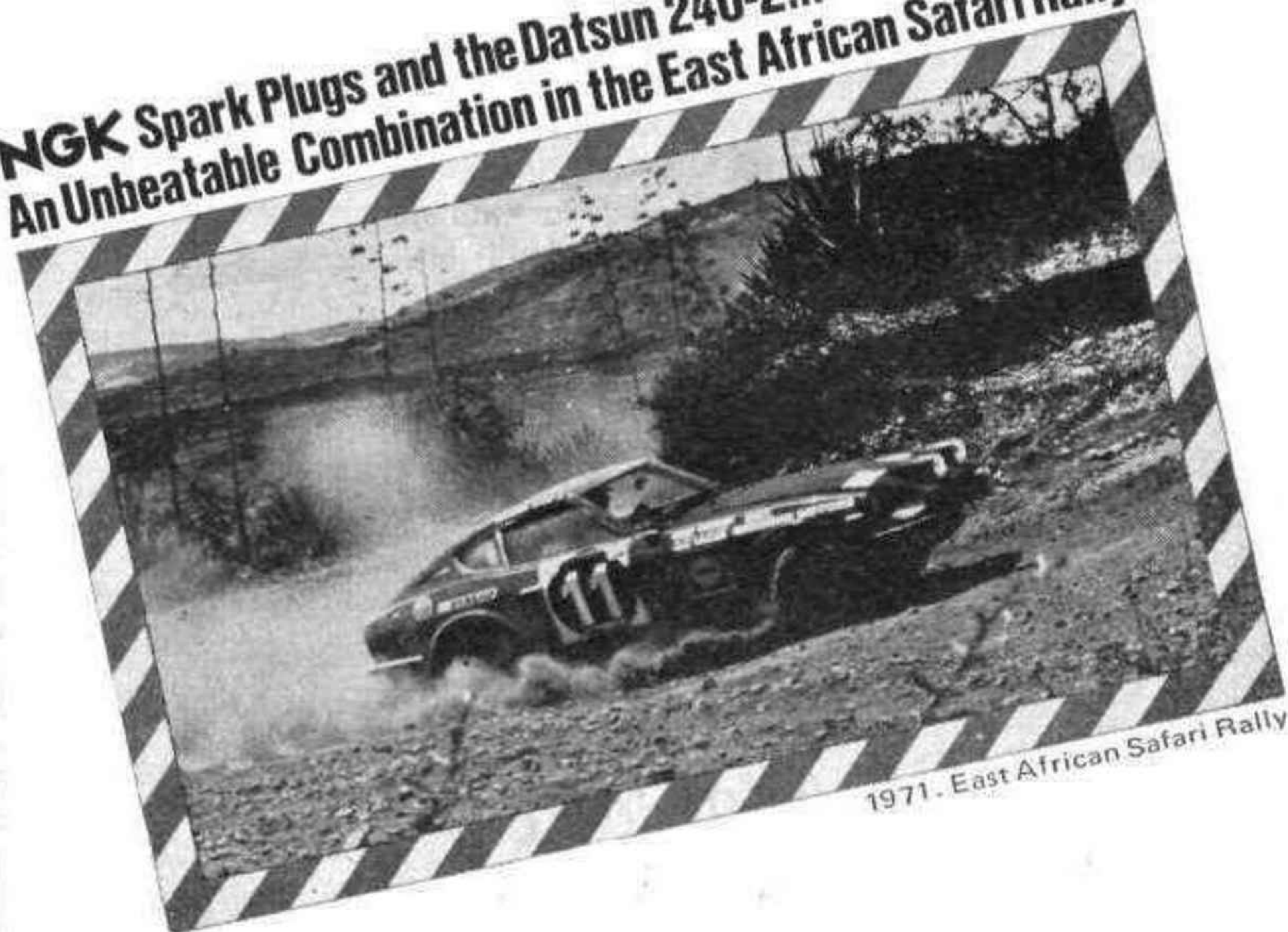
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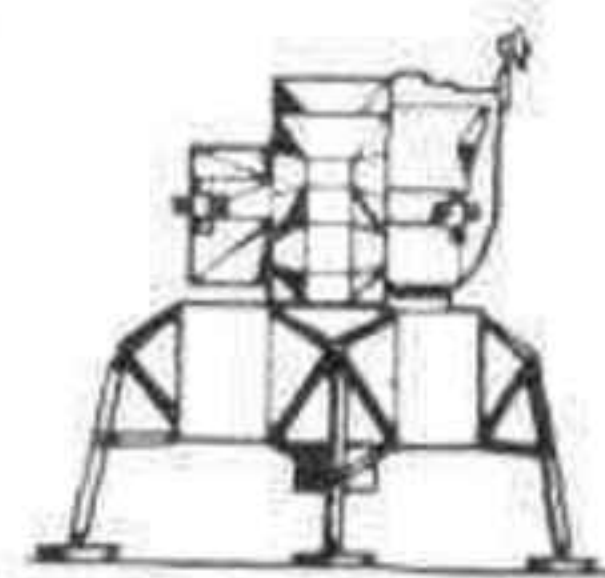
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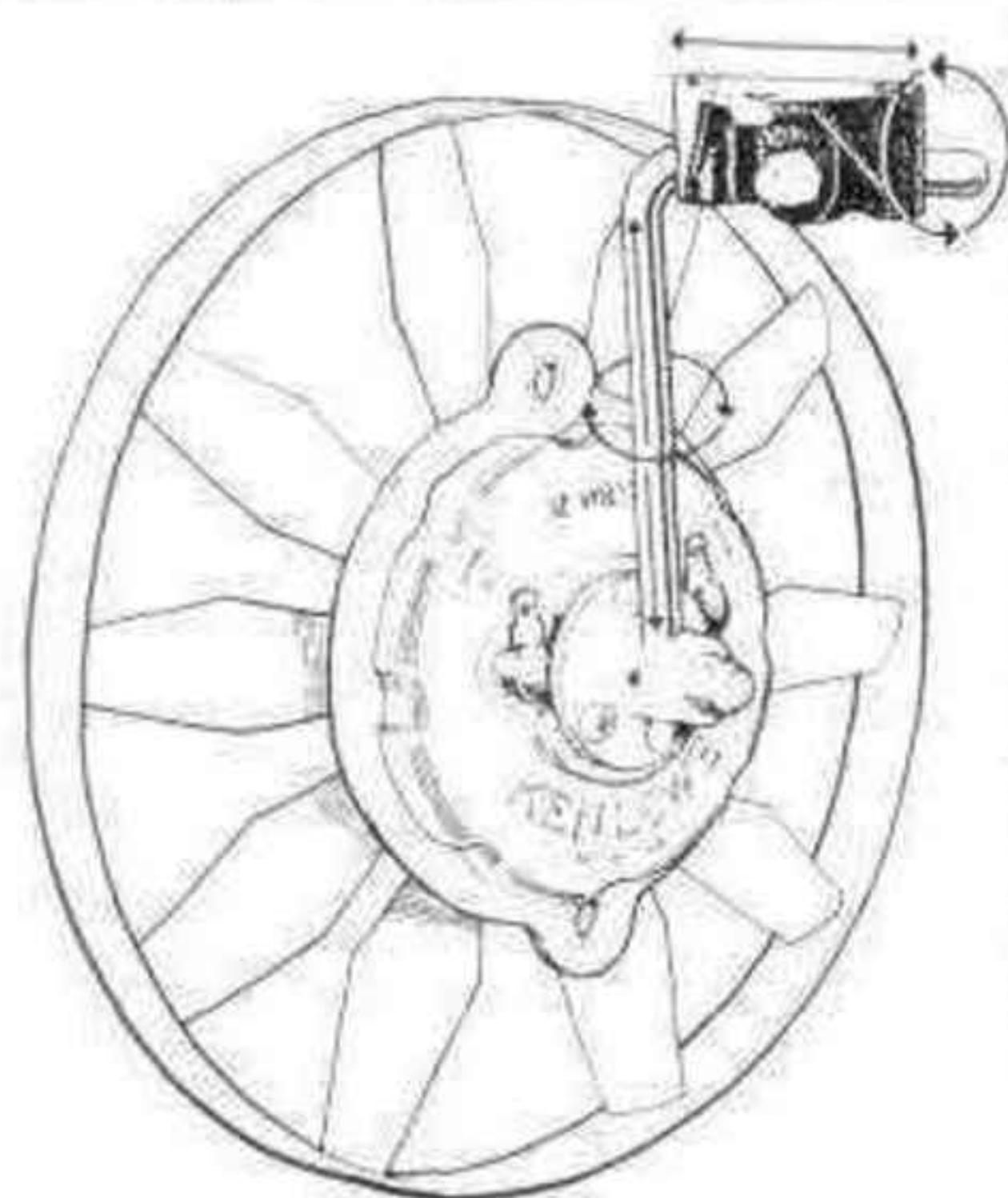


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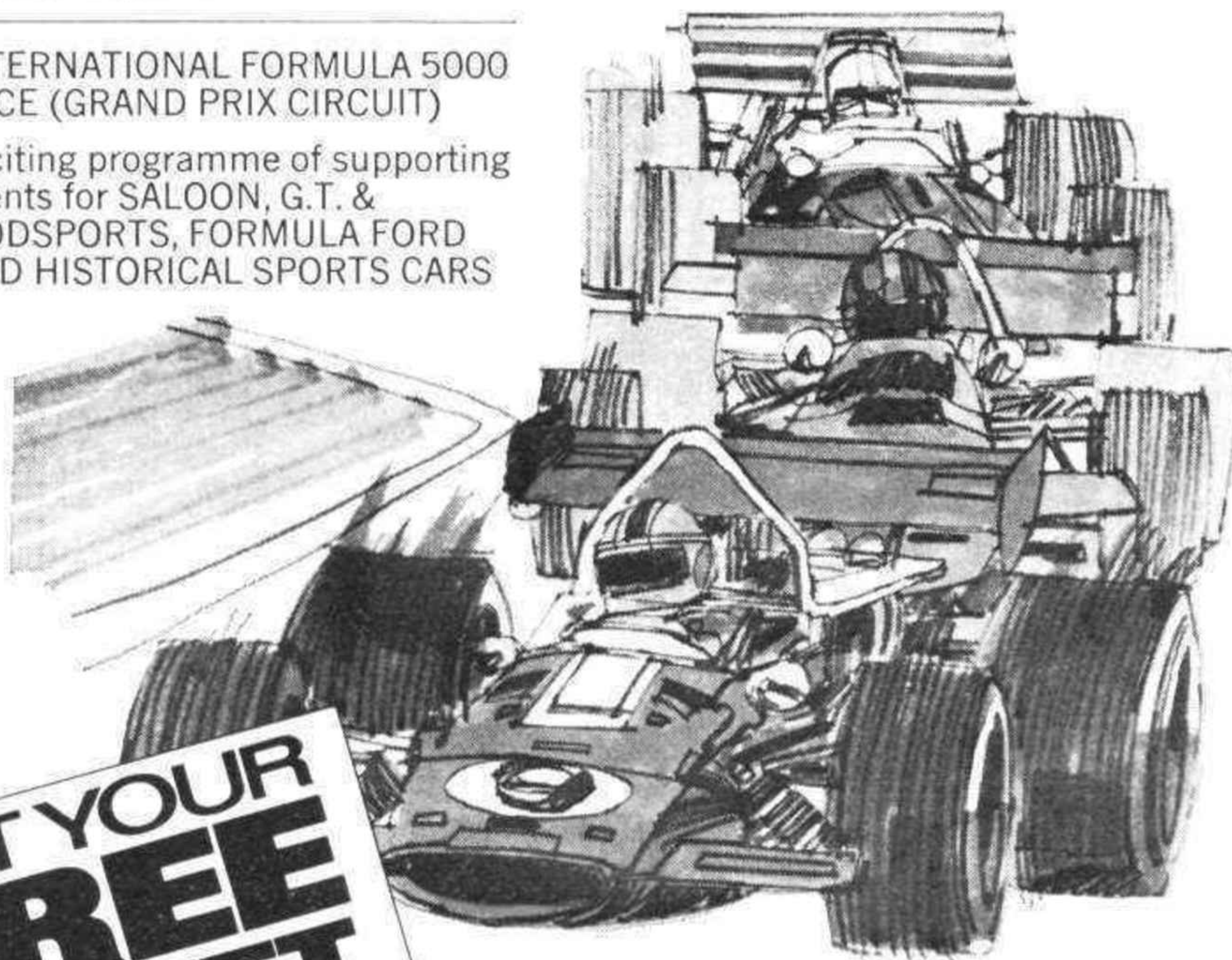
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CONTENTS

	Page
Matters of Moment	665
Fixtures for July	666
Belgian Grand Prix Comments	667
The ADAC 1000 Kilometres	668
Formula Two Review	670
Le Mans 24-Hours	672
Rumblings	674
Continental Notes	676
Jochen Rindt Memorial Race — Hockenheim	678
Rally Review	680
Road Impressions: Lotus Elan Sprint... ..	682
Martini Trophy—Silverstone	683
Formula Three Review	684
The Racing Career of Lindsay Eccles... ..	686
The 29th Monaco Grand Prix... ..	690
Reflections in the Rain at Monaco	694
Veteran-Edwardian-Vintage	695
Road Impressions: Renault 16TS Auto	700
The Magic of a (Type) Name — 1911 40-50 h.p. Silver Ghost Rolls-Royce	712
They Make Racing Cars — Ensign	717
The Vauxhall Firenza 2000 SL... ..	721
Tuning Topics	722
Letters from Readers	723

FRONT COVER PICTURE: STEWART'S Tyrrell-Cosworth scored a fine victory in this year's Monaco Grand Prix, which is reported on page 690. The East Horsley-built car is also featured in our colour section.

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MATTERS OF MOMENT

■ THE CHANGED FACE OF FORMULA ONE

On the face of it, there may seem no cause for alarm. Grand Prix (or Formula One, as it is called these days) racing occupies about as many fixtures as it has done for some years, attracts full fields, and draws the crowds. However, taking things merely at face value can cause disastrously false valuations.

The fact must sooner or later be faced that F1 cars are now slower, no more technically meritorious, and race for far shorter periods at a time than sports cars, and that their drivers have the audacity to refuse to race on certain classic circuits. Circuits which the sports car drivers, such as Rodriguez (inset) take in their stride, cum-rain-cum-shine, for 1,000 kilometres per race. Pit-work adds to the interest of sports car racing and the competing cars consist of makes which are to be seen in the car parks. This applies to F1 only in respect of Lotus, Ferrari and Matra-Simca, and only obliquely to the last-named now that Matra, less optimistic than Jaguar, appear to have dropped their sports V12. By shunning certain circuits the GP circus has been accused of being cowardly. Perhaps *foolhardy* is more appropriate, because anyone who is prepared to drive a mobile petrol tank which has no more resistance in a collision with the endless Armco than a light aeroplane has in flying into a mountain is obviously brave. It seems to be just that modern GP drivers see some difference between hitting a steel barrier and clouting, say, a house, between spinning into the Armco or into a ditch at the 'Ring', which to ordinary mortals and sports car drivers is inexplicable.



Thus on many counts F1 has become secondary to long-distance sports car racing. If the GP circus doesn't take heed it may find the premier perks, the top sponsorship, slipping from its avid but choosy grasp. Do we wish this to happen? *We do not.* Grand Prix racing should be motor racing at the highest level, of engineering endeavour, speed, and driver skill. History shows that this has been true until very recent times. There have been periods of low ebb, from 1909 until 1912 for instance, when the classic French GP was in abeyance, when entries ebbed from time to time, and when it became a sports car race in 1936 and 1937. Always, it quickly recovered. The GP has seen Nation fight against Nation and manufacturer against manufacturer, so that drivers did their best for their country or their team, not solely to promote themselves. This was true from 1906 to about 1962. In those years top formula racing brought prestige and increased business to Renault, Fiat, Mercedes, Peugeot, Duesenberg, Sunbeam, Alfa Romeo, Delage, Bugatti, Maserati, Auto-Union, Ferrari and Porsche. Then it became the preserve of the little firms, only a few of which sold road-going cars. One aspect of the magic, of spectator interest, had gone. Now GP racing is largely a matter of each driver for himself and Gold Leaf, Brooke Bond Oxo, Yardleys, etc. reaping the rewards.

This hasn't happened to sports car racing, which is longer, faster and more fearless; what the old Gentlemen of Paris are doing about it is discussed on page 677. If the GP circus isn't to go the way of most of the old animal circuses a solution must quickly be found. Banning aerofoils, wide tyres, reclining driving positions, etc. to please the onlookers should not be considered, because technical restraint has no place in top-formula racing. Perhaps longer GPs are needed, with a return to refuelling, tyre changes and driver swaps—remembering that in 1912 the Grand Prix was for 956 miles and that the pre-war GP Mercedes-Benz had to be capable of racing for more than 300 miles? Perhaps larger engines, 7-litres, 10-litres, unlimited, of all types, turbine, Wankel, steam, should be permitted?

A change should certainly be sought, for otherwise, with a Porsche 917, Ferrari 512M or Alfa Romeo T33/3 as enthralling and worthy, or more so, than the F1 machinery, top grade racing may soon take a bad tumble. Let us return to a parallel with the time when, however creditable, a Le Mans 3-litre Bentley ranked below a 1½-litre straight-eight GP Delage, when a sports Talbot or Delahaye was secondary to a W125 Mercedes-Benz. . . .

Having written the above, we wish you a good day at the Woolmark British Grand Prix at Silverstone

Continued on next page

Motor Sport Fixture List For July

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
July 2nd/3rd	Larne MC	Carrickfergus	Co. Antrim	Texaco Rally (N)	21.00
July 2nd/4th	UAMK CSSR	Prague	Czechoslovakia	Vitava Rally (INT)	—
July 3rd	Mid-Cheshire MRC	Oulton Park	Tarporley, Cheshire	Race Meeting (R)	14.00
July 4th	FFSA	Paul Ricard-Le Castellet	Marseille, France	French Grand Prix (FI)(INT)	—
July 4th	GP Circuit Vila Real	Vila Real	Vila Real, Portugal	500 Kms. Race (INT)	—
July 4th	AC Trento	Trento-Bondone	Trento, Italy	Hill-Climb Championship (INT)	—
July 4th	Sevenoaks & Dist. MC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
July 4th	Thames Estuary AC	Lydden	Canterbury, Kent	Race Meeting (R)	14.00
July 4th	Nottingham SCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.30
July 4th	Four Ways CC	Southminster Hall	Burnham-on-Crouch, Essex	Autocross (R)	14.00
July 4th	BARC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.45
July 4th	Bugatti OC/Ferrari OC	Prescott	Cheltenham, Glos.	Speed Hill Climb (R)	14.00
July 10th	BARC	Croft Autodrome	Darlington, Co. Durham	Rothmans Trophy Meeting (F3)(INT)	13.30
July 10th	BARC (Bristol & Bath)	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.15
July 10th	Midland AC	Shelsley Walsh	Worcester	Hill-Climb (R)	—
July 10/11th	British Drag Racing & Hot Rod Assoc.	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meeting (INT)	14.00
July 10/11th	Redditch & Dist. CC	Heatherbrae Garage	Leebotwood	Brian Hurst Rally (R)	20.30
July 10/11th	Mid-Thames CC	Forte's Motor Lodge	Oxford	Mid-Summer Rally (C)	23.01
July 11th	SCCA	Road Atlanta	Gainesville, Georgia, USA	Can-Am Round Three (INT)	14.45
July 11th	MSC Nurnberg	Norising	Nurnberg, West Germany	200-Mile Sports Car Race (INT)	13.30
July 11th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (INT/C)	14.30
July 11th	Shenstone & Dist. CC	Fort Dunlop	Birmingham	Autotests (R)	11.00
July 11th	Salisbury & Shaftesbury CC	Upton Farm	Berwick St. John, Salisbury	Autocross (R)	14.00
July 11th	West Suffolk MC	Bansteads Farm	Cowlinge, Newmarket	Autocross (R)	13.30
July 15/18th	AMC Koszalinski	Krakow	Krakow, Poland	Polish Rally (INT)	—
July 16th	RAC	Silverstone	Towcester, Northants.	Formula Three Race (INT)	15.15
July 17th	RAC	Silverstone	Towcester, Northants.	British Grand Prix (FI)(INT)	10.30
July 17/18th	Aberdare MC	Prynnys Service	Llanganmarch Wells, Brecon.	Midnight Rally (C)	00.01
July 17/18th	Incorporated Sprint Organisation	Elvington	Yorkshire	Speed Trials Weekend	—
July 18th	BARC	Cadwell Park	Louth, Lincs.	Race Meeting (N)	14.30
July 18th	Austin-Healey Club	Thruxton	Andover, Hants.	Race Meeting (R)	14.00
July 18th	Borough 19 MC	The Washneys	Farnborough, Kent	Autocross (R)	14.00
July 24th	SCCA	Watkins Glen	Watkins Glen, NY, USA	Six Hour Race (INT)	Noon
July 24th	BRSCC (South-Western)	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.00
July 24th	BRSCC (Northern)	Rufforth	York	Race Meeting (R)	14.00
July 24th	Vintage Sports CC	Silverstone	Towcester, Northants.	Race Meeting	—
July 25th	SCCA	Watkins Glen	Watkins Glen, NY, USA	Can-Am Round Four (INT)	14.30
July 25th	BRSCC (East Anglian)	Snetterton	Thetford, Norfolk	Race Meeting (R)	14.30
July 25th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (C)	14.30
July 25th	Nottingham Sports CC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.30
July 25th	BARC (South-Western)	Gurston Down	Salisbury, Wilts.	Hill-Climb (R)	14.30
July 25th	South Hams MC	Upton Barton	Kingsbridge, Devon	Autocross	14.30
Aug. 1st	AvD	Nurburgring	Aachen, West Germany	German Grand Prix (FI)(INT)	—
Aug. 1st	BARC (South-Eastern)	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
Aug. 1st	Nottingham Sports CC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.15

MATTERS OF MOMENT—continued from previous page

on July 17th—and hope those woolly overcoats will not be needed.

■ A "COMPETITORS" COMMENTS

LAST month we published British Leyland announcements relating to the big initial response for Morris Marinas, in which it was stated that the majority of those sales were at the expense of competitors' products. An indirect reply to this comes from William Batty, Ford of Britain's Managing Director, who at a luncheon in Sheffield to celebrate the Diamond Jubilee of the Ford Dealer, admitted that fleet sales were becoming something of a battleground in the British Motor Industry. Mr Batty continued:—

"Most of them are made to the Transport Managers of the big commercial firms and those Transport Managers are the real professional car buyers. They are men much too canny to be swayed by gloss or gimmicks. They make their judgements on the cold facts of value, running costs and reliability. We at Ford are rather pleased that we have a far larger share of their custom than any other manufacturer." Over the past few years, said Mr. Batty, Ford sales to fleets had increased steadily year by year, at a time when the market as a whole was pretty stagnant. "Other manufacturers have been waking up to the importance of this sector of the business and have been trying to emulate the attention we have been giving it over these many years," he said. "But Ford have consistently been the leaders in the service provided to fleets and have by far the widest range suitable to fleet business."

SALES IN APRIL

PART of the effect of the Ford strike earlier this year is very evident in the production figures for new-vehicle registrations in Gt. Britain, N. Ireland and the I.O.M., in April, 1971, against those for the same month last year, as issued by the SMM & T. Ford's 1971 sales of cars and commercial vehicles fell by 26,808 vehicles, in spite of a

small increase in bus and coach sales. Competitors benefitted and BL sales were up by 8,974 vehicles, Vauxhall's by 6,409. But Chrysler dropped sales in April, against the same month in 1970, by 1,145 vehicles. Private car sales were: Ford, minus-21,928; Chrysler, minus-688; Vauxhall, plus-4,625; British Leyland, plus-9,345.

Coming to the small manufacturers, Lotus sales were down by 13 cars, Jensen's by nine and Reliant by 60. Total British private-car sales last April were 83,772, a loss of 8,691. Imports rose by 7,496, the only makes out of 17 listed to drop being Alfa Romeo (23 cars) and Toyota (31 cars). The biggest importer was Volkswagen, selling 5,917 vehicles in April, an improvement of 1,850 over the corresponding period in 1970—*verb sap!* Renault was the next most successful imported, with 3,924 sales, an improvement of 1,181 over their April, 1970 figures, and for cars only.

SALES THIS YEAR

THE figures for new-car sales in this country in the first-third of 1971, as released in those informative SMM & T reports, follow the pattern of last April's trend. Thus British Leyland head the list with an impressive 175,799 private cars (up by 24,441), followed by Vauxhall with 48,296 (up by 7,334), Ford with 64,266 (down by 46,078) and Chrysler UK with 46,357 (up by 5,522)—the figures in brackets referring to the same period last year. Lotus sold 593 cars, the recent slight drop not yet apparent, as they were eight up on 1970, but Reliant and Jensen were down, the British total being 337,152, or a reduction of 8,902. In contrast, imports rose by 28,696 to 75,265, the leading importers being VW with 16,042 (plus-4,647), Renault with 15,147 (plus-5,264) and Fiat with 10,054 (plus-3,218) private cars, only Alfa Romeo dropping sales, by 118 cars. Opel showed a significant advance, increasing to the extent of 2,465 cars, and Chrysler France had an even greater uplift, of 3,678 cars. Saabs, too, were in much increased demand, as were Volvos.

"BAN THE BELGIAN GP"

DSJ Comments on the Cancellation of This Year's Spa Race

THIS YEAR is the 75th anniversary of the The Royal Automobile Club of Belgium, and they were forced to celebrate it without the traditional Belgian Grand Prix. This was no direct fault of the RACB but the culmination of a lot of hysterics and well-meaning actions by people and bodies who were never heard of in 1896 when the RACB was formed, nor even heard of in 1922 when the RACB organised the first Belgian Grand Prix. The annual Grand Prix of Belgium is held on the very fast open road circuit that lies in a triangle between the villages of Francorchamps, Malmedy and Stavelot and is officially known as the Circuit National de Francorchamps, ministered to by the Royal Automobile Club of Spa, the largest nearby town, some 9 miles away. At one time Spa was the only town with any hotels or restaurants to cater for the visitor and was the centre of all the racing activity, which was why the circuit is often loosely referred to as the Spa circuit. Today expansion has made Francorchamps and Stavelot equally popular places to stay in and the race centre of interest has been spread around much more. Like any circuit that has been in use for a long time, Francorchamps has had a chequered history, with good memories and bad ones, but no worse than say Silverstone, relative to the length of time it has been in use. For British motor racing enthusiasts it got a bad name in 1939 when Dick Seaman, our sole Grand Prix driver, was killed in a fiery crash in a Mercedes-Benz. Throughout the nineteen-fifties it was the scene of some good races, notably 1958, when Brooks won with a Vanwall, followed home by Hawthorn in a Ferrari, Lewis-Evans in another Vanwall and Allison in one of the earlier sorties into Grand Prix racing by Lotus. This race was memorable because both Vanwalls broke vital parts as they ended the last lap and Hawthorn's Ferrari literally exploded its engine as he crossed the finishing line. Had the race been one lap longer Allison would have probably been the winner in the little Lotus-Climax.

Up to this point in the history of Francorchamps everyone was happily accepting the circuit for what it was, a challenging high speed affair demanding the maximum from car and driver, and people had accidents and people were killed, as at any racing circuit. In 1960 the hysteria began. There had been no race in 1959 because of financial problems and when the Belgian Grand Prix was resumed in 1960 the mechanical face of Grand Prix racing had undergone a vital change. Lotus and Cooper were the main Grand Prix contestants, with pretty crude and doubtfully-made cars powered by 2½-litre 4-cylinder Coventry-Climax engines, driven by a changing breed of driver in many cases. In practice for the 1960 race Stirling Moss had a bad crash due to his Lotus breaking a vital part, and almost at the same time Michael Taylor also crashed in a Lotus due to another vital part breaking. While poor Taylor was almost ignored, Moss was headline news, such is the mentality of the Daily Paper editors and their readers. The Moss crash was splashed all over the English daily papers, even by people who were not even in Belgium at the time. In the race Chris Bristow killed himself trying to corner his Cooper as fast as a Ferrari, a fatal accident that was a foregone conclusion, and Alan Stacey died in another Lotus crash, thought to be caused by the driver striking a bird. Fleet Street hysteria was in great form and headlines such as "Killer Circuit", "Too fast and too dangerous" appeared from writers who saw the whole thing from a bar in Spa, and who could barely drive a car, let alone drive fast round the circuit of Francorchamps and know what it was all about. None of them thought to point out that Moss and Taylor crashed because of design weaknesses and Bristow was killed because the Cooper road-holding was inadequate for what he was trying to do. "Ban the Belgian Grand Prix" they screamed.

With Grand Prix engines reduced to 1½ litres in 1961 and consequent lower speeds the hysteria died down, as it so often does after the newspaper has been used to light the fire, or for the other purpose. In 1961 Ferrari had one of those rare grand slams, his cars finishing first, second, third and fourth, driven by Phil Hill, von Trips, Ginther and Gendebien. For the next four years in a row Clark won the Belgian Grand Prix in Lotus-Climax cars, even though he confessed to not liking the circuit very much. It had been the scene of his baptism into European motor racing when he drove a D-type Jaguar in the rain in a

sports car race a year or two earlier, an experience calculated to intimidate any newcomer. Unlike some drivers today, Clark swallowed his prejudice and dislikes, accepted the Belgian Grand Prix and Francorchamps as part of his job of being a Grand Prix driver and proceeded to win the race in 1962, 63, 64 and 65, without complaint or objection.

1966 saw the beginning of the 3-litre Formula and was also the year of glorious Hollywood film making, when Frankenheimer and his cohorts did their best to foul up Grand Prix racing. Rain came on the opening lap and eight cars disappeared before half a lap was completed, Clark having his engine fail and the other seven having accidents. Bonnier, Spence, Siffert and Hulme spun off without injury, around the Burnenville area, and a bit farther on, at Masta, Bondurant crashed unhurt, Graham Hill spun off and didn't hit anything, but Stewart crashed badly and was injured. A whole lot of other drivers did *not* have accidents and had driven over the same bits of flooded roadway, but this was over-looked in the hysteria that followed and which still has not subsided. Surtees won that wet race in a Ferrari, followed by Rindt in a Cooper-Maserati and Bandini in another Ferrari. A lot of those who crashed claimed they did not know the rain was approaching them from the far end of the circuit and that they didn't see the floods of water until it was too late. The circuit was blamed, not their driving ability or the technical progress of the tyres that caused them to aqua-plane, or the rather tail-heavy handling of the Cooper-Maseratis that took Bonnier and Siffert into the ditch, and would have taken Rindt as well, but for his lightning reflexes. Bonnier was the President of the GPDA and Stewart was a rising star, and between them they started an anti-Spa campaign that has got so out of hand that the CSI were forced to step in this year and veto the whole affair. The Grand Prix was held in 1967 and 1968, cancelled in 1969 and held again in 1970, but always with argument and strife and demands to delay the start if it looked as though rain might develop, to cancelling the whole thing until the following day if it actually rained. Meanwhile, each year the 1000 Kilometre Sports Car race was held come rain, shine, hell or high-water, the chaps just said "Cor blimey!" and switched on their windscreen wipers and headlamps, and went faster than the bleating Grand Prix stars anyway.

Leading up to the CSI ban, Bonnier wrote to the RACB last September and said that the GPDA had decided that the Belgian Grand Prix should be held at Zolder instead of Spa, for security reasons, though he did not give a list of GPDA members who made this decision. After looking at Zolder the GPDA went very quiet and everything fizzled out when the CSI said "No more open-wheeled racing at Spa until we have reviewed the situation at the end of the season." It goes without saying that Ickx resigned from the GPDA and one or two others were tempted to do the same, and lost interest in going to their meetings, notably Surtees, Siffert and Rodriguez, while Amon said recently and rather wistfully "It's a pity we are not going to Spa, it's a dicey circuit at the best of times, but immensely satisfying to do a fast lap, which is really what Grand Prix racing is all about."

As regards the sudden loss of interest in the idea of holding the Belgian Grand Prix at Zolder, this is best summed up by a MOTOR SPORT reader who lives in that part of Europe. He writes: "I cannot imagine a really good Grand Prix at Zolder. It is rather like a dusty Mallory Park, good enough for club racing but not one of the top tracks. Using Hockenheim instead of the Nurburgring for the German Grand Prix was bad enough but to not run the Belgian Grand Prix at Spa is ridiculous. Spa-Francorchamps is without doubt a real track without the slightest hint of Mickey-Mouse and must be retained for Grand Prix races". If I had said that I know a lot of people who would have screamed derision and said I was biased and wrong.

On June 6th 1971, when the Belgian Grand Prix should have been run the stars of the Grand Prix world were forced to take a weekend's holiday, not by their own decision or that of their Union leaders, but by the motoring governing body itself, who had obviously become tired and irritated by the continual bickering that has gone on about Francorchamps ever since J. Stewart and J. Bonnier fell on their heads in 1966, and Surtees kept his feet and won the race.—D.S.J.

THE ADAC 1000 KILOMETRES

Victory for Martini-Porsche Team

NURBURGRING, May 30th

THE ADAC 1,000-kilometre race was held only two weeks after the Targa Florio, so the Porsche teams were still licking their wounds and the Alfa Romeo team was very confident. As at the Targa Florio the Porsche factory loaned 908/03 models to their two main customers, the J.W. Automotive-Gulf team and Hans-Dieter Dechent's Martini International Racing team, but whereas the factory had been in charge in Sicily the two separate organisations had control once more, with Porsche staff members in close attendance and for the most part looking very worried, the black day in Sicily still hanging heavily over their heads. The Gulf team had two brand new 908/03 cars, for Rodriguez/Oliver and Siffert/Bell and when they arrived for practice they were far from correctly adjusted for the circuit and throughout practice presented niggling little faults that kept everyone busy and the drivers far from happy. Such things as the gearbox sticking in fifth gear, the brakes feeling peculiar and the handling not creating a great feeling of confidence. The Martini team had two of the Targa Florio cars, one of them looking a bit tatty after an off-the-road excursion during pre-practice testing. They were driven by Elford/Larrousse and Marko/van Lennep, the last-named substituting for Redman, who was not recovered from his Targa Florio accident. Martini also entered their own 908/02 model for the Princes of Hohenzollern and Bayern to drive, but it got no further than the first practice, when Hohenzollern put it off the road! One of the Martini team Porsche 917 coupés was entered but withdrawn before practice began as van Lennep, who was to have driven it was given a place in the 908/03 team; his co-driver, the Austrian Rudi Lins, was found a seat in an old 910 Porsche with Sepp Greger, the 56-year-old German still driving hard enough to embarrass a lot of newcomers in the amateur ranks.

The Porsche factory had settled for the short and light 908/03 models rather than the powerful 917 Porsches, after carrying out some comparative tests on the newly-surfaced and cleaned-up Nurburgring. Apart from a Formula Two race, this 1,000-kilometre event was the first big race to be held on the Nurburgring since the big overhaul given to the circuit during the winter, details of which are discussed in Continental Notes, elsewhere in this issue.

Alfa Romeo turned out in force, confident of their preparation and reliability and happy once more to be on equal capacity terms with the Porsche teams. They entered four cars and brought five to the circuit, four Tipo 33-3 and the experimental 33TT-3, or 908/03 Porsche copy; there was no intention to race the tubular frame, central-gearbox model, it being on test during practice. Their driver line-up was powerful, but not really as strong as the combined Porsche teams, comprising Stommelen/Galli; de Adamich/Pescarolo, Hezemans/Vaccarella, and Facetti/Zeccoli. The issue looked to be a neat and tidy arrangement of four works Porsches against four works Alfa Romeos, with a supporting cast of small private teams and numerous private-owners, but early in the paddock was the red van from Maranello with the simple, but imposing, word Ferrari on the side, and inside was the 312P that so far has had a pretty chequered career. Once more it had been rebuilt, the right side being new after the Francorchamps accident, whereas the left side was new after the Monza accident, but it was still the same basic car, with Grand Prix-type 3-litre flat-12-cylinder engine, Grand Prix brakes, gearbox and suspension and with Grand Prix drivers Ickx and Regazzoni to drive it. With the three major teams using 3-litre cars this race was a foretaste of what could be expected in 1972 when the 5-litre sports cars are banned from racing, and it hardly needed practice times to show that Ferrari was a full step ahead of any opposition. The 312P was actually 9 sec. ahead of anyone else during practice, Ickx lapping in 7 min. 36.1 sec., without really trying, and Regazzoni being only a second slower. The surprise was that an Alfa Romeo was next fastest, driven by Stommelen, followed by the two Martini Porsches and then the two Gulf Porsches. As the start was to be a rolling one behind a pace car, with competitors in pairs, it meant that the front row was occupied by two red cars from Italy, followed by the works Porsches. The fourth Alfa Romeo was withdrawn, so that there were eight 3-litre works cars ready to do battle for victory with a very miscellaneous collection of International Amateurs to follow them and pick up places if trouble struck the works cars. Of these the most likely ones were the rather disreputable-looking 917 Porsche of the

Auto Usdau team from Mannheim, driven by Kauhsen/Jöst, the immaculate 512M Ferrari of Müller/Herzog, the over-decorated 512M Ferrari of Loos/Pesch and the old Lola T70 of the Belgian VDS team, driven by Pilette/Gosselin. There should have been a strong force of cars from the Scuderia Filipinetti under the direction of Mike Parkes, comprising Lola T212 models and Ferraris, but none appeared. Quite a large contingent of small British teams turned up, the immaculate Chevron B19 of the Worcestershire Racing Association not only being the best turned out, but it was also fastest in practice, driven by Burton and Creasey, while Brian Martin had two of his newly-built Martin cars on the grid, both powered by Cosworth FVA engines until FVC engines are available. The much-publicised Huron team, sponsored by Camel Filter Cigarettes, seems to have foundered, and one of their entries was taken over by a works Daren powered by a Lotus-Vauxhall LV240 twin-cam engine, and driven by Enever and Baker. There were numerous 911 and 914 Porsches, some driven very fast and others rather slowly and a new Dulon had been built from the wreckage of the one involved in the Ferrari crash at Francorchamps. While the Ferrari team were keeping a wary eye on it, Porsche were offering help with their 910 Porsche engine/gearbox unit, possibly looking upon it as an ally in the Stuttgart/Maranello battle! It was significant that the Dulon now sported two large rear-view mirrors.

While the Friday practice was wet and damp, the Saturday one was fine and dry, and race day was ideal with dry conditions and a cloud base keeping the temperature down. The Ferrari team were very confident after their domination in practice and with two good drivers, while the Porsche teams were apprehensive, the usual Porsche *uber alles* atmosphere being lacking and a slight loss of confidence by the drivers being brought on by troubles that occurred in practice that should not have happened, such as a bolt falling out of the front suspension on Elford's 908/03 nearly causing him to have a big accident, and the new Gulf cars not being any faster than the 1970 ones had gone last year, and no match at all for the Ferrari. The J.W. Gulf team, like the Ferrari, were on Firestone tyres, and the Martini team cars were on Goodyear tyres. There should have been 53 cars at the start, but only 51 arrived on the grid, two 911 Porsches failing to leave the paddock, and lined up in pairs the field stretched far out of sight of the pace-car that led them round the South Curve, up behind the pits and round the Northern loop to take a flying-start. Ickx took the 312P Ferrari into the lead and just ran away and led from the opposition without straining at all, and behind him Stommelen (Alfa Romeo), Elford (Porsche 908/03), Siffert (Porsche 908/03), van Lennep (Porsche 908/03), de Adamich (Alfa Romeo), Rodriguez (Porsche 908/03) and Hezemans (Alfa Romeo) were left wondering where he had gone. As expected, little Herbert Müller was leading all the private-owners and Burton was leading the 2-litre runners, just behind the two 908/02 Porsches of Ballot-Lena/Chasseuil and Kraus/Basche. As invariably happens in the ADAC 1,000-kilometre race retirements came thick and fast even on the opening lap, for the Daren-Cosworth SCA of Richardson barely got out of sight of the pits before it blew up, the second Martin car broke a rear upright, one of a team of three nicely prepared Renault Alpines from the German agent broke and a fibre-glass monocoque special powered by a turbocharged 2-litre V6 Ford engine went off the road.

By the end of the second lap of this 44-lap race the eight factory cars were away on their own, with Ickx building up a lead of 10 sec. a lap from the Alfa Romeo of Stommelen, which was being hounded by the Porsches of Elford and Siffert, while van Lennep had dropped back to seventh place behind de Adamich and Rodriguez, the little Mexican not shining in the "Mickey Mouse" Porsche 908/03 the way he does in the powerful 917 Porsches. Ickx had no need to go as fast as he had done in practice and his best lap was a fairly gentle 7 min. 40.8 sec., which constituted a new lap record. However, on lap six he saw the water temperature beginning to rise alarmingly and at the end of the lap he shot into the pits for more water to be added to the cooling system. There were no obvious leaks anywhere so it looked as though the trouble was internal, and while the Ferrari was stationary Stommelen Siffert and Elford went by, in that order. Alfa Romeo were now leading the race and the German crowd were a bit confused, not knowing whether to applaud a German driver leading the race in an Italian car,

or whether to urge on the English driver in the German car that was in second place, for Siffert had dropped back to third place again. Along the final straight Ickx was coming up behind Siffert's Porsche when he suddenly saw the back wheels waving about in an alarming fashion; the aluminium tube chassis frame was breaking up and the gearbox and the back of the engine parted company from the chassis and Siffert was lucky to drag himself into the pits to retire with "broken engine mountings" to quote Porsche, though I would say it broke its back. The Ferrari was also heading for the pits to have some "jollop" put in the water system to try and stem the internal water leak. All this left Stommelen and Elford well ahead and running in close company, while Rodriguez was a poor third, followed by de Adamich, van Lennep and the Ferrari, with Ickx still driving, then came Müller going strongly in his privately owned 512M Ferrari, now ahead of the Hezemans/Vaccarella Alfa Romeo which had lost time with a spin. Although the Burton/Creasey Chevron B19 had been lapped by the leaders it was still well ahead of the 2-litre category and running like a train, whereas most of the other small cars were in trouble, the second Martin car stopping with a defunct clutch, the Dulon stopping out on the circuit when the driver thought he had an oil leak, and being unable to restart, while the LV240-powered Daren was not as fast as the Wankel-Mazda powered Chevron from Belgium. The GT category was providing the usual close battle between Porsche drivers, who seem to have more fun and excitement than a lot of people with sophisticated sports/racing cars. Two 911 Porsches were within sight of each other battling for the class lead, with Kremer/Neuhaus just in front of Andersson/Barth and Kinnunen/Waldegaard not far behind in a third 911 Porsche.

Having lost one of the Gulf cars and knowing that Oliver was not going to be desparately fast, David Yorke informed the organisers that he was going to switch his drivers and put Siffert in the Rodriguez car at their first refuelling stop, which caused the opposition to sit up and take notice. All the 3-litre cars were planning to run eleven laps on a tankful of fuel and at the end of lap 11 the race seemed to come to a shuddering halt and there was pandemonium in pits. Elford got ahead of Stommelen at the end of the lap and was first into the pits for fuel, the Porsche pits being at the head of the line. Stommelen went by down the pit lane to the Alfa Romeo pit at the far end; the Alfa Romeo got away first, driven by Galli, and Larrousse went off in hot pursuit in the Martini Porsche as Ickx appeared in the Ferrari in third place, having refuelled while topping up the water system earlier. Then de Adamich, Rodriguez, van Lennep and Hezemans were all in the pits together in that order, the co-drivers taking over and Siffert taking over the Gulf car. In the midst of all the works cars numerous private owners were in for petrol as well and for a time there seemed to be more cars in the pits than on the track. As Ickx started lap 13 he was about to move up into second place and by the end of the lap he had not only taken the lead again, but was 23 sec. ahead of Galli in the first of the Alfa Romeos. The little 2-seater Grand Prix Ferrari was making everything else look obsolete, apart from the obvious prowess of the driver over his rivals, but with an engine full of "jollop" the question mark was how long would it last. Rather unexpectedly it was the leading Alfa Romeo that blew up first, Galli coming into the pits at the end of lap 14 with the engine covered in oil, and the car was wheeled away amid a smelly haze of hot oil, with a broken connecting rod. This left Ickx more than 50 sec. ahead of Larrousse in the number one Martini Porsche, followed by Siffert, Pescarolo, Marko and Müller. At this point the first class run of the Worcestershire Chevron B19 came to a stop when it came into the pits and would not restart again due to starter trouble; it was got going again, but had fallen back, and lost even more time when the clutch gave trouble. The Ferrari had such a

huge lead that Ickx was able to stop for petrol at the end of lap 15 and Regazzoni took over and was away without losing the lead, in spite of the regulation Nurburgring-refuelling rigs being much lower than used at other circuits, with consequent loss of pressure.

It was now a question of how long the Ferrari could last, even though it was not being driven hard, and the endurance part of the race settled in, with a few minor flurries of excitement and despair. The LV240-engined Daren had taken over the lead of the 2-litre sports car class, when the Chevron B19 struck trouble, but its lead was short-lived for a rear radius rod mounting pulled away from the chassis and that was that. Müller handed his 512M Ferrari over to Herzog in fine fettle and holding a good sixth place, but three laps later it was back in the pits with the right front tyre in ribbons and the corner of the bodywork smashed in. Herzog had collided with another car and something like a hub-cap or nose fin had neatly sliced the tyre open. Another wheel was fitted, the body taped up and Müller took over again. While he did a couple of laps a spare front body section was brought up from the paddock and he made a stop to have it fitted, but one lap was sufficient to show that it did not fit properly and would not stay in place, so there was nothing to do but retire and forsake a very worthy sixth place. In the GT category the two 911 Porsches were still in sight of one another and their refuelling stops were proving to be all important.

At the end of 20 laps the Ferrari lead had dropped dramatically from 20 sec. to 13 sec. and next time round Regazzoni came into the pits. The steady loss of water had caused a cylinder sealing ring to fail and the engine was "cooked". As the fleet little red car was wheeled away there were sighs of relief from the opposition and Larrousse went into the lead, followed by Siffert and Marko; Porsches were first, second and third, but only by reason of the default of others. It was later discovered that the original loss of water on the Ferrari had been from an external pipe and the early overheating had started the internal trouble. At half-distance, which was 22 laps, the Porsches refuelled, Elford took over the leading car Rodriguez got back in the Gulf car and van Lennep in the third place car and the only other car on the same lap as these three was the Alfa Romeo of de Adamich/Pescarolo, the other remaining Alfa Romeo having dropped a fair way back, though holding fifth place. The GT category had undergone a shuffle for the Kinnunen/Waldegaard Porsche had taken the lead from the Kremer/Neuhaus one and the 911 of Andersson/Barth had spun off into the loose earth on the edge of the track and was stuck. It was announced that Gosselin had also gone off into the mud with the VDS team's Lola, but this was a deliberate action, for the engine had blown up and he parked the car out of harms way. The three factory Porsches now nearly had to circulate and keep out of trouble and no matter what their final order was this was going to clinch the Manufacturers' Championship for the Stuttgart firm. They were running to a regular schedule of 11 laps to the tank full of petrol, and like trains all three pulled into the pits at the end of 33 laps. Larrousse took over the leading car, its Goodyear tyres being all right to run the remaining 11 laps, but when Rodriguez pulled in it was seen that his front Firestones would not go the distance, so they were changed, and everyone expected Siffert to take over again for the last 11 laps, but Rodriguez just sat in the car, quite prepared to carry on. The second Martini car refuelled and on this the rear Goodyears were changed before Marko rejoined the race. The fourth place Alfa-Romeo had a very quick refuel at the end of lap 37, Pescarolo remaining at the wheel, and as the last few laps ran out the Alfa Romeo pit staff didn't even bother to watch their cars go by, for they were 4th and 5th and providing they kept running they would finish there. In the Porsche

Continued on page 670

Results :

ADAC 1,000 KILOMETRES—Groups 6, 5 and 4—Sports Prototypes, Sports and GT—Nurburgring—44 laps—Warm and Dry

1st : V. Elford/G. Larrousse (Porsche 908/03—3-litre flat-8-cyl.)	Group 6	Entrant: Martini International Racing Team, Germany	5 hr. 51 min. 49.3 sec.—171.4 k.p.h.
2nd: P. Rodriguez/J. Siffert (Porsche 908/03—3-litre flat-8-cyl.)	Group 6	Entrant: JW Automotive Ltd., England	5 hr. 53 min. 33.4 sec.
3rd: G. van Lennep/H. Marko (Porsche 908/03—3-litre flat-8-cyl.)	Group 6	Entrant: Martini International Racing Team, Germany	5 hr. 53 min. 33.5 sec.
4th: A. de Adamich/H. Pescarolo (Alfa Romeo T33/3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.a., Italy	5 hr. 56 min. 20.0 sec.
5th: T. Hezemans/N. Vaccarella (Alfa Romeo T33/3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.a., Italy	2 laps behind
6th: W. Kauhsen/R. Jöst (Porsche 917—4.5-litre flat-12-cyl.)	Group 5	Entrant: Team Auto Usdau, Germany	4 laps behind
7th: C. Ballot-Lena/G. Chasseuil (Porsche 908/02—3-litre flat-8-cyl.)	Group 6	Entrant: Claude Ballot-Lena, France	4 laps behind
8th: E. Kraus/D. Basche (Porsche 908/02—3-litre flat-8-cyl.)	Group 6	Entrant: Ernst Kraus, Germany	4 laps behind
9th: G. Loos/F. Pesch (Ferrari 512M—5-litre V12-cyl.)	Group 5	Entrant: GELO Racing Team, Germany	4 laps behind
10th: A. Wicky/M. Cabral (Porsche 908/02—3-litre flat-8-cyl.)	Group 6	Entrant: Andre Wicky Racing Team, Switzerland	6 laps behind
11th: S. Greger/R. Lins (Porsche 910—2-litre flat-6-cyl.)	Group 5	Entrant: Auto Sport Team Munich, Germany	7 laps behind
12th: E. Kremer/J. Neuhaus (Porsche 911S—2.4-litre flat-6-cyl.)	Group 4	Entrant: Auto Kremer Racing, Germany	7 laps behind
13th: C. Haldi/P. Keller (Porsche 911S—2.2-litre flat-6-cyl.)	Group 4	Entrant: Porsche Club Romand, Switzerland	7 laps behind
14th: G. Quist/D. Krumm (Porsche 914/6—2-litre flat-6-cyl.)	Group 4	Entrant: Autohaus Max Moritz, Germany	8 laps behind
15th: G. Steckkönig/D. Schmid (Porsche 914/6—2-litre flat-6-cyl.)	Group 4	Entrant: Paul Strähle KG, Germany	8 laps behind
16th: L. Kinnunen/B. Waldegaard (Porsche 911S—2.2-litre flat-6-cyl.)	Group 4	Entrant: Racing Team AAW, Finland	8 laps behind
17th: P. Greub/J. C. Geurie (Porsche 911S—2.2-litre flat-6-cyl.)	Group 4	Entrant: Porsche Club Romand, Switzerland	9 laps behind
18th: W. Simonis/H. Hoier (Porsche 914/6—2-litre flat-6-cyl.)	Group 4	Entrant: Automobilclub Rubenbach, Germany	10 laps behind
19th: F. Rieder/W. Scheeren (Porsche 914/6—2-litre flat-6-cyl.)	Group 4	Entrant: Auto Kremer Racing, Germany	11 laps behind
20th: H. Schwering/T. Betzler (Renault Alpine—1,600-c.c. 4-cyl.)	Group 4	Entrant: Deutsche Renault, Germany	11 laps behind

Fastest lap : J. Ickx (Ferrari 312P—flat 12-cyl.) on lap 5, in 7 min. 40.8 sec.—178.400 k.p.h.

51 starters — 31 classified finishers.

FITTIPALDI FINDS FORM

AFTER A RATHER shaky start to the F2 season, Lotus scored two wins on the trot in May and both were provided by Gold Leaf Team Lotus' F1 team-leader Emerson Fittipaldi driving his Team Bardahl-entered car. At Jarama victory was handed to him on a plate when Tim Schenken's Rondel Racing Brabham BT36 retired with loss of oil pressure when there were only four of the 60 laps left to run, but a fortnight later Fittipaldi beat both Schenken and Ronnie Peterson fair and square at the Whit Monday Crystal Palace meeting.

The victories came as something of a surprise to most F2 observers, to whom complaints about the "poor-handling" Lotus 69 have been rife of late. Modifications to the car's design (which was judged to be a success in the late Jochen Rindt's hands in 1970) have included revised suspension geometry with new lower front wishbones and longer spring/damper units as well as thicker rear uprights with different pick-up points at the rear. Most owners have been going their own way in private testing and coming up with different wings, nose fins and suspension adjustments without actually getting the car to behave much better. Wisell snatched Pau from Beltoise, but it wasn't until the Eifelrennen, where Emerson Fittipaldi finished a strong second, that the Lotus looked a potential winner for the first time since Birrell went so well at Mallory Park back in March.

Even so, the best position that Fittipaldi junior could manage in practice round the tight and twisty Jarama circuit near Madrid was on the outside of the third row. Pole position, as usual, went to Peterson's March, while Schenken's Brabham broke up an all-March front row alongside Jean-Pierre Jaussaud's Shell/Arnold car. Ranged behind them were SCCA Formula A champion John Cannon in his private March, Austrian Dieter Quester (Eifelrennen March BMW), an off-form Francois Cevert, who had blown up yet another of the Pederzani's BDA motors in practice, Carlos Reutemann and E. Fittipaldi. Schenken led from the start and, with Peterson in his slip-stream, pulled well clear of a tight threesome comprising Quester, Emerson Fittipaldi and Cevert in the allegedly ill-handling Tecno.

For once Peterson didn't take the lead, shadowing the leading Brabham until lap 21 when he made his familiar way to the pits with a badly-smashed valve which ruined the cylinder head and piston concerned. After a fierce dice, in which Quester was making things difficult for his opponents by weaving from side to side on the start/finish straight, Emerson Fittipaldi fought his way through to the head of the third-place battle and gradually edged away. Meanwhile, Cevert, who had always been at the tail of this three-car bunch, slid into the barrier on the outside of the fast downhill right-hander before the pits when a tyre deflated, wrecking his Tecno's chassis but escaping without injury.

Schenken was driving one of his best-ever Formula Two races and had some 20 seconds in hand with a mere four laps left to run when the oil pressure gauge needle sank to zero and the Australian coasted to a standstill opposite the pits. Emerson Fittipaldi inherited a comfortable lead over Quester and reeled off the remaining laps to win his first Formula Two race, the Austrian taking maximum European Trophy points at this race as Fittipaldi is, of course, a graded driver. Carlos Reutemann finished in third place, although he was briefly headed by Cannon until the Formula A driver dropped back to fourth as his water temperature soared.

A fortnight after the Spanish event round five of the European Trophy was run round the tight little South London road circuit at Crystal Palace and an enormous entry of 61 competitors had been received by the organising club. Fortunately some of the less optimistic Continental entries failed to materialise, but there were still some 46 cars which turned up to scrap for the 32 grid positions contained in the two 45-lap heats. The first six cars in each heat were destined to go through to the 50-lap final and the remaining four places were filled by those competitors with the fastest four individual laps in their heats, irrespective of whether they finished or not.

The first heat sprung a big surprise. Silvio Moser, in his ex-John Coombs Brabham BT30 (the car which won this race last year with Jackie Stewart driving), led from start to finish chased by Jean-Pierre Jarier's March. Reine Wisell's London International Lotus 69 got through to briefly challenge the Swiss only to retire with fuel pump failure, leaving Jarier second from Peter Westbury (Brabham BT36).

Peterson powered into the lead of the second heat only to come into the pits when a fuel pipe became detached on the second lap, leaving

Pescarolo, Emerson Fittipaldi and Jaussaud scrapping for the lead. Peterson rejoined after repairs had been effected, gaining a place in the final by a fast individual lap, while Pescarolo pulled in 12 laps from the finish, leaving Fittipaldi to win ahead of Jaussaud and Schenken. Pescarolo was another to make the final on this fastest-lap system. Things were bad for Trophy leader Cevert, who damaged two more motors in practice and was then hit from behind under-braking by Brazilian F2 debutant, Carlos Pace, in a Lotus 69 hired from John Blades as his new Frank Williams-run March was not yet ready. Cevert trailed in with a puncture and bent rear wing and, although he rejoined, soon stopped with fuel pump failure.

Peterson was well back on the grid for the final by dint of some frantic weaving past the cars in front of him. He was sixth as they arrived at the first corner and fourth at the end of the first lap behind Emerson Fittipaldi, Schenken and Jaussaud. Although he fought past Jaussaud and then Schenken he could make no impression on the leading Lotus. The March was proving rather a handful on this occasion as the team were trying new shock-absorber settings for the first time. With two laps to go Peterson understeered wide as they shot out of the downhill Park Curve which leads on to the back straight and Schenken shot through, and held second place.

Jaussaud finished fourth ahead of Carlos Reutemann, who was having one of his less-inspired days but nonetheless collected three Trophy points, Birrell and Moser who didn't repeat his first heat form and was penalised 10 seconds for a push start. Cevert still clings to his Trophy lead with 22 points to Reutemann's 21, while Peterson and Schenken share third place with 15 apiece. The next European Trophy race is at Rouen-les-Essarts on June 27th.—A. H.

Results :

5th GRAN PREMIO DE MADRID—Jarama (May 16th)

60 laps—204.240 kilometres

1st :	E. Fittipaldi (Lotus 69-Cosworth)	..	1 hr. 29 min. 42.9 sec.—136.6 k.p.h.
2nd :	D. Quester (March 712M-BMW)	..	1 hr. 29 min. 57.7 sec.
3rd :	C. Reutemann (Brabham BT30-Cosworth)	..	1 hr. 30 min. 12.3 sec.
4th :	J. Cannon (March 712M-Cosworth)	..	1 hr. 30 min. 17.0 sec.
5th :	J-P. Jaussaud (March 712M-Cosworth)	..	1 hr. 30 min. 37.4 sec.
6th :	W. Fittipaldi (Lotus 69-Cosworth)	..	1 hr. 30 min. 42.9 sec.

Fastest lap : T. Schenken (Brabham BT36-Cosworth) 1 min. 28.2 sec.—138.95 k.p.h. (new F2 record).

HILTON TRANSPORT TROPHY—Crystal Palace

50 laps—111.846 kilometres

1st :	E. Fittipaldi (Lotus 69-Cosworth)	..	42 min. 03.0 sec.—159.594 k.p.h.
2nd :	T. Schenken (Brabham BT36-Cosworth)	..	42 min. 07.4 sec.
3rd :	R. Peterson (March 712M-Cosworth)	..	42 min. 08.2 sec.
4th :	J-P. Jaussaud (March 712M-Cosworth)	..	42 min. 08.8 sec.
5th :	C. Reutemann (Brabham BT30-Cosworth)	..	49 laps
6th :	G. Birrell (Lotus 69-Cosworth)	..	49 laps

Fastest lap : E. Fittipaldi (Lotus 69-Cosworth), T. Schenken (Brabham BT36-Cosworth), R. Peterson (March 712M-Cosworth) and J-P. Jaussaud (March 712M-Cosworth), 49.6 sec.—162.362 k.p.h. (equals outright circuit record).

ADAC 1,000 Kms.—continued from page 669

ranks things were a bit different, for Rodriguez had been holding the pace of Larrousse, but was now dropping back, obviously in some sort of trouble, and the Martini team urged Marko on to more speed as it looked as though he might be able to take second place, if he could get by Rodriguez, but they were a bit optimistic about the ability of the young Austrian doctor. Rodriguez was in trouble all right as the chassis was breaking up at the front and the left front wheel was leaning in and wearing the tyre out alarmingly, as well as letting the pressure out. On the straight bits it wasn't too bad, but it felt horrible round the corners and a slice about eighteen inches long had come off the tread. People who didn't know the tough little Mexican thought that 22 laps were too much for him and he was getting tired, which was hopelessly wrong.

Larrousse brought the first Martini Porsche 908/03 over the line after 44 laps, and nearly two minutes later Rodriguez arrived in second place with Marko mere inches behind, in third place. Then came the two remaining Alfa Romeos, reliably but not fast enough, followed by the grubby yellow and green 917 Porsche of Kauhsen/Jost, this car winning the Group 5 Sports Car Class. Throughout the race the two private 908/02 Porsches of Ballot-Lena/Chasseuil and Kraus/Basche had seldom been out of sight of each other and on the last lap the former pair snatched the lead to finish 7th. In the GT category the 911S of Kinnunen/Waldegaard suffered a puncture and had to have the spare wheel fitted, and then just before the finish Kinnunen arrived at the pits running on the rim of the left-rear Minilite alloy wheel. They had no other wide rim alloy wheel and tyre available so had to fit a standard Porsche 911S wheel and tyre, and the little Finn carried on with very odd handling, but the delay lost them their class lead, and let the Neuhaus/Kremer Porsche back into the lead.—D.S.J.

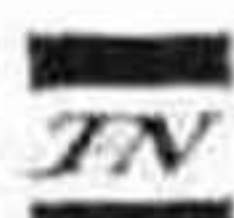


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20/12

LE MANS 24 HOURS

Porsche 917 Wins for Second and Last Time

LE MANS, June 13th.

UNDOUBTEDLY Le Mans has lost much of its old magic and in this, the last year of the present 5-litre cars, there were few high spots as the most famous of all sports car races played itself out. The casualty rate amongst the fancied runners was high, and of the nine Ferrari 512Ms and seven Porsche 917s only two of each *marque* remained twenty-four, travel-stained hours later. The winner was the second-string Martini Porsche driven extremely competently by two relative newcomers to big-time sports-car racing, Helmut Marko and Gijs van Lennep. Fruitless chase of the Austro-Dutch pair was given in the closing quarter of the race by the third, and sole surviving JW Automotive Engineering entry of Richard Attwood and Herbert Muller. They closed the gap to only two laps at the finish but there is no doubt the Martini car still had something in hand.

French hopes were given a boost at breakfast time when the shrill Matra 660 of Amon/Beltoise moved into second place, but at 8.45 a.m. the fuel injection system broke and the car was abandoned, leaving the privately-entered Ferrari 512Ms of Americans Adamowicz/Posey and British pairing Craft/Weir into third and fourth positions.

This year the weather was kind and, with not a hint of rain during the night, the average speed stayed high and the winners covered a record distance, further than the 7-litre Mk. 2 Ford of Foyt/Gurney which covered 5,232.9 kms. in 1967, before the *chicane* was built.

The 1971 Le Mans 24-Hours will go down as one of the less memorable races for a variety of reasons. Perhaps the main one was that, with a couple of minor exceptions, there were no really new models in the race in this last year of the 5-litre cars. There were no official, or for that matter semi-official, entries from Ferrari or Alfa Romeo and there was a disappointing lack of 2-litre Group 6 cars which are now far too busy with their own championship to bother with this car-breaking race. Thus the field was made up with a very large number of make-weight Porsche 911s which proved thoroughly boring to watch and probably rather boring to drive except when you had a Ferrari 512 lapping you on one side and a Porsche 917 on the other!

Yes, the Le Mans magic has faded, and several of the old faces were missing including MOTOR SPORT's Continental Correspondent who was giving the race a miss for the first time in almost twenty years. The crowds stayed away too far, although the official attendance was quoted as 200,000, the paying public looked far thinner on the ground than for many a year. Naturally the race still has its good points for there is little to compare with the cars careering down the Mulsanne Straight at well over 200 m.p.h. or the tension as the race slips into and out of the darkness of Saturday night.

The previous rounds of the World Sports Car Championship had not seen a single victory by Ferrari either with the little works 312P or the various private 512s, but at Le Mans their big white hope was the Roger Penske Racing/Sunoco Ferrari entered nominally by NART. Making its first appearance since Sebring the car was genuinely immaculate in true Penske tradition and Mark Donohue (new to Le Mans) and David Hobbs obviously had high hopes of victory. In direct contrast the two NART Ferrari 512s of Sam Posey/Tony Adamowicz and Masten Gregory and George Eaton seemed somewhat shoddily prepared. Under the Ecurie Fillipinetti banner came 512s for Mike Parkes/Henri Pescarolo and Giancarlo Gagliardi/Corrado Manfredini, the Parkes car being generally lightened and fitted with some modified and smaller bodywork. It had in fact raced the previous Sunday at Vallelunga and been dubbed the 512F. Other private Ferrari 512s came from Spain for Jose Juncadella who obtained the services of Nino Vaccarella as a very strong co-driver, from Belgium for Hughes de Fierlant and Alain de Cadenet, from Germany for Georg Loos/Franz Pesch and finally from Britain for David Weir/Chris Craft. This ex-NART car was entered and managed by David Piper although it is owned by Weir, who had made an excellent choice in Craft as a co-driver.

While the squadron of Ferraris looked pretty similar the Porsche 917s came in various shapes, sizes and wild colour schemes. JW Automotive brought along a total of four cars (one as a spare) and were no doubt hoping for a better race than last year. The equally

rated pairing of Siffert/Bell, Rodriguez/Oliver both had long-tail cars, as seen at the test day, while Attwood/Muller had the conventional tail with the tail fins as seen at Monza.

There were three different styles of bodywork in the Martini Racing team. Nurburgring victors Elford/Larrousse had the long tail arrangement on their silver car, Marko/van Lennep had a finned short tail on their white car while the Usdau driving pair Willy Kauhsen/Reinhold Jöst were co-opted to the team to drive an astonishingly painted pink car. This was also tried at the test day as an aerodynamic experiment and was considerably wider than a usual 917 with a short stubby nose and a different tail treatment again. Somebody had commented that it looked rather like a fat pig. This had inspired some joker at Stuttgart to spray it a piggy shade of pink and then a series of lines indicating the various joints of meat were painted, just like the wall-charts you see in butchers' shops. Each cut was named in German and a message carried on the front wings claimed this was "The Truffle Pig of Zuffenhausen". Motor racing does have its lighter side. Porsche support vehicles and personnel were very much in evidence in the Martini camp, the JW people well being able to look after themselves in a race like this. All these Porsches were fitted with the 4,907-c.c. engines rather than the larger capacity "sprint" engines which have been used since Monza. Further supporting the Porsche cause was the smartly turned out Swiss, Zitro Racing 4.5-litre Porsche for Dominique Martin/Gerard Pillon.

The only other Group 5 5-litre car was a Lola T70-Chevrolet from the Belgian Team VDS which had finished sixth at Spa. Lolas have never had a very happy time at Le Mans in recent years and 1971 was no exception.

The Group 6 class was particularly depressing and with the Alfa Romeo team somewhat disappointingly, though probably wisely, abstaining, the only really competitive car was one of last year's Matra 660s driven by their F1 men Amon and Beltoise. The opposition consisted of four rather long in the tooth Porsche 908s, a 2-litre Lola T212-Cosworth FVC for Guy Edwards and Roger Enever (who seemed to have amassed sponsorship from three separate sources) and the Ligier JS3-Cosworth DFV. This smartly turned-out French car was widely tipped as the fore-runner of quite a few DFV-powered machines which should appear at Le Mans next year and bring back some British interest.

The rest of the field was made up of basically road-going machinery headed by a couple of Chevrolet Corvettes, a Ferrari 365GTB from NART which found its way into the Group 5 category and a host of Porsche 911s plus two Porsche 914/6s. One could anticipate that these 911s would finish 24 Hours round Le Mans because if you owned a 911 you would rightly expect it to take you from somewhere like Hamburg to the South of France and straight back again within 24 hours without any problem. That must be close on 2,000 miles, which is about the distance the British-entered 911 driven by Vestey and Bond did to finish 12th overall.

Practice at Le Mans doesn't prove too much but it does give some indication of who will be the front-runners in the early stages of the race. Wednesday's practice was dominated by Elford, who lapped in an exceptionally quick 3 min. 14.9 sec. to record an average speed of just under 250 k.p.h. The JW cars were taking it easier with Rodriguez second fastest at 3 min. 17.3 sec. and Siffert third quickest, 3 min. 18.2 sec. The Donohue/Hobbs Ferrari engine seemed rather tight so the Penske team swapped from the factory-prepared motor to an American Traco-built example. The NART cars were also in engine problems during practice, the Eaton/Gregory car still suffering from the same fault it had at Sebring.

On Thursday Rodriguez just could not resist the temptation to have a go and he bettered Elford's time to record 3 min. 13.9 sec., just over 250 k.p.h. average and only a fraction slower than the fastest ever time which Oliver had put up during the April tests. Elford was second fastest with 3 min. 15.4 sec. while Siffert improved to 3 min. 17.6 sec. As a warning that it wasn't going to be a complete Porsche walk-away Donohue lapped in 3 min. 18.5 sec., while Nino Vaccarella was obviously enjoying being back at Le Mans in a competitive Ferrari and lapped the Spanish Ferrari car in 3 min. 18.7 sec.

The fastest non-Ferrari or Porsche 917 was the works Matra which was 16th fastest and taking it very easy at 3 min. 31.9 sec., while the Ligier was 7.9 sec. slower.

Of the 52 cars that practised three failed to qualify under the 140% rule, including a British-entered Porsche 911 whose reserve driver had raised the wrath of Siffert by wandering across the road in front of him during practice. The Swiss had a nasty moment avoiding the dozy chap and lodged an official complaint.

The pits this year had taken on a different look, for the long-needed armco barrier had been erected to form a wide pit road, no doubt with the money from the Steve McQueen film, and the pits were generally tidied up. All this was needed, but it has snookered the traditional Le Mans start. Some wag suggested that the drivers should run across the road, vault over the armco and climb into their cars. The only problem with this scheme was that it would have made for a gigantic accident in the pit road.

So with eight minutes to 4 p.m. the grid, formed up in two-two-two pattern, set off behind a Porsche 911 pace car. In fact, the pack arrived back at the end of the pace lap a minute before the famous Dutray clock in the pits clicked to 4 p.m. and undramatically and unspectacularly the 39th Grand Prix D'Endurance was on. It was all distinctly pathetic. The NART team had a blow when the Gregory/Eaton car came straight into the pits where it lost nine laps before it eventually joined the race, and by lap three its sister car was also in the pits. Dirty fuel was blamed as the main problem, although the engine of the Gregory/Eaton car was never really sorted out and was retired after three hours.

Out at the front the usual first hour "grand prix" was somewhat subdued with Rodriguez leading the way but at a distinctly more leisurely pace than he had set in practice, and he was followed by Larrousse, Siffert, Vaccarella and Donohue running nose-to-tail then Parkes, Attwood, Marko, Kauhsen, de Fierlant and the rest. Craft's Ferrari had failed to fire up as the cars left for the pace lap but an (illegal?) push-start got it going and he joined up at the end of the field and spent the first hour finding a way through all the back-markers.

Many of the cars had run on fairly light fuel loads for the opening stint, so the front-runners all rushed into the pits between laps 12 and 15. Once everyone was back in their stride it was obvious that JW were going out to set the pace with Rodriguez leading Siffert and Donohue moving ahead of Elford, Vaccarella and several more Porsche 917s.

The race started to settle down and soon the spectators began to wander off to view from another vantage point or have a meal, buy a "coke" at two francs a time or view the pleasures of the fair.

The pattern was set, the back-markers were already strewn out round the circuit, a few cars were already in trouble, and there was a long, long way to go. After three hours it was still remarkably close with Rodriguez/Oliver having settled down to a comfortable pace, but there were no less than six cars on the same lap—Elford/Larrousse, then the Donohue/Hobbs car giving hope to Ferrari fans, then Siffert/Bell, Marko/van Lennep, Vaccarella/Juncadella, and Attwood/Muller. More Ferraris and Porsches followed, while the Matra was going well in 10th place. There had been a couple of retirements, but none of significance.

So, after all, this Le Mans looked as if it could be really exciting with the big band of cars all holding on to the leader. At 8 p.m. the Penske Ferrari had moved up to second place and the race was looking even more promising. But quarter-of-an-hour later Donohue trundled the car slowly into the pits. He reported that the engine had tightened up at the end of the Mulsanne Straight and, though the engine still had all the correct temperatures and pressures registering, something was wrong. At first it was thought that perhaps it was something in the transmission that had tightened, but no fault could be found and the engine refused to restart, so as dusk fell the gallant American challenger was wheeled away to the muffled applause of the crowd. The VDS Lola-Chevrolet was another early retirement with a broken piston on its unreliable V8.

Soon the lights of the cars started to stay on permanently, and as night fell on the Sarthe circuit we wondered if those JW Porsches would still be heading the field when the sun came up again. It certainly looked that way, for at 10 p.m. it was Rodriguez/Oliver in the lead by two laps from Siffert/Bell, with the third blue and orange car, that of Muller/Attwood now in third place. The Ferrari challenge was being led by the Vaccarella/Juncadella car which was going strongly while the Matra had moved up well to sixth place sand-

wiched by the Martini Porsches of Kauhsen/Jöst and Marko/van Lennep. Their number one car was already out for Elford's machine had suffered from the old problem of the cooling fan flying off into the fields and the engine subsequently cooking itself. The little 2-litre Lola which had been climbing up the field well after a slow start, to run-in a new differential, had dropped by the wayside when the fly-wheel came loose.

Some of the lesser Group 5 cars had also been in trouble, the Manfredini/Gagliardi car losing a lot of time having a new clutch fitted while the Adamowicz/Posey car lost time trying to restart after a stop for battery problems.

At 11 p.m. the JW threesome had broken up when Siffert's car was found to have a rear upright and shock-absorber problems causing a deterioration of handling. The JW mechanics worked like slaves to rebuild the rear suspension and the car resumed the race having lost something like 28 laps. So at midnight with one-third distance it was the Rodriguez/Oliver car in the lead by two laps from team-mates Attwood/Muller, while a further two laps down came the yellow Spanish Ferrari owned and driven by Jose Juncadella who is a most accomplished long-distance man these days and Nino Vaccarella who was driving on top form. Next came the pink "truffle pig" device with Kauhsen/Jöst, as ever, driving reliably and fast, while Marko/van Lennep just headed the Matra.

The Ferrari challenge was now firmly in the hands of the Spanish car, for Parkes spun at White House and hit the armco close on 1 p.m. and arrived at the pits with both front and rear bodywork, as well as wheels and suspension parts damaged, and though it got going again briefly it was soon retired with engine trouble.

The race crept into the small hours of the morning with the JW team in a seemingly strong position, but suddenly during the 11th hour (3 a.m.) they both hit trouble and the Juncadella/Vaccarella Ferrari moved up into a short-lived lead. The Rodriguez/Oliver car had a seized hub and later a split oil pipe while the Attwood/Muller machine had gearbox trouble and this was stripped and rebuilt. The cars were both circulating again by 4 a.m. but Rodriguez' car was still sick. After a pit-stop the worn-out engine refused to start and after an attempt to push-start it was wheeled away. So the order had Juncadella/Vaccarella in first place followed by the Marko/van Lennep car then Rodriguez/Oliver. The Matra continued to run faultlessly and had moved to fourth place ahead of Attwood/Muller. Now lying sixth was the American-driven Ferrari which at last was running soundly, while Craft and Weir had methodically worked their way up to seventh position. Martini were now down to one car, for the pink device had been crashed heavily at Arnage by Jöst, where it had demolished a length of armco barrier. The German driver was uninjured.

Particularly impressive in the night was the British driver Chris Craft who had probably been lapping in the reliable David Piper-entered car as quickly as anyone.

As the sun started to rise and those who had tried to grab a few hours' sleep within the bounds of the circuit began to wake and take a renewed interest in the race there had been yet another change, and a significant one at that. The Spanish Ferrari had succumbed to a broken gearbox and into the lead at 5 a.m., which it was never to lose, was the smooth-running Porsche 917 of Helmut Marko and Gijs van Lennep. They had no less than five laps lead over none other than the lone Matra-Simca 660 of Beltoise and Amon, news of which brought French fans rushing back to the track. Third was the JW 917 of Attwood/Muller, now running well after the earlier gearbox troubles during which a new fifth gear had been fitted.

Fourth was the NART Ferrari of Posey and Adamowicz which few had thought would last the night, while the Siffert/Bell car had been further delayed in the pits for another three-quarters of an hour and thus was still down in sixth place.

From then on the race had lost much of its intrigue, and barring mechanical failure the leading positions seemed fairly settled, for there was little chance of the Matra actually catching the leading Porsche.

By 8 a.m., the smooth-driving Austro-Dutch pair were five laps ahead of the JW third string machine which had moved a lap ahead of the Matra which was experiencing some roughness in the engine. This was thought to be the atmospheric affecting the rather delicately set fuel-injection, but it soon started to run crisply and shrill again. Posey/Adamowicz lay in third spot well ahead of the similar Ferrari which Craft, along with the wealthy amateur Weir had moved up to fifth overall. The Siffert/Bell car lay a rather sick sixth placing and

was lapping leaving a great trail of oil smoke from a cracked gear-box housing. Transmission troubles had also plagued the Ecurie Francorchamps Ferrari of de Fierlant and de Cadenet which lay seventh and was soon to retire. Lying eighth was the Porsche 908 of the Swiss pair Andre Wicky/Max Olivar, but this was in trouble following a shunt which damaged the bodywork.

So with two-thirds distance remaining, victory really lay between the two rival Porsche teams with five laps between them. The JW duo obviously had a chance of making up the deficit, but despite the rivalry between the two teams the JW drivers were given instructions not to go absolutely flat out in a win or bust effort.

In fact, the possibility of the two teams closing was soon to be the sole intrigue for, at 8.45 a.m., the Matra stopped at the signalling pits and though Amon attempted to find the fault he finally gave up and the car was abandoned. The problem was a broken fuel-injection drive. Any chance that Craft/Weir had of catching Posey/Adamowicz for third place also went by the board when they had a very long stop to replace the clutch which was falling apart.

French interest was slightly revived when the 10 a.m. times were announced and it was noticed that Ligier DFV had moved up to fifth place despite a long stop in the night to change a broken rear cross member. Its gain had been at the demise of the Siffert/Bell machine which had finally succumbed to its gearbox problems, as had the de Fierlant/de Cadenet car. Now the field was down to 17, although there were still a lot of 911s trundling round and now they were moving into the top 10 positions.

Interest lagged from then on, for the Ligier spent over three hours in the pits having its gearbox rebuilt and so the smooth-running front-engined Ferrari 365GTB driven by Bob Grossman/Luigi Chinetti

took over fifth spot ahead of a Porsche 907 which was struggling round and a similar 908 which was also on its last legs.

There was slight anxiety in the Martini pit, for van Lennep reported that the car was occasionally jumping out of fifth gear on the Mulsanne Straight. As the hours were ticked off the JW pair continued to be a pressure in the background. In fact, with an hour to go, the gap had been shortened to only two laps, but the Martini team had been watching the situation very carefully and could have speeded their car up at any time and had also spent some time replacing and later checking the engine fan as a precaution against a repeat of the Elford/Larrousse car's failure which was caused by a broken shaft to the fan.

So the 1971 Le Mans race ran its course and Dr. Helmut Marko crossed the line to log up 396 laps for the Martini team, a record total. Right on his tail and almost passing him out of the *chicane* to the line was Herbert Muller in the JW car though still two laps in arrears. Staggering away from the pits where it had spent the last half-hour was the NART Ferrari which was definitely worn out, and so the American pair took third place 21 laps behind the leader. Fourth was the British-driven Ferrari of Craft and Weir, while the NART Ferrari roadster finished fifth, ahead of sundry Porsches and the Ligier which finally finished 13th of the 14 finishers but was not classified as it had not completed sufficient distance for a Group 6 car.

It was not a vintage Le Mans by far, but it did hold its little intrigues and once more went to prove that the name of the game is to conserve the machinery and bring it home in one piece. That is exactly what Marko and van Lennep did.—A. R. M.

Results :

LE MANS 24 HOURS—Group 6 Prototypes, Group 5 Sports Cars, Group 4 GT Cars—24 Hours—Circuit of the Sarthe—13,649 kilometres—Dry throughout

1st : H. Marko/G. van Lennep (Porsche 917—5-litre 12-cyl.)	Group 5	Entrant: Martini Racing Team, Germany	5,335.313 km.—222.340 k.p.h.
2nd : R. Attwood/H. Muller (Porsche 917—5-litre 12-cyl.)	Group 5	Entrant: JW Automotive Engineering, England	5,308.348 km.—221.181 k.p.h.
3rd : S. Posey/T. Adamowicz (Ferrari 512M—5-litre V12-cyl.)	Group 5	Entrant: North American Racing Team, USA	4,922.090 km.—205.087 k.p.h.
4th : C. Craft/D. Weir (Ferrari 512M—5-litre V12-cyl.)	Group 5	Entrant: David Piper Racing, England	4,768.138 km.—198.672 k.p.h.
5th : L. Chinetti Jr./R. Grossman (Ferrari 365GTB—4.4-litre V12-cyl.)	Group 5	Entrant: North American Racing Team, USA	4,218.752 km.—175.781 k.p.h.
6th : R. Tournol/"Anselme" (Porsche 911S—2.4-litre 6-cyl.)	Group 4	Entrant: A. S. A. Cachia Bondy, France	4,111.345 km.—171.306 k.p.h.
7th : W. Brun/P. Mattli (Porsche 907—2.0-litre 8-cyl.)	Group 6	Entrant: Wicky Racing Team, Switzerland	4,110.964 km.—171.290 k.p.h.
8th : R. Mazzia/J. Barth (Porsche 911E—2.4-litre 6-cyl.)	Group 4	Entrant: Rene Mazzia, France	4,077.368 km.—169.880 k.p.h.
9th : J. Mesange/"Gedeheim" (Porsche 911S—2.3-litre 6-cyl.)	Group 4	Entrant: Jean Mesange, France	4,007.739 km.—166.080 k.p.h.
10th : N. Koob/E. Kremer/G. Huber (Porsche 911S—2.4-litre 6-cyl.)	Group 4	Entrant: Nicolas Koob, Luxembourg	3,924.716 km.—163.528 k.p.h.
11th : G. Vertier/G. Foucault/J. Decoster (Porsche 911S—2.3-litre 6-cyl.)	Group 4	Entrant: AGACI, France	3,901.854 km.—162.557 k.p.h.
12th : P. Vestey/R. Bond (Porsche 911S—2.4-litre 6-cyl.)	Group 4	Entrant: Paul Watson Race Organisation, England	3,849.782 km.—160.407 k.p.h.
13th : B. Waldegaard/B. Cheneviere (Porsche 911S—2.4-litre 6-cyl.)	Group 4	Entrant: Jean Sage, France	3,535.737 km.—147.322 k.p.h.

Fastest lap : P. Rodriguez (Porsche 917—12-cyl. 5-litre), in 3 min. 18.7 sec.—244.028 k.p.h.

1st : Group 6 Prototypes :	W. Brun/P. Mattli (Porsche 907).
1st : Group 5 Sports Cars :	H. Marko/G. van Lennep (Porsche 917).
1st : Group 4 GT Cars :	R. Tournol/"Anselme" (Porsche 911S).
1st : Index of Performance :	H. Marko/G. van Lennep (Porsche 917).
1st : Index of Energy :	L. Chinetti/R. Grossman (Ferrari 365GTB).

49 starters — 13 finishers.

RUMBLINGS

■ **LLANDOW.**—Having devoted part of last month's Editorial to Group 1 saloon-car racing it seemed imperative to spend Whit Monday (beg pardon, the Spring Holiday) watching the third round of the Ford/Castrol Mexico Championship, which was to take place at Llandow, especially as we had a Ford Mexico still ship-shape and Aveley-fashion, for the journey.

So we cleaned the hard-used orange job and set out, the traffic congestion never really troublesome, apart from a brief delay at the bridge in Brecon on the return run. We found the BRSCC racing at Llandow taking place in a carefree Hampstead Heath atmosphere, but each of the nine races commencing punctually and the frequency with which the competitors went past sustaining spectator interest. Llandow's lavatory arrangements, however, find the Very-Black Accolade we awarded to Thruxton transferred to the Cowbridge circuit.

We formed the impression that racing Minis are unspectacular, because their oversize tyres glue them to the road, except over the Llandow bumps, so that they scarcely tail-slide, let alone drift the corners. Even so, several Minis left the course unintentionally.

The special saloons were not any more exciting, Churchill's 1900 Escort able to keep very comfortably ahead of Mini Coopers and a 3.8 Jaguar. The Formula Vees didn't impress, either, although it was a good race, in which Grant's Austro SS contrived to fly backwards over a spectator safety-bank. Fortunately it flew straight and stopped before hitting the wire-and-paling fence, so the driver, who remained seated, was all right. But had Dean Delomont of the RAC been present we might have needed the *sal volatile*. The alarming aspect of

such an accident is that there is a delay before marshals and fire-fighters reach the car.

The Ford Mexico race, over 20 laps, was the best of the afternoon, in our opinion, in spite of Barrie Williams, from pole position (44.6 sec.), leading all the way, for British Vita, furiously pursued by Butler in the Bower Engineering Mexico. Williams thus increased his lead in the Championship, his healthy-sounding Mexico (open exhausts are permitted), emitting much of what we feel we can safely say, without fear of contradiction, was Castrol-smoke. Behind these two came a tightly-fighting group of four, consisting of Marshall, whom the Tiran Auto Centre have borrowed from Shaw & Kilburn after seeing his Vauxhall efforts for them, Nick Brittan, Keefe, and McCrudden in a Reed Rallye Sport Mexico, the last named taking Roger Bell of *Motor* on lap five. Bell eventually retired (in practice he had made second fastest lap time with Keefe (both 45.0 sec.). On his own admission a wire had fallen off the distributor (race-prepared, of course, Mr. Bell?).

Behind this fast pair and foursome there was some close racing in the next group, in which the only girl driver, Gillian Fortescue-Thomas, was doing well.

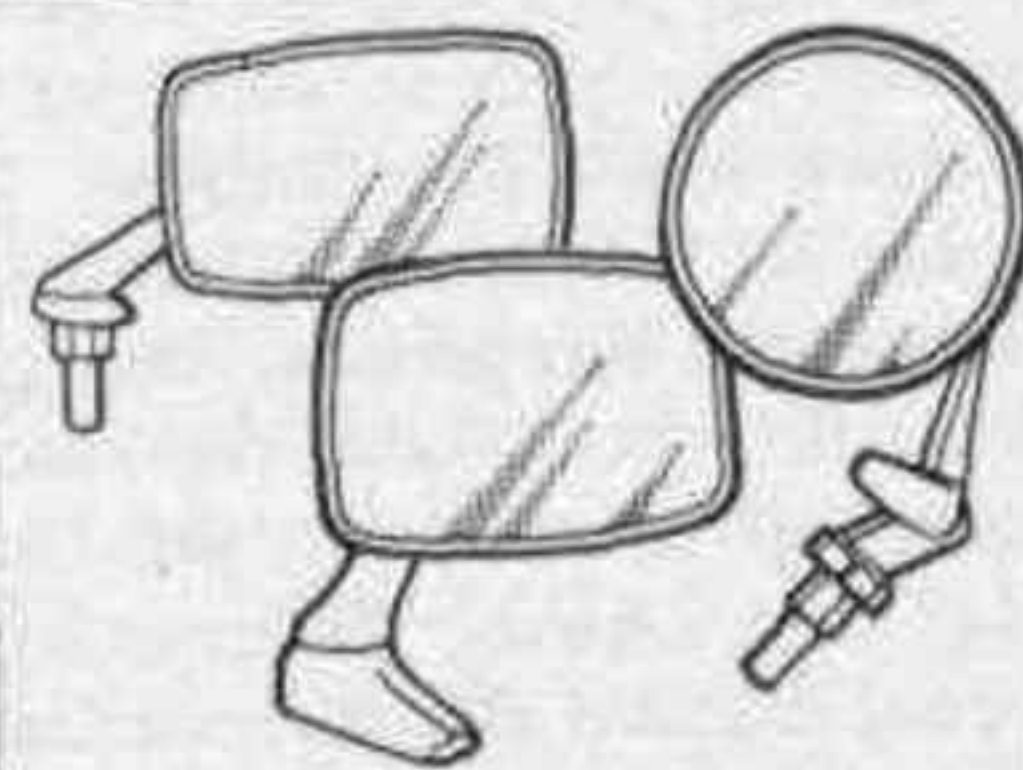
It was a high-speed procession, like so many motor races, but the crowd obviously loved it. Ford's Stuart Turner and Castrol have certainly thought up a most vivid way of promoting Mexicos and GTX . . . It will be a pity if confusion over the modifications permitted (racing tyres, roll-over struts, minor suspension alterations and hand-assembled engines already allowed and a limited-slip differential used on one car in one race of the series) and the cost of preparing competitive Fords (at least £500 according to *Motoring News*, under £100 says *Motor*) wrecks an excellent idea. Meanwhile, our bog-standard Mexico motors magnificently—more of this in due course.

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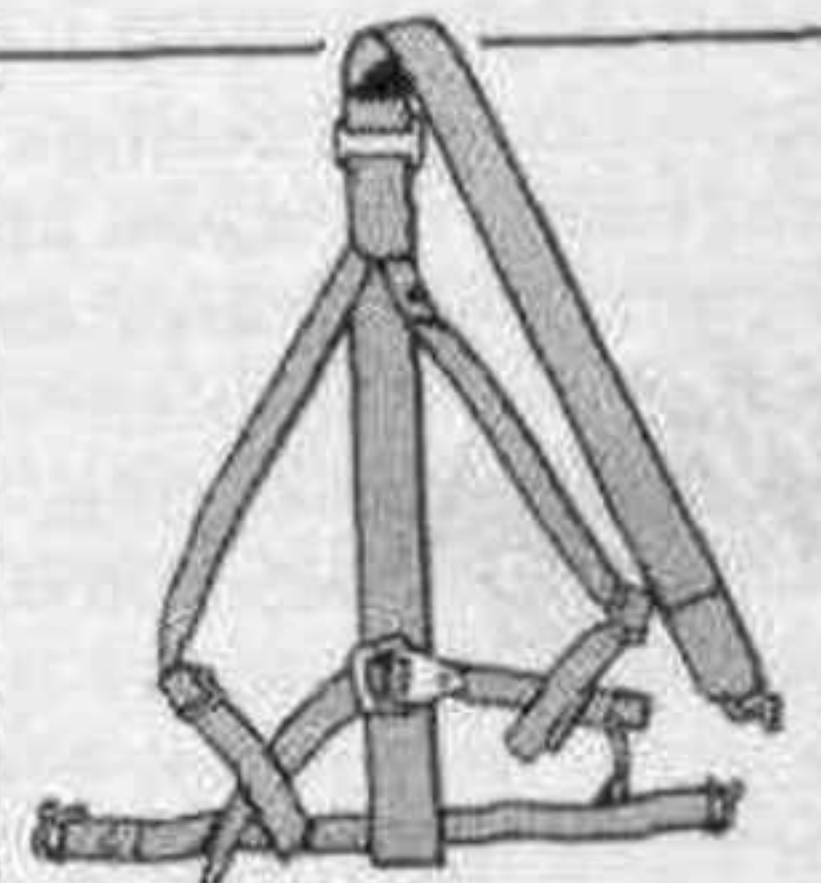
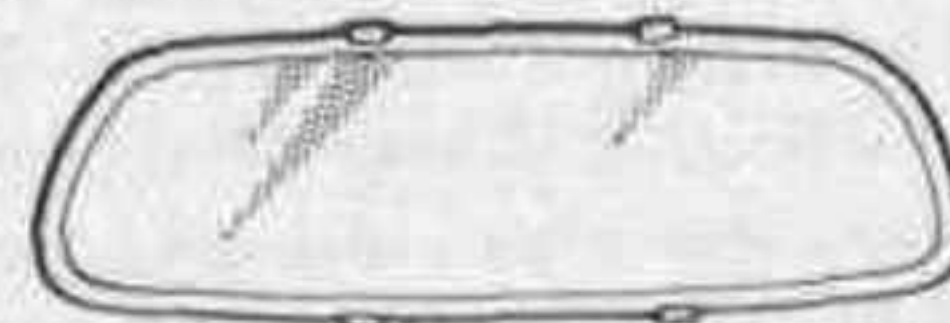


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Continental Notes

Nurburgring and the Targa Florio

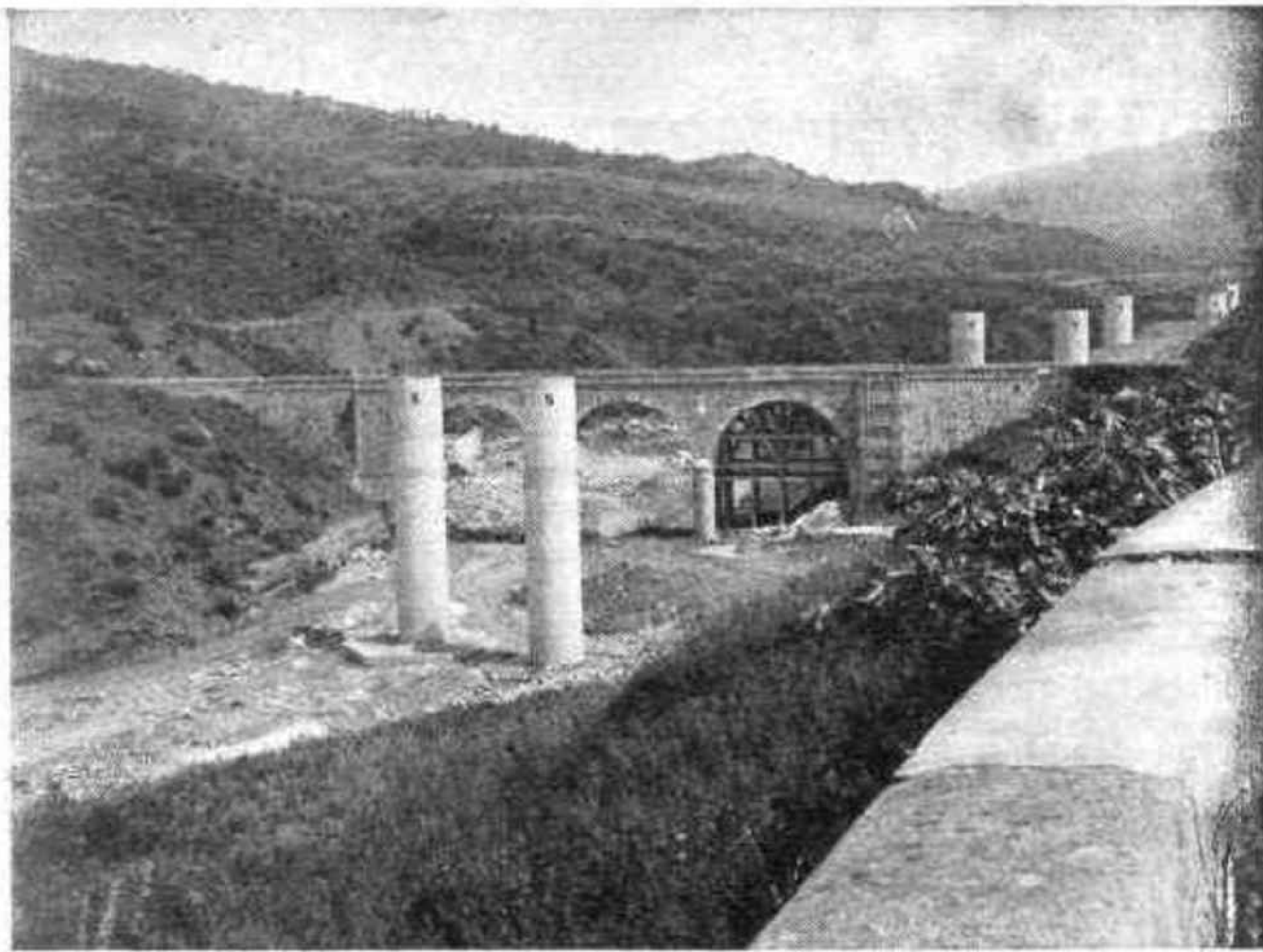
JUST RECENTLY two European circuits of long standing have been very much in the news, these being the Nurburgring in Western Germany and the Little Circuit of the Madonie in Sicily, where the Targa Florio is run. The neophiliacs of Grand Prix racing, to whom nothing is sacred or of any value except their own skins, finally caused the Nurburgring to be given a "short back and sides" and the result upset a lot of people, whereas if the truth be known the outcome is probably a good thing. The point that always puzzles me is that certain individuals who keep on and on about safety so that you wonder how they are brave enough to get out of bed, then go and drive racing cars at diabolical speeds and in the most impossible places and under the most impossible conditions, when common sense tells you that there are safer things to do than lie on your back in a monocoque full of petrol and start up a fragile racing engine just behind your head, let alone drive the thing along. The Nurburgring has been in existence longer than most of the people racing on it today and had got to the point where it needed a complete overhaul, and while this was being done some of the age-old wounds and scars have been removed. The various Associations and Committees who keep banging on the International table seemed to think the Nurburgring had become dangerous, though I wonder if they didn't mean to say "difficult", and there was too much talk about safety of drivers and safety of spectators. Of course drivers have been killed at Nurburgring, von Delius, Collins, Marimon and Mitter to name but a few, but people have also been killed at Oulton Park, Mallory Park, Snetterton, Silverstone, Brands Hatch and everywhere that racing cars are raced; Monza, Francorchamps, Rouen, Zandvoort, and so on and so on. Be that as it may, the reasons behind the upheaval at Nurburgring are now of the past, the job has been done, the whole place is much tidier and beneficial to all, and it is still the Nurburgring, one of the best circuits in Europe, if not *the* best from most drivers' viewpoints. Most of the way round (and it is roughly 14 miles to the lap) the grass, the hedges, the trees and the earth banks have been bulldozed back from the edge of the road, leaving a flat area of earth on each side of the road. This has improved visibility for driver and spectator alike, and the road has been relaid and resurfaced so that it is beautifully smooth, and I hope they used those splendid British-made Barbour-Greene tarmac-laying machines that are in use all over Europe building new roads. While doing this three old scars have been removed, like cutting off warts or corns that serve no purpose but one had learnt to live with. Just before the half-way point there was a double left-hander up over a brow, with an adverse camber, and while it was challenging and exciting for the driver and provided good material for photographers, I cannot recall a Grand Prix car flying off into the bushes at that point, though I do recall some unwieldy and badly-driven sports cars doing so. This section has been rebuilt and smoothed out and the trees on the outside of the bend removed, revealing quite a long drop down into the valley below, so quite rationally there are steel guard-rails on the edge of the drop. When cars did fly off at this point they got caught up in the upper branches of the trees and there was no possibility of falling into the valley below, now they will hit the guard-rails with a sickening thud, smashing wheels and suspension into fragments, *except* that with the double corner and the adverse cambered humps removed no-one will go off the road at that point. I sometimes wonder if we are not all going round in ever-decreasing circles, and we all know what happened to the Oozlum Bird.

A little further on round the circuit there is an area called *Esbach-Brünchen*, where you rushed downhill on a falling away left-hand sweep that you had to turn into long after you thought it was too late, and then you dived downhill to the right and over a step into the dip of the *Brünchen* Bridge, up the other side of the dip and round a climbing right-hand bend. It was here that the photographers with their "lying cameras" (see recent correspondence in *MOTOR SPORT*) could catch cars with all four wheels off the ground, not aviating over a hump as the caption-writers would have you believe, but actually

falling downwards off the ridge half-way down the hill. All this was not dangerous, nor even spectacular to watch, but a freak of the lie of the land. As illustrated in our colour photographs last month all this nonsense has gone, the dip at the bridge has been filled in so that you can arrive at the climbing right-hand bend out of *Brünchen* going a lot faster than before. The third major modification is shortly before you join the final straight, at *Schwalbenschwanz*. This was a long fast section that you entered on a sweeping right-hand bend, over a hump-back bridge and then you climbed up round a left-hand bend along a short straight and into another left-hander. While tidying up this section the hump over the bridge has been removed so that you can now really motor into the bends without having your suspension clanging and banging on the bump stops.

What the "short back and sides" has really done to the Nurburgring is to remove all its tradition and folk-lore, but it is still the Nurburgring. When new-boys went to the Eifel mountain circuit for the first time it was usual for an experienced member of the team to take them round in a touring car and introduce them to the folk-lore of the "racing line round the ring". For example, on the downhill section at *Kallenhard*, on the way to the *Wehrseifen* bridge, you kept as close as possible to the left-hand hedge, even though the short bit of road you could see ahead was going off round a right-hand bend behind a hedge. All your instincts made you want to aim for the apex of the first corner, but if you did that you were all wrong, for there were three right-hand corners in succession and to be properly placed for the approach to the bridge you needed to be correctly placed on the third one. Now as you started this section your eventual apex was out of sight round an earth bank and a thick hedge, so the rule was "hug the left-hand hedge until you see a white kilometre stone appear on the right, then lock over and you'll be on the right line for arriving in the right place at your hidden apex". If you did all this wrong you were either terribly slow or you got all crossed-up braking for the *Wehrseifen* bridge, or you hit the bridge. Now, with the hedges and earth banks all gone, and the white stone removed, you can see what you are supposed to be doing and in addition the spectators can now see you doing it. If you get it wrong you will still hit the concrete bridge. At another point, just after *Pflanzgarten*, you went over a blind brow into a dropping left-hand bend, very fast, with everything obscured by trees and bushes. The folk-lore said "aim for the little Esso sign on the outside brow and turn late". That way you plunged down the left-hander on the right line and going very fast, which was important as some fast right-hand sweeps followed and a high entry-speed into this section was vital for a fast lap. Now the Esso sign has gone, as well as the trees and bushes, and you can see what you are supposed to be doing. This is the sort of thing that has happened all round the Nurburgring and it has probably made fast laps easier to achieve, once you have got the folk-lore out of your system. It is all a bit like some of today's drivers, like Stewart and Wisell; we know they have got ears under all that hair but we can't actually see them. If they were given the "short back and sides" treatment at the barbers then we could actually see their ears, and they would still drive like Stewart and Wisell. (I'll try and ignore the voice from the back saying "let's shave D.S.J. while we are at it".) In spite of what a lot of people say and write, I think the Nurburgring is still the Nurburgring.

The Targa Florio is another matter altogether. Here the GPDA have given up all hope of improvement (by their standards) and the Formula One manufacturers' union doesn't even know what it is all about. It is reporters and journalists who are stirring up trouble here, especially in the "penny-dreadfuls and comic-cuts", and they are mostly people who have never raced in the Targa Florio or seldom driven round the 44-mile circuit, while some have never been to Sicily. People to whom the history and tradition of the Targa Florio means nothing at all, in fact, meddlers in something that really is no concern of theirs. These people don't want to alter the Targa Florio, for some spurious benefit to somebody, they want to stop the whole thing. These "do gooders" are all too rife in the world these days, they do nothing objective themselves and spend their whole time trying to stop those who are enjoying themselves. Fortunately when the Italians write out a law they put a lot of very small print in brackets at the bottom, and a recent law that said all motor racing on public roads would have to stop forthwith had some small print that said "unless the event was more than 30 years old and of particular technical, historical and traditional interest". It is hardly necessary to mention that the Targa Florio was first run in 1906. This year's event was the 55th to be run, and when the President of the Automobile Club of Palermo was asked how long



"... like an army of Tryffids." The new Autostrada across the middle of Sicily will cross the Targa Florio circuit at right angles on this line of concrete pylons, the old road being on the stone bridge shown in the centre.

he thought the Targa Florio would last, he replied "another 55 editions". This year an amateur driver was killed when he crashed his Renault-Alpine, and the "do-gooders" screamed that the race must be banned. They made the same screaming noises when a rider was killed in the motorcycle TT races in the Isle of Man. A poor unfortunate clubman was killed in a very minor race at Mallory Park and no-one said a word, not even that they were sorry. Mr. Citizen is killed on his way home from the office in his Blogmobile on the M1 and he is just a statistic at the Ministry of the Environment. After the accident in this year's Targa Florio, the Sicilians and the Sicilian press said "The great and glorious victory of Vaccarella in our splendid Targa Florio was marred by the unhappy death of one of the competitors." It is their country, their race, and I think they have the correct sense of proportion.

In one of the well-known Sunday papers a writer wrote a powerful piece about the Targa Florio and its future, but oddly enough he was nowhere to be seen in Sicily at the time of the race. This was self-evident when you read the article, for he ended up by saying that the fate of the Targa Florio was sealed anyway as an *Autostrada* was being built right across the circuit and this would prevent any future use of the Little Circuit of the Madonie. What a pity his Sunday paper did not send him to Sicily to have a look at what is going on. There is an *Autostrada* being built and it *does* run right across the circuit, but far from stopping the race it could be its saviour, for it crosses the coast road leg of the circuit on a large concrete bridge, and then runs inland up a long river valley and crosses the circuit again, near the half-way point, on the most enormous viaduct, mounted on concrete pylons that stick up out of the river bed like an army of Tryffids, and when completed will sail over the top of the Targa Florio road. At the moment when the race is held all the traffic from Palermo is disrupted, but when the *Autostrada* is finished, which should be next year, it will mean that traffic will be able to flow across the island unhampered by the Targa Florio taking place on the normal roads below. I have always believed that it pays to go and look yourself, no matter what people say, and if you can't see for yourself then "shut-up", two simple words that a lot of people these days would do well to heed.

5-litre Sports Cars

It would seem that sports cars and Grand Prix cars are doomed to battle against each other on paper for the honour of being the fastest and/or best racing machinery, and at the moment the sports cars have won two recent rounds. At the end of each of these the FIA has stepped in with some rules to bring about equality in favour of the Grand Prix cars. Grand Prix cars were the first to be organised into a category, when France produced its regulations for the first Grand Prix in 1906, and it was not until 1923 that sports cars as a racing breed had any definition. By the end of the 'twenties Grand Prix racing had almost died, leaving sports cars in charge of the

major racing events, but then a new Formula in 1934 gave Grand Prix cars a shot in the arm and they dominated everything until 1939. When Grand Prix racing began to die again in 1951, sports cars were in the ascendancy, but a quick down-grading of Grand Prix cars to Formula Two saved the day for the single-seaters. In the mid-'fifties there was relative equality for a time and then both types of racing headed for a doldrum. Grand Prix revived on a low scale with the 1½-litre Formula of 1961 but by 1965 sports cars had not only recovered but were forging ahead, and we saw the embarrassing situation where they were not only more powerful than Grand Prix cars but were beginning to be faster round some circuits. The FIA saved the day once more for Grand Prix cars with the 1966 Formula that doubled the engine size for Grand Prix cars, but once again the sports cars have risen up and today they are faster on a number of circuits than Grand Prix cars are, notably at Monza and Francorchamps, and the 162-m.p.h. lap record by a 917 Porsche sports car at the latter circuit is unlikely ever to be bettered by anyone.

Once again the FIA are going to save the day for Grand Prix racing, this time by cutting the sports cars down to size, from 5-litres to 3-litres as from the beginning of next year. Just why the sports cars keep rising above the Grand Prix cars in technical prowess is not clearly defined, except that so often the FIA rules for sports cars have been vague, whereas the Grand Prix rules have been binding. The last few years are a typical case in point, where one-off factory prototype sports cars were restricted to 3-litres, but production racing/sports cars could be 5-litres. When this rule was made the only likelihood of production sports cars were Lola and Ford, both using push-rod production V8 engines. Nobody expected Porsche and Ferrari to build the required production number of 25 pure racing prototypes with 5-litre engines and call them sports cars, on sale to the racing public. This they did, and the 917 Porsche has turned out to be the car of the decade, with record laps on all the fast circuits, over 160 m.p.h. at Francorchamps, over 150 m.p.h. at Monza and at Le Mans, with 600 b.h.p. and a speed potential approaching 230 m.p.h. A full factory-prepared 5-litre 917 Porsche makes a Grand Prix car of today look like a Formula Ford car.

The sports car keeps progressing, in spite of FIA set-backs every so often, mainly because large manufacturers with powerful Research and Development Departments are active in long-distance sports-car racing, whereas Grand Prix racing is supported by smaller specialist firms. Back in the 'fifties Jaguar and Daimler-Benz put a lot of effort into sports-car racing, along with Aston Martin and Lancia. In the 'sixties Ford (USA) really went to town on sports-car racing, and today Porsche have been doing the same thing. The immediate future will see Grand Prix cars and sports cars, one-off prototypes or production models, limited to 3-litres, and already this year Ferrari has shown the way things will go, with his flat-12-cylindrical 3-litre sports car that is not even a "thinly-disguised Grand Prix car", it is a pure Grand Prix car. Alfa Romeo and Matra are running 3-litre sports cars, the Matra mechanically the same as their Grand Prix car and the Alfa Romeo sports/racing engine is being used in the Grand Prix March cars. Could we possibly be entering on a new phase of equality between Grand Prix and Sports Cars where the best of both worlds are combined into a one-type racing scene, with the scrapping of the Drivers' World Championship and the Manufacturers' Championship, and the introduction of an overall Racing Championship for the best team (and/or driver) in motor racing.

At present the Ferrari sports car is at best an all-enveloping-bodied single-seater and the Grand Prix car could easily become an open-wheeled 2-seater, so that next year Ferrari could choose the best combination of parts to suit the race. At Francorchamps or Le Mans he would use an all-enveloping-bodied flat-12-cylindrical 3-litre and at Nurburgring, Brands Hatch or Monaco he would use an open-wheeled version. This could apply to Matra and Alfa Romeo as well, and it would not take the Grand Prix specialists long to adapt themselves to longer races, pit stops for petrol and tyres and driver changes. It would also solve the nonsense about Francorchamps being OK for sports cars but not OK for Grand Prix cars. Each circuit could have its Grand Prix of Endurance once a year, and each race could be a good one, requiring a week of serious preparation, and would be an event of some importance.

The projected Rothmans 50,000 free-for-all race in 1972 at Brands Hatch is obviously planned along these lines, and already there are other organisers in Europe who have been attracted by the idea, no doubt feeling that Grand Prix racing and Sports-Car racing as they are today are perhaps becoming played-out.—D. S. J.

JOCHEN RINDT MEMORIAL RACE

A Sunday Afternoon Drive for Ickx

HOCKENHEIM-RING, GERMANY, June 13th

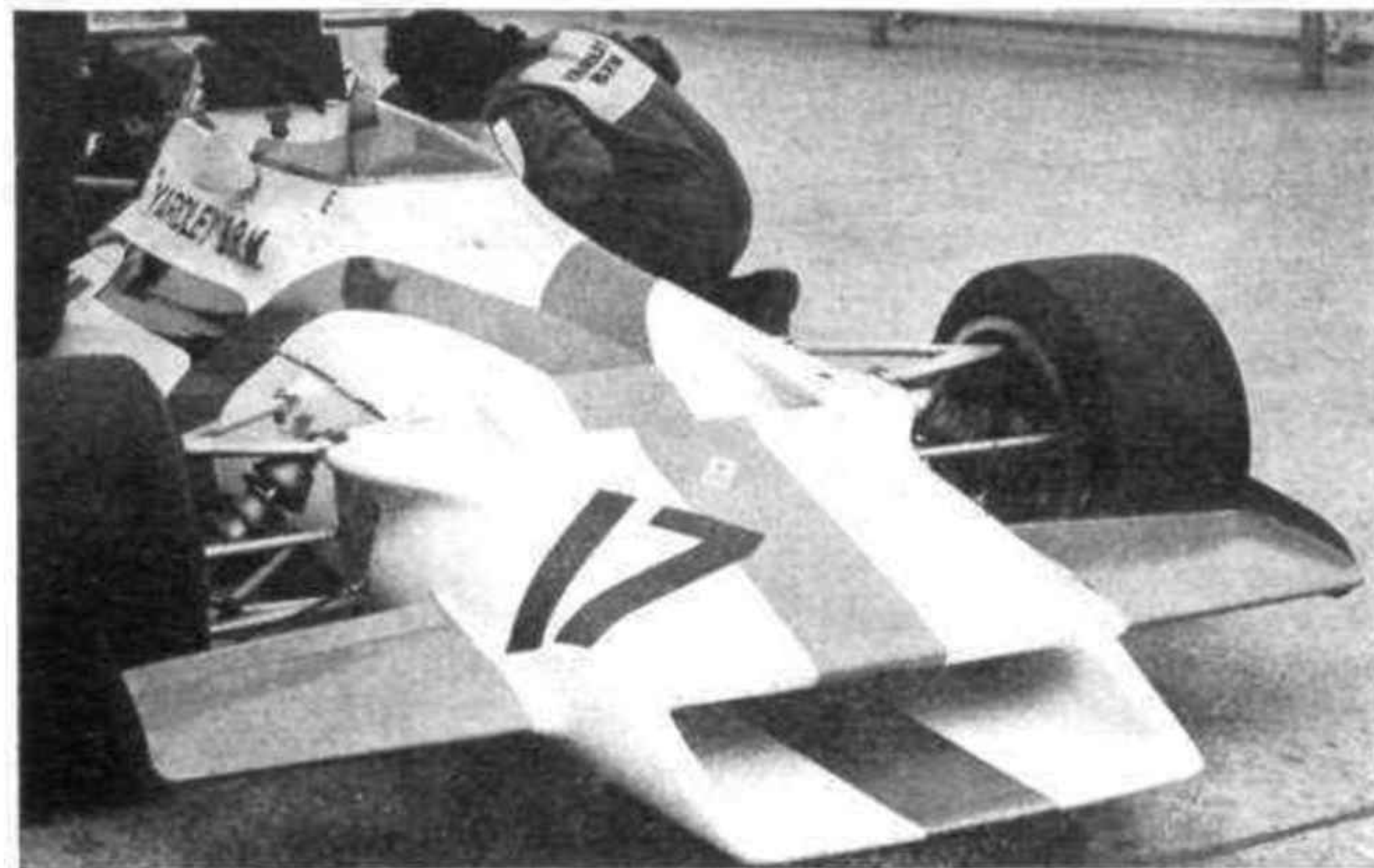
WITH THE BAN on the Belgian Grand Prix by the CSI the Formula One world was faced with three clear weekends between Monte Carlo and the next event, due at Zandvoort. For some who were repairing the ravages of Monte Carlo this was a good thing, while others were taking the opportunity to enlarge their stock of 1971 material and cars. In view of this enforced lay-off the Badischer Motor Sport Club of Hockenheim organised a Formula One event in a day of mixed racing at the Hockenheim Motodrom on the 6.788-kilometre road and stadium circuit, and called it the Jochen Rindt Memorial Race. As the Motodrom already has the Jim Clark Memorial Race on its calendar the great concrete stadium is beginning to take on a rather macabre character.

All the Formula One teams except Matra (busy at Le Mans), Brabham (recovering from Monte Carlo) and Tyrrell (busy in the wood-yard) took advantage of the excellent financial offers of good starting money and a £6,000 first prize, to send cars and drivers and combine it with an early arrival at Zandvoort the following week. For what the Germans describe as a "farmer's race" there was a surprisingly good entry, the only people being missing were those like Siffert and Rodriguez, contracted to drive at Le Mans, as were Amon and Beltoise, and Hulme and Stewart who were driving in Can-Am at Mosport. What should have been a quiet, pleasant weekend of gentle motor racing actually turned out to be a mechanical holocaust and by Saturday evening there was more work going on in the paddock than was reasonable for such a small event, and it had been going on all Friday as well, even before the short practice session in the afternoon. Ferrari had sent two 1970 cars, with 1971 engines, for Ickx and Regazzoni, and would have had a third for Andretti, but he was resting after a slight accident in a USAC race. On the first day car No. 3 that Ickx was driving swallowed a nut into its oil system and as it could not be located the engine was changed for a new one, and on Saturday car No. 4 that Regazzoni was driving devoured its clutch, the remains falling out in a grey powder when the gearbox was removed. As the broken bits had done a neat machining job on the back of the crankcase the wound was plastered with Isopon in case there were any cracks that might let oil out. In spite of these problems the two Ferraris had little trouble in taking the first two places on the grid, Ickx with 1 min. 56.8 sec. and Regazzoni with 1 min. 57.7 sec. which gave a measure of the extra power being available this year from the flat-12 engine, as well as the added cornering power of the latest Firestone tyres, for last year at the German GP Ickx made fastest practice lap in 1 min. 59.5 sec. with a race lap-record of 2 min. 00.5 sec. Team Lotus had a full complement of cars, the two Type 72 Cosworth-powered cars, and the Pratt & Whitney turbine powered car. Earlier in the week Fittipaldi had had an accident on the public road in France, when another car turned across his bows, having signalled that it was going the other way, and though not badly hurt he had to stay in hospital, and miss the Zandvoort race as well. Consequently, Trimmer was called in to take over 72D/R5 and Wisell became number one driver, his car 72/R3 having been uprated with the D-series new rear suspension layout. David Walker, having impressed Chapman with his test-driving of the turbine car was being given his chance to race it and as the engine had been back to Pratt & Whitney for a check-over and some more improvements to the throttle-response, Team Lotus seemed set fair for an instructive weekend. Practice turned out to be dramatically destructive. After lapping in 2 min. 02.8 sec. with the gear ratio too high in the turbine car, it was lowered and on Saturday morning Walker was just getting going when the turbine engine did itself a horrible mischief internally and flames came shooting out of the chimney. It was thought that an oil seal may have failed and let lubricating oil into the "furnace", with disastrous results as could be seen when the chimney-stack was removed. There was no question of further running and the power-unit was taken out and sent back to Canada with a note saying "It's broken". The result of this disaster was that Walker took over 72D/R5 and Trimmer became a spectator, having gone round in 2 min. 03.3 sec., but that was not the end of the Lotus trouble, for after lunch Walker practised in the Type 72, recording a best time of 2 min. 03.2 sec. on his first try with one of the torsion-bar sprung cars, when he was seen to go by the pits with only one oil cooler on the back of the car, whereas there should have been two, side-by-side. The left one had fallen off! By the time his oil pressure gauge told him there was no more pressure because there

was no more oil in the system it was too late, and the Cosworth engine was seized solid and work had to begin on installing another engine. Meanwhile Wisell was doing his best to keep the team cheerful, but in spite of changing from a three-tier rear aerofoil and wide nose fins, to a single-plane rear aerofoil and narrow nose fins, he seemed to be stuck at the threshold of breaking the 2-minute barrier, recording 2 min. 00.2 sec. and 2 min. 00.1 sec. Finally, on Saturday afternoon he managed 1 min. 59.6 sec., being the only driver to join the two Ferraris in the select under-two-minute group.

While Lotus seemed to have their cars spread out in bits all over the paddock the March team were in a similar state, but in even greater variety. They had entered Peterson, Soler-Roig and Galli, and while the last two had their usual cars, the Spaniard with 711/4 with Cosworth power, and the Italian with 711/1 with Alfa Romeo power, Peterson had two cars. There was 711/2 which he had driven so well at Monte Carlo, and a brand new car 711/6, being finished off in the paddock, this having a new Alfa Romeo V8 engine, as March had been very impressed with the way Peterson had made 711/1 go at Silverstone back in May. While the new car was being finished the Cosworth engine in 711/2 went wrong, and the one in Soler-Roig's car was very flat, so both cars were taken apart for new engines to be installed. Meanwhile Galli had done the first practice with the Monte Carlo engine in and it was then changed for a brand new Alfa Romeo engine. When it was all screwed together it was reluctant to start and when it did it did not do many laps before it went bang, so once more the car was taken apart, and the old tired engine put back. Most of the practice was over by the time Peterson's new car was properly completed, but he managed to get down to 2 min. 01.5 sec., but the March troubles were not over. On the morning of the race there was a short test-period and during this the Alfa Romeo engine went bang and Peterson had to switch to his original Cosworth-powered car for the race. Another driver who had to use the Sunday morning session was Surtees, for after being equal third fastest on Friday he had the right-front fabricated hub assembly break on T59/001 which spun the car off into the guard rail and demolished the suspension back and front on that side on Saturday morning. A lot of paddock-work got everything straightened out. This car had a revised layout at the back end, with a new oil tank, the battery underneath it, instead of alongside, and the oil coolers raised up, all in the interests of giving a clear passage for the heat from the inboard rear brakes to get away more easily. There were also some new light-weight wheels constructed from two magnesium-sheet pressings bonded and bolted together with a foam filling in between, these being made by Magnesium-Elektron Ltd. of Manchester. The second Surtees TS9 was driven by Strommelen, unchanged from Monaco, while there was a third Surtees entered by de Adamich, but it did not materialise, the Italian having terminated his activities with the March-Alfa Romeo car.

The McLaren team entry comprised one car, one driver, two mechanics and the team-manager and was simple and uncomplicated compared with everyone else, Gethin driving M14A/2 with fourth place



The new "shovel" nose of the latest BRM P160/03 that Miles drove in practice at Hockenheim-Ring.

on the grid with 2 min. 00.1 sec., the only problem being the replacing of the clutch after practice. BRM arrived with three cars, with entries for Miles and Ganley in the up-rated 1970 cars, P153/07 and P153/06, respectively, and a brand new 1971 car, P160/03. Miles drove this one in practice as well as the older one, and it was using the new "shovel" nose cowling and much steeper angled radiator. It was in the entry-list without a driver being nominated, in case Siffert or Rodriguez retired early from Le Mans and could get to Hockenheim in time to start from the back of the grid without practice. Ganley was showing new sparkle and enjoying himself, ending up practice with fifth fastest time, in 2 min. 00.5 sec., equal to last year's lap record, at the expense of a slight excursion into the rough stuff, and being faster than Miles, whose best time was 2 min. 00.9 sec., with the new car. The rest of the entry comprised private owners, Barber with his new March 711 that first appeared at Monte Carlo, Perrot with Siffert's 1970 March 701, Allen with the re-incarnated March 701/6 of Frank Williams (the only salvageable part after Cyd Williams crash at Oulton Park being the chassis number plate, which was affixed to a second-hand monocoque from Tyrrell's timber-yard), Lamplough and Terbeck with a pair of old V12 BRMs from 1968, and Beuttler with the March 701/11 of the Clarke-Mordaunt-Guthrie combine.

After various saloon-car races the Formula One event over 35 laps was due to start at 1.30pm, by which time it was nice and warm and the stadium was well filled, though not to capacity. Tim Parnell was peering into the sky looking for an aeroplane bringing Rodriguez from Le Mans, and so convincing was this idea that the new BRM was behind the pits and all ready to go, but the Mexican never appeared. While Trimmer had to watch his works Lotus being driven by Walker, the other Brands Hatch protégé Ray Allen was very unhappy with the Williams car as there was something obviously wrong in the fuel system and the only time it ran on eight cylinders was when the tanks were filled right up, an unnecessary quantity of petrol for 35 laps of the Hockenheim-Ring. Terbeck's old BRM engine had damaged itself so he was a non-starter, Peterson was starting with his old car that hadn't done much practice, Galli's Alfa Romeo engine was tired, Surtees was using a spare front cowling on his car and had no time to trim the aerodynamics of its properly, and one way and another it was going to be a pretty uninspiring race, but a pleasant afternoon none-the-less and a day out in the sunshine for everyone. There was a time, in the dark days of another age, when such a race would have seen the drivers finish the afternoon bronzed and sunburned after sitting in an open cockpit for an hour or more, when they sat upright and exposed wearing flat-hats, open-necked shirts and short sleeves. Today they disappear into their racing equipment pale and sallow and are just the same at the end of the afternoon. Ickx led the race from start to finish, with a new lap record in 1 min. 58.8 sec. for good measure, which was nothing more than a pleasant Sunday afternoon promenade, except that he didn't benefit from the sunshine. Regazzoni started to follow him round and Team Manager Peter Schetty was going to let them run in formation until five laps from the end and then give them a free-for-all signal, as there was nothing at stake except the prize-money and if one blew-up it wouldn't be too serious. There is a lot to be said for non-Championship events, everyone is so much happier and more relaxed. Unfortunately the plan went wrong, for Regazzoni's engine died as he started his third lap, and this left Ickx away on his own. The rev-limiter electrical circuit had shorted to the chassis, and by the time a mechanic had gone out to the car, found the fault, isolated the electrical circuit and made everything work again, Ickx was on his thirteenth lap and all Regazzoni could do was to rejoin the race in last position and have some pleasant racing practice with no hope of catching anyone, not even Lamplough's old BRM which was running last.

For a time the two Swedes Peterson and Wisell started a race for second place, with first the March leading and then the Lotus, but it did not last long for Wisell disappeared into the pits after thirteen laps as his efforts on the brake pedal didn't seem to be supplying much effort at the brakes. This was not surprising when it was found that the brake pedal mounting was becoming detached from the chassis. Nothing could be done about it so he carried on, being extra cautious on braking, but there was no hope of racing very seriously. Gethin's McLaren only lasted four laps, in fourth place, and stopped for good when the short control rod operating the fuel injection unit from the throttle linkage snapped in two, so that hopes of any good racing were fast disappearing from the scene. Ganley was keeping up the form he had shown in practice and led Surtees for quite a time, and even when passed on lap 13 (that fateful lap again!) he hung on to Surtees very well, in fourth place and ahead of Galli, Stommelen and Barber. The American going quite well in his first European Formula One race. The second BRM never got going properly, and was in the pits after three laps, and

again after eight laps with a broken engine. Allen was having an even more miserable day than Trimmer for he spun round on lap 4 and had to let Lamplough go by before he could restart and after a few more laps the engine was running as badly as in practice so he gave up. The rest went flogging on in various states of personal drama, Walker making no impression at all with the Fittipaldi/Trimmer Lotus 72 as the gearbox was playing up, Galli had hung on to Ganley for a time, the BRM "towing" the Alfa Romeo engine car along in its slipstream to 10,500 r.p.m. in top, which was well over the limit. The Italian driver then lost contact and gradually dropped back to a lonely fifth place, where he stayed for the rest of the race. Stommelen was in a lonely sixth position and finished in that place on the road, but as he had gone straight on at one of the chicanes, due to making a nonsense of braking, he was penalised 1 min., which put him back to seventh behind Barber in the results. (Shades of the "naughty-boy" stuff we used to have with the BARC at Goodwood, or is it that silly circuits produce silly rules?). Beuttler had had a little private race with Soler-Roig, showing that he could drive an old March faster than the works driver could drive the new one, but then his throttle stuck open and he spun off and luckily came to no harm. By reaching behind him into the engine bay he was able to drive back to the pits operating the throttle by hand. The trouble was cured and he went back in the race, but well back down the field. Nothing else of importance happened and everyone seemed to have had an entertaining and uninhibited day.—D.S.J.

Results :

JOCHEN RINDT MEMORIAL RACE—Formula One—Hockenheim-Ring —35 laps—237.6 kilometres—Warm and dry

1st	: J. Ickx (Ferrari 312B/No. 3)	1 hr. 10 min. 11.7 sec.— 203,100 k.p.h.
2nd	: R. Peterson (March 711/2-Cosworth)	1 hr. 11 min. 05.5 sec.
3rd	: J. Surtees (Surtees TS9/001-Cosworth)	1 hr. 11 min. 28.7 sec.
4th	: H. Ganley (BRM P153/06)	1 hr. 11 min. 43.8 sec.
5th	: N. Galli (March 711/1-Alfa Romeo)	1 hr. 11 min. 56.9 sec.
6th	: S. Barber (March 711/5-Cosworth)	34 laps
7th	: R. Stommelen (Surtees TS9/002-Cosworth)	34 laps
8th	: A. Soler-Roig (March 711/4-Cosworth)	34 laps
9th	: D. Walker (Lotus 72D/R5-Cosworth)	34 laps
10th	: R. Wisell (Lotus 72D/R3-Cosworth)	33 laps
11th	: X. Perrot (March 701/5-Cosworth)	31 laps
12th	: R. Lamplough (BRM P133/01)	31 laps
13th	: M. Beuttler (March 701/11-Cosworth)	28 laps
14th	: G. Regazzoni (Ferrari 312B/No. 4)	25 laps

Fastest lap: J. Ickx (Ferrari 312B/No. 3), in 1 min. 58.8 sec.—205.71 k.p.h. (new record).

Retirements: P. Gethin (McLaren M14A/2), broken control rod; J. Miles (BRM P153/07), broken engine; R. Allen (March 701/6), fuel system trouble.

17 starters — 14 finishers.

CAN-AM UNDER WAY

JUST as we were about to close for Press news came in of the first Can-Am race in the 1971 series. The opening race at the tricky Mosport Park circuit near Toronto in Canada on June 13th was very much the story as we have come to know it since 1967. Those Gulf orange McLarens notched up yet another victory with Denny Hulme heading home team-mate Peter Revson. Both were driving the latest 1971 McLaren M8Fs with 8.1-litre Chevrolet engines, the latest car being similar to the M8D raced last year. It was one of the ex-works cars in the hands of last year's Championship runner-up Lothar Motschenbacher, who finished third ahead of Bob Bondurant (M8E), John Cordts (M8C) and Bob Brown (M6B). Thus McLarens filled the first six places.

But it wasn't quite as easy as that for Jackie Stewart was present with the brand new works Lola T260, sponsored by L & M cigarettes, and run by Lola's American agent, Carl Haas. In the relatively unsorted car Stewart took pole position and after a slow start passed Hulme to take the lead on lap 10. Hulme hung on to the Lola, which was already trailing smoke, and was not surprised to take the lead again as Stewart's gearbox seized from lack of oil. From then on it was all easy and Hulme lapped everyone except Revson.

There is no competition this year from March, BRM or Chaparral and we can but hope that Jack Oliver in the new Shadow (which will take part in the second round), the slim possibility of a works Ferrari challenge and the very obvious threat of Stewart in the Lola, will keep the series alive.

RALLY REVIEW

WHETHER it is because too many events have been held in too short a space of time, or because Alpine has built up such a commanding early lead in the International Championship for Makes or because too many people spent too much money going to Africa for the Safari, will never really be known; but the result was apparent in May when both qualifying events held in that month, the Austrian Alpine Rally and the Acropolis Rally, attracted less than the usual number of factory teams.

The Austrian event, which really was the original of the French *Coupe des Alpes*, has suffered in recent years from a decline in popularity. Indeed, in the late sixties drivers were coming away from Vienna saying how scrappy and uninteresting the rally had been. But this year there was a complete transformation. The organisers produced a difficult testing event which never lost its interest from start to finish, which taxed competitors and cars to the full, and which was accompanied by publicity-catching exercises which I have not known anyone to utilise before in a rally.

The event consisted of eighteen special stages, all of them on loose-surfaced roads—some of them rough—compressed into a tight, 48-hour route with but two short stops of about an hour apiece. The difficult roads reduced 53 starters to 15 finishers, their crews remarking at the finish that, that they felt far wearier than after events of twice the duration.

Works participation was confined to two Alpines, two Fiats, one Lancia, two BMWs, four Skodas (it being a comparatively short journey from Prague to Baden) and two semi-works outfits, one of Volkswagens and the other of Citroens. The BMWs were fast, but not strong enough to survive the pounding; the Lancia blew a head gasket and one Fiat left the road; both Alpines suffered broken hubs, but one was repaired sufficiently quickly that it stayed ahead of the field to win—its Swedish driver Ove Andersson scoring his third major victory of the year.

Something which must be said of the Austrian Alpine Rally is the way in which its organisers set out to provide a rapid results service and to heighten interest among the public. Since a rally spans a large area, it is difficult to maintain interest in one place when the competitors are tackling a special stage several hundreds of miles away. The O.A.M.T.C. solved this little difficulty by setting up a public information centre in the headquarters town of Baden, providing a bar and refreshment counter and installing closed circuit television. Not only did this indicate positions, but it also brought pictures live from several special stages, sent along hired telephone cables. The equipment was provided by an Austrian importer of Japanese electronic appliances and the exercise proved to be immensely effective yet not at all expensive. Why similar measures could not be taken during the RAC Rally we cannot imagine.

Just two weeks after the *Alpenfahrt* the scene shifted to Greece for the Acropolis Rally. This was just as difficult, just as fast and just as rough (if not rougher) than the Austrian event, but it seemed to be received with less enthusiasm by competitors. The results service was not particularly good in Greece, which meant that competing crews were seldom given information which told them where they stood in relation to their rivals. Furthermore, although the event finished on a Saturday the results were not officially available until Monday evening. True there was a race at Tatoi Airfield near Athens on the Sunday morning, but that shouldn't be allowed to interfere with the production of results. Racing and rallying don't really mix, and to expect a handful of tired rally cars and tired drivers to provide a crowd-pulling spectacle is really asking too much. The organisers would be well advised to drop this race and to end the rally cleanly without any unnecessary appendix.

Entries in the Acropolis were at about the same level as those for the Austrian Alpine, with 59 starters being reduced to 9 finishers. There were three Alpines, the French team anxious to really consolidate their lead in the Constructors' Championship, two Fiat 124 Spydres and again a solitary Lancia. Entered privately was a works Daf, an ex-works Datsun 240Z and the team of Citroens from Austria. Of these, one Alpine retired after shedding fanbelt after fanbelt and one Fiat with a broken differential, leaving the Alpines of Andersson and Nicolas to finish first and second, Lampinen's Lancia third and Ceccato's Fiat fourth. The remaining finishers consisted of a Greek Opel, a Turkish BMW, a Greek Alfa Romeo, a Greek Datsun and a Cypriot Peugeot.

One thing the Greek and Austrian events had in common; they were both won by a Swedish driver who has an incredible run of success this year, Ove Andersson. Once in the teams of Lancia and Ford, Andersson drove an Alpine in the RAC Rally of 1970 but didn't

finish. But he started 1971 with considerable impact by winning the Monte Carlo Rally and following it with another win at Sanremo. With his two recent successes, he has won four major championship events in the space of five months, a record that we cannot recall ever having been matched.—G.P.

AUSTRIAN ALPINE RALLY—GENERAL CLASSIFICATION

1st	: O. Andersson/A. Hertz (1596 Alpine-Renault) ..	11,945
2nd	: A. Paganelli/D. Russo (1608 Fiat 124 Spyder) ..	12,287
3rd	: K. Russling/F. Mikes (1600 VW 1302 S) ..	12,830
4th	: G. Fischer/H. Kohlweis (1600 VW 1302 S) ..	13,053
5th	: T. Fall/M. Wood (1997 BMW 2002 T1) ..	13,507
6th	: L. Bosch/W. Starmann (1600 VW 1302 S) ..	14,286
7th	: J. Haugland/A. Antonsen (1150 Skoda 100 L) ..	14,585
8th	: O. Horsak/J. Motal (1150 Skoda 110 L) ..	15,598

53 starters — 15 finishers.

ACROPOLIS RALLY—GENERAL CLASSIFICATION

1st	: O. Andersson/A. Hertz (Alpine-Renault) ..	18,447
2nd	: J.-P. Nicolas/G. Vial (Alpine-Renault) ..	18,619
3rd	: S. Lampinen/J. Davenport (Lancia Fulvia) ..	19,267
4th	: P. Ceccato/H. Eisendle (Fiat 124 Spyder) ..	23,992
5th	: J. Pasmazoglou/E. Mamalis (Opel Kadett) ..	25,094
6th	: A. Sipahi/Zorlu (BMW 2002 T1) ..	26,263
7th	: "Lycikomos"/"Siro" (Alfa Romeo 1750) ..	29,343
8th	: A. Koulendianos/Koutsavelis (Datsun 1000) ..	42,803

59 starters — 9 finishers.

55th INDIANAPOLIS 500

Al Unser makes it two-in-a-row

AL UNSER, the youngest member of the famous American motor-racing family, became the first man to win the Indianapolis 500 twice consecutively since Bill Vukovich made it two-in-a-row back in 1953-54.

Unser's victory in the Johnny Lightning Special, a Ford-powered car built along Lola principles by George Bignotti and owned by Vel Miletich and Parnelli Jones, earned him \$234,454, slightly less than he won last year.

His win was somewhat unexpected for throughout the month of unofficial trials, practice and then the actual qualifying, the only word one ever heard was McLaren. The 1971 wedge-shaped Offenhauser-powered McLaren M16 made everything else look out of date. The works Gulf cars of Peter Revson and Denny Hulme had the strong support of a customer model owned and prepared by Roger Penske Racing and driven by Mark Donohue.

Donohue it was that led the tremendous increase in speeds round the 2½-mile oval up to 180-m.p.h. average in practice and looked like taking pole position with a speed of 177.087 m.p.h. for the average of three laps. But pole was snatched away from him by Peter Revson, who squeezed an extra 1.6 m.p.h. However one thing was certain, a McLaren victory was definitely on the cards.

In the shambles of a start, during which the pace car lost control and careered into a mobile photographers' stand, injuring some members of the Press quite severely, it was Donohue who took the lead. Soon he was pulling away from the field at a second a lap, while Revson, who had made a bad start, was striving to make up several lost places. From the second row Hulme lost a lot of time with a huge spin and resultant pit stop.

There were several accidents during which both of the German-built McNamaras of Mario Andretti and Steve Krisloff had been eliminated as had the Penske-entered Lola driven by Britain's David Hobbs, who was taking part in the event for the first time.

With the race little over quarter-distance old Donohue's complete dominance of the 500 suddenly dissolved as the gearbox of the McLaren chewed itself up and the shining royal blue machine ground to a halt on turn four. Worse was to come for later Donohue's abandoned machine was totally destroyed when a crashing car collected it and the two both burned out.

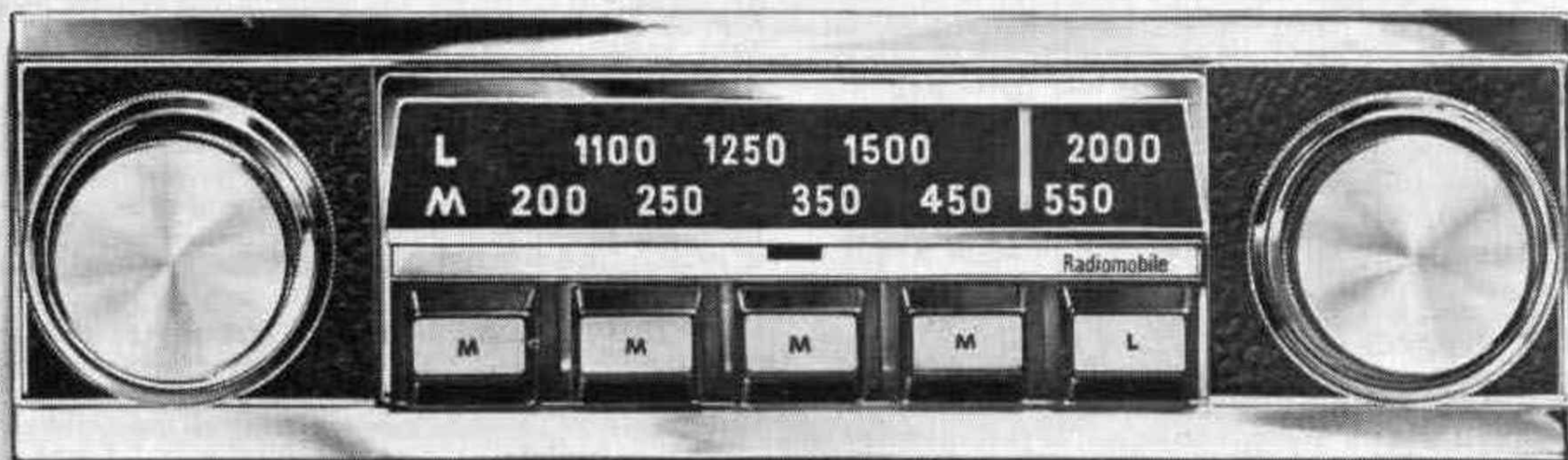
From then on the race was a battle between Al Unser and his teammate Joe Leonard, also driving a Bignotti-built car, with Lloyd Ruby and brother Bobby Unser also leading occasionally due to pit stops. However all three of Al Unser's challengers were to drop by the wayside and it was the 1970 victor who came home to his second successive win. Peter Revson finally salvaged something for the name of McLaren by coming through to second place. A. J. Foyt finished yet again, this time in third spot ahead of Billy Vukovich, Jim Malloy and Donnie Allison, while the rest of the much reduced field were all lapped.

Results:

500 MILES OF INDIANAPOLIS—200 laps

1st	: A. Unser (2.8 PJ Colt-turbo-Ford) ..	200 laps—157.735 m.p.h.
2nd	: P. Revson (2.8 McLaren M16-turbo-Offy) ..	200 laps
3rd	: A. J. Foyt (2.8 Coyote-turbo-Ford) ..	200 laps
4th	: B. Vukovitch (2.8 Brabham-turbo-Offy) ..	200 laps
5th	: J. Malloy (2.8 Eagle-turbo-Offy) ..	200 laps
6th	: D. Allison (2.8 PJ Colt-turbo-Offy) ..	200 laps
7th	: B. Tinglestad (2.8 Brabham-turbo-Offy) ..	199 laps
8th	: R. McClusky (2.8 Kuzma-turbo-Ford) ..	189 laps

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LOTUS ELAN SPRINT

THE LOTUS twin-cam engine has been a great unit over the past 10 years but now with the introduction of four valves per cylinder, belt-drive and the rest of it the twin-cam seemed to be on its way out. But Lotus, who originally commissioned this overhead-cam layout based on the Ford Cortina motor, recently gave the engine a new lease of life when it was updated to the "130 Big Valve" specification. A few months ago we reported what a difference this had made to the Elan +2S which, though not short of urge, welcomed a few more brake horse-power. The two-seater Elan, which also became available with the 130-b.h.p. engine at the same time, was undoubtedly a startling performer in original trim and now with the "Big Valve" motor is little short of shattering.

We were able to try the Lotus Elan Sprint recently over a fairly extensive mileage and since then we gather, although not directly from Lotus who no longer have a p.r. department, that all other Elan models are discontinued, so you have to have the Sprint whether you like it or not. Actually there is no question of that, for not only is the engine a great advance but such improvements as a strengthened final drive, stiffer drive-shaft doughnuts and a very much better and quieter exhaust system, all help to make the Elan a better car for a very reasonable increase in cost.

When the Sprint Elan was introduced back in February the price was quoted at £1,686 and has since found its way up to £1,716. This is, of course, in component form which is the only way an Elan Sprint is offered and compares with the £1,700 for a Morgan +8 which, if anything, has fractionally more straight-line performance, while something like a Triumph TR6 retails at £1,582. Our road-test car was an open version but, strangely, if you prefer a coupé it runs £10 cheaper.

We collected our road-test Elan Sprint at the Pub Lotus near Regents Park and immediately set off in this Gold Leaf-Team Lotus-liveried machine northwards and fast. It would probably be best not to give any details of the average speeds of the journey mostly on the Motorway, but suffice it to say it is within the bounds of possibility that we could have reached Sheffield a couple of hours later!

The Elan is remarkably comfortable for, once snuggled into its cockpit, nearly everything comes to hand easily and naturally. All the controls are delightfully light and need to be treated rather more delicately than those of something like a Vauxhall Ventora. The back axle has a low 3.77-to-1 final drive for maximum acceleration and sprinting, but it is sufficiently high enough to allow the car to cruise at 115 m.p.h. at just on the 6,500 r.p.m. red line on the rev.-counter. The noise level in the open version, with the hood up, is remarkably low and obviously would be much less in a coupé. The car also makes much less noise outside the car and that rasping growl on the over-run has been eliminated.

Naturally the Elan Sprint will win just about any traffic lights grand prix and Lotus claim a 0-60 m.p.h. figure of 6.2 sec., which is faster than any other car currently available. A Lamborghini Miura's time is around 6.7 sec., while a good "E"-type will record 7.4 sec. In fact, the Lotus claim is probably optimistic on the normal run of the mill car but a high 6-sec. figure would be possible. Even so, this should set you up pretty well at Santa Pod. Our Elan Sprint topped the 100 m.p.h. mark in just over 21 sec., which is fast in anyone's language, but most impressive of all was the way it picked up speed from 25-30 m.p.h. and whipped past those queues of slow-moving vehicles behind which, in any normal car, you would be stranded for ages.

The gearbox is delightful as one snicks through the gears with the short purposeful lever. By red-lining the rev.-counter one would change at 40, 60, 88 m.p.h., but, unless you are going all out to burn off the Jensen Interceptor alongside, this is hardly necessary, thanks to the broad overlap of torque between each gear.

It should be pointed out that driving an Elan quickly and safely is not something one can do without practice or skill. The tremendously responsive steering and handling requires similar qualities from the driver and the speeds achieved round corners and on the straight are deceptively fast. This, therefore, calls for a lot of concentration on the driver's part. Once mastered, however, the Elan is the nearest thing to a single-seater racing car one is likely to be able

to drive comfortably on the road. To master the car and explore its tremendous handling potential along that delightfully twisty piece of road one knows so well is close on perfection for the sporting motorist. One could write the most flowery prose to describe the sensation, but suffice it to say that the Lotus reputation in this field is unparalleled.

When I visited Lotus some months ago I spent quite a while discussing the relative merits of Rotoflex couplings and sliding spline and universal joints in the rear drive-shafts with Tony Rudd, the firm's Director of Engineering. Rudd had been dubious of the Rotoflex or doughnut coupling before he joined Lotus and agreed that the diabolical surge they caused had to be cured. To this end various experiments were tried when he joined the firm, one of which was the use of the more conventional u/j's. However, for some reason, concerned with the elasticity of the doughnuts, the handling undoubtedly deteriorated considerably using the metal joints. So Rudd did quite a lot of research on Rotoflex couplings and after a couple of improvements has now come up with one that almost entirely eliminates the wind-up. These are naturally somewhat more rigid and perhaps, because of this, the ride seems to be a little harder than on the earlier and exceptionally smooth-riding Elans. Personally I hadn't really noticed this until it was pointed out by a colleague who owned a couple of Elans.

We continue to receive letters from readers who are disgruntled with their Lotus Elans, the most recent one and quite a few earlier ones, plagued mainly with engine troubles. With the Elan Sprint we feel sure that the great majority of problems experienced with the engines, like burned-out exhaust valves and incessantly leaking cam cover gaskets, are eliminated.

Some of the other faults readers have complained about possibly stem from the original build of cars from the component form by amateurs. However, the fact still exists that Lotus models, and Elans in particular, do not have a particularly good reputation for long-term reliability. Thus we were hoping that our fresh and smart-looking road-test car would show the improvements that Tony Rudd has been working hard to introduce. Sad to say that, though everything important performed its tasks without problem, a couple of little things let the car down. The first may be an inherent design fault for the heater control had the most strange knack of turning itself on and roasting the occupants. For maximum heat a knob on the dashboard just above the radio had, in theory, to be pulled out. In practice this infernal device had the uncanny habit of pushing itself out of the dashboard and turning the heat full on every five minutes. Attempts to twist or turn it into a locked position failed completely and I was almost forced to drive the Lotus in my underwear!

The other problem concerned the pop-up headlamps which are vacuum-operated and after a session of flashing on the M1 they became decidedly droopy but later managed to restore themselves to their former glory.

Considering the performance, the petrol consumption was very light at around 26 m.p.g., but the engine liked Castrol GTX and consumed almost three pints in the course of 1,000 miles.

The Lotus Elan Sprint is a fine sports car that will provide invigorating, entertaining and dynamic transport for its owner. This latest Sprint version undoubtedly moves the Elan even further up the desirability scale.—A. R. M.



THE LOTUS ELAN Sprint in the paddock at Mallory Park race circuit.

MARTINI TROPHY

Hezemans Darts to Victory

SILVERSTONE, June 5th.

TWO-LITRE sports-car racing at its very best came to Britain early in June when the Aston Martin Owners' Club ran their major meeting of the year, the Martini Trophy, around the European 2-litre Sports-Car Championship. The two-part Martini race itself was the third round of the series, which was instigated last year, and the first ever to be held in Britain. Being in a very similar vein to Formula Two it provided exciting and fast racing and, as so often the case in F2, it was one of the very experienced drivers who came out the winner at the end of 80 laps. That man was the Dutch Autodelta driver Toine Hezemans, co-opted to the Dobbie Automobile Racing Team as No. 2 driver to John Miles, as regular man Graham Birrell had broken his wrist. Hezemans in the DART Chevron B19 did not have it all his own way for in the second leg he was well and truly beaten by March F1 driver Ronnie Peterson, who had taken over Jo Bonnier's Ecurie Bonnier Lola T212 at the very last moment. Third was British amateur driver John Lepp, who drove a heady race in the Central Garages (Mirfield) Chevron B19.

The entry for this important race was largely comprised of Lola T212s and Chevron B19s with a few virtually one-off specials and older Chevroons completing the 33-car field. Opposition was expected from two works Abarths for Tino Brambilla and Arturo Merzario, but due to strikes in Italy the cars failed to arrive, which was rather disappointing.

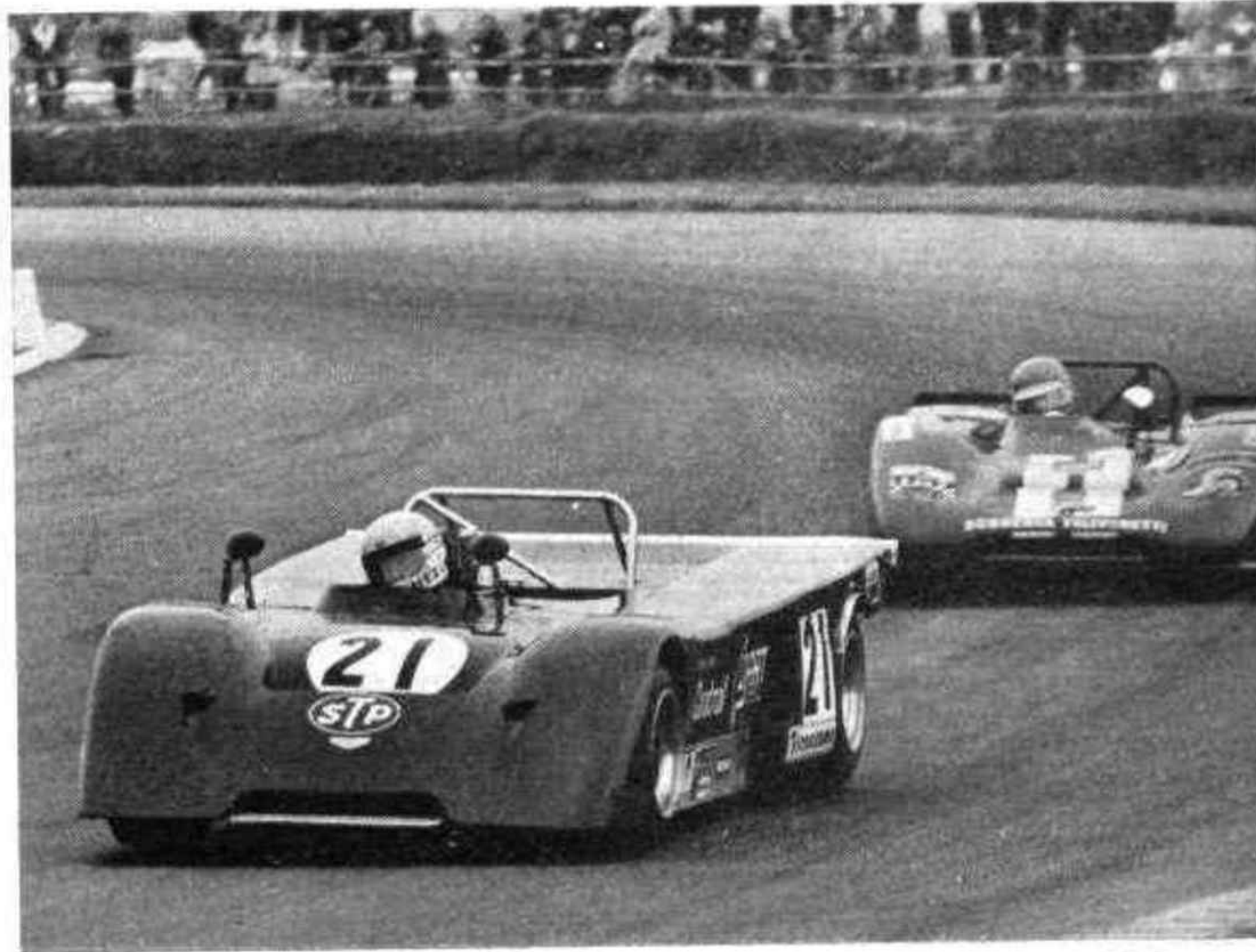
Fastest in practice was Vic Elford driving one of Bonnier's two Filipinetti Lolas with a time of 1 min. 25.6 sec., a full second under the record set by Chris Craft during the exciting sports-car race at the International Trophy meeting. Fractionally slower was John Miles in his DART Chevron at 1 min. 25.8 sec., while a similar time was recorded by John Hine in the Chevron B19 entered by Red Rose Racing. At 1 min. 26.0 sec. was Craft in the works Chevron. On row two was Hezemans in the second DART Chevron, John Burton's similar car entered by the Worcestershire Racing Association and Gerard Larrousse in a Chevron B19 entered by Jo Siffert. Elford and Larrousse both drive the Martini Porsche 917s and so does Dr. Helmut Marko, who put his Karl von Wendt-entered Lola at the head on row three, although John Lepp recorded a similar time. The fastest non-Lola T212 or Chevron B19 was Alan Rollinson driving a Daren with a Lotus LV240 engine, which was 15th fastest at 1 min. 30.0 sec.

The Group 5 categories were comprised mainly of Chevron B16s with a few older B8s sprinkled in, and Northerner Brian Robinson, Scotsman Andy Fletcher and Londoner Adrian Wilkins were all evenly matched in their B16s.

Very much the dark horse was Ronnie Peterson, who originally had been entered in a third Filipinetti Lola T212 but, for a combination of reasons, found himself without a run. However, Jo Bonnier in the second Filipinetti car, having recorded a third-row grid position, decided to non-start on race morning due to a domestic problem and handed the drive over to his fellow-Swede. As Peterson had not practised he was obliged to start on the back of the grid with a penalty of 10 seconds.

The early laps of the first heat were just like a Formula Three race with no less than 10 cars all hurtling round in a tight bunch. At the head it was Elford followed by Miles, Hine, Burton, Larrousse, Craft, Hezemans, Marko, Ed Swart in the Cannon Cameras Chevron B19, and Lepp. It was all tremendously stirring stuff for these 250-b.h.p. two-seater racing cars make an impressive sight and the high speeds of Silverstone add further to the spectacle.

Obviously these top 10 were not going to run nose-to-tail for the full distance and there would be some casualties. Things really started to happen at quarter-distance when the Gropa (a modified Chevron) of George Whitehead pulled into the pits and shed its starter motor on the way, leaving it right on the racing line at Woodcote. Leader Elford clobbered it a mighty blow as he came round, and it then bounced into John Miles's car. While the pack were all braking to avoid this wayward piece of Lucas equipment John Burton, the amateur driver from Worcestershire, took the chance of snatching the lead with Hine following. Hine, however, spun at the next corner. So it was the orange Chevron B19 of Burton in the lead



HEZEMANS in the DART Chevron B19 leads Peterson in the Lola T212 during the second heat. They finished first and second in the overall order.

followed by Elford, Miles, Hezemans, Larrousse and the rest of the pack.

Burton had gained quite an advantage but unfortunately his luck was not to last for on lap 17 he had the misfortune to hit a hare which chanced its luck against the racing cars. At the end of that lap he came in with the radiator punctured. This was, in fact, changed but by then he was many laps behind.

Craft was now in front in the works Chevron with the canny Hezemans in pursuit with Elford third, although his car was now handling badly following the contact with the wayward starter. Marko lay fourth, although his engine was ailing due to a cracked cylinder head, while Larrousse in fifth spot was in similar trouble. Miles was also out of the running following his starter motor bump and the bodywork and radiator was being patched up, which took some five laps. Ronnie Peterson had been driving hard to catch up but a spin had dropped him back down the field again, from which he soon started to recover.

At three-quarters distance it was still Craft, but with Hezemans really piling on the pressure, and the works Chevron driver lost it at Stowe on lap 30 and side-swiped another car and by the time he had collected it all he had dropped to fourth behind Hezemans, Elford and Marko. Lepp was running fifth some way behind now with Swart and Peterson the next two up.

From then on the Autodelta driver had it all his own way, although Elford's car expired five laps from the end, a legacy of the starter motor incident, and Craft, who was suffering from a brake problem, hit a back-marker with only a lap to go and was out of the race.

So surviving from that original 10-car tow to win was Hezemans from Marko, Lepp and Peterson, who had passed Swart near the end. John Bridges in his Red Rose Chevron B19 was sixth followed by Guy Edwards' Philips Autoradio Lola, which had spun on the first corner and lost a lot of time, and the Chevron B16s of Fletcher, Robinson, Wilkins and Ken Walker. First non-Chevron or Lola on the road was Peter Hanson in the one-off Taydec as gearbox trouble had lost Rollinson a lot of laps.

Heat two was not quite as exciting for, though Miles's car was repaired, Marko's engine was cooked and he non-started, while mechanics, including Chevron designer/managing director Derek Bennett, slaved furiously to repair Craft's car. They just made it with about a minute to spare only to have some petty officious idiot stop Craft coming out of the marshalling area to join the grid at the back. Peterson was also late out and had to start from the back of the grid. But he was undoubtedly the man of heat two, although to win overall he would have to finish some 30 seconds ahead of Hezemans. In fact, the Dutch driver led the first three laps, was passed by the flying Peterson, but then re-took the lead. The battle continued for several laps, but on lap 12 Peterson was back ahead and from then on Hezemans was happy just to hold second place secure in the knowledge it would bring him victory overall.

By half-distance Peterson was beginning to pull away from Hezemans. Up into third place had moved John Miles in the other DART car, while Edwards in the Philips Lola was going well in fourth spot but chased hard by Terry Croker's private Lola, which had missed the first half of the event as his transporter had broken down on the way to the circuit. Lepp was a handy sixth ahead of Bridges, Bamford and Hanson in the Taydec.

So the race ran out with Peterson coming home to a fine 10-second victory, while Miles slipped ahead of team-mate Hezemans in the closing stages, although the Dutchman knew he still had overall victory very much in his pocket. Croker finished fourth ahead of Edwards and the rest headed by Lepp were lapped. Bridges took seventh ahead of former F3 man Hanson, Bamford, Rollinson and the dicing Chevron B16s led once again by Fletcher.

So overall it was Hezemans with a 17-second advantage over Peterson. A lap behind Lepp notched up a good third place ahead of Edwards. Bridges was classified fifth in front of Hanson, the Chevron B16s of Fletcher and Wilkins with Miles' excellent second heat taking him to ninth place. Completing the top 10 was Peter Gaydon, who plugged on with the underpowered Martin BM7 which, unlike all the aforementioned cars, had a smaller 1,600-c.c. FVA Cosworth engine rather than the 1,800-c.c. FVC engine.

Altogether it was a most entertaining race which warmed up a very cold afternoon, although the only pity was that Ronnie Peterson did not have a little more prior warning about his drive, for previously his only experience in the little Lola this year had been in the Argentine back in January.

The rest of the programme brought together the Formula Three brigade with a round of the championship for the MOTOR SPORT Trophy, a qualifying round of the British Touring Car Championship, and the very first round of the JCB Excavators' Championship for Historic racing and sports cars.

The Formula Three event, which provided Gold Leaf driver Dave Walker with his fourth consecutive win, is reported elsewhere as is the JCB race. There is a lot of controversy at present about saloon car racing and it certainly lacks the fun and excitement of six or seven years ago now that racing technology has enabled the machines to corner on rails. The race was dominated by Chevrolet Camaros, which took the first three places. Frank Gardner, who for two seasons did great things behind the wheel of a Boss Mustang, recently did a deal to drive a Camaro for the firm of SCA Freight and in this, his second race in the car, put fellow Australian Brian Muir firmly in his place with a good win. Muir, who drives a Camaro sponsored by Wiggins Teape, the paper people, has been having it his own way until this meeting. Just snatching third place was another Camaro, driven by Martin Thomas, which was displaying the advertising of Ovaltine. He just beat the 1,300-1,600-c.c. class winner John Fitzpatrick in the Broadspeed Escort BDA. All the rest were lapped and Dave Matthews gave Broadspeed a second class win in the 1,000-1,300-c.c. class with his Escort GT, while John Turner's Imp won the baby class after Bill McGovern holed an oil radiator on his similar car.—A. R. M.

Results :

MARTINI INTERNATIONAL TROPHY RACE—European 2-litre Sports Car Championship—2 by 40 laps—Silverstone—376 kilometres—Cold and Dry

1st :	T. Hezemans (2.0 Chevron B19-Cosworth FVC)	1 hr. 56 min. 25.8 sec.— (194.2 k.p.h.)
2nd :	R. Peterson (2.0 Lola T212-Cosworth FVC)	1 hr. 56 min. 42.8 sec.
3rd :	J. Lepp (2.0 Chevron B19-Cosworth FVC)	79 laps
4th :	G. Edwards (2.0 Lola T212-Cosworth FVC)	79 laps
5th :	J. Bridges (2.0 Chevron B19-Cosworth FVC)	78 laps
6th :	P. Hanson (2.0 Taydec-Cosworth FVC)	76 laps
7th :	A. Fletcher (2.0 Chevron B16-Cosworth FVC)*	76 laps
8th :	A. Wilkins (2.0 Chevron B16-Cosworth FVC)*	76 laps
9th :	J. Miles (2.0 Chevron B16-Cosworth FVC)	75 laps
10th :	P. Gaydon (1.6 Martin BM7-Cosworth FVA)	72 laps

Fastest lap: G. Larrousse and C. Craft (Chevron B19s), 1 min. 25.2 sec.—199.04 k.p.h.

* Group 5 cars.

FOUR-WHEEL-DRIVE

THE Fairchild Hiller Report on the GKN Ferguson Formula four-wheel-drive system, published in America, confirms what experienced drivers of Jensen FFs, lucky policemen trying Ferguson-Fords, and those who watched the recent Senior Service Hillrally know, namely that all-wheel-drive is a material safety factor on slippery surfaces. A summary of the data published is available in booklet form from GKN Birfield Transmissions Ltd., PO Box 405, Erdington, Birmingham B24 0RB, to engineers who enclose proof of their credentials.

WALKER'S MONTH

IT IS most unusual in the hard-fought category of Formula Three racing for one man to dominate the scene completely, but the 29-year-old Australian Gold Leaf-Team Lotus driver David Walker has, as we go to press, won the last four major races in a row. He has moved within one point of Bev Bond at the top of the Championship for the MOTOR SPORT Trophy, and Colin Chapman has been so pleased with his performances that during June he gave Walker a couple of Formula One drives.

However, Walker is no newcomer to motor racing for it was over ten years ago that he came to Britain on a working holiday and spent some of his savings at Jim Russell's Racing Drivers' School. But, it wasn't until 1963 that he really got into racing. He had saved up enough money for a new Brabham, and raced it in Australia, scoring six victories. He raced the same car through 1964 and into 1965 when an accident put paid to his racing.

He made a trip to Britain in 1966 and had two F3 drives towards the end of the year, replacing another Australian driver, but then the owner of the car decided to sell up. Walker returned home and then reappeared in Europe in 1967 having bought a Merlyn F3 car. With only the price of a meal in his pocket he set off for a season of racing around the Continent, living only off the starting money. A win at the Yugoslavian circuit of Opatija boosted his morale and reputation, but at the end of the season he was distinctly hard up.

Returning to the Jim Russell school he helped as an instructor in 1968 and also drove a Formula Ford Alexis for the team, scoring 12 victories. He continued with Russell for 1969 and by this time had switched to a Lotus Formula Ford which was being backed by the factory. No less than 14 victories were notched up and soon after mid-season he had the British Championship clinched. He was rewarded with a semi-works Lotus Formula Three drive at the end of the season and finished third in each of the three races.

So for the 1970 season he joined the strength of Gold Leaf-Team Lotus with Bev Bond and immediately became one of the top drivers in the Formula. Of the 23 races he entered he set pole position 12 times and was the victor nine times, although some of his races were punctuated by incidents and he gained the reputation as a very hard driver. There also seemed to be quite a lot of inter-team rivalry which didn't help at all, and which perhaps lost him at least one of the Championships. At the end of the year he drove the Formula 5000 Lotus a couple of times but it proved unreliable, and also did some testing in the Turbine Formula One car.

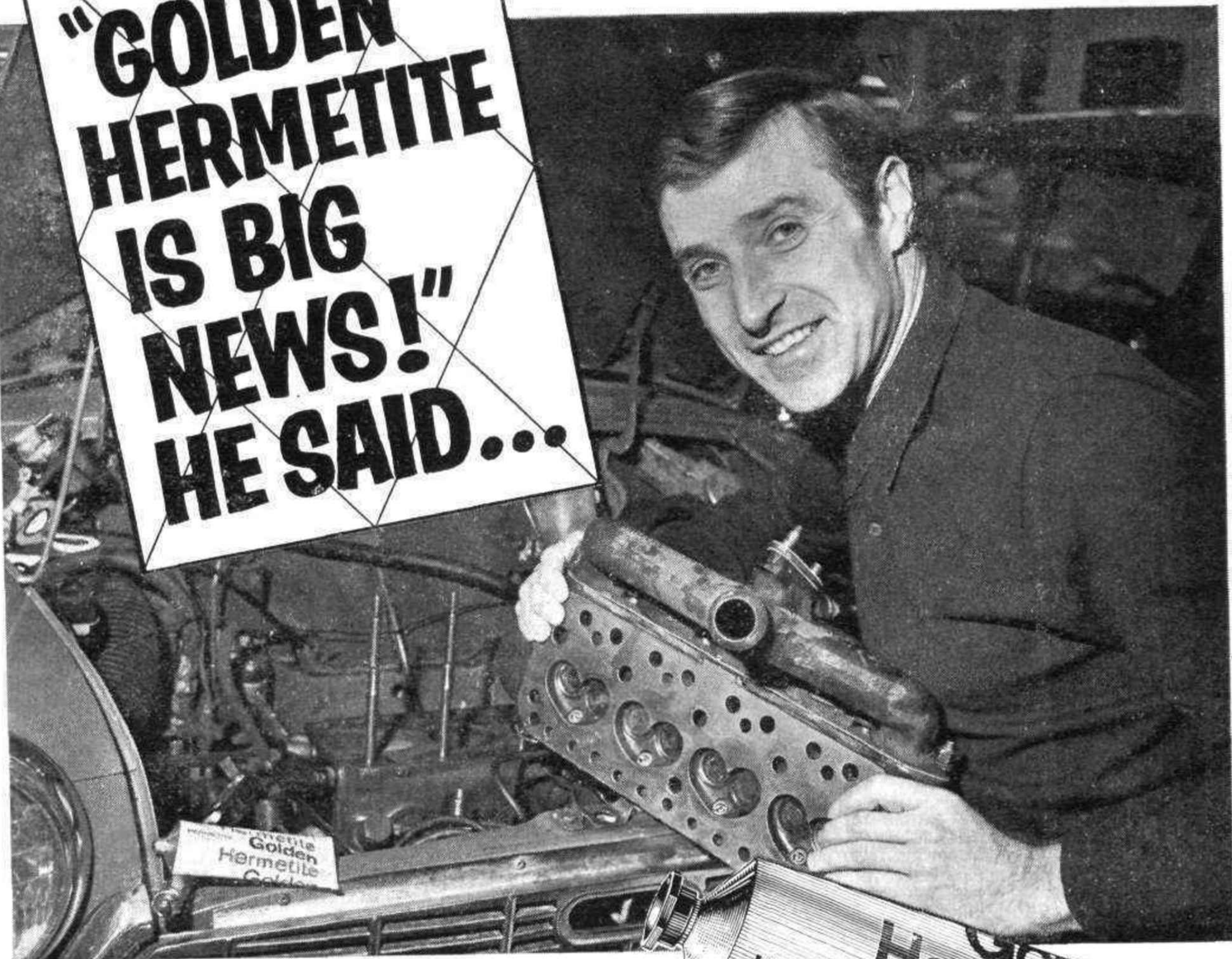
After a successful Brazilian series during the winter, in which he finished runner-up to Wilson Fittipaldi who had a distinctly more powerful engine in his Lotus, he returned to Britain hoping Lotus would offer him a Formula Two car to drive. They didn't, so he swallowed his pride and decided to continue with Formula Three. It seems the decision has paid off and Walker's career looks like paralleling that of Denny Hulme.

It was undoubtedly Walker's month on the circuits for following his win at Zandvoort he drove down to Monaco in a Lotus 7, where he completely dominated the F3 race which was not in the MOTOR SPORT series. A surprise performance came from the little known Italian Giancarlo Naddeo in an elderly Tecno, who took second place in the final (and won his heat) ahead of the works Alpine-Renaults of Depailler and Jabouille. In fact this pair were split by Steve Thompson's private Ensign.

A week later everyone was back on the MOTOR SPORT trail at Oulton Park and again Walker in the works Lotus demoralised everyone by walking away with both the heat and the long 40-lap final. Initial chase was given by Bond's Ensign but the engine blew up and it was Thompson, in yet another good showing, who finished second ahead of Roger Williamson's March, while Chris Skeaping went well to take fourth place in his 1970 Chevron.

The Martini Trophy meeting followed and naturally this was in the best Silverstone Grand Prix circuit slip-streaming tradition. The vast group was finally reduced to six cars battling for the lead on the last lap, and again it was Walker who timed everything just right to score his fourth successive win. In his wake came Bev Bond's Ensign, Barrie Maskell's Chevron, Swede Torsten Palm's new Brabham, Allan McCully's Brabham and Thompson's Ensign. A week later Walker was driving a Formula One Lotus 72 at Hockenheim.—A. R. M.

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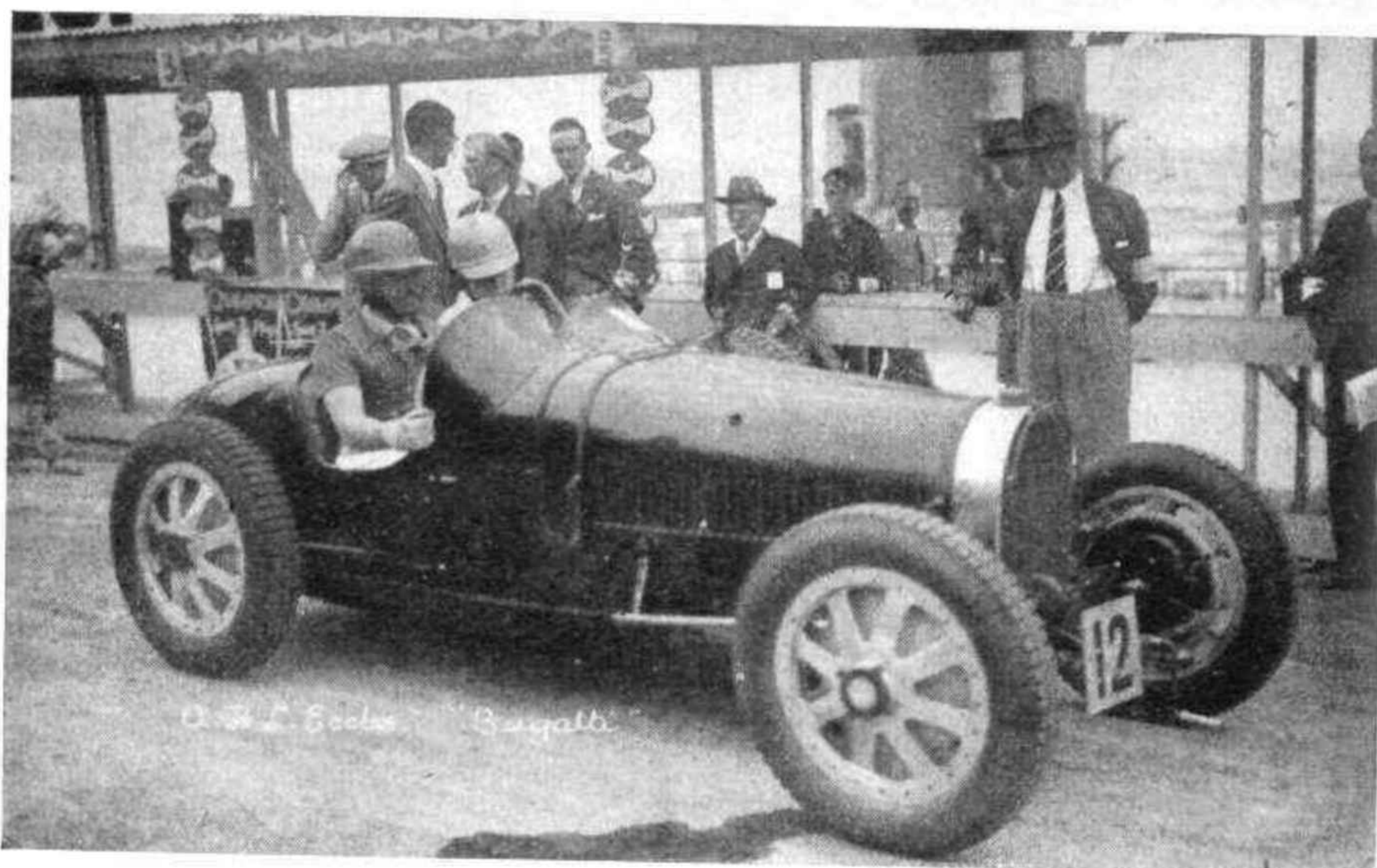
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MS7

THE RACING CAREER OF LINDSAY ECCLES

*An Interview With the Well-
Known Pre-war Amateur
Bugatti Driver*

*Lindsay Eccles in his 2.3-
litre GP Bugatti.*



CONTINUING the enthralling pastime of tracking down and talking to pre-war racing personalities, I drove through Welsh mist to beyond Swansea the other day, to interview that enthusiastic Bugatti exponent A. H. L. Eccles at his country home on the Gower peninsula.

Asked what sparked off his interest in fast motor cars, Lindsay Eccles, looking very little older than he did when I watched him driving at Brooklands and Donington, but now minus his moustache, told me that his parents had a house, "Broadway", between Laugharne and Pendine, in Carmarthenshire, so that he naturally used to watch the record-breaking attempts on the famous sands of men like Malcolm Campbell and Parry Thomas. This, he recalls, entailed standing about for hours before anything happened—just as it did when other small boys waited for a steam-roller to move or, in my case, for a Gloster Gamecock to emerge from its hangar at Kenley aerodrome. But these long delays before the excitement broke did not detract from Eccles' enthusiasm when he became old enough to own a car, his first one being a Morris Fourteen.

Lindsay Eccles' brother, the late Roy Eccles, who became very well-known for his exploits with a Frazer Nash possessing an abnormally high compression ratio and later, with an MG Magnette and, with his wife, the Lagonda Rapier-based supercharged single-seater Eccles Special, was likewise an enthusiast, who owned originally a Lea-Francis, which he drove in local speed events at Hundred House on a weight-handicap basis. Lindsay Eccles had his first taste of speed work when he competed in this car at Shelsley Walsh; he enjoyed the experience so much that he bought himself a low-chassis 4½-litre Invicta.

This was in 1931, when about the only major speed events open to British competitors were Brooklands and the Shelsley Walsh hill-climbs. Eccles remembers that these impressive-to-look-at sports Invictas had a whippy chassis accentuated by their big slab petrol tanks, which made them liable to weave about, which he did up Shelsley, causing "moments" in the Esses! Nevertheless, Eccles was second in his class to Raymond Mays, who was driving a specially-prepared car of the same make and model, in 1931 and again in June, 1932, when his Invicta tied with C. M. Needham's, and likewise at the second 1932 meeting. This whetted Eccles' appetite for competitive motoring and he and his brother invested (a word which would have more meaning today!) in two second-hand Bugattis, Lindsay buying a 2-litre GP Modifiée, Roy a Type 37.

This was the beginning of Lindsay Eccles' racing career, during which he remained faithful to the Molsheim make, which is not difficult to understand, because, as I well recall, before the war the better Bugattis were not only the most technically-exciting and enjoyable cars available, but they would see off almost anything on the road, to the accompaniment of inimitable sounds and smells, whereas today, although the fascination hasn't diminished one iota, the fastest of the breed might have difficulty keeping a Ferrari, Lamborghini or "E"-type Jaguar in sight. Eccles had his Bugattis prepared for

racing and serviced by H. W. Papworth, whose premises, so enthralling to visit, were in Filmer Road, Fulham. As his racing engagements multiplied, with events at Donington, Southport, the IoM and abroad, Papworth used to convey the appropriate Bugatti to the venue and supply mechanics, one of his boys being detailed to act as riding mechanic, this applying even in the dangerous Mannin Moar race through the streets of Douglas, when one of the lads would be provided with a crash-hat and told to get on with it. Eccles drove to Brooklands in the Invicta, one of his photographs showing it about to tow-start one of his Bugattis along the Finishing straight. Later he used a black and green Type 57 Bugatti saloon for the same purpose. For racing, Pratts-Ethyl petrol and Essolube oil were favoured, as old advertisements reminded me.

To talk of these pre-war races with Lindsay Eccles is to recapture the nostalgia of those days. He remarks that it was a trifle droll that he was classed as an amateur driver, when he paid Papworth to maintain his cars, which were finished in Eccles' colours of black and green and kept in London or at Brooklands between races, whereas a driver owning a small garage would be a professional; letters in Eccles' file reminded me that when drivers of his calibre were invited to take part in important races, such as the Brooklands Mountain Championship or a long-distance classic at Donington, by Percy Bradley and Fred Cramer, they were still expected to pay the 5 gns. entry fee!

I asked Eccles if he found such races exhausting. He said a long race in a Bugatti was rather tiring because the gearboxes tried to roast his ankles, so he put asbestos sheeting over those in the 2.3s. He didn't train specifically for his races, apart from some running. Was it very expensive? "Well", said Eccles, "if you ruined a full needle-roller crank on a Bugatti a new one had to be obtained from the factory . . ." It was, of course, all delightfully casual, in his day. When Turner rolled his four-speed Austin Seven at Donington, for instance, they picked him up, dusted him down, and he was ready to go racing again, except that two of the Austin's wheels were buckled, which Turner overcame by replacing one with his own spare and the other with the spare from a spectator's car. In the IoM lady spectators were allowed to watch in a sort of VIP's grandstand on the outside of a corner, separated from the sliding cars by not much more than a privet hedge, although the skids were accentuated by the loose surface at the edge of the road, and in the towns, signposts, traffic signals and other roadside impedimenta remained in place, often unprotected by sandbags, and it was said to have been debated whether or not the traffic-lights should be turned off during a race! At Donington cars were started three abreast, regardless of the narrowness of the road and the fact that it was frequently covered with wet leaves from overhanging trees. Carefree days!

Lindsay Eccles wore a crash-hat but not all his fellow competitors did so—reversed caps, linen helmets and bare heads being quite common. His prudence was seen after his serious accident at Dieppe, when his Herbert Johnson headgear probably saved his life. Inci-

dentially, the damaged helmet was displayed afterwards in the maker's window in Bond Street, together with "Goldie" Gardner's, he having also been saved in this way, but so many people were attracted that the police asked that these exhibits be removed. Incidentally, Eccles still has the X-ray report of the Wimpole Street specialist on the state of his broken bones and the bedside chart from the Kingston nursing home to which he was removed from a French hospital, on which well-wishers have recorded that the best cure would be more beer!

Eccles' green 2-litre non-s/c. GP Bugatti was entered for the first time in the 1931 BARC June Inter-Club Meeting, at which it was beaten by half-a-length in the Racing Short Handicap by Jack Bartlett's blown Salmson. This Bugatti could lap at over 105 m.p.h. For the 1932 season he had a black and green Type 37 Bugatti, in which he was third in a Mountain and an outer-circuit handicap at the Easter Brooklands Meeting and, at the Autumn BARC races, won the September Junior Mountain Handicap at 63.25 m.p.h. from Hamilton's MG.

The following year Eccles invested in a blown 2.3 GP Bugatti, running this and the 1½-litre at the Opening BARC Meeting. At Easter he concentrated on the bigger car and took a second on the outer-circuit, when he was beaten only by R. Morgan's 4½-litre Invicta, an old rival, after lapping at 108.74 m.p.h. At Whitsun he was back to the Type 37, which turned the tables on Morgan by winning the Cobham Lightning Short Handicap from the Invicta by some 30 yards, at 86.8 m.p.h., after a flying lap at 94.86 m.p.h.

The Welsh driver now turned his attention to road-racing, entering the ex-Craig 2.3-litre Bugatti for the Mannin Moar race in the Isle of Man, Papworth being responsible for getting the car there, although a friend who was with Port Sunlight sometimes contrived for an empty "Sunlight Soap" van to be available for this purpose. Incidentally, the New Imperial motorcycle team organised a signal system remote from the pits to assist Eccles in this race. Unfortunately, the gearbox played up, and then Eccles crashed at Playing Fields corner. This did not deter him, and at Donington that August he won both the 2½-litre s/c., 3-litre and up-to-5-litre races with the 2.3 Bugatti, averaging 61.5 m.p.h. in the latter and setting a new lap record. The closing Brooklands Meeting of 1933 saw "Taso" Mathieson beat Eccles by two seconds in winning the Second Woking Lightning Mountain Handicap, both driving s/c. 2.3-litre Bugattis, and at Donington, before winter closed in, Eccles' 2.3 finished second to Lord Howe's 2.3 in a 20-lap Invitation Race and won the up-to-3-litres race at 60.17 m.p.h., his f.s. lap and s.s. 10-lap records unbeaten.

The 1934 season opened well for Lindsay Eccles, because he won the First Walton Lightning Mountain Handicap at the Opening Brooklands Meeting in his blown 2.3 Bugatti from scratch at 69.74 m.p.h. from Rayson's blown Riley 9, and a sprint handicap at 98.36 m.p.h. from Oats' Maserati. Then it was up to Donington, where he lapped at 61.23 m.p.h. winning the third race at 59.23 m.p.h. from Shuttleworth, both driving blown 2.3 Bugattis. Easter brought another victory, at Brooklands, when the Type 37 came home first in the Ripley Junior Short Handicap at 88.76 m.p.h., lapping at 97.27 m.p.h., and was second in the equivalent Long Handicap. Eccles then switched to his "first-string" 2.3 Bugatti and took the

Third Ripley Mountain Handicap at 70.4 m.p.h. from Hamilton in Whitney Straight's Maserati.

For the 1934 JCC International Trophy Race Eccles had a look at the ingenious handicap channels and decided to use a 2-litre crankshaft in the 2.3, as this class had a better chance and the modification wouldn't greatly affect the Bugatti's speed. He failed to finish, however.

At Donington in May, with the 2.3 back to its normal form, Eccles won a 10-lap handicap race from scratch at 61.8 m.p.h., beating Cholmondeley-Tapper's Type 37, but not before the latter had set a new lap record of 63.76 m.p.h. against Eccles' former lap record—or could the time-keepers have been mistaken? The 2.3 finished second in the Whitsun Merrow Lightning Short Handicap at Weybridge behind Horton's MG, after which Eccles won the Merrow Senior Long Handicap by 25 yards from Murton-Neale's blower-4½ Bentley, at 112.28 m.p.h., his best lap being at 118.58 m.p.h., a speed also achieved in the earlier race.

In the 1934 Mannin Moar race the 2.3 retired with back-axle trouble after 39 laps but was rushed back for the Southport beach races. However, they hadn't realised that the drag of the sand would greatly increase petrol consumption and Eccles and others ran out of fuel when going well, as did Dixon who, however, had a sufficiently good lead to be able to refuel and go on to win. At Shelsley Walsh Eccles tied with Earl Howe for third place in the 3-litre racing class, their 2.3s being 3.6 sec. under Straight's record time in the Maserati. The Empire Trophy Race found Eccles home in third place, after averaging 81.7 m.p.h., behind Eyston's MG and Straight's Maserati in this handicap event.

Eccles next venture was some Continental racing at Dieppe, where, as already accounted, he crashed, at the Val Gosset downhill section, the Bugatti losing its radiator and front axle and cracking its block along the flange, so that the crankshaft was also wrecked. Yet Charlie Martin raced it on the same circuit two years later. Eccles had a bad time in hospital as another Bugatti driver, Gaupillat, had also crashed and was far more seriously injured, so got most of the attention.

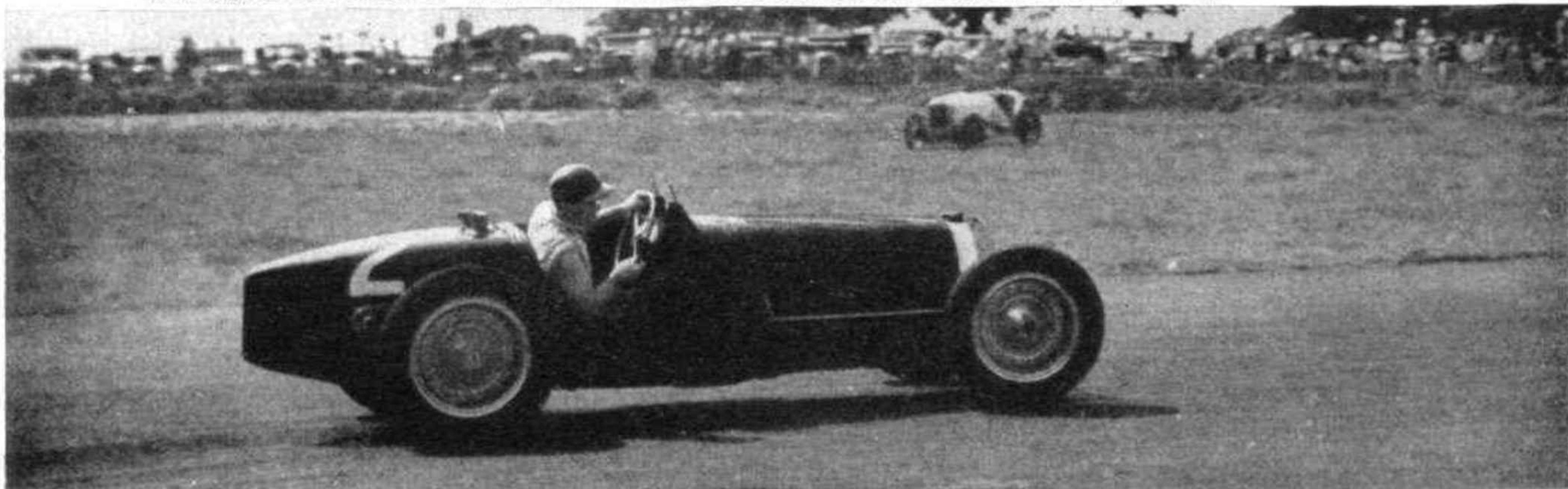
This crash might have been expected to retard Eccles' enthusiasm. Not a bit of it! At the Autumn Brooklands Meeting he entered a s/c 2-litre, a s/c 2.3 and the black and green roller-bearing, twin-Solex Type 37, finishing second in the latter in the Second Kingston Junior Long Handicap, getting round at 102.48 m.p.h. The 2-litre car was a non-runner but the 2.3 lapped at 118.86 m.p.h. before retiring.

Using the Type 37 Bugatti, Eccles opened the 1935 season by being placed third in the First New Haw Short Handicap. He also ran a Type 51A but it gave much trouble. Using a 2.3 at Donington in April, Eccles took a second place in a 25-mile race and then won the Invitation 25-mile event at 68.44 m.p.h., in the course of the afternoon first sharing a new lap record of 70.25 m.p.h. with Shuttleworth in the 2.9 *monoposto* Alfa Romeo and then improving this to 71.446 m.p.h. The final placings showed Charlie Martin's 2.3 Bugatti to be first, Eccles tying for second place with Seaman's ERA.

A most exciting episode comes next. Ettore Bugatti had announced

Continued on page 689

DONINGTON.—Lindsay Eccles takes his 3.3-litre GP Bugatti round Starkey's Corner at a 1935 meeting. This Type 59 was black with green bonnet louvres, green seats and silver "piano-spoke" wheels; the driver, seen here in typical attitude, wore a green shirt and helmet.



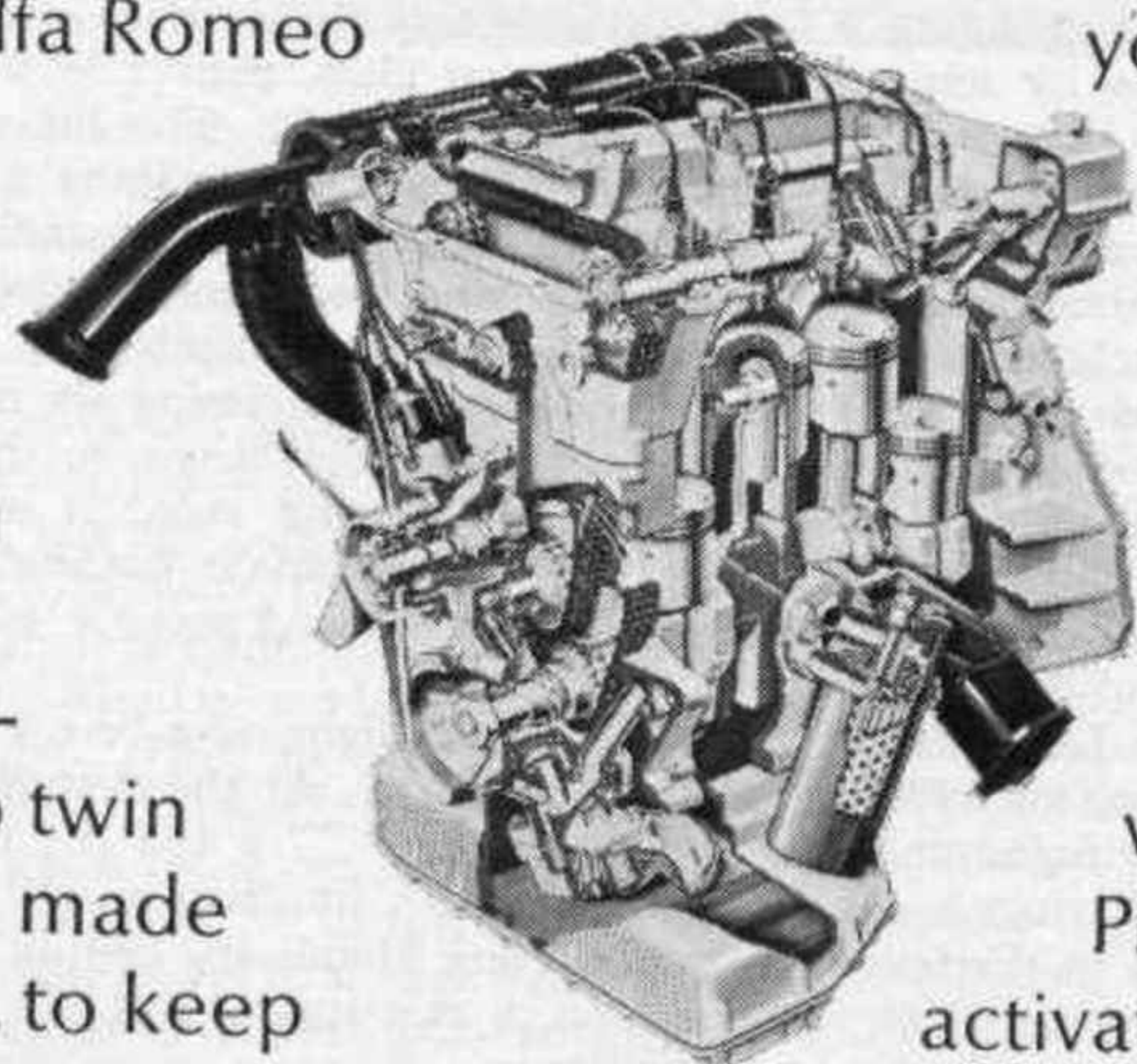
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THE 29th MONACO GRAND PRIX

Stewart all the Way

MONTE CARLO, May 23rd.

FOR SOME STRANGE and seemingly masochistic reason everyone wants to compete in the Monaco Grand Prix and, equally, everyone would like to inscribe their name on the long list of winners. It is probably due to the relative unavailability of the circuit, for it is only in use by racing cars once a year and there is never any opportunity to do any private test driving on the circuit or any pre-race meeting practice, as there is with most permanent circuits on private ground. Silverstone, Brands Hatch, Monza or Nurburgring you can go to at almost any time of the year and drive your racing car, but not at Monte Carlo, so that every occasion is a rare and valuable one, and the chance to race through the streets of the world-famous principality, in front of the Prince and Princess of Monaco themselves cannot be equalled anywhere else in the world. By the standards of the so-called "modern safety requirements" that cause trouble at Spa, vast modifications at Nurburgring and the virtual abandonment of street-racing in other countries, the circuit through the streets of Monte Carlo is a joke, with its complete lack of a fenced-off pit road, hairpin bends with no escape roads, kerbstones and brick walls, spectators within a few feet of the passing cars and, to cap it all, a tunnel with a curve in the middle of it. The circuit has just about everything that the "improvers" are trying to eliminate on other circuits, yet everyone clamours for an entry at Monaco and accepts a limitation of starters imposed by the autocratic Automobile Club of Monaco under the leadership of Jacques Taffe and Claude Fin. Perhaps it is all because it started in 1929 and that, apart from minor details, the circuit has remained unchanged since that day, even though Monte Carlo has been almost totally rebuilt over the years; many of the old hotels being replaced by sleek skyscrapers, the gasworks being removed completely, the station being moved to a new site, the trainlines being re-routed, an old train tunnel turned into a motor road, a new elevated road being made and yet the shape and character of the roads used for the circuit are unchanged. Where the racing cars blast along the harbour front, you are still not allowed to drive on non-race days and you are still not allowed to ride a motorcycle through the Casino square, while you must drive your car anti-clockwise round the square, whereas the racing cars circulate clockwise. One French paper summed it all up by asking whether the Grand Prix of Monaco had grown up with the town or whether the town had grown up with the Grand Prix circuit? To add to this strange and irrational attitude to the Monaco Grand Prix Stewart wrote a piece for the "powder-puff press" saying that if he was limited to driving in only one Grand Prix each year he would choose the Monaco Grand Prix. If he ever has an accident at Monaco and frightens himself, as he did at Spa in 1966, I think he would change his tune.

The practice time for the Grand Prix was four hours, divided into one and a half hours on Thursday afternoon, one hour early Friday morning and one and a half hours on Saturday afternoon, during which time all 23 entries could thrash round as much as they wished and at the end of it all the fastest 18 would be allowed to start in the race. This year there was no "Mayfair agreement" or "Geneva agreement" or even a "Gorgonzola agreement", which meant no pre-arranged favouritism; it was quite simply the 18 fastest, though the timekeeper's word was law. A lot of people seem to think that this system results in a fiendish last-minute dice by everyone, where in plain fact the only dicing that is necessary is by the odds and ends who occupy the last two or three rows of the starting grid.

Even before things got under way on Thursday the rain began, and got worse and worse as the official hour and a half dragged on. The pits were jam-packed with cars and drivers, Fittipaldi and Wisell with the two Lotus 72 models, Ickx, Regazzoni and Andretti with the Ferraris, Hill and Schenken with the Brabhams, Hulme and Gethin with the McLarens, Stewart and Cevert with the Tyrrells, Rodriguez, Siffert and Ganley with the BRMs, Peterson, Soler-Roig, Galli, Pescarolo and newcomer Barber with the March 711s, Amon and Beltoise with the Matra-Simcas and Surtees and Stommelen with the Surtees cars. Never was quite such a fully-equipped, ready-to-go, collection of Grand Prix talent and machinery so reluctant for the starting signal to be given. Rain on the second or third practice session often happens at Monte Carlo, but such rain before anyone

had even turned a wheel was more depressing than can be imagined. So many designs had never been on the circuit before; Tyrrell, Surtees, March 711, Lotus 72, the new Ferrari, McLaren and Brabham models, they all had so much to learn and time was so short. Black visors and air ducts can alleviate the troubles of a too hot sun, but rain is difficult to stop so that the first practice became a bit of a fiasco and those who ventured out did so more in fear of the rain continuing through to race day than with the hope of learning or proving anything. Andretti, with his South African victory to uphold was trying Monaco for the first time and hating every one of the 119.1 sec. that it took him on his fastest lap. His only consolation was that Stewart took 129.9 for his best lap and called it a day. Something got into Amon and he did heroic things with the Matra to go round in 108.8 sec., his heavy braking for the hairpins being awe-inspiring to watch. He was the only one to get below 1 min. 50 sec. (110 sec.), though Wisell, Hill, Beltoise, Surtees and Rodriguez were heroes as the Practice Times first column indicated. So bad were the conditions that the organisers cancelled the practice for the Formula Three supporting race, which was a wise decision in view of the way some of the up-and-coming stars can have accidents under perfect conditions.

Friday morning was at least dry but by no means bright in the normal sense of Monte Carlo weather, and practice was a bit late as the Formula Three chaps were given extra time to compensate for the cancelled practice. When the Grand Prix field was released there was a mad rush for no one believed that the dry weather was going to last and an instant quick lap time was essential. Stewart was away first, followed by the rest and there was so much traffic that any fast times were impossible, like the speed in the fast lane of a Motorway being controlled by the flat-out VW. Fairly soon the mad rush subsided as cars stopped to have adjustments made and with more room available some semblance of reality began to emerge. Bogey time was obviously the lap record, which stood at 1 min. 23.2 sec., but as this had been set by the late Jochen Rindt on the last lap of the 1970 race when he was fully wound-up in his chase of Brabham, no one felt very confident that they could match it in stone-cold unemotional conditions, even given more b.h.p., better cars, better tyres, better brakes and all the other improvements made in 12 months' racing development. Stewart, Ickx and Rodriguez were setting the pace, their lap times getting down below 1 min. 25.0 sec., which meant that creditable times by drivers like Peterson, Gethin, Regazzoni and Wisell were being overshadowed. After a few laps with the new radiator cowlings on his new Tyrrell Stewart reverted to the original nose with the wide, flat aerofoil and left everyone overshadowed with a lap in 1 min. 23.2 sec., equalling the record.

PRACTICE TIMES

No.	Driver	Car	Thurs- day	Friday	Satur- day
1	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	1. 55.3	1. 27.7	1. 35.9
2	R. Wisell	Lotus 72C/R3-Cosworth V8	1. 50.0	1. 26.7	1. 33.4
3	—	—	—	—	—
4	J. Ickx	Ferrari 312B/2-6—flat-12	1. 55.5	1. 24.4	1. 39.3
5	G. Regazzoni	Ferrari 312B/2-5—flat-12	1. 52.0	1. 26.1	1. 36.8
6	M. Andretti	Ferrari 312B-2—flat-12	1. 59.1	1. 29.1	1. 43.4
7	G. Hill	Brabham BT34/1-Cosworth V8	1. 50.1	1. 26.0	1. 40.7
8	T. Schenken	Brabham BT33/1-Cosworth V8	—	1. 28.3	1. 40.2
9	D. Hulme	McLaren M19-Cosworth V8	—	1. 25.3	1. 36.9
10	P. Gethin	McLaren M14A/2-Cosworth V8	2. 00.8	1. 26.9	1. 46.4
11	J. Stewart	Tyrrell 003-Cosworth V8	2. 09.9	1. 23.2	1. 33.3
12	F. Cevert	Tyrrell 002-Cosworth V8	—	1. 27.2	1. 41.7
14	J. Siffert	BRM P160/02—V12	—	1. 24.8	1. 31.8
15	P. Rodriguez	BRM P160/01—V12	—	1. 25.1	1. 35.2
16	H. Ganley	BRM P153/06—V12	—	1. 28.8	1. 38.3
17	R. Peterson	March 711/2-Cosworth V8	1. 56.1	1. 25.8	1. 32.6
18	A. Soler-Roig	March 711/4-Cosworth V8	—	2. 02.9	1. 44.4
19	N. Galli	March 711/1-Alfa Romeo V8	2. 11.4	2. 03.3	1. 34.6
20	C. Amon	Matra-Simca MS120B/04—V12	1. 48.8	1. 24.8	1. 35.1
21	J.-P. Beltoise	Matra-Simca MS120B/05—V12	1. 50.5	1. 25.6	1. 35.1
22	J. Surtees	Surtees TS9/001-Cosworth V8	1. 50.5	1. 26.0	1. 35.0
23	R. Stommelen	Surtees TS9/002-Cosworth V8	2. 04.4	1. 27.2	1. 33.0
24	—	—	—	—	—
25	—	—	—	—	—
26	—	—	—	—	—
27	H. Pescarolo	March 711/3-Cosworth V8	—	1. 26.7	1. 34.9
28	S. Barber	March 711/5-Cosworth V8	2. 48.6	—	—
4T	M. Andretti	Ferrari 312B-3—flat-12	—	—	1. 40.0
11T	J. Stewart	Tyrrell 001-Cosworth V8	2. 16.8	—	1. 43.4
15T	P. Rodriguez	BRM P153/07—V12	1. 50.8	—	—
20T	C. Amon	Matra-Simca MS120B/06—V12	2. 08.4	—	1. 51.0

While Stewart was having his glory others were having their despair, notably Andretti whose Ferrari engine had died in the Casino square when the fuel-injection system stopped working. He coasted downhill to the sea front in an endeavour to get it started but to no avail, so he was stranded on the far side of the circuit. As he was still learning his way round and was still trying to get used to the confined spaces of the circuit, a feature of the Barcelona circuit that troubled him, he had not made any very fast laps and everyone was in front of him on the starting grid list except Galli, as the Alfa Romeo-engined March 711 was popping and banging with fuel starvation trouble due to installation problems, Soler-Roig because his March 711 had shed a rear wheel due to poor inspection back at the factory letting a machining error creep through, and Barber who never got going at all as his gearbox was all wrong.

On Saturday afternoon two heats of the Formula Three race were held in the dry, but heavy rain clouds were coming over the mountains and before the last Grand Prix practice began rain was falling once again. The outcome was settled before anyone went out, the Friday morning times were going to settle the grid, Andretti would be a non-starter and the dividing line was drawn between Schenken and Ganley, that inseparable pair that contrive to record almost identical performances everywhere, even though they drive diametrically opposed types of car, which must prove something or other. Schenken was "in" and Ganley was "out", with half a second between them. As lots of teams had installed rebuilt engines, or had cured previous troubles there was a surprising amount of activity, even though none of it could alter the starting grid. Surtees and Stommelen did some filming with their camera car, the Alfa Romeo engine was made to go properly, Cevert overdid the bedding-in of the new twin-disc Girling brakes and cracked a disc, and Andretti went round in his own car and the spare one, but without any hope. Towards the end of the session the rain stopped and the road began to dry, but not enough to be significant, and everyone tried surprisingly hard, just in case they were going to have to race under the same conditions. It was Siffert who made fastest lap as the roads were drying, with 1 min. 31.8 sec., a long way off bogey-time, and quite a long way off the last qualifying time, which was Schenken's 1 min. 28.3 sec. on the previous day.

STARTING GRID

4 J. Ickx (Ferrari flat-12) 312B/2 No. 6 1 min. 24.4 sec.	11 J. Stewart (Tyrrell-Cosworth V8) 003 1 min. 23.2 sec.	
	20 C. Amon (Matra-Simca V12) MS120B/04 1 min. 24.8 sec.	14 J. Siffert (BRM V12) P160/02 1 min. 24.8 sec.
9 D. Hulme (McLaren-Cosworth V8) M19 1 min. 25.3 sec.	15 P. Rodriguez (BRM V12) P160/01 1 min. 25.1 sec.	
	17 R. Peterson (March-Cosworth V8) 711/2 1 min. 25.8 sec.	21 J-P. Beltoise (Matra-Simca V12) MS120B/05 1 min. 25.6 sec.
22 J. Surtees (Surtees-Cosworth V8) TS9/001 1 min. 26.0 sec.	7 G. Hill (Brabham-Cosworth V8) BT34/1 1 min. 26.0 sec.	
	2 R. Wisell (Lotus-Cosworth V8) 72C/R3 1 min. 26.7 sec.	5 G. Regazzoni (Ferrari flat-12) 312B/2 No. 5 1 min. 26.1 sec.
10 P. Gethin (McLaren-Cosworth V8) M14A/2 1 min. 26.9 sec.	27 H. Pescarolo (March-Cosworth V8) 711/3 1 min. 26.7 sec.	
	24 R. Stommelen (Surtees-Cosworth V8) TS9/002 1 min. 27.2 sec.	12 F. Cevert (Tyrrell-Cosworth V8) 002 1 min. 27.2 sec.
8 T. Schenken (Brabham-Cosworth V8) BT33/1 1 min. 28.3 sec.	1 E. Fittipaldi (Lotus-Cosworth V8) 72D/R5 1 min. 27.7 sec.	
Non-qualifiers:		
H. Ganley (BRM V12—P153/06)	..	1 min. 28.8 sec.
M. Andretti (Ferrari 312B/No. 2)	..	1 min. 29.1 sec.
N. Galli (March-Alfa Romeo V8—711/1)	..	1 min. 34.6 sec.
A. Soler Roig (March-Cosworth V8—711/4)	..	1 min. 44.4 sec.
S. Barber (March-Cosworth V8—711/5)	..	2 min. 48.6 sec.

While the Grand Prix "circus" returned rather gloomily to their workshops an elated David Walker dealt very convincingly with the French Renault-Alpine and Italian Tecno opposition in the Formula Three final, winning the 24-lap race in his works-supported Lotus 69 with Italian Novamotor Ford engine.

Although Sunday was bright and sunny there were still ominous clouds over the mountains behind Monte Carlo, but all morning huge crowds poured into the principality, parking was impossible and walking was the only means of movement. The whole town was overflowing with spectators as Prince Rainier officially closed the roads at the wheel of a Jaguar V12 Roadster, and the 18 starters assembled ready for a warm-up lap. Sixteen of them got away all right, Amon was delayed as his Matra V12 would not generate enough pressure in its injection system, and Regazzoni missed his lap as the fire-extinguisher system went off inadvertently and there was a panic to fit another extinguisher container. Stewart zoomed round in the Tyrrell 003, confident that he had the best engine that Cosworth could supply, and that his pit were well prepared with tyres and pneumatic wheel-nut spanners at the ready should rain develop, necessitating a stop for "wet weather" Goodyears. The others followed him round at intervals, Peterson using some new Firestone tyres on his March, as were the two Lotus drivers. These were a new compound smooth tyre, reckoned to give increased cornering power, but lack of testing and the poor practice weather meant that their race-long characteristics were unknown, although such knowledge as there was indicated that they would be good on the relatively "slow" Monaco circuit. Cevert's Tyrrell 002 was back on normal ventilated single-disc Girling brakes, and shortly before 3 p.m. the cars were lined up in pairs and hearts sunk when it was announced that Louis Chiron would give the starting signal, in honour of the 40th anniversary of his victory at Monaco with a Bugatti. Once again Amon's Matra failed to start and there was some confusion as mechanics pushed his car to one side, Rodriguez crept forward and Chiron waved his flag to stop the BRM driver. More by luck than judgement the start was given and Stewart shot straight into the lead from pole position and led the pack up the hill from Saint Devote corner. Ickx made a good start from alongside Stewart, but Siffert made a better one from behind the Scotsman and Ickx could do nothing but fall in behind the BRM. By the time the pack were half a lap away poor Amon got his Matra started and screamed off in rather hopeless pursuit. With a clear road ahead Stewart was waiting for no one and he made full use of the empty circuit leaving everyone struggling to keep pace. As the general *mêlée* were ending the second lap Hill clipped the Arco barriers on the inside at the Tabac corner and shot across the road to demolish the Brabham BT34 against the outside of the corner. It was a most unusual and rare mistake for Hill to make, but there was some small consolation in that he was not alone in clouting a barrier by the end of the race, the wheel and tyre mortality being exceptionally high this year.

It took Stewart only five laps to open up a significant gap between his Tyrrell and the second-place BRM of Siffert, and from then on he was uncatchable, driving an immaculate race that was almost perfection. He did not have to drive so hard and so desperately as he did in Barcelona, when Ickx was hounding him unmercifully, for this time he was in full command and setting the pace. He was in great form and made fastest lap after fastest lap as his fuel load lightened and everything settled into the swing of the pace he was setting. He was soon lapping under 1 min. 25.0 sec., then under 1 min. 24.0 sec. and just before half-distance he was under 1 min. 23.0 sec., and each one was now a new absolute record. He finally left the lap record at a staggering 1 min. 22.2 sec., a whole second faster than Rindt's seemingly phenomenal lap record of 1970. There was no question of anyone else matching this pace and such interest as there was behind the flying Tyrrell was centred on the progress of Peterson in the works March 711. Siffert was holding second place, with Ickx behind him, but the Ferrari began to drop back after 10 laps as the rear anti-roll bar had broken and the back was rolling badly on the hairpins and letting the inside wheel spin badly, even lifting it off the ground at times. After dealing with Hulme's McLaren, Peterson had his red STP-March in fifth place and was pressing hard on the tail of the BRM of Rodriguez, but the little Mexican was not to be pressed-on and refused to take any notice of the charging Swede. On lap 13 Rodriguez was desperately braking late for the Gasworks hairpin, about the only place where overtaking is possible between equal cars at Monaco, when a front brake locked on solid and rubbed a "flat" on the tyre as he slithered towards the hairpin. He had no choice but to stop at the pits for a new wheel and tyre, and this let Peterson go

charging on unhindered in his pursuit of Siffert and Ickx.

While the leader was putting on an impressive display of his superiority over everyone else in Grand Prix racing, and Peterson was giving his supporters something to support, those at the back of the field were having their various troubles. Amon had to stop and change a flat tyre, which put him even further back and with no hope of catching anyone. After his brake-locking incident and subsequent pit-stop, Rodriguez stopped again on the next lap as the car did not feel right, but nothing could be found wrong so he carried on. In the opening laps, on lap 4 to be precise, the tail-enders got all muddled up when Cevert stalled on the Gasworks hairpin and Schenken had to take violent avoiding action and broke both near-side wheels of his Brabham against the outside kerb. As the pits were only a little way away he was able to limp in and have two new wheels fitted and carry on. Two laps later Cevert clouted the edge of the track and damaged the rear of his Tyrrell, which stopped any further racing for him. At 20 laps Stewart was away on his own, Siffert was second and Ickx third, but Peterson was closing steadily. Hulme was in fifth place and Beltoise sixth, though some way back having made an excursion up the escape road at the *chicane* on the harbour front. Then came a furious "follow-my-leader" group that looked fast and heated and probably was by their standards, but it was only seventh place that was at stake and you have to be higher than that to get into the World Championship stakes. This comprised Wisell (Lotus 72), Pescarolo (March 711), Regazzoni (Ferrari 312B/2), Stommelen (Surtees TS9), Fittipaldi (Lotus 72), with a clutch that was not freeing, Surtees (Surtees TS9) and Gethin (McLaren M14A), and as they all rushed into the relative darkness and shattering noise of the tunnel on the next lap, Pescarolo's Hewland gearbox jumped out of fourth gear. By the time he was out in the sunlight again and had realised what had happened his rev.-counter was showing 11,200 r.p.m. and all except Gethin had shot past him. This put Regazzoni behind Wisell and next lap, as they went along the sea-front towards the tunnel the Ferrari was nearly touching the Lotus. From all accounts Wisell muffed a gear-change, Regazzoni dodged the Ferrari sideways and struck the kerb which resulted in two broken wheels and flat tyres on the right-hand side and he limped to the pits for new ones. Wisell also stopped at the pits with a wobbly right-rear wheel, the hub race having broken up, which may have been caused by being struck by the Ferrari or it may not, no one was quite sure what happened in the general scramble. It all resulted in Wisell's retirement and Regazzoni rejoining the race way down the field and out of contention. On lap 23 Gethin hit the edge of the track and bent the right-front suspension and that was his race over, and two laps later Regazzoni caught his right-rear wheel on the wooden barrier as he was leaving the *chicane* and this bent the rear suspension and spun him like a top. He recovered and retired at the pits.

Peterson's meteoric drive in pursuit of the BRM and the Ferrari in second and third places was held up momentarily when he got behind Pescarolo, as he was lapping him, but then he went by and took the Ferrari as well, and in no time at all swept past the BRM on lap 31. He was throwing the March about as if he had gone mad, but it was all calculated and he didn't bounce off anything, nor did the March fall to pieces under him, which surprised a lot of people. Although he was only 17 seconds away from Stewart after he had dealt with Ickx and Siffert, the Scot was not troubled, and at 40 laps, which was half-distance, the gap was 18 seconds, soon to be increased to 20 seconds and 21 seconds, so it was all over. With Wisell and Regazzoni out of the "also-rans" battle, and Pescarolo slowing with a deflating near-side rear tyre, Fittipaldi led the two Surtees cars, but the Brazilian had bumped a kerb somewhere and put the right-rear wheel out of line, with a bent top link mounting pin on the chassis, and a crack in the cross-member supporting it. Beltoise had another excursion up the escape road at the *chicane*, which let Fittipaldi into sixth place, and then both Matras disappeared within two laps, with a breakage in their Hewland final-drive units, Amon on lap 46 and Beltoise on lap 48. There were now only five cars on the same lap, Stewart in an unassailable lead, Peterson in a dominant second place, Siffert third and Ickx hanging on tenaciously, even though half his rear anti-roll bar mechanism had fallen in the road! Hulme was a lonely fifth, just driving round steadily for a finish.

As a race it was now a procession to the end with little hope of any last-minute excitement, and on lap 59 as Siffert accelerated away from the Gasometer hairpin an oil pipe broke and he saw his oil pressure gauge needle drop to zero, so he switched off hurriedly and came to rest, out of third place and the race. At the back of the field Stommelen and Surtees were running steadily and reliably, nose

to tail, in sixth and seventh places and Pescarolo was bringing up the rear, apart from Rodriguez and Schenken who were many laps behind. As the 80 laps drew to a close grey clouds appeared over the town and the beady eyes of the race leader looked anxiously skywards as he went up the hill towards the Casino. The weather man was kind and the small pending shower held off until Stewart received the chequered flag, and then fell lightly as he went round on his slowing-down lap accompanied by great applause and appreciation from the great crowd.—D. S. J.

Results:

29th MONACO GRAND PRIX—Formula One—80 laps—251.6 kilometres Dull and overcast

1st	: J. Stewart (Tyrrell 003)	1 hr. 52 min. 21.3 sec.—134.359 k.p.h.
2nd	: R. Peterson (March 711/2)	1 hr. 52 min. 46.9 sec.
3rd	: J. Ickx (Ferrari 312B/No. 6)	1 hr. 53 min. 14.6 sec.
4th	: D. Hulme (McLaren M19)	1 hr. 53 min. 28.0 sec.
5th	: E. Fittipaldi (Lotus 72D/R5)	1 lap behind
6th	: R. Stommelen (Surtees TS9/002)	1 lap behind
7th	: J. Surtees (Surtees TS9/001)	1 lap behind
8th	: H. Pescarolo (March 711/3)	3 laps behind
9th	: P. Rodriguez (BRM P160/01)	4 laps behind
10th	: T. Schenken (Brabham BT33/1)	4 laps behind

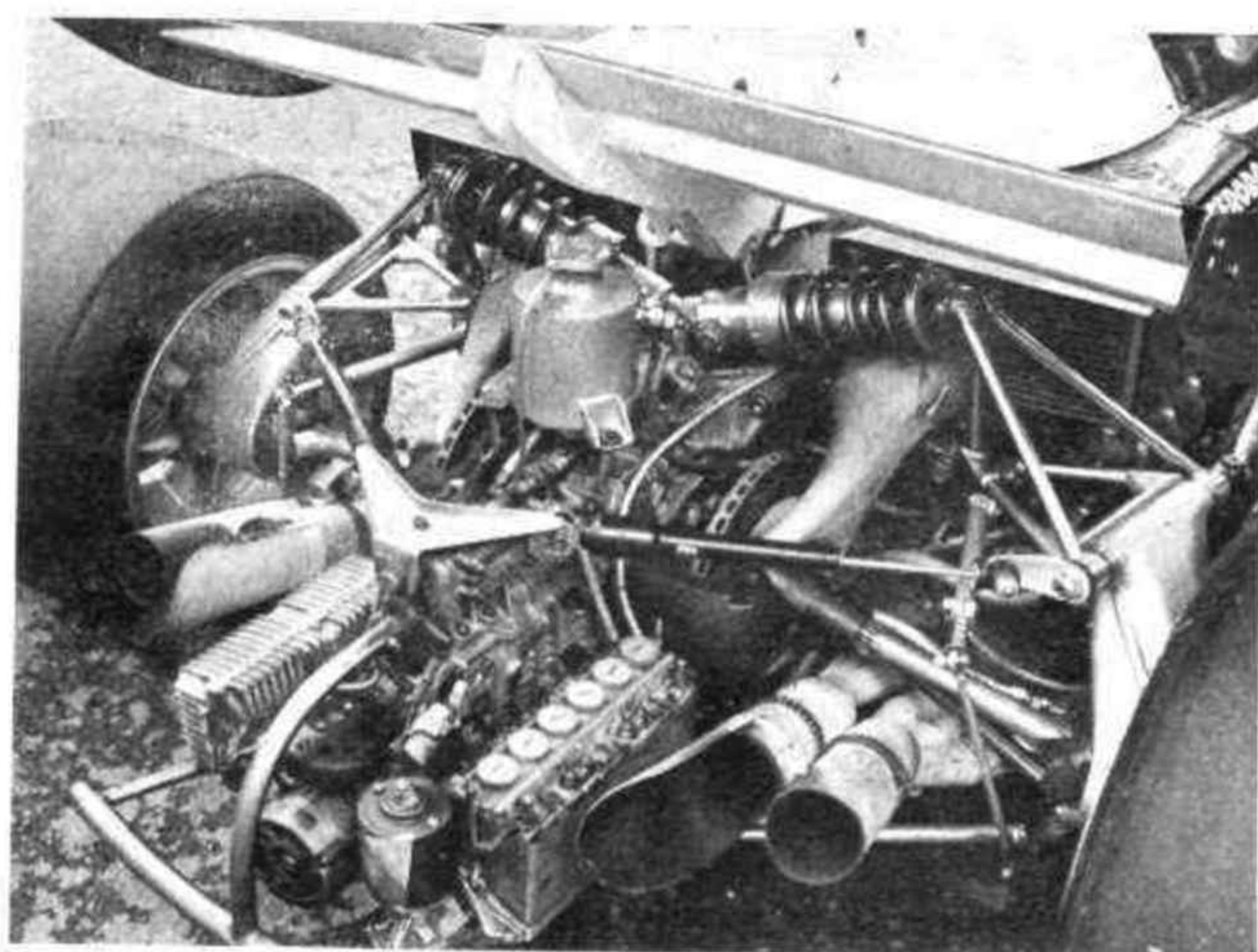
Fastest lap: J. Stewart (Tyrrell 003), on lap 57 in 1 min. 22.2 sec.—137.737 k.p.h. (new record).

Retirements: G. Hill (Brabham BT34/1) on lap 2, accident; F. Cevert (Tyrrell 002) on lap 6, accident; R. Wisell (Lotus 72C/R3) on lap 22, accident; P. Gethin (McLaren M14A/2) on lap 23, accident; G. Regazzoni (Ferrari 312B/2-5) on lap 25, accident; C. Amon (Matra-Simca MS120B/04) on lap 46, transmission; J-P. Beltoise (Matra-Simca MS120B/05) on lap 48, transmission; J. Siffert (BRM P160/02) on lap 59, oil pressure.

18 starters — 10 finishers.

NOTES ON THE CARS AT MONACO

WITH THE CIRCUIT being in the streets of the town there is no normal paddock at Monte Carlo and most of the teams base themselves in the large Renault garage in a side-street by the Automobile Club. The Ferrari team commandeered the basement for themselves, everyone else being crowded into the workshops at ground level. The only exceptions to this communal working were BRM, who were in a garage at the top of the town, a traditional spot where they have been for as long as I can remember, and the McLaren team who were hidden away in a garage in a side-street at the far end of the circuit. At one time the various teams used to be spread out all over the town and in neighbouring villages, but traffic congestion gradually made this impracticable, the first signs of change being when the racing cars were no longer driven into Monte Carlo from places like Eze or Menton, but were brought in by transporter. Finally the traffic and parking problems forced most people to abandon the idea of travel, and with the growth of "democratic thinking" as it is called in Grand Prix circles, the communal garage/workshop plan was adopted.

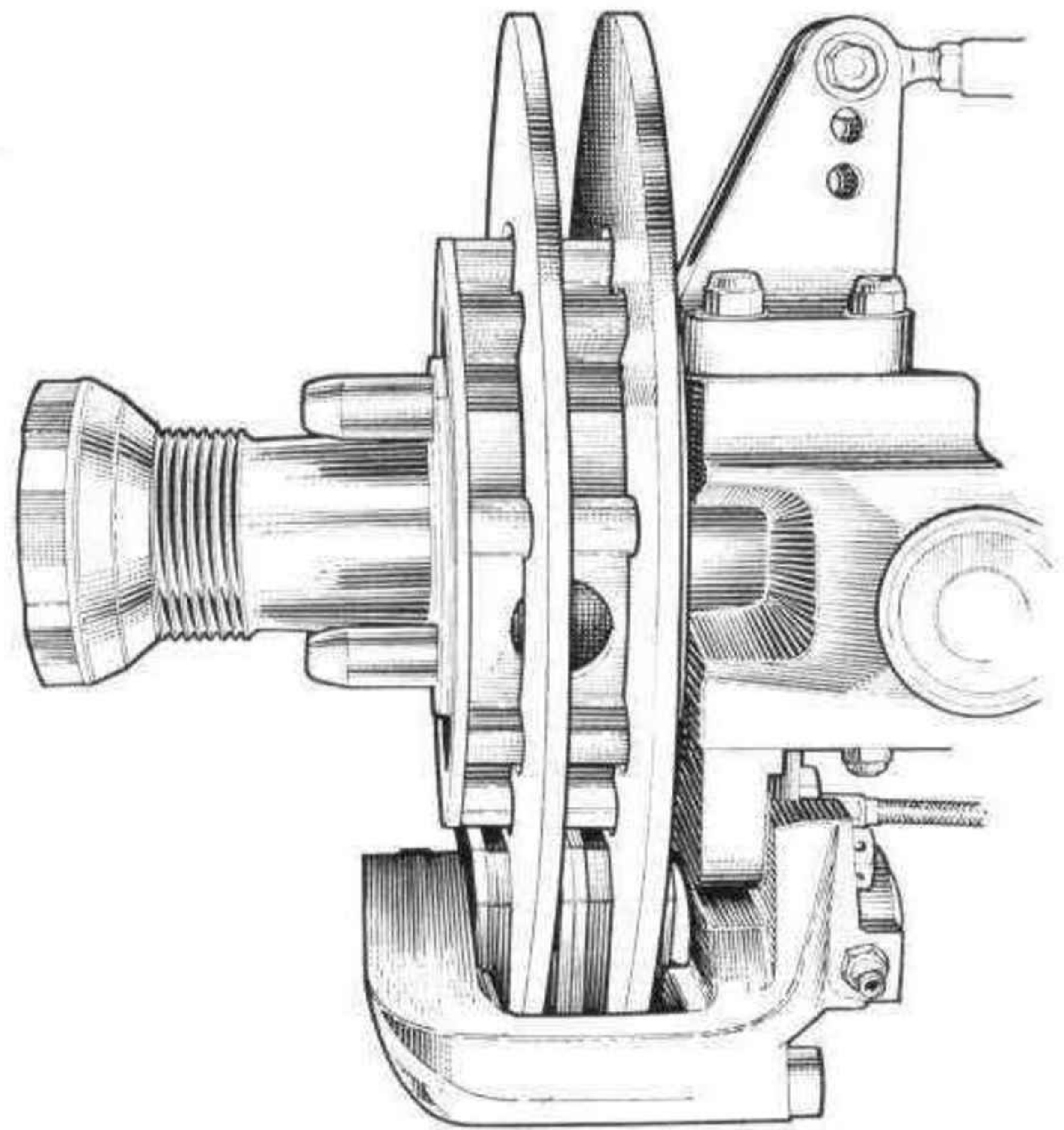


FERRARI REAR END.—The back suspension of the 312B/2 Ferrari showing the transverse vibration dampers mentioned in the text. The high-mounted spring units pivot on a central bolt that screws into the back-bone of the chassis. Note the inboard brake discs and the deflectors on the inner exhaust pipes to keep heat away from the electrics, these latter being fitted since the Spanish GP.

Since the previous outing for Formula One cars, which was the International Trophy at Silverstone, a lot of work had been completed by many of the teams, some of it in the general 1971 building programme and some of it in a rebuilding programme repairing accident damage. The third of the Tyrrell cars had been completely rebuilt with a new chassis monocoque after its Silverstone accident, and Stewart was using this one as his car for the race, a new-style "droopy snoot" radiator cowl was available for this car, with the 1970 car as a practice vehicle. Cevert was driving the second Tyrrell car and it was fitted with the experimental Girling double-disc front brakes during practice, but they were not used for the actual race. The March factory had rebuilt 711/1, the Alfa Romeo-engined car, with a new monocoque assembly, after Peterson's crash at Silverstone, and it was now being driven by Nanni Galli in place of de Adamich, while Peterson was back in 711/2, the STP-sponsored Cosworth V8-powered car, and this was using some experimental copper discs on the front brakes in practice, and had a revised rear suspension. The third works March was 711/4, also Cosworth powered, for Spaniard Alex Soler Roig, and a brand-new 711 March, number five in the series, had been completed for American Skip Barber, it being red like the works cars and having the latest cockpit surround like the rebuilt 711/1. To complete the March line-up there was 711/3 driven by Pescarolo for the Frank Williams team and it was painted in the red of the Motul oil company.

Matra had three cars in the garage, the two 1971 cars used previously and a brand-new car, number six in the MS120 series, as a practice car for Amon. All three were fitted with the short, narrow nose cowl, and 04 and 05 had new rear aerofoils in the form of a large tray that covered the whole rear of the car and half the engine as well; the new car was fitted with the earlier smaller aerofoil. To try and improve their oiling system the cars were fitted with external oil tanks mounted at the back behind the Hewland gearboxes, like most of the British Formula One systems. The Surtees team had their usual two 1971 models, with the original 1970 as a spare and for use by one of the many film companies using the Monaco GP as background material. Lotus had their two Type 72 cars, numbers R3 and R5, the former being unchanged for Wisell and the latter for Fittipaldi having an entirely new rear suspension, so drastically redesigned that it warrants the up-rating from 72C to 72D. Previously, and still on R3, the rear suspension comprised a very wide-base lower wishbone that absorbed all the fore and aft loads from the bottom of the hub-carrier, with a single transverse top link and a single radius rod from the top of the upright running forwards to an attachment on the front end of the appropriate cylinder-head of the Cosworth engine. Incorporated in the transverse link was a triangular member that was coupled to the link mechanism that operated the longitudinal torsion bar spring. On the new layout the bottom of the rear upright is located by two parallel links pivoting on a new sub-frame under the Hewland gearbox, and the fore and aft loads are absorbed by two radius rods on each side. The upper one is a lot longer than the previous single one, and runs from the top of the upright, forward to a ball-joint ahead of the engine, this ball-joint being suspended in space by a complex structure of very small tubes anchored to the front end of the cylinder-head, on each side of the car. The lower radius rod is pivoted on the upright about midway between the lower transverse links and the centre line of the hub and the forward mounting is by a ball-joint on the rear bulkhead of the chassis monocoque. From the top of the upright a similar transverse link operates the torsion bar as on the previous version of the Lotus 72. On the D-version the air scoops to the rear-mounted oil radiators have been improved with the entries wider apart and less liable to collect engine heat. For this round-the-houses race both Lotus cars were using the 1970 three-tier rear aerofoil as downthrust is more important than drag. Tauranac's team of Brabham cars were the two used at previous races, the 1971 model fresh from its Silverstone victory and having raised radiator pods with the forward corners bevelled off in view of the confined and crowded conditions found on the Monte Carlo circuit.

Underneath all this activity, in the basement of the Renault garage, were four Ferraris, the Race of Champions winning car, 312B/2 No. 5 for Regazzoni and a brand-new 312B/2 for Ickx, this being number six in the flat-12-cylinder series. Since Firestone introduced the completely smooth "slick" racing tyre their various users have been troubled by vibration under cornering loads, thought to be generated by the wide smooth tyre sliding across the road surface and at the same time transmitting power. It also exists with



NEW GIRLING.—Plan view of the "floating twin-disc" brake assembly tried on the Tyrrell 002 during practice for the Monaco GP. The thin discs float on the heavy splines of the hub to find their own centres relative to brake pads in the caliper, which is mounted at the rear of the assembly. The "float" is in the order of 10 thou. and the pads are operated by a double piston assembly on the inner side of the caliper. Note also the wheel-locating pegs and the single tapered wheel-nut.

Goodyear-shod cars as well, for Hulme complained of it during tyre testing with the latest McLaren. In an attempt to damp out these vibrations the Ferraris were fitted with long thin dampers, as used to damp out "kick" in production car steering, and these were mounted horizontally across the back of the car running from the top of the uprights to a steel bracket mounted on top of the gearbox. Both of the 1971 Ferraris were using Lockheed brakes, as previously used only by McLaren. The third works Ferrari entry was No. 2 of the 1970 series and this was for Andretti, while No. 3 of the 1970 series was a spare, with team-leader Ickx's number on it.

Away at the top of Monte Carlo were four V12 BRM cars, the two 1971 models for Rodriguez and Siffert and two 1970 models, one for "customer" Ganley and the other as a spare for team-leader Rodriguez. Number one P160, with the latest cylinder-heads on the engine, was for the Mexican and number two P160 was for the Swiss. There was a newly-styled "shovel nose" radiator cowl for the number one car. Both of the P153 cars had been brought up-to-date with 1971 type oil tanks, and ducted air coolers. In the McLaren garage were the two usual orange cars, the 1971 model M19 for Hulme and the revised 1970 model M14A/2 for Gethin, while the bones of another M14A were in the transporter as "travelling spares".

With a total of 29 Formula One cars in Monaco the narrow pit lane during practice was desperately overcrowded, though fortunately all 29 did not appear at one time.—D. S. J.

* * *

Monaco Mutter

Hulme finished 4th last year in 1 hr. 56 min. 04.9 sec. for the 80 laps, driving McLaren M14A/2. This year he again finished 4th in 1 hr. 53 min. 28.0 sec. for the 80 laps in the McLaren M19. Stationary progress?

Reflections in the Rain at Monaco

AT SOME circuits rain can cause me utter despair and despondency, and can take away all the enjoyment of a motor race, but at Monte Carlo a little rain never does anyone any harm. At the best of times Monte Carlo is so artificial that it is hard to take it seriously, but at Grand Prix time it excels itself and seems to attract all that is artificial and showy to an unprecedented degree, the people, the talk, the showing-off, the cars, the animation, all seem unreal when compared with other parts of Europe. This year, when I arrived late on Wednesday evening, the whole thing seemed impossible and a little tiresome in its artificiality, but this may have been exaggerated by having driven straight up from Sicily, through Messina, Reggio Calabria, the Adriatic coast, Matera, Pescara and along that awful mess of civilisation that seethes in all the small towns and villages between Pescara and Ancona. That part of Italy is another world to Monte Carlo, and to some people probably just as unreal as Monte Carlo seemed to me. Southern Italy is not the way it is because people want it to be that way, they have little choice down there.

On Thursday, the hoo-ha, the bally-hoo, and the fantasy that is Monte Carlo at Grand Prix time was working up to a merry old pitch when down came the rain. Stark reality that dampened the rising clouds of bullshit and sent the fanciful fairies scuttling for cover with rain on their gossamer wings, and gave me time to re-adjust my sense of proportion. But then the rain went on, and on, and on, and it began to bounce up off the road and pour down the gutters in raging torrents; the situation became impossible and yet some real heroes went out in it and practised at quite respectable speeds. In fact, I would estimate that Amon and the others were lapping faster in running water than many of their critics could achieve on a dry road in the same cars. I know they were going faster than I could hope to go in perfect conditions. That was reality if ever I saw it, but the sort of reality we can do without. As I said earlier, a little rain at Monte Carlo never does anyone any harm, but the rain we had this year was out of all proportion and in particular did Mario Andretti a lot of harm, for it effectively prevented him from qualifying for the starting grid, as his Ferrari broke down during the only dry practice session before he had even gone as fast as Ganley or Schenken. Had he not had trouble with the car he would no doubt have qualified in the fastest 18, but not up at the front as most people expected, in fact, I doubt whether he would have been ahead of Peterson on the grid, for the little Italian-born American is not at home on street circuits, having become so used to USAC-type circuits with loose run-off areas along each side of the road, and he has admitted that he likes to be able to put a wheel off the road and "in the dirt" when he is trying hard. Andretti has shown numerous sparks of brilliance in Europe, but nothing yet tangible enough to rate him highly up the Grand Prix scale.

The CSI stewards tried to persuade the organisers to change their rules and accept 20 cars on the grid, but Jacques Taffe, the man in overall charge at Monaco, refused to do so. The odd thing was that he was paying starting money to 20 entrants, which meant the entrants of Ganley and Andretti, even though they did not start. Even more curious was the fact that the CSI pointed out (they can do good, you know!) that in 1972 a new FIA rule comes into force that specifies that all races in the World Championship series must take a *minimum* of twenty starters. Taffe remained adamant, so Ganley and Andretti did not start. Many people were a bit incensed and some journalists even went so far as to say that the spectators were robbed of seeing a confrontation between the two greatest drivers in the world. That was a laugh, for had he started, Andretti would have been on the last position on the grid. With Stewart in number one position on the grid the only time the spectators would have seen the two drivers together would have been when the Scotsman lapped "Super-Wop", for Stewart was in a class of his own throughout the meeting, being 1.2 sec. faster than his nearest rival in practice and beat the lap record in the race by 1 sec.

Talking of Stewart, and people talk about him nearly as much as he talks himself, though oddly he seldom talks *about* himself in the manner of Cassius Clay or A. J. Foyt, which is pleasant, I sat in the pits before the cars came out of the garages on race day and contemplated the trees. On the centre island which forms the pits at Monte Carlo, with the cars going along the promenade (newly covered in tarmac this year)

behind you, round the Gasworks hairpin and back along the Boulevard Albert 1st in front of you, there are numerous trees growing, and I have seen those same trees for more than 20 years and know them well. In fact, the first time I saw a Grand Prix car out of the *Tabac* corner on full song, I made myself very small behind one of those trees, there being no Armco barriers in those days, and it was all very exciting. I mention these trees because just before the Monaco race a reader sent me a cutting in which Stewart was quoted as saying "trees that used to be saplings in Fangio's time, to slow down a car spinning off the track, are now strong, solid trunks that will tear a car—and driver—on impact". He went on to say "remember that it is 20 years since Fangio won his first World Championship and trees grow a lot in that time". Now, presumably, Ken Tyrrell, who knows about trees, being a professional timber merchant when he is not at races, confirmed to Stewart the rate of growth of trees and how much they will grow in 20 years, but my correspondent asks whether Fangio complained about the saplings of Nuvolari's days when he was winning his first World Championship in 1951. I somehow don't think he did, and those trees in the pits looked as solid in 1951 as they do in 1971, even if they were saplings in 1931. There is one thing about Stewart and that is that when he drives a Grand Prix car he is as near to perfection as makes no odds, but when he is not in the cockpit with the engine running, then, oh dear!

After the race a lot of people were raving about Peterson and referring to him as the man of the race, but I'm afraid I don't see it. He finished a very worthy second to the Man of the Race, and the March people and his personal friends were justified in raving about his performance. To make fastest practice lap, by over a second, to lead the race from start to finish and set a new lap record must mean that Stewart did the maximum that was possible for any driver to achieve, except perhaps to lap the entire field in the way that Moss used to do. For me Stewart had to be the Man of the Race, Peterson was only a jolly good runner-up. A friend who has been connected with Grand Prix racing as long as I have said after the Spanish Grand Prix in April "I can't stand the long-haired, beady-eyed little Scot, but, by God, he can drive". He said the same after Monaco. As I said, everyone talks about Stewart nearly as much as he talks himself. Elsewhere I mentioned that his performance was near perfection, and I use the word "near" for after the race there were graunch marks on his front wheels where he had clipped kerbs too fine, and watching him in the Casino square he frequently bounced a rear wheel over a kerb, but fortunately the Tyrrell was strong enough to withstand these errors. The small Tyrrell team have certainly returned to the efficient state they were in in 1969, and have found the way to build the Tyrrell cars to perfection. Their third car, number 003, was produced brand new for Barcelona and it won, and for Monaco it was once again brand new, having been rebuilt round a new monocoque after the Silverstone accident, and again it won. Must be a moral somewhere.

Probably the most notable feature of the race this year was the damage caused to magnesium wheels, for including major crashes like Hill had, over a thousand pounds worth of alloy wheels were converted to scrap, for even a graunch on a rim makes a wheel unusable again. One of the reasons for this is the super-low profile tyres used today, for not only do these bring the rim nearer the road, in effect making the kerbs that much higher, but tyre development has caused the wheel rim to be wider than the tyre. Whereas a brush with a kerb used to result in white marks on the wall of the tyre and the shock being absorbed by the rubber, it now means violent contact between alloy rim and the stone kerb, with resultant broken wheels and deflated tyres, or transmitted shock loads bending or breaking something in the suspension system.

Apart from the racing, there is always a great deal going on at Monte Carlo and this year there was a much-vaunted Racing Car Show, much-vaunted by the organisers that is, for most people I met who went in with a complimentary ticket (the same one in some cases!) were appalled by the cheap, shoddy, trashy, try-on of the whole affair, from stands selling out-of-date magazines to completely phoney exhibits such as the World Record "Blue Flame" rocket car which was a wooden mock-up. What the paying customers thought I don't really know, but many people thought the best exhibit was the Summers Brothers "Golden Rod" Bonneville car, especially as it was outside the exhibition building and could be seen without paying. In some publicity blurb the organiser said he thought journalists were among the shrewdest judges of such occasions. That was before the Show opened, I wonder what he thought afterwards. The standard was well up to that of the public enclosures at Le Mans, and that is saying something.

Continued on page 719

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

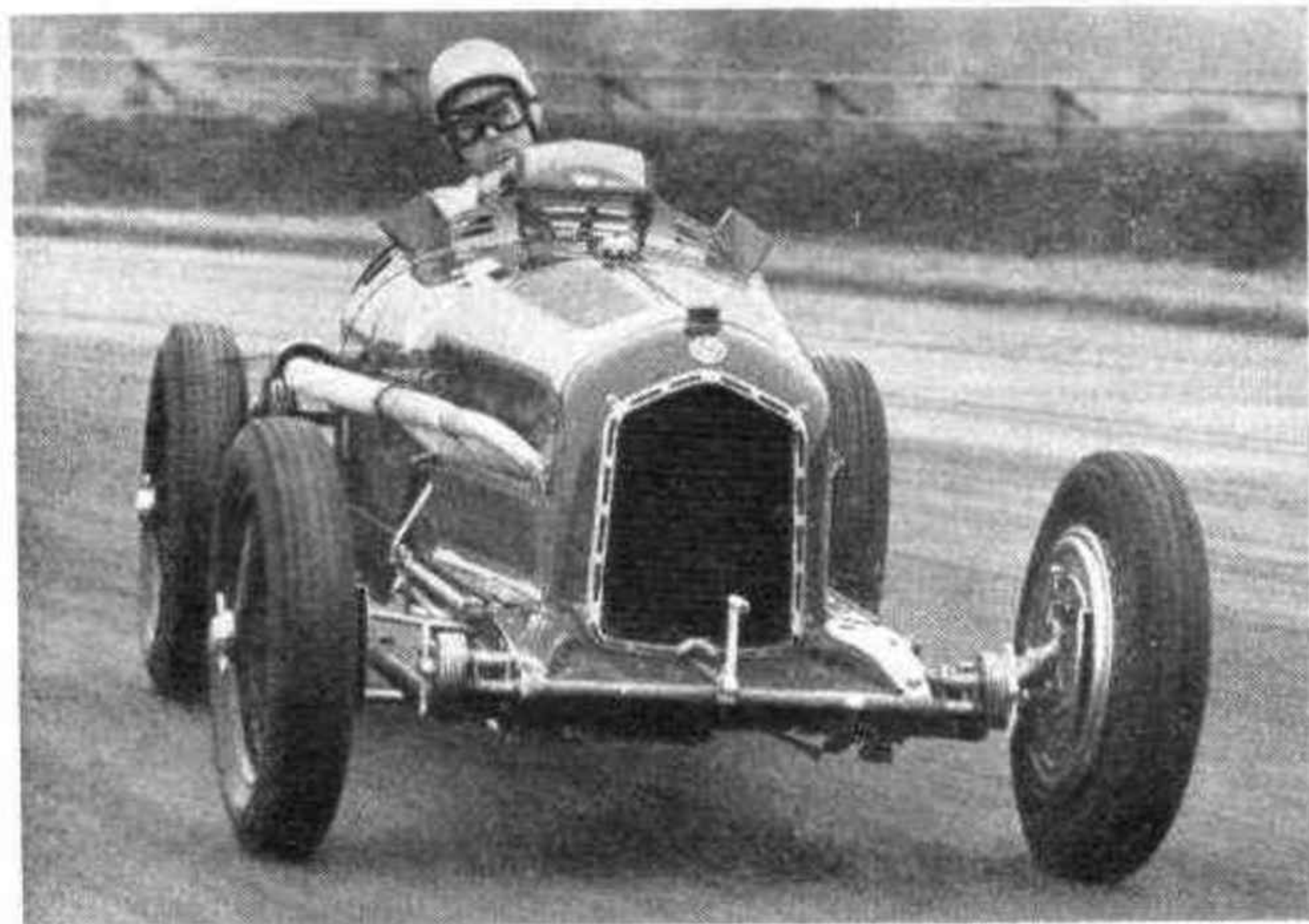
ALL SEEMS WELL . . .

THE outlook in the vintage/veteran world seems to be "set-fair", with races for historic racing and sports cars being encouraged by the JCB Excavator Championship, as reported in *MOTOR SPORT* last month, as well as by the VSCC, so that post-war sports cars of historic implication which the latter influential club, wisely we think, declines to cater for, will be seen racing with pre-and post-war historic single-seaters. All to the good, providing the thing does not get out of hand, with too many meetings—it used to be nice to be able to remember who had won all the important races, as one could in the Brooklands days, with the International Trophy, Empire Trophy, Relay Race and "500" as the main fixtures. And as one could until recently, with four VSCC race meetings to a season.

The encouragement of historic sports cars by the Historic Sports Car Club has its merits, however, and stems from spade work by the Frazer Nash CC (not to be confused with the "Chain-Gang" Frazer Nash Section of the VSCC) who, after all, cater for one of the most deserving makes of car in this category.

So far as encouragement of new recruits to the Veteran CC and VSCC is concerned, prices of appropriate cars seem to be coming down, if we disregard some of those quoted as realised at auction sales, which we do not always regard as reliable, although certain journals insist on proclaiming them. In any case the most extraordinary things happen at such sales and, in our opinion, buyers may do better dealing with private advertisers or established specialist traders when shopping for elderly motor vehicles. On this score, we continue to think that one-make club-support only, for non-p.v.t. post-1931 cars, and a date-line set at pre-1941 for all "antique" vehicles is essential if competitive prices of such cars are to prevail, thus enabling the rising generation to afford to project themselves back into the pre-WW II motoring-past. If such cars have their field of activity increased by acceptance to all Club functions those who live, even grow mighty prosperous, by selling them, will be able to raise their prices. It is solely on this basis that we persist with this dictum, not from any desire to elevate the "status" or value of vintage and p.v.t. vehicles as such, at the expense of those lesser but entirely worthy makes and types which grace the one-make scene and even, in some cases, continue to provide practical everyday transport.

At one time it seemed possible that VSCC historic car races might be enlivened by an official entry from Mercedes-Benz of their Museum's W125 and W163 GP cars, perhaps driven in a Seaman Trophy race by Lang and other ex-works drivers. They sent them to Oulton Park for Tony Brooks and Peter Collins to demonstrate, the former puzzled by a curious vibration, until he realised that never before had he experienced wheel-spin on a dry road in top gear, and the late Reg Parnell demonstrated one of these W163 Mercedes-Benz at Silverstone, unfortunately in the wet. Now, however, their racing days have been declared over but Colin Crabbe has his re-built ex-hill-climb W125 Mercedes Benz which we hope to have seen in a race by the time this issue of *MOTOR SPORT* appears. It would be exciting if it could be joined by a V16 BRM (the Owen Organisation's car which is on loan to the Montagu Museum presumably being in running order if the proper fuel could be brewed for it?), Dennis



ON THE LIMIT.—Peter Waller enjoying the P3 Alfa Romeo at the Martini Silverstone Meeting.

Poore's pre-war 3.8-litre Alfa Romeo, which seems to be in permanent hibernation, and perhaps by a Vanwall, even by an Alfetta from Turin, where they could also find a works driver to handle it! Wishful thinking, maybe, and, as it is, the scene is bright enough. . . .

In view of the interest displayed in historic-car races it is a pity they are so often put on as the last item of a meeting, following a surfeit of other sorts of racing, when the spectators may be restless to go home and will inevitably compare performances with what has gone before. Also, of course, historic cars are not at their best in the rain. . . .

Another matter of some concern to owners of presentable veteran and vintage cars is the increasing number of fetes, jamborees, garden parties, general rallies, horse-shows and the like to which such vehicles are invited, in order to add to the attraction and draw larger crowds, but at which they are sometimes given inadequate protection and their owners very little compensation for the time and trouble occasioned by attending. The old-car hobby must not degenerate into merely providing a laugh for the uninitiated, and while public appearances in the right places do only good to the movement, some owners are now restricting themselves to deserving charity-events.

For the record, recent historic-car races have worked out as follows: At the BARC Silverstone Meeting on May 16th the 5-laps Pre-1940 Handicap saw Bianchi in his Alvis Silver Eagle Special win the Brooklands Society Trophy at 66.26 m.p.h., Russell's Riley TT Sprite finishing second and Venables-Llewelyn third, after fastest lap at 80.85 m.p.h., in his ERA.

At the Martini Silverstone Meeting on June 5th the Historic race was a huge success and the mixing of the sports and racing cars was definitely a good idea. Neil Corner did rather run away with the race driving the 3-litre Aston Martin DBR4. Chase was given by a gaggle of Jaguar "D"-types initially led by Mike Franey in the Hexagon of Highgate car until that dropped a valve. From then on Martin Morris in his "D"-type and Willie Green in the JCB-owned example took up the cudgels and Green finally spun on the last lap after some Duncan Hamilton-style opposite lock slides. So Morris was second from Nigel Moores' "D"-type.

Making his comeback was the Hon. Patrick Lindsay in Corner's rebuilt Maserati 250F, in which he finished fourth ahead of Green, Brian Classick's Lister-Jaguar coupé, Pilkington's Talbot-Lago and Peter Waller, who drove superbly in the Alfa Romeo P3. Maserati enthusiasts were particularly well catered for with Cooper's *concours* 300s, Fellowes 405S and the later Tipo 60 and 61 birdcages of Bob Owen driven by himself and Brian Joscelyne all sounding crisp.

During the morning lunch break it was great to see Colin Crabbe giving the first public run to the Mercedes-Benz W125 which his firm has restored beautifully over the last few years. Neil Corner had better watch out when this 600-b.h.p. monster gets in its stride.

The next JCB Championship round is on July 10th; the next VSCC race meeting was at Oulton Park on June 19th, unfortunately too late to report in this issue.—W. B.

FACTORY METHODS OF THE VINTAGE ERA

No. 15: THE RUGBY

THE RUGBY was one of the Durant line of assembled automobiles made in Toronto, Canada, during the peak of the vintage years. The chassis frames were riveted up at the factory in a spacious hall equipped with floor-mounted riveting machines. The frames then went by a knee-level chain conveyor for the installation of engines, steering boxes and transmissions, components being binned beside the line and stacked under it and fitted by hand as the chassis moved along, at first inverted for the axles, etc. to be attached. Incidentally, the engines were side-valve fours and the back axles were under-slung, with $\frac{1}{2}$ -elliptic springs all round. The wheels, with tyres already on their detachable rims, were fitted at this stage, and assembled engines came to the line on man-propelled trolleys.

With the chassis almost complete but not equipped with radiator or steering wheel, it was run on its wheels from chain to floor conveyor, where the bodies were lowered onto it, radiator, mudguards and running-boards fitted and the finished chassis inspected from an illuminated pit, in which operatives could stand erect, between the conveyor tracks. The bodies were lowered through pits in the first-floor body-assembly shop.

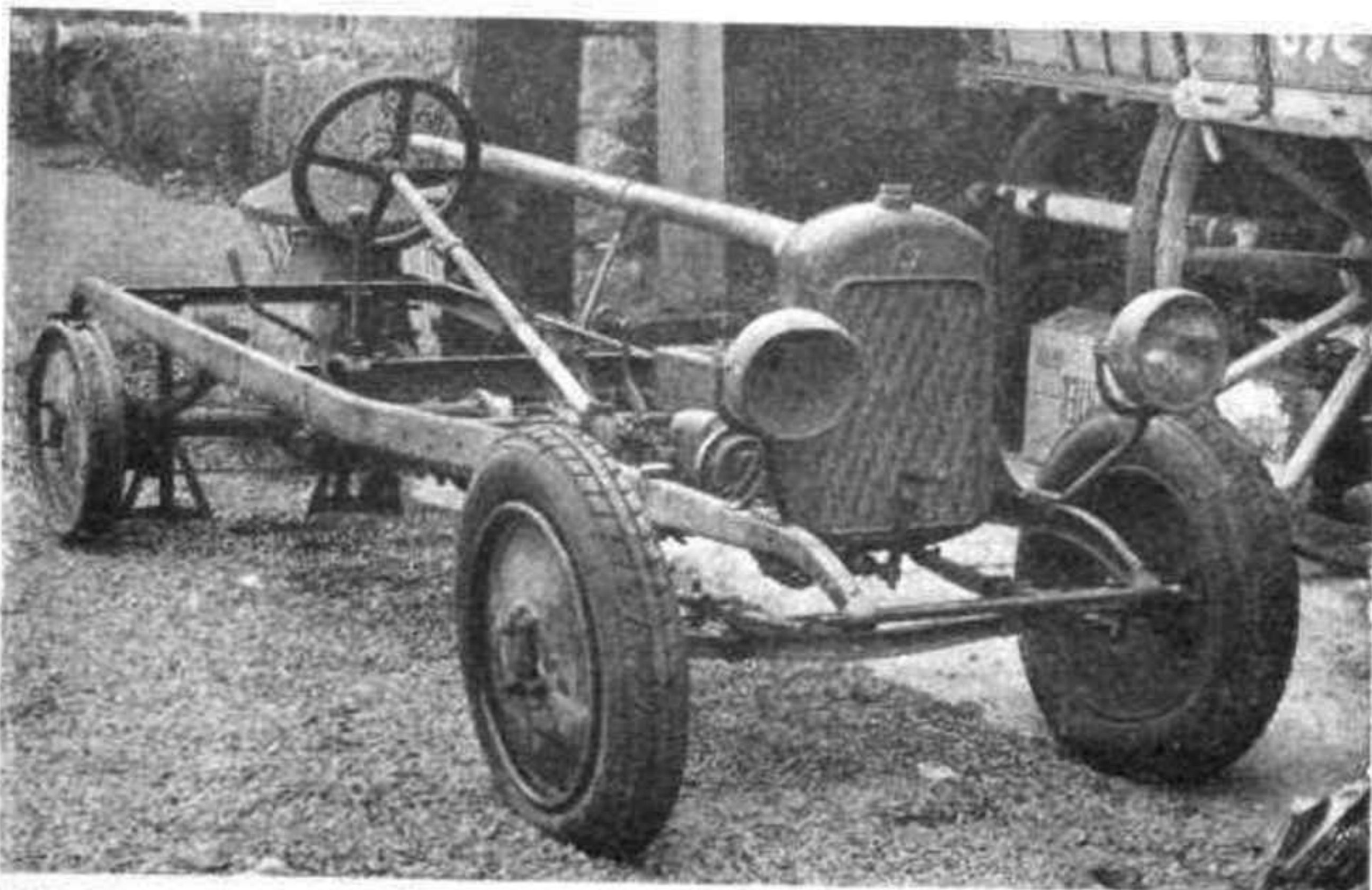
Here, in big halls with coned circular pillars supporting the roof, a form of architecture also adopted in the final assembly shop on the ground floor, Rugby bodies were built up by carpenters as wooden frames to which the panelling was attached.

Open bodies were made in one shop, sedan and coupé bodies in another. They were then mounted on wheeled trolleys which a floor-level chain conveyor took along, rounding corners as required, to the trim and paint booths, discarded trolleys being sent back to the body assembly areas on another chain conveyor. The bodies moved, on their trolleys, through staggered spray booths in which operatives sprayed Duco paint onto them, the undercoats being rubbed down with water before the final painting took place, with batteries of overhead lamps showing up imperfections.

Although the entire business was quite leisurely, more than a hundred Rugbys would be awaiting shipment at one time and they were crated for delivery to places like Brisbane, Durban, Port Elizabeth, etc. Cars so shipped were partially dismantled, sidelamps on their scuttles but headlamps wrapped in paper as detached items, wheels and mudguards removed but spare in place, radiator cap in a linen bag tied to the radiator, etc.

In spite of a handsome radiator and oval windows in the rear quarters of the saloons, the Rugby had faded away by 1929—W. B.

V-E-V Miscellany.—N. P. Blakeney-Edwards, whose wife is the new Hon. Secretary of the VSCC Light Car Section, has acquired the sole surviving example of the Mendip light car, a make built at Cutlers Green Works, near Chewton Mendip in Somerset. He has already located one of the designers, who was also responsible for the radiators and body design of the high-chassis 2-litre Lagondas, who after half-a-century, was able to make a drawing of the Mendip body, in full detail, even to timber sizes, joints, etc. Any further



Still they turn up—this non-racing 10.4-h.p. Calthorpe chassis, in Yorkshire during the war, changed hands recently in Somerset. The outside exhaust is bogus but may have once graced an Ariel car which ran at Brooklands.

Mendip data would be appreciated, to aid restoration of this rare car. The Malaysian and Singapore Vintage Car Register has recently admitted to its membership any pre-war car, whereas it originally recognised only pre-1931 and p.v.t. cars—which is, in our opinion, a pity.

The Riley Register's annual Coventry Week-End is scheduled for July 10th/11th, at the Earl of Aylesford's estate, Packington Park, Meriden, with a navigational rally, and Sunday driving tests and *Concours d'Elegance*, so if you like real Rileys you know where to see plenty of them. Details from P. W. F. Scholes, 66 Brandon Road, Binley, Coventry CV3 2TF. A Southern Area Section of the HCVC has been formed, whose Secretary is C. B. Apps, c/o Parkstone Yacht Club, Parkstone, Dorset.

A 1920 Rover Eight which was entered for last month's Lancashire AC *Daily Telegraph* 9th Manchester-Blackpool veteran and vintage car run was discovered in the dining room of an old house in Liverpool, filled with rubbish. A wall was knocked down to release it and it has taken three years for its owner, Mr. Plevin, to restore. Which make holds the record for differential of numbers built/numbers known to have survived? This question is prompted by the Rapier Register, which tells us that only about 400 Lagonda-type Rapiers were made, yet 320 have now been traced as having survived; the figure for the total output is approximate because the old Lagonda Company's records were destroyed during the war and they had a habit, on occasion, of giving the same chassis number to more than one car, and because only last year Abbots, the coachbuilders, threw away their records of the bodies they made for Rapier chassis. This live Register has a new Hon. Sec.—J. A. Batt, 80 Brooklands Avenue, Fulwood, Sheffield S10 4GD. A crowd of 700 to 800 people watched a 1922 Garrett traction engine threshing on a Norfolk farm; it used some five cwt. of coal, driven by a 59-year-old enthusiast, to fill 160 two-cwt bags with straw. In the same county two Bleriot-Whippet cyclecars are rumoured to be keeping a vintage Fiat company, an ex-mechanic of Sir Henry Birkin's is said to be restoring a $\frac{1}{2}$ -litre Lea-Francis, and it is reported that two hand-operated, rack-and-pinion-type petrol pumps are still in service at Meton Constable. The new Hon. Gen. Sec. of the Lea-Francis OC is D. Purdy, 54 Gresham Way, Shefford, Beds. The address of the Minerva Registrar is now 10 Fairfield Place, Ruislip, Middlesex.

Tommy Wisdom was Guest of Honour at the Whitsun International XK Day at Mallory Park, where he re-made acquaintance with the 1936 Alpine Trial SS100 in which he later lapped Brooklands at over 118 m.p.h. The car is now owned by Peter Donny. Worcestershire County Museum is staging a display of Worcestershire-made motorcycles and cyclecars, with appropriate photographs, from July 10th to September 18th. A 1930s Armstrong Siddeley is languishing in a Hampshire breaker's yard. It is hoped that more than 100 Austin 10/4s will attend the Austin Ten DC's 6th National Rally at Stapleford Park near Melton Mowbray on July 11th. The Ulster TT Commemorative Committee, of which Lord Dunleath is Chairman, is to erect a memorial in memory of the 1928-36 TT races, in the form of a section of "pit-area" beside the Ards circuit, at a cost of some £5,000, for unveiling on September 11th. It is hoped that old TT drivers will lap the course in appropriate cars. It is splendid that in spite of all the troubles, motor racing thrives in Ulster, and we commend this idea of a TT memorial on the site of the original pits. The Ulster Vintage SCC is responsible and donations towards the cost of this "nest of pits" should be made to the Ulster Bank Ltd., Belfast; they will, I am assured, be acknowledged. C. H. Fredlander of this Committee concerned wishes to hear from TT drivers—the address is: 12 Lombard Street, Belfast, BT1 1RD.

The latest firm to get on the old-car bandwagon is the Kiwi Polish Company, which is giving away prints of a 1907 Rolls-Royce and a 1929 $\frac{4}{2}$ -litre Bentley to purchasers of their shoe polish.

A MASERATI CLUB

FERRARIS have an owners' club, allied to the Bugatti OC but so far there is no Maserati Club. A Maserati Register has been started, however, with a view to the eventual formation of a club and the present issue of a bi-monthly newsletter, to be supplemented by a quarterly bulletin from May next year, if sufficient demand exists. Funds accrued will go towards the bulletin, the collation of Maserati pictures and history and the possible future manufacture of spare parts, etc. The subscription is £4, Overseas £5 and the Registrar is Richard Crump, Hunters Pot, Stocks Road, Aldbury, Tring, Herts.

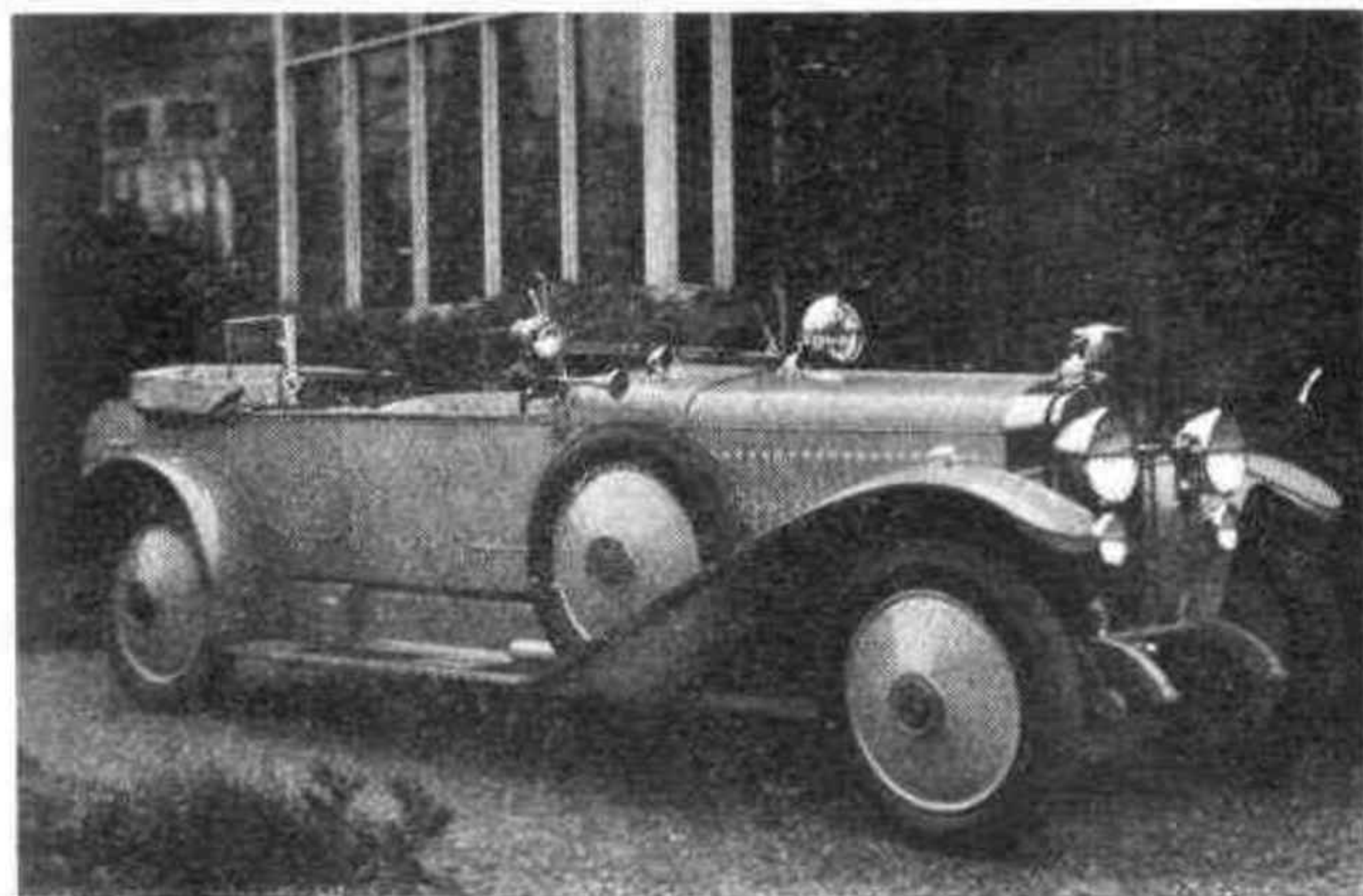
VINTAGE POSTBAG

Morgan v. Hispano

Sir,

Mr. C. J. Turner's letter in the May issue prompted some reminiscing by my father, R. McV. Weston, who was riding mechanic to A. J. Mulder in the 1926 MCC High-Speed Trial at Brooklands. I also have a copy of the cartoon by Leslie Grimes and enclose a photograph of the Hispano.

A newspaper cutting in my possession headed "Ugly Crash", referring to R. W. Ord coming off his AJS motorcycle, lists C. J. Turner and A. J. Mulder as Gold Medal winners in classes K and N respectively.



Incidentally, R. W. Ord also won a Gold Medal prior to his accident. It was an eventful and expensive day out for the Hispano. A tyre (high pressure) came off and caused a certain amount of damage and at the end, due to overheating, the camshaft bearings melted, the metal running down the drain tubes. Mr. Mulder's father, from whom the car had been borrowed for the day, was not pleased with the bill.

This Hispano-Suiza, which had a mahogany and rosewood body, was subsequently owned by my father from 1928 to 1939 and is now restored and in the hands of Mr. David Brookbank.

Reigate.

I. McV. WESTON.

Rolls-Royce Publicity

Sir,

With reference to "The Things They Say" on page 560 of your June issue. The "mythical" glass-balancing trick is not one of the apocryphal Rolls-Royce stories but fact, and was used in their sales literature. I have before me a facsimile of a Rolls-Royce sales brochure of around 1913 and I quote: "... With a view to proving in a conclusive manner the extraordinarily perfect balance of the six-cylinder Rolls-Royce engine (a perfection never previously attained in any internal combustion engine) the Rolls-Royce Company carried out the following tests. The experiments, which were carried out in the presence of well-known experts and journalists, were the most severe tests for vibration that could be devised.

"Three glass tumblers were balanced upon the bonnet of a six-cylinder 40/50-h.p. Rolls-Royce, these tumblers were then filled to overflowing with water, coloured with red, green and black ink respectively. The engine was started, the starting handle removed, and a revolution counter put on the front end of the crankshaft. A photograph was then taken of the glasses, an exposure of exactly four minutes being given, during which the engine revolved 4,600 times at 1,150 revolutions per minute. The experiment was repeated and, notwithstanding the glasses having been previously filled to the utmost, not a drop of liquid was spilled from them at any time, and the sharpness of the outlines in the photograph shows the absence of vibration in a most conclusive manner..."

The text then goes on to describe a penny balancing on edge on the radiator cap for two minutes.

The accompanying photograph shows that one side of the bonnet was raised for this experiment and the glasses placed on the underside

of what would be the top of the bonnet in its normal closed position.

Let us not deride all the old R.-R. stories!

Solihull.

C. A. MUSGROVE.

[With the bonnet raised on one side this would certainly be possible.—Ed.]

* * *

Where Did It Go?

Sir,

I wonder whether any of your readers know the present whereabouts of the Alvis-Riley Redwing Special my brother and I built before the war and ran in vintage events for several years?

After the war Tim Carson bought it and drove it at Great Auclum and Victor Axel-Berg had some success with it in speed trials, including Prescott, Weston and Brighton. It then passed to Wally Edgar, who modified it somewhat and rechristened it the "Alvista". He did very well with it both at VSCC Silverstone and in vintage and open trials, winning the Lockhart-Bossingham Trophy outright against the pick of modern trials specials. As the Riley chassis was 1923 and the 12/50 Alvis engine 1926 this was quite an achievement.

It was apparently in Devonshire some years ago but my enquiries lead me to believe that it may have been broken up. If any reader has any knowledge of its present whereabouts or what happened to it I would be most grateful for even the smallest clue and will certainly answer all letters.

There was an excellent photograph of the car with Wally Edgar at the wheel at the start of the MGCC Chiltern Trial in MOTOR SPORT of March, 1950.

The registration number was MF 2270.

Dunmow.

G. W. ALLEN.

* * *

Bill Hamilton

Sir,

Your column "A Remarkable Bentley" in the January issue is a misnomer. It should be "A Remarkable Man" because Bill Hamilton is just that.

Your concluding paragraph is, I am quite sure, wrong. The Hamilton Bentley was around these parts throughout the 1930s and was easily identified when on the road (shingle, of course), so the legend has it, as a black blurred object preceding a vast cloud of dust by a good half-mile. Your informant about a 4½ coming here after the war must have confused the Hamilton car with Lieutenant-Commander Tunncliffe's much later model 4½ which was around Auckland in the late 1940s and had the dubious distinction of demolishing a row of verandah posts on a very wet night with but superficial damage to itself.



I enclose a photo of the Hamilton car taken by its present owner some 13 years ago in the company of the former DPA-231, the Light Sports Railton which has been in New Zealand since 1950.

S. Canterbury, NZ.

R. B. SHAND.

[See later "Cars In Books" for present whereabouts of the Hamilton Bentley.—Ed.]

* * *

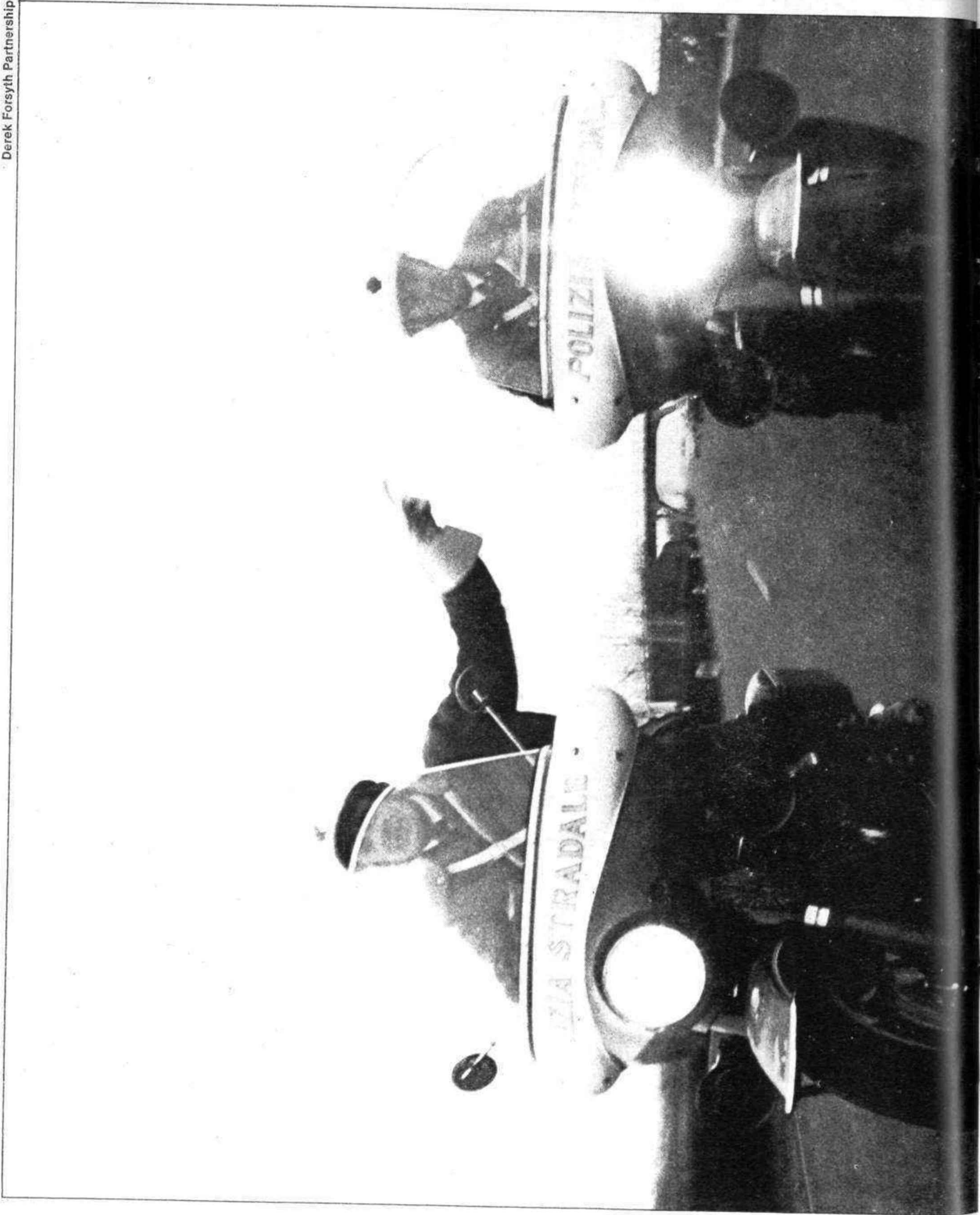
War-Time Sunbeam Motorcycles

Sir,

I refer to the following item: "A 1916 Sunbeam motorcycle with a twin MAG engine, made for export to Russia, has turned up in the Midlands", which you published in May.

This item interested me as I had a similar machine after the 1914/18 war and wondered if the machine referred to was the one I owned. The Reg. No. of mine was XD 2320.

Continued on page 724



"They keep pinching our customers!"

Italian motor-bike cops have a more difficult job to do than any other motor-bike cops in the world. Because the motorists they have to catch aren't ordinary motorists at all.

They're Italian motorists. And *they're* something else.

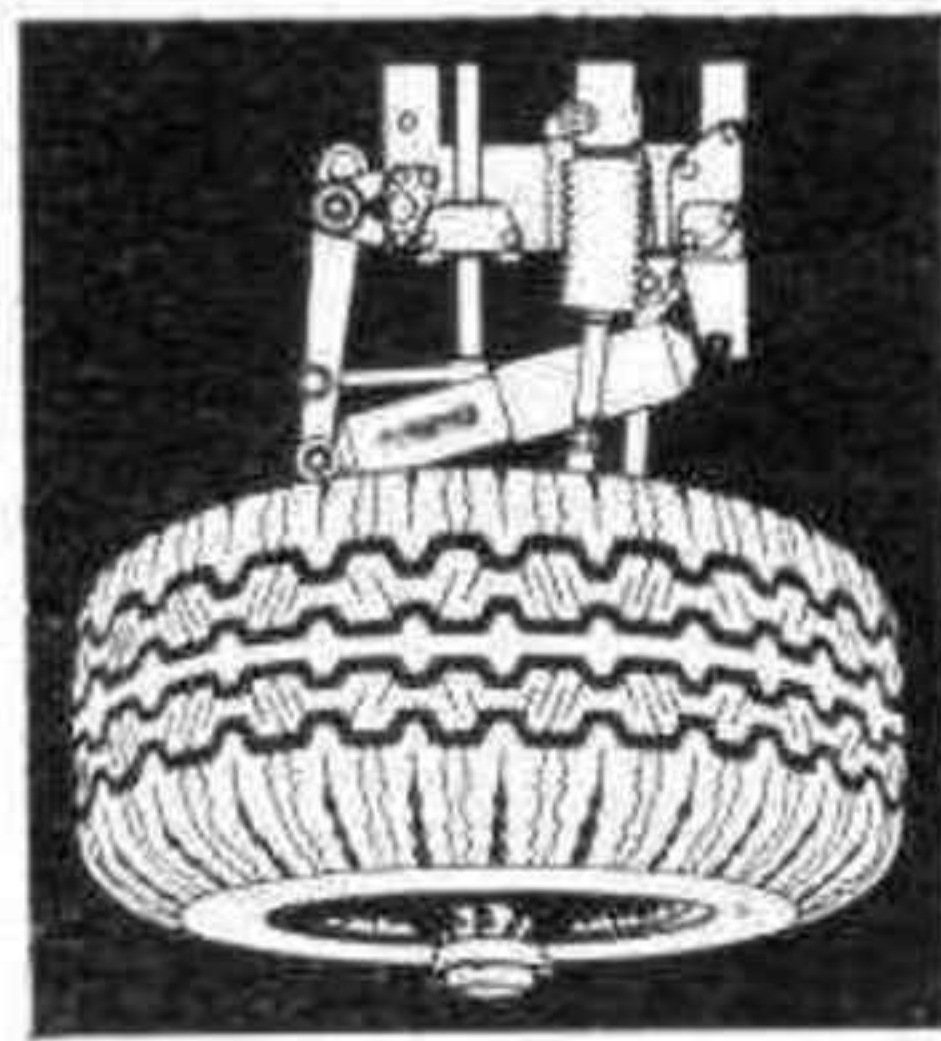
They're also our customers. Because we're the largest manufacturer of tyres in Italy. Over ten years ago, we realised that ordinary tyres just weren't good enough for the extraordinary

Italian motorist.

So we invented the textile radial ply tyre. And called it the Cinturato. The same superb tyre (incorporating continuous improvements) is made here in Britain, to fit most makes of car.

They cost the same as other radial tyres. And they have more to offer than you may ever need. Which is nice to know, in case you ever do.

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



PIRELLI
CINTURATO

RENAULT 16TS AUTO

—French Tourer with Flair

A WELCOME opportunity to escape from the office and its ever-ringing telephone for two weeks for a holiday taking in races at Zandvoort and Monaco gave us an excellent chance to put a road-test car through its paces. The car had to carry three, or perhaps four, people for over 2,000 miles around the Continent and therefore had to be roomy, reasonably economical, a good high-speed tourer and, above all, comfortable and untiring to drive. In fact, these guidelines are very probably the same ones that govern the purchasing of vehicles by MOTOR SPORT readers.

I was pondering about a choice of a vehicle fulfilling these requirements back in the dark days of the postal strike. One of the week's Press functions was organised by Renault Ltd. and on arrival at the appropriate London hotel I found that the French company was announcing automatic versions of their popular 16 range. In fact, I had never as much as sat in a Renault 16 but had been impressed by the way these somewhat angular f-w-d devices performed on the road. Ten minutes later I had the proposed test of the TS automatic organised with Renault's efficient public relations staff. I could not have picked a better car for the job and after over 2,500 miles of Continental motoring I had nothing but praise for this fine motor car.

The 16 range is no newcomer; it was introduced some six and a half years ago and at that time was quite a trend-setter with its five-door lay-out—later to be copied by British Leyland on the Maxi. The car's distinctive lines are deceptively wind-cheating and still modern. The TS version of this car has always used a 1,565-c.c. engine rather than the smaller 1,470-c.c. unit used in the lesser versions until they, too, were recently enlarged. Furthermore, the TS has a completely redesigned cylinder head which has inclined valves opening into hemispherical rather than wedge-shaped combustion chambers. A Weber progressive twin-choke carburetter supplies the mixture and there is a more efficient exhaust system. These engines produce something like 83 b.h.p. in standard form and also have a very good record for longevity. It was also pleasing to see several cars at the Monaco F3 race using this engine as a basis for the power unit including the works Alpines, while several other French privateers were also using the engines. The Renault racing motors seemed to be the equal of the Ford twin-cam-based units and the works Alpines finished third and fifth.

Other modifications included larger section tyres, larger front discs and power-assisted brakes but otherwise the TS is much the same as the lesser-powered model.

Of course, the Renault 16TS has already been very well chronicled and various motoring scribes have already eulogised over the exceptional ride and comfort offered by this saloon and its amazing ability to convey family loads of people and their luggage with seeming lack of effort. Our test went to confirm all this but its main aim was to try the new automatic transmission and how it affected the performance of the car. There are still a lot of people who consider that any engine under three litres is too small for automatic transmission. Others, the Editor included, say that automatics are for the old and lazy, a view which I do not share. Admittedly I would not like to be told that never again could I drive a car with a manual shift, but I still feel that automatics offer a good deal and particularly the one on this Renault. [No, I merely say I don't want to go automatic until I'm 60!—Ed.]

Basically it follows traditional lines with a torque converter driving a fully-epicyclic three-speed box. However, instead of gaining its automatic "ideas" hydraulically from a combination of speeds and throttle opening, the engineers at Billancourt have devised an electric decision-maker, mini-computer if you like, which co-ordinates road speed, engine loading and throttle position to decide upon gear-shifts.

There is a manual override control which, at first, is somewhat



HOME SURROUNDINGS.—The 16TS pictured outside a delightful hotel at Pouilly-en-Auxois in the heart of the French wine growing area.

notchy and difficult to use, but once one has developed a feel for it then it definitely enhances the use of the automatic. The normal kick-down facility is provided on the throttle pedal, but as this is linked to the computer it acts at virtually any position through its travel. In fact, one can help the computer think with the most subtle changes of pressure on the pedal, particularly with upward shifts. This is one area where this automatic scores heavily over almost any other system. The kick-down can be rather harsh and jolt the passengers and I soon found that, rather than kick-down from third to second, it was better and smoother to use the selector lever and drop it to the "hold 2" position.

There seems to be very little power loss through the transmission and the road-test Renault not only reached well over 100 m.p.h. on the clock but cruised for literally hour after hour at genuine 100 m.p.h. averages on the fine French *autoroutes*. A little disappointing was the fuel consumption, which at these speeds dropped dramatically to around 20 m.p.h., which made high-speed work in the car a little expensive.

Generally the car behaved exceptionally well during its arduous test with just one lapse, when a nut holding the lead from the battery to the starter motor fell off as we parked for a picnic lunch. Why the car wouldn't restart after lunch was a mystery which took me quite a time to solve! The nut had disappeared without trace and fallen off a most inaccessible place. Finally, a friendly racing mechanic towing an F3 car to Monaco stopped and fixed it, probably better than any Renault agent could have done and in half the time.

That aside, there is little to complain about apart from idiosyncrasies like not being able to wind the driver's window up when the hand-brake is on because the winder fouls or the fact that the front doors can only be locked by the key from the outside.

But perhaps the best recommendation for the car is that of the passengers who, after all, had to sit in the thing for over two and a half thousand miles in less than two weeks and travel non-stop from Monte Carlo to Paris bar fuel stops. Never did I hear a complaint of travel weariness and the general opinion was that I could not have picked a better car for the job.

At £1,359 the Renault 16TS is undoubtedly good value and if we enter the Common Market then it will be ultra-competitive. The automatic adds an additional £136 on to the price tag, which is well worth considering. This is an excellent automatic gearbox and there is no doubt in my mind that it contributed a great deal to the comfort and ease with which I was able to drive the machine for long periods without need of a rest.

Renault sales in Britain have expanded spectacularly over the past year and the trend will continue if the French firm continues to build such excellent cars and offer such good service. Readers who have possibly owned something like a Cortina 1600E and are looking for a replacement are well advised to put the 16TS on their short list and a test-drive would undoubtedly leave them most pleasantly surprised.—A. R. M.



SP Sport Radial. Engineered by Dunlop. For action. Focus right in: the low-crouched silhouette and the meaty, wrap-around tread. Unmistakably SP Sport! But beneath the pretty face, sir, a rally-proved appetite for action. Example? Take SP Sport's special cunning in the wet:

Here is a radial tyre engineered to pump (actually pump dry!) the road

beneath. Water is sucked up and shot clear by the extra deep centre channel (or twin channels in some sizes). More water is pumped through under-rubber ducts to nozzles circling tread - spitting water clear.

And the whole cunning system bales, at 50 mph, a full gallon every second! Now dry tyre bites dry road. And the system's all ours.

So now you're free for real driving. Real action in the wet or the dry. The rough and the smooth. SP Sport allows you more real driving and more, many more miles. Up to 80% greater mileage - SP Sport over standard crossply tyres. This is fact: up to 80% greater mileage with Dunlop SP Sport. **Dunlop SP Sport is the radial engineered for action.**

DUNLOP SP SPORT RADIAL

Dunlop. Contine Firestone. Semp Henley. Michelin John Bull. Pirelli

Above are just some of the manufacturers whose tyres are allowed by the RAC to be raced on for the Formula Ford class.

Some of these companies make racing tyres.

We don't.

Some of these companies subsidise their tyres for races.

We don't.

Yet most of the drivers in last year's European Championships chose to race on the Avon Wide Safety GT.

The road tyre that was made for you.

We've had a reputation some time now for making "good expensive tyres for good expensive cars". But we'd like to change that a little.

We make great tyres for *your* car.

We are not concerned with racing and don't intend to be. But we are concerned with your safety and this tyre was designed for just that.

It was also designed for everyone's pocket. Just compare the costs of Wide Safety crossplies with radials. They're considerably cheaper.

ental. India. Fisk.

erit. Goodyear.

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Avon. Kelly.

Compare the looks. Wide Safety is a wide squat tyre, and makes any car look great.

And compare the history. No one in the big league ever races on radials.

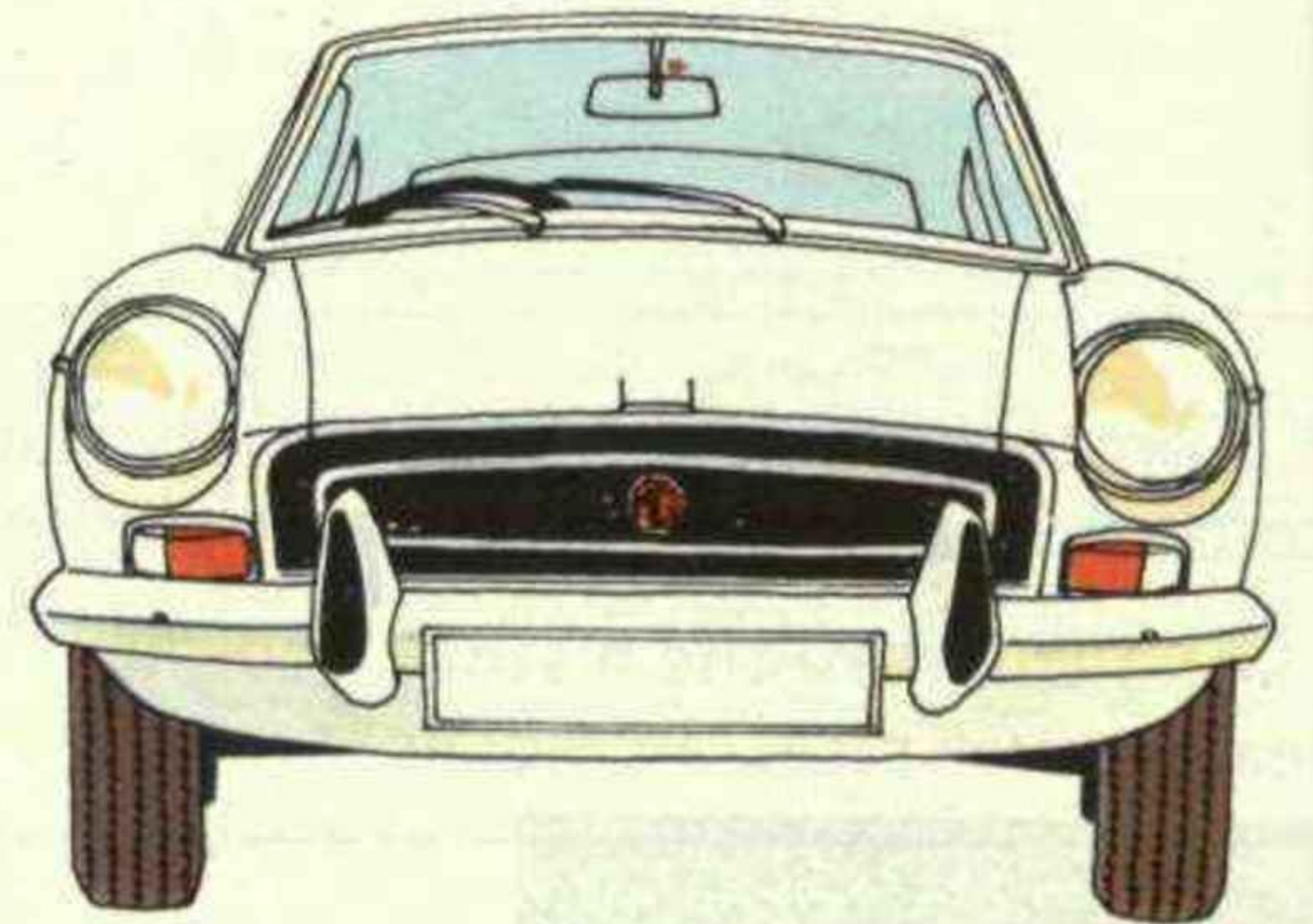
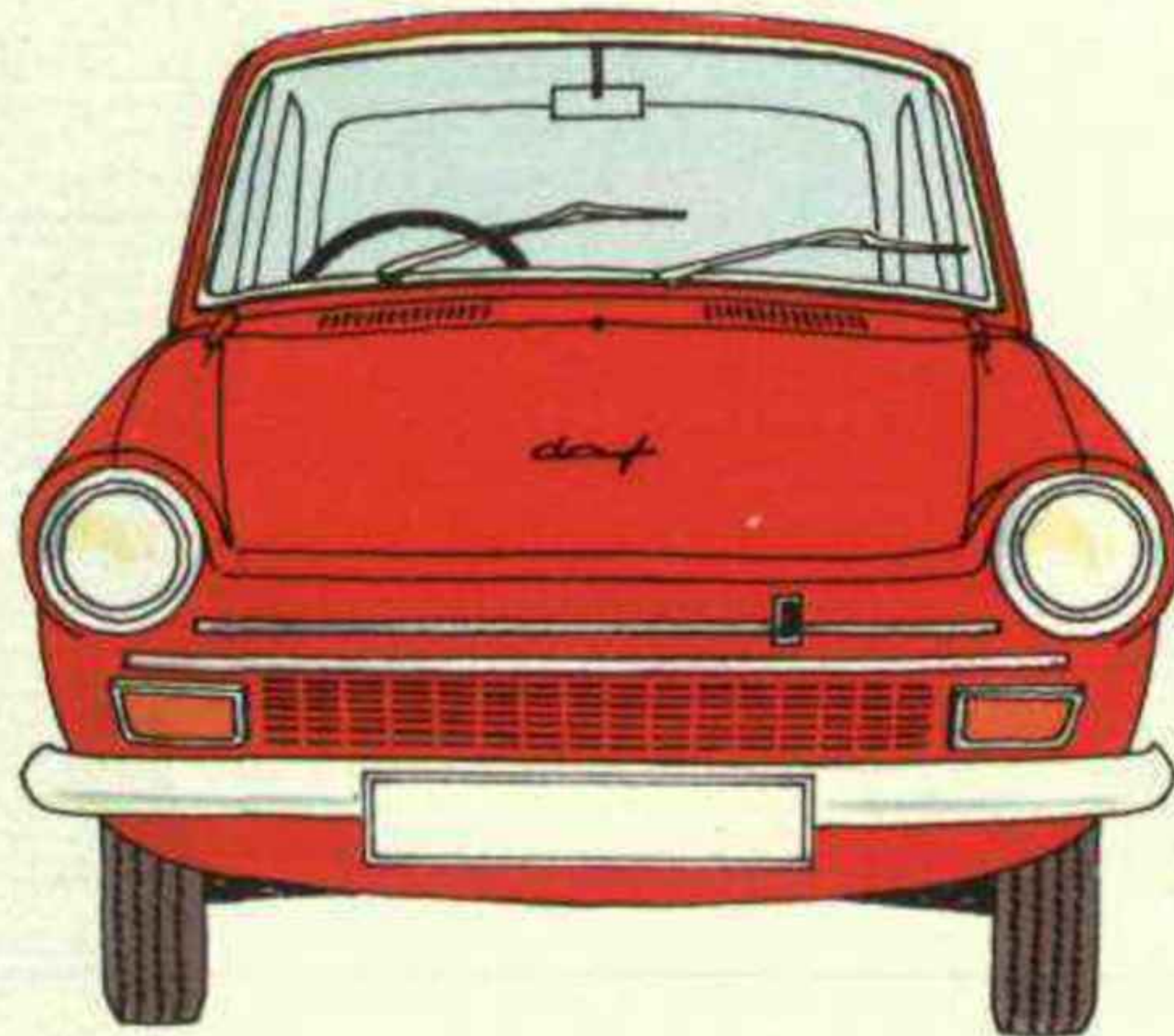
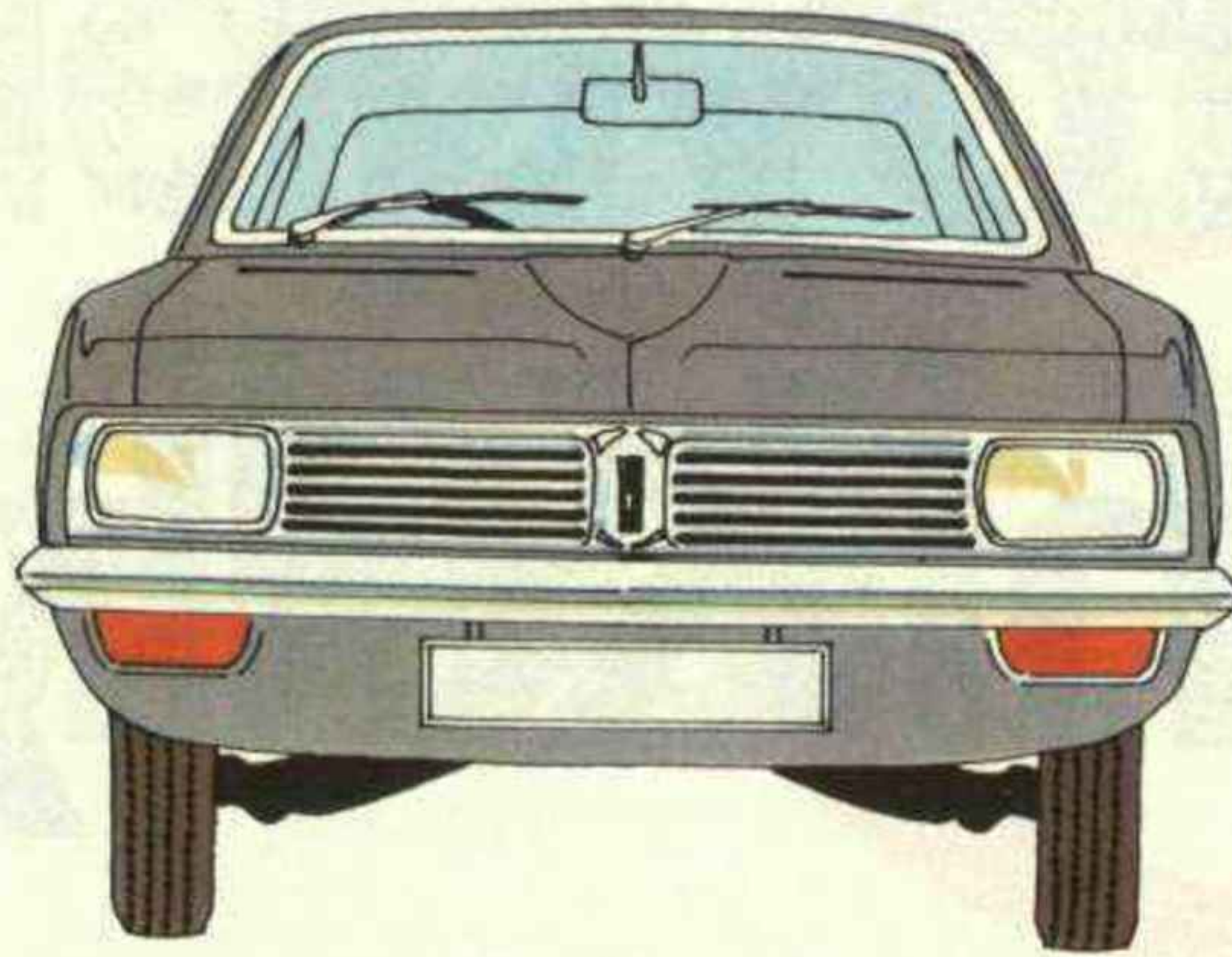
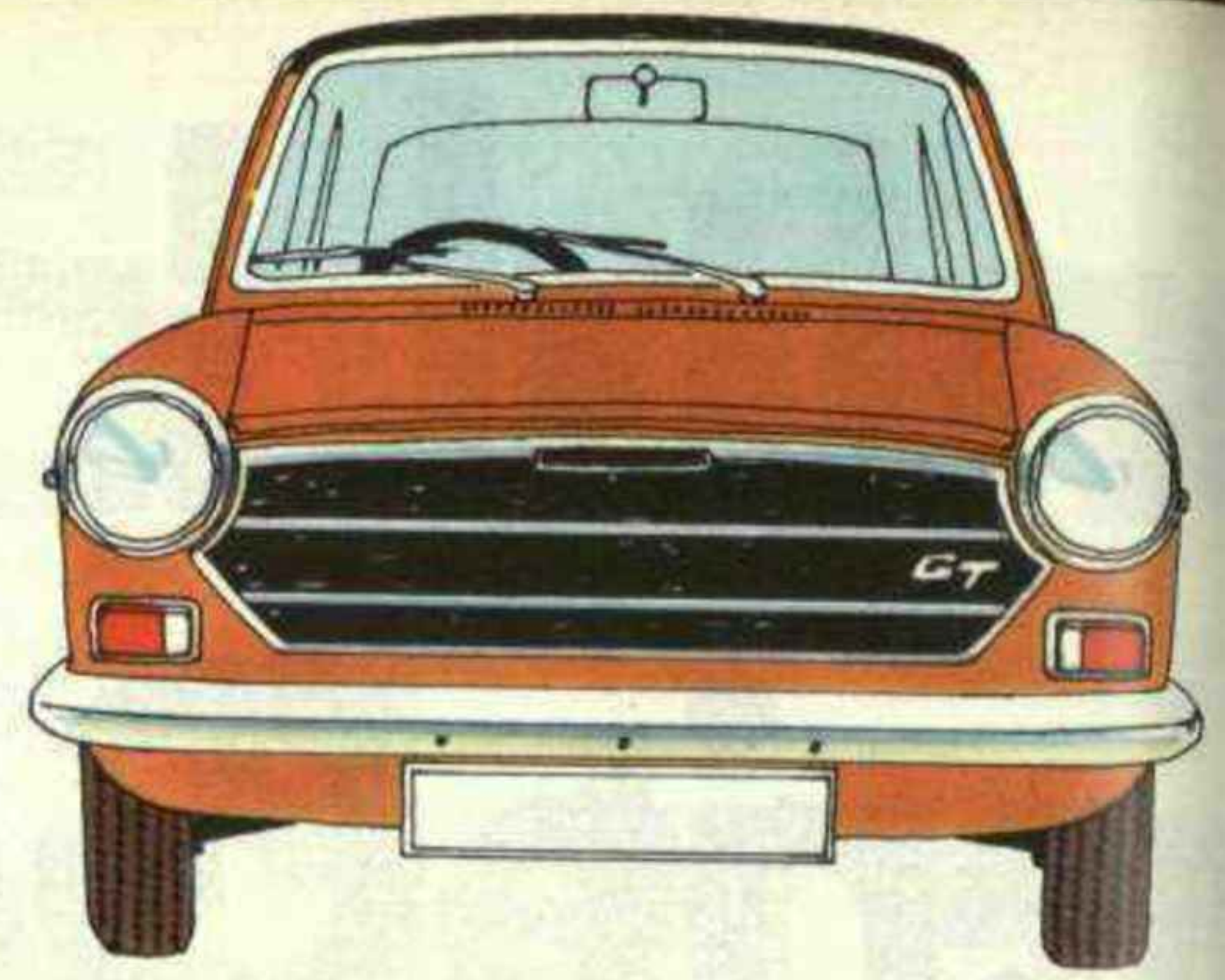
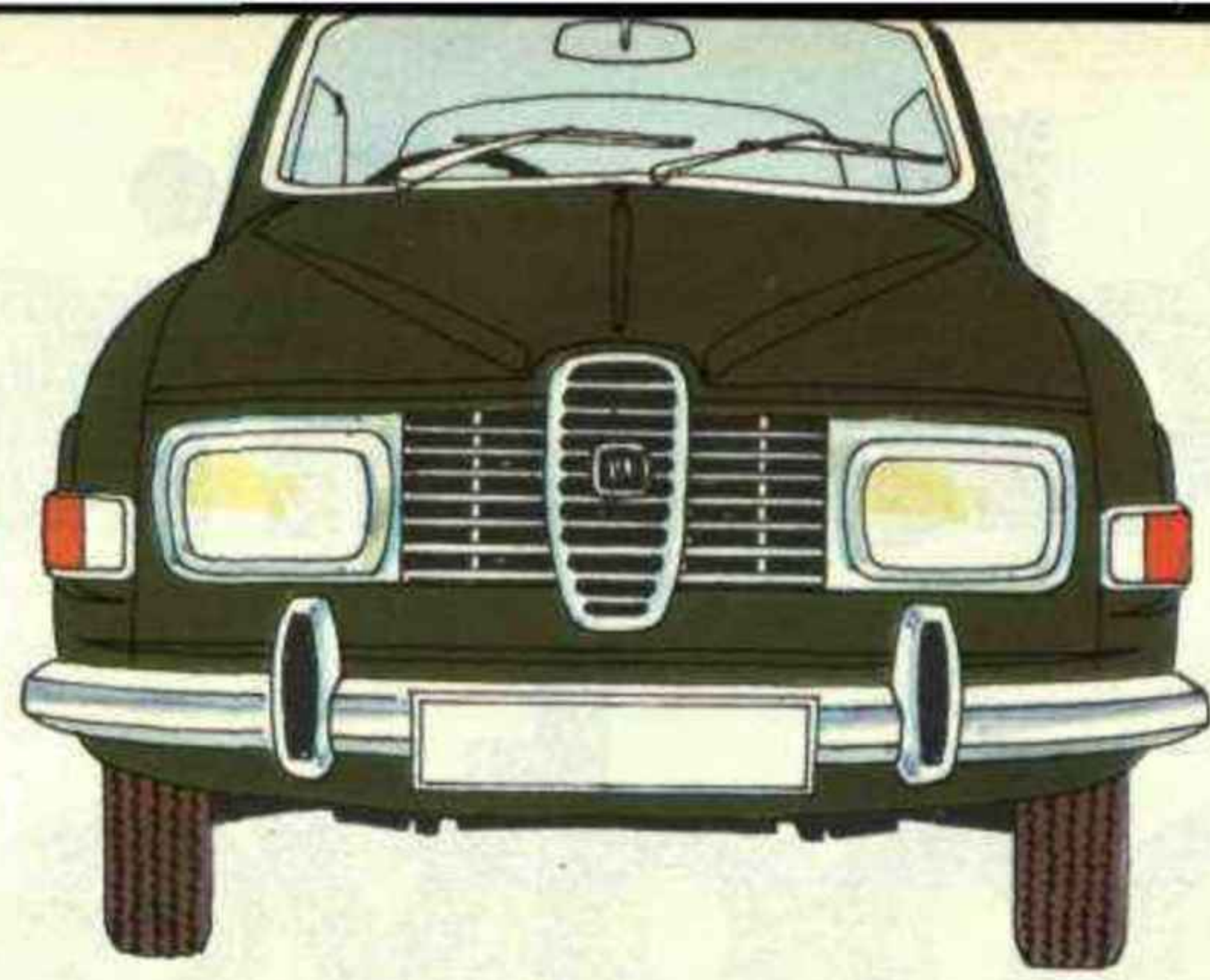


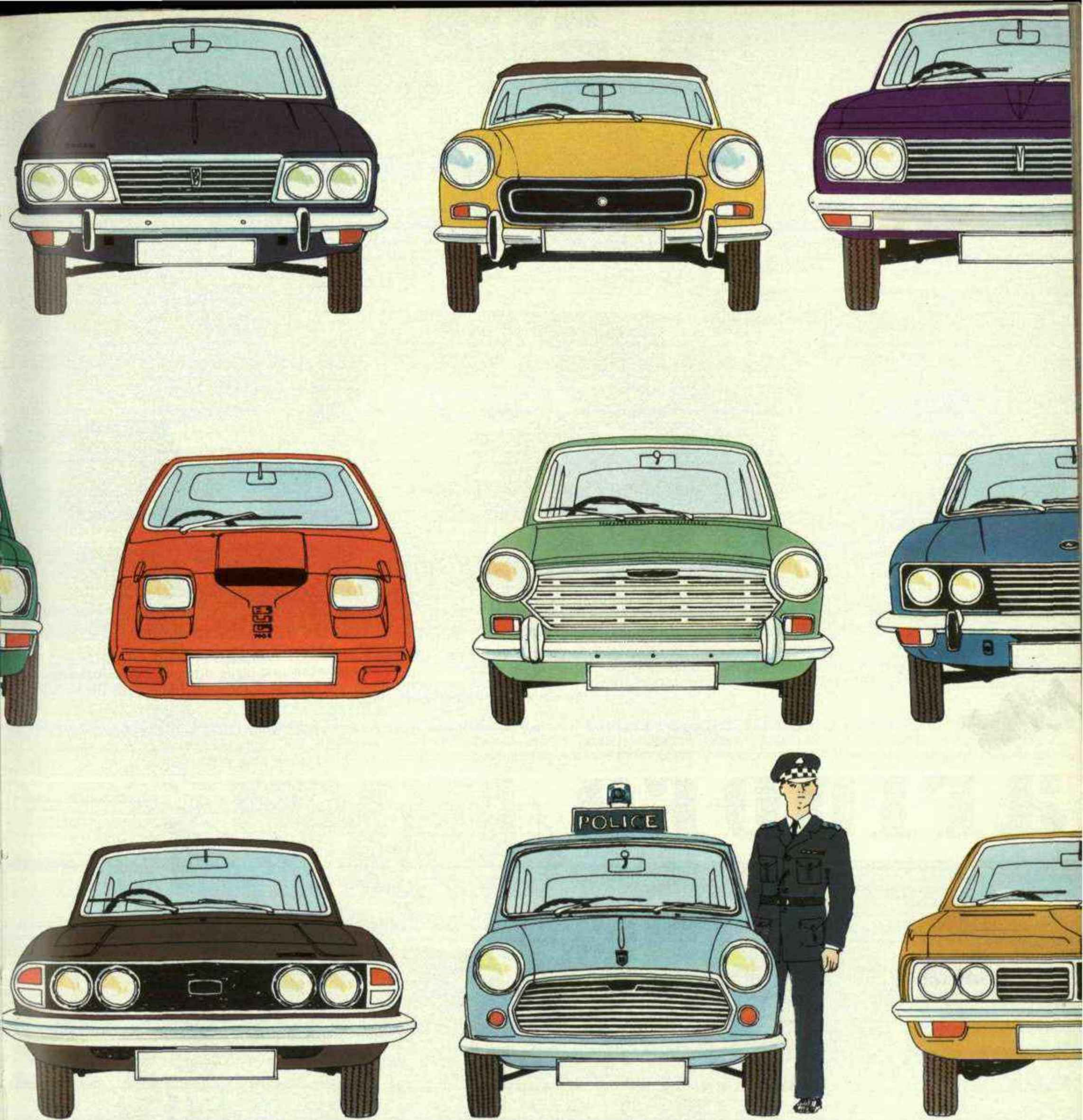
There's a bit of the racer in all of us. We can't tame it, but we can help you get it under control.

By fitting the road tyre the champions use.

AVON







When these cars left the factory,
they were all fitted with Lockheed brakes.
Which is worth remembering
when you come to fit a replacement.

Lockheed[®]
Brakes from the Automotive Products Group.
 Automotive Products Co. Ltd,
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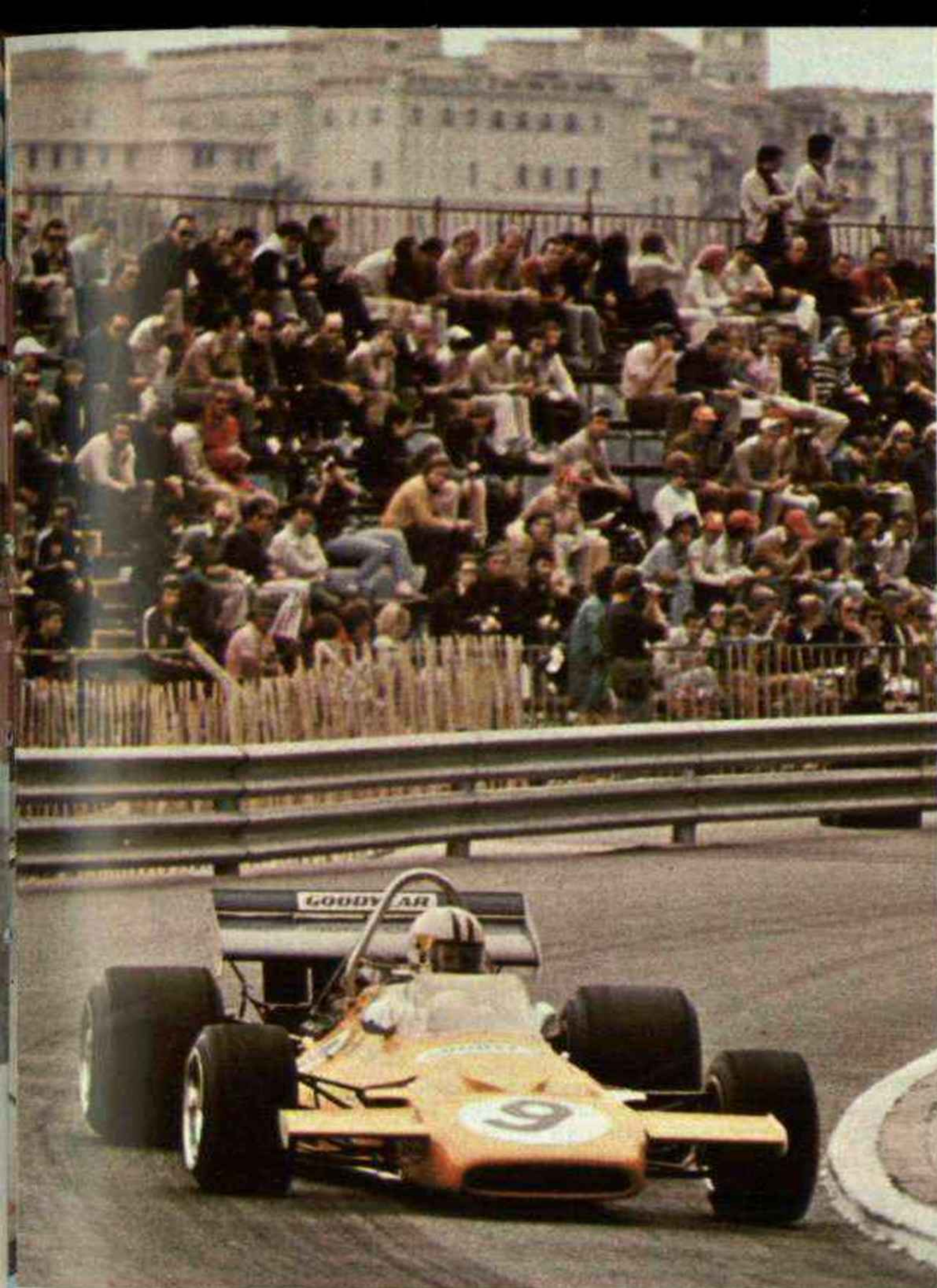
**MONACO
GRAND PRIX**

IN THE EARLY STAGES Pedro Rodriguez in the BRM P160 leads Ronnie Peterson's STP March 711 and Denny Hulme's McLaren M19 into the Station Hairpin. Peterson was soon through to an excellent second place although he was unable to make an impression on Jackie Stewart who scored a conclusive win in the Tyrrell. Rodriguez lost a lot of time in the pits while Hulme finished fourth.

ROARING BY Monaco night spots like the Tip Top Bar and the Britannia Pub are Reine Wisell in his Lotus 72, followed by Henri Pescarolo's March 711, Clay Regazzoni's Ferrari, and Emerson Fittipaldi (Lotus 72) and Rolf Stommelen (Surtees TS9) which are side by side. Enthusiastic spectators hang from every vantage point and this year the crowd at Monaco seemed larger than ever.

ARIPORO





DENIS HULME drove a steady race in the McLaren M19, designed by Ralph Bellamy, to finish fourth. The Gulf orange car has yet to win a race this season, which it started so well in South Africa.

RONNIE PETERSON "came of age" as a Formula 1 driver with a fine performance at Monaco with the STP March 711. It seems that after a period in the doldrums the March concern are back in the forefront.

BRM LEADS FERRARI.—Jo Siffert drove the Yardley BRM very quickly and held off Jacky Ickx's Ferrari for many a lap before his retirement. Here the Swiss driver leads the Belgian out of the Casino Square.





ACROPOLIS RALLY

THE THEORY that Alpines and rough roads are incompatible has now been well and truly proved wrong. Incredibly rough and dusty roads were used in the Acropolis Rally and yet Alpines were first and second. Swedish driver Ove Andersson added to his remarkable list of successes this year, the Acropolis being his fourth.

SINGLE-CAR entries are becoming common from Lancia, mainly because they have two integrated programmes, one International and the other at home in Italy. Simo Lampinen from Finland managed third place, his heavier Lancia being no match for the Alpines on the predominantly uphill special stages. The weather was fine most of the time, but the snow hadn't all left the mountains.





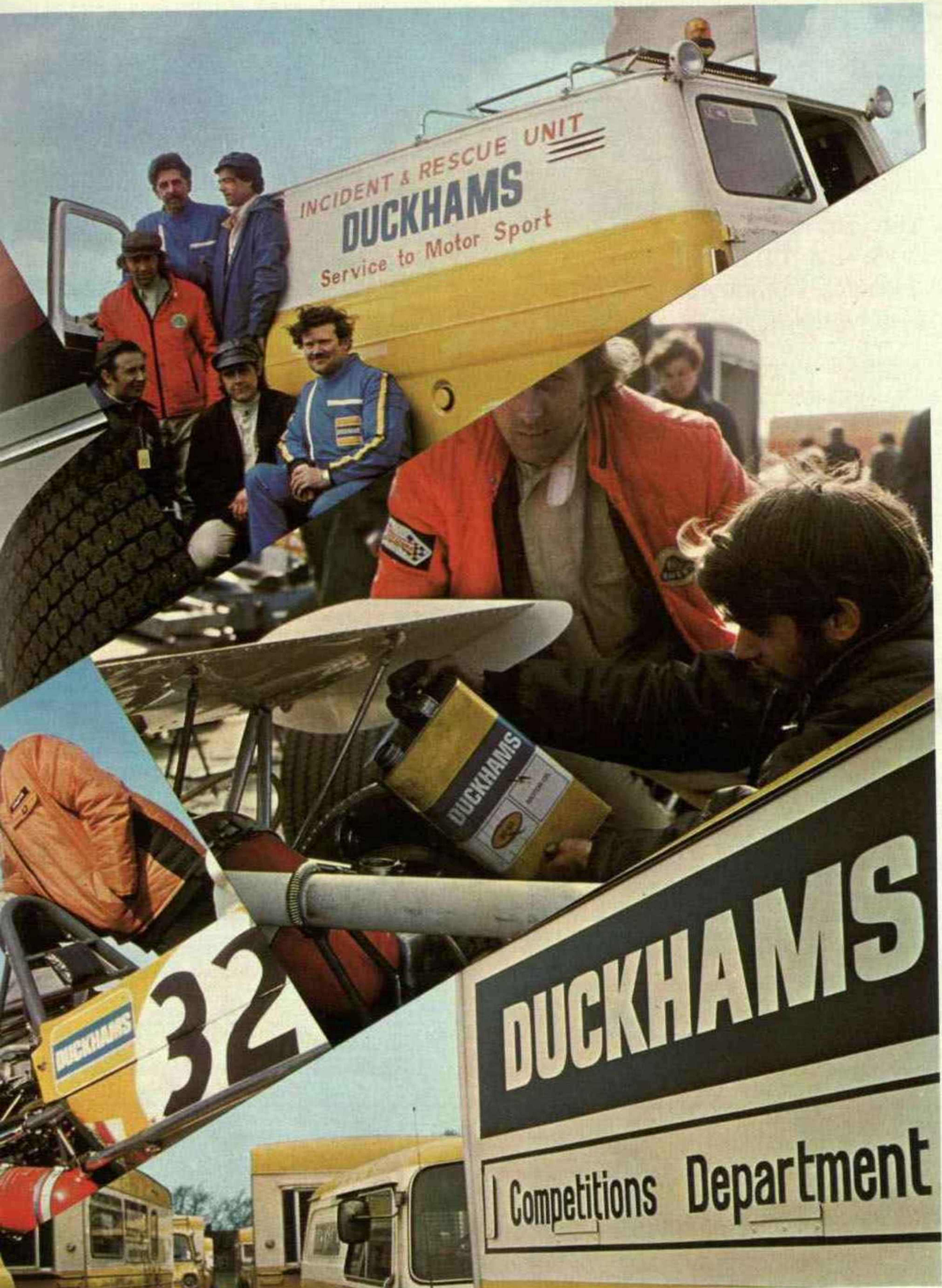
OF THREE FIAT 124 Spydery entered by the factory in their drivers' names, one non-started, one retired and the other finished fourth. The Alpines, Lancias and Fiats all have 1.6-litre engines, but the Fiat is the heaviest, and the young Italians Pino Ceccato and Helmut Eisendle did well to get it into fourth place. It ran on Pirelli tyres as usual.

HIGHEST-PLACED GREEK competitor was the veteran Johnny Pasmazoglou, winner of the National event in 1952 which became the Acropolis a year later. Almost sixty, he drove one of the Opel Kadetts which he imports into Greece and finished fifth. On the whole, the standard of driving was mediocre and of fifty-nine starters, fifty retired.



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THE MAGIC OF A (TYPE) NAME

The Editor Enthuses over Kenneth Neve's 1911 40-50hp London-Edinburgh Silver Ghost Rolls-Royce

*"The 'London-Edinburgh Type'
... is the most coveted of all
early Silver Ghosts"—*

Anthony Bird, in Profile No. 91



THE MAN AND HIS CAR—Kenneth Neve with the Edwardian L-E Rolls-Royce he rebuilt over a painstaking six years.

THE London-Edinburgh Rolls-Royce, sporting version of the Silver Ghost, combines the latter's well-known qualities, the irresistible magic, with the added attraction that such cars are now seldom encountered. This was what took me up to Cheshire to see the 1911 example which Kenneth Neve, past-President of VSCC, has spent six years rebuilding meticulously in his home garage.

The origins of this splendid fast tourer were discussed in the correspondence pages of *MOTOR SPORT* last year. To recap briefly its history goes like this: Neve's Rolls-Royce carries chassis number 1701 and he is convinced that it was the Derby Company's own competition car, which was endowed with a slender four-seater open body, in which guise, in 1911, this up-rated Silver Ghost made the famous top-gear run between London and Edinburgh in answer to a Napier challenge, bettering the 65-h.p. Napier's fuel consumption under these circumstances by 4.97 m.p.g. and the Acton car's subsequent speed when officially timed on Brooklands Track by 1.84 m.p.h., which is to say that this Rolls-Royce returned 24.32 m.p.g. and 78.26 m.p.h. The driver was E. W. (later Lord) Hives, subsequently to become Managing Director of Rolls-Royce Ltd. (in 1946), who, in November 1911, had a streamlined single-seater body fitted to 1701, which in this form covered the Brooklands f.s. $\frac{1}{4}$ -mile at 101.08 m.p.h. The car was sold eventually to a wealthy Cambridge undergraduate, E. H. Lees, but had been fitted with a lower axle-ratio, so that the owner was much frustrated when it failed to reach 100 m.p.h. on the road; it would apparently exceed 75 but never quite attain 80 m.p.h.

Mr. Neve bases this reconstruction on the fact that his chassis has rather untidy brackets for the fulcrums of the cantilever back springs, which can be clearly seen in contemporary photographs of the car when it was in Rolls-Royce's possession as the single-seater and four-seater, whereas production-model London-Edinburgh cars had neater Y-shaped brackets. Also, on the Neve chassis the back springs are under-slung, which does not seem to apply to any other Silver Ghosts, L-E or otherwise in Britain although two are said to exist in Australia.

1701 was registered R-1075. However, when Neve applied to the Derbyshire County Council for a licence for his rebuilt car he was issued with one, then told on the telephone that he must not use it, as the car had never been registered previously. This was sorted out by contacting Rolls-Royce Ltd. and it seems that when the taxation system was revised in 1921 the old records were destroyed because 1701 was never re-taxed as R-1075. Why this was no one knows, but the Great War, which was responsible for so many calamities, could well have been the cause. In fact, R-1075 just vanished in the vintage years.

Mr. Neve had been looking for a big Edwardian to restore for

nearly a year, without success, when David Scott-Moncrieff told him that an L-E chassis was in the possession of Wade-Palmer. It proved far from complete, scarcely even a rolling chassis, as the cylinder blocks, gearbox, instruments, spare wheel and other vital parts were missing. Scott-Moncrieff had no wish to restore it, so Neve was able to acquire it. To his eternal commendation he set about not only making as new the mechanical parts but constructing a replica of the

The controls are as any Silver Ghost driver would expect them to be.



original lightweight sports-touring coachwork. That he accomplished this in his home garage, working mostly in the evenings, is quite remarkable, for the result bears the closest possible examination and, indeed, is superior to several professional rebuilds I could name. A director of Turner & Newall Ltd., Mr. Neve did take a full engineering apprenticeship with Vickers in the nineteen-thirties, so he knew what his self-appointed labour of love would entail!

The story of 1701's resuscitation is romantic to an unexpected degree, because many of the parts required, such as another engine, 1910 chassis frame, lamps, instruments and so on, were discovered at an Indian bazaar and crated for shipment to England. The mechanical restoration involved having new cast-iron pistons made, the engine completely stripped down and overhauled generally, and a new crown-wheel and pinion cut for the back axle, to restore the final drive ratio to 2.7 to 1, instead of the dismally under-geared one which had so frustrated that Edwardian undergraduate. Serck made a new grille for the handsome radiator and refurbished and silver-plated the bell and the "flying-lady" mascot. In London, George Grou of Goswell Road restored and silver-plated the enormous CAV bell-head electric headlamps, which are matched by CAV scuttle-mounted sidelamps. The chassis-mounted oil reservoir, although covered in verdigris, was cleaned up satisfactorily. The back axle, transmission and most of the engine parts, including the carburetter, were in fine fettle, but new brake drums were made (they are unexpectedly small in diameter) and the shoes relined with Ferodo. The road springs were encased in those excellent Wefco gaiters, Richfield's fitted the old brake cables into new cables, a 1920 dynamo was utilised, wired to a normal cut-out, and a hidden footflick-switch contrived for dimming the headlamps through a rheostat.

Only photographs of the body were available but, this notwithstanding, the result is indistinguishable from the original and extremely pleasing to look upon long, low, narrow, rakish and undeniably sporting. It was panelled in aluminium, which was used also for the shapely mudguards. Mr. Neve undertook all the construction, as he had the mechanical assembly, in his home garage, helped, however, by some of his works' craftsmen in their spare time. Thus Billy Nevitt assisted with the body framework, Norman Butterworth made the torpedo tail, to a curvature Frazer Nash exponents preferred to at a later date as the "fallen woman" shape, using mallet and dolly, and Ted Burman undertook to make the button upholstery, for which four of Connolly's best hides were needed, and to fashion the hood, hood-bag and tonneau cover.

These painstaking home-workers even applied the paint, to a plan discovered in a 1914 coachbuilder's manual. This made provision for a total of a dozen coats but in the event 18 were applied and laboriously rubbed-down, all painting being done by brush, with

Outside its motor house, the resuscitated London-Edinburgh could have been photographed in the days before the Kaiser War.



This three-quarter rear view of the sporting Silver Ghost shows the elegant curves of the tail, made like the remainder of the body in Mr. Neve's home garage, and of which the Frazer Nash "Chain Gang" fraternity should strongly approve. Note the foot-ramp, concealing a tool-locker, for the back-seat passengers and the original registration number.

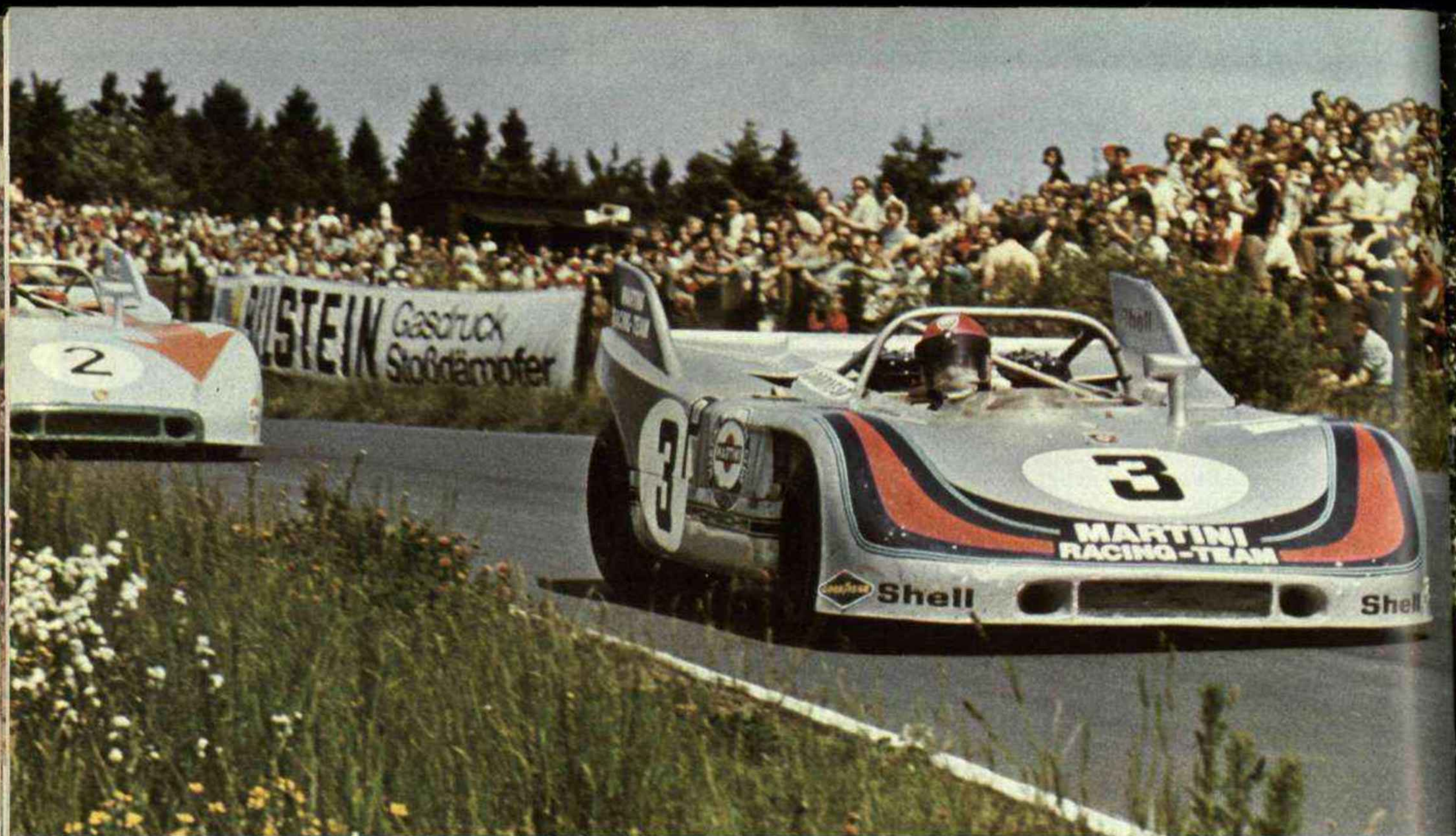
final coats of varnish. The paint was supplied by T. & R. Williamson of Rippon and, in case our colour printers do odd things, I would remark that the colour chosen was Mercedes grey. Another expert from Mr. Neve's Company helped materially with this paint job. The bonnet, which was also made by the Neve *equipe*, is of polished aluminium, anxiety being experienced every time a hole was drilled for a total of 238 rivets, because had the drill slipped the bonnet panels would have been irretrievably ruined.

Difficulty in finding "period" lever-type door handles was solved by the Walsall Lock & Cart Gear Co., the running-board edging is of plated steel, more durable and smarter than alloy channelling, which was supplied by Bassetts Findlay Shop Fitters of Walworth, and the coconut floor matting was made accurately from templates by Henshaws Blind School in Manchester. The Beatson screen, adopted to the scuttle, has a single glass pane, wiped by a vintage Lucas electric wiper which parks its modern blade almost out of sight.

Climbing into this exciting-looking sporting L-E Rolls-Royce the narrowness of its body was even more apparent, because the owner and the writer are, shall we say, well built, so that the driver's elbow-room on left-hand corners was somewhat restricted! The driving position is impressive, the tall steering column, to the sporting rake, being topped by a steering wheel endowed with the traditional Silver Ghost throttle, ignition and mixture control pedestal—and, of course, The Governor, which on Neve's car permits one to maintain constant uphill and downhill progression without using the foot accelerator. The 7.4-litre engine can be run on magneto, battery, or both together, it invariably commences "on the switch", and initial fuel pressure is pumped up with an air pump located mainly on the passenger side of the bulkhead, this being a L-E distinguishing feature, as the pump is otherwise on the dash. Another way of telling the sporting L-E from more staid Ghosts is the square instead of circular flange connecting the R.-R. carburetter to the inlet manifold. Unseen aids to better performance, which enabled Rolls-Royce to enter a team of cars in the 1913 Austrian Alpine Trial with outstanding success, consist of a somewhat larger carburetter, a slightly raised compression ratio, a 4-speed gearbox and lower axle ratio.

Coming to driving impressions of 1701, after noting the foot-level CAV electrical box and the similarly-placed clock, oil gauge (reading 10 lb./sq. in. at idling revs, 15 to 16 lb./sq. in. at cruising

Continued on page 720



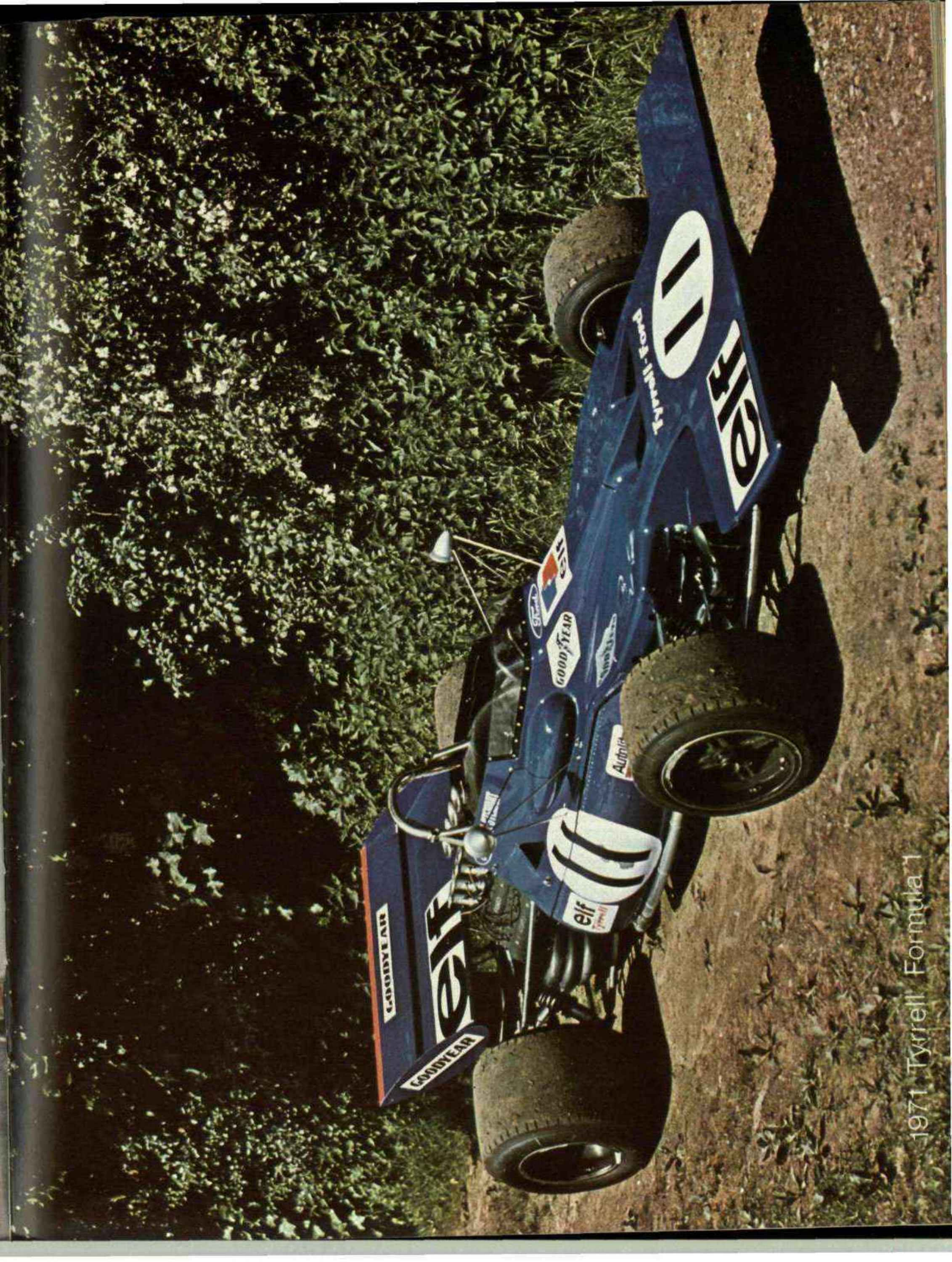
**NURBURGRING
1,000 Kms.**

THREE TIMES WINNER.—Vic Elford was awarded the Caracciola Trophy after winning the 1,000 Kms. at the Nurburgring, a drive shared with Gerard Larrousse. For Porsche, it was the fifth consecutive home victory and one which virtually assured the *marque* of the 1971 Championship. Following Elford's car is another 908/3 driven by Siffert.

GROUP 5 WINNERS.—The 4.5-litre Porsche 917 entered by the German Team Usdau for Joest and Kauhsen finished sixth overall and won the category despite a delay having the undertray secured.

FERRARI LEADS.—From the Indianapolis style rolling start, Ickx forced the Ferrari into an immediate and increasing lead until a water leak made the engine overheat. The car set a new lap record.





1971 Tyrrell Formula 1

GTX tames wild horses.



Castrol GTX
The High Performer

Think what it can do for less lively beasts.

They Make Racing Cars—

ENSIGN

THE WEST MIDLANDS is the heart of the British motor industry, but strangely, the building of competition cars is centred around trading estates in Huntingdon, Slough, and so on. However, racing cars have at last come to the "Black Country" with the formation of Lewis-Nunn Racing, producers of the Ensign.

The Ensign is the success story of the 1971 season so far, for Ensign Formula Three cars lead the chase for the MOTOR SPORT Trophy, while abroad, the Ensign has already chalked up a major win. All this has been done on a minimum of resources thanks to the talent of a man named Morris Nunn.

The story completely revolves round Nunn, whose name has been well-known in racing circles for several seasons. A former motorcycle racer, Nunn was a partner in a small garage business in Walsall when the motor racing bug bit, in the mid-1960s. Success first came with a Lotus 23B sports car he raced in 1964, and then for the following year he decided to move up into Formula Two with sponsorship from a local industrialist and racing enthusiast, Bernard Lewis. A Lotus 22 was obtained, but running in F2 soon proved a failure and Nunn converted the car to F3 specification. During that year, and subsequently in the following two seasons, with a Lotus 41 Nunn's driving earned him the reputation as one of the fastest independents. He was also respected for his mechanical ability, for his self-preparation of the ageing Lotus 41 was always immaculate. During the winter months, having turned professional and left the garage, he soon gained a good reputation for racing car work. He used to build up cars out of kits of parts, carry out crash damage repair, and so on.

His big break came in 1969 when he was offered a drive for Gold Leaf-Team Lotus in the Formula Three squad alongside American Roy Pike in the new Lotus 59s. Everything did not go quite to plan, for he experienced a lot of engine trouble throughout the year and he had a generally disappointing season. For 1970 he decided to make a move into Formula 5000, driving one of the new Lola T190s for the Doug Hardwick team. The T190 model took a lot of sorting, and after disagreements over various aspects of the policy of Hardwick Racing, Nunn left the team and effectively his driving career was over.

He looked around for another drive for a while but no one seemed interested and he disappeared off the racing scene. What in fact he had decided to do was turn constructor, for during his period of racing he had always assimilated the technical information fed to him by various racing car designers and particularly Dave Baldwin of Lotus. Though he had no formal training he felt he could produce a car from the lessons learned, which would show the others a thing or two. A bold idea perhaps, but few people would have rated Nunn as a budding McLaren, Brabham or Surtees. But Bernard Lewis had always liked Nunn's determination and he promised to help Nunn with some finance towards the first project—a Formula Three car.

The name Ensign was chosen for no good reason apart from the fact that it sounded a racing car sort of name.

By June, Nunn had most of the drawings of the car complete, and by September of last year he was seen on the racing circuits again, surreptitiously measuring up such details as gear linkages and so on. The secret was out although he confessed that he had no plans for production and just wanted to get the prototype tested.

For workshops he was using his own little garage alongside his house in Cheslyn Hay near Walsall, and in it he built up the first chassis, a square tube design with the area forward of the engine featuring strengthening by aluminium pontoons which also contain the fuel tanks. In fact, the chassis could exist without these but would not be rigid as there is no cross-bracing, so the aluminium sections are really an integral part of the chassis. Nunn had been impressed with the shape of the Lotus 72 Formula One car which, at that time, was winning regularly with Jochen Rindt at the wheel. He styled his F3 car on the 72, using Chapman's theory of side radiators and a chisel-shaped nose.



Bev Bond drives the works Ensign and presently leads the MOTOR SPORT Trophy.

At this stage the assistance of a local boat-building firm, Fletcher Engineering who, for a short period, built Mini-based road cars, proved invaluable, and they built the extremely attractive bodywork in glass fibre. In fact, Nunn relates that there were no drawings for the body at all apart from a few sketches. He took the chassis to the Fletcher works and stood over the men for three solid days while they moulded a body to his liking. The result is undoubtedly the prettiest Formula Three car presently racing.

One of the clauses in Morris Nunn's partnership agreement with Lewis was that he was not to get involved with the driving side of the project. So when the car was complete in December it was Lewis's son-in-law, Alan Rollinson, who carried out the initial test programme. It was obvious almost from the moment the car first turned a wheel that Nunn had done his sums right. Particularly impressive was the car's speed in a straight line, while the conventional wishbone and link suspension did its job admirably.

The months of hard work had proved well worthwhile, and when the car made a late appearance at the January Racing Car Show on the Astrali Steering Wheels stand it attracted a tremendous amount of favourable comment. At this stage Nunn was hardly prepared to accept orders for replicas, although some people were very keen to force deposits into his hand. In fact the only order he took was from Steve Thompson, who was really in the family! He came from Walsall, was Alan Rollinson's cousin, and during the past season had won some 15 *Formule Libre* races.

Meanwhile, Nunn decided to race the prototype car in Formula Three, but as Rollinson was committed to a Formula Two programme he chose Hampshire driver Bev Bond who had, in fact, replaced Nunn in Gold Leaf-Team Lotus for 1970 but subsequently left at the end of the year. Support for the racing team was enlisted from Bob Howlings, the Manchester racing car and spares dealer. Entered under the title of "Bob Howlings Racing with Team Ensign" the gleaming British Racing Green Ensign turned up for the opening Championship Formula Three race at Brands Hatch in March. It was almost a story-book win as Bond pulled out a good lead over Colin Vandervell's Castrol Brabham. Then a spin dropped him down the field, but driving brilliantly he made up the lost time, caught Vandervell, and the pair sprinted to the line side by side. In fact the Brabham driver just got the verdict by a nose cone.

But a couple of weeks later at the same circuit Bond made no mistake about it and won in fine style. Since then he has always been right up at the front in all the Championship races, and to our knowledge has contested the lead of all but one of them, and that was when a different make of engine to Holbay was being used. There have also been a couple of spills but hardly any damage. As we go to press Bond leads the championship table for the MOTOR SPORT Trophy, although he is being challenged by his former teammate Dave Walker in the Gold Leaf-Team Lotus 69.

Continued on page 719

8 facts we discovered about Barclaycard holders.

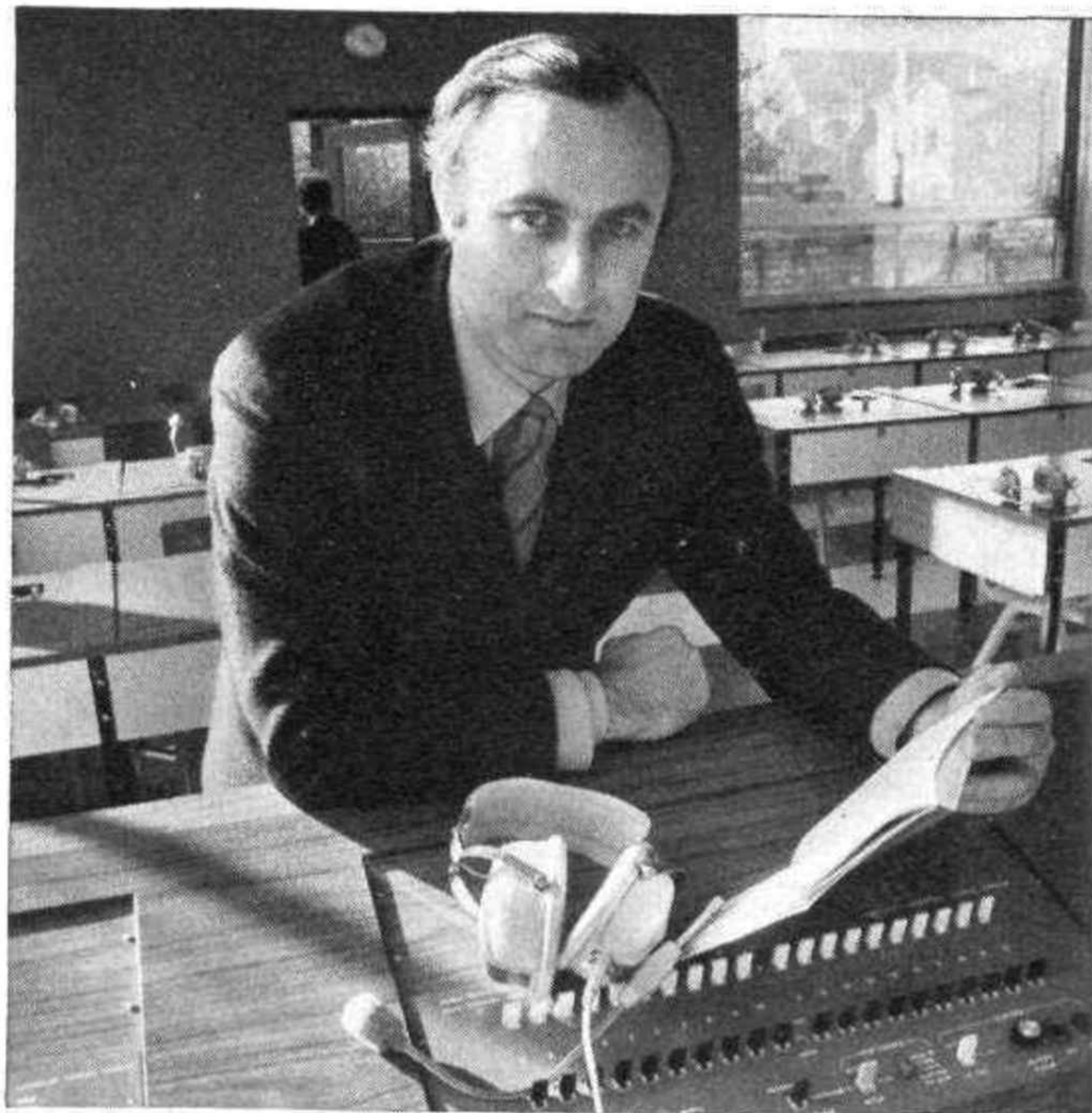
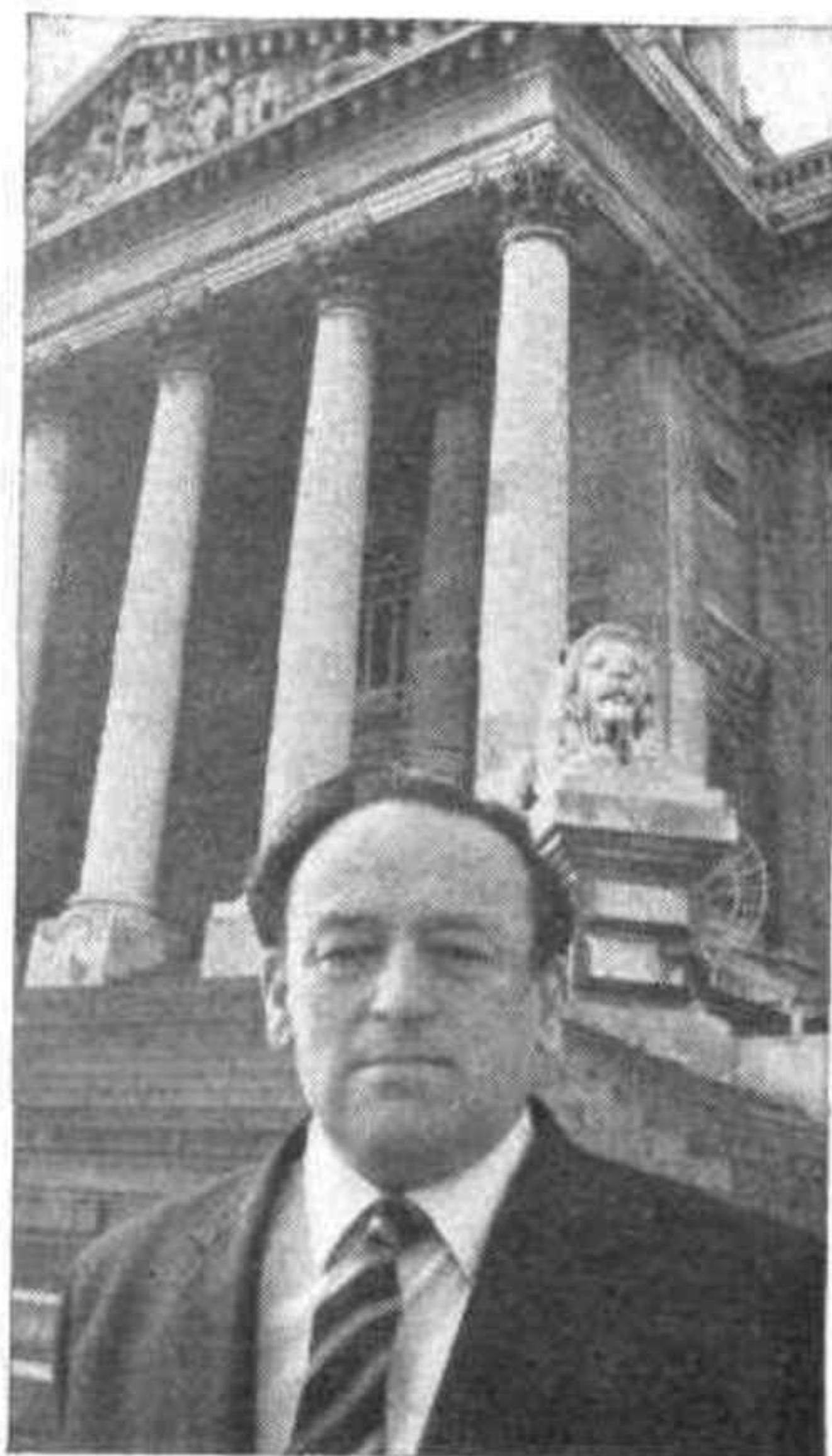
We asked a national sample of Barclaycard holders some questions on a selection of subjects, ranging from holidays to television viewing, and covering a lot in between. And here are just a few of the fascinating things we found out:

- * 26% have two or more cars in the household (National Average: 7%)
- * 71% live in a centrally heated home (National Average: 28%)
- * 8% have a colour TV set in the home (National Average: 3%)
- * 79% own their own home (National Average: 49%)
- * 12% have a deep freeze in the home (National Average: 3%)
- * 6% buy table wine at least once a week (National Average: 3.8%)
- * 65% have a record player in the home (National Average: 30%)
- * 40% have an automatic washing machine in the home (National Average: 19%)

Now meet just some of our 1,290,000 cardholders and see what they've got to say about Barclaycard...

George Hurst, of Portsmouth, manager of the property management department of chartered auctioneer and estate agents. "I use my card a good deal for weekend and holiday shopping. I use it for buying clothes—more than anything else—especially the more expensive items. I recently bought an electric lawn mower with my card too.

"That's what I like about Barclaycard—I am able to buy something I want *when* I want it. I use the extended credit facilities regularly as it saves all the rigmarole of HP agreements."



Peter Care, head of a school's modern languages department, from Cobham. "I first began to use my Barclaycard when I took the family to Scotland for a holiday—so that I could spread the

repayments over a period of time. I still use it for petrol and for buying larger items on Saturdays when the banks are closed.

"I do make use of the extended credit facilities. It helps to spread the financial load, especially at Christmas, when we seem to have so many things to pay for."

Sheila Carney, housewife, from Bourne End. "It was my husband who originally suggested that we should get Barclaycards. We use them for clothes and, now that we're beginning to furnish our home, we hope our cards will be useful for this as well.

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Robin Ashby, of Marlow, administrative manager with a firm marketing computer peripherals. "I've been a cardholder since the scheme was launched and I began to use my card for purchases like garden furniture, petrol, meals out, records, clothes, and so on. I also use cash drawing facilities when I take the family on holiday."



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WE ARE GRATEFUL TO THE FOLLOWING SOURCES FOR THE NATIONAL AVERAGES QUOTED: DEPT. OF THE ENVIRONMENT TRANSPORT INDUSTRIES BRANCH; TGI; NATIONWIDE BUILDING SOCIETY; DOMESTIC FOOD FREEZER COMMITTEE; AGB; JICTAR.



Shirley Spriggs, housewife, from Bromley. "I've been using my Barclaycard for the last couple of years, mainly for general shopping and presents. It's nice to see something and be able to buy it when you want it. I also use my card to draw cash on holiday—I don't carry a lot of money with me and so I rely on my cheque book and my Barclaycard.

"I use the extended credit facilities from time to time, to spin out payments over a month or two—sometimes longer."

REFLECTIONS—continued from page 694

For a select few (actually there was a vast crowd) the ELF petrol company put on a film show on Saturday evening using a device they conjured up last year where three screens are in operation at the same time. Last year was the first experiment and a dismal failure, for the whole thing was too noisy, too confused and you spent so much time wondering which screen to watch that you saw nothing at all. This year they got things under control and while the centre screen depicted some major happening, those on each side provided complementary background, and if something exciting happened on either of the side screens the others did not detract from the action. The whole thing covered ELF participation in all forms of motoring sport during the past 12 months, and ended on a really high note with some superb film taken of the Monte Carlo Rally, amid snow and ice, while throughout the colour was truly magnificent. Leaving this film show I went out into the Casino square to find people and cars milling round and round. There was suddenly a lot of waving and whistling by uniformed flunkies from the Hotel de Paris as they tried to get a large taxi to the steps of the hotel, and a crowd gathered as Stewart and Hill appeared through the doors, dressed in their best frilly-fronted evening suits. Standing watching all this flap, as the stars waved to their supporters, a voice beside me said "Hallo". It was Jacky Ickx, dressed in an open-neck sports shirt and blazer, and he smiled as he surveyed the crowded square, the Hotel de Paris, the Casino, the shining cars and the bright lights, and he said "It's all fantasy really, and quite incredible" and then he added "have you seen the yellow GT40, that is marvellous". I had seen it, for it was parked in the square behind us, road equipped and taxed, believe it or not, on English number plates. As Ickx spoke about it you could see he was recalling some of the great races he had made with GT40 Fords for the John Wyer team. Then the gentle rain began to fall, dampening the crowds and the frilly-shirt fronts, and as we went our separate ways, with our coat collars turned up, Ickx said "I hope it doesn't rain tomorrow, it will spoil the race". As I said, a little rain at Monte Carlo never does anyone any harm.

D. S. J.

ENSIGN—continued from page 717

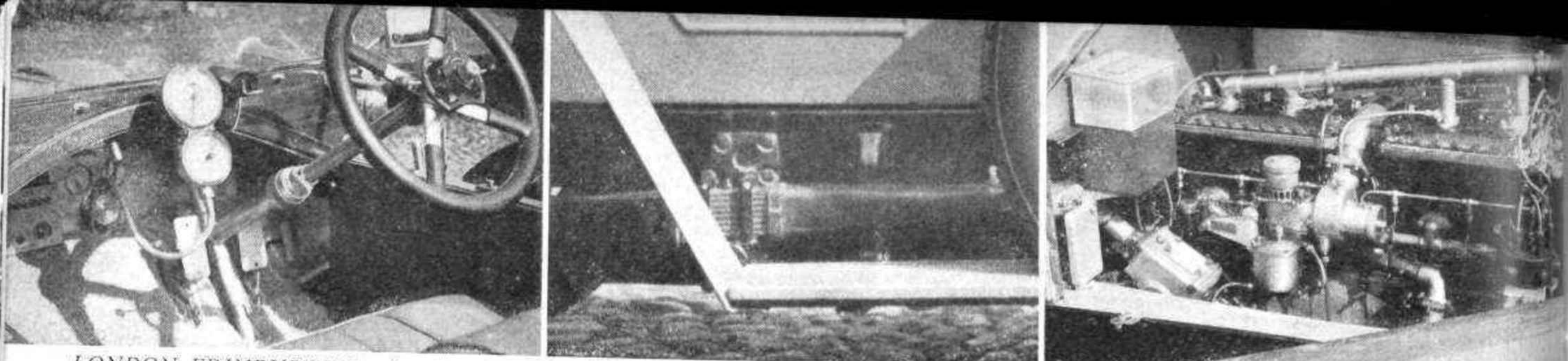
Equally impressive has been the performance of young Thompson in the first production car which sported a chassis built by Racing Frames, rather than by Nunn himself. His car was delivered at the end of April, and after a couple of races during which he learned the car, he set pole position for the important Zandvoort race in May. Unfortunately his engine blew up, but a week later he drove to an excellent fourth at Monaco (the works car was not present), and then the following day he won against top French opposition at Monthéry. Since then Thompson has been right at the front, his blue and white car showing the equal speed of the works machine.

All this, and particularly the performances of private owner Thompson, have had the customers pleading with Nunn to build them Ensigns. A potential French customer even came knocking on his door at home one Sunday afternoon, and there have been enquiries from all over Europe and America.

So far Nunn has fended off these people by quoting long delivery dates, for there are some aspects of his business which still need to be sorted out. The most pressing one is of premises, for despite looking around the area he has not found anywhere suitable yet and is still working out of his cramped garage at home. However, as we go to press it seems this problem is about to be solved. Once it is, then Nunn has various people lined up for jobs to implement his present staff of two, himself and mechanic Simon Arkless. Only then will he go into production with Ensigns, and there should still be quite a few customers around. He is already working on a car for 1972 and intends that Team Ensign will move into F2.

Nunn is known in the racing circles as "Mo", and this balding, cheerful character with a black country accent seems to have taken to his new role as designer/constructor exceptionally well. If the yearn to drive again still exists then it doesn't show, and he hasn't more than sat in the car. His pretty wife Sylvia is usually on hand at race meetings with their three children to provide tea and sympathy.

In its early days the Ensign project has proved remarkably successful, although one has the feeling that, despite his modesty, Nunn was sure he had a winner on his hands. That he can build race-winning cars is already an established fact. Now Nunn has to surmount an equally difficult hurdle and show that he can make a commercial success out of it.—A. R. M.



LONDON-EDINBURGH details.—Left, the driving compartment, showing the under-scuttle electrical box and dials and, on the scuttle edge, the Elliott speedometer; centre, that tell-tale spring-hanger plate which seems to confirm that this was the works L-E which attained nearly 102 m.p.h. at Brooklands in 1911; and, right, the Silver Ghost engine showing R.-R. carburetter, distributor and fuse-box; the square carburetter flange identifies it as an L-E

THE MAGIC OF A (TYPE) NAME—continued from page 713

pace) and fuel gauge, these little dials being, by the way, brand new, from the stock of the late Carlos de Salamanca, Spanish R.-R. agent, you engage first gear, the clutch gives a slight squeal, and you are away. The gear and brake levers are outside the body, the three-speed and reverse gear-gate conventional, but the lever having the R.-R. locking and self-centring action. The driving stance is comfortable and commanding—even the front wheels and stub axles can be seen. Now again I will be honest. I found the manipulation of the gears difficult, some changes being entirely silent, others "clonky". It is a gear-change which needs both practice and firmness, the art consisting of not to be caught out by the lever's desire to remain in the previously-selected notch and to double declutch quickly, up and down. Neve has nearly mastered it already...

For retardation you use the smoothly-functioning hand-brake, which lies beyond the gear-lever, and works on the back wheels, the transmission foot-brake having much less effect. The steering is half-way between light and heavy and the L-E tucks itself enthusiastically into corners. As the engine wasn't by any means run-in and because on the busy A49 and down adjacent very narrow and winding country lanes with the owner sitting close beside me I felt as if I were temporarily wearing a priceless royal crown, I didn't exactly extend the car; I don't suppose either of us exceeded 1,000 r.p.m. Yet the eagerness of the L-E to go, the impression that tail slides round open bends wouldn't come amiss, suggests that Neve is in for some great fun, some grand touring, in the very near future...

Quite the most impressive item on the afternoon's agenda was 1701's ability to pick-up willingly from not far off zero m.p.h. in top gear. It did this, ignition naturally at "late", without even a trace of being incensed, a considerable relief to one not yet accustomed to leaning out and persuading the somewhat stubborn gear-lever into a low cog. This astonishing smooth-running ability from 5 m.p.h. onwards in spite of the high gearing and big wheels, and the quietness of the big car, were a reminder that there is no substitute for litres, in terms of other factors other than sheer acceleration and speed. This London-Edinburgh is not entirely silent, no car ever was, but there is an almost complete absence of mechanical sounds, not a hint of an "explosion motor" in action, and I can see that, ensconced in a closed body on such a chassis one would be travelling almost silently, disturbed, maybe, only by the ticking of one's watch. This ghostly form of progression and performance potential must have been a truly enviable combination by the standards of 60 years ago.

I see no reason why this fine motor car shouldn't, when its engine is free, exceed the legal-limit (and I don't mean the Legal-limit of R.-R. history) and cruise all day at an easy 60 to 65 m.p.h. Speed, by the way, is recorded on a Twin-Elliott speedometer facing you on the scuttle edge, an instrument having an elaborate trip recorder below its bigger 80 m.p.h. dial; it is belt- and cable-driven off the Cardan shaft. The wooden rim of the steering wheel possesses deep finger grips on its under-surface, tools are stowed in a box which forms a foot-board for the passengers in the tonneau, there are electric and bulb horns, and 1701 runs on 895 x 150 limousine rear tyres, with 895 x 135 Pirelli Milanos on the front wheels. The wire wheels have early-type R.-R. centre-lock made by Rudge-Whitworth, ratchet-retained hubs, which had to be remade. The spare wheel is shod by Dunlop. The suspension and balance of the car are far advanced, compared to most big Edwardian chassis.

Under the long bonnet a typical Silver Ghost engine fits comfortably between radiator and dashboard. The magneto on the near-side is a Simms, but an impressive and more period Bosch D6 will soon

replace it; on the opposite or carburetter side a cast spacer keeps the h.t. leads from the R.-R. distributor tidy. Also on the o/s is the beautifully made R.-R. coil box. Twelve Champion sparking plugs form a line along the cylinder heads and, with its modest 3.8-to-1 c.r., cheap petrol is perfectly permissible. Valveme oil is used. A nice gesture is the fact that the door plates of this L-E Rolls-Royce are inscribed with the names of the aforelisted craftsmen who helped with its re-birth. Incidentally Neve says he is perfectly content with the finish and fettling of castings as specified by Sir Henry Royce and has not resorted to special polishing, gold plating or stove enamelling. Nor has the engine required special balancing to eliminate vibration periods, although the six pistons, which, remember, are of cast-iron as in the original engine, were naturally carefully matched. The chassis frame did not call for any special truing-up, beyond the normal checks.

Although he has only drill, grinder, shears and the usual hand-tools in the home workshop, Mr. Neve has rebuilt 1701 into one of the nicest specimens of Silver Ghost Rolls-Royce I have encountered, with the added spice of this being an L-E, and once a works car, at that. In addition to this magnificent motor car Neve has the short-chassis 1933 Rolls-Royce Continental Phantom II with Barker-Martin body (can anyone enlarge on "Martin") which disdainfully tows his 1914 TT Humber to race meetings. This Rolls-Royce was brought 20 years ago and has covered over 160,000 completely reliable miles since then, a total mileage of more than 220,000, with very occasional attention from Don McKenzie. Having completed his L-E rebuild, this indefatigable enthusiast is about to do the same for an SS100 solo Brough Superior, which reminds him of his Brooklands debut, and eventually for the ex-Pat Melville 30/98 Vauxhall.

His modern car? Kenneth Neve likes big motors and for business use has a manual-gearbox 4.2-litre Daimler Sovereign.—W. B.

No. 222

BROOKLANDS MOTOR COURSE.

Date 14th November 1911
 Description of Car 40/50 R. Pullakers' Description) 6 cylinders
Rolls-Royce car, Engine No. 1701 Chassis No. 1701
Build No. 92
 Driver or Owner E. W. Lives
 Distance Measured on 50 ft. line One half mile from a flying start.
 Time as per Automatic Electric Chronograph 17.679 Seconds.
 Rate of speed attained 101.816 Miles per hour.

Certified by
 Royal Automobile Club for the Electric Chronograph of the
 Official Timekeeper to the Brooklands Automobile Racing Club.

PROOF.—Here is the actual certificate held by the BARC, a copy having been issued to Rolls-Royce Ltd. in respect of the 1911 timed run at Brooklands by the streamlined London-Edinburgh Silver Ghost No. 1701. It is initialed by the "Official Timekeeper to the Royal Automobile Club for the Electric Chronograph of the Brooklands Automobile Racing Club" and proves that the Rolls-Royce exceeded 101 m.p.h. for half-a-mile, not over a mere flying 1/4-mile as most historians insist.

THE VAUXHALL FIRENZA 2000 SL

VAUXHALL let us have the fastest model of their new Firenza two-door fastback range for full road-test with remarkable promptitude. Inevitably, but illogically, it is being compared with the Ford Capri, as is General Motors' other recent fastback, the Opel Manta. Illogically, because neither of these cars really challenge the fantastically successful Capri, which not only out-performs them and is available in a far greater number of options but which vanquishes them from the very important styling aspect, its long bonnet accentuating low lines giving a fine impression of power, no matter which size of engine is beneath it.

This the so-termed Capri crushers fail to emulate; the Firenza has a quite stubby bonnet. Ford has said and I have repeated and will repeat again for them, that the only substitute for the Capri is another Capri. So let us cease to liken every new medium-priced notchback as a threat to Ford sales. The fact is that what the Smythe-Johnsons enjoy in one decade the Smiths and Joneses of this World insist on emulating in the next, so that in recent years all manner of fastback, so-called GT coupés have been built on the basis of bread-and-butter mechanicals, to ape the exotic true *Grand Turismo* motor cars of Ferrari, Maserati, Lamborghini and Alfa Romeo pedigree. This is an inevitable but unfortunate evolutionary exercise for families could be better off in more roomy saloons. Because the Capri has scooped the pool in this particular coupé category is no reason for comparing every other fast touring fastback with Ford's clever conception of how such things should be done, the elongated bonnet an essential contribution to this Dagenham theme.

So let's look at the Firenza on its own merits. It is one of those cars which is reassuring to handle from the first mile of taking it over—or so I found it, having dropped the young lady who brought it to our office at St. Pancras and set off immediately on a non-stop five-hour drive. The steering may lack much castor return action, side winds may tend to deflect the new Vauxhall from the straight and narrow, rear-ward visibility is somewhat restricted, but it is nevertheless easy and satisfactory to drive. The gear-change is good, except for a stupidly-formed knob and the lift-the-trigger and push-forward reverse engagement, but, having what I call a non-mechanical feel, is inferior to Ford's excellent gearboxes. The brake pedal is higher than the accelerator, so that retardation involves lifting one's leg like a puppy, but the Firenza is by no means alone in this, the Ford Mexico being another I can name. The Vauxhall's hand-brake needed a tug to hold on hills. Its heavy doors have excellent "keeps". The driving seat is average-comfortable, a bit hard and sweaty, and as the squab does not adjust (a remarkable omission) it is not possible to alter one's stance by this means. Sometimes, under heavy braking, there was the impression that the seat was sliding forward, but this was actually the cushion compressing under a combination of g and a 12-stone driver.

The Firenza's appearance, with gappy rear wheel arches above 13-in. wheels, a curvacious body but flat rear window and snub bonnet with tapering-vee "power tunnel", to my eyes isn't inspiring and the interior *decor* is "Americanised" and rather unfortunate, the strip speedometer with casually-pointing arc-needle having enormous digits which the long-sighted should be able to see without glasses, set in a very deep recess which fits badly into the adjacent trim and has on its deck the washer and two lamps' switches. These are prominently placed but obscured by the steering-wheel rim. The wiper button is divorced from the washers' switch, the vertical heater controls are somewhat illogical in movement, and there are no warning lights for choke or rear-window heater. The decimal mileage recorder (no trip) is difficult to see. Two rather-similar keys look after boot, doors (sill interior locks) and ignition but there was no means of releasing the retracted aerial of the Vauxhall radio. A vanity mirror is a further omission but most astonishing of all is the absence of a tachometer; coat-hooks are also lacking, but wing mirrors were fitted.

The Americans build lots of riding comfort into their cars and, although Europeanised, there is a trace of this about the Firenza, i.e., ride comfort at the expense of absolute handleability, although it goes round corners quite nicely, with light, dead steering (3.2 turns, lock-to-lock) and "glue" contributed by Goodyear G800 Grand Prix tyres. The performance is not as good as it should be, from this sporting-looking Vauxhall composed of VX 4/90-like 1,975-c.c. twin-Stromberg 175CD2, cogged-belt o.h.c. slant engine introduced for the 2-litre Victor, and a Victor gearbox on virtually the HC Viva platform, for it only just reaches 100 m.p.h., 0 to 60 m.p.h. occupies 11.3 sec., but fuel consumption, optimistic mileometer allowed for, (of 4-star) was an excellent 30.6 m.p.g. I drove 730 miles without needing oil. The prop-up bonnet is very heavy and its prop crude, and the bonnet release is on the n/s, there are dual Lucas headlamps, supplemented by hung-on Carello auxiliary lamps. The rear compartment is cramped for adults, and a ridge above the back window is dangerous, for heads contact it all too frequently on bumpy roads. On the whole Luton seems to have rushed out this new model, which replaces the Viva GT, rather too hurriedly, and it is a poor successor to the Viva GT. On the other hand it has suspension so well-damped that it enabled me to have fun over Welsh mountain roads, at the expense of some rear axle bounce but little roll, and there is ample luggage and oddments space, including a lockable cubby-hole, but no shelves on the moulded rear-window surround. Neat internal door handles, elimination of quarter-lights, a cigar igniter and full-size fresh-air gimbals of Ford-like type (except that Ford "Aeroflow" is covered by patents) and a 12-gallon fuel tank are acceptable Firenza items. The Vauxhall Firenza 2000SL costs £1,281.74, or £1,335.90, as tested, with Rostyle wheels, radial tyres and heated back window.

W. B.

HOLIDAY MOTORING.—The new Vauxhall Firenza 2000SL and the Ford Escort Mexico used by the Editor for the Spring holiday period, not forgetting some doses of fresh air in a vintage Riley Nine.



TUNING TOPICS

THIS MONTH we are looking at a broader range of specialist news than normal, mainly as a result of the usual loss in feature pages which affects any motor sporting magazine at this time of the year. Certainly I achieved one ambition that not many motoring journalists even want to think about, namely driving a tuned rallying Skoda around Silverstone! The occasion was the International Car Test Day, backed by Michelin, and making use of the Grand Prix circuit. Judging by the favourable reception accorded to this event by a positive army of journalists and many others (the car park on Hangar straight was packed just as fully as for the GKN International meeting in May!), Michelin will want to organise a similar event next year.

Apart from the Skoda, I drove a 3½-litre Mercedes 280 V8, BMW 2002 and 2800, a Fiat 124T, DAF Marathon 55 and an Opel GS Commodore. Not a particularly inspiring selection in the light of the fact that the Citroën SM, Alfa Romeo Montreal and new Mercedes 350 V8 sports car were present, but certainly enough to keep boredom at bay.

The Opel GS and the BMWs are familiar enough to MOTOR SPORT readers, though the latter cars are difficult for Standard House to borrow of late. The Opel was being driven very rapidly by John Rhodes when we were out in the Mercedes V8 and there was no way in which I could keep the three-pointed star ahead. However, I still thought it a superb machine as it revved smoothly to over 6,000 r.p.m., whilst the power steering and disc brakes coped superbly, despite the abuse it suffered whilst in the Opel's heavily understeering company. Both BMWs could be made to hang their tails out in manageable style and displayed the best track manners of any car that I drove at Silverstone.

The Fiat 124T is a car that definitely deserves serious consideration by anyone interested in a competitively-priced family saloon with sparkling acceleration and excellent all-disc braking. The twin-cam 1,438-c.c. unit provided an indicated 80 m.p.h. in third and 105 m.p.h. in fourth, which suggests that the car might fill the old Cortina Lotus niche in the market—but with a considerably better ride. On the track the 124T understeered strongly to the point of picking up both inside wheels before switching gradually to a tail-out attitude. The Cinturatos certainly provide long life, but I would welcome the opportunity to try the car on low profile cross-ply tyres such as those sold by Avon.

The DAF was fitted with Michelin ZXs, and we climbed aboard with DAF public relations man John Springate to explore the possibilities of touring Silverstone without lifting off. After two or three long periods of oversteer, promoted by the rear wheels tucking in toward a positive camber angle, I gradually acclimatised to applying both brake and accelerator when entering a corner, our progress becoming a good deal more dignified in the process. The idea of pushing round even Silverstone's forgiving GP circuit flat-out had struck me as madness until the week before Michelin's day out, when a Vauxhall Firenza (on Avon Wide Safety GT tyres) had all but managed this feat. We have been promised a road-test of the DAF in its latest Marathon form, in which it gives another 13 b.h.p., at an early date. Judging by previous experience with a DAF 55 tuned to what is now Marathon level, I would say that it will make an exceptionally pleasant road car indeed—especially as the unique Variomatic transmission acts as a limited slip differential, so the Renault 1100 engine can pull one out of most slippery ground.

The personnel surrounding a Gp2 Skoda rally car were reluctant to let the car out on the track. At first they wanted someone to come along with the car, but since none of them really liked the idea I was eventually allowed to try all 73 b.h.p. (SAE at 6,000 r.p.m., a crankshaft revolution speed that I was not allowed to exceed) on my own. Predictably the Skoda was of the LHD layout and equally predictably its rear engine allowed the beautifully precise steering to act swiftly whilst the rear-end hung out to a near right-angle.

The 1,107-c.c. four-cylinder Skoda engine runs on a compression ratio of 10.4:1 in modified form, having a pretty hot time pushing along 1,830 lb. around sunny Silverstone. The cylinder head incorporates a separate port for intake and exhaust of each cylinder, fed in this form by a single twin-choke Weber 40 DF-2 carburetter.

On the circuit I spent two or three laps below 3,000 r.p.m., thoroughly warming the engine before commencing battle with a DAF Marathon, expertly conducted by Peter Noad the Volkswagen

specialist. The Skoda was presumably faster than the DAF along Hangar straight, for I was able to overtake the Dutch car on the third gear corner at the end. The Skoda was the only car which I drove that day which could, and did, let go at the rear end whilst flat out through Woodcote. Naturally, in a professional capacity, I should deplore this tendency—but in fact it made a change not to wind on more and more steering lock. Fortunately, for presumably it would mean disaster in more conventional machinery, this was the first occasion on which I have had time to look at the straight after Woodcote, all whilst travelling into that bend!

Although we were able to cope with a BMW 2000 whilst esconced in the Skoda's comfortable bucket seat, none of the photographers would lift their lenses to record the Czechoslovakian car's antics on the grounds that it was much too slow to be worth photographing! The official name under which this Skoda is sold is 110L, 1971 specification, Group 2. Judging by the prices Skoda charge for their cars, even this "homologation special" should not cost too much.

More circuit work

SINCE OUR article last year on Group 2 saloon car racing a number of MOTOR SPORT readers have asked for details of the 1971 cars and drivers contesting this international category. The story so far as top drivers are concerned is short and sweet, Frank Gardner dropped out of the series with the works Boss Mustang, though he has now reappeared twice in Gp2 with a 5.7-litre Chevrolet Camaro sponsored by the SCA trucking people. When this was written Gardner had lost to Muir once at Silverstone and won once at the same track. There are those who say that Gardner's saloon car racing "come-back" is backed by Ford, for his efforts could well reduce Brian Muir's chances of taking the title in the Wiggins Teape Camaro, and there is a gaggle of Escorts waiting to win the RAC title: but would Ford back a Chevrolet, even under these circumstances?

Muir still leads the RAC Saloon Car Championship points table comfortably. Behind him in second place is David Matthews in a Broadspeed/Castrol-backed Escort 1300GT, now giving 150 b.h.p. from its downdraught fuel-injected engine. However, it has been the fantastic 1.8-litre BDA Escort of John Fitzpatrick, prepared by the same team, which has thrilled the crowds by taking on the big American cars, even beating them all on one occasion at Brands Hatch. Even accounting for the fact that the Escort has the ultimate in Dunlop Formula racing tyres, intricately modified suspension (a leaf spring and MacPherson strut can still be found—if you look hard enough through the maze of legal subsidiary locating rods) and all disc braking, one has to acknowledge that some fine driving and preparation has gone on to make an Escort capable of almost holding a 450-b.h.p.-plus Camaro around such rapid circuits as Snetterton and Silverstone Grand Prix.

Except where Group 2 events have been split into two separate races (over 1,300 c.c. and under 1,300 both sub-divided into two classes) the Broadspeed Escort and Chevrolet Camaros have dominated the proceedings on every occasion. However, there are some other interesting entries this year. Ford at Borham are running a Capri RS built up by their counterparts in Cologne, but now being rapidly modified to suit British circuits. The engine is a fuel-injected 2,940-c.c. V6 based on the 2,600 Capri RS unit, using Weslake-produced heads designed by Len Bailey. In action the Capri sounds more like a V8 racing engine, giving every sign of possessing the 290+ b.h.p. that is claimed for it: in production form (and it is a pretty potent engine then, propelling the Capri to over 120 m.p.h.) the German V6 is credited with 150 b.h.p.

Ford have chosen Gerry Birrell, the young Scotsman who conducts a Lotus in Formula Two races, as their driver, and he seems extremely happy with the amount of work that Ford have done to bring the Capri up to standard in the handling department. The homologated suspension looked to have all the right parts anyway, with freshly-fabricated arms at the front and a coil leaf-sprung rear axle adequately located by long radius rods.

In the smaller classes the Escort 1300GTs with Broadspeed preparation are by far the fastest in the 1,001-1,300-c.c. division, a notable privateer being Vince Woodman in the VMW Motor cars. The under-1,000-c.c. machinery continues to be dominated by 1970 RAC Saloon Car Champion Bill McGovern in a George Bevan-prepared Imp, despite the challenge offered by John Turner in another Imp, this one prepared by Dick Guy, a former Rootes Competitions Department employee with an excellent engine-building reputation.—J. W.

LETTERS FROM READERS

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

THE OTHER SIDE OF THE COIN

Sir,

I see from your correspondence columns (June, 1971, issue) that, yet again, the guardians of the "Police State" in which we live have struck another blow at the fundamental pillars of democracy on which we all exist.

I refer to the "sneaky underhand stunt" which led to Mr. Stirling Moss being taken to task by "big brother" for crossing white lines. Quite apart from failing to see any reason whatsoever why Mr. Moss should be treated any differently from any other motorists on the public highway, I also find it hard to understand how people can be so indignant about police officers who are enforcing the law and not making the laws. However, if it was left to the individual police officer's discretion to try each instance on what he feels are its particular merits our whole system of law and order would degenerate into chaos, having far greater implications than everyday motoring offences. Incidentally, in case I give the impression that I am a law abiding "do gooder", I drive approximately 30,000 miles per year, have an endorsement for speeding and very much enjoy driving my sports car (purchased, incidentally, as a result of your road-test, but this is digressing). I can assure you that I do not feel persecuted.

However, it is time we got this matter into perspective; if we break laws, no matter how petty the laws seem, I cannot see how we have any right to complain if we are caught. There is no doubt whatsoever that a large number of motoring laws are petty, inconsistent and in some cases downright stupid, but blaming the police officers who enforce them is no solution. Laws are made in Parliament by our elected representatives and they are the only people who can alter them. How about everybody who writes to you complaining of persecution writing to their MP complaining about the law involved? We may then get something done.

Oldham.

GRAHAM S. THOMSON.

[It isn't policemen enforcing the law that is in debate but citizens or police off duty reporting other citizens for what they think are unlawful actions, with magistrates taking the informers' word against those of the defendants.—Ed.]

* * *

ADO 28

Sir,

I have it on the best of authority that, with reference to the ADO 28, two-wheel brakes and a crash gearbox are to be available as optional extras.

Twickenham.

GARETH JOHNSON.

* * *

THAT RARE THING—GOOD SERVICE

Sir,

One hears many complaints about the service given by garages and I have had my fair share. It is a pleasure therefore to record that recently when the throttle cable of my Ford Capri broke on a bitter cold, snowy Sunday afternoon one of the youthful proprietors of Hints Service Garage on A5, some miles south of Litchfield, turned out and spent three hours in most uncomfortable conditions effecting a fine piece of improvisation to get me home.

I was charged only for half an hour's work, which would have been the time required had it not been for the difficulties imposed by the cable itself. The carburetter end was crimped on to the cable and could not be sweated off. The other end of the cable was found to be nothing more than a blob of plastic—not at all amenable to solder!

Cable-operated controls are a cheap and nasty substitute for proper linkage and this failure took place at less than 8,000 miles. It would appear that clutches are now being increasingly operated by cables which are proving to be another source of trouble.

Totteridge Village.

A. A. WALKER.

* * *

A DOG DISSENTS

Sir,

I was interested to read Mr. Cole's letter in your June issue asking what colour Saluki Bronze is supposed to be. The standard of points

for the Saluki or Gazelle Hound, approved by the Kennel Club in 1923, permits the following colours:

"White, cream, fawn, golden, red, grizzle, tricolour (white, black and tan) and black and tan, or variations of these colours."

Just let me loose for five minutes with the half-witted copywriter who coined "Saluki Bronze" as a name for paint on mass-produced tinware.

Grrrrr!!

Bognor Regis.

"BURYDOWN WALL."

[We are proud that MOTOR SPORT has all kinds of readers!—Ed.]

* * *

DELIVERY TIME

Sir,

In your June issue letter column you print Mr. Davidson's favourite advertisement by VW. One smiles and acknowledges the truth in the statement.

My most frustrating advertisement was the one published in the national Sunday papers by Vauxhall Motors on March 28th last. This promised 24-hour delivery of their 2000 SL model.

I ordered one from my Vauxhall dealer on April 5th which was confirmed by the distributor and correctly invoiced to me on April 7th. In spite of daily telephone calls the car was held back until a price increase of £95 was announced on May 1st.

So much for the honesty of our motor trade.
Stoke-on-Trent, Staffs.

E. HALE.

* * *

THE FIAT 125S

Sir,

In the November 1969 issue of MOTOR SPORT you printed your impressions of the Fiat 125S and during the course of the article you invited readers' experiences on the car's behaviour.

It was about this time that I put the 125S on my short list, thinking ahead to when I would have to replace my excellent and reliable Rootes Vogue which was then two years and 40,000 miles old. Having read your favourable impressions I then watched each month for readers' comments, but none seemed forthcoming.

Last October, with the Vogue three years and 50,000 miles old, I reviewed my short list and eliminated all cars except a BMW 2002 and a Fiat 125S. With a daughter recently married I had to lower my sights financially and buy the 125S, which was about £350 less.

The car is now 10,000 miles old and has had the following defects: At 1,500 miles, ignition failure; 6,000 miles, window winding mechanism failure; 8,000 miles, faulty carburetter.

All the above faults were rectified under the warranty, without quibble, either by my own garage or by Fiats Service Dept. at Warrington. The latter fault was serious in both performance and consumption and Fiats were so anxious to make amends that they replaced the sparking plugs, coil, carburetter and points without charge—not even for the plugs and points. They told me that their aim was a satisfied customer—they now have one!

The car is certainly exciting to drive and has a performance which is quite exhilarating for a 1.6-litre saloon. The finish is first class and the equipment comprehensive and the whole car is as taut as the day I bought it. It gives me the impression that it will still be like this next year and the year after.

I did not "buy British" for two reasons—firstly there did not seem to be anything of comparable value and performance and secondly because I was dismayed at the attitude of the majority of British car "workers" (or should I say "strikers") and I did not want a car which might have been made in between tea breaks or strikes by men who obviously did not take a pride in their work and who were probably more interested in planning their next strike or "go-slow".

This seems to me to be a sad situation, especially as the British car industry has lost another customer, maybe permanently.

One thing is certain, however, my next car must favourably impress W.B., as did the 125S.
Sale.

P. G. HEATH.

THE OPPOSITE VIEW

Sir,

I thought your readers might be interested in my personal experience of the reliability so oft quoted of cars manufactured by our Continental rivals.

Last year, subsequent to reading Mr. John Bolster's enthusiastic test report and having tried all the close competition, I bought the "car of the year", a Fiat 128. There is not sufficient space here to relate all the problems I have had with the car, but the final straw, as far as I was concerned, was when Fiat (England) Ltd. agreed to pay for replacement faulty needle bearings in the gearbox but considered that I should pay for the labour involved in spite of the fact that they admitted that these, along with many other parts fitted to the car were faulty.

As far as I am concerned, British cars may not have the same reputation for reliability but at least their service facilities do not shirk their responsibilities.

Ware.

PETER G. SCHUBERTH.

* * *

VAUXHALL SUSPENSION

Sir,

Mr. Goatman's somewhat complacent dismissal of my April letter reporting that when on the jack the rear axle of my Victor 2000 is supported by the brake hose, calls for a rejoinder.

I can assure him (a) that no one has in any way tampered with the suspension which remains as standard as it was on the day I bought the car, and (b) that my imagination is not over-morbid in "conjuring up" the possibility of this trouble being extrapolated to at least some of the umpteen thousand Victor 2000s which, like mine, have been intelligently looked after by their owners and their local agents. It is perhaps just possible that my own experience of cars and automobile engineering extends over more years than even Mr. Goatman can claim, and I'm quite prepared to stick my neck out and criticise as bad engineering a design that places on the shock-absorbers the additional responsibility of acting as rebound-stops where coil springs are the suspension medium. It might also be of interest if I quoted from a well-known workshop manual for this model, whose author acknowledges Vauxhall Motors' "unstinted co-operation" in its compilation. Under the heading "Rear Dampers" are the following words: "If the car is raised to facilitate damper removal, the axle must be supported to prevent the dampers from becoming fully extended."

To suggest, as does Mr. Goatman, that "no driver of such a car has need of the warning Mr. Peel issues", is to say the least of it a bit ostrich-like and I feel that in publishing my (perhaps) isolated experience MOTOR SPORT has ensured that readers who own this otherwise satisfactory model keep their eyes above sand-level and watch out just in case. *Verb. sap.*

East Horsley.

ROBERT PEEL.

* * *

Sir,

As a newcomer to MOTOR SPORT I am not certain whether you permit or encourage continuous correspondence on the same subject, but I feel I must have my two pen'worth on the subject of the Vauxhall Victor 2000.

Derek Goatman in particular and Vauxhall Motors in general are not, I am sure, mechanical idiots, but neither am I and I can assure he and they respectively that on jacking the rear off-side of the car the axle is suspended by the flexible brake hose and some further travel is required by the axle before the shock-absorber stops it from going any further. No modifications of the type to affect the travel of the axle downwards have been carried out and if Derek Goatman doesn't believe it he is quite welcome to come and have a look. I don't know what it was that Mr. Peel suggested but I would imagine it was related to the danger of the pipe being stretched to destruction on the road; if this was the suggestion I can assure him that part of my week involves taking cars out of contact with *terra firma* and if he or anybody else can get a Victor 2000 airborne for sufficiently long to cause this damage he's apt to be some driver and its got to be some road. If he is really worried about it either an extension or a longer pipe can be fitted, but be careful it doesn't foul.

On unladen performance, bearing in mind that it is only a mass-production 2-litre, the car cannot be faulted. I had resigned myself to an early road-going grave at 23, in favour of comfort and quiet, but was pleasantly surprised to find I could still join in the traffic lights grand prix with the best of them.

Caterham, Surrey.

M. I. ROBINSON.

VINTAGE POSTBAG—continued from page 697

On May 6th, 1920, I purchased from the Wandsworth Motor Exchange a 1915 3½-h.p. single-cylinder Sunbeam which I believe had seen war service with the RNAS, possibly in Russia. It was in a very rough state, incomplete and a non-runner for which I paid £81. About the same time I purchased a new 1919 3½-h.p. v-twin MAG engine at a most of £30. I then removed the Sunbeam engine and had fitted the MAG engine. The Sunbeam "cush" drive and both chains running in oil, coupled up to a small twin engine made this a delightful mount.

About this time a Mr. Greening, who was with JAP of Tottenham, the motorcycle engine manufacturers, apparently had the same idea. In conjunction with the Sunbeam people he had fitted to one of their bikes a 3½-h.p. v-twin JAP engine.

Chelsea, SW3.

B. W. COX.

* * *

Special Ts

Sir,

In reply to the letter on Special T Fords by Mr. H. F. Spong, it is probable that I owned one of the sporting Ts that he used to gaze at.

Whilst living in Devon I bought (for £22) in 1927 a two-seater T Ford painted red and of very sporting appearance. The body had a long tail and the top of the tail could be lifted off like a box lid to expose a quite useful boot. Twin aero-screens were fitted and an outside exhaust pipe of considerable size with a (quickly detachable) silencer at the rear end.

As bought, the car had wide and flappy wings, all of which I removed in due course as they used to break their stays and were tiresome to repair. It was, of course, legal to drive without any wings at all in those far off days. The suspension was somewhat lower than standard, the wheels were very large diameter beaded-edge discs and the brakes were lousy. Rapid stops were performed with the assistance of low gear, or even reverse, and I not infrequently had to reline the bands. The engine was perfectly standard save for a Bosch ZU.4 magneto driven by a long cycle chain which used to break from time to time. I always carried spare chains and could time the engine very rapidly indeed by the aid of certain paint marks! In the end the mag gave up the ghost and I reverted to the standard four-coil system but with a Runbaken commutator.

In those days a 25% reduction in the Road Fund Licence was allowed for pre-1914 cars and I fitted a cylinder block from a 1913 Ford T and so qualified for the concession.

I had a great deal of fun with the car and, save for the frequent replacement of big-end bearings with second-hand rods from local garages, I had little trouble. The end of the car was a disaster. It was assaulted in Exeter by a Morris Cowley driven by a lady, completely out of control. My Model-T was driven against a pillar box whereupon it fell apart everywhere and I sold her on the spot to a scrap dealer for £5. I never got any compensation and went off to London to buy a Belsize Bradshaw two-seater for £27.10s., but that is another story.

Wareham.

R. CHAPMAN.

TAILPIECE



[Photo by K. Roets]



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- SPITFIRE, 1966, Mk. 2.** Dark blue, wire wheels, radio. £480.
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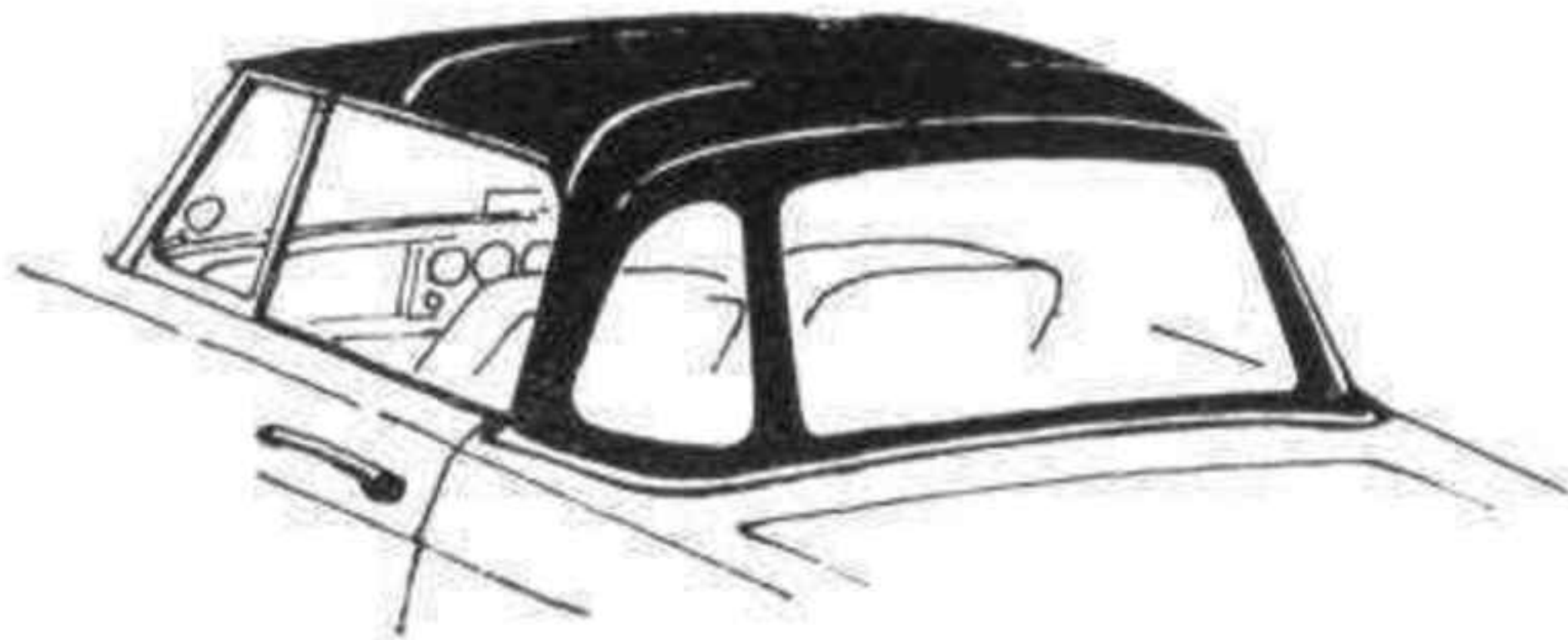
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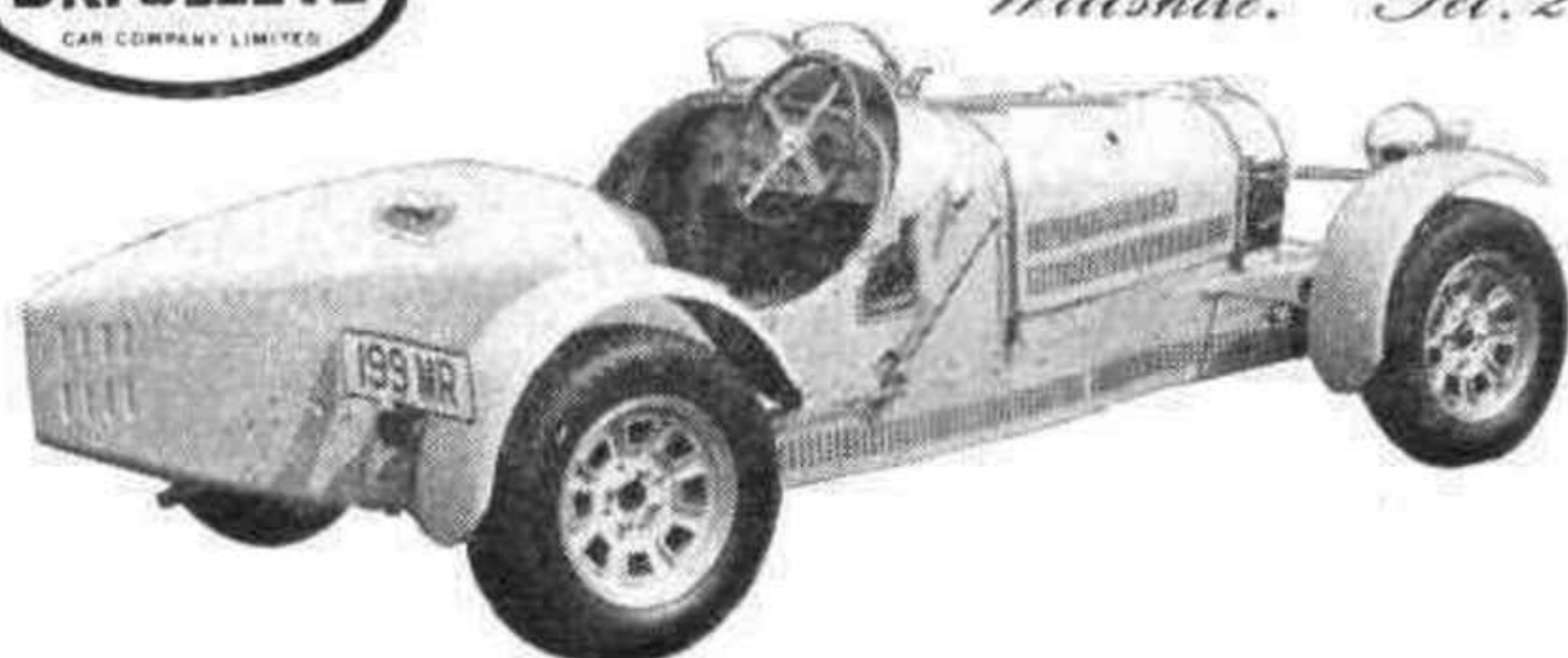
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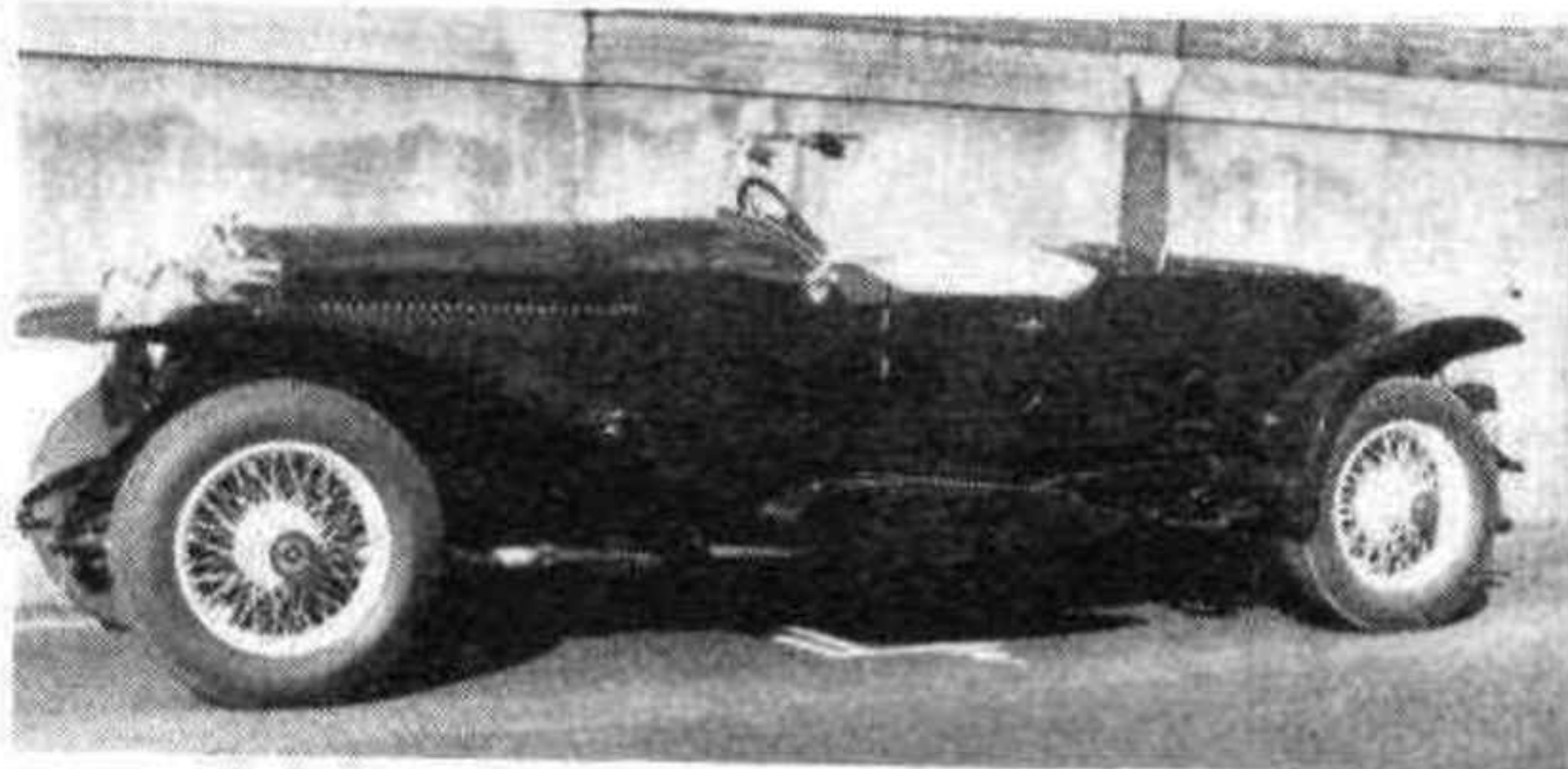
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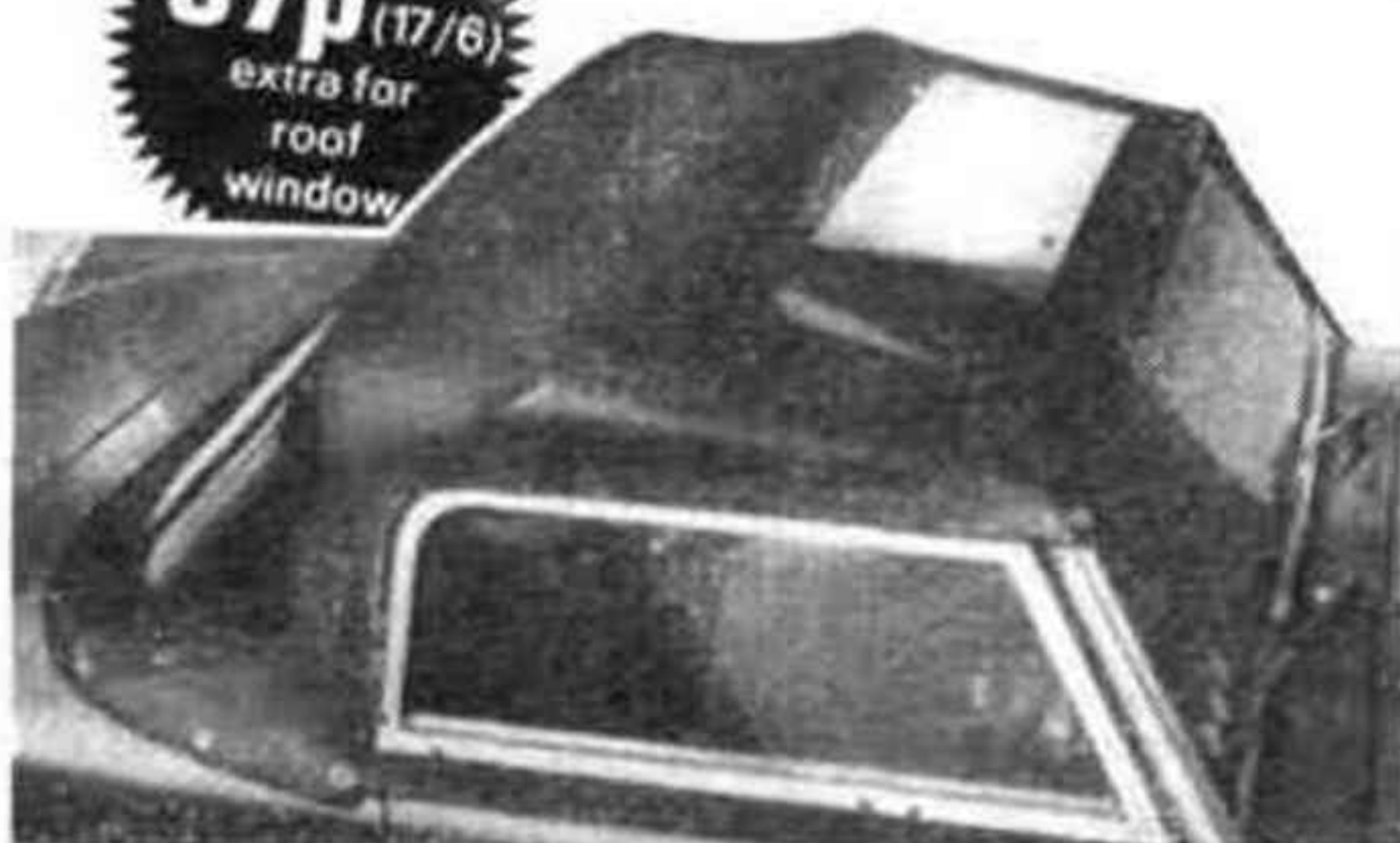
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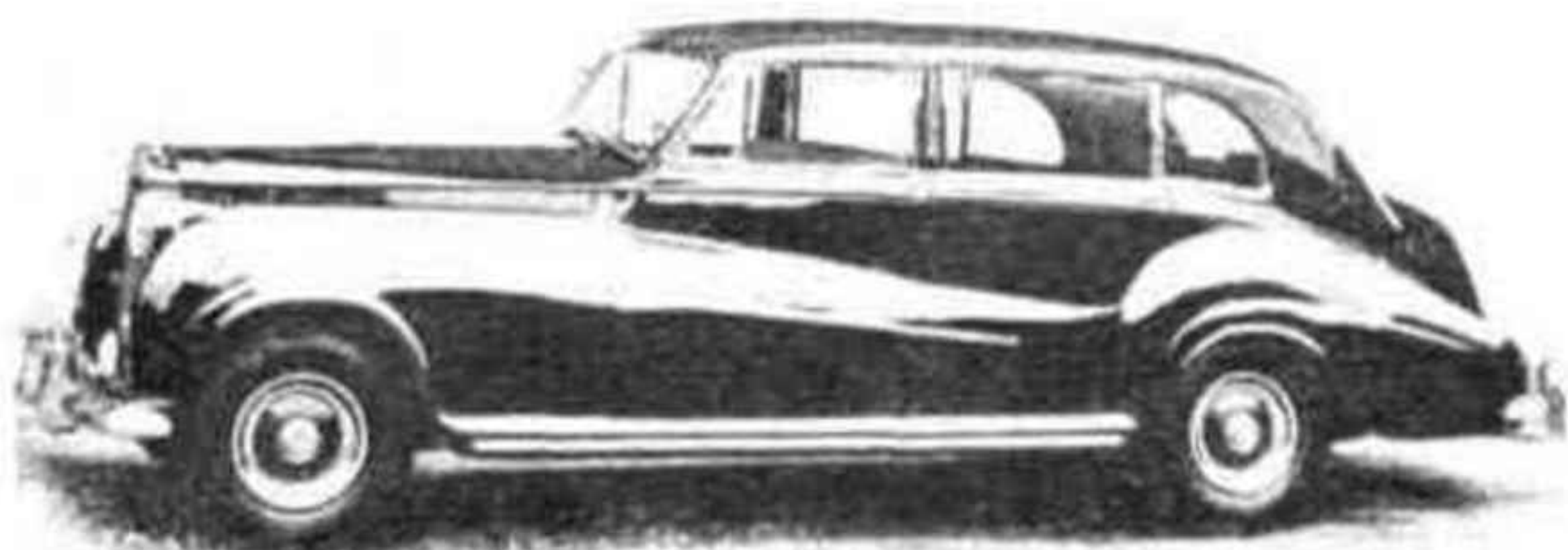
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MERCEDES 300, 1948. Very rare; perfect; velvet interior; very sound body/mechanics; M.o.T. Offers. Tel.: 940 1605. (2972)

LOTUS ELAN S4 special equipment fixed head coupé, 1968, "G" registration; genuine 13,300 miles from new, white, black interior; fitted with radio, alternator, Halogen lights, Weber carburettors; spotless condition. £1,149. Tel.: Nanpantan 204 (evenings and Sundays). (3261)

SPECIMEN PORSCHE Carrera 2-litre, rare convertible model. Tel.: 01-848 8699 for details. (3262)

1952 LAGONDA 2.6 saloon, well above average condition; brakes, suspension, etc., overhauled, four-star differential fitted. £295 o.n.o. Tel.: 01-856 1743. (3264)

TR4A, "F" REGISTRATION, white roadster. £725 o.n.o. Tel.: Leeds 691115 (days), Barwick-in-Elmet 369 (evenings). (3267)

TR3A, 1960. Red. Overdrive, radio; 60,000 miles; one family owned; so much history available; M.o.T. Sept., 1971. £230 o.n.o. Tel.: 01-397 4229. (3269)

FOR SALE—continued

ALVIS TA21 Tickford d.h.c., carefully restored, new hood, rear suspension, clutch, etc. £400 for superb sportsman's car. Moore, 40 Cypress Crescent, Horndean, Hants. (3265)

M.G.-B GT, 1966. White. Wires, overdrive, spot/fog, leather wheel; low mileage; excellent condition. £750. H.P. available. Neville, 44 High Street, Dry Drayton, Cambridge. Tel.: Madingley 332. (3266)

LAGONDA 2-LITRE speed model four-seater tourer, 12.8 h.p., first registered 20.4.1928; excellent condition; offers around £2,000 for this very desirable vintage car. Please telephone Malvern 2441 for appointment to view. (3268)

ASTON MARTIN DB4. Black pearl. Beautifully maintained and in perfect condition. £825. Tel.: 01-722 4943. (3272)

BRISTOL 401. New ton, dog necessitate sale. In last 12 months reconditioned engine, gearbox. Following new parts: clutch, front suspension, rear shocks, four Xs; exhaust, chrome, prop-shaft, radiator, power brakes; excellent body and chassis; one-year M.o.T.; workshop manual, spares, all bills. £475 o.n.o. Mather, Marchmont, Main Road, Riding Mill, Northumberland. (3275)

ALVIS SPEED 20, Charlesworth drophead, 1935. Best offer over £500. The advertiser, 14D Manor Court, Station Approach, Hinchley Wood, near Esher, Surrey. (3277)

FOR SALE—continued

ABARTH ZAGATO 750 coupé, 1959. Fitted 850 Abarth engine, alloy body; 95 m.p.h.; excellent original example; full history. £485. 44 York Rd., Cheam, Surrey. Tel.: 01-642 7808. (3273)

DAIMLER MAJESTIC, Dec., 1961. April M.o.T.; power discs and steering, automatic. £125. Tel.: Stafford 822168. (3276)

M.G.-B GT, 1967. B.R.G. Overdrive, wire wheels, sun-roof, radio, Cinturatos; maintained throughout at same garage. £880. Tel.: Bedford 54791. (3279)

RILEY 1½, 1953. Genuine 60,000 miles; two owners; black; immaculate; no rust. Edinburgh. Best offer over £250. Tel.: 031-447 7843 or Box 2843. (3280)

1966 M.G.-B GT. White. Overdrive, under-sealed, alarm, radio, recently fitted new rings, valves, big-ends, batteries and overhauled front suspension; all bills available; urgent sale required. £680 o.n.o. Tel.: Reigate 3033. (3281)

BENTLEY MK. VI "R"-type 4½-litre big bore four-door standard steel sports saloon; first registered 1953. May; finished in black cellulose, tan interior, electric window. This car has done 3,000 since complete overhaul, new engine, brakes, etc., etc. Bargain at £685. Tel.: 624 2184, 459 2175 (evening). (3283)

MK. VI. Extremely good condition. £385. Tel.: 624 2184, 459 2175. (3283)

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BENTLEY S.2 6.2-litre saloon. First registered 1959 (November), 1960 model. In shell grey over steel blue duo-tone with grey hide trim. 61,000 confirmed miles. Excellent history. In superlative condition. £1,895

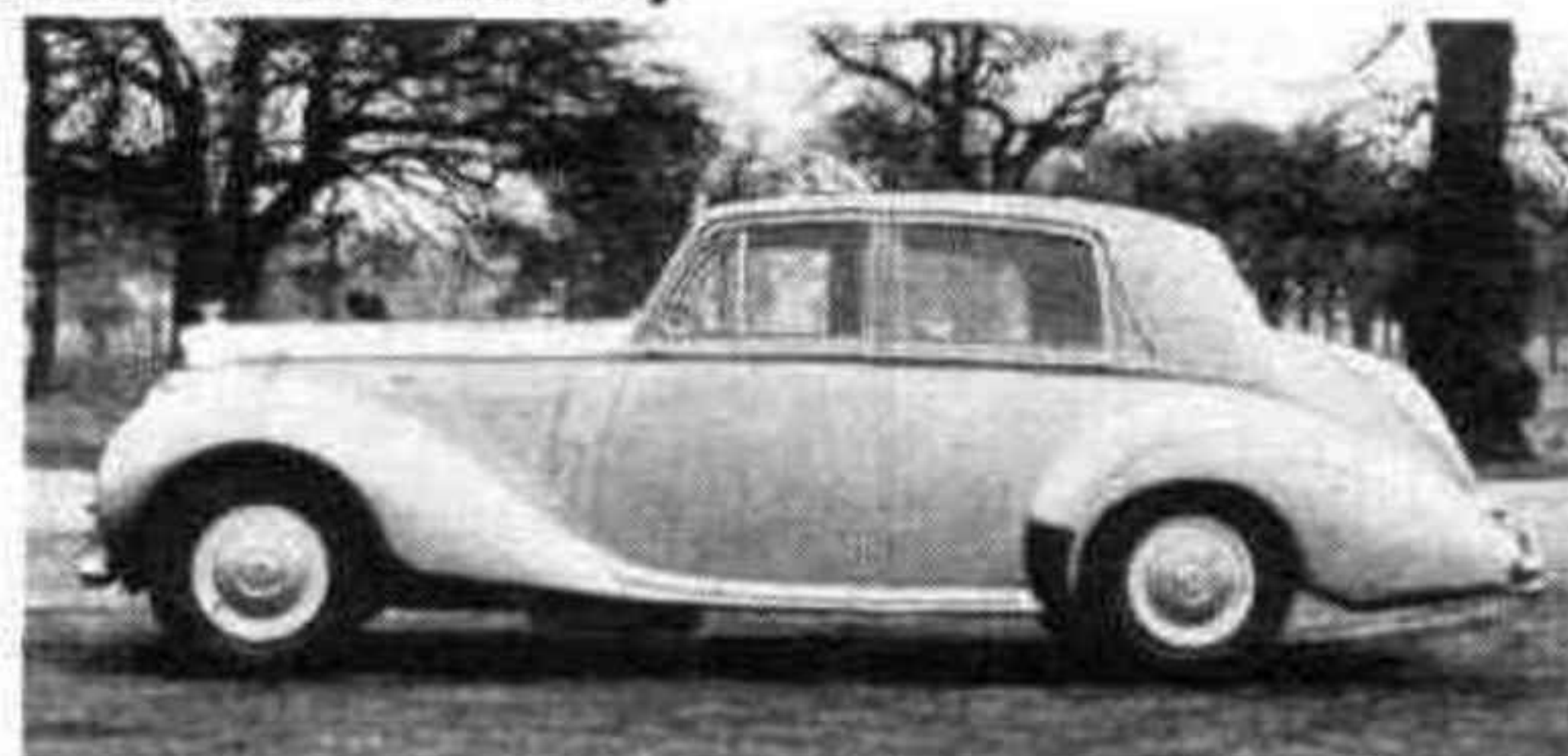


BENTLEY Mk. VI BIG BORE SPORTS SALOON. First registered 1952 (Sept.). In Shell grey with deep red hide upholstery. Two owners only since new. 92,000 confirmed miles. In most original and complete condition—down to the smallest detail, even the tool-kit is complete, and the rear carrier straps are unmarked. A most magnificent example of this Marque. £1,450

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BENTLEY 'R'-TYPE STANDARD STEEL SPORTS SALOON. First registered 1953 (Dec.). In Tudor grey with tan hide upholstery. Manual gearbox. Two owners. 61,000 confirmed miles only. Complete and original down to the smallest detail. In really superb condition. £1,750



BENTLEY S.1 SALOON. First registered 1959 (Jan.). In duo-tone suede green and smoke green with white hide upholstery. Electric windows. Owned by the last owner for 6 years. A most beautiful example of this model. £1,795

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and cut out driving fatigue!



If excessive car noise annoys you, it's time you fitted an Acoustikit. It's the simple way to insulate your car against nerve-racking noises from the bonnet, gears, engine and road. It cuts down driving fatigue - helps you feel calm and relaxed at the wheel. And you'll drive safely, too. What's more, an Acoustikit gives your car all the luxurious silence of an expensive model, adds value when you want to re-sell.

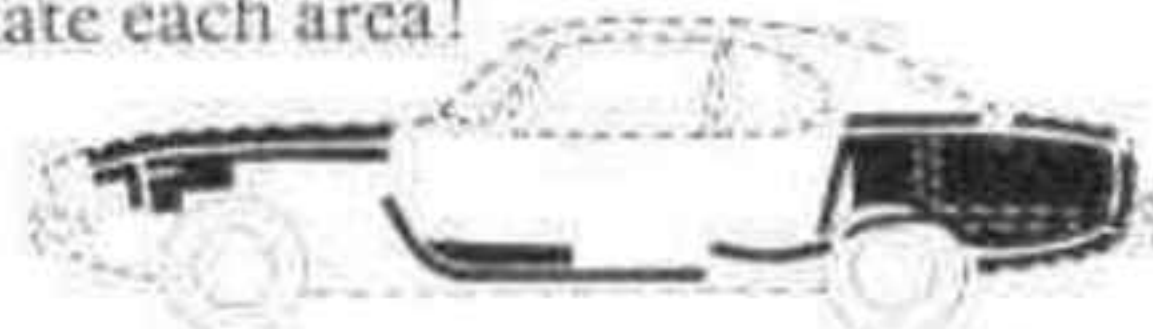
Acoustikits are easy to fit: They're specially designed for fitting by the ordinary motorist - the whole job takes just 2-3 hours. Easy-to-follow instructions are included in each kit.

What are Acoustikits?

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

There's a kit for your car: Acoustikits are made to suit most popular makes of car. Over 100 standard kits are available. And your car will benefit whether it's new or second-hand.

Here's a typical Super Acoustikit layout! There's a special, cut-to-size felt part to insulate each area!



- 2 types to choose from:**
Acoustikits are available in 2 forms:
- 1 Super Acoustikits:** To insulate the complete car, give maximum noise insulation.
 - 2 Underbonnet Acoustikits:** To insulate the engine compartment only.

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

Users are loud in praise of Acoustikits:

Here are some typical testimonials, received from satisfied users and the motoring press.

- "make it a much happier car to drive" H.O.F. Watford
- "reduction in road rumble and drumming is quite amazing... quality of the materials is first-class" M.C.S. Southampton
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- "The result is really fantastic" Hot Car
- "The car was transformed by this treatment" Popular Motoring
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Escort	£2.80	£8.90	2000 Mk. I	£2.60	£9.20
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Zephyr III	£2.50	£9.00	Viva H.A.	£2.70	£8.70
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M.G. 1100/1300	£2.30	£8.00	Volvo		
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G.T.	£3.20	£8.30	144/5 Est.	£3.10	£10.00
M.G. Midget	£3.10	£8.20	121/122	£2.80	£9.80
M.G. Magnette (Farina)	£2.30	£8.25	Wolseley 1100/1300	£2.30	£8.00
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Saloon	£1.80	£7.30	Autosleeper	£3.40	—

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 30p (6/-) for Underbonnet Acoustikits and 50p (10/-) for Super Acoustikits.

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



1968 (Nov.) LOTUS Elan S4 l.h.c., yellow/black, knock-ons, SP Sports, headrest, radio; fine example. £1,065



1963 (Aug.) BENTLEY S3, twin-head-lamp saloon, green/beige hide, automatic, P.A.S., radio. Luxurious appointments, four new tyres just fitted. Not many in this cond. £2,350



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

1967 ALFA ROMEO Giulia 1600 Sprint GTV Veloce coupe, red/black, new Cinturatos, heater, discs, Motolita wheels; absolute showpiece. £995

1967 (Nov.) ASTON MARTIN DB6, mink/red hide, automatic, power steering, chrome wire wheels, electric windows, Sundym glass, radio/electric aerial; recorded mileage 45,187; impeccably maintained. £2,545

1970 AUSTRAL Mini 1275 GT, bronze yellow. £765

1969 (Sept.) AUSTIN 3-litre de luxe, fawn brown/beige automatic, P.A.S., radio, heater; one owner; beautiful example. £1,095

1970 AUSTIN HEALEY Sprite Mk. IV, green; one owner. £775

1970 AUDI roll bar, tonneau, Michelin 'X' £775

1965 AUSTIN HEALEY Mk. III, green/black, hard-top and soft-top, tonneau, exchange engine fitted by us this week £445

1970 BOND Equipe 2-litre saloon, yellow, overdrive, h.r.w.; one owner, confirmed mileage 8,270. £1,025

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

1968 JAGUAR 'E' 2+2, dark blue/red, chrome wire wheels, heated rear window, SP Sports; two owners only, 29,832 miles; impeccably maintained. £1,595

1966 JAGUAR 3.4 'S'-Type, Warwick grey, overdrive, radio, heater, RS5s, reclining seats; beautiful (garage kept) unmarked example, looks much later model. £795

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

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

1969 LOTUS Elan S/E S4 d.h.c., French blue/black, servo, tonneau, Maserati horns, Weber carbs; one owner, 23,041 miles; kept to a very high standard. £1,175

1968 LOTUS Elan 2+2, yellow/black, radio and electric aerial, G800s, knock-ons, electric window; above the average. £1,095

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

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

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

1969 'H' M.G.-C GT, white/black, overdrive, wire wheels, servo, new ZXs; one owner. £1,025

1968 (Oct.) M.G.-C GT, grey/red, wire wheels, overdrive, Cints., fog/spot, oil-cooler, wire discs; one private owner; Stage I tune (Bill Nicholson). £895

1968 M.G.-C roadster, red, one owner, o/d., w/w., tonneau, fog/spot, recent SPs. £845

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

1967 M.G.-B GT, green/black; rare one-owner example, 27,520 miles; wire wheels, Cints. £845

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

1967 (Oct.) M.G.-B GT, red/black, overdrive, Motorola sun-roof, wood wheel, Abarth, fog/spot, wire wheels, SP68s, Maserati horns. £925

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

1960 M.G.-A Twin-Cam l.h.c., white/red, radio, heater, fog/spot, centre-lock wheels, discs all round; original log book; very good investment. £395

1968 MORRIS Mini Minor, 998 c.c., Mk. II, super de luxe, almond green, heater; one owner. £465



1968 ALFA ROMEO 1750 Spider Veloce drophead coupé, red/black; one doctor owner since new, 28,432 miles; radio, 5-speed box; quite unmarked. £1,445



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

Right: 1971 (Feb.) M.G. Midget, glacier white. Sold by us new (local lady owner), 12,000 miles. Oil-cooler, tonneau, radials. Quite as new. £895

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

1965 SUNBEAM Tiger V8, white/white, hard-top/soft-top, radio, chrome Rostyle wheels, servo. £665

1970 TRIUMPH TR6, primrose/black, radio, SP Sports; one owner, 9,614 miles. £1,345

1969 TRIUMPH TR6, primrose/black, o/d., radio, tonneau, servo; one owner. £1,275

1969 TRIUMPH Spitfire Mk. III, laurel green/black, hard- and soft-tops; in most exceptional condition. £715

1968 TRIUMPH Spitfire Mk. III, pale blue, heater, belts; superbly looked after. £645

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

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

1965 TRIUMPH Herald 1200 estate car, green/red; useful vehicle in good all round condition, ideal for the wife. £325

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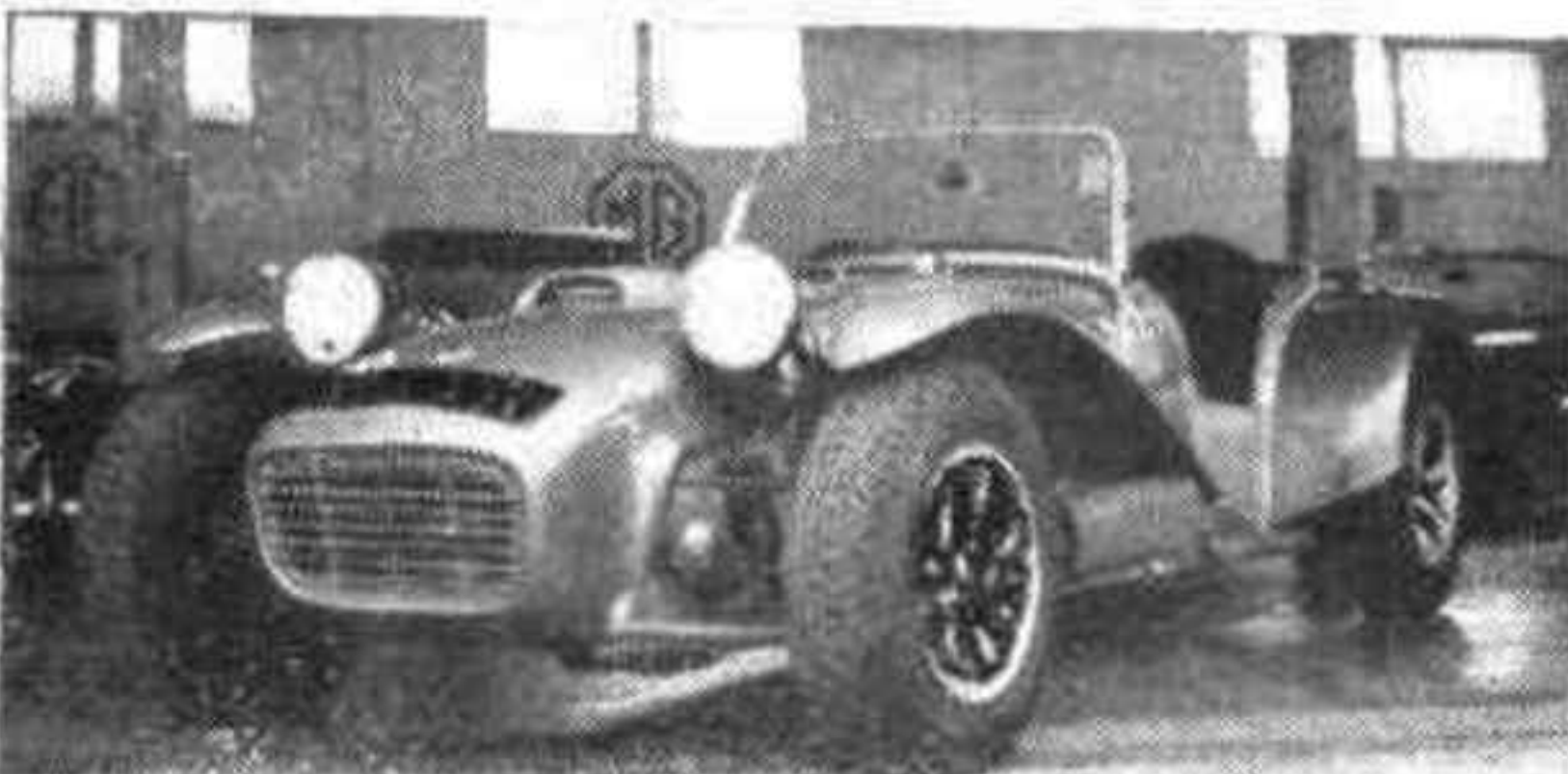
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1968 LOTUS 7 Series II 1500 c.c. in orange, fitted cosmic Mag wheels, heater, full weather equipment £599
1969 TRIUMPH TR5, in dark blue with black trim, fitted overdrive and rostyle wheels. £995
1967 SUNBEAM Alpine in red, fitted overdrive, radio, one owner from new. £675



1968 TRIUMPH Spitfire in red with black trim, a very clean example. £599
1967 TRIUMPH TR4A, in dark blue with black trim fitted wire wheels, overdrive, radio £845



1969 M.G.-B. GT, yellow, fitted wire wheels, overdrive, radio £1,045
1968 M.G. Midget, in yellow, fitted wire wheels, recorded mileage, 28,000 £645

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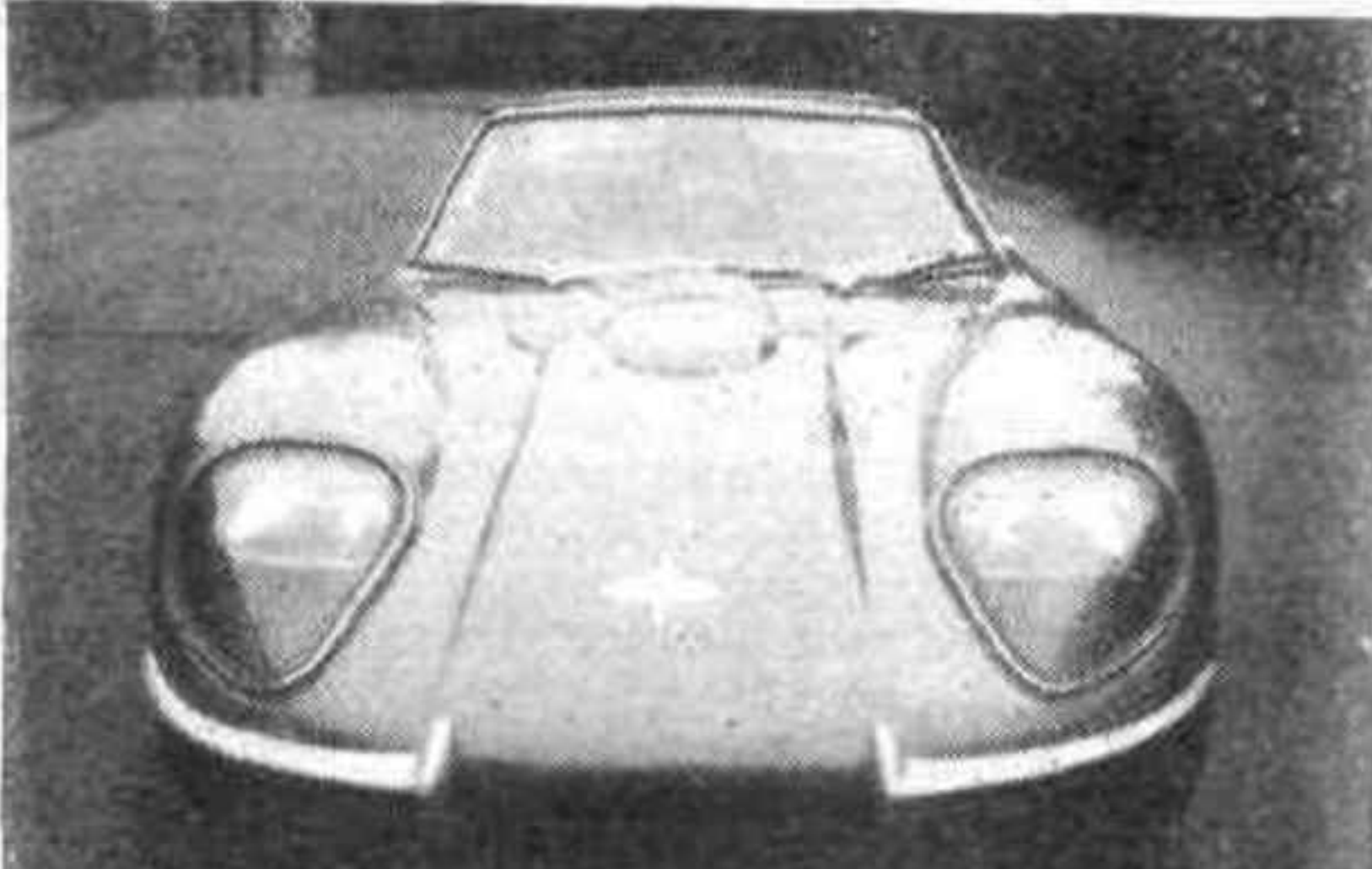
1967 M.G.-B. in white with black trim, fitted overdrive, radio, recorded mileage, 38,000 £775
1965 SUNBEAM Tiger in white with black trim, fitted push button radio, new tyres £625
1966 TRIUMPH Spitfire in dark blue with black trim, fitted hard-and-soft-top £465
1965 AUSTIN Healey 3000 in red with black trim, fitted wire wheels, overdrive, radio, recorded mileage, 44,000 £725
1970 LOTUS Elan D.H.C. S.E. (Illustrated) in beige with black trim, one owner, a well maintained example, recorded mileage 12,000 £1,375
1968 FIAT 124 Sport Coupe in ivory with black trim, a fine example of this sports coupe, recorded mileage 23,000 £1,095
1969 TRIUMPH TR6 (Illustrated) in damson with black trim, fitted overdrive and radio, a well cared for example, with recorded mileage 23,000 £1,295
LOTUS Elan + 2 (Illustrated) in French blue with black trim, fitted radio, a well maintained example £1,275
1967 AUSTIN Healey 3000 (Illustrated) in blaze with black trim, fitted wire wheels, overdrive, an above average condition car, recorded mileage 44,000 £995
1968 TRIUMPH GT6 in red with black trim, fitted wide wheels, overdrive, a well cared for example £795
1969 M.G.-C. GT in mineral blue with black trim, fitted wire wheels, overdrive, radio, H.R.W. £1,095
1969 TRIUMPH Spitfire in white with black trim, one owner from new, recorded mileage 22,000 £739
1969 MARCOS 2-litre V4 (Illustrated) in tangerine with black trim, fitted chrome wire wheels, push button radio, one owner from new £1,345
1968 M.G.-B. in red with black trim, fitted wire wheels, overdrive, radio £925
1969 LOTUS 7 Series III (Illustrated) in B.R.G. and silver ally, wide wheels, full weather equipment recorded mileage 9,000 £895
1965 JAGUAR 'E'-Type convertible in red with black trim, fitted chrome wire wheels, radio, a beautiful example £1,150
1967 M.G. Midget Mk III 1275 c.c. in B.R.G., fitted wire wheels £545
1965 M.G.-B. in B.R.G. with black trim, fitted wire wheels, overdrive, very clean example £625
1968 MARCOS 1600 GT, in orange with black trim, wires, sun roof, radio £1,195
1966 JAGUAR 'E'-Type convertible in yellow, fitted push button radio, well above average condition £1,250
1969 M.G.-C. GT in white with black trim, fitted wire wheels, overdrive, one owner from new £1,135
1969 LOTUS Europa in Bahama yellow, fitted Mag wheels, radio, well maintained, recorded mileage 24,000 £1,150
DUE IN SOON. '65/'6 TRs '66 Sprite. '69 3-litre Marcos. '69 'E'-Type D/H. '68 'E'-Type + 2 manual.



1967 JAGUAR 'E'-Type + 2, in yellow with black trim, fitted radio, H.R.W. a well maintained example £1,450



'G' Reg SAVAGE 3-litre V6, in silver fox, fitted radio, mag. wheels, a fine example of this rare car £995
1969 TRIUMPH GT6, Mk. II in maroon, fitted overdrive, radio, one owner from new, low mileage £1,025
1967 LOTUS Elan D.H.C. S.E., in yellow with black trim, very clean example £975



1968 'E'-Type convertible, in white with black trim, fitted C.W.W. radio, one owner from new, low mileage £1,595

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All cars three months guaranteed. All cars checked over in our workshops. Any car, motorcycle, etc., taken in part exchange.

FOR SALE—continued

VITSESS CONVERTIBLE. Blue, Mk. II, 1969. Excellent condition; low mileage; one careful owner. Left-hand drive. £700—£1400 h.r.w. etc. value. Tel.: Leeds 624943 or 684514 (evenings). (3382)
ROLLS-ROYCE 20/25, chassis No. GG166; 1926 Park Ward saloon with partition; engine rebuilt and not yet run-in; two-thirds way through complete restoration, but the tax man commoth so offers around £1,250 (invited). Thomas, 104 High St., Iver, Bucks. Tel.: Iver Heath 4274. (3385)
TR4, 1963. Surrey h. & s. tops; white; radio; Cinturatos; recent decoke and steering; good condition. £380. Tel.: 061-437 9730. (3387)
RILEY, 1953. 2½-litre saloon; v.g.c. throughout; indigo blue; overhauled engine; taxed and M.o.T.d. £335 o.n.o. Wellington, Cherryleaf Cottage, Langport Rd., Somerset, Somerset (near Yeovil). (3388)
B.M.W. 1800T.I. Gleaming metallic silver; low mileage; actual road-test car; exceptional for year. £475. Also Alfa Giulia, 1600T.I., 1964. £275. Both absolute bargains. Malin, 1 Broomieknowe, Lasswade, Midlothian. Tel.: Lasswade 2250. (3390)
TR6, 1969. White; never crashed or thrashed; one owner; excellent condition; tonneau, Col. Bogey horns. Only £1,200 for quick sale. Tel.: Uttroxtet (Staffs.) 2069. (3391)

FOR SALE—continued

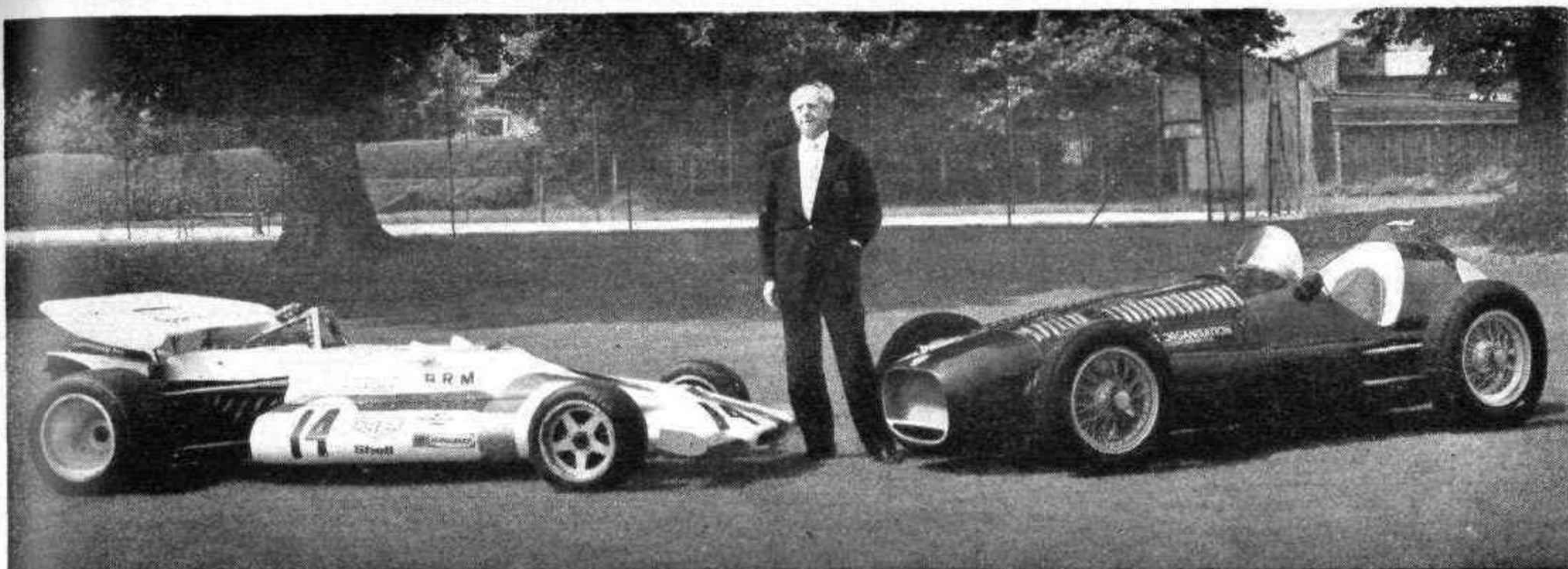
BENTLEY, 1930. Speed Six. Rebuilt for road/racing; needs final touches, hence reasonable price. Tel.: 01-890 6461 (day). Chertsey 62563 (evening). (3389)
TR5 2.5 P.I., 1968. White, beige interior; fitted overdrive, radio; tonneau; taxed. Excellent specimen. £895. Chris. Tel.: 550 1853 (Ilford). (3392)
M.G. TD, 1953. Red coachwork, matching trim; whole car most original and superb condition; year's M.o.T.; first to see will buy. Private sale. £550. Full details. Tel.: 01-998 1360 (Ealing). (3393)
JAGUAR XK150 "S", 1959. d.h. coupé. White, black interior, with radio, chrome luggage rack; 9-1 comp. ratio; very attractive condition. With engineer's report. £535. Tel.: New Milton 613848. (3394)
1936 AUSTIN 10; "Lichfield saloon". Body original; one previous owner. M.o.T.; manuals; excellent condition. £220 o.n.o. Driver retired. Shorman, 9 Roman Rd., Surbiton, Surrey. (3396)
A.B.C. COLLECTION. Unfortunate sale of 1921 Car. 1924 Motorbike, 1920. Scootamota, plus host of spares. £600 o.n.o. Please contact Mr. Watts, Tel.: Aylesbury 5217. (3397)
ASTON MARTIN DB274, Mk. I, 1954. Blue saloon, gold interior; Vantage engine professionally rebuilt; bills £220. £360 o.n.o. Tel.: Stafford 2449 (weekends). (3399)

FOR SALE—continued

FROG-EYE FANATICS. Opportunity to purchase my beautiful 1961 example. Extras include radio; electric fan; hard-top, tonneau, 1/rack, a/horns. Balanced engine includes 1¾ S.U.s. flat-top pistons and Janspeed manifolds. Marriage forces reluctant sale at £350 o.n.o. Tel.: Denham 2355, ext. 190 (office hours). (3398)
15,000 MILES recorded on engine; 1951 Austin A40 Devon; excellent body, mechanics, interior, chrome; completely original; five new tyres, battery; M.o.T. June 1972; taxed, £180. Tel.: 01-388 1488. (3400)
MORGAN 4/4, Series I, d.h.c.; three years rebuild. Offers. Tel.: Walsall 33682. (3401)
M.G. TC, 1947. Complete rebuild—12 months ago; new wood/alloy body, 16 in. wheels, stage 2 engine, 1½ carbs., cycle type wings, heater, Q1 headlights, new hood/screen/tonneau and spares. Offers over £400. Tel.: 021-458 3787 (after 6.30 p.m.). (3402)
1925 20-h.p. ROLLS Brougham; 2-brakes, 3-speed. View Somerset. Exchange cheaper. Rolls plus cash. Sell £1,850. Box 2845. (3403)
1966 ALVIS TF21. Genuine 36,000 miles; one owner, service records intact; dark blue with grey leather; automatic, p.s., h.r.w.; a beautiful, distinctive car. £1,500 o.n.o., P.X., H.P. Tel.: Worthing 202933. (3404)

FOR SALE—continued

FACEL-VEGA, HK 500, 1961. This car is immaculate and has been completely restored regardless of expense. Collector's piece. £700. Darby. Tel.: Ackleton 217. (3405)
FACEL-VEGA, 1½-litre (Facelia), 1961. Very rare model, completely rebuilt, reconditioned engine. Another collector's piece. £400. Darby. Tel.: Ackleton 217. (3406)
1934 M.G. PA. Taxed, tested, used daily; recent complete rebuild; engine tuned; external long branch exhaust. £300. Tel.: Frinton 4535. (3407)
BENTLEY, 1935, 3½-litre. Believed only existing body, coachbuilder Windovers; drophead coupé with occasional and dicky seat; needs some restoration; running-in engine. Best offer over £1,000. Brand, 144 Brompton Rd., S.W.3; Tel.: 01-584 6221, 01-584 7500. (3407)
FRAZER NASH, 1931, 3-seater; fabric body; very original; very good condition; very expensive. Tel.: Chipping Norton 2771. (3409)
ALVIS FD21. Silver-grey; five-speed box, M.o.T.; new rear tyres, radio; a connoisseur's car. £586. Try offer. Tel.: 01-736 6146. (3410)
M.G.-B. Mineral blue; late 1966; oil cooler, new engine, overdrive, wire wheels, new Cinturatos; immaculate. £720 o.n.o. Tel.: 0602 68988 (evenings). (3411)



- 21 YEARS OF B.R.M.
- THE BACKGROUND TO MODERN GRAND PRIX RACING
- A COMPREHENSIVE GUIDE TO THE BRITISH GRAND PRIX

... all will be featured in a special issue of MOTORING NEWS to be published on July 15th — two days before the BRITISH GRAND PRIX. Only 5p from your newsagent or at Silverstone on race day from "The Bookman" in the Grand Stand enclosure or from numerous sales points around the circuit.

FOR SALE—continued

ALVIS 12/50 Six light saloon (believed the only one with this style body). Reg. Feb., 1928. Completely original and in first-class mechanical order; finished in chestnut and black with original upholstery and carpets. Used regularly. Genuine buyers only. Around £900. Tel.: Hayle (Cornwall) 2298 (evenings). (3337)

1957 DAIMLER Sentry. Carefully driven and maintained for elderly gentleman, in good running order. Apply: Fletcher, Upper Berwick, Shrewsbury. (3339)

TWIN-CAM ESCORT, Aug., 1969. 25,000 miles; good tyres; radio, Corbeau GT4 driving seat, air horns, aerofan, mud flaps, reversing light. Excellent condition. £875. Tel.: Knutsford (Cheshire) 51527. (3340)

T.V.R. VIXEN, 1968. "G" registration; taxed; regal red with black interior; 18,000 miles; T.V.R. magnesium alloy wheels, five new tyres, tinted rear window, Radiomobile; immaculate throughout. Newby. Tel.: Cambridge 25581 (after 6 p.m.), Maidenhead 29888 (day). (3342)

PORSCHE. My beautiful red 1958 356 A is now offered, maintained regardless of cost, fitted 5C gearbox, "B" brakes and engine, new clutch, Konis, compensator bar sun-roof, Blaupunkt, sealed beam, etc., at £950 o.n.o. l.h.d. Unique opportunity to obtain this concours collector's item. Tel.: Docking 81556. (3343)

ROLLS-ROYCE, 1935, 20/25 limousine with partition Hoopers body, excellent engine; original body. £1,200. Tel.: Salford 388. (3344)

ROLLS 20/25 vintage saloon. Professionally restored, excellent condition; part exchange welcome. 35 Charles Cresc., Lane Estate, Taunton. Tel.: West Monkton 454. (3345)

A.C. 2-LITRE saloon, 1951. Used daily last five years. M.o.T.; sound, ideal for concours restoration. £130 o.n.o. Contact: Harris, 40 Welbeck Drive, Wingerworth, Chesterfield, Derbys. Tel.: Chesterfield 76628. (3346)

MORGAN 4/4, 1600 competition, 1969, 2-seater Orange; wires, etc. Offers: Evans, Tel.: Etwell (Derby) 3239, Portsmouth 22251 extension 152 (office). (3347)

XK140 "C" TYPE. Fixed head coupé; chrome wires, non-runner. Needs rebuild. Offers around £150. Tel.: Wigston (Leicestershire) 5008. (3348)

DUE TO THE ARRIVAL (at last) of an XJ6, our managing director's personal car, a 1966 Vanden Plas Princess 4-litre R. is for sale. The car is in outstanding condition, having covered only 30,564 miles since new. Automatic, power steering/brakes, two-tone paint/stone. Tel.: Sheffield 53380 (daytime). (3349)

AMILCAR C.G.Ss 1928, Concours Spare parts. £1,400. Exchange considered. De Crenier, 48 Manoir d'Anjou, Brussels. (3353)

FOR SALE—continued

1960 XK150S, 3.8 f.h.c. Considerably renovated in 1968; present ownership four years. £895 o.n.o. Tel.: Smarden 503 or 01-499 8686 ext. 133 for details. (3351)

ARMSTRONG SIDDELEY Sixteen, 1948, "Typhoon" saloon. Black with hide interior; pre-select gears; concours condition; eight spare new tyres; M.o.T. Nov., taxed Aug. A sound investment at £350 complete for this elegant limousine. Write Box 2838, Yorkshire. (3352)

XK150, 1960, 3.8 fixed head coupé; set of service wheels, good tyres, engine and gearbox overhauled, overdrive, new exhaust system and brake pads, general condition good. M.o.T. June, 1972; taxed, £700. John Richards. Tel.: Uttoxeter 2000. (3354)

SUNBEAM, 1929, 16.9 h.p. tourer. Complete but needs some restoration, handbook, spares book. Nearest £450. Tel.: Leigh Sinton (Worcs.) 550. (3355)

ROLLS 20/25, 1934, Mulliner, pretty D.D. close-coupled saloon; projecting boot, taxed, M.o.T.; mascot, handbook; two owners. £950. Tel.: Leigh Sinton (Worcs.) 550. (3355)

JAGUAR, 1954, Mk VII. Sound original condition (stored five years); believed low mileage; little attention required. First £101 secures. Tel.: Ringwood 4687 (daytime). (3356)

RILEY 1½, 1951. Tax, M.o.T., spots, n/roof, radio; excellent condition throughout. £250 o.n.o. C. Clarke, 12 Miskin Green, Llanyravon, Cwmbran, Monmouthshire. (3357)

LOTUS ELAN S.4. Yellow. Drophead coupé, registered June, 1970; tinted windscreen, anti-roll bar, radio; mileage 7,500. £1,400. Tel.: Rhyl 50834. (3358)

RILEY 1½-LITRE R.M.E., 1954, model; present owner last 11 years; excellent original condition; low mileage; roof as new; recent engine rebuild, etc. £250 o.n.o. Tel.: Epping (Essex) 2944 (evenings/weekends). (3359)

BENTLEY, "W.O." type, preferably 3-litre, for enthusiast with cash available for good car. Box 2841. (3360)

LOTUS 7, 998 c.c. £495. Possibly the finest example for the price; just resprayed, heater, four new tyres on wire wheels, new wiring, upholstery and trim; almost new weather equipment; one year's M.o.T. Seen July 10th/11th only at Hampton Lodge, Hampton Lane, Blackfield, near Beaulieu, Southampton. (3361)

FIAT 124. Rare and handsome Spider, mid-1968; dark blue; nominal mileage; beautiful condition. £1,175. Tel.: 01-629 3506 (daytime). (3362)

JENSEN CV8, 1966. Very attractive, in crystal blue; outstanding condition throughout; new king-pins, tyres, battery. M.o.T.; taxed. £725 o.n.o. Tel.: Oxford 61946. (3364)

FOR SALE—continued

SPRITE, 1959. Hard/soft-top; good condition all round. £195 o.n.o. Tel.: Northampton 61464. (3363)

RILEY 9 Monaco, 1933; one owner from new; partly restored. £200 o.n.o. Tel.: Northampton 61464. (3363)

TR3A, 1960. White body, black interior; soft-top, tonneau, d.i. headlights, spots, radio, heater; one owner from almost new; scrupulously maintained; near-perfect example of its year; genuine 84,000; taxed Sept., M.o.T. May, 1972. £300. Harris, Tel.: Letchworth (Herts.) 3183. (3365)

1949 2½-LITRE Lea-Francis two-seater sports; new king-pins, tyres, brakes, battery and hood; engine removed. What offers? Tel.: Treforest 2550 (after 6 p.m.). (3366)

RARE 1925 Talbot 10/23 two-seater/dickey, new hood, tyres, battery, completely overhauled mechanically and bodily; believed completely original except for upholstery; M.o.T. March, 1972; taxed. £600. Box 2839. (3367)

CONNOISSEUR'S CHOICE, M.G. A 1600 Mk II white roadster; many extras; radio; luggage rack, etc.; first-class example; genuine reason for sale. £400. King, Greenhouse Court, Painswick, Glos. Tel.: 2305. (3368)

HISTORIC FRAZER NASH Sebring sports/racer, built 1954 (photo Georgano, p. 234). BS 1 engine, race and rally history; H.S.C.C. registered and in excellent condition; ideal for H.S.C.C. events and/or fast, rare road car; spares availability good. £2,000 includes set racing covers/wheels. Comber, Old Paddock Cottage, Clonville, Andover. Tel.: Weyhill 497. (3369)

M.G.-B "H", Multitudinous extras! Bermuda de luxe hard-top (matching, of course), overdrive, wire wheels, Cinturatos, push-button radio, underseat, tonneau, leather steering wheel, retractable aerial. This lot new now equals over £1,600—yours for only £1,075. 39 Carnarvon Rd., Bristol 6. Tel.: Bristol 44464. (3370)

XK150S 3.8, 1960, f.h.c.; immaculate body, sunshine roof, radio, luggage rack, bonnet strap; grey, red interior; M.o.T. and bills. £750. Box 2840. (3371)

FACEL VEGA Excellence, four-door, r.h.d., 1959. White, red leather interior; 140 m.p.h.; 11 months' M.o.T. Believed to be one of only five in this country. Will only be sold to someone who appreciates the investment potential of this very rare vehicle. Serious offers over £395 or exchange. Tel.: Sheffield 396246 to 7 p.m. (3372)

BENTLEY MK. VI, 1947, 4¼. Green with tan upholstery; speedometer reading 61,000, in really excellent condition. £450. For further details and appointment to view telephone Ling, Brentwood 1398 (after June 6th). (3373)

FOR SALE—continued

COOPER S, 1,293 c.c. Downton conversion 12-1, twin 1½ in. S.U., 544 camshaft, balanced Sprite gearbox, 105 b.h.p. and m.p.h. touring 40 m.p.g. on four-star, 7,000 miles only; installed Morris Minor convertible Riley 1.5 front brakes, Lockheed servo, Konis, radials 13 in., Motolita, quartz iodine headlights, tachometer, ammeter, oil pressure, water temperature, Aerofan, Mini radiator, 1300 header tank, electric windscreen, washer, radio, fuzf forces embittered sale. Medd, Sheardown Union M. Ishanger, near Basingstoke. Tel.: Oakley 431. (3375)

JENSEN 541R, 1956 Midnight blue Jaguar XK140 engine, overdrive, wire wheels £450. Mr. Lingham. Tel.: Harlow 21123 (between 9 a.m. and 5 p.m.). (3375)

1947 LEA FRANCIS. Rare sports two-seater roadster. Body/engine sound, hood needs re-covering, wiring poor; suit enthusiast with time to complete. Wife demands garage space. £135. Butler, 32 Hawkins Crescent, Shoreham, Sussex. (3377)

CLASSIC PORSCHE Rebuilt. New body shell, reconditioned engine, all suspension, re-bushed, new brake lines and linings, re-upholstered black vinyl; dark brown bodywork, new glass, radials; M.o.T., etc. Reg. Nov., 1964. £450. Tel.: Ringwood (Hampshire) 3533. (3378)

DAIMLER BARKER, 1951, special sports 2½-litre coupé, ivory and gold; beautiful condition. £500. Plunkett, Old Park, Bryanston, Blandford, Dorset. (3379)

1936 4¼ F and H body in good condition, engine partly dismantled, would make good spares or restore; hence the price. £185 o.n.o. Tel.: Sidmouth 3332. (3380)

JAGUAR 3.4 saloon, 1965; low mileage; B.R.G.; five tyres nearly new; recent M.o.T.; well maintained and garaged, two owners so far; extras, including radio. Best offer over £400 by end of June. Tel.: 01-898 1719. (3381)

M.G.-A COUPE, 1961. Cherry red; good tyres; new M.o.T.; recent overhaul; no rust; good buy at £312. Tel.: 01-898 1719. (3381)

INVICA 1928. A beautiful 4½ tonner, but not 'S' type, new M.o.T. and recent improvements have cost £200. Going to highest offer over £1,200 by June 30th. Tel.: 01-898 1719. (3381)

DAIMLER DB18, 1949, 2.5 drophead coupé. Barker body; new hood. Offers. Tel.: Elland (Yorks.) 4734 (after 6 p.m.). (3383)

MINI-MOKE; 5,000 miles; new 1100 engine, gearbox, hard-top, soft-top, disc-brakes, radio, new tyres every possible extra. Write for specification. Box 2844. (3384)



JOHN BRITTEN

This is the message I'm bound to relate, buy your new sports car before it's too late. I am not altogether joking, either. MG sports cars share comparatively few components and assemblies with volume production saloons from Longbridge and Cowley, and one presumes that the next generation of Abingdon sports cars will have to share a floorplan and all sorts of other things with the Marina or suchlike rep's friend, just as the Sunbeam Alpine was based on the Hillman Husky, with consequent compromises in respect of wheelbase, track, lowness of build, power unit accessibility and steering installation. The MG-B and Midget have been designed as sports cars from the ground up, which probably gives night-

two new Vixen 1600 in stock in component form, can be assembled in a weekend without difficulty. We do keep demonstration models of most of the cars we sell, but it would be nice to have half a day's notice. We have a large size problem with the Arkley SS, in that 50% of those who want one have the money to buy it ready made but have no time to build it themselves. You'll remember that to build an Arkley one needs a more-or-less complete Sprite or Midget, '67 being an especially suitable year, and we can't get enough cars to convert. So while the kits are freely available from £98, we only have one completed car for sale and one more just commencing conversion. Arkleys built from new cars are quite possible, but

crimson radio, £500 plus the best earlier Morgan offered. Austin Healey Sprite, 1968G, Basilica blue, wire wheels, Cinturatos, £660. Mini 1000 Mk II, green, £480. Austin 1275GT, 1970, red, £720. Anglia, 1965, blue, £200. Mini Super d/l Mk I, 1968, £390. Austin 1100, 1964, £245. 4 x 4 Government Truck, otherwise Willy's Jeep, restored to original condition 1970, axle, shovel, jerrycan, hood, screen, wipers, blackout lamp, etc, etc, £275. Many more cars coming in every week. Our used sports car (except for a few at the low-priced end) have a full and thorough mechanical preparation, lubrication service, fresh oil/filter, brake linings/exhaust/steering/battery inspected and renewed if faulty, triple road-test checkout

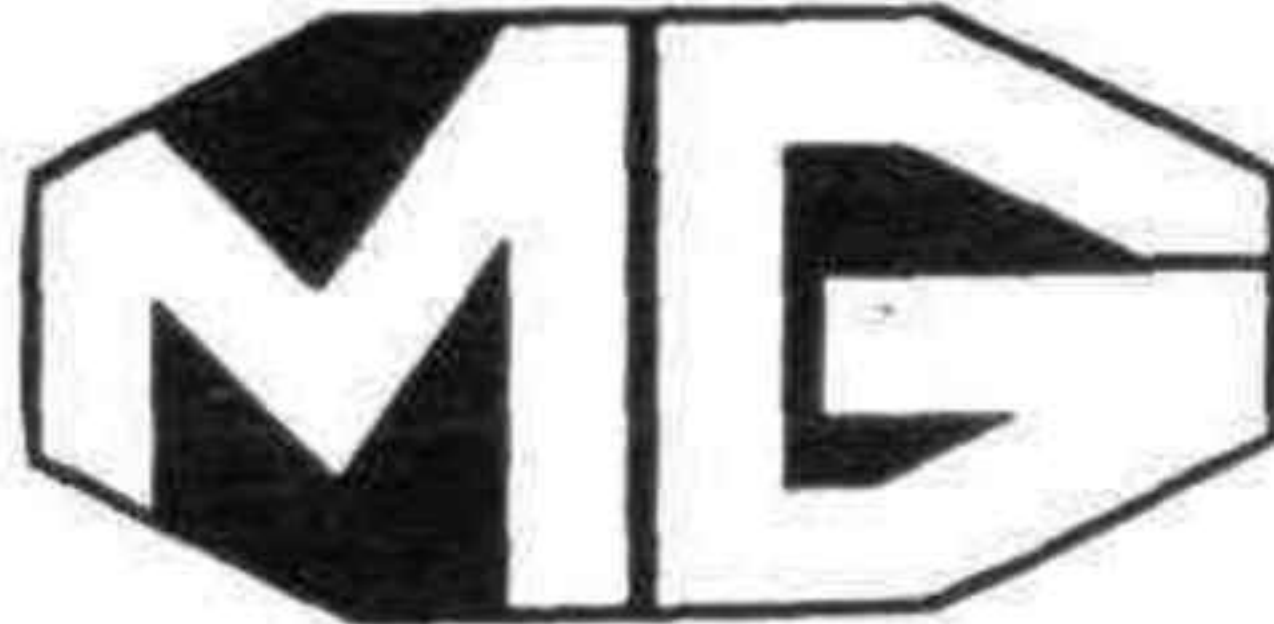
"O.K. for Sports Cars"



mares to the cost accountants, but means that if you make your mind up soon and ask us nicely, you can still get a sports car that isn't mutton dressed as lamb. Our supply of new MGs always depends upon our ability to chat up a lady called Mrs Holland, who wields a great deal of power in this direction (with scrupulous fairness, I would like to add). This month she has bestowed the following favours: MG-B GT, teal blue, autumn leaf trim, o/d, w/w, MG-B, white, overdrive, Rostyles, MG-B, racing green, hard-top and soft-top, MG-B, flame red, overdrive, Rostyles, MG-B, bronze yellow, overdrive, wire wheels, MG Midget, bronze yellow, racing green, teal blue, midnight blue, glacier white. Also Austin 1300GT in teal blue and glacier white, both with vinyl top and all; Cooper S Mk III in blaze, Mini 1000 in bronze yellow, Austin 1300 in glacier white. Perhaps some new cars by the end of June. It is my monthly duty to lift the corner of the tapestry which conceals a vision of new Morgans, allow a brief glimpse, and then cover them up again before too many readers become inflamed with desire. The idea of this is that a patient few will then place their orders with us for delivery at some future date. And with those words I must replace the covers for another month. The situation with TVRs is less severe, the delivery delay being not too many weeks, and in fact we do have



because the cost works out at £1,300 we have only built four so far, all the rest being on used chassis. If you have a suitable car for conversion (good condition but unimmaculate), I'm a buyer, as they say in Warren St. MG-C GT, 1968, special metallic peacock blue finish, red leather, overdrive, wire wheels, Webasto roof, £1,195. Austin Healey 3000 2/4-seater, 1961, Colorado red, overdrive, wire wheels, works hard-top, soft-top, owned for last 9 yrs by chap who turned out to be son of my old Divinity master, £415. Morgan Plus 8, 1969, white, £1,445. MG-B, 1969, mineral blue, radials; stereo, wood-rim, £1,040. Austin Healey Sprite Mk IV, 1969, mineral blue, wire wheels, ZXs, radio, oil-cooler, £715. Morgan Plus Four Plus (not to be confused with the apocryphal Four Plus Four that people are always asking us for), this one looks like a junior XK150 but with rather odd, almost circular, side windows; I understand that only thirty-odd were made and that the wee folk on the opposite page do not reckon their saleability; I love it but having only seen it in the pouring rain would not hazard a guess at the price till it dries out a bit. MG-B GT, 1970, bronze yellow, one owner, overdrive, heated rear window, £90 Webasto roof, Rostyles, Cinturatos, underseal, £1,450. MG-B, December, 1963, black, red leather, wire wheels, £565. Triumph TR4, December 1964, red, ZXs, £550. Lotus Seven Series IV, blue, not the same as last month's, this being the later model with frog-eye front flashers, 'J' registration, heater, roll-over bar, tonneau, £995. Austin Healey Sprite Mk IV, 1967F, white, "little E-Type" bonnet, Speedwell tuned engine, wide-rim wire wheels, servo brakes, radio, £610. MG-B, 1967, Old English, overdrive, wires, ZX, servo brakes, folding hood, chrome grid, £845. Austin Healey 3000, 1963, winding windows, overdrive, wires, hard- and soft-tops, £815. Morgan Plus 4 drop-head, 1968, metallic grey/green, Lawrence/Lune, 4-branch wires, SP Sports, thermo Kentowa, Biodes, ducted oil-cooler, Q1 spots, underseal, grid, r/bumper, air horns, clock, Blaupunkt, leather rim, leather full stop, occasional wipe, Selectarides and many more, the best Morgan I've driven. Also an ordinary Plus 4 2-seater of that same year, 72-spoke wires, flame red; these two just arrived and not priced yet. MG-B, 1969, Snowberry white, overdrive, radials, luggage grid, one owner, £1,090. Sunbeam Tiger, November 1965, dark blue, hard- and soft-tops, radials, 5 1/2 in rear wheels, £675. MG-B GT, 1967/68, BRG, overdrive, wires, £915. MG-B, 1967, BRG, overdrive, wires, radio, new hood, £820. Lotus Elan S3 drophead, 1967, red, knock-ons, radio, electric windows, leather wheel, £1,010. Austin Healey Sprite, 1967, 1275, exchange engine last year, wire wheels, G800s, £560. Morgan 4/4, 1968G, wire wheels,



before car passed as fit for handing over to its new owner, who will receive a written guarantee that does not exclude electrics, instruments, carburettors and other proprietary items. And we will be especially pleased to look after the servicing of any car you may buy from us, new or second-hand. Personal export sales at purchase-tax-free prices are our speciality. Unlike any home market cars, your personal export MG or Austin is custom-built for you to your exact specification right from the beginning of the production line. Delivery is therefore several weeks, but there are circumstances in which we can divert a home market car. Please enquire for further details and our booklet. And bear in mind that if you are forced to change your plans and remain in the UK, you are not obliged to export the car — you just have to pay up the purchase tax. We have 165-14 SP68 seconds, and will let the last few go at £5 each to take away. We hope shortly (from July 20 approx.) to offer a conversion package on late model (i.e. Mk II) MG-Bs. This will consist of attention to steering, front and rear suspension and exhaust system, and will cost somewhere around £235 fitted. The engine won't be touched and there will be very little to see for your money, but the idea is to give the handling feel and noises that I prefer, and you might too. A demo car will be available from the above date. Both branches open to 7pm, closed all day Sunday.



JOHN BRITTEN GARAGES LTD
Barnet Road, Arkley,
near Barnet, Herts, 01-449 1144,
and
31 Moscow Road,
off Queensway,
London W2,
01-727 2707

FOR SALE—continued

ALVIS TC21/100, 1955 saloon; black; good mechanics, bodywork, tyres; numerous spares, £200 o.n.o. Tel.: Broadstone (Dorset) 2830. (3617)
M.G. MIDGET, Mk. III, 1,275 cc., 1968. One owner; w/wheels, radials, tonneau, radio, heater, etc.; excellent condition; H.P. available. £575 o.n.o. Tel.: Emsworth (Hants.) 5000 (evenings). (3619)
DAIMLER SP250C, 1964. B.R. green; w.w., Cinturatos, radio, M.o.T. to May, 1972. Good condition throughout. £525 o.n.o. Tel.: Cawood (Yorks.) 342. (3620)
ALFA GIULIA Sprint GT, 1966, with "G" registration. About £745. Tel.: Darton 2920. (3621)
ALVIS TL12/60, Sportsman saloon. Last used some 18 years ago; some restoration needed. £150 o.n.o. Tel.: Chaddesley Corbett 309. (3622)
M.G. TD II, 1953. Monaco red, replacement engine; rebuilt running gear; excellent throughout; five G800s, new hood/tonneau; M.o.T., taxed Oct. £450. Tel.: 01-723 7930. (3623)
M.G.-A 1600, f.h.c., 1960. Red with black interior; exceptional condition bodily and mechanically; h.p. available. £350 o.n.o. Bailey, Red House, London Road, Canterbury. Tel.: 63578; office Tenterden (Kent) 2241. (3624)
M.G. TF. Red/beige trim, mostly renewed; near concours. Offers around £550. H.P. A. Oldnall, 11 Offmore Rd., Kidderminster, Worcs. (3625)
LOTUS ELAN, 1967, S3 S/E, f.h.c.; b.r.g.; radio, knock-ons; M.o.T.; taxed; Inertia belts, twin spots, new SPs; recent overhaul. Private sale, p.x. possible. £875. Tel.: 01-681 1588 (after 3rd July). (3626)
1600E SPECIAL equipment model with Lotus twin-cam engine; aquatic jade with black upholstery. Immaculate condition; low mileage. Cost over £1,500. Will accept £1,150 o.n.o. Private sale. Mr. Minty. Tel.: Farnborough (Hants.) 45838 (office hours) or Fleet (Hants.) 21216 (evening). (3627)
M.G.-A F.H.C., 1600. Immaculate condition throughout; taxed; M.o.T. £425. Tel.: 01-348 1879. (3629)
PORSCHE 911S, 48,000; tangerine; first-class £2,500. Lotus Cortina, 1967, Mk. 1, 44,000; excellent example. £575. Morris Eight tourer, 1939. One owner; 88,000; exceptional. £75. These cars are offered privately. Tel.: Welshpool 2365. (3630)
1963 SPRITE, registered 18 YKN. Excellent, no expense spared condition; decarbonised; new mains, clutch, hood, brake linings and exhaust recently fitted; radio, tonneau, Maserati horns and Cinturatos; M.o.T. June, 1972. Well worth £265; consider exchange cash either way. Smith, Tel.: 01-674 0117 (office), 76 West Side, S.W.4. (3631)
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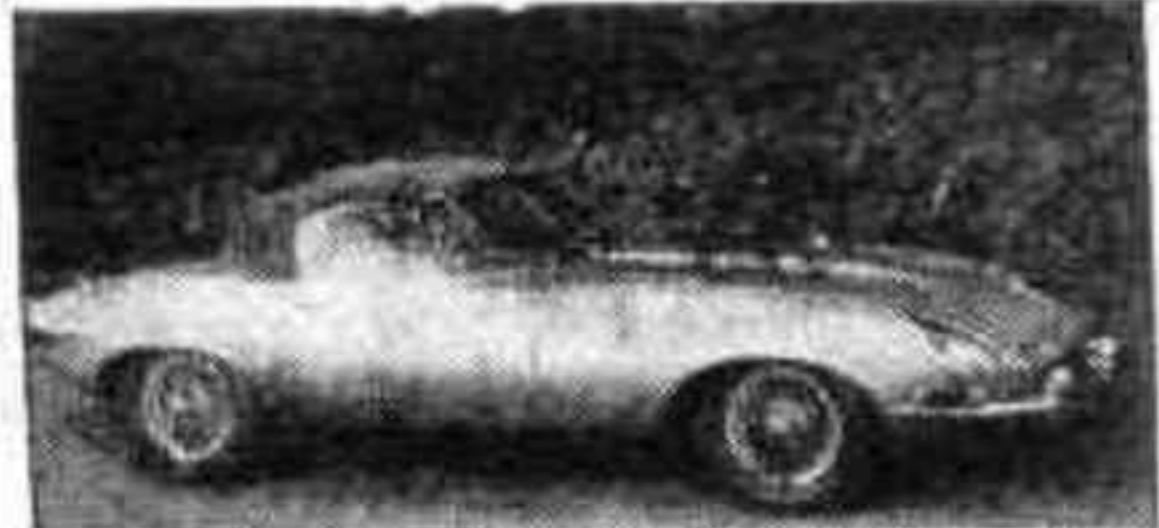
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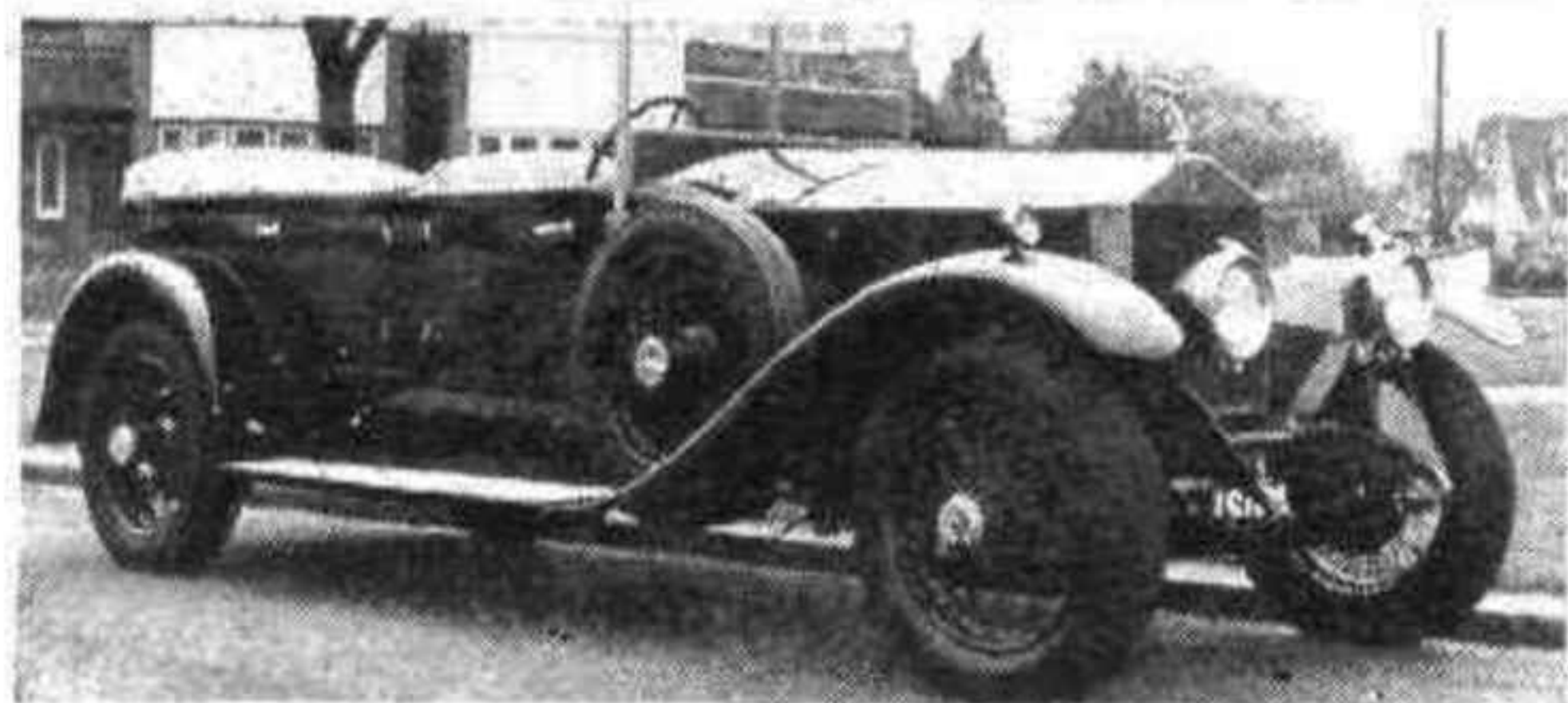
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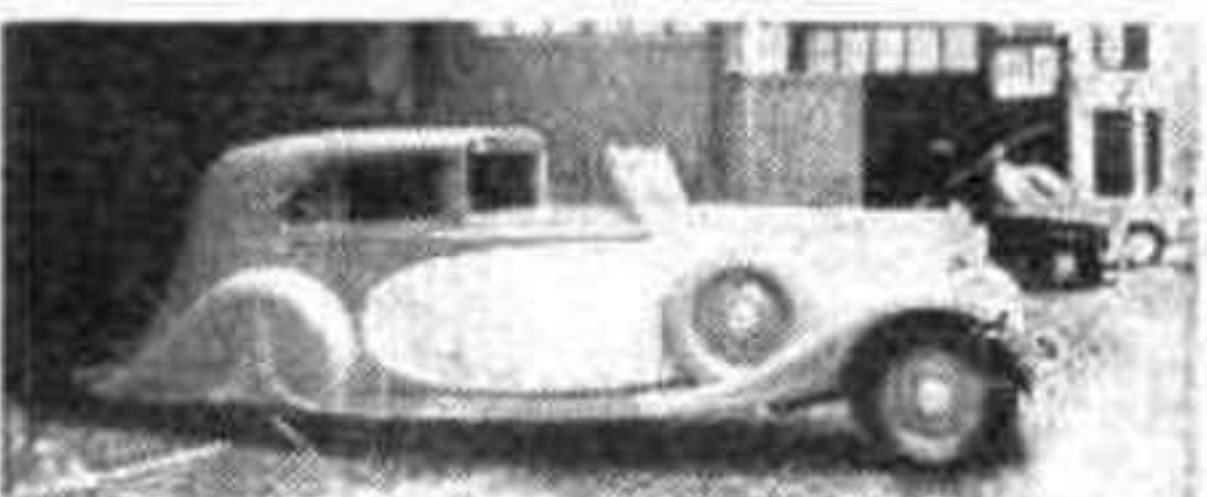


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INFORMATION. Present owner of Austin Healey 100S, registration number RLF 500, chassis number AHS/3904, anxiously wishes to contact previous owners, supply-agents or anybody able to furnish information enabling present owner to trace car's history and/or ownership prior to 1969. K. C. Brading, Winton St., Ryde, I.O.W. Tel.: Ryde 4444 (reverse charge). HEALEY TICKFORD. Good runner essential. State low price, chassis no. Box 2856. (3536)

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(illus. left) **1970 Jaguar 'E'-Type fixed-head coupe.** Finished in red with black interior. Fitted heated rear window and 8-track stereo. Recorded mileage 14,000 **£2,295**

1968 (October) DAIMLER 250 Finished in golden sand with tan interior, fitted automatic transmission and power steering, radio and heated rear window, factory fitted engine 5,000 miles ago. One owner **£1,245**

1970 TRIUMPH 2.5 petrol injection estate car. Finished in Wedgewood blue with blue interior, fitted automatic transmission. Recorded mileage 13,000 **£1,695**

1970 JAGUAR 'E'-Type fixed-head coupe. Finished in Carmen red with black interior, fitted wire wheels and eight-track stereo, heated rear window and head restraints. Recorded mileage 14,000. One owner **£2,295**

1968 TRIUMPH Spitfire roadster. Finished in red with black interior, fitted Bermuda hard-top, wire wheels, tonneau cover and soft-top. Recorded mileage 10,000 **£730**

1970 MORRIS 1300 GT. Finished in orange with black interior, fitted black vinyl roof, wing mirrors and brake servo. Recorded mileage 8,000. One owner **£895**

1968 TRIUMPH 2000 Saloon finished in Royal blue with black interior fitted automatic transmission and wing mirrors a one owner well maintained local car. **£995**

(illus. right) **1968 B.M.W. 2002 coupe.** Finished in white with black interior. Fitted radio and spotlights. Previously supplied by us **£1,245**



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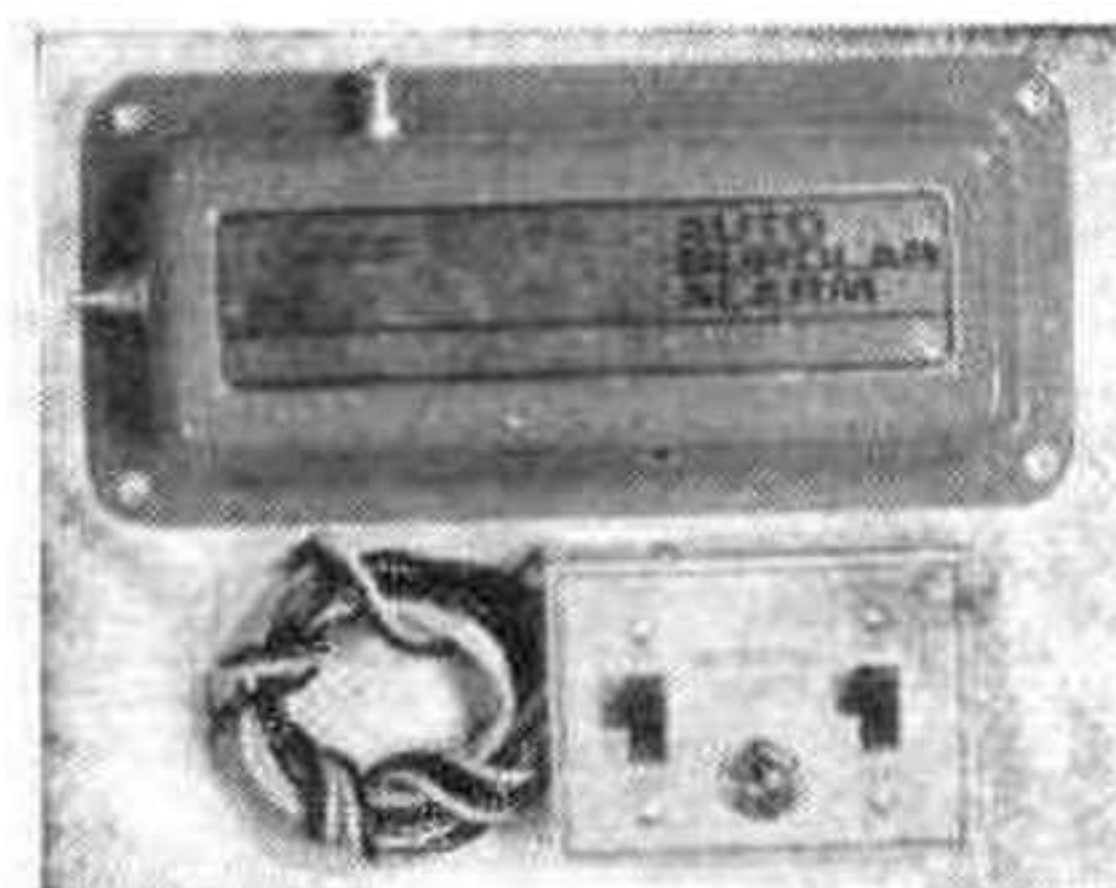


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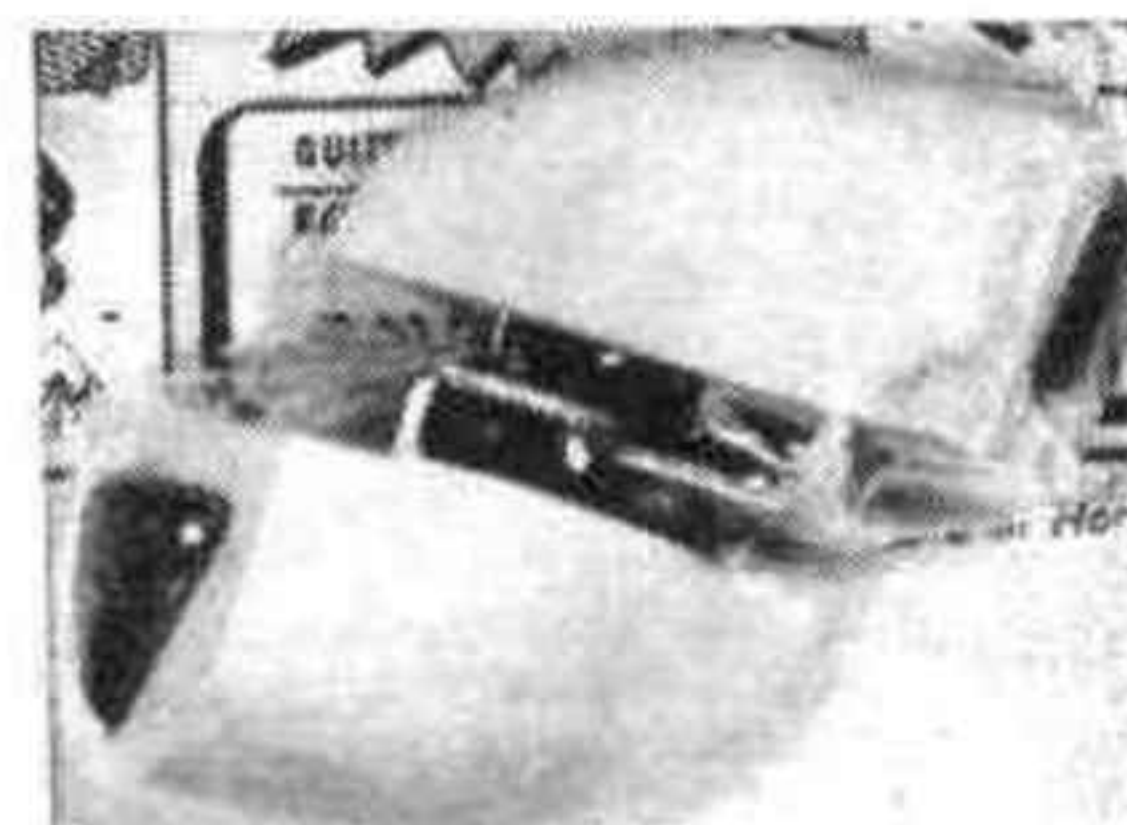
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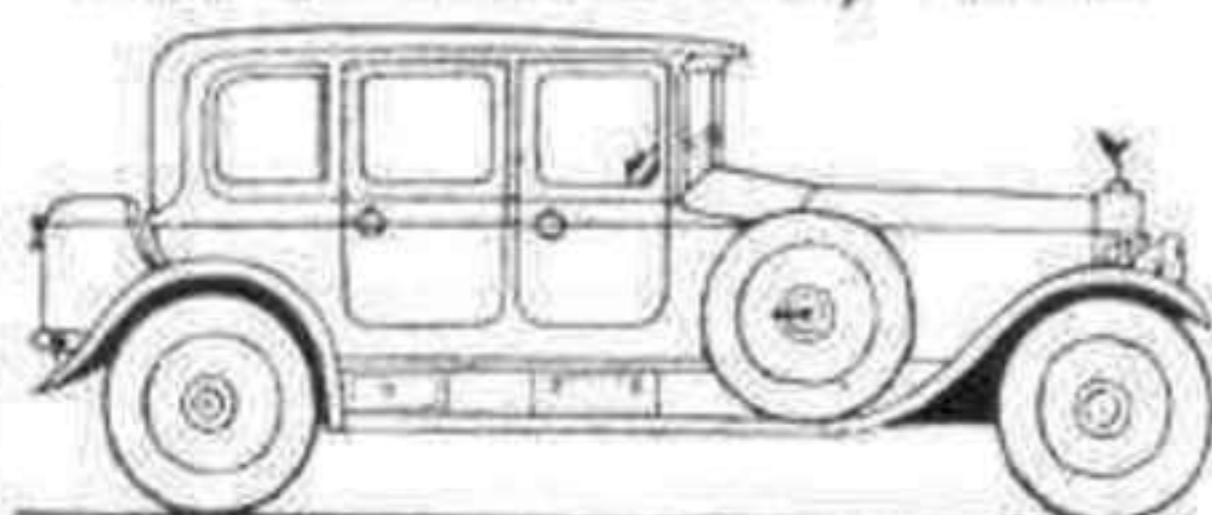
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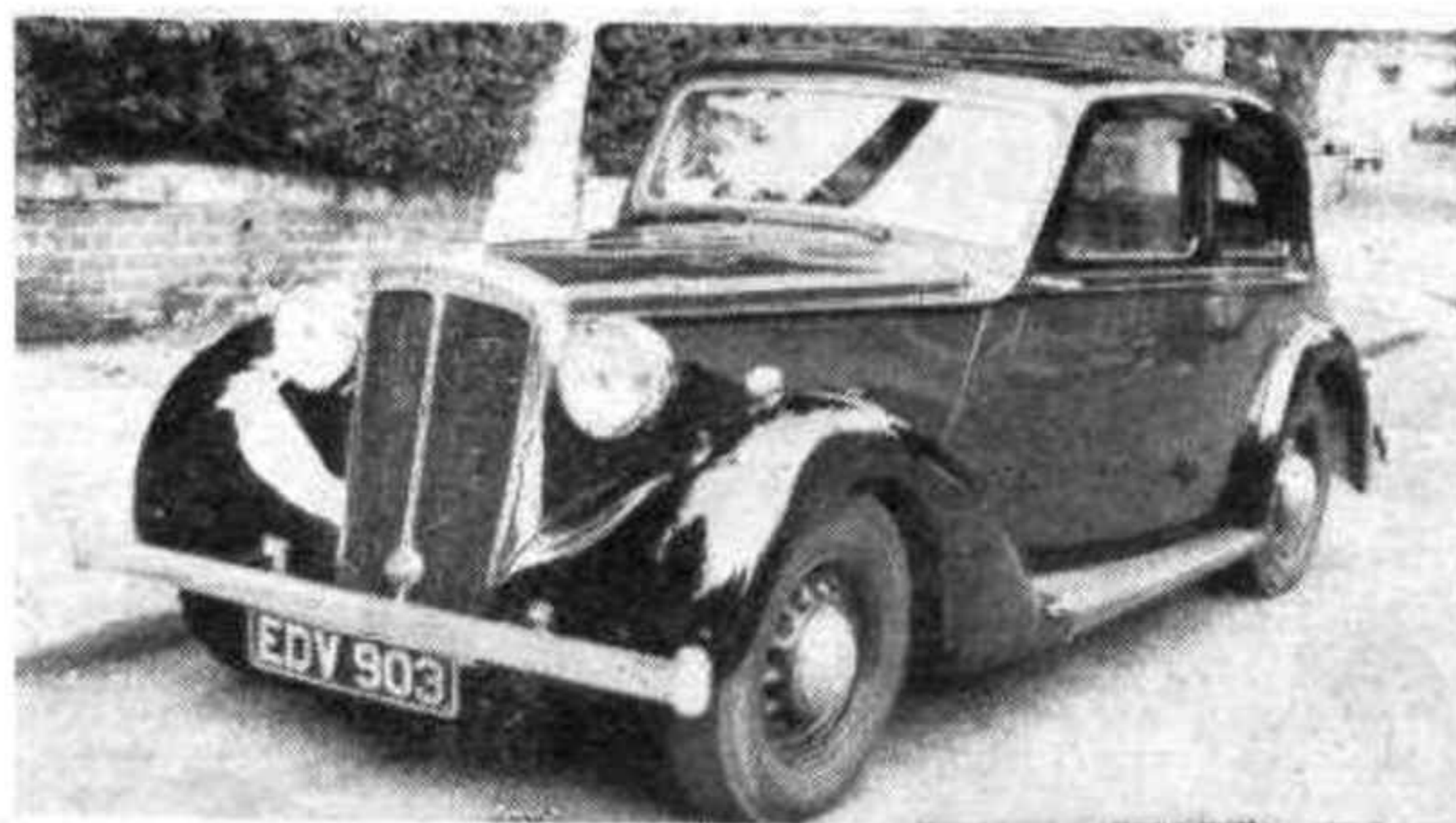
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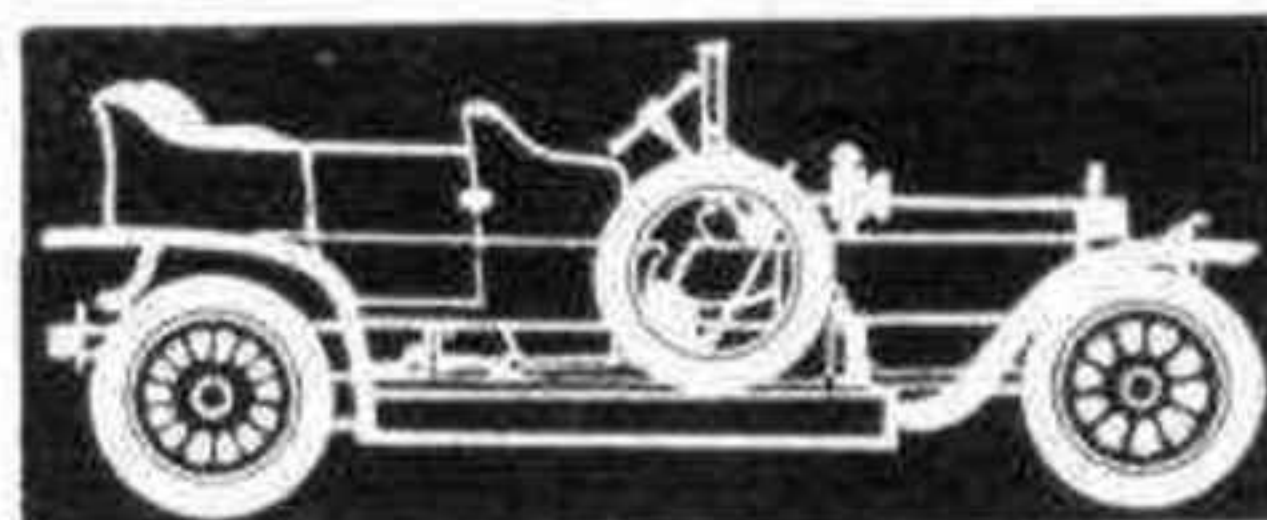
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Dear readers please forgive the quality of this months photos, they were taken in typical June weather, torrential rain!



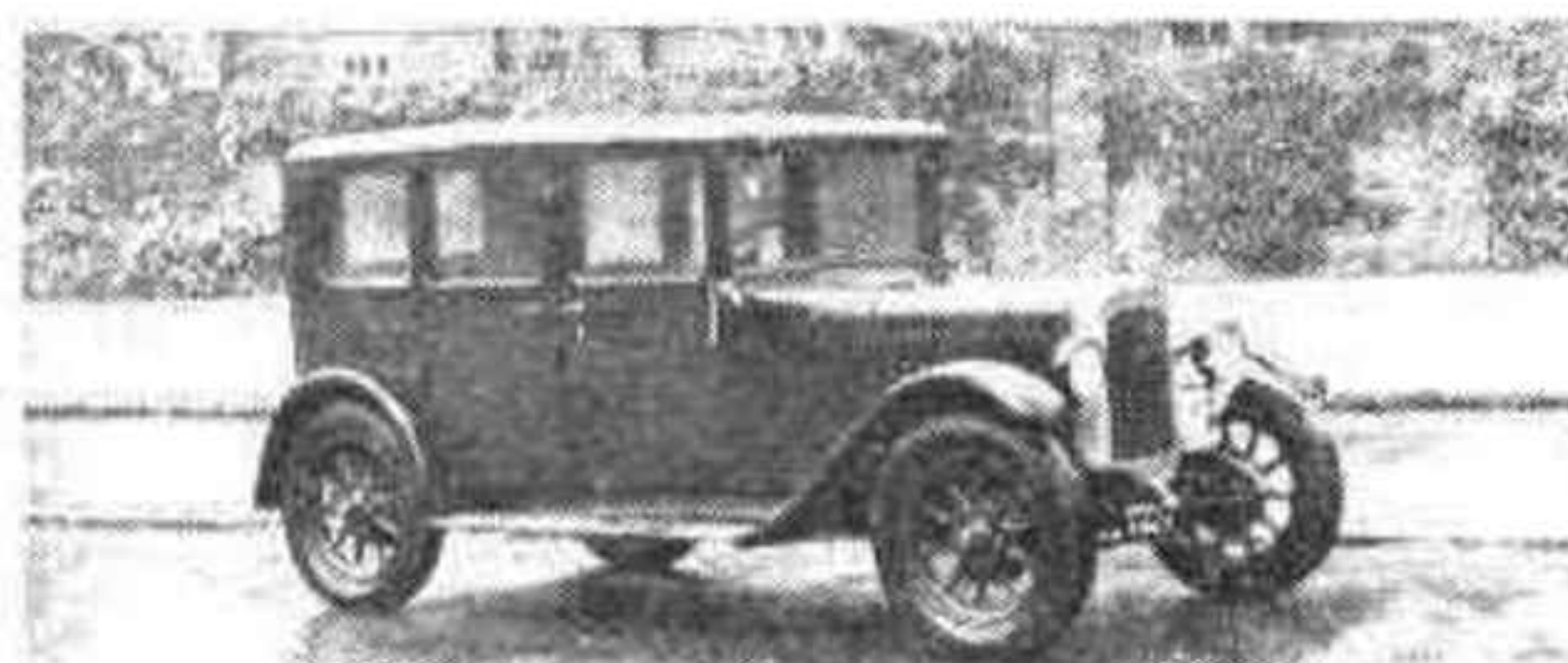
FERRARI 250 GT 2+2 1963. Silver blue with pale blue leather trim, Borrani wire wheels, push-button radio, tape deck etc. £1,565



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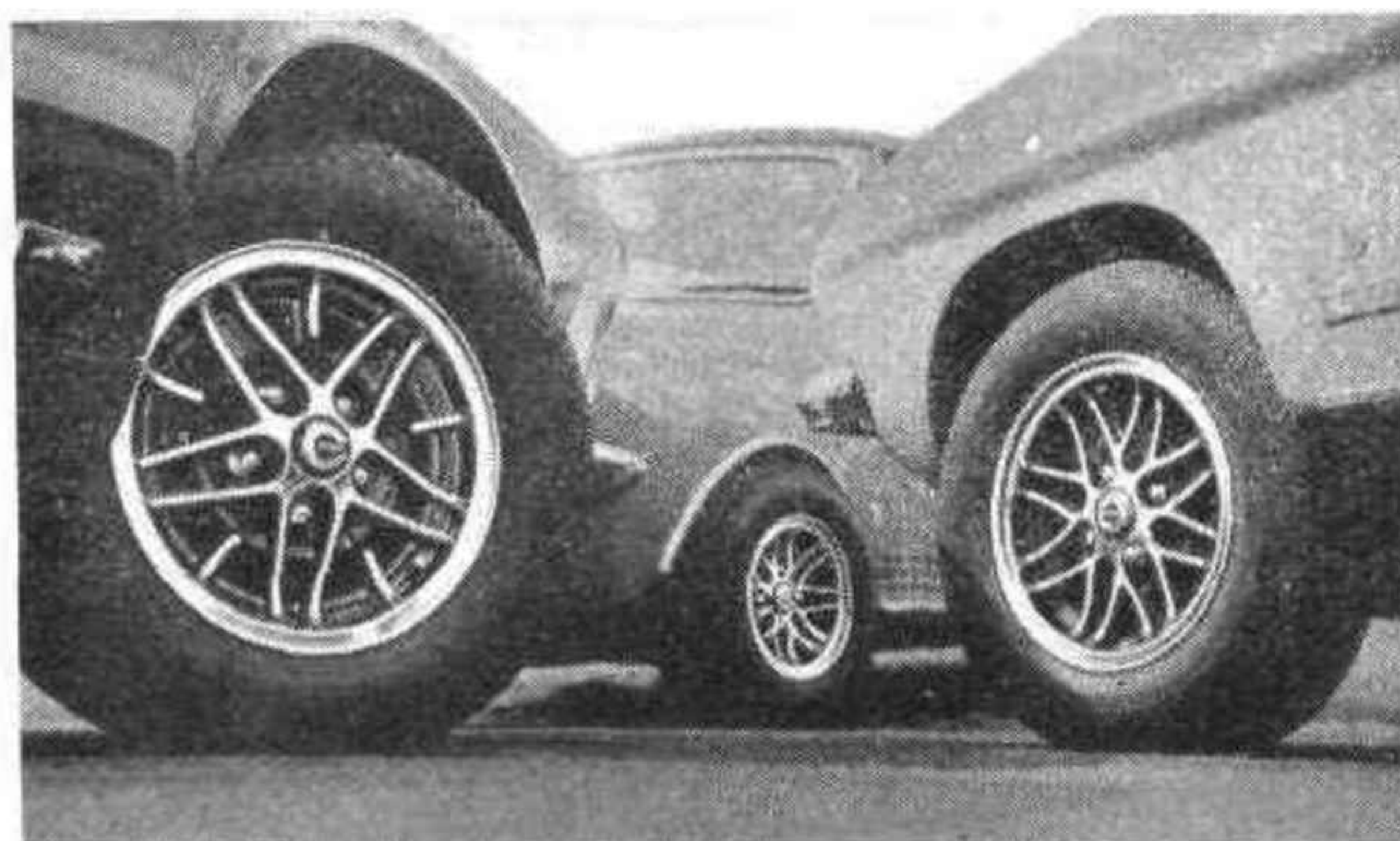


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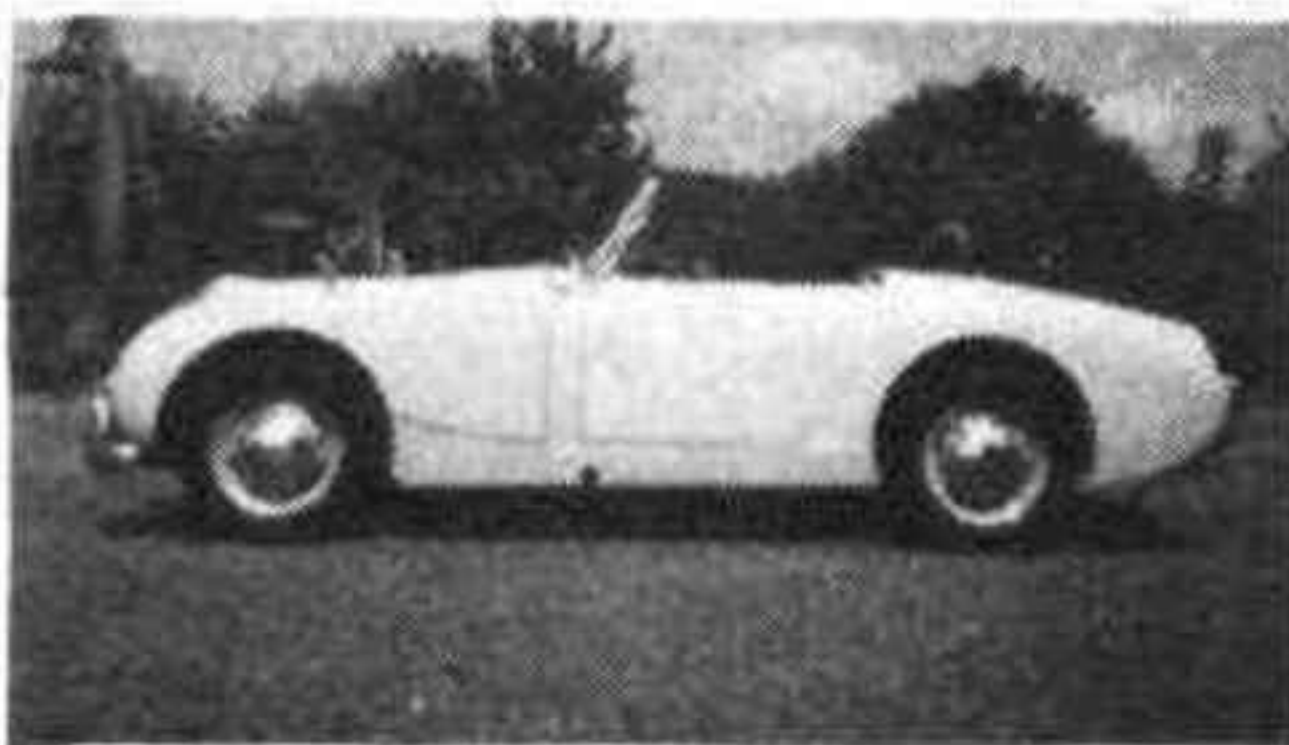
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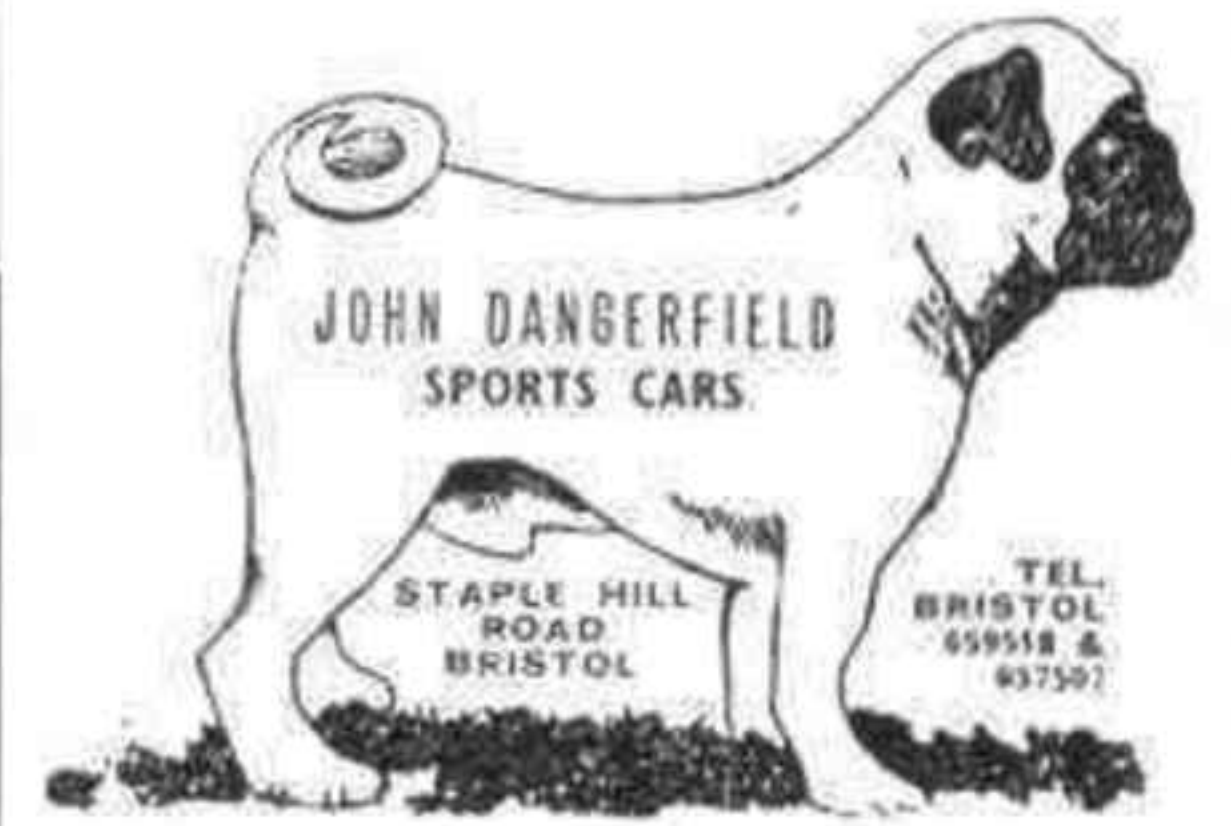
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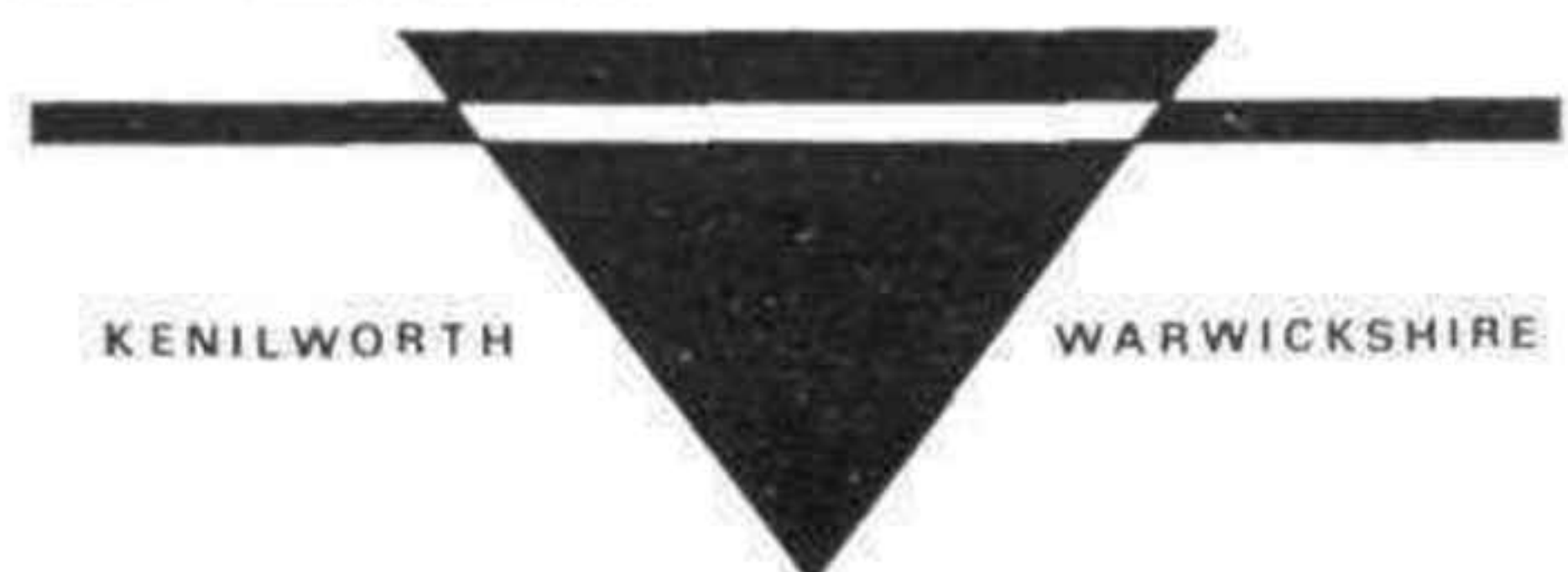
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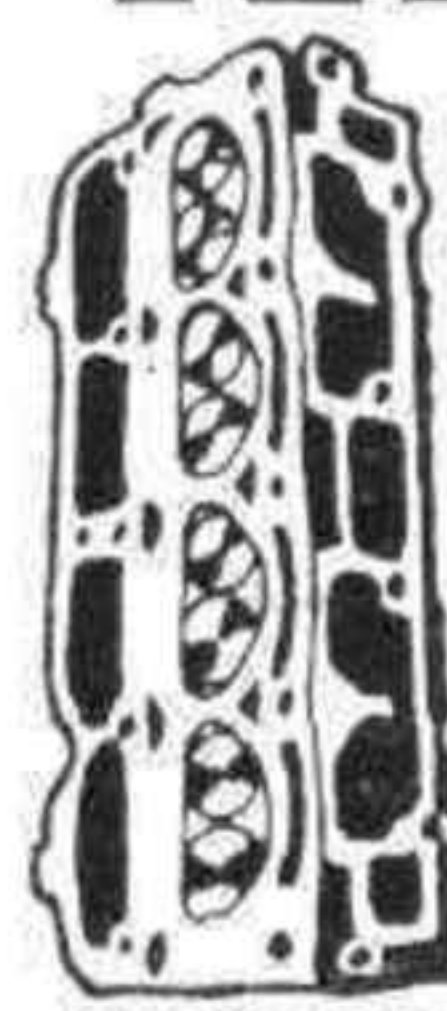
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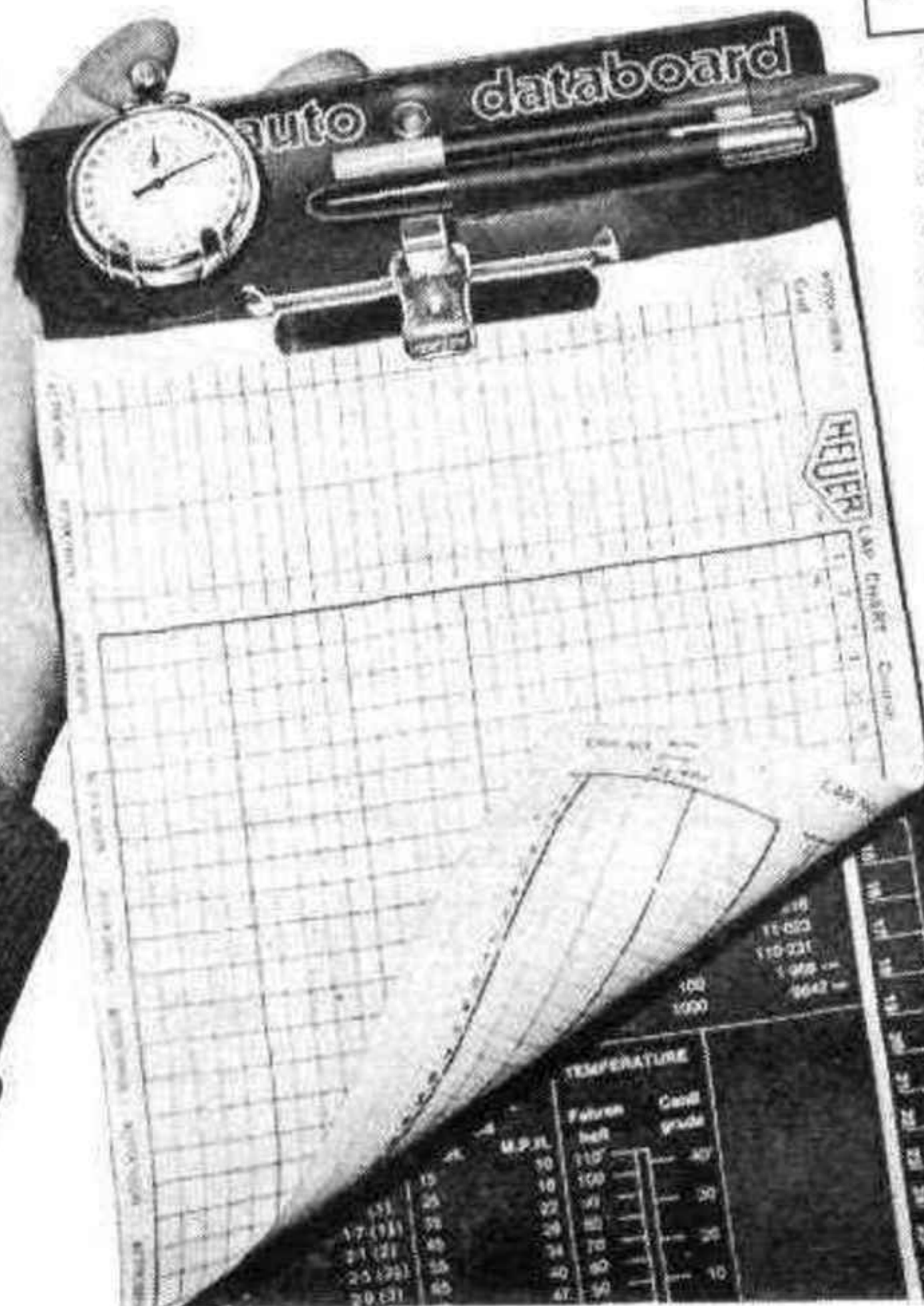
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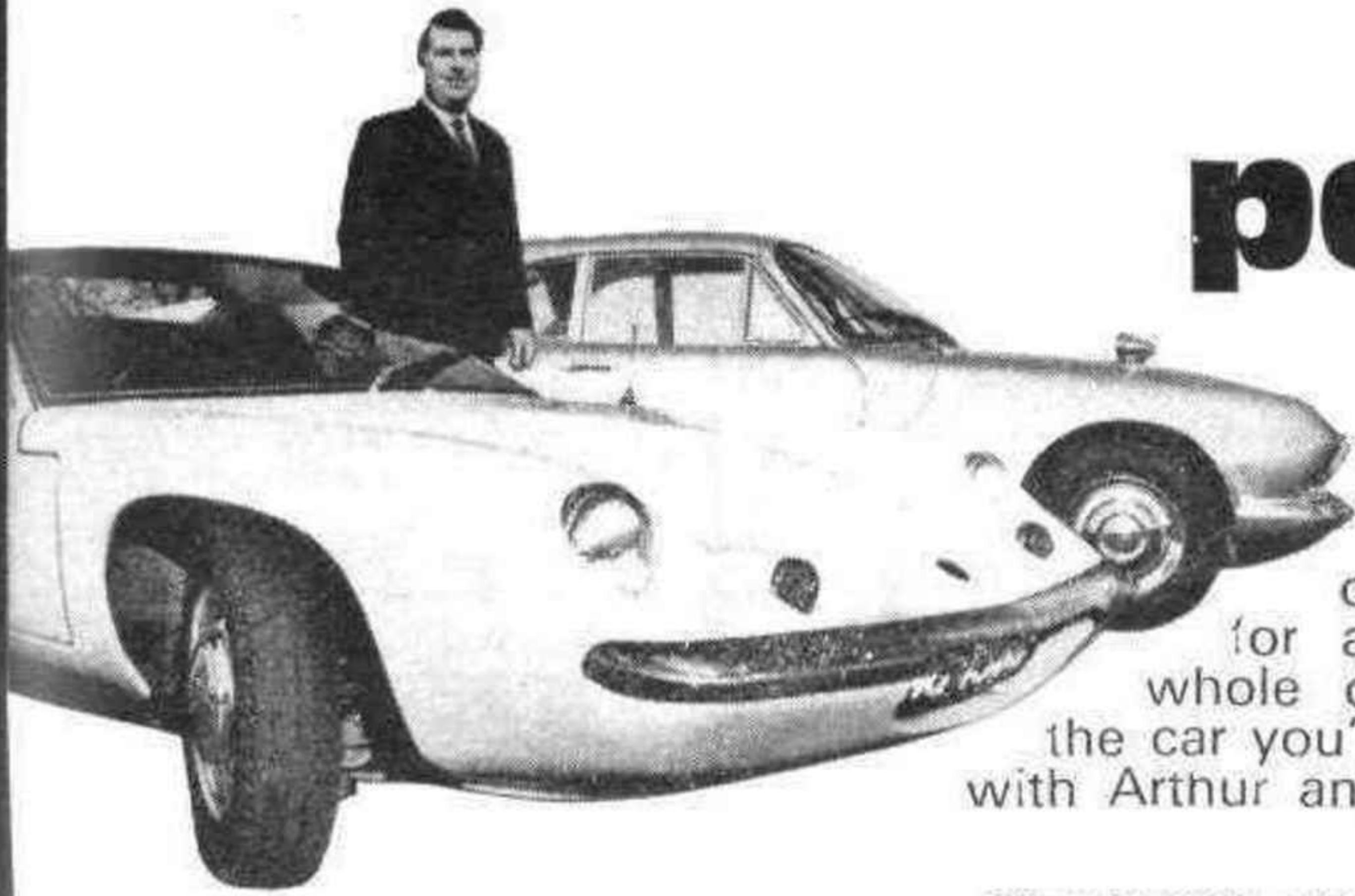
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CAR OF THE MONTH

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ADDRESS.....

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MAKE OF CAR..... MODEL.....

CC..... YEAR..... VALUE £.....

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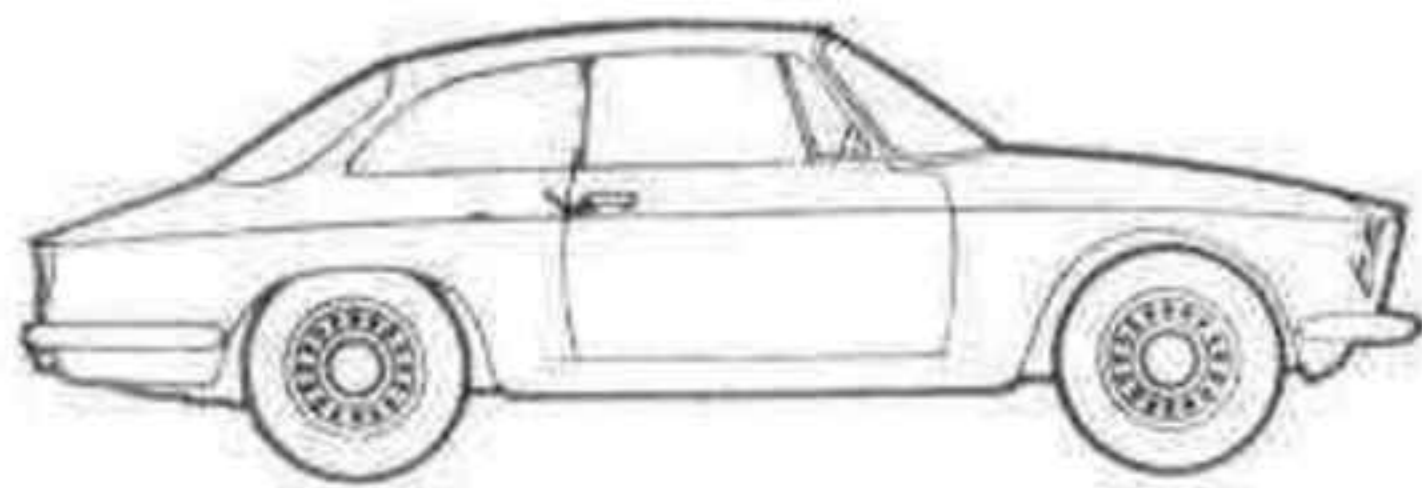
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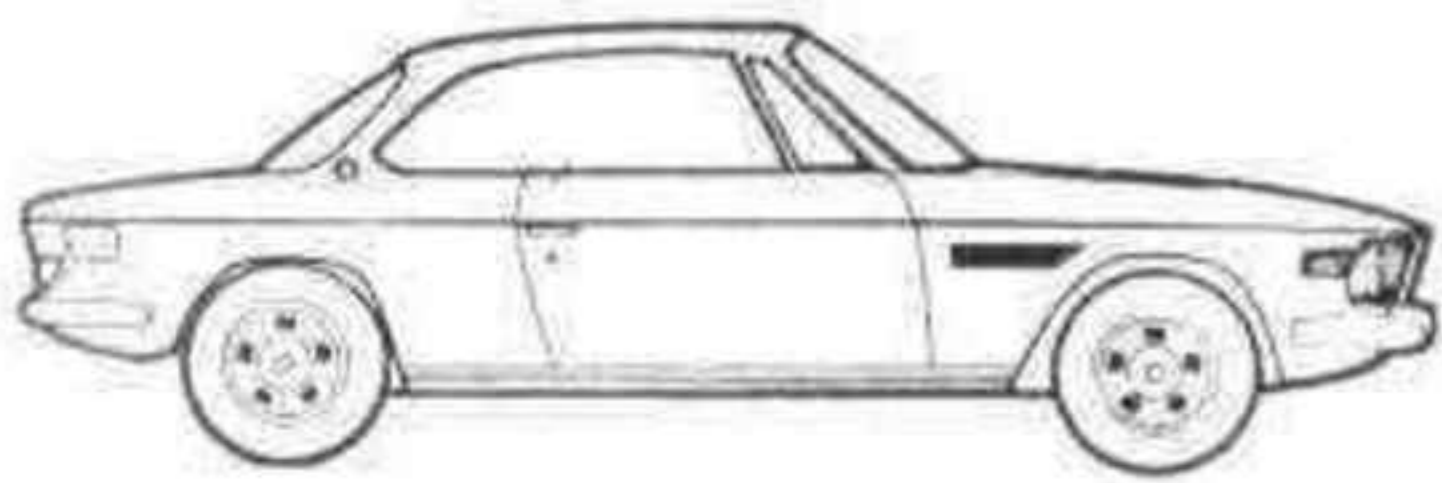
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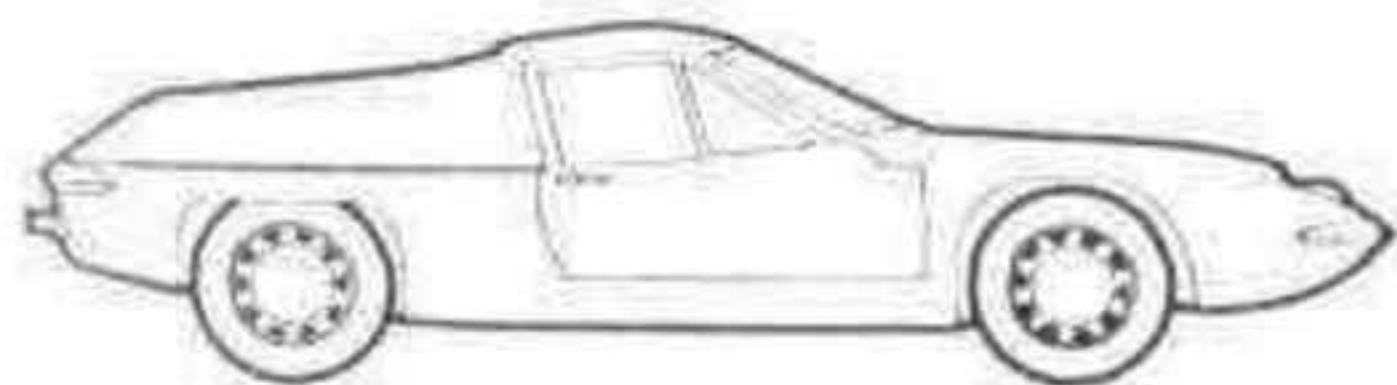
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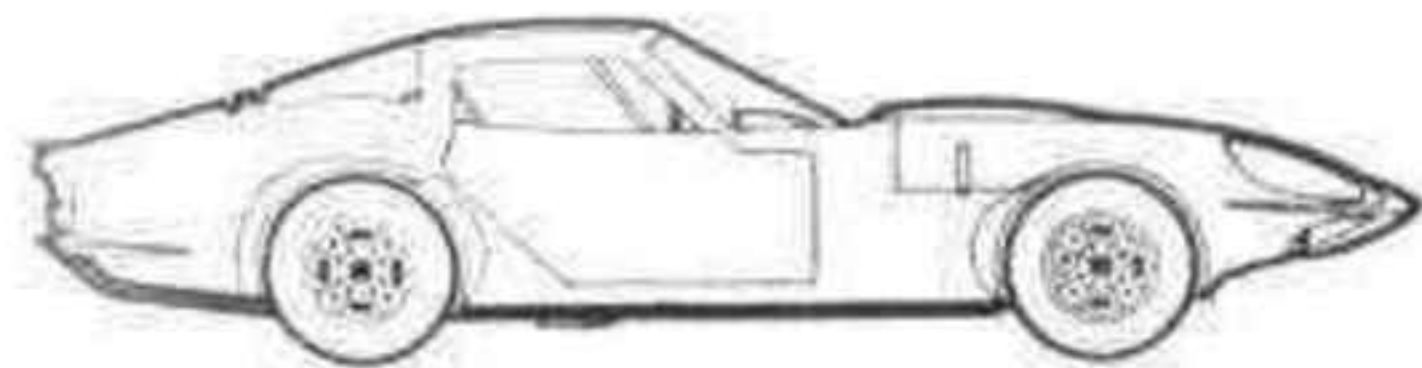
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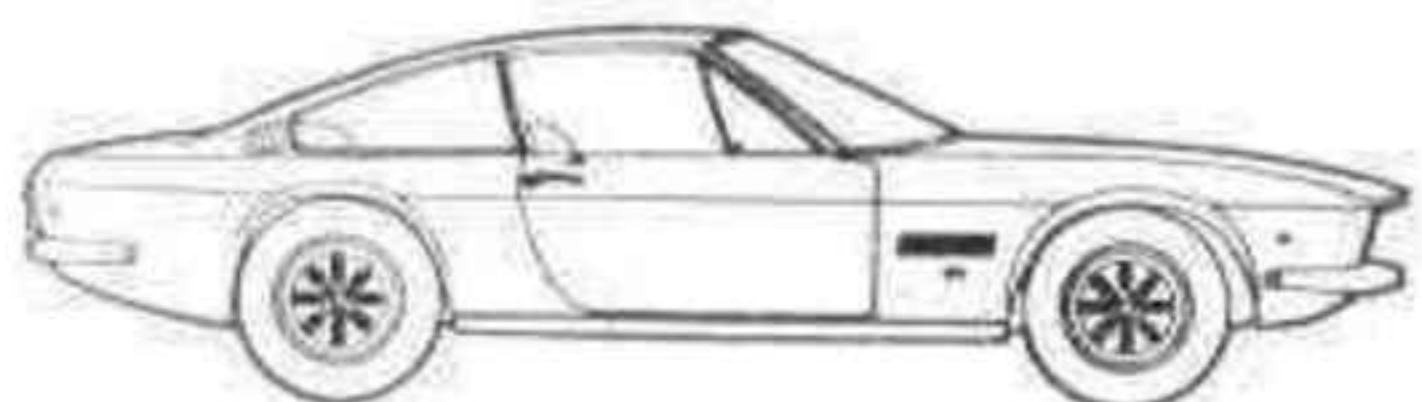
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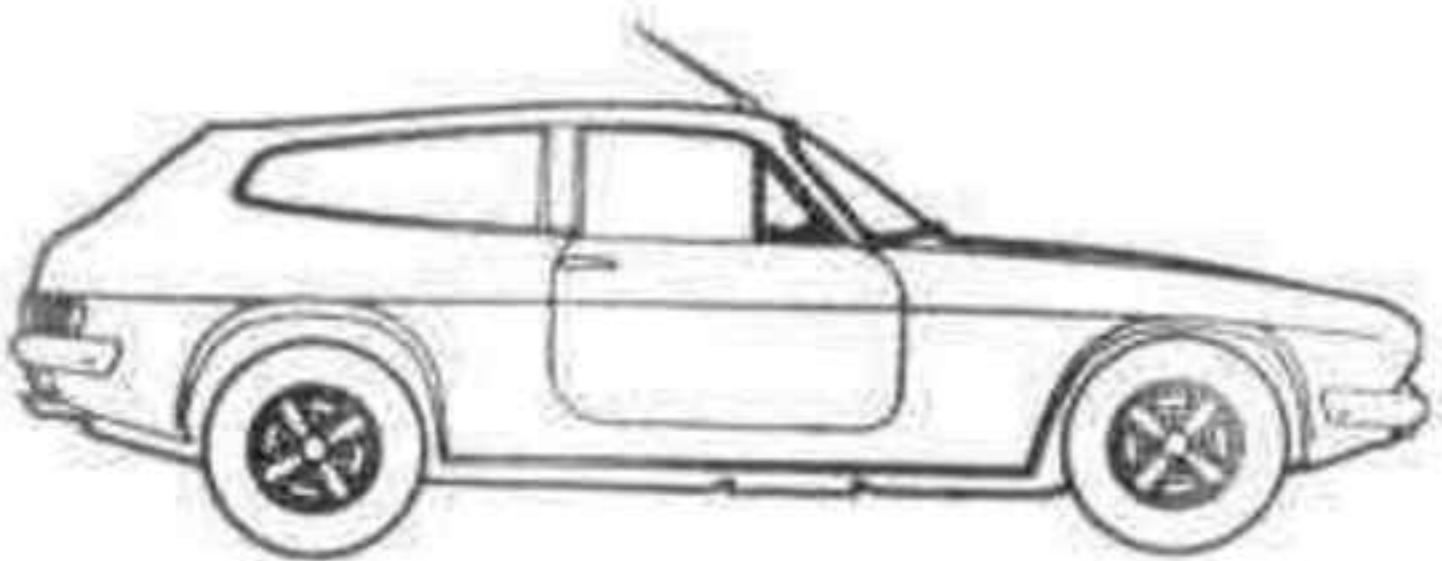


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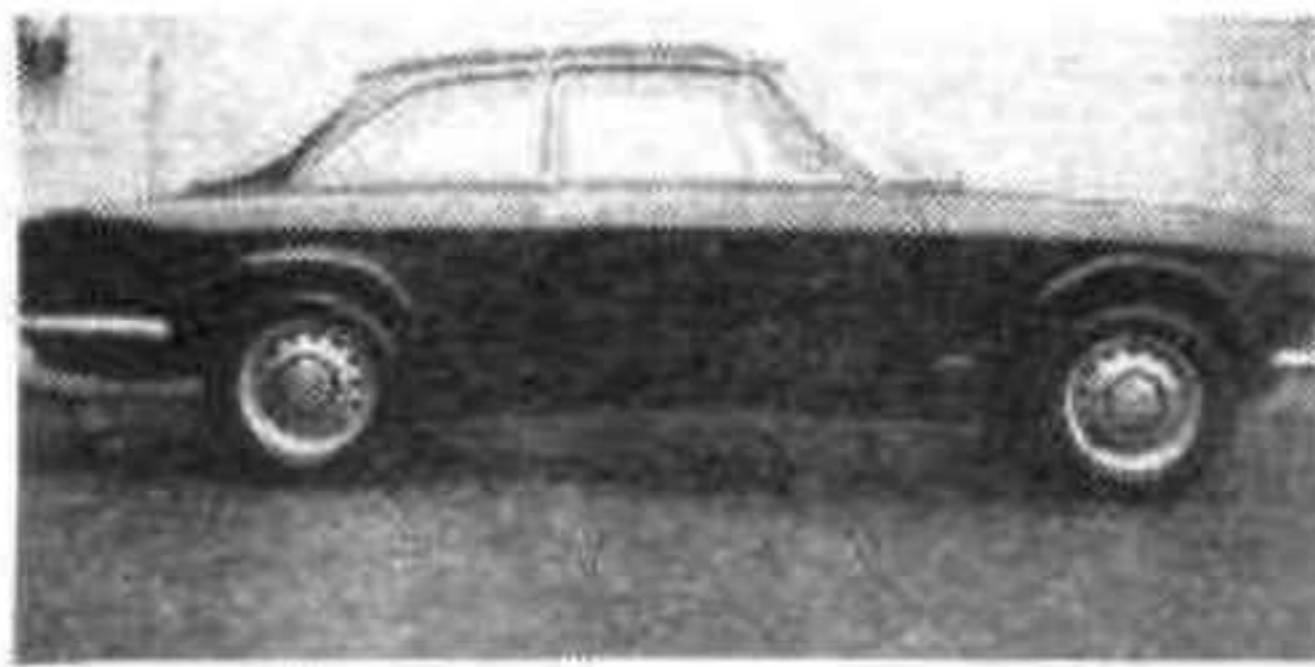
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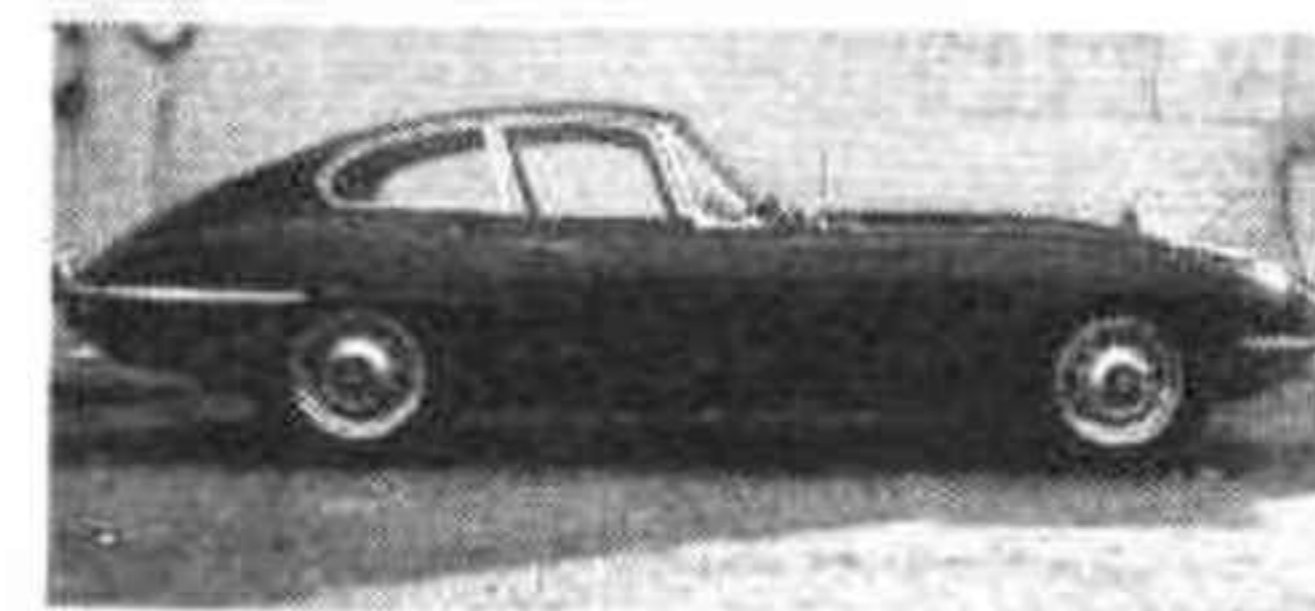
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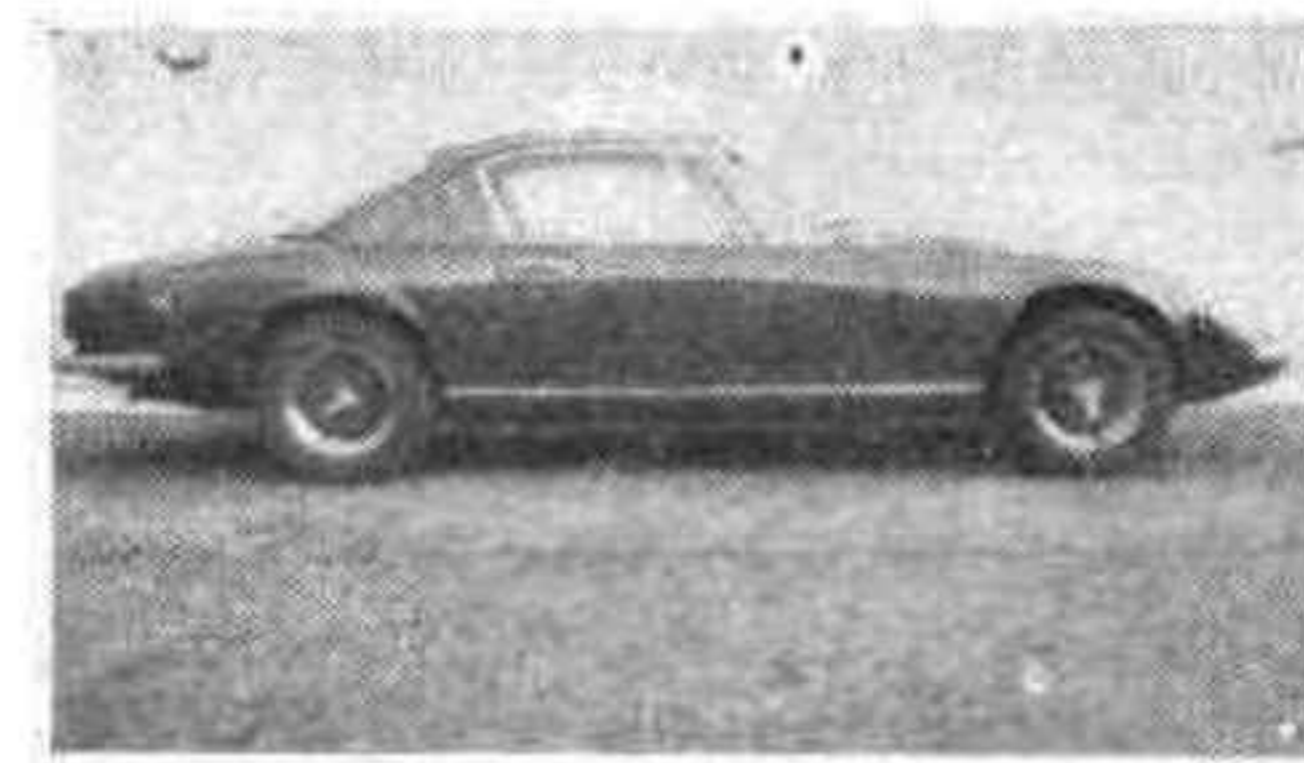
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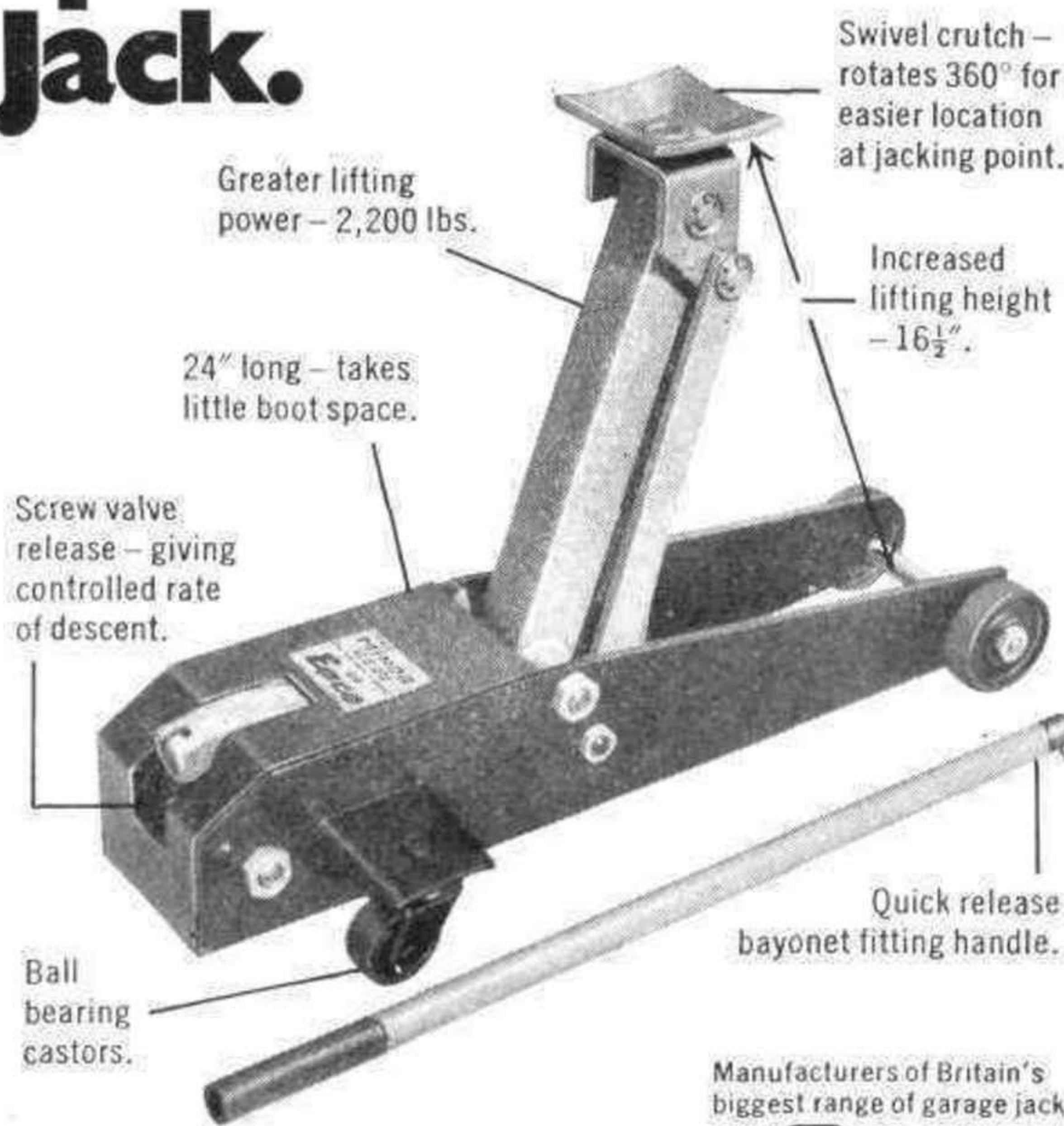
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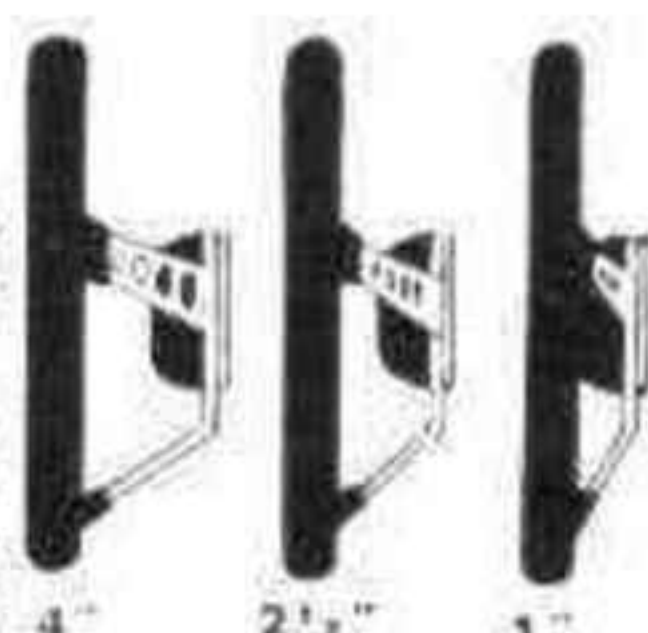
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1954 BENTLEY R-Type sports saloon, automatic transmission, nicely cellulosed in sand & sable, with recent black interior retrim, exceptionally nice mechanically, just fully serviced and M.o.T. tested.



1935 BENTLEY 3½ Open 2-door tourer with fully disappearing hood by Park-Ward, painted in B.R.G. with green hide trim, incredibly original, and mechanically outstanding.



1951 VINCENT Comet 500-c.c. single. Rebuilt to concours condition (choice of several other vintage and classic motor cycles).



1955 ROLLS-ROYCE Silver Dawn, automatic, sun-roof sports saloon, elegantly painted in caribbean blue with contrasting grey hide interior trim, much recent mechanical work carried out, quite an outstanding specimen in every respect.



1930 W. O. BENTLEY 4½ V.D.P. open tourer, in B.R.G. with super black interior trim, mechanically faultless, excellent hood & tonneau, new tyres, just serviced and ready to go.



1953 BENTLEY R-Type sports saloon with manual gearshift, coachwork finished in embassy black coach-lined in gold, original tan hide trim, whitewall tyres, recently serviced and M.o.T. tested.

1954 BENTLEY R-Type sports saloon, automatic transmission, repainted black over velvet green with contrasting beige hide trim recent mechanical overhaul and brake relines, excellent example in all respects.

1954 BENTLEY R-Type sports saloon, as above but finished in midnight blue over shell grey with blue/grey hide trim.

1949 BENTLEY Mk. VI. 2-door coachbuilt sports coupe by H. J. Mulliner, recorded only 63,000 miles, finished in deep velvet blue, with virtually unmarked blue hide trim.

1923 W. O. BENTLEY 3-litre 4-door fabric bodied saloon finished in blue with contrasting black wings, original blue hide trim, really sound and "un-mucked-about-wiv".

1960 BENTLEY SII Electric windows, nicely finished in shell over pearl grey with contrasting red hide interior, excellent mechanics.

URGENTLY WANTED FOR CASH: All models of Rolls-Royce, Bentleys and all other types of Vintage and P.V.T. thoroughbred cars and motorcycles.

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

ROLLS-ROYCE Phantom III Hooper full 7-passenger limousine, 1937, excellent general order and particularly nice interior, but fitted with Bedford engine, hence realistic price to allow for reconversion. £875

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

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

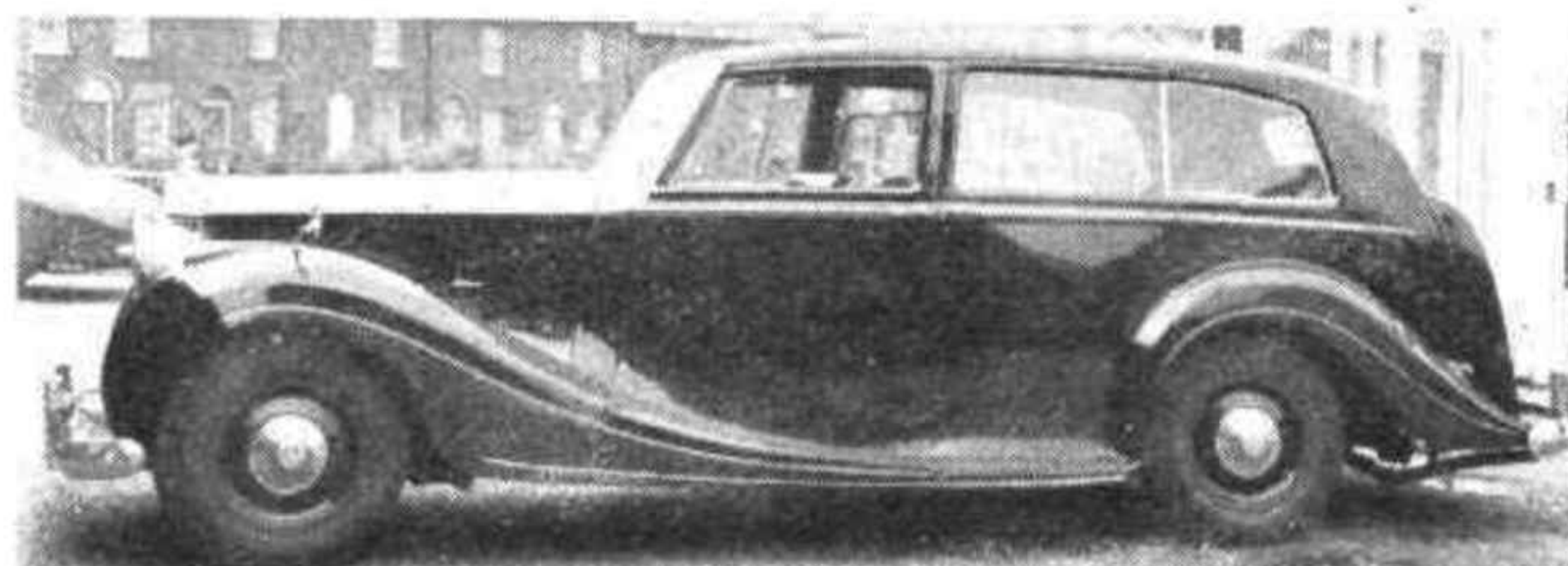
BENTLEY S.I late 1956, S.S. saloon. Sage green, matching interior, indicated mileage of 80,000 possibly genuine judging by general condition which is far above average. £1,150

BENTLEY R-Type, 1954, automatic, black on silver grey, beige interior, recent mechanical work includes gearbox and brake overhaul and the car is a well above average specimen. £895

BENTLEY 3½-litre Park Ward aluminium sports saloon, 1935, coachwork structurally sound but a non-runner suitable for restoration. £295

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

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



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

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

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

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

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

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

A collection of Silver Ghost parts, all circa '13/'14, including most of an engine, 3-speed gearbox, rear axle and sundry items. Must be taken as one lot.

Immediate Hire Purchase and Insurance facilities can be arranged.

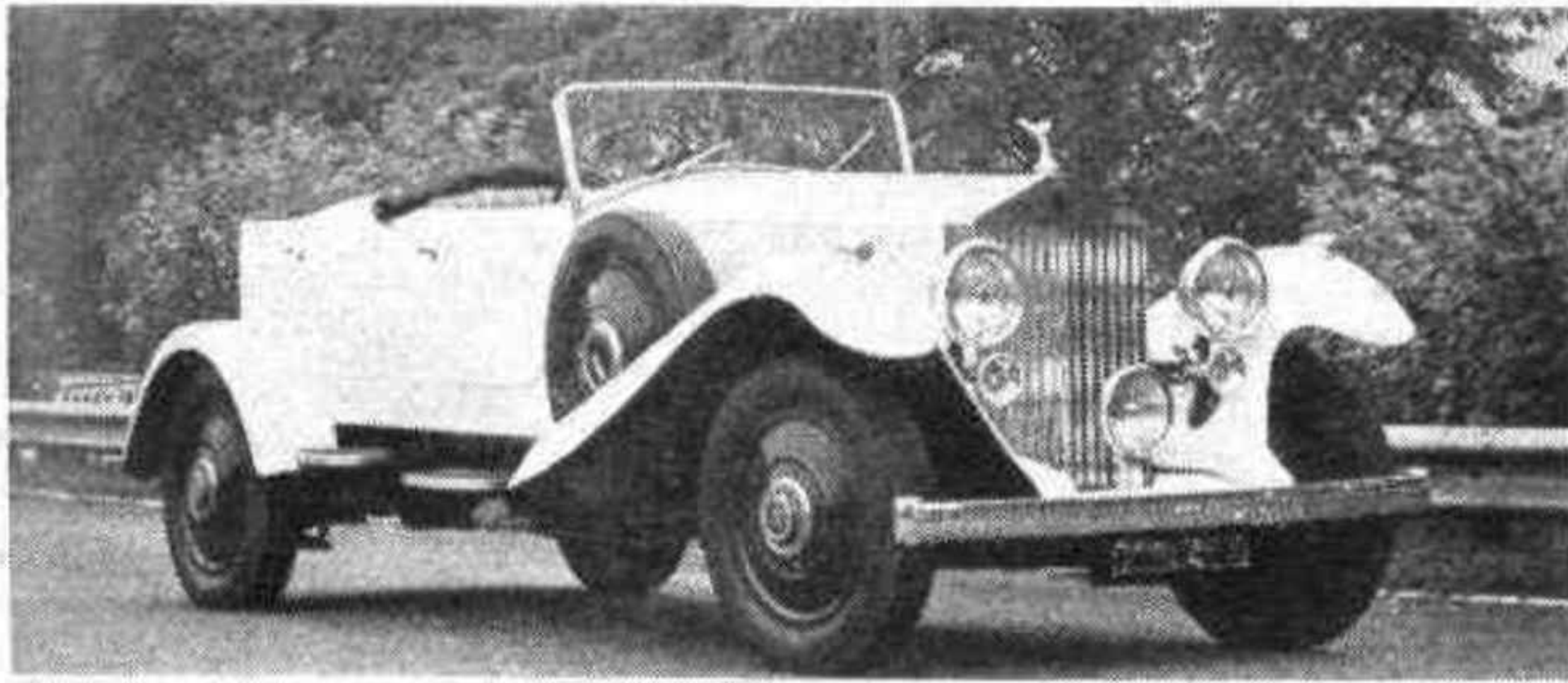
All types of part-exchange considered.

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

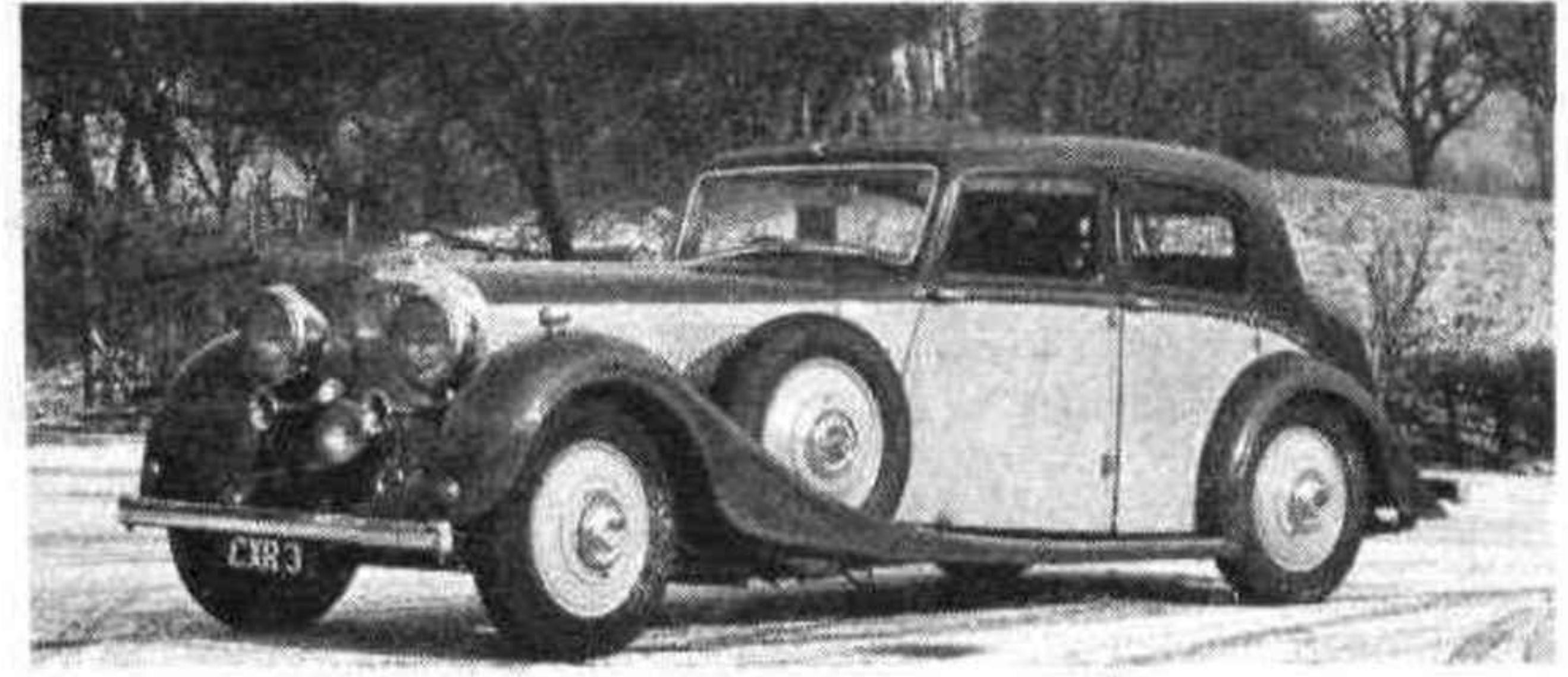
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1937 30-h.p. Grand Tourer with separate rear trunk and fitted suitcases. Presently being repainted in midnight blue with black wings. The interior is completely refurbished in Best Connollys Blue hide with matching carpets. All the chromium has been replated, and there are a new hood and side-curtains. This magnificent car is ready to enter a *Concours d'Elegance* and will command admiration wherever it goes. **£2,975**



1937 4 1/2-litre BENTLEY with unusual coachwork by Park Ward. Finished in two shades of grey with grey leather interior. Owned by an enthusiast for the last fifteen years, it has been scrupulously maintained and is in first class mechanical order. Fitted seat belts, demisters, twin spot lamps, twin petrol fillers, Klaxon horn, flashing indicators and several other extras. It is modestly priced at **£775**

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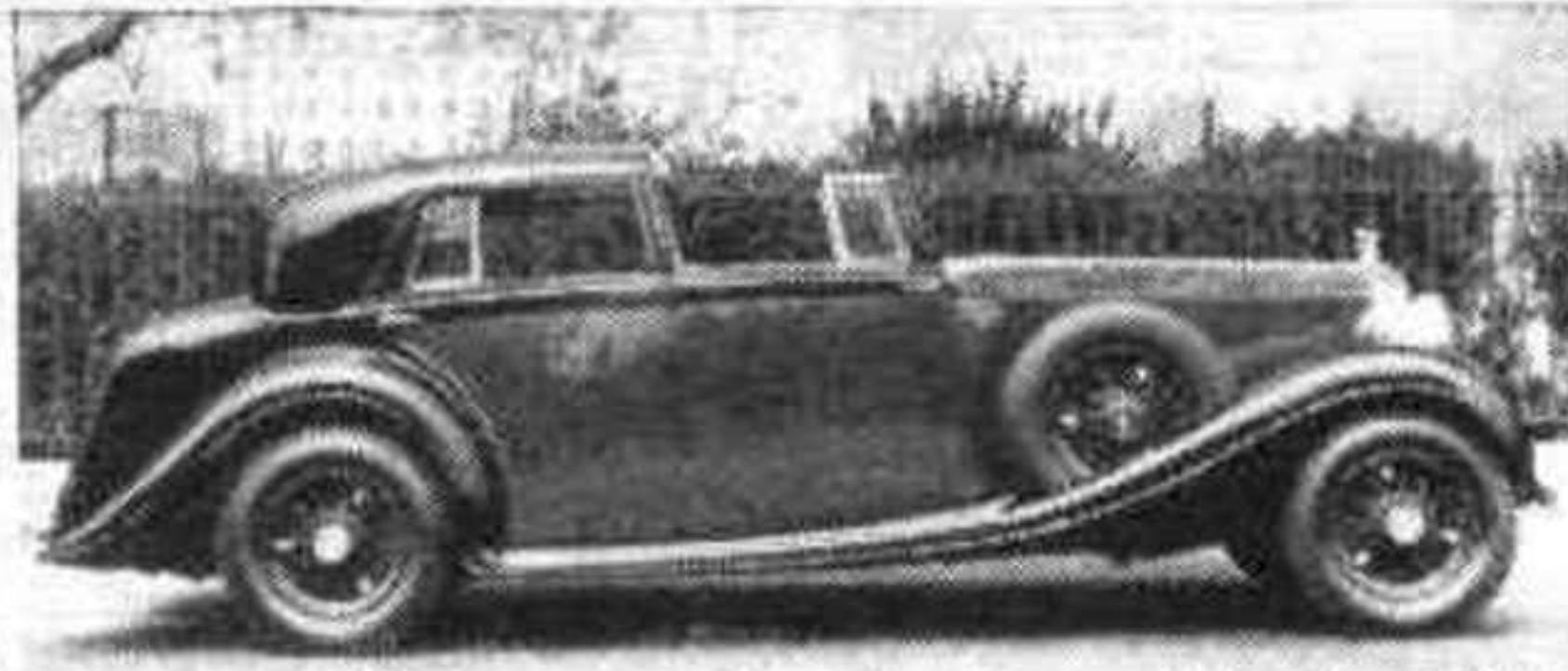
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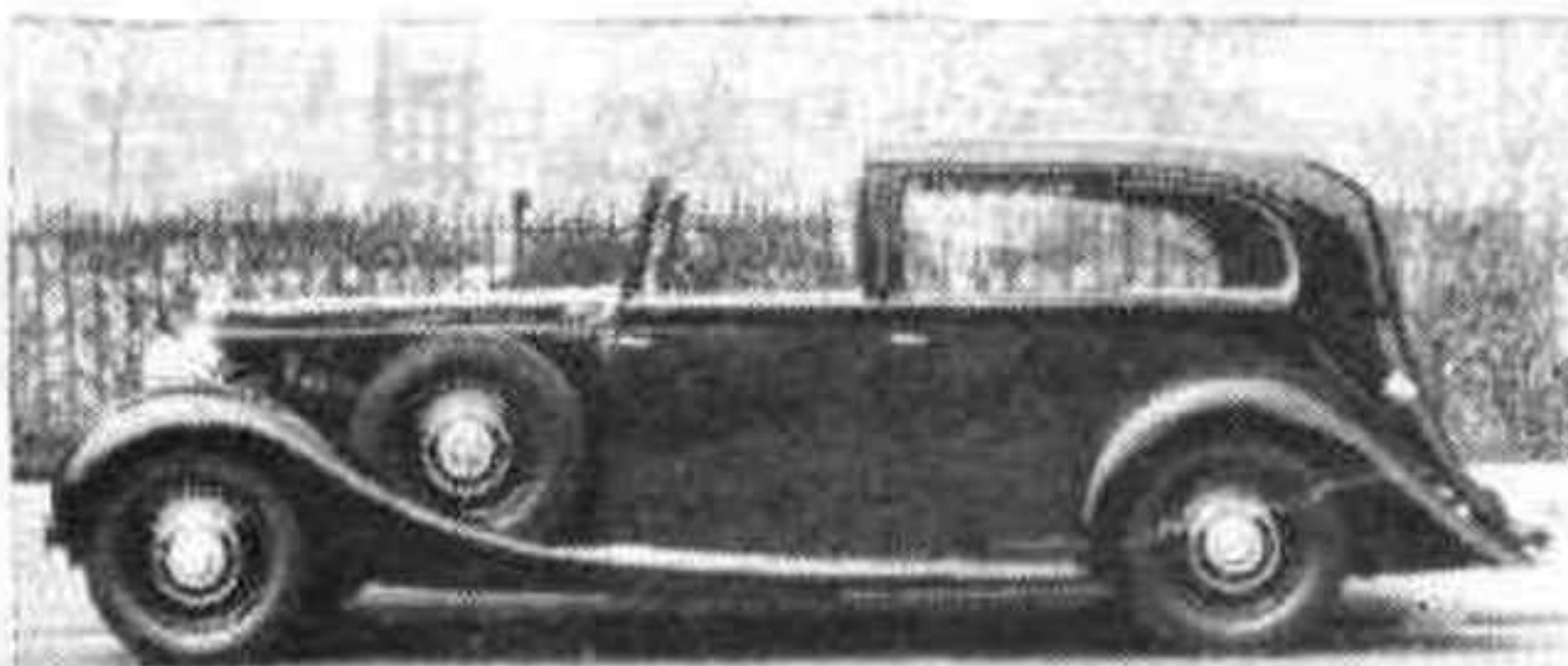
1928 New Phantom touring car by Hooper. As new condition, fully restored in pale blue over royal blue with hide interior to match. Grebel lighting set, many special features. Mechanically beyond reproach.



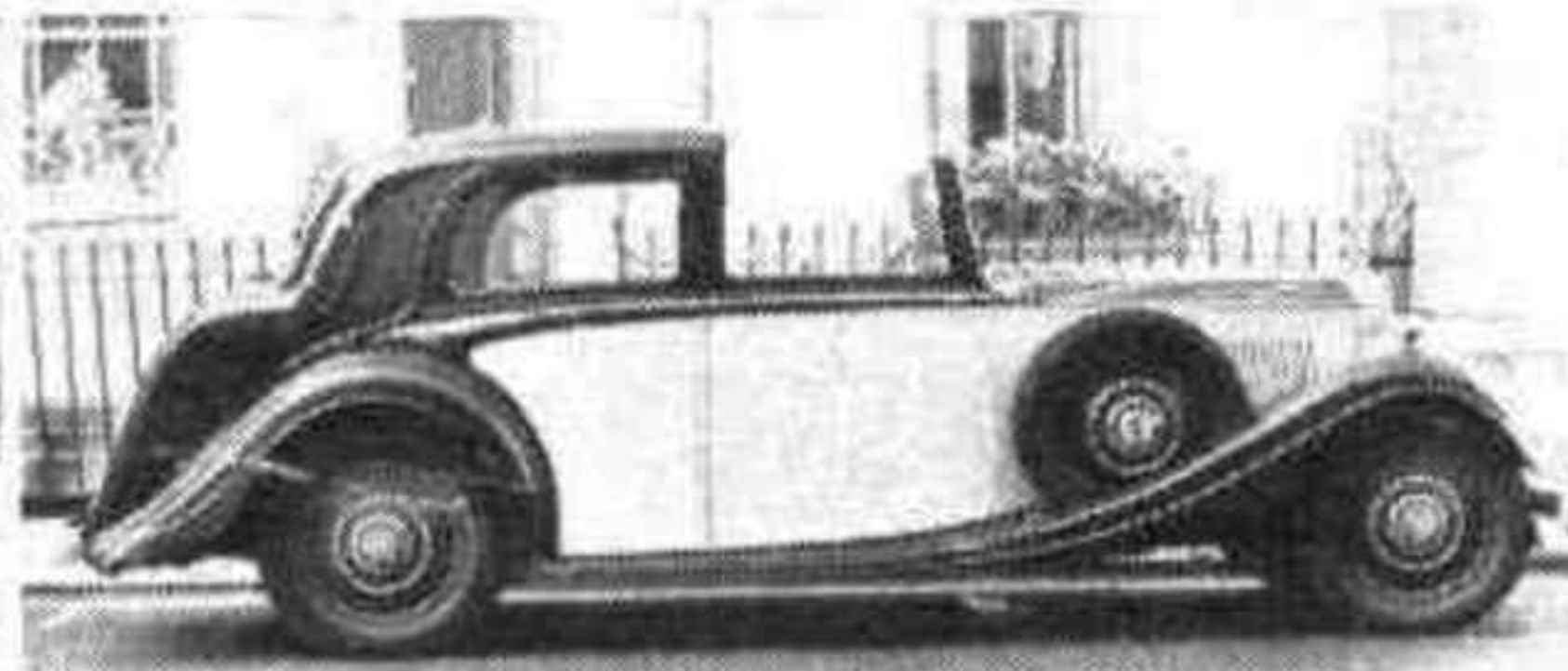
Phantom III sports Sedanca by Gurney Nutting. Black over burgundy with light tan hide throughout. Fully restored to the highest professional standards. Reg. DGO 3.



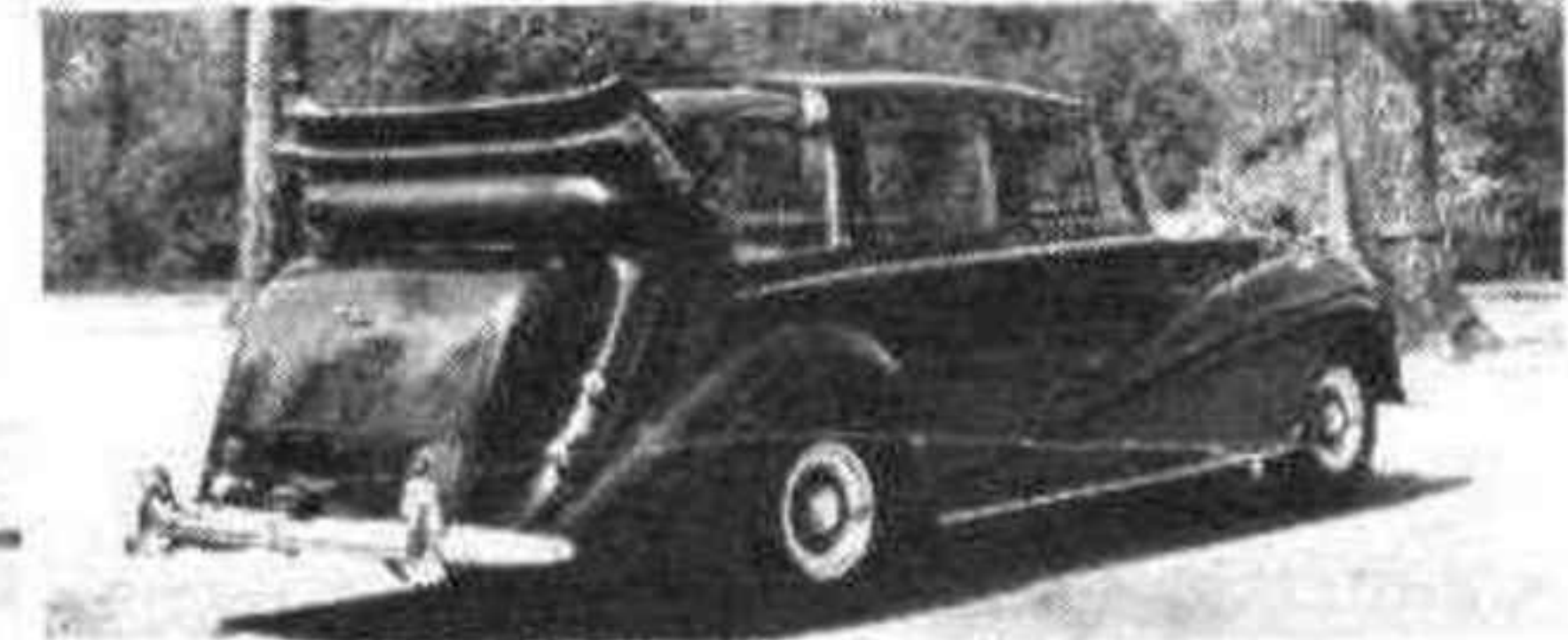
1953 ROLLS-ROYCE Silver Wraith touring limousine by Hooper, similar to photograph, but black over Wedgwood blue and matching hide throughout.



Phantom III Sedanca limousine by Windovers. Black over Russian sable with impeccable interior trim, woodwork: a much cherished specimen with extensive maker's history. Reg. BH 44.



1935 ROLLS-ROYCE 20/25 sedanca de ville by Gurney Nutting. Duo-green; recent major overhaul.



1957 ROLLS-ROYCE Silver Wraith L.W.B. landauletta by Park Ward. Automatic, 8-to-1 c.r., power steering, S.U. carburettors. Extremely rare.

1963 ROLLS-ROYCE Silver Cloud III, velvet green with red hide interior. Many extras.
1960 BENTLEY Continental S. II 4-door by James Young: similar to the Flying Spur. We have four of these fine cars, including one L.H.D.

1961 ROLLS-ROYCE Silver Cloud II in smoke grey; superb order. Three others from 1960-1964.
1949 ROLLS-ROYCE Silver Wraith owner-driver saloon by Hooper. Black over sand with beige hide and removable occasional seat.

1935 ROLLS-ROYCE Phantom II sports saloon by Barker. Black over dark green, meticulously and extensively checked: ready for *Concours* events.
1925 ROLLS-ROYCE Silver Ghost 3 door saloon by Barker. Many attractive features including divided screen and original split-rim wheels with correct tyres.

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