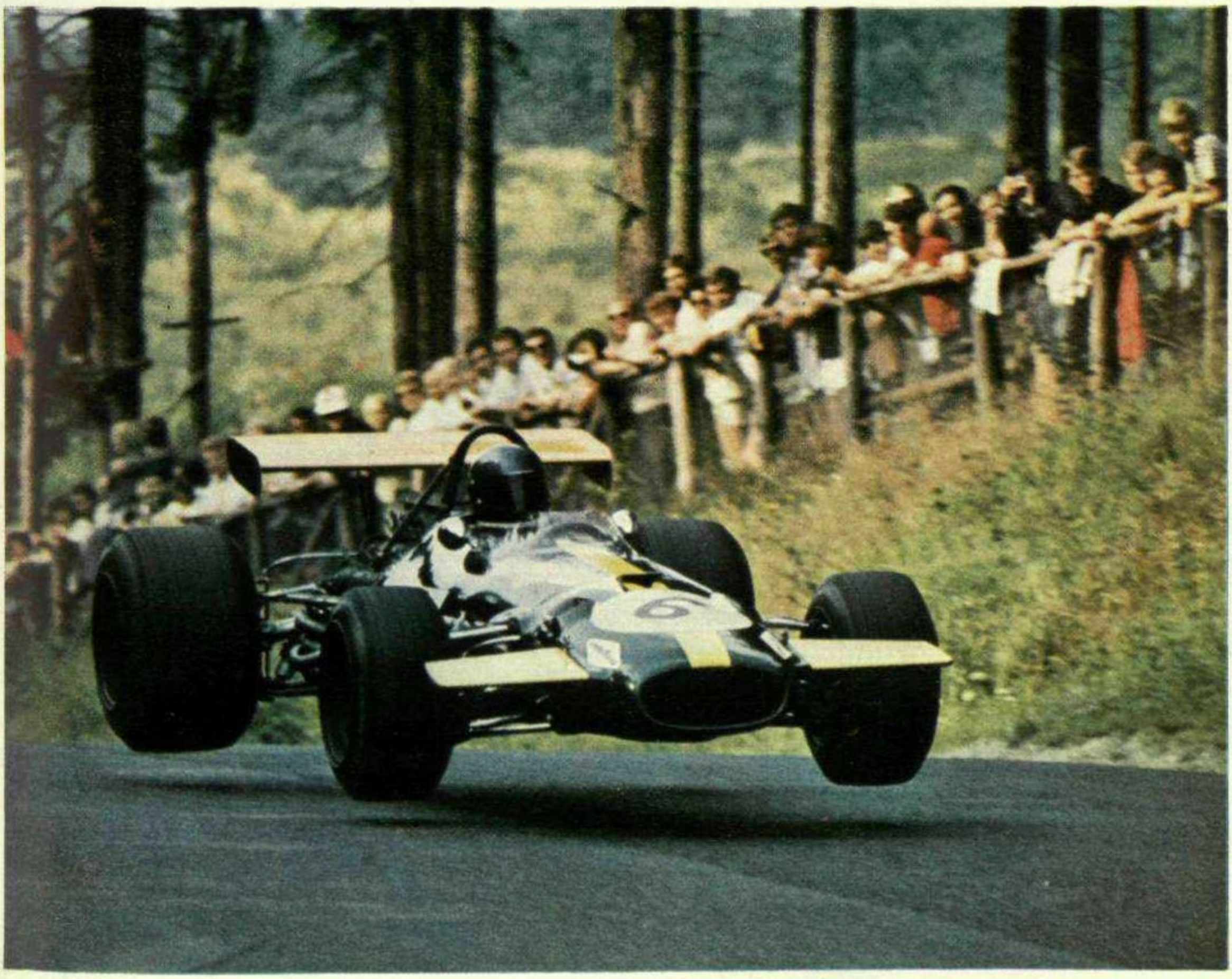
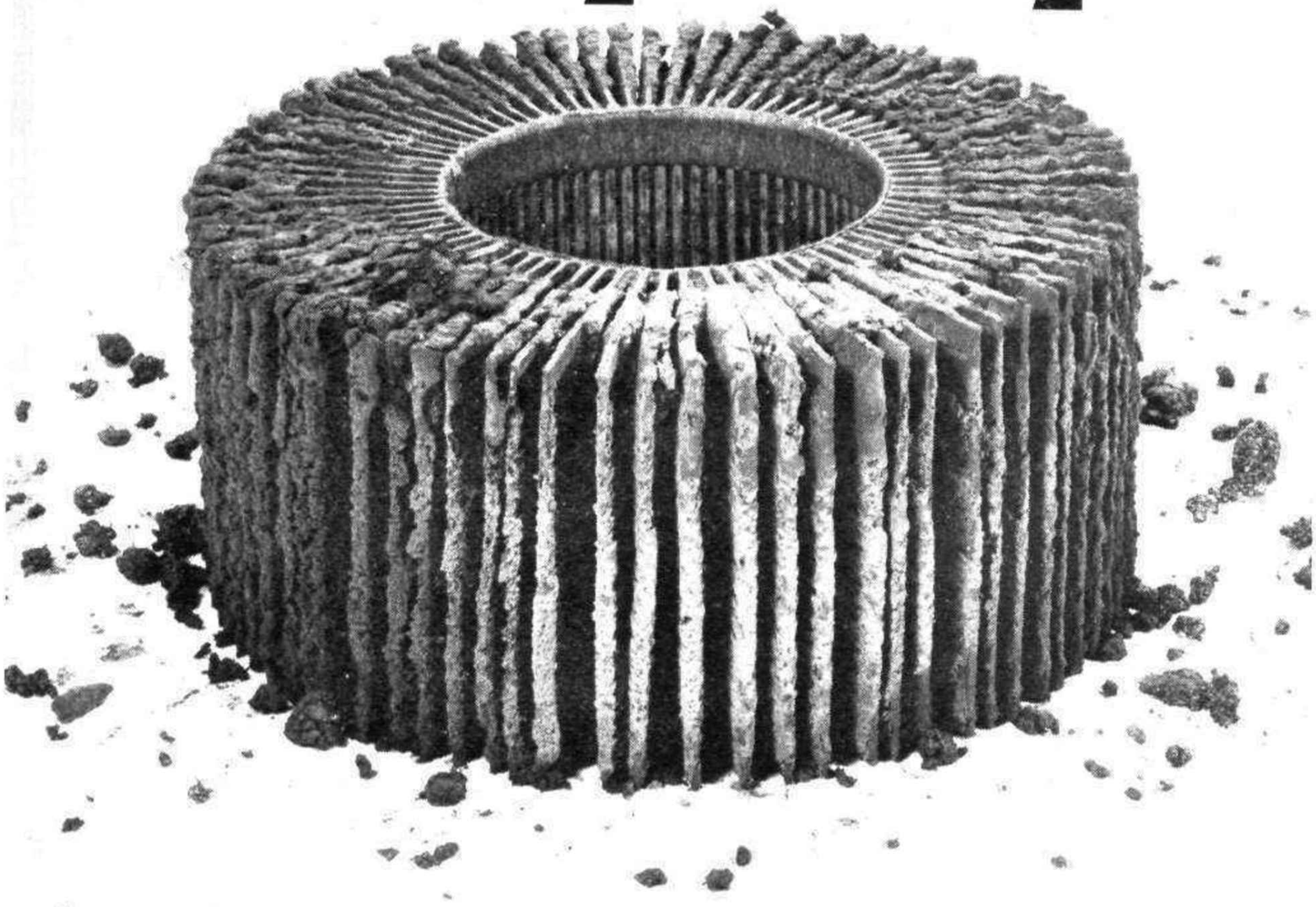
Vol. XLV No. 9 TWO SHILLINGS AND SIXPENCE September 1969

MOTOR SPORT

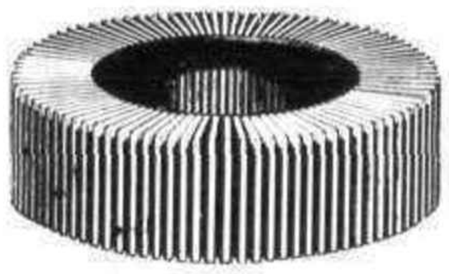
FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



Dirty Story



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



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AC-DELCO DIVISION OF GENERAL MOTORS LIMITED Dunstable Beds.



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Effortless mile after mile. Amazingly quiet.
Supreme comfort for four. Passengers relaxed.
Never driven anything like it before.
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No doubt at all. On to a safe thing here.

GILBERN Invader

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19 VAT 69

Motor Racing Sportsman of the Year

being the first driver to pass **69** points during the 1969 season in all World Championship events and three major British races, (scoring as for World Championship, but points counting double) wins the VAT 69 Motor Racing award— a case of VAT 69 Scotch Whisky plus a handsome tantalus!



Wm. Sanderson & Son Ltd. have also donated 169 gns. to The Royal Automobile Club.



FORMULA D1

DUNLOP FORMULA 'D' WHEELS

give your car real personality!

Here they are—the first of a brand new series, rigorously tested to track standards, styled and built for performance and appearance.
Formula 'D', the wheels for the man who demands something extra from his car. In light alloy, or wire models, with fat-tyre versions for road holding and cornering, Formula 'D' Wheels fit most models to give that rakish, sporty look that stands out from the crowd.
Choose the Formula 'D' model to suit your taste and pocket from the list below:



FORMULA D2



FORMULA D3



FORMULA D4

FORMULA D1: Elegant, light alloy wheels finished in matt black with polished rims and chrome nuts and hub caps. Some sizes take fat tyres.
FORMULA D2: Wide steel wheels specifically designed for motorists wishing to fit high performance fat tyres.
FORMULA D3: A real breakthrough! Genuine wire wheels, with the classic sports car look, that bolt directly on to standard hubs. Wide and standard rim widths available.
FORMULA D4: Elegant styling in a wide variety of polished alloy and matt black finished centres with chrome-plated steel rims. Available in many sizes for both standard and high performance fat tyres.

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DU WD 19/1

"Paying 6/- for a spark plug is strictly for the birds"



You don't win World Championships by cutting costs. Graham Hill insisted on Autolite spark plugs because only Autolite could deliver the performance and total reliability he needed to win the biggest prize in motor racing.

(In an incredibly successful year's racing Autolite-equipped cars also won the World Manufacturers' Sports Car Championship and the British Saloon Car Championship).

If you take your driving as seriously as Graham Hill, you'll also insist on Autolite.

They cost around 6/– each.

You'll probably see other plugs offered at lower prices. But you won't see Graham Hill buying them.

Autolite

AUTOLITE MOTOR PRODUCTS LIMITED, ENFIELD, MIDDLESEX.

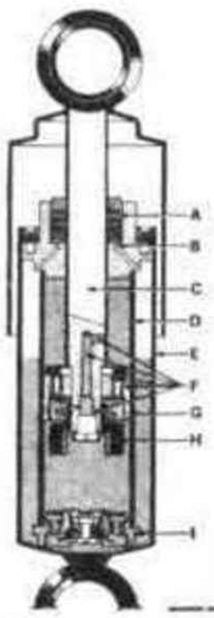


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A car fitted with Koni shock absorbers hugs the road like a lover. And it never lets go. That Koni hug is permanent—at speed, and over all types of surfaces. There is no road wheel 'lift' with Konis. No steering wheel vibration, no feeling of 'floating' at speed or sensation that the car is about to fly. With Konis you get firm road hug all the time *plus* positive steering control and a safer, more comfortable ride.

Why are Konis such great huggers? It is because every Koni is factory tuned to each specific car model to give the safe, correct damping force. And because the Koni method of construction includes a patented system of orifices, valves, springs, seal, and air release that ensure the Koni fitted car never releases its hug of the road.

Konis are made for almost every car. Available through your garage, or send coupon below to sole concessionaires.



4 WHEEL GRIP WITH

KONI

SHOCK ABSORBERS

An exploded view of a Koni shock absorber showing A. Patented seal for piston rod, B. Patented air release, C. Piston rod, D. Cylinder, E. Reservoir tube, F. Patented orifices, G. Piston, H. Patented adjusting device, I. Patented foot valve assembly.

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Tel: Crowland 316.
London Depot: Motortune Ltd., 250 Brompton Road, S W.3. Tel: 01-589 1166.

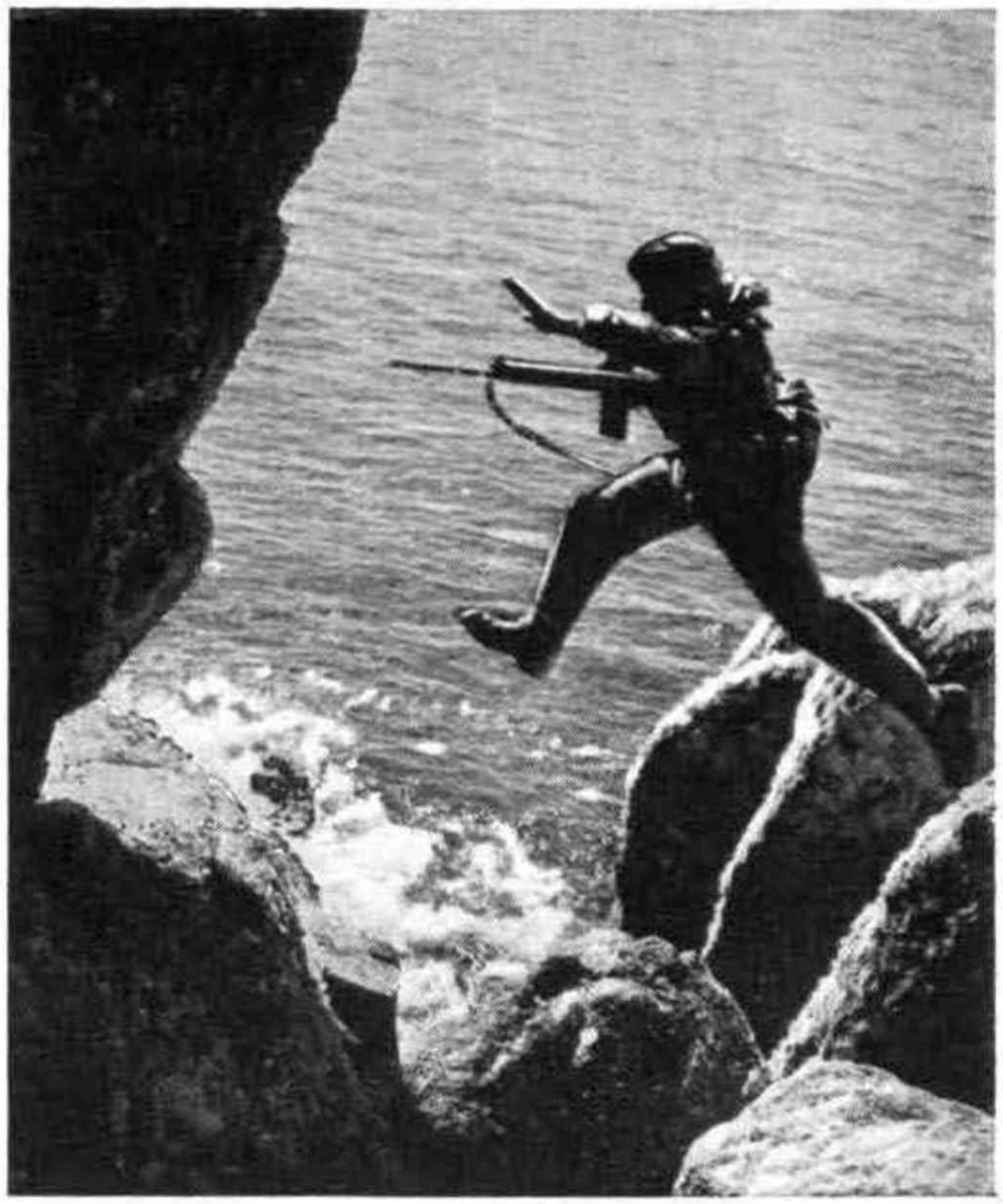
Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

Make of Car ..... Model ..... Year .....

Name .....

Address .....

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So you think you like fresh air?

As a Royal Marines Officer you'll have fresh air by the boatload. But *not* for free.

To be an officer in the Royal Marines you've got to be every inch a sea-soldier. As tough if not tougher than the Commandos under you.

When they climb, you climb. When they jump, you jump. When they assault from the sea, you go too. But there's one big difference. You go first.

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It's a high price to pay for a little fresh air and the occasional bathe on some far-off beach.

Too high ? Only you can say. But if you like a challenge, send now for further details.

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My educational qualifications are/will be: .....

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University Cadetships ☐ Graduate Entry ☐ (*Tick which*).

RM
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There's no substitute for the Motorola in-car sound.

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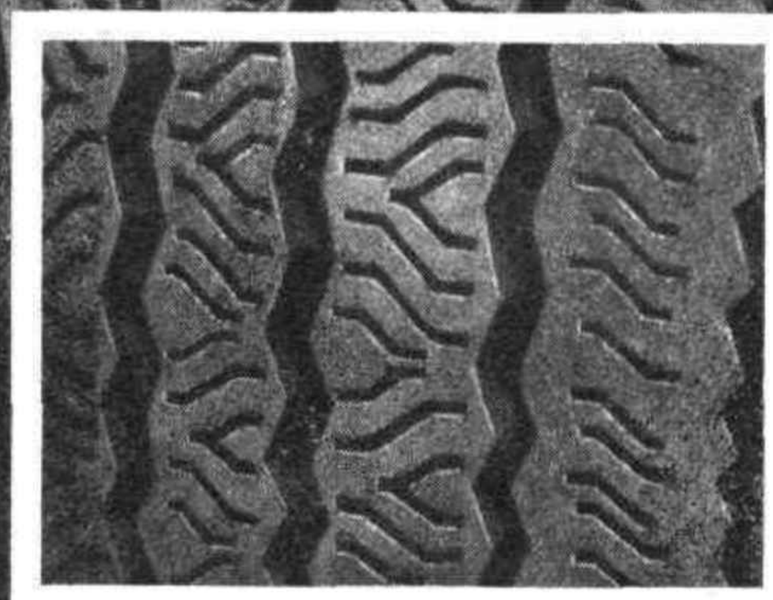
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Can you live without them

INDIA

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You compute your pilot's course. Control the sonar. Pinpoint the target. And direct the torpedo strike at the crucial moment of attack.

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Besides being a flier, you're a Naval Officer. That means travel. Good company. The sea life. And excellent prospects (As a married Lieutenant of 25, fully qualified as an Observer, you could earn up to £2,550 a year.)

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You can serve for 8 years—with tax-free gratuity of £1,875; 12 years—with tax-free gratuity of £5,000, or 16 years (or to age 38) with a pensionable commission. You must be over 17 and under 26, with at least 5 'O' levels (including Maths and English Lang.) or equivalent.

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Name

Address

Date of birth

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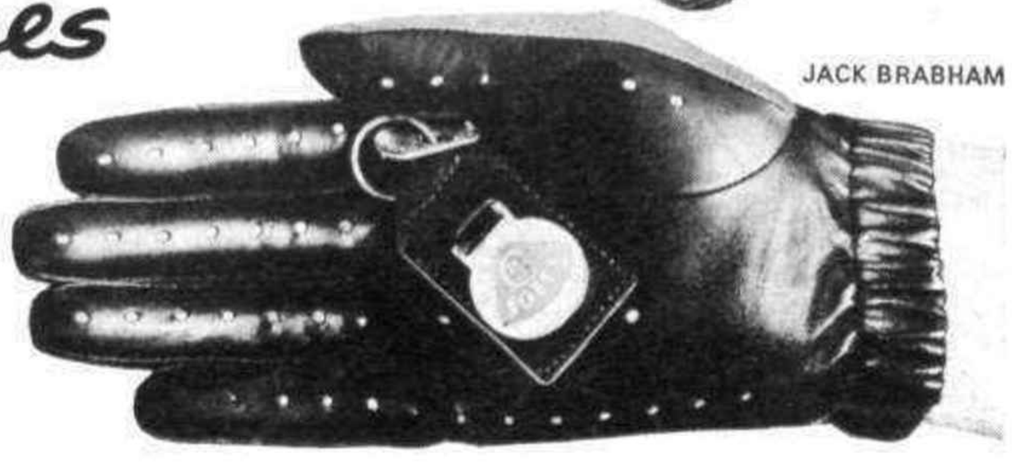
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12v.46 a.h.	,,	6.	2.	0.
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THE HYDRAULIC Epco MINOR

MOTOR SHOW STAND NO. 437



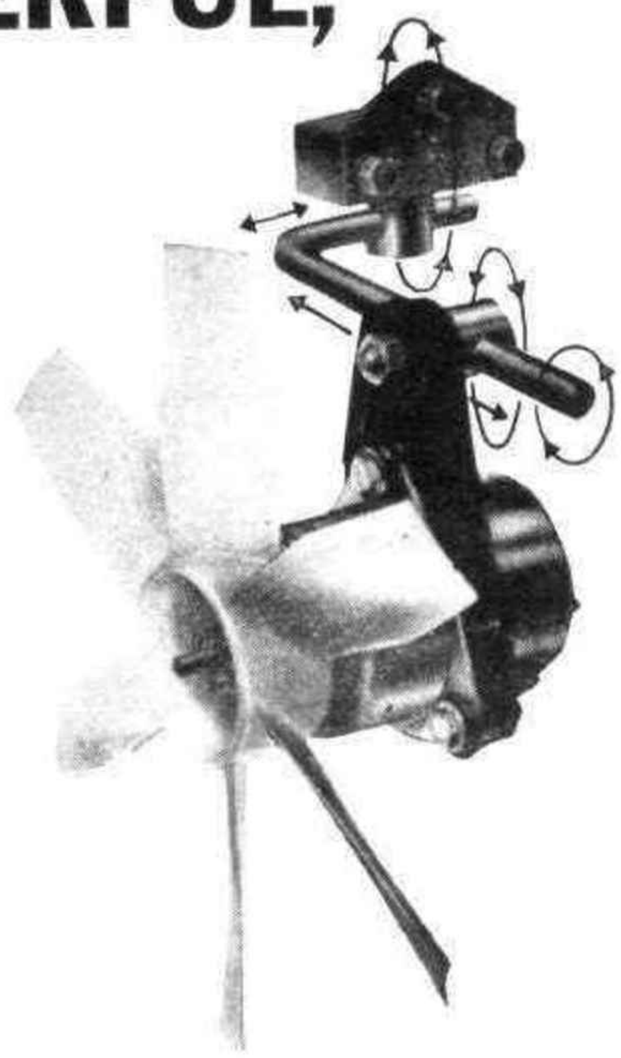
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HOW TO GET A MORE POWERFUL, MORE ECONOMICAL CAR *by keeping the one you've got!*



Being a keen motorist you obviously know that the ordinary engine cooling fan is not one of the most efficient parts of a car. To give two examples:
1. In traffic, when the engine is operating at low revs and needs *maximum cooling*, the ordinary fan draws a very weak flow of cool air through the radiator. This causes overheating and increases petrol consumption.
2. At speed, with the engine at high revs, the ordinary fan draws a hurricane of air through the radiator though sufficient air is also being forced through the radiator by the car's speed. This excess of cool air causes overcooling, power loss, and increases petrol consumption.
The Kenlowe 'Thermomatic' Engine Cooling Fan works on a more advanced engineering principle than the ordinary fan. Fully automatic, it is electrically driven and is controlled by a thermostatic switch in the engine cooling system. When the engine temperature rises to 87°C the Kenlowe Fan cuts in automatically, reducing temperature to 84°C when the Fan cuts out. Special settings are manufactured to suit individual models of car. On a normal 200 miles journey the Kenlow Fan cuts in approximately 5 times only!
With a Kenlowe Fan the engine has more power for actual road performance. This is brought about because removal of a power-absorbing unit can only transfer that extra power to the road wheels and so increase engine r.p.m. for a given throttle opening. If extra performance is not required then the same performance as previously obtained will be available at a smaller throttle opening and so reduce fuel consumption—in fact it is quite normal to get up to an extra 3.5 to 4.5 miles from every gallon!
The Kenlowe also raises interior heater output, eliminates fan noise, needs no maintenance and doubles fan belt life.
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The Kenlowe Fan is obtainable through garages, service stations and accessory depots, or direct from the manufacturers.
The Kenlowe Fan has been tested and approved by the Autocar, the Motor, Hot Car, etc. Fitted as standard equipment on Alvis, Bristol 409, Facel Vega, Ford G.T.40, Gordon Keeble, Lotus, Saab Sonett, Savage, etc.

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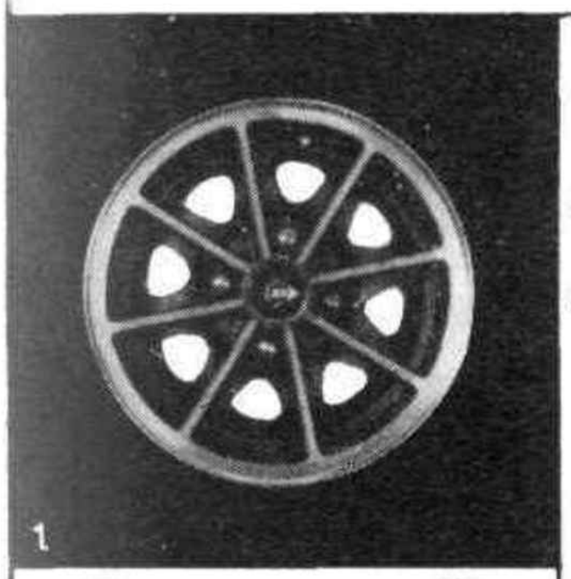
meet the long one

It's the new 'extended tip' spark plug. The switch-on-and-away plug that penetrates deeper into the cylinder.
The result? Closer contact with the mixture. More efficient sparking. More powerful self cleaning. Better all round performance. And, as a bonus, all the well known advantages of AC Fire Ring design. So help yourself to more of the switch-on-and-away feeling you really go for. Get a set of our new 'extended tip' spark plugs today.

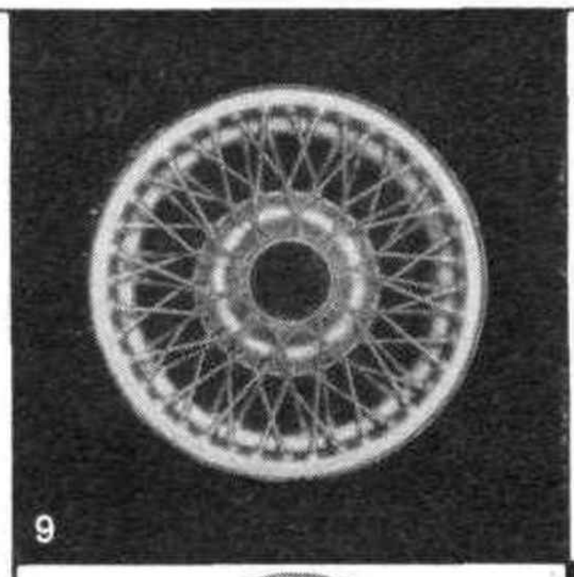
AC 'extended tip' FIRE RING spark plugs

AC-DELCO DIVISION OF GENERAL MOTORS LTD DUNSTABLE BEDS

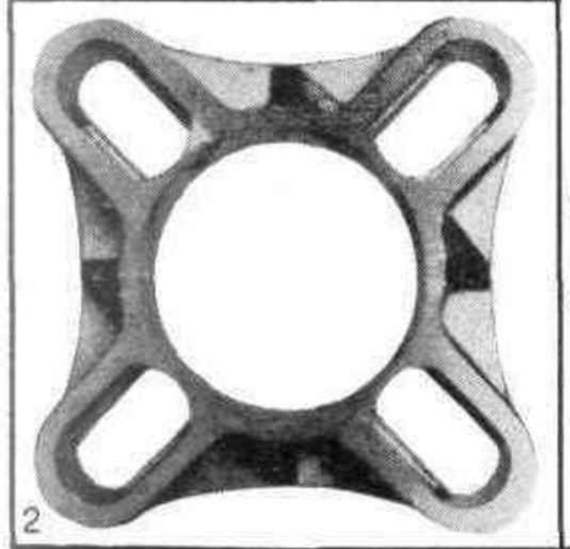
GT Wheels & Accessories Limited

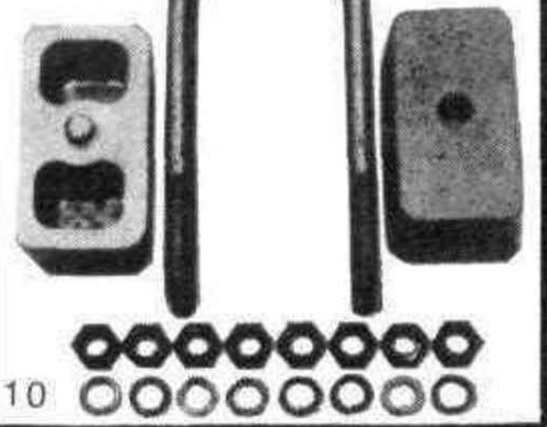

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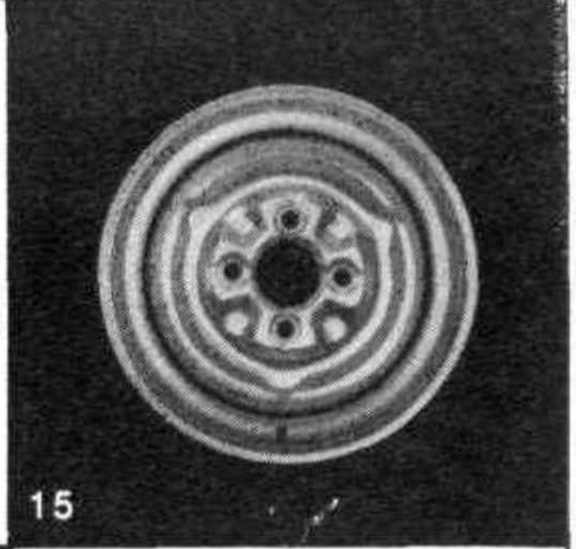
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8 VW 5 stud spacer £4 19 6
9 4½J x 13″ Wire wheel £7 10 0
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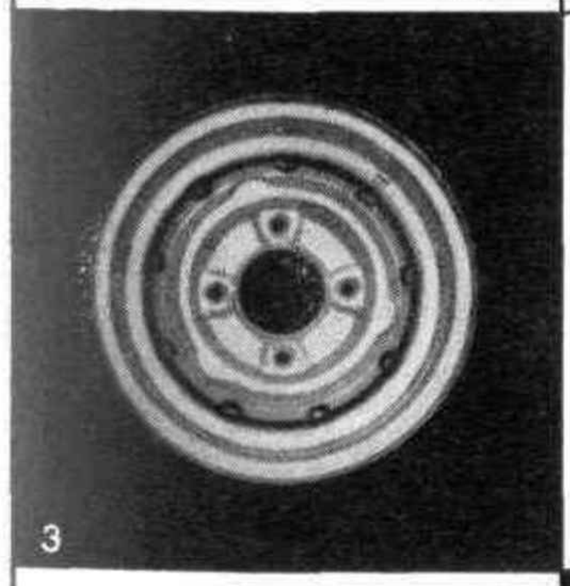

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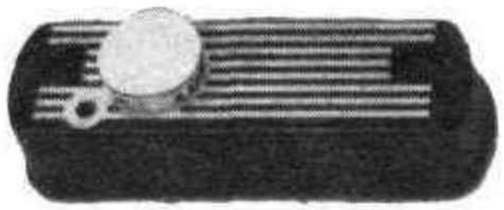

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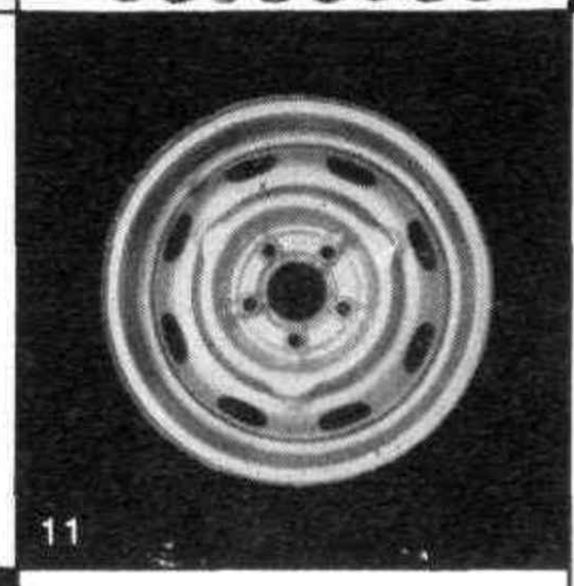

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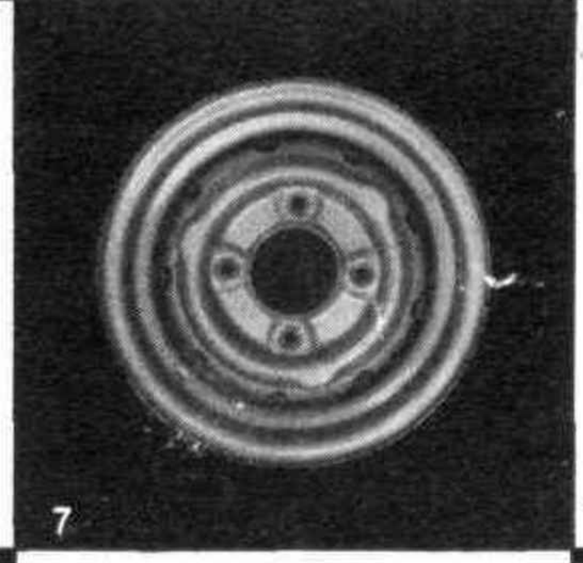

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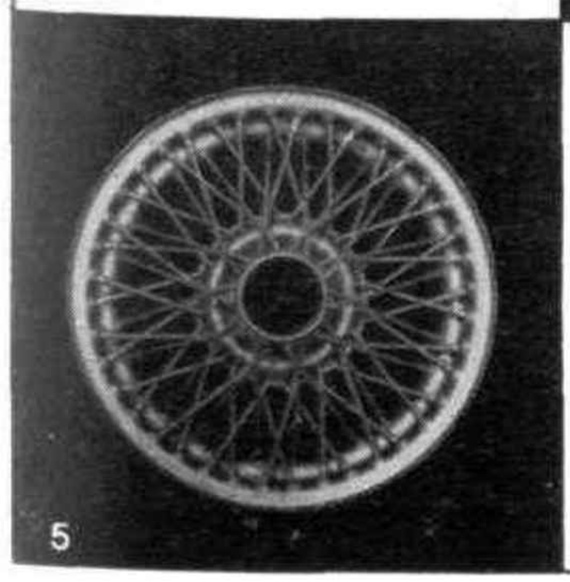
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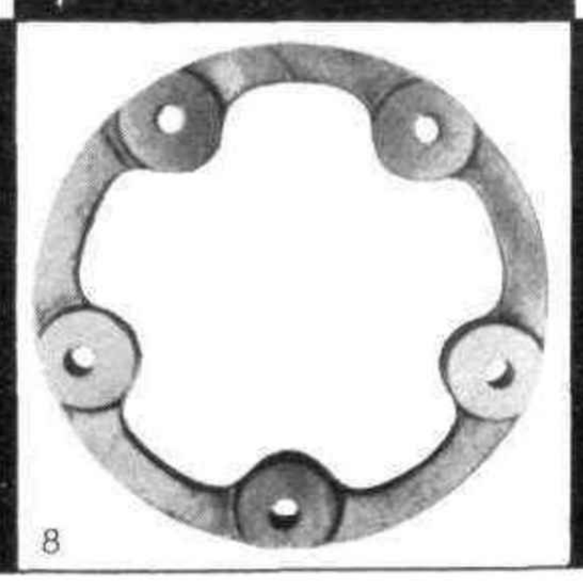
for further details & comprehensive price list contact
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Eaton Bray
Bedfordshire
tel Eaton Bray 671

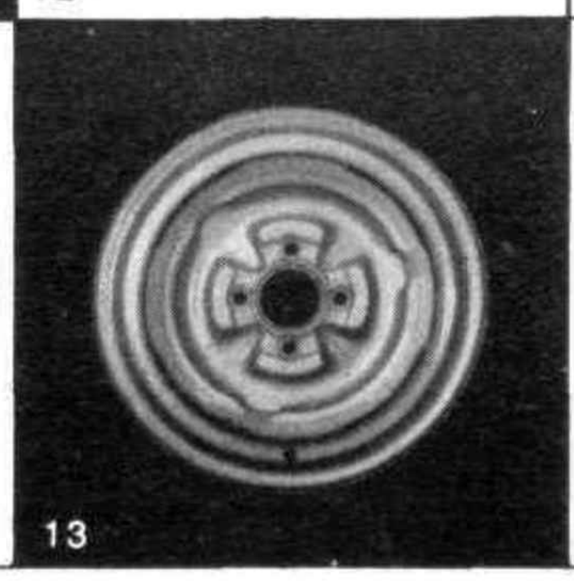

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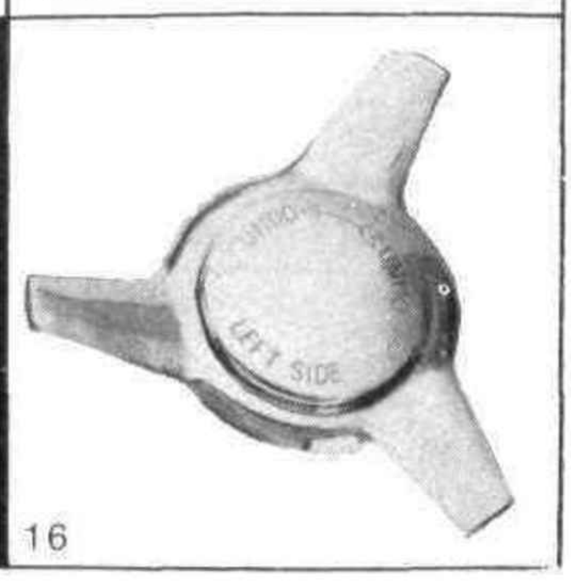

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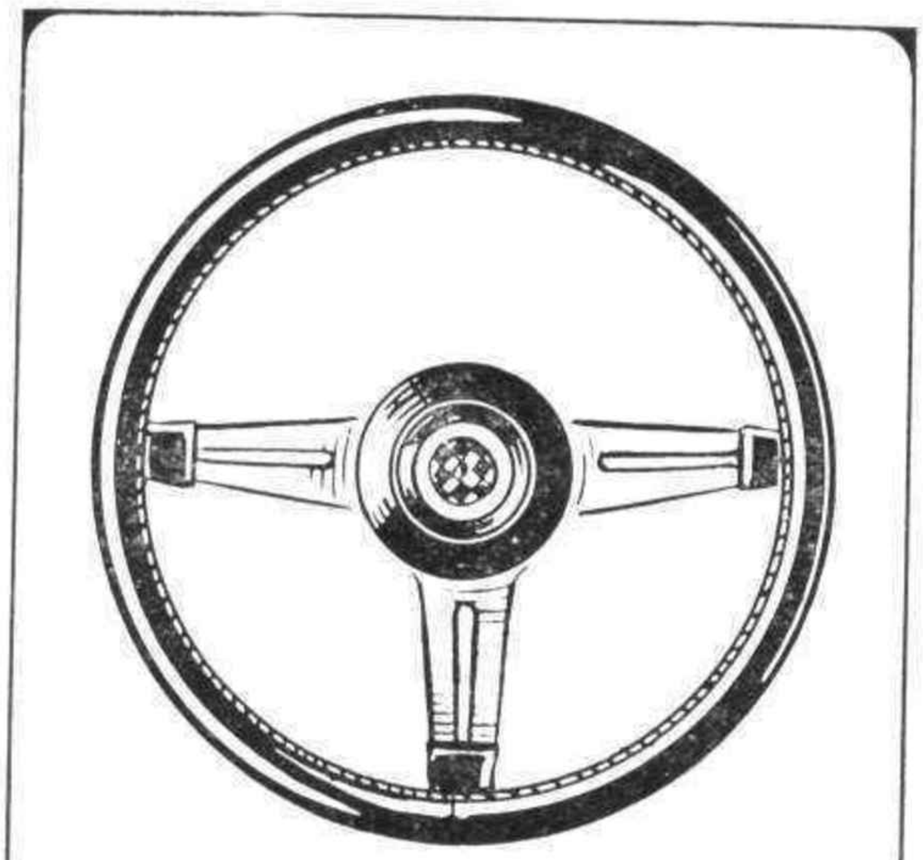

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8


13



16



If Standard-Triumph, Matra, Jack Brabham, Simca, Bruce McLaren, T.V.R., Gilbern, and Jackie Stewart all choose **FORMULA** steering wheels as original equipment, shouldn't you be selling them?

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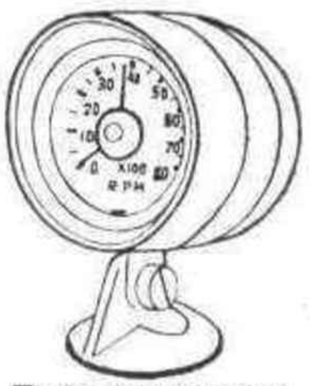
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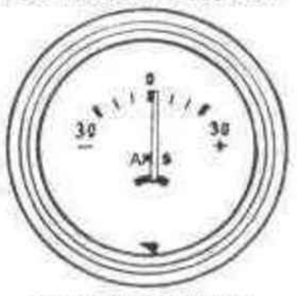
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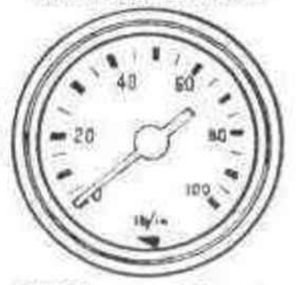
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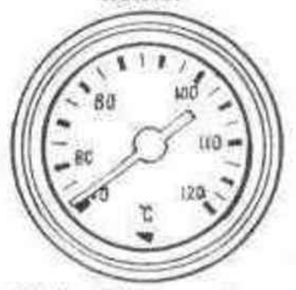
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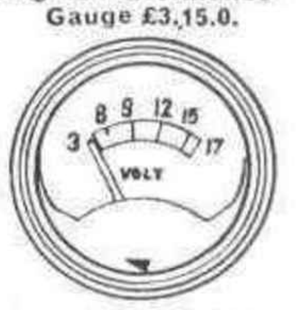
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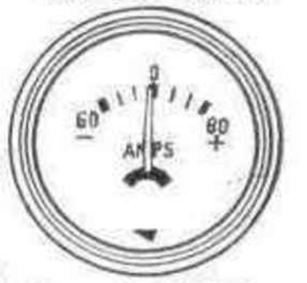
Water Temperature Gauge £3.9.0.



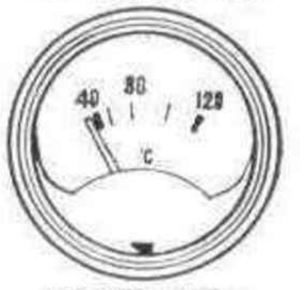
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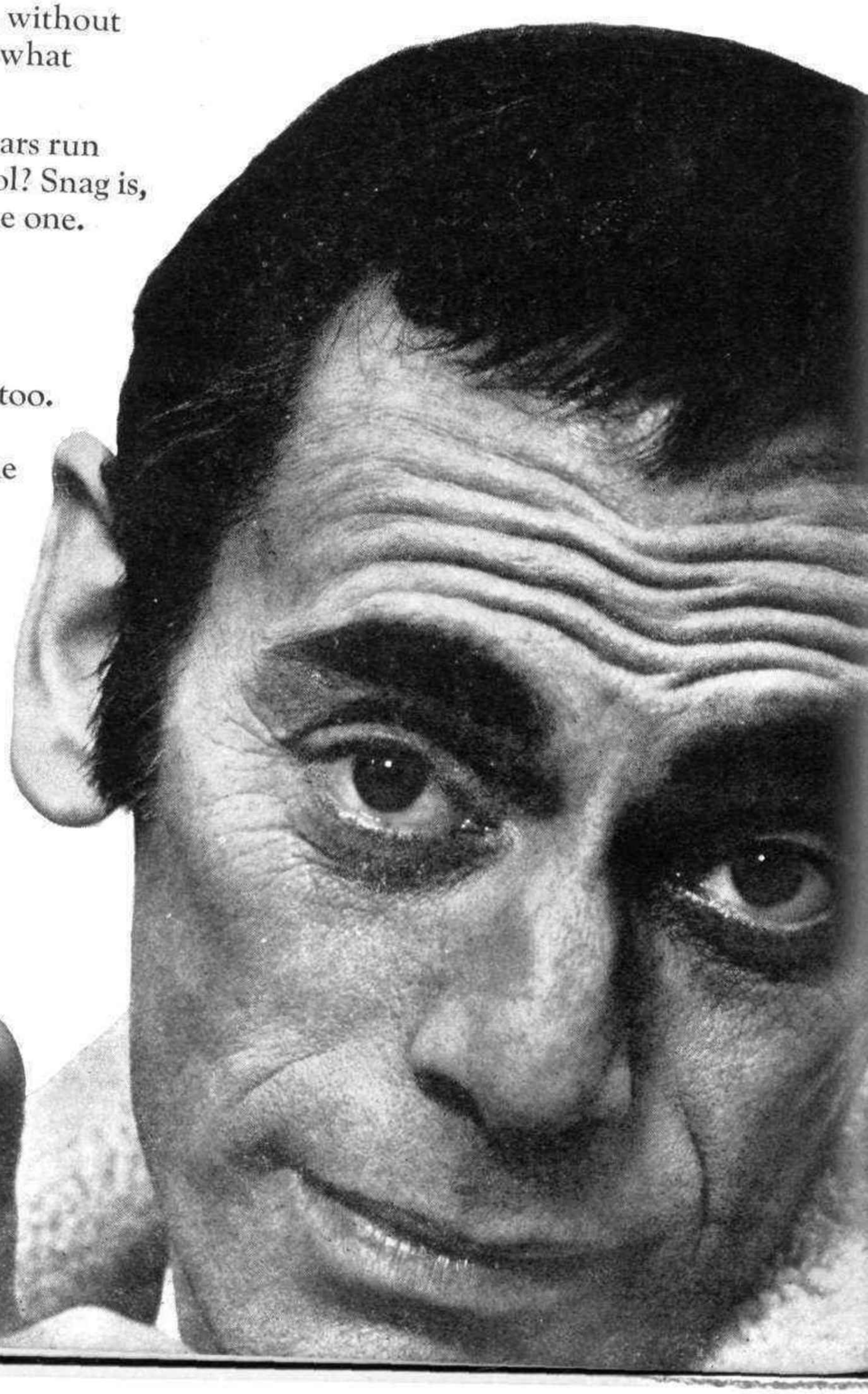
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MOTOR SPORT

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

VOL XLV No. 9 SEPTEMBER 1969

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FRONT COVER PICTURE : HIGH FLYER.—While winning the German Grand Prix and soundly beating Stewart, the Belgian driver Ickx drove his Brabham in this forceful manner, leaving the ground at numerous parts of the Nürburgring.

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MATTERS OF MOMENT

■ MEN ON THE MOON

Only now are we able to offer congratulations to America on her stupendous achievement, because at the time when her lunar space-craft was making its scheduled landing on the moon the previous issue of MOTOR SPORT was on the printing presses.

Words like incredible, fantastic, stupendous, are inadequate, as a measure of this massive step forward in human accomplishment. We can but offer our most sincere congratulations to all concerned, from the astronauts downwards . . . . .

One item about this moon-landing is comforting. During B.B.C. radio coverage of this momentous event one of the experts assembled in the studio was asked to assess the risks to which the astronauts were exposed. His reply was that they were not so great as those taken in the more sophisticated sports, such as motor-car racing. So we are still in business . . . . .

Because, although we deplore over-emphasis on hazards and danger, there is spice in risks fearlessly faced and overcome, whether human or involving technical advancement. And that is largely what motor racing is all about.

■ WHEN ARE WE GOING TO REBEL?

A party was staged the other day in London to celebrate the opening of the University Motors/Downton Improved Performance Pit, which means that the well-known B.M.C. agent has become the first leading distributor to market performance conversions. This interests us, for conversion kits are very big business these days and those by Downton are particularly interesting because Daniel Richmond who makes them admits that he has always considered flexibility, economy and refinement to be more important objectives than mere performance when it comes to bettering the qualities of the cars he tunes. On the economy score, we must remember to ask him whether he could convert a Mini into our oft-expressed ideal of a "60/60" small car—one capable of a top speed of 60 m.p.h. with a regular fuel consumption of 60 m.p.g. ?

That apart, and appreciation of Richmond's acknowledgement of the help and inspiration the motoring Press has given him, and a smile at his reference to a conversion job he did on an M.G. 1100 in 1962 which, he said, was almost exactly as good as a modern M.G. 1300 Mk. II from the factory, the thing which caught our attention was the fine fighting speech made at this assembly by Mr. M. H. G. Bradstock, Chairman of University Motors.

Leaving out those parts concerned with the marketing by his Company of Downton products and Downton-converted cars, Mr Bradstock, after remarking that improved fuel economy from the Downton M.G.-C can equate to something over 25% and reminding his audience that this is not to be sneezed at when petrol now carries a higher tax in relation to its basic cost than any other commodity sold in this country, had this to say:—

'I must admit that the present state of the Motor Industry is hardly conducive to launching new ventures of this sort. It always seems illogical to me that successive Chancellors have used us and the car manufacturers as their favourite milch cows. A car has an extraordinarily low import content—it is about £5 12s. 6d. I believe—and an extraordinarily high export record. Nevertheless, the Chancellor has, since 1964, thrown the book at us every year to a point where it very much looks as though this year he will hold down sales to the home market to a figure of about 950,000 motor cars which, believe it or not, will be the lowest figure since 1961.

"Since 1964 we have had to cope with three changes in the rate of Purchase Tax, eight alterations in hire purchase regulations, and three doses of S.E.T. The retail side of the Industry now pays £45.8 million in S.E.T. every year. In these circumstances, it is hardly surprising that one reads of old-established and respected motor traders in financial trouble, or that we have to increase our charges to the public which, in its turn, leads to less service being carried out on motor cars and, therefore, less safe motor cars on the road.

"The present cost of money, and stocks of motor cars use a lot of it very quickly, coupled with the deliberate brake which has been placed on home market consumption of motor cars will mean, in my view, that there will be other companies joining Rootes in short time working by the autumn of this year, or perhaps even earlier. This will be a poor reward for the manufacturers who have flogged themselves half to death increasing their export of motor cars by 16.3% by numbers and no less than 25.8% by value.

Continued on next page

Motor Sport Fixture List For September

★ **Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list.** ★
C. = Closed Event. C.I. = Closed Invitation Event. R. = Restricted Event. N.B. = National British. N.O. = National Open. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Sept. 6th	B.R.S.C.C. (N.)	Rufforth Circuit	York	Race Meeting (*R.*)	14.00
Sept. 6th	S.U.N.B.A.C.	Silverstone Circuit	Towcester	Race Meeting (*R.*)	13.00
Sept. 6th	Aintree C.C.	Aintree Circuit	Liverpool	Race Meeting (*R.*)	14.00
Sept. 6th	Ulster A.C.	Bishops Court Airfield	Downpatrick, Co. Down	Race Meeting (*R.*)	14.15
Sept. 6/7th	Stockton & Dist. M.C.	Scotch Corner Garages Ltd.	Scotch Corner	Stocktonian Rally (*R.*)	23.01
Sept. 6/7th	Teify Valley M.C.	Mart Ground	Newcastle Emlyn	Cilwendeg Rally (*R.*)	22.30
Sept. 7th	**A.C. Milan**	**Monza**	**Monza**	**Italian Grand Prix (INT.)**	**15.00**
Sept. 7th	**A.D.A.C.**	**Nurburgring**	**Blankenheim**	**500 Kilometres**	**13.00**
Sept. 7th	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*N.O.*)	11.00
Sept. 7th	T.E.A.C.	Lydden Circuit	Canterbury	Race Meeting (*R.*)	14.00
Sept. 7th	B.A.R.C.	Brands Hatch	Fawkham, Dartford	Race Meeting (*C.*)	14.30
Sept. 7th	Lancashire A.C.	Baitings Dam	Ripponden	Hill-Climb (*R.*)	13.30
Sept. 7th	Scottish M.R.C.	Ingliston	Edinburgh	Race Meeting (*C.*)	14.30
Sept. 7th	Alvis O.C.	Bush House	Penicuik, Midlothian	Scottish Alvis Day	11.30
Sept. 13th	B.A.R.C.	Crystal Palace	Sydenham, S.E.19	Race Meeting (*N.B.*)	14.00
Sept. 13th	V.S.C.C.	Thruxton	Andover	Race Meeting (*C.*)	13.00
Sept. 13th	M.G. C.C. (S.W.)	Castle Combe	Chippenham	Race Meeting (*C.*)	12.30
Sept. 13/14th	**A.S.A. d'Albi**	**Albi**	**Albi**	**Race Meetings (INT.)**	—
Sept. 13/14th	Irish M.R.C.	Phoenix Park	Dublin	Race Meetings (*N.O.*)	13.30
Sept. 13/14th	Owen Organisation M.C.	Charles Clark Service Dept.	Wolverhampton	AGBO Rally (*R.*)	21.01
Sept. 13/14th	Exeter M.C.	P. Pike & Co. Ltd.	Exeter	Rally of the Moors (*R.*)	22.31
Sept. 14th	**S.C.C.A.**	**Bridgehampton**	**New York, U.S.A.**	**Can-Am (INT.)**	—
Sept. 14th	B.A.R.C. (Yorks.)	Harewood	Leeds	Hill-Climb (*N.B.*)	13.00
Sept. 14th	Maidstone & Mid-Kent M.C.	Brands Hatch Circuit	Fawkham, Dartford	Race Meeting (*R.*)	14.30
Sept. 14th	Nottingham S.C.C.	Mallory Park Circuit	Kirkby Mallory	Race Meeting (*R.*)	14.30
Sept. 14th	B.R.S.C.C. (Scottish)	Croft Autodrome	Darlington	Race Meeting (*R.*)	14.30
Sept. 14th	Daimler & Lanchester O.C.	Bolton Abbey	Skipton	Northern Rally	12.00
Sept. 20th	**C.A.S.C.**	**Mosport**	**Toronto**	**Canadian Grand Prix (INT.)**	**14.30**
Sept. 20th	B.A.R.C. (N.W.)	Oulton Park Circuit	Tarporley	Race Meeting (*N.O.*)	14.00
Sept. 20th	M.G. C.C.	Silverstone Circuit	Towcester	Race Meeting (*R.*)	13.30
Sept. 20th/21st	Lincoln & Dist. M.C. & L.C.C.	Gilbert & Son Ltd.	Lincoln	Bruce Robinson Rally (*R.*)	22.30
Sept. 21st	B.R.S.C.C. (E. Anglia)	Snetterton Circuit	Thetford	Race Meeting (*R.*)	14.30
Sept. 21st	B.A.R.C.	Thruxton Circuit	Andover	Race Meeting (*C.*)	14.15
Sept. 21st	Seven-Fifty M.C.	Lydden Hill Circuit	Canterbury	Race Meeting (*R.*)	13.30
Sept. 21st	Munster M.C. & C.C.	Mondello Park	Naas, Co. Kildare	Race Meeting	14.00
Sept. 21st	Riley M.C.	Hemerdon	Plympton	Hill-Climb (*C.*)	14.00
Sept. 28th	**S.C.C.A.**	**Irish Hills**	**Michigan**	**Can-Am (INT.)**	—
Sept. 28th	**B.R.S.C.C. (N.)**	**Cadwell Park Circuit**	**Louth**	**Race Meeting (INT.)**	**13.30**
Sept. 28th	B.R.S.C.C.	Brands Hatch Circuit	Fawkham, Dartford	Race Meeting (*N.B.*)	14.30
Sept. 28th	B.A.R.C. (Yorks.)	Olivers Mount	Scarborough	Hill-Climb (*N.B.*)	13.30
Sept. 28th	B.A.R.C.	Silverstone Circuit	Towcester	Race Meeting (*C.*)	14.30
Oct. 4th	B.A.R.C. (N.W.)	Oulton Park	Tarporley	Race Meeting (*R.*)	14.00
Oct. 4th	B.R.S.C.C. (S.W.)	Castle Combe	Chippenham	Race Meeting (*C.*)	14.30
Oct. 5th	**S.C.C.A.**	**Watkins Glen**	**New York, U.S.A.**	**U.S. Grand Prix (INT.)**	**14.30**
Oct. 5th	B.R.S.C.C. (E. Anglia)	Snetterton Circuit	Thetford	Race Meeting (*C.*)	14.30

MATTERS OF MOMENT—continued from page 953

"The heavy handed treatment that we have had from the Chancellor is having many other ill effects on the Industry; our profitability both on the manufacturing and on the retailing side has fallen to levels which make re-equipment, certainly on the retail side, a difficult undertaking. The relatively greater profitability of other forms of retailing has meant that the motor trader is increasingly being forced out of the market place to sell his wares. Luckily, we have an essentially mobile clientele and so I think our customers will still be able to get to us, but we are going to have to do a lot more to help them get to public transport when they have left their cars with us.

"Our wretched customers are as badly off as we are. They are stopped from buying one of their most cherished possessions—the motor-car. Less and less can they afford to service it; the roads on which they drive become more and more crowded; the regulations surrounding the use of the car grow more numerous each day and on top of everything the spirit which is necessary to make their cars run goes up in price regularly every Budget, and sometimes in between as well, although its basic price has actually gone down since the war. One really wonders when they are going to rebel.

"This Industry is at one and the same time the Chancellor's greatest exporter and his greatest unpaid collector of taxes and yet he treats us almost as miscreants. It should be said in clear terms that if he comes to this particular well very much more often he could easily find it dry."

There will hardly be a car user in this country not in full agreement with the context of this fighting speech. Motorists pay astronomical sums in taxation; they are fined in millions for mainly non-criminal offences, many of which are the result of our out-dated road system. Recent figures show that we paid £1,564,000,000 last year in motor vehicle taxation and were fined to the extent of £7,883,963 for minor offences.

Motoring is big business indeed for the Chancellor but a pretty poor business for the Industry and the ordinary car owner and driver. When we stop we are harassed by Wardens, when we move we do so under the observation of Radar-eyes and police patrols. Even those who believe in keeping strictly within the law while driving can inadvertently commit offences. We have to face roads strewn with flints until the resemble sea beaches, which can damage tyres, now subject to inspec tion for cuts, injure motorcyclists, and smash windscreens with th strong possibility of an accident. We are supposed to obey a multitud of varying speed-limits, drive over any gulley a builder likes to di across a road, crawl behind overloaded commercials and fit safety belt whether we wear them or not. We are obliged to submit any bu brand-new cars to M.o.T. inspections and pay a fee whether they pas or not. We . . . but why go on?

You are aware of all these iniquities, even if the amount motorists pa in taxation comes as a fresh shock. Those who regard police traps a a contribution to road safety must surely ask themselves why the encounter a growing number of radar-traps but seldom or never see a single policeman apprehending lightless bicycles on dark rainy night or pulling up commercials which obliterate the view ahead with cloud of obnoxious unburnt diesel smoke?

All in all, we as motorists are getting a raw deal unparalleled in the long history of human oppression and exploitation. The Government will go on grabbing the motorists' money. The golden eggs will continue to be laid. But it is high time that one of the largest and most outrageously-taxed sections of the community took steps to get much better value in return. As Mr. Bradstock said, when are we going to rebel?

POLICE DRIVING METHODS

Sir,

I wonder if we could hear from P/C. Donald Gray of Bristol, who some months ago expounded the theory that only police drivers could drive fast safely, regarding the accident on the M1 whereby four expensive police cars were written off because the drivers, in good visibility, ignored warning signs of an obstruction which had existed for several weeks?

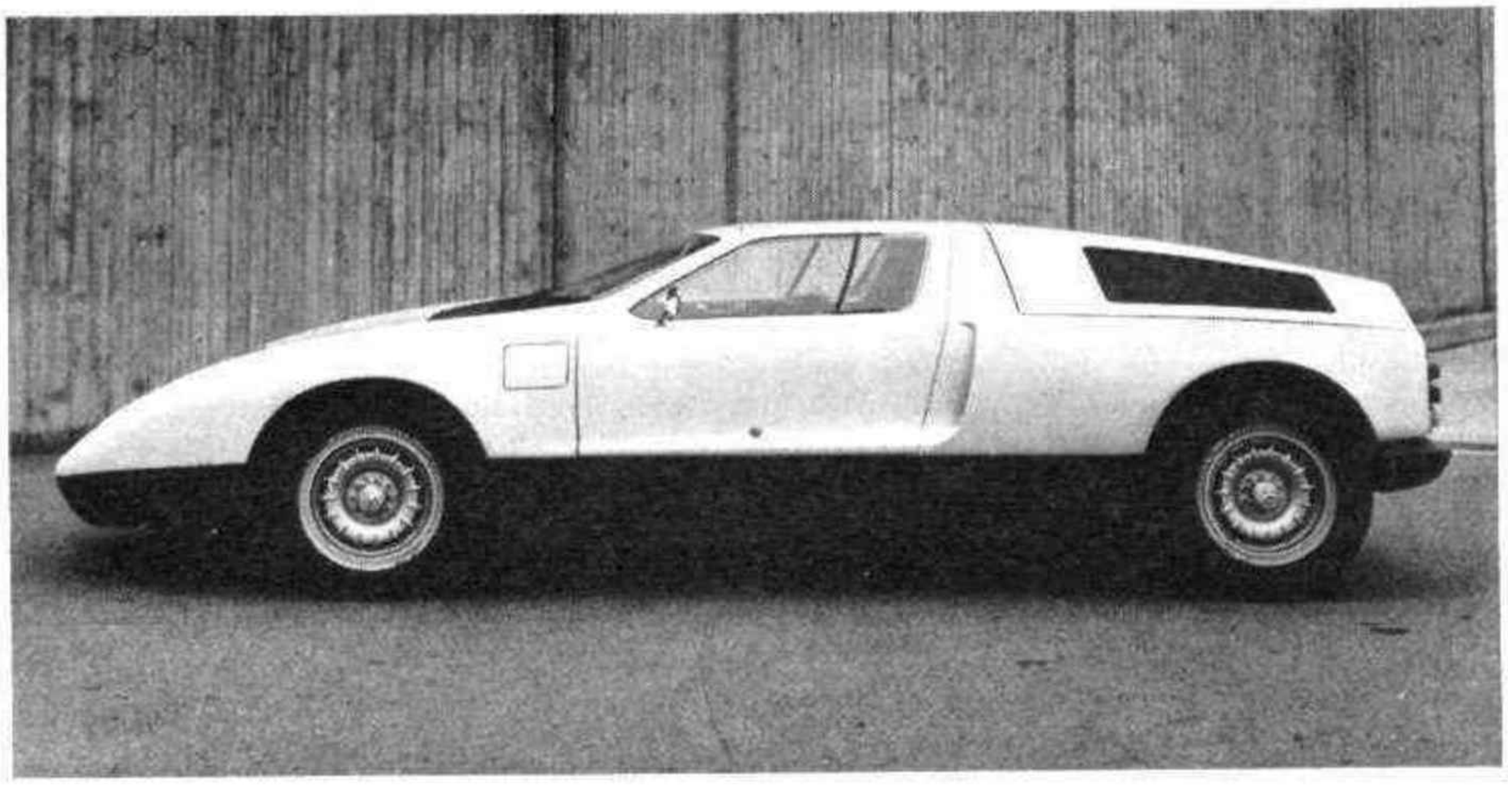
I note that no action is contemplated against the drivers, which is surprising in view of the Police Authorities' hysterical outburst about madmen drivers when a similar shunt occurred in bad visibility a few months ago. This resulted in about 30 prosecutions.

Before the 70-m.p.h. limit was imposed I used to do about two trips a week along the M1 at rather over 100 m.p.h. where possible without involving anyone or myself in mishaps, and this reinforces my opinion that one can learn almost as much in 35 years of intelligent motoring as from six weeks at a Police Driving College.

"CURIOUS."

[Name and address supplied.—ED.]

THE WANKEL MERCEDES-BENZ



MID-ENGINED MERCEDES-BENZ.—The sleek lines of the C-one-eleven Wankel-engined car are evident in this side view. The louvres on the side of the tail allow the egress of hot air.

IN THE spring there was a great rustling in Europe, and in other parts of the world, when the mighty Daimler-Benz empire let it be known that they had developed a three-rotor Wankel engine for use in a Mercedes-Benz sports coupé. Had any lesser firm made such an announcement it would have been met with mild curiosity, but when Daimler-Benz do something everyone takes it seriously, for they are serious people. As if the advent of a Daimler-Benz Wankel-motor was not enough, there was the added interest that it was installed in a sports coupé of classic lines and the car was mid-engined. Now a mid-engined coupé is nothing to get excited about, for this is the layout that is universal in sports-car racing today, and firms like Matra, Lotus, Ferrari, Porsche and Lamborghini are in production with such cars; for Daimler-Benz to show signs of manufacturing such a car is another matter, rather as if Jaguar had announced a V12-cylinder car with a Lamborghini Miura layout. Powerful engineering empires are really very conservative in what they let out to the public gaze, even though they may be very advanced in their experimental departments, so we can rest assured that the mid-engined Wankel-Mercedes-Benz is not just a flight of fancy or a publicity stunt, it is a serious project. Since the gull-wing 300SL there has not been a true sports car from Daimler-Benz, although they have always offered open roadsters, like the present 280SL, so many people have felt for some time that a successor to the 300SL has been long overdue. Mind you, when a firm markets a vast limousine, more advanced technically than any other car, which does well over 120 m.p.h., with handling to match, and a compact five-seater saloon good for well over 130 m.p.h., there seems little point in making a sports car. Any sports car they do produce would have to be exceptional, in the GT40 Ford or Lola-Chevrolet category of performance and handling, and this is what it looks as if they have done with their new model, the C111.



GULL-WING.—The C111 has gull-wing doors, following the traditions of the 300SL. Headlamps are under flaps on the nose, each side of the grille that forms a radiator air exit. The scoop by the rear of the door takes air into the three-rotor Wankel engine.

The Wankel engine has been in existence for many years, N.S.U. and Curtiss-Wright being the first to start serious development on it as a replacement for the normal piston engine. N.S.U. went straight to the heart of the matter and built a single rotor unit of very small proportions which they put in the rear of a Sport-Prinz open two-seater, while Curtiss-Wright concentrated on large diameter stationary engines for industrial purposes. Basically the engine of Felix Wankel, a German engineer, is a triangular rotor revolving in a specially shaped barrel, the corners or edges of the triangle rubbing against the casing at various points thus forming ever-changing wedge-shaped spaces, which are the combustion spaces for a normal four-stroke Otto cycle, inlet and exhaust ports being covered and uncovered by the rotor as it goes round. When the compressed fuel/air mixture is fired the power released pushes the rotor on round in its path, the other lobes continuing the process of the Otto cycle. After some early troubles with lubrication and gas sealing, N.S.U. had their engine so perfected that they went into full-scale production with a twin-rotor version in the current Ro 80 saloon. The little single-rotor Prinz two-seater did a lot to overcome initial cautiousness on the part of the public, and few people who drove the Prinz found any complaints about the Wankel engine.

Meanwhile, N.S.U. and Wankel had offered the engine patents for sale under licence and Mazda in Japan and Daimler-Benz in Germany took up the offer. The Japanese were very quick on development, having no engineering traditions to risk if anything went wrong, and the twin-Rotor Mazda 110 coupé was soon on the market, and MOTOR SPORT was very enthusiastic about it when they road tested it. At the Spa 24-hour race in July two Mazda Wankel-engined saloons finished fifth and sixth, creating a tremendous impression by their speed and reliability, to say nothing of the noise from the open exhausts. Now with Daimler-Benz releasing full details of their Wankel-engined car and exhibiting one at the Frankfurt Motor Show this month, it must be accepted that the Wankel engine has really arrived, as also has the mid-engined two seater sports car.

The first car that Daimler-Benz built was essentially a test chassis for the engine, but it is interesting that it was modelled very much on present-day sports/prototype racing practice, using wide-tread racing Dunlop tyres. A rough and sketchy coupé body was built on to the platform chassis frame and the car was known as the C101 prototype, various photographs of it on test at Hockenheim being released. The second car was much nearer a road-going version, but still a long way off a pre-production prototype, and it is this car that is featured in the accompanying photographs. By the Frankfurt Motor Show a third one will be in existence. At the moment the car is an experimental probe to test public reaction and will no doubt go into limited production as did the gull-wing 300SL in its day, while more than likely it will form a test vehicle for the Wankel engine before it appears in production saloons, in the way N.S.U. did with the Sport-Prinz. As Porsche found out some years ago, model designation with a zero in the middle of a number, as far as serious production is concerned, is patented by Peugeot, so the Wankel Mercedes-Benz is now known as the C111 or C-one-eleven.

Continued on page 958

Continental Notes

THE long-distance sports car racing scene this year has been increasingly dominated by Porsche, both as regards new models and development and weight of numbers, for at each stage of their racing programme they have sold their own team cars to private owners and private teams, always trying to ensure that they went where they would do the most good. There are now so many racing Porsches on the circuits that it is interesting to recap on the models and some of their differences. The new face of Porsche really began with the 9-series which started with the first of the road-going flat-six-cylinder 2-litre-engined cars, which saw the light of day in 1964. This started life as the 901, but before it went into production and general sale Peugeot coughed discreetly and tapped their patent papers and the 901 was changed to 911. It was not necessary for the racing models. Meanwhile the racing/sports car development had continued on from the RS and RSK and the 904 coupé was introduced for racing, with the old 2-litre Carrera four-cylinder o.h.c. engine. This was only an interim competition model and was soon followed by the 906 or Carrera Six as it was called, and this went into quite large production, over 100 being built. The 906 is still a fair proposition for a beginner, having the racing version of the flat-six-cylinder 2-litre engine with double o.h.c. valve gear and a vertical cooling fan driven by a belt, as on the 911 series. The 906 is a very low coupé with flimsy gull-wing doors and a long tapering tail with a large perspex rear window over the power unit. The wheels are of the bolt-on type as used on the 911, and the cockpit has left-hand steering.

The 910 next appeared on the scene, being a new car using the 906 power unit. This was also a left-side steering coupé, more chunky than the 906, with smaller wheels of the centre-lock type, held on by a single large hexagonal taper nut. The doors are hinged at the front and do not run up into the roof line, but there is a detachable panel that clips between the top of the windscreen and the back of the cockpit so that the 910 can be open or closed. Cockpit size was reduced so much that big chaps like Schutz or Koch could only drive the 910 with the top panel removed. The 910 went into limited production and was homologated as a Group 4 Sports car, as was the 906 before it. The works team were now embarking on a full development-through-racing programme and produced the 907 coupé for their own use. This had a flat-eight-cylinder air-cooled engine, derived from the 1½-litre Grand Prix engine, with a horizontal cooling fan mounted above the engine and positively driven by gears and shafts. The chassis running gear followed the 910, or vice-versa, with alloy centre-lock wheels, and the coupé body had its dimensions reduced to the absolute minimum. A complete change for racing Porsches was that the 907 had right-hand steering, while the doors on this model were front-hinged, but opened up into the roof, almost to the centre-line. The rear of the body got away from the long tapering tail and sloping rear window by scolloping out the tail and fitting a vertical rear window immediately behind the driver's head, this tail treatment also featuring on the 910. The eight-cylinder engine in the 907 started as a 2-litre and was enlarged to 2.2-litres, leaving the 910 to contest the 2-litre class while the 907 went for an all-out victory.

When sports/prototypes were limited to 3-litres in 1968 Porsche were ready with the 908 (significant?) which had a brand new flat eight-cylinder engine, now with the cooling fan vertical at the front and driven by belts, in the manner of the production 911 engine. The cockpit layout followed the 907 in shape and with right-hand steering, but the tail treatment reverted to the long tapering shape like the 906. The 908 was an all-out works sports/prototype and there were long-tailed versions for fast circuits and short-tailed versions for slow circuits. As an aside Porsche were competing in European hill-climbs with a 2-litre open car, a cross between a 907 and a 908, known as the *Bergspyder* and this year the works team appeared at Sebring with open 908 models obviously derived from the hill-climb car. The 908 works cars have appeared with five different body styles, the long- and short-tailed coupé, the first Spyder with large, low perspex windscreen and a Manx tail like the hill-climb car, and the latest smoother nosed type with a wind-deflector rather than a screen, which appeared at the 1,000-kilometre race at Nürburgring, and which is claimed to be 20 k.p.h. faster by reason of a lower drag-coefficient. This improved shape has appeared with Manx tail treatment and elongated all-enveloping tail.

Finally the very controversial 917 appeared, with 4½-litre flat-12-cylinder engine, developed from the 907, with gear-driven horizont cooling fan, the body shape following the 908 coupé with right-har steering and tapering tail with an extension for use on fast circuit and sloping perspex rear window. Two of the 907 coupés were fitte with 2-litre eight-cylinder engines and sold to Italian drivers, as the National racing has a 2-litre prototype limit, and some 2.2-litr versions were sold to German private owners. After Le Mans th year Porsche officially withdrew for the rest of the season and sol off many of the 908 Spyders to private owners. The 917 was bui in a series of 25 in order to class it as a Group 4 Sports car, bu the only one sold so far was the ill-fated one to John Woolfe at L Mans. One 917 was converted into an open version, lightened an strengthened for Siffert to drive in Can-Am races, and now that th normal 917 has won the Austrian 1,000 kilometres there will n doubt be plenty of customers.

Before leaving the subject of Porsche racing the prospects for nex year are interesting, for Porsche have made an agreement with J.W Automotive Engineering and the Gulf Oil Company, who sponso J.W., to run the official team of 917 Porsches from the Slough workshops of J.W. Automotive. In 1968 it looked as though Porsch could not fail to win Le Mans, with Ferrari abstaining and Matra not ready, yet the 908 cars let them down and the J.W. Automotive GT40 Ford won. This year it was a repeat performance, a dead-cer win for Porsche on paper yet once again a victory for the J.W Automotive Ford GT40. For 1970 the two firms were combining and J.W. Automotive, sponsored by Gulf Oil, will run the works 917 Porsches. What the Porsche factory team will be up to remains to be seen.

The leading light behind J.W. Automotive is John Wyer, late of Aston Martins, and many people assume his initials to be those of the Gulf-sponsored team. J.W. Automotive is a joint affair of John Wyer and John Willment, so that J.W. can be whoever you happen to be talking to. It is Wyer who manages the Gulf Team, with the help of David Yorke, and John Horsman, and this year it was they who managed the Le Mans victory, as Wyer could not attend.

* * *

In all classes of single-seater racing Ford-based engines or Ford-financed engines have a vertical monopoly, and in every country where there is motor-racing there are Ford racing engines. Ford publicity has pushed their own Formula Ford racing and the Ford-financed Cosworth V8 has driven all opposition into the ground in Formula One Grand Prix racing. Fordsport is a word that has become accepted in motor-racing jargon and it covers all motoring activities, as well as spreading into power-boat racing. If aeroplane racing was a serious industrial proposition instead of a sport, rest assured that Fordsport would be in the air. All this competition activity stemmed from the parent firm in Detroit deciding to drop the racing embargo they drew up with the other American giants of the automobile world. Once Detroit had given the green light for competition, activity spread like wild fire, Ford (England) and Ford (Germany) doing everything possible to further the aims of Fordsport. All this was a great pain in the stomach to General Motors, who have been unofficially dickering about with racing engines, as used by Jim Hall in his Chaparral and McLaren in his Can-Am cars. It seems that G.M. have become completely sickened by European Fordsport and through Opel in Germany are starting an offensive. First signs were the neat little Opel GT coupé, with 1.1-litre or 1.9-litre engine, and now the idea of Opelsport is spreading throughout Europe. At Nürburgring there was a static Opel display and races for Opel cars, though some of the antics of the Opel saloons were pretty bad publicity. In Austria Opel had a complete range of cars touring the circuit on demonstration, and the Opel GT coupé is to be seen all over Europe in increasing numbers. Fordsport has got such a big start that the task of Opelsport is a big one, but General Motors are a big empire, so the future might prove interesting. It would be nice if British Leylandsport were to join in, but that seems unlikely on the American scale.

* * *

Back in the summer there was a great hoo-ha when the Belgian Grand Prix at Spa was cancelled. At first it seemed that the drivers were refusing to drive there, then it seemed that the manufacturers were refusing to run their cars there. While responsibility was being passed to and fro the Belgian organisers scrubbed the whole thing

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and said they would run the Grand Prix elsewhere in 1970, which was not at all what the drivers and constructors expected. Too late they realised they had been made the scapegoats for some political manoeuvring and all the shouting died down. Now the Grand Prix drivers have had a meeting and in view of some of their demands having been carried out, such as a guard-rail fence, separating the pits area from the actual circuit, and other barriers to prevent cars disappearing down a valley if they spin off, they have officially announced that they want to drive at Spa in 1970 (Hurrah!). It is now up to the constructors to agree to let their cars run there and then the Belgian organisers are going to be in difficulties, having already said they were going elsewhere. At the time I refused to believe that the drivers' boycott was unanimous, and this was so. This latest pronouncement from the G.P.D.A. is fine and it is a pity that their organisation is so badly run that one never receives any official written word from them, and false impressions are put out by an active minority.

* * *

Rallies got themselves a bad name when too much professionalism crept in and results were always accompanied by protests, some of which held up results for months on end. I lost interest in rallies when the winner was decided on the interpretation of rules and not on driving ability, and enjoyed pure racing for protests were rare indeed and the first car to receive the chequered flag was the winner. At the inaugural meeting at the new *Osterreichring* there was a short sports-car race which Masten Gregory was leading with a 908 Porsche. On the last lap his engine broke and his team-mate in a 910 Porsche pushed the stricken 908 to the finish. A first protest was accepted and it was agreed that Gregory's last lap would not count, which meant that the race was stopped a lap short of the prescribed total, at which point Gregory was still leading by a considerable margin, so he was given the winner's cup. Later Alfa Romeo, whose car was next in line, protested that Gregory should be excluded from the results, and also Brostrom, who pushed him. This was allowed and the Alfa Romeo of de Adamich was declared the winner, but the Italians took more than the prescribed time to put in their protest so Gregory is getting the Swiss Federation to fight the decision as not being in order by F.I.A. rules. At the moment de Adamich is the winner, but Gregory has the winner's cup.—D. S. J.

THE WANKEL MERCEDES-BENZ—continued from page 955

The engine of the C-one-eleven has three rotors and each one displaces 600 c.c. per lobe, giving 1,800 c.c. combustion space total for the three rotors. The agreed F.I.A. Formula for Wankel engines, says two-thirds of the volume swept by each rotor in one revolution is taken as the equivalence with a normal piston engine, so that each Mercedes-Benz rotor sweeps 3 x 600 c.c. = 1,800 c.c. and two-thirds of that is 1,200 c.c., so that the three rotors count 3,600 c.c. or 3.6 litres. Power output is quoted as 280 horsepower DIN at 7,000 r.p.m. with maximum torque between 5,000 and 6,500 r.p.m.; the DIN horsepower figure being with all accessories and exhaust system, as set up for use on the road. A three-stroke mechanical fuel-injection pump feeds the rotors and there is one sparking plug to each rotor fired by a transistor system. The unit is water cooled, a radiator being carried in the nose of the car. At present the engine is coupled to a normal ZF 5-speed gearbox/axle unit, as used by Ford in the GT40 and the whole assembly is mounted in a fabricated steel chassis, also on the lines of a GT40, with fuel tanks in the door sills, and this construction is extended in a hoop over the rear of the cockpit to form the roof line and act as a crash bar. Body panels are in glass-fibre, the front looking like a GT40 and the rear like a Lotus Europa, while gull-wing doors so successful on the old 300SL, are used. As must be accepted with a mid-engined coupé, unless it is a Rover BS6, the C111 is a pure two-seater with separate hammock type seats and at the moment luggage room is under the tail and rudimentary. Headlamps are in pairs under hinged lids, lifted by vacuum and lowered by a foot-operated spring release, and there are spot lamps located under the nose. The wheelbase is 8 ft. 7½ in., the height a nominal 44 in., and maximum speed is quoted as 260 k.p.h. (161 m.p.h.) with 0.60 m.p.h. in under 5 sec.

Taken as a complete car the C-one-eleven does not seem such an enormous step forward as the 300SL did in 1952 or the 300SLR in 1955, but looked on as a test-bed for the Daimler-Benz 3-rotor Wankel engine it comes into perspective as the beginning of a new era in which N.S.U. and Mazda have already done a great deal of spadework.—D. S. J.

NEXT MONTH ON THE INTERNATIONAL SCENE

SEPTEMBER racing starts off promptly on the first of the mont with a speed-feast at Brands Hatch for Formula Two, with supportin races, this being August Bank Holiday Monday, even though it September 1st. On the following weekend are two very diversifie meetings, the Italian Grand Prix and the 500 kilometres of Nürburg ring. Naturally the Italian G.P. is at Monza and is the last of th European G.P. Championship races, thereafter the Formula One circu heading off to the New World of Canada, U.S.A. and Mexico. On thing is guaranteed at Monza and that is fast and furious racing where engine power will be all important. Monza and the Gran Prix to the Italians is rather like Derby Day in England and th crowds will be large, enthusiastic and vociferous in their acclaim o their favourites. The whole atmosphere of Monza is one of speed noise and enthusiasm and anyone contemplating a quiet study of th finer points of Grand Prix racing will be disappointed. It is the neares approach to a Roman festival imaginable and some of the cutting and-thrusting, slipstreaming and jousting, would do credit to an arena Having missed the German G.P. Ferrari will no doubt try to mak amends at Monza and will probably run a full three-car team wit one of his Formula Two drivers backing up Amon and Rodriguez All the Cosworth-powered cars will be there and the 450 b.h.p. B.R.M might well come into its own on this super-fast circuit.

On the same day as the race at Monza the A.D.A.C. hold thei 500-kilometre race at the Nürburgring for sports cars up to 2-litre with only one driver, which will mean the event is not an Alpine o Abarth benefit. For aspiring newcomers to International racing this i a good event in which to start and provides a splendid opportunity fo coming to grips with the Nürburgring on a small scale before tackling the more serious 1,000-kilometre race in the spring. The weekend o September 13th/14th sees a great deal of activity on the International scene, although none of it is of Championship status. The French hold a Formula Two event at Albi on the rather flat and featureless airfield circuit, and the Italians hold a 500-kilometre race for sports-prototype cars on the super circuit at Imola, just east of Bologna. The Imola circuit is a natural road course with many climbs and descents, tricky fast corners, hairpins and climbing turns. It is not rugged road-racing like the Targa Florio or Mugello, which are long and rough, but is smooth and fast, but nonetheless interesting and exciting. Being on the Italian mainland and on public roads the entry will be limited to 2-litre cars. In Sweden there will be a mixed meeting on the rather featureless stadium circuit of Auderstorp, known as the Scandinavian Raceway, and in Germany on the equally featureless and uninspiring Hockenheim circuit there will be a big Formula Three meeting. The European Mountain Hill-Climb Championship, which Schetty has been dominating with the 2-litre flat-12-cylinder Ferrari, finishes on September 14th with the event in Austria at Gaisberg, just to the east of Salzburg, the hill being relatively easy and simple, compared with Trento-Bondone or Mont Ventoux.

In America the Can-Am series continues with a race at Bridgehampton and things appear to be improving in this McLaren benefit with the introduction of Ferrari, with the 612P, a 6-litre V12-cylinder car, the Chaparral 2H with its fibreglass monocoque, pivoted de Dion rear suspension and novel body shape, and the special open Porsche 917 trimmed off from Group 4 specification to the much more lax Group 7 trim. Serious racing continues in North America with the Canadian Grand Prix at Mosport Park, Ontario, the race being held on Saturday for a change and experiment. As 4-w-d U.S.A.C. cars have performed well at Mosport this event may well see the new 4-w-d Grand Prix cars begin to make distinct marks on tradition. The final weekend of this busy month sees continued activity in the U.S.A. with another Can-Am race on the super speedway at Michigan, while Spain has a final fling with a three-hour touring car race on the Jarama circuit.—D. S. J.

RECORDS WEEKEND

The International Sprint Organisation are holding their annual weekend of short-distance record attempts for cars and motorcycles at Elvington Aerodrome, near the city of York, on October 11th and 12th. Classes for motorcycles will range from 50 c.c. to 1,300 c.c. and cars from 500 c.c. to unlimited capacity and record attempts will be made over distances from ¼ mile to 1 mile. Spectators will be admitted and this is a rare opportunity to see speeds of 180 m.p.h. or more being attained, as well as seeing the country's top sprint machinery accelerating. Elvington Aerodrome lies a few miles to the south east of York.

THE AUSTRIAN 1,000 KILOMETRES

Victory for a 917 Porsche

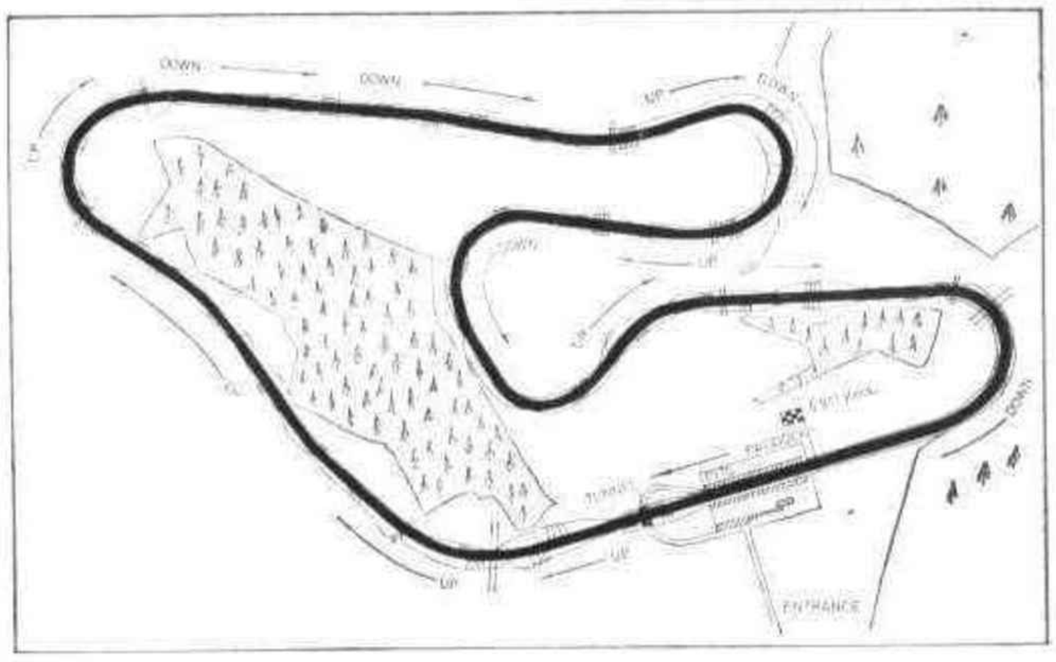
ZELTWEG, AUSTRIA, *August 10th.*

AFTER LESS than two years' work the new racing circuit in the foothills overlooking Zeltweg was opened with a small sports-car race, before the 1,000-kilometre race, and this acted as a test-run for the circuit and the organisation. After struggling manfully for a number of years with a rather poor circuit on the Zeltweg airfield the local branch of the Austrian Automobile Club were more than pleased to put on a 1,000-kilometre race on their brand new 5.911-kilometre circuit. Carved out of virgin farm land and forest, the *Osterreichring* is a fine example of what can be done when enough finance is raised to build a circuit from scratch. It has many climbs and descents and all the curves are fast ones, some of them completely blind, and lap speeds are over 120 m.p.h. The only criticism one might make of the layout is that it lacks any sharp corners and some of the curves lack character, but set in undulating countryside with a back-cloth of pine trees and mountains the overall effect is extremely pleasant and agreeable.

The Austrians have been calling their premier motor race the Austrian Grand Prix, whether it was for Formula One or sports cars, so this was officially the Seventh Austrian G.P., though a better title would have been the Austrian 1,000 Kilometres, and it was the last round in the 1969 Sports-Prototype Championship. Some idea of the esteem in which the Austrian organisers are held by the racing world can be judged by the excellent entry they received for this first long-distance race on the new circuit. Official works entries came from Alfa Romeo, Matra, Gulf-Mirage, and a veritable armada of Porsches from the Stuttgart factory, although none were official works entries. Maintaining their official policy of having withdrawn from racing for the rest of this season, Porsche team personnel, technical staff, works mechanics and team drivers were at Zeltweg in force, racing under the entries of private owners. The Austrian branch of Porsche entered three 908 Spyder models, all with the latest more-streamlined body-work, one of them having the short Manx-type tail and the other two the longer tail that extends beyond the gearbox and covers all the mechanism. The factory people also had two 917 coupés, without the long tails but retaining the suspension-controlled spoiler flaps. One car was under the entry of Karl von Wendt and the other under that of David Piper Racing, these two having options to buy the cars at a later date. Works drivers Siffert, Redman, Attwood, Ahrens, Larousse, Lins, von Wendt and Kauhsen were spread amongst the five cars during practice, the final driver/car combinations being decided the night before the race.

Autodelta were out in force, with three 3-litre V8 cars the latest, Tipo 33-3 models, with Casoni/Zeccoli, de Adamich/Vaccarella and Giunti/Galli driving them. Matra sent a 650 Spyder V12-cylinder car for Servoz-Gavin/Rodriguez and the Gulf team had their open cockpit Mirage with Cosworth V8 Grand Prix engine, the drivers being Ickx/Oliver. There should have been one works 3-litre Alpine-Renault, but it was withdrawn at the last moment. Most of the European private teams were entered as well as numerous regular long-distance racing private entries. Piper was sharing his green Lola-Chevrolet V8 with B.M.W. driver Quester; Bonnier and Muller were driving the red Filipinetti Lola-Chevrolet V8; Pilette and Slotemaker had the Belgian V.D.S. team 2½-litre Alfa Romeo 33; there were three privately owned Spyder 908 Porsches, Neuhaus and Fröhlich with one sponsored by the Gesipa rivet manufacturer, Koch and Dechent with the German B.G. Racing team car, and Masten Gregory and Brostrom with one loaned from the factory while their own was being repaired. Nearly every Porsche 910 built was entered, a few early 906 models, and the Chevrons of J.C.B. Ltd and TOR Shipping Line, while four 911 Porsches made up the GT category.

Practice on Friday and Saturday took place from 2 p.m. to 5.15 p.m. each day, and the first part of each session was untimed, allowing plenty of opportunity to experiment before the serious business began. Only a handful of drivers had competed at the inaugural meeting two weeks before, so practice saw quite a lot of drivers finding their limit the hard way, by spinning off, though no serious damage was done. Siffert dented the back of one of the long-tailed 908 Spyders, Muller crumpled both left side corners of the Filipinetti Lola, and an old 906 Porsche was very crumpled around the rear end. On Saturday after-



The Osterreichring.

noon Oliver in the Mirage and Ahrens in a 917 collided nose with tail and there was quite a lot of straightening out to be done that night. The time-keepers made no attempt to differentiate between the pairs of drivers, merely giving the times for each car, and Siffert seemed to try all the works cars in turn, while Ahrens also did considerable practice, especially with the von Wendt-entered 917. Ickx was undoubtedly the fastest driver, getting the Mirage-Cosworth V8 round in 1 min. 47.6 sec., and no-one else broke 1 min. 48 sec., although Siffert, Bonnier, Rodriguez and Giunti were all in that bracket. In spite of trying all the Porsches Siffert wound up with the fourth fastest overall, credited to the von Wendt-entered 917 Porsche. The Porsche team manager announced that Siffert/Ahrens would drive the von Wendt 917, Attwood/Redman the Piper-entered 917, von Wendt/Kauhsen the newest long-tailed Spyder 908 with small vertical rudders on the tail, and Lins/Larousse the Manx-tailed 908.

The starting area of the new circuit is not as wide as it might have been, and the cars were lined up in rows of two, Ickx (Mirage) and Bonnier (Lola) on the front row, followed by Servoz-Gavin (Matra) and Siffert (Porsche 917), Giunti (Alfa Romeo) and Attwood (Porsche 917), Gregory (Porsche 908) and de Adamich (Alfa Romeo), Piper (Lola) and Koch (Porsche 908), and the rest of the total of 36 starters. The race distance was 170 laps and at midday the one and only Fangio dropped the Austrian flag and sent the field on their way. As expected, the opening sequence became a battle between Ickx and Siffert, the enormous power advantage of the 917 Porsche being offset by the fact that it is still a handful on corners and keeps the driver very busy, whereas the Mirage was far superior on handling, though more than 100 b.h.p. down on the Porsche. Although Ickx led at the start, Siffert got by within four laps and then did his utmost to shake off the blue and orange Mirage, but to no avail, for Ickx kept right behind the 917 with the green flashes over the front wings, and these two out-stripped the rest of the runners. In the opening laps Casoni spun off with one of the 3-litre Alfa Romeos, causing much alarm among the lesser lights at the back of the field and the Chevrons of Enever and Edwards collided, the former in the yellow J.C.B. Ltd. car suffering only a crack in the fibreglass tail, but the latter in the TOR Lines Racing car crumpled the front, which ultimately caused its retirement. Gregory was in fine form with the old borrowed Porsche 908 and was a secure third, and Bonnier was leading Giunti and Servoz-Gavin. Behind them Koch (908), Attwood (917), de Adamich (Alfa Romeo) and Lins (908) were having a great scrap amongst themselves.

For 25 laps Siffert and Ickx ran more or less nose-to-tail, in and out of the slower cars, often passing one on each side of someone who was not looking in his mirror, or going between two cars that were busily having a private race of their own. It was all good long-distance-racing manoeuvres of the sort that keeps the top drivers right on their toes. Siffert lapped the other 917, which must have depressed Attwood, and Bonnier, Servoz-Gavin, Koch and Giunti were now scrapping for fourth place, while Gregory was secure in third place, but worried by an increasing vibration as if the wheels were going out of balance. Further down the field the Austrian driver Marko, in a 910 Porsche, was holding on to Pilette in the Belgian 2½-litre Alfa Romeo, which was a creditable effort, and Lins caught and passed de Adamich. Ickx had never been more than a few feet behind the 917 and he now got by and had a turn at leading, while Gregory was forced to call at the pits as

the vibrations were getting worse. All four wheels were changed and this cured the trouble, but lost him nearly four laps, and put him at the back of the field, which left Bonnier in third place. Koch got by the Matra to take fourth place, but not for long as all his oil pressure faded and he was forced out. The first signs of the thirst of the 917 Porsches was seen when Attwood was called in after he had done 35 laps, and only three laps later Siffert was in for petrol, while Giunti's Alfa Romeo 3-litre was equally thirsty. Redman took over from Attwood, Ahrens from Siffert and Galli from Giunti, and Ickx now had a long lead of nearly a lap over Bonnier. Refuelling was being done with open churns and funnels so it was a fairly long business, but it was equally bad for everyone. It was 41 laps gone before Ickx brought the Mirage in for fuel and for Oliver to take over, and by that time he had lapped the second-place Lola, but during the stop the Lola went by to get back on the same lap. The 908 Porsches did not have to start refuelling until after 42 laps, but apart from Gregory they were not being driven quickly enough to take advantage of the better fuel consumption. Bonnier's Lola and the Matra both ran 43 laps on their original full tanks, five laps more than the 917 Porsche, and this was significant, for they were not all that much down on speed. The Matra refuelling was quicker than most and Rodriguez took it back into the race in second position behind the Mirage, the Gulf team not having wasted any time.

With 50 laps run the first refuelling stops were all done and the reshuffle that inevitably happens was sorted out, so that Oliver now led in the Mirage, followed by Rodriguez in the Matra, Muller in the Swiss Lola, Ahrens in the 917 Porsche, Galli in the first of the 3-litre Alfa Romeos, followed by Larousse (908 Porsche), Vaccarella (Alfa Romeo) and Redman (917 Porsche). Ahrens was going great guns in the 917, the stocky little German appearing quite confident with the car, and he gained a steady two seconds a lap on Oliver, passing the Mirage with ease to get on the same lap and then disappearing ahead in hot pursuit of the Matra which was in second place. Redman was also going very fast in the other 917 Porsche and regaining places lost through slow pit work and Attwood's slow opening drive. By 73 laps Ahrens had caught the Matra and moved up into second place, but refuelling stops were due once more and Redman was the first 917 to come in, closely followed by the two 3-litre Alfa Romeos. The Porsche team left Ahrens in the 917 for only 30 laps before calling him in for petrol and letting Siffert take over again. During the stop Oliver went by in the Mirage, which put him a lap ahead and Rodriguez went by to retake second place. Siffert left the pits as if at a drag-meeting but he was now a whole lap behind Oliver and Rodriguez, though they still had to stop, and behind the Lola driven by Muller. The Mirage had nearly a whole lap lead over the Matra, and nearly one-and-a-half over the 917, while the Lola was between the Matra and the Porsche.

At 85 laps, which was 500 kilometres or half-distance, the order was Mirage, Matra, Lola, Porsche 917, followed by the other 917, the Lins/Larousse 908 and the two Autodelta Alfa Romeos, while Marko and Gerin were leading the 2-litre class. One lap later the order changed for Oliver was called in for petrol and for Ickx to take over, which let the Matra go into the lead and Siffert go by to be on the same lap as the Mirage. Ickx was soon away and the Matra lead was short-lived for it stopped for petrol next lap and the Mirage was leading once m Servoz-Gavin took over the French car and was back in the race be Siffert appeared so the first three were Ickx/Oliver, Servoz-Ga Rodriguez and Siffert/Ahrens, all on the same lap. The Swiss L had lost its third place when it stopped for petrol and a driver cha and Bonnier rejoined the race just behind Siffert on the road. Sif was losing a second a lap to the Mirage, and was 1 min. 18 sec. behi so it now seemed to be all over, for the Mirage had 54 seconds lead o the Matra which was second and it was pulling away. Bonnier wa great form, the Lola cornering so much better than the 917 Pors that he was able not only to keep pace, but actually overtake, t putting himself on the same lap as Siffert. At 99 laps with the r apparently a certainty for the Mirage, Ickx made an unexpec pit-stop; the steering column had broken away from its mounting a as nothing could be done the car had to be withdrawn, leaving Matra now in the lead, 27 seconds ahead of Siffert, with the Pors gaining all the time. The Matra held the lead for a bare five laps bef Servoz-Gavin spun off the track. He missed a gear-change and wh fumbling about he inadvertently switched off the ignition. Witho thinking he hurriedly switched it on again in the middle of the cor and the sudden resumption of power had him spinning off the ro before he even thought about it, and the car was wrecked against barriers, so Siffert suddenly found himself back in the lead, w Bonnier second nearly a lap behind. Gregory had now moved up i third place, for while the wheels had been changed during his ea pit-stop the petrol tanks had been filled so he had been regaini ground rapidly while the others had routine refuelling stops. T Giunti/Galli Alfa Romeo was now in fourth place by reason of co sistent and well-balanced driving, the two young Italians being ve evenly matched, and it was followed by Attwood in the second 9 and the Lins/Larousse 908 Porsche. The Gregory/Brostrom Porsc did not keep its third place for long as it came in for fuel, complete out of step with the other leading cars, so suddenly lost a number places, but had every chance of regaining them when the othe refuelled.

With 52 laps still to go Siffert stopped for petrol and the left fro tyre was changed, indicative of the understeer wear properties of t circuit, and Ahrens took over. It was a long stop, delayed further b the engine being reluctant to start without the help of mechani squirting neat petrol down the fuel-injection intakes, by which tim Bonnier had gone by into the lead, but he was also due in for petr By the time Ahrens was back in the running the 917 was 1 min. 26 se behind the Lola, but less than 10 laps passed before Bonnier was in f petrol and to hand over to Muller. While the Lola was stationary th 917 went by the pits and was nearly half-way round the lap when Mull set off. There were now 40 laps left to run and the Porsche led th Lola by 50 seconds, but the Porsche team now realised that the Lol could go through to the end without stopping, whereas they woul have to call in their car once more for petrol. Urgently they signalle the information to Ahrens, urging him to gain as much distance ove Muller as possible. For him it was a very nebulous challenge, for h could only try as hard as he could and watch the gap increasing on th

Continued foot of facing pag

Results :

AUSTRIAN 1,000 KILOMETRES—Group 6, Group 4 and Group 3, Osterreichring—170 laps—Warm and Dry

1st	J. Siffert/K. Ahrens (Porsche 917—12-cyl. 4½-litre)	Group 4	Entrant: Karl Freiherr von Wendt, Germany	5 hr. 23 min. 36.98 sec.—186.330 k.p.h.
2nd	J. Bonnier/H. Muller (Lola T70-Chevrolet V8—5-litre)	Group 4	Entrant: Scuderia Filipinetti, Switzerland	5 hr. 24 min. 44.13 sec.—170 laps
3rd	R. Attwood/B. Redman (Porsche 917—12-cyl. 4½-litre)	Group 4	Entrant: David Piper Racing, England	5 hr. 24 min. 32.43 sec.—169 laps
4th	M. Gregory/R. Brostrom (Porsche 908—Spyder 8-cyl. 3-litre)	Group 6	Entrant: Sportscars Unlimited, Switzerland	5 hr. 24 min. 33.23 sec.—168 laps
5th	R. Lins/G. Larousse (Porsche 908—Spyder 8-cyl. 3-litre)	Group 6	Entrant: Porsche Construction Salzburg, Austria	5 hr. 25 min. 22.01 sec.—168 laps
6th	W. Kauhsen/K. von Wendt (Porsche 908—Spyder 8-cyl. 3-litre)	Group 6	Entrant: Porsche Construction Salzburg, Austria	5 hr. 25 min. 06.16 sec.—166 laps
7th	J. Neuhaus/D. Fröhlich (Porsche 908—Spyder 8-cyl 3-litre)	Group 6	Entrant: Racing Team Gesipa, Germany	5 hr. 25 min. 05.28 sec.—163 laps
8th	H. Marko/R. Gerin (Porsche 910—6-cyl. 2-litre)	Group 4	Entrant: Bosch Racing Team, Austria	5 hr. 24 min. 18.43 sec.—157 laps
9th	H. Kraus/D. Basche (Porsche 910—6-cyl. 2-litre)	Group 4	Entrant: Vereinig. Süd Automobilsportler, Germany	5 hr. 24 min. 19.14 sec.—156 laps
10th	H. Krause/H. D. Weigel (Porsche 907—8-cyl. 2.2-litre)	Group 6	Entrant: Helmut Krause, Germany	5 hr. 25 min. 15.71 sec.—156 laps
11th	W. Bradley/D. Spoerry (Porsche 910—6-cyl. 2-litre)	Group 4	Entrant: William Bradley, England	5 hr. 25 min. 35.20 sec.—155 laps
12th	A. Blank/P. Ditzler (Porsche 910—6-cyl. 2-litre)	Group 4	Entrant: Hart Ski Racing Team, Switzerland	5 hr. 24 min. 18.70 sec.—152 laps
13th	R. Enever/P. Brown (Chevron-B.M.W.—4-cyl. 2-litre)	Group 4	Entrant: J.C.B. Excavators Ltd., England	5 hr. 24 min. 18.35 sec.—151 laps
14th	H. D. Blatzheim/Prinz von Hohenzollern (Porsche 910—6-cyl. 2-litre)	Group 4	Entrant: Hans-Dieter Blatzheim, Germany	5 hr. 25 min. 13.18 sec.—138 laps
15th	B. Brodner/P. Peter (Porsche 910—6-cyl. 2-litre)	Group 4	Entrant: Elan Petrol Racing Team, Austria	5 hr. 25 min. 27.28 sec.—148 laps
16th	H. Linge/R. Bauer (Porsche 911S—6-cyl. 2-litre)	Group 3	Entrant: Paul Strahle, Germany	5 hr. 24 min. 57.08 sec.—142 laps
17th	A. Zadra/G. della Torre (Alfa Romeo 33—V8-cyl. 2-litre)	Group 4	Entrant: Antonio Zadra, Italy	5 hr. 25 min. 55.18 sec.—142 laps
18th	M. Stenzel/R. Schmid (Porsche 911T—6-cyl. 2-litre)	Group 3	Entrant: Hans-Dieter Weigel, Germany	5 hr. 24 min. 35.42 sec.—140 laps
19th	E. Herrmann/E. Sindel (Porsche 911T—6-cyl. 2-litre)	Group 3	Entrant: Edgar Herrmann, Germany	5 hr. 24 min. 12.15 sec.—135 laps
20th	O. Abdon/M. Ilotte (Porsche 911T—6-cyl. 2-litre)	Group 3	Entrant: Mario Ilotte, Italy	5 hr. 24 min. 42.08 sec.—134 laps
21st	O. Stuppacher/N. Lauda (Porsche 910—6-cyl. 2-litre)	Group 4	Entrant: Bosch Racing Team, Austria	5 hr. 24 min. 21.98 sec.—133 laps

Fastest lap : J. Ickx (Mirage-Cosworth V8 Spyder) in 1 min. 46.6 sec.—199.620 k.p.h. (*circuit record*).

Retirements : T. Pilette/R. Slotemaker (Alfa Romeo 33-2½), head gasket; T. Gosselin/C. Bourgoignie (Alfa Romeo 33), oil pressure; G. Koch/H. D. Dechent (Porsche 908), oil pressure; J. Ickx/J. Oliver (Mirage-Cosworth V8), steering column mounting; J. Servoz-Gavin/P. Rodriguez (Matra 650 Spyder), crashed; M. Casoni/T. Zeccoli (Alfa Romeo 33-3), crashed; A. de Adamich/N. Vaccarella (Alfa Romeo 33-3), crashed; I. Guinti/N. Galli (Alfa Romeo 33-3), engine; G. Edwards/M. Franey (Chevron-B.M.W.), accident; D. Piper/D. Quester (Lola-Chevrolet V8), overheating; R. Johnson/K. Gräper (Chevron-B.M.W.); C. Manfredini/"Nomex" (Porsche 907); S. Pust/G. Huber (Porsche 906); H. Bohlmeier/H. Klocke (Porsche 910); K. Rieder/L. Hofer (Porsche 906).

36 *starters* — 21 *finishers.*

A WORKING BLOWER-4½ BENTLEY MODEL

WE HAVE no time for replica full-size "vintage" cars, for reasons previously expounded. These objections do not normally apply to models, because they cannot be mistaken for a real vintage car and are accepted on their own, restricted merits. Such a model has just been announced by Meynell, Phillips & Co. Ltd. of Burton-on-Trent, restorers of real vintage and veteran cars. They call it their SuperScale model, of a 1929 Le Mans Blower-4½ Bentley. It is almost half full-size, it works, it will carry two children or an adult, it appears to have been carefully thought out, and it has something of the appeal of, and is perhaps even more authentic than, those childrens' replicas of the 1924 200-Mile Race Alvis cars which Leslie Wilson of Shelsley Walsh fame manufactured many years ago.

To some extent this Meynell Bentley represents a challenge to Antique Automobiles' miniature G.P. Bugatti. The latter loses out, in our view, because it is a replica of the historic Type 52 replica, although in some ways better made, and is thus in the same category as imitation "vintage" cars. It cannot accomodate a full-size driver on the seat. Against that, the Bentley model has a glass fibre body and the price will probably be about equal to that asked for the Crabbe Bugatti; so far it has been quoted only in kit form, in which form it costs £150 less. One thing is highly probable—that Colin Crabbe will take steps for a race to be staged between his Bugatti model and the Meynell Bentley!

We note that the model Bentley's transmission is by chain and belt. Some people may think this more appropriate to a model Avon-J.A.P., G.N., Bleriot-Whippet or similar racing cyclecar. Perhaps Messrs. Meynell will later do something on these lines, using a small i.c. power unit? We feel sure W. O. Bentley would confirm that the brakes look more adequate for a cyclecar!

But this half-size blower Bentley should make an amusing childrens' toy or estate runabout and it is encouraging that its makers seem confident that there are sufficient private estates left, and parents willing to spend £250 on their kids, to make production worthwhile. Anyway, America should lap them up.

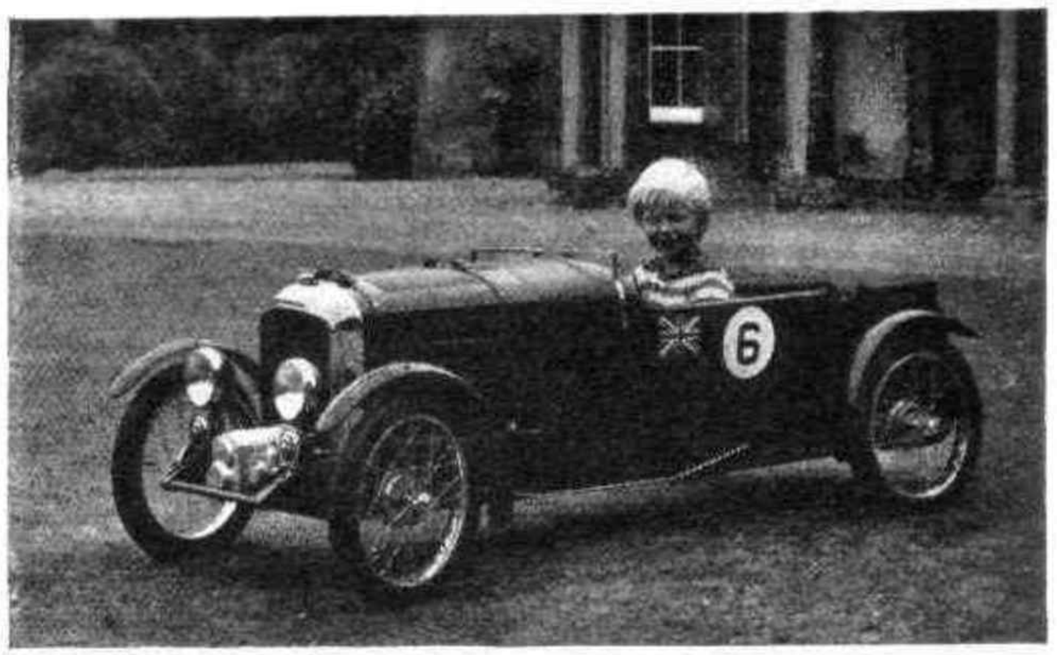
The pre-view took place in the London showrooms of H. R. Owen Limited and the specification is as follows :—

DIMENSIONS

Scale: 7 : 3 (three-sevenths full-size)
Size: Length: 76 in. (6 ft. 4 in.) Height: 24 in. (2 ft. 0 in.)
Track: 28 in. (2 ft. 4 in.) Ground clearance: 5 in.
Width: 30 in. (2 ft. 6 in.) Weight: 120-130 lb. with battery

BODY-CHASSIS

Made from colour impregnated glassfibre mouldings (colour British Racing Green). The wings and fuel tanks are similarly constructed. The radiator is finished in aluminium "flash" to represent chromium plating. The mouldings are assembled with a chassis frame of steel, on which are mounted the motor and running gear. The interior and seats are glassfibre mouldings upholstered in black. Union Jack and racing numbers transfers are applied to the exterior of the body. Two aero screens are supplied and brown leather straps go over the bonnet. The passenger compartment is textured the same as the original leather covering. The tonneau is the authentic double duck fabric, and is easily removable to obtain access to the battery, motor and transmission. A safety cover, lockable with Dzus locks, is placed between the tonneau and the battery, etc. The seat is 16 in. wide, two inches wider than in a real blower Bentley, it is adjustable for leg room.



RUNNING GEAR AND POWER UNIT

A 12-volt electric D.C. motor producing 0.34 b.h.p. drives the rear wheels through a belt and chain final drive. There are two forward speeds and reverse selected through a gear lever. Two further forward speeds are selected by a two-stage accelerator which controls the motor.

This gives standard speeds of 3, 6, 9 and 12 m.p.h. and 3 and 6 m.p.h. in reverse. Where being driven by a child, the gear lever can be locked so that only 3 and 6 m.p.h. speeds are possible. Alternative back axle ratios can be obtained and are easily changed in a matter of minutes. The change over of batteries is facilitated by specially designed connections.

BRAKES, STEERING AND WHEELS

Four-wheel-brakes are supplied—the normal expanding shoe type as found in full-size motor cars—and are operated by a footbrake. (Two of these brakes are capable of stopping a moped travelling at 50 m.p.h. with an adult rider.) The handbrake also operates on all four wheels and provides secondary braking system. The whole brake system is fully compensated to allow for uneven wear. The steering incorporates a rack and pinion which gives, for realism and safety, more than the one third turn of the steering wheel from lock-to-lock usually found on other model cars. A steering wheel and column fully adjustable for rake and length is a standard fitting and this, with adjustable seating positions, enables the car to accommodate two small children or one adult over 6 ft. in height, with a full range of adjustment in between. The wheels are chrome-plated wire wheels with black pneumatic tyres, size 16 in. × 2 in., of the original tread pattern, and they have replica Bentley-type locking rings and dust caps.

OTHER FEATURES

Full working head and rear lights are provided, low wattage bulbs being supplied in the headlights as standard. Two horns are fitted. The front and rear of the body and chassis have rubber stops to prevent damage if the car should collide with any object.

RANGE

The range of the vehicle depends on the capacity of the batteries used—e.g. a 35 amp./hr. battery will give approximately 18 miles (or 1½ hours) of running; and a 75 amp./hr. battery will give approximately 30 miles (or 2½ hours) of running. Prolonged use of the lights will lower this figure.

With modification to the lighting, fitting of reflectors and rear vision mirror, the D. Meynell "Blower" Bentley will comply with the regulations under which it can be licenced to operate on the road. An electrical vehicle driving licence must be held by the driver (this is normally covered by the normal drivers' licence).

EXTRAS

A home battery charger of 5-7 amps output. Spare wheel. Alternative ratios for different speed ranges. Choice of different body colours. Rear view mirror.

PRICE

Suggested retail price, in quick assembly form, £250.

MAKERS

Meynell, Phillips & Co. Limited, "Crosshayes", Hoar Cross, Burton-on-Trent.

THE AUSTRIAN 1000 KMS.—continued from facing page

pit signals, which is much harder than seeing your adversary and gaining visible ground on him. However, he responded nobly and the gap increased steadily, the Porsche pit signalling him the gap on every lap. It rose to 66 sec., then 76 sec., 88 sec., 90 sec. and ever onwards. It finally reached 100 seconds and he was lapping at 1 min. 55 sec. so the pits gave him a green signal, indicating "OK—hold it". Meanwhile Bonnier had found out that the 917 was due for another petrol stop and his pit were urging Muller to keep the pressure on, but the little Swiss could not rise to the situation. He was not happy on the very fast blind curves, and his practice accident had detuned him a bit, so nothing could be done.

Meanwhile the Alfa Romeo challenge had expired completely for de Adamich had crashed badly when the brakes failed, but he was unhurt, and the Giunti/Galli had fallen out with engine trouble. The Porsche pit was full of tension, for while 100 seconds lead was enough for refuelling, this had to include slowing down and rejoining the race, leaving nothing in reserve for a re-occurrence of bad starting or similar problems. Thanks to Redman's fast driving, lapping consistently at 1 min. 50 sec., the second 917 Porsche was now in third place, ahead of the Gregory/Brostrom 908 and the similar car of Lins/Larousse. In the leading 917 Porsche Ahrens was doing a fine job of work and he finally got the Lola in his sights, having made up a full lap, and without hesitating he went by the Lola to lead by a whole lap. With only 14 laps to run Porsche signalled him to come in, Siffert being ready to take over. The tension was great, for the slightest slip could throw the race away, and it was ironical to think of the whole computerised and electronically controlled Porsche team, with the pits knee-deep in engineers and mechanics being brought into such a state of nervous twitch by two private drivers controlled by two mechanics, Bonnier's wife and a friend!

Ahrens came rushing in, petrol slopped into the great funnel, Siffert clambered in, the engine fired instantly and he was away in the sort of clutch-start that only Siffert can make. The whole Porsche empire gave a great sigh of relief and next time round they were able to tell Siffert he had 52 seconds lead and all was well. He merely had to reel off the remaining laps to give Porsche another victory and the first for the fantastic 917 12-cylinder car. The second 917 was firmly in third place for the Gregory/Brostrom 908 had to make a stop for petrol with only 11 laps to go, which dropped it to fourth place overall. Even so, this was a very fine effort on the part of the "boy from Kansas" and the Swedish owner, for after their tyre trouble, caused by the tyres "creeping" on the rims, probably under heavy braking, their position seemed hopeless. As expected it was a Porsche victory, but not an easy one, and apart from the Lola, Porsches filled the first 12 places, the private-owners demonstrating that even an ex-works Porsche is a very race-worthy car. With 917 Porsche cars in first and third places the Stuttgart firm went home feeling that they were on a sound programme for the future.—D. S. J.

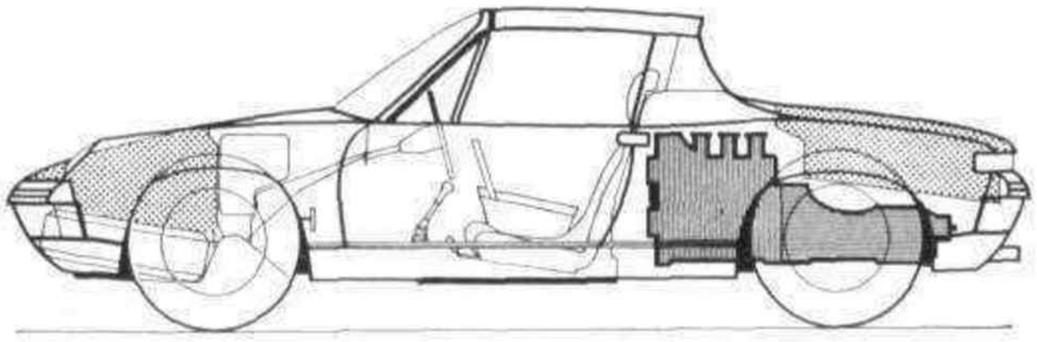
VW-PORSCHE 914



A JOINING TOGETHER.—VW and Porsche have joined forces to build and market the new 914 and 914/6. The fibreglass top to the cockpit is detachable and stows away under the rear deck lid.

A NEW company has been formed in Stuttgart, known as the VW-Porsche Vertriebsgesellschaft mbH, or "VG" for short, and its job is to be responsible for marketing, distribution and publicity of sports cars developed by the two partners in the firm. These are Volkswagenwerk AG, Wolfsburg and the Dr. Ing. h.c. F. Porsche KG, Stuttgart-Zuffenhausen, and they have a 50/50 holding in the new company, of which von Hanstein of Porsche, is handling publicity. What it amounts to is that our old friends Porsche and Volkswagen have combined and the first offering is the new VW-Porsche 914, known as the 914 if it is powered by a Volkswagen engine and a 914/6 if it is powered by a flat-six Porsche engine. The important thing about this new project is that at long last Porsche have produced a fully-equipped road car with mid-engine mounting. I say at long last, because for years and years they have been racing mid-engined sports cars, and some of them, in particular the RS Spyder and the 904, would have been splendid cars from which to develop a road going two-seater sports car.

The knowledge that has gone into this new and exciting sports car stems directly from the 911 series and the racing Porsche, so its road-holding and handling should be outstanding. As the diagrammatic view shows, the flat-six Porsche engine is mounted immediately behind the cockpit and there are luggage compartments fore and aft. The whole car is to the high standard of the 911 Porsches and the price in Great Britain will be well over £3,000. The less powerful Volkswagen-powered version will naturally cost less and be less lavish, but even so it will do well over 105 m.p.h., while the 914/6 should do better than 120 m.p.h. The 911 series are continued in T, E and S form but on all three the engines have been enlarged to 2.2-litres by an increase in cylinder bore. The T is the "cooking" engined model, the E has fuel-injection and the S has a tweaked-engine, giving 180 h.p. DIN.—D. S. J.



THE RIGHT LAYOUT.—The VW-Porsche 914 is seen here in 914/6 form, with flat-six Porsche engine mounted amidships. Luggage is carried fore and aft in the shaded portion, and the spare wheel lies flat under the nose.

VINTAGE ODDS & ENDS

Writing to us about the Chic, before our "Fragments on Forgott Makes" about it was published, George Brooks, the well-know Australian Straker Squire enthusiast, says that at least 22 four-cylind and nine six-cylinder models were registered in their native countr the first one in September 1924. At least four survive, a six- and thr four-cylinders. Two of the fours are unused chassis, one in the Bir wood Museum, the other privately owned. The six is rotting in t open. The unused chassis are additional to the 22 registered Chic The Beaulieu Autojumble takes place on September 14th, with Lo Montagu as "Lord of the Jumble", and the second annual "Stea Happening" will be held at Palace House, Beaulieu, on Octob 3rd-5th, when it is expected that five Showman's engines will be steam and five organs will be playing. Galloping horses, a miniatu railway, etc. will be in action.

In Radnorshire a 1927 277-c.c. Triumph motorcycle was restored six weeks from near-scrap to a condition which won it a prize at t Royal Welsh Show at Builth Wells, and the same rebuilder has no found a 1923 Raleigh. The Llandrindod R.D.C. is having its stea roller overhauled for further service.

Also in Radnorshire a 1916 Lister single-cylinder stationary engi is still in use on a farm, where a 1916 Bentall had run continuously, the original magneto, until frost cracked its cylinder jacket a few yea ago ; a pre-war Fordson tractor, the first to be used in the Radn Forest area, is also still in service. A Hermon with aluminium body w unearthed in a barn in Kent, possibly the car raced at Brooklands befo the war. The V.S.C.C. worked out that the most popular makes raci at their Silverstone meeting in July were as follows : Riley 21, Fraz Nash 19, Aston Martin 15, Austin 15, Alvis 14, Bentley 12, Lagonda 1 Maserati 8, Bugatti 8, M.G. 7, Alfa Romeo 6, and E.R.A. 5. A rece tour of mid-Wales revealed a 1930's Austin Twenty hearse for sale at garage, in running order, for £40, a semi-derelict 1930's Austin 12 saloon with rebored engine, laid up because the starting-handle tunn had broken, a village blacksmith who still uses two 1921 Hornsb stationary engines, one a paraffin hot-bulb engine, a J.A.P.-engine B.M.B. tractor, two Sunbeam 20's, one a 1934 saloon, derelict in a bar a 1924 Type M3 o.h.c. Rhode light car at a caravan site and ear advertising signs for R.O.P. petrol, Raleigh bicycles and New Hudso motorcycles. The July issue of *The Dalesman* contained an article o the Jowett, one of the illustrations for which was a Jowett Kestrel towi a period Rice folding caravan. Most unhappily we learn that th magnificent Vickers Vimy replica biplane, built at B.A.C., Weybridg was somewhat damaged by fire while in a hangar at Manchester Airpo



Another Ford Win with Champion

GERMAN GRAND PRIX
AT NURBURGRING
SUNDAY 3rd AUGUST 1969

1ST BRABHAM-FORD

DRIVEN BY JACKIE ICKX
entered by Motor Racing Developments

Champion Spark Plugs are proved continuously on the world's race tracks. For complete dependability always choose Champions for your car.

CHAMPION SPARK PLUGS

CAN-AM — Rounds 4 and 5 — KLONDIKE 200 and BUCKEYE CUP

THE highlight of the fourth round of the Canadian-American Challenge Cup series, the Klondike 200, at the Speedway Park circuit in Edmonton, Alberta, was the first appearance of Jim Hall's long-awaited Chaparral 2H. The car was originally entered in the first 1968 Can-Am race last September but it is an entirely new design (not simply a development of the 2G) and its numerous novel features have required considerably more development time than had been expected. The programme was further delayed by Hall's serious accident in the final Can-Am race last November. Hall's main design objectives with the 2H were to combine a low-drag body with a suspension that makes optimum use of the very wide tyres now available.

The chassis and front body section of the 2H are one fully-integrated structure made up from a fibreglass-reinforced plastic material. The chassis ends at a bulkhead behind the seats and the 7-litre all-aluminium Chevrolet engine, combined with Hall's three-speed automatic transmission, serve as the mounting points for the rear body and suspension. The body is extremely smooth and certainly appears to have low drag. The nose is sharply pointed and all cooling inlets are flush N.A.C.A.-type ducts, the largest being for the rear-mounted radiator. Although Hall, more than anyone else, was responsible for the development of wings in road racing, they can be a source of considerable drag and Hall hoped that the body shape and suspension of the 2H would make a wing superfluous. In practice a wing has been found necessary but instead of being mounted on struts attached to the suspension it is very smoothly integrated into the extreme rear of the body. It is closer to an adjustable spoiler than a true wing.

The most intriguing feature of the 2H is the rear suspension, which, in very much over-simplified terms, could be called a de Dion. Hall refers to it as a semi-axle suspension that is independent in all respects except camber. The suspension uprights are attached to the outer ends of a box-section fabricated "bridge" that passes over the forward part of the transmission. A pivot joint in the centre of this bridge permits slight fore and aft compliance but prevents independent movement of the two sides in a vertical plane. The bridge is located by a somewhat complex series of links attached to the transmission housing, while the coil spring/damper units and the sway bar run from the outer ends of the bridge to attachment points on the engine. The front suspension is relatively conventional by comparison, with upper and lower wish-bones acting on coil spring/damper units and a sway bar, but it is designed in such a way that only the sway bar is subject to bending loads—everything else is in simple tension of compression.

After the great interest generated by this new Chaparral, the race itself was an anti-climax. The works McLaren M8Bs of Hulme and McLaren were again the fastest qualifiers, this time with identical laps of 1 min. 22.9 sec. (an average of 109.737 m.p.h. around the 2.527-mile circuit) that were 3.1 seconds below their qualifying times last year. Amon in the Ferrari 612 was third fastest, at 1 min. 24.9 sec., followed by the McLaren M12 of the Canadian, Eaton, at 1 min. 27.8 sec., and then the Chaparral, driven by Surtees because Hall is still not fully recovered from his injuries, at 1 min. 28.1 sec.

A terribly thin field of 17 cars started the 80-lap 202-mile race and four of those retired within the first 11 laps. It was clear from the practice times that the works McLarens were still beyond the reach of anyone else but for the first half of the race Hulme, McLaren and Amon put on a show for the spectators as they played "musical chairs" with the first three places. On the 36th lap, however, the top suddenly broke off a piston in McLaren's car—the first mechanical failure on either of the works McLarens in four races. Hulme quickly ended the "musical chairs." He retrieved the lead from Amon on the 39th lap, opened up a margin of 10 seconds and held it for the remaining 41 laps to the checkered flag despite a spirited final assault by Amon's Ferrari. Having lost all but fourth gear after the halfway mark, Eaton drove well to finish third, three laps down. Surtees in the Chaparral was one lap further back after making two pit stops to replace a broken throttle spring.—D. G.

Results :

CAN-AM SERIES—Round 4—Edmonton—80 laps—201 miles

1st	D. Hulme (McLaren M8B—7-litre)	1 hr. 56 min. 34.8 sec.—104.35 m.p.h.
2nd	C. Amon (Ferrari 612—6.3-litre)	1 hr. 56 min. 39.7 sec.
3rd	G. Eaton (McLaren M12—7-litre)	77 laps
4th	J. Surtees (Chaparral 2H—7-litre)	76 laps
5th	T. Dutton (Lola T70—7-litre)	73 laps
6th	K. Harrison (McLaren M1C—6-litre)	70 laps

Fastest lap : D. Hulme (McLaren M8B), 1 min. 23.7 sec.—108.688 m.p.h. (*record*).

SEVERAL teams that skipped the long haul to Edmonton returned the Can-Am series for the fifth round, the Buckeye Cup at the M Ohio Sports Car Course. They were joined by two significant ne comers. Among those returning were Revson, who has taken over T163 Lola-Chevrolet driven by Bucknum at Watkins Glen, and De in his ex-works Porsche 908, that was also last seen at the Glen. C of the newcomers was also a Porsche—a 4.5-litre 917PA owned a entered by Porsche Audi of the United States with Ginther as te manager and Siffert as driver. The chassis is identical to all oth Porsche 917s (except for a few modifications to permit the use of wi wheels) but the body is an open spyder not unlike that on the m recent 908 Spyders. Dispensing with the coupé top helps to sa about 50 Kg. but the 917 coupés were designed to the Group 4 mi mum of 800 Kg. and it is difficult to subtract weight once it is built There are no flaps or stabilisers on the open car and with the flat- engine producing 580 h.p. Siffert said there was a noticeable improv ment in controllability compared with the coupé. The other new c making its first appearance was Penske's 7-litre T163 Lola-Chevro for Mark Donohue. Although Donohue has been the leading Americ in the Can-Am series for the past two years, the team's 1969 Can-A programme has only been third on its scale of priorities behind t Trans-Am and Indianapolis programmes. This perhaps explains w the Lola suffered three driveshaft failures in a week—one in testi one in practice, and one after only nine laps in the race, when Donoh was lying fourth.

Qualifying was continually interrupted by rain but this didn't st Hulme in the works McLaren M8B from recording the first 100 m.p. lap ever made at Mid-Ohio and winning the pole position with a tim of 1 min. 25.9 sec. (100.58 m.p.h.), 4.9 seconds below the previou qualifying mark. McLaren also broke the 100 m.p.h. barrier with best lap of 1 min 26.2 sec. Donohue maintained his reputation b qualifying third fastest, at 1 min. 29.5 sec. with Parsons' similar Lo half a second behind. Hall had added additional damping struts t the rear suspension of the Chaparral to cure a roll oscillation bu Surtees could only manage fifth starting position, with a lap of 1 mi 30.2 sec. Next to him on the grid was Eaton's McLaren M12, at 1 mi 30.8 sec., and they were followed by Siffert in the Porsche 917 at 1 mi 30.9 sec. and Revson's Lola at 1 min 31.1 sec. One of the Ferrari pistons shattered before Amon had done any fast laps and he had t start from 12th place—a severe handicap on a circuit that manages t cram fifteen turns into 2.4 miles and is so narrow that virtually the onl place to pass is on one straight.

There was a fierce early scrap as Amon and Siffert tried to carv their way past Eaton, Surtees, Donohue and Parsons, and when Amo made it to third place in only nine laps he found that McLaren wa already 14.8 seconds ahead in second place and Hulme a further 1 seconds away in the lead. Despite giving away 1.7-litres to the Ferra and 2.3-litres to everyone else in front of him, Siffert was giving superb display in the Porsche 917 and was up to fourth place by lap 14

By the halfway mark in the 80-lap, 192-mile race Hulme had lapped the entire 21-car field except for McLaren and Amon, and by the three-quarter mark he had lapped Amon as well. Having shown he could do it, Hulme backed right off and allowed Amon to unlap himself. Hulme eased off so much, in fact, that McLaren caught and passed him on the 72nd lap. The next time around, however, McLaren's oil pump seized and he dived into the pits. There was nothing the crew could do, so they sent him back out with no oil pressure at all, just to see what would happen. Somewhat amazingly, the engine held together for the final six laps (a performance the Gulf Oil people pointed to with pride) and McLaren nursed the car to the finish 51 seconds behind Hulme. Amon and Siffert were one lap down, in third and fourth, Surtees was two laps down in fifth despite two stops for goggles and a face shield, and Eaton drove for 180 miles on seven cylinders to take sixth place, three laps behind the victorious McLarens of Hulme and McLaren.—D. G.

Results :

CAN-AM SERIES—Round 5—Lexington—80 laps—192 miles

1st	D. Hulme (McLaren M8B—7-litre)	2 hr. 2 min. 16.6 sec.—94.212 m.p.h.
2nd	B. McLaren (McLaren M8B—7-litre)	2 hr. 3 min. 7.6 sec.
3rd	C. Amon (Ferrari 612P V12—6.3-litre)	79 laps
4th	J. Siffert (Porsche 917PA V12—4.5-litre)	79 laps
5th	J. Surtees (Chaparral 2H—7-litre)	78 laps
6th	G. Eaton (McLaren M12—7-litre)	77 laps

Fastest lap : C. Amon (Ferrari 612P V12), 1 min. 26.4 sec.—100.00 m.p.h. (*new record*).

Rally of the Thousand Lakes

GENERAL CLASSIFICATION

1st	H. Mikkola/A. Järvi (Ford Escort TC)	10,645.2
2nd	S. Lampinen/K. Sohlberg (Saab V4)	10,949.9
3rd	R. Virtapuro/M. Tiukkanen (Opel Kadett)	11,275.2
4th	T. Mäkinen/P. Keskitalo (Saab V4)	11,513.5
5th	R. Einto/H. Haaksiala (VW 1600)	11,549.8
6th	P. Kärhä/H. Poutala (Isuzu Bellet)	11,643.8
7th	O. Mäkelä/E. Nyman (Isuzu Bellet)	11,791.6
8th	A. Jaatinen/A. Kivimaa (Saab V4)	12,006.0
9th	M. Alen/J. Toivonen (Renault Gordini)	12,118.4
10th	H. Lindroos/T. Saartela (Isuzu Bellet)	12,493.9

120 *starters* — 36 *finishers.*

FINLAND is not what you would call a wild country. Had George Borrow gone there instead of to Wales he would very likely have found some other adjective to sum up what he saw. Far less undulating than Wales, and not nearly as craggy as Scotland, this most easterly of the Scandinavian group is almost a fifty-fifty mixture of pine forests and lakes. Certainly from the air all one can see from horizon to horizon is expanse after expanse of water surrounded by trees.

The whole is strikingly beautiful, and one cannot but envy the peaceful lives of the thousands of lakeside dwellers to whom boats are far more useful than motor cars and landing stages a greater necessity than garages. But, just as a strawberry lover would tire of eating the fruit at every meal time for a month, one tends to become bored by the monotony of it all, for the beauty is unchanging and there are few opportunities for comparison.

However, even if the country as a whole has little variety, the same cannot be said of its roads. Most, but not all, of the main, inter-town roads are of tarmac. The others are reasonably smooth, loose-surfaced sand tracks sprayed with a bonding agent which effectively produces a high degree of rut resistance.

The curves, corners, cambers and climbs of British roads are to a certain extent predictable. When negotiating one bend, a driver can, with reasonable accuracy, predict from the lie of the land the nature of the next. This is not so in Finland, where it seems that a different engineer, with his own pet ideas, was responsible for the design of each of the country's roads.

Curves of changing radii and cambers that would do justice to a wing-flapping aeroplane are all punctuated by the greatest density of blind brows which any country can surely possess. And there is no means of telling which way the road goes over these brows. If a gap in the trees suggests that it goes slightly to the left, it is very likely that the gap contains no more than a log store and that the road goes hairpinning back to the right leading to another brow, and another, and yet another, each as perplexingly unpredictable as the one before.

It is on roads such as these in Central Finland that the country's premier motoring event, the Rally of the Thousand Lakes, is held each August. It is said that the blind brows on the route of this event outnumber the lakes ten to one, and it is this very quality, which makes reading the road ahead to any appreciable distance an impossibility, that renders the rally one of the most difficult in the calendar.

Scandinavians in general and Finns in particular have a distinct advantage on the Rally of the Thousand Lakes, the former because they use loose surfaced roads in their everyday motoring and the latter because they have local knowledge and can appreciate, more than Central Europeans, how the road patterns can change, instantly and crazily. This has led to the theory that Finns are unbeatable in Finland, and it is very rare that more than a handful of foreign drivers take part each year.

To combat this, the organisers of the rally took to announcing the route several weeks before the event so that overseas drivers would have the opportunity to practise and make the all-important pace notes. But it also gave the local drivers the chance to practise, and at far less cost than for someone going from, say Britain, for a few weeks of intensive reconnaissance.

So thoroughly do Finnish drivers practise the special stages of the rally nowadays that many of them dispense with pace notes and rely solely on their memories, perhaps using brief reminders before the start of each stage that "this is the one with the saw-mill and the big bump just after the log chute". Until 1969, British private entrants were not attracted to the Thousand Lakes. Expense may have been one reason, but another was certainly the little hope they had of beating the locals. This year, two army officers went along in an Austin 1800. With such an unsuitable car and with little or no time for practice, their chances were indeed low, but they enjoyed the experience and will more than likely go again. Perhaps others will even join them.

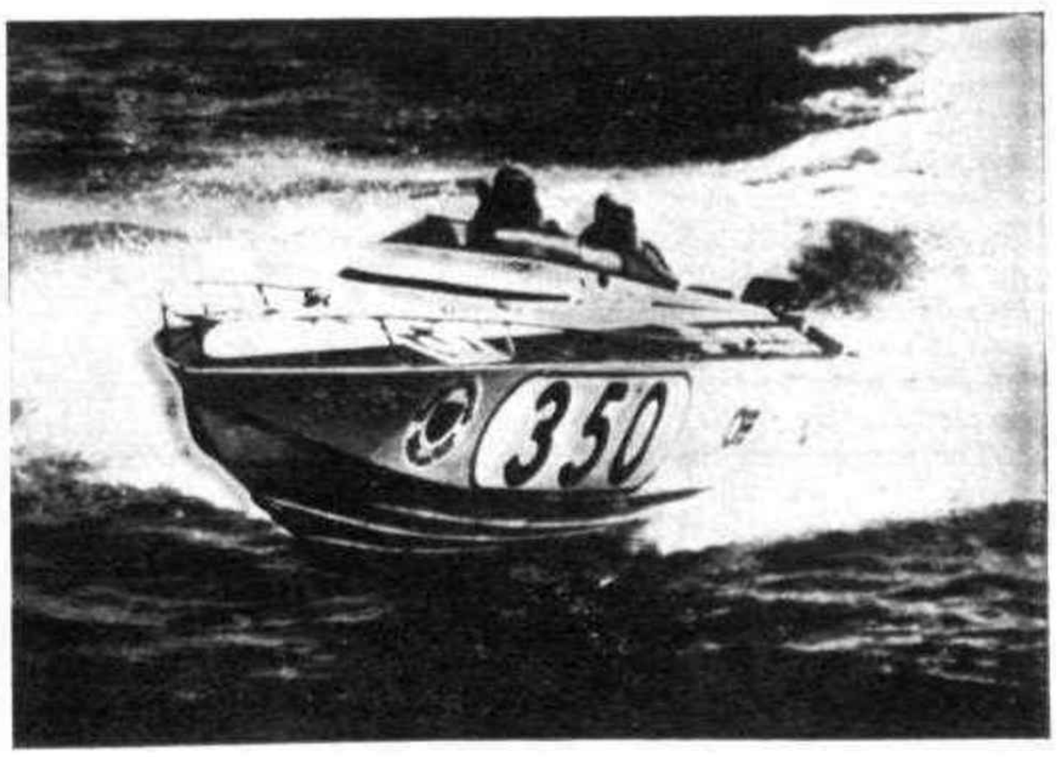
Jyväskylän Suurajot is the name the Finns give to their rally. Roughly translated, it means the great race of Jyväskylä, the town in Central Finland where the event begins and ends. Its 1,000 mile route takes in some 38 special stages varying between 2 and 20 kilometres in length. Between the stages there are 15 time controls at which schedules are set so as to obviate the need for high speed work on roads open to the public, but yet to prevent the possibility of complete roadside rebuilds between stages.

This year, the main contenders were one Ford Escort TC entered by Ford of Britain (and driven by Finns) and two Porsches entered by the distributors in Finland (also driven by Finns). Saab sent three of its sturdy, reliable cars (two driven by Finns and one by Swedes) but their power does not compare with that of Porsches and Escorts. In addition, there were dealer-entered Opels, Renaults and many other makes, all performing as well as their skilful drivers could make them. There were also factory teams from Trabant and Wartburg in East Germany and Moskvitch in Russia, but these were hardly in the running for success.

When both Porsches retired after mechanical breakages and an Alpine-Renault when its clutch filled with sand, the way was open for a Ford victory. Just as they did last year in a single factory car, Hannu Mikkola, a full time member of Ford of Britain's rally team, and Anssi Järvi collected the premier awards.

The Saabs lost a certain team prize when Tom Trana crashed badly, wrecking the car but not injuring himself or his co-driver. His team-mate, Simo Lampinen, finished second whilst the third car, in the hands of Timo Mäkinen, was fourth. The latter driver, who can handle a bucking powerboat as well as he can a bucking rally car, was driving a works Saab for the first time and was not completely accustomed to its traits. Furthermore, winning the Round-Britain Powerboat Race had occupied so much of his time that his practising had not been as thorough as he would have liked.

It is fascinating to study the entry list for the Thousand Lakes Rally. The names are unpronounceable to the English (which I am not), but that is not the reason. One wonders how they manage to make such unlikely cars, as some of them are, go so incredibly quickly. There is no doubt that these fellows are good. Small wonder that they find their ways into so many factory rally teams throughout Europe, and shame on British legislators that they do not make special stage rallying easier at home so that our own drivers can get the practice needed to compete with the Scandinavians on equal terms. — G. P.



VERSATILITY.—Before returning home to begin his recce for the Rally of the Thousand Lakes, Timo Makinen took part in the Daily Telegraph*–B.P. Round Britain Powerboat Race, and won. His boat, Avenger Too, is shown here at speed off Portsmouth.*

OULTON PARK GOLD CUP

OULTON PARK, *August 16th*

IT IS fortunate for the North of England that they have the Mid-Cheshire Motor Racing Club, for these enthusiastic people do their utmost to bring Grand Prix cars to the North with their annual Gold Cup meeting at Oulton Park. It was at the Gold Cup meeting in 1961 that Moss showed the potential of 4-wheel-drive, when he drove the Ferguson P99 car, so it was fitting that this year's race should have a 4-wheel-drive atmosphere about the entry. Gold Leaf Team Lotus arrived with but one car, a 4-w-d Lotus 63 for Rindt to drive, and Matra International had every intention of letting Stewart race the MS84 car. As the Gold Cup race stands on its own and does not count for any Championship, both teams were prepared to use the race as an experiment. With Lotus there was the 4-wheel-drive car and nothing else, so Rindt had to get down to the job of adapting himself in practice. As there was only one car available Hill had to make do with a Formula Two Lotus from the works-supported Winkelmann team. Two 4-w-d entries were made before the Nürburgring, where Andretti crashed the second Lotus 63. Matra were not so convinced about the MS84 and had their two MS80 cars in the transporter as well. Stewart had only just started practice with the 4-wheel-drive car when the Cosworth V8 engine broke, so he hurriedly switched to his usual MS80 2-wheel-drive car. The complicated MS84 needed 12 hours or more of work to change the engine, and Tyrrell had only brought the minimum of mechanics with him so it was decided to race the MS80 and put the 4-wheel-drive car to one side. Rindt's 4-w-d practice was stopped a bit short when the mechanical fuel pump seized and broke the driving belt, so he continued with some laps in the second Winkelmann F.2 Lotus.

Stewart was by far the fastest in practice, his only opposition coming from Ickx, who had the two works Brabhams to choose from. Bonnier was going quite well in his newly-acquired Lotus 49B when part of the front suspension came adrift and he had a lurid crash at Island Bend, being lucky to escape with a minor blow on the head. The car was wrecked and he was out of the race. The only other Formula One cars in the entry were Moser's Brabham-Cosworth V8 and Lucas with the ex-Bernard White B.R.M. V12, the rest of the field being made up with Formula 5000 cars, though at the last moment Rollinson substituted his Formula Two Brabham for the Lola-Chevrolet V8 he should have driven. The Owen Racing Organisation entered two cars, but after the Nürburgring shambles the entries were withdrawn and Oliver drove Norinder's Lola-Chevrolet V8 and Surtees went off to America. In spite of much publicity and a "load of old guff" in the programme, the Formula 5000 cars were no match for the Formula One cars, and while they handle like sick camels in wet sand, as they appear to do at the moment, they are not likely to be any challenge. With their great iron Chevrolet engines in the back they cannot hope to be much good on handling, compared with an identical chassis carrying a lightweight Cosworth V8. The young Italian driver de Adamich was fastest with one of the Surtees Specials known as a T.S.5, and Oliver equalled his time later in the practice. Hill and Rollinson with the Formula Two cars were amongst the rest of the Formula 5000 cars.

The Organisation put on a well-balanced programme, even if it was a bit short, the first race starting at 2.30 p.m. This was a Group 4 Sports-Car event over 19 laps and should have seen a battle between Gardner in de Udy's Lola T70, and Bonnier in a similar car, with the possibility of Guthrie joining in with his GT40. With Bonnier *hors de combat* and Guthrie not starting, Gardner was left all on his own to tour round and win, followed by a great number of Chevrons led for a while by Green, until he crashed, and then by Lepp. Not a successful event.

The runners for the Gold Cup appeared next, all except Rindt, whose Lotus was still being worked on in the paddock. Taylor in the second Surtees car was on the dummy grid but not happy with the engine, and as the field moved forward to the grid proper Rindt was driving round the circuit from the paddock. The flag was about to be raised when Rindt drove along the grass verge to take his place in the second row, but Oliver had already moved up from the third row. They all found room and everyone got away. For once everything went right for Ickx and he got his Brabham (BT26-3) into the lead from Stewart's Matra, but only for one lap and then Stewart forged by into Knickerbrook and was away. Rindt was third with the 4-w-d Lotus and de Adamich was leading the F.5000 cars, in fourth place overall, followed by Oliver. It was not great race at the front for Ickx could not keep up with Stewart, and Rindt could not kee up with Ickx, though the Austrian was going quite well for his fir try at 4-w-d on a road circuit. On lap 4 Oliver had a great spin o of Old Hall Corner, but kept control and rejoined the race in la position. Although he began to regain places his race only laste until lap 13, when the Chevrolet engine began to overheat and h was forced out. Forbes had already crashed his Lola-Chevrolet ar Lucas had retired with the old B.R.M. Moser had a long pit sto with engine problems, and after being boxed in at the start, Hill ha got going splendidly in the little F.2 Lotus and shaken off the lesse F.5000 drivers, while Rollinson was following him along well.

On lap 19 Stewart's engine began to misfire and as he headed for th pits, Ickx went by into the lead. The trouble on the Matra wa eventually traced to a broken battery lead and by the time it wa repaired and Stewart rejoined the race he was two laps down and las in the race, with the exception of Moser, who was many laps behind Although there was no hope of catching anyone Stewart put on grand display of hard driving, lapping faster than Ickx or Rindt both of whom let him by, knowing he could not make up two laps i the time available. Oulton Park is a nice circuit to drive round s Stewart enjoyed himself and let the crowds continue to see the Matr in action. Ickx had a trouble-free run to victory, followed by Rind to the great joy of Team Lotus, who felt they had really achieved step forward with their 4-wheel-drive programme. No one else com pleted the 40 laps, the brave de Adamich being third, followed b Taylor in the sister car from the Surtees stable, and Hailwood in th Epstein/Cuthbert Lola-Chevrolet V8. Hill had worked his way up an got past Hailwood, much to the joy of the crowds, but the F.2 engin had blown up on lap 36. It had not been a great race, the entry suffering from the after-effects of Nürburgring, and the Formula 5000 cars not being very exciting.

After a rather poor demonstration lap by Oliver with the old 1½-litre V16 B.R.M. the meeting closed with a multi-class saloon car race, with crashes galore, even Pierpoint crashing the Shaw Chevrolet-Camaro.—D. S. J.

PRACTICE TIMES
(in order for Starting Grid)

4	J. Stewart (Matra MS80-02)	1 min. 27.2 sec.	
6	J. Ickx (Brabham BT26)	1 min. 27.8 sec.	
9	J. Bonnier (Lotus 49B)	1 min. 30.2 sec.	— Non-starter
2	J. Rindt (Lotus 63—4-w-d)	1 min. 30.4 sec.	
17	A. de Adamich (T.S.5-Chevrolet V8)	1 min. 31.0 sec.	— F.5000
14	J. Oliver (Lola-Chevrolet V8)	1 min. 31.0 sec.	— F.5000
11	S. Moser (Brabham BT24)	1 min. 31.6 sec.	
18	T. Taylor (T.S.5-Chevrolet V8)	1 min. 31.8 sec.	— F.5000
16	M. Hailwood (Lola-Chevrolet V8)	1 min. 32.0 sec.	— F.5000
1	G. Hill (Lotus F.2)	1 min. 32.2 sec.	
15	M. Walker (Lola-Chevrolet V8)	1 min. 32.2 sec.	— F.5000
20	A. Rollinson (Brabham—F.2)	1 min. 32.4 sec.	
19	K. Holland (Lola-Chevrolet V8)	1 min. 33.6 sec.	— F.5000
10	C. Lucas (B.R.M. V12)	1 min. 34.6 sec.	
12	W. Forbes (Lola-Chevrolet V8)	1 min. 37.6 sec.	— F.5000

Results :

OULTON PARK GOLD CUP—Formula One and Formula 5000—40 laps
177 kilometres—Warm and dry

1st :	J. Ickx (Brabham BT26-Cosworth V8)	1 hr. 00 min. 28.6 sec.—176.331 k.p.h. (109.57 m.p.h.)
2nd:	J. Rindt (Lotus 63-Cosworth V8—4-w-d)	1 hr. 01 min. 50.8 sec.
3rd :	A. de Adamich (T.S.5-Chevrolet V8)	1 lap behind — (F.5000)
4th :	T. Taylor (T.S.5-Chevrolet V8)	1 lap behind — (F.5000)
5th :	M. Hailwood (Lola T142-Chevrolet V8)	1 lap behind — (F.5000)
6th :	A. Rollinson (Brabham BT30-Cosworth FVA)	2 laps behind — (F.2)
7th :	M. Walker (Lola T142-Chevrolet V8)	2 laps behind — (F.5000)
8th :	K. Holland (Lola T142-Chevrolet V8)	2 laps behind — (F.5000)
9th :	J. Stewart (Matra MS80-Cosworth V8)	2 laps behind
10th :	S. Moser (Brabham BT24-Cosworth V8)	10 laps behind

Fastest lap : J. Stewart (Matra-Cosworth V8) on lap 9, in 1 min. 28.6 sec.—180.548 k.p.h. (112.19 m.p.h.) (*new record*).

Fastest F.5000 lap : A. de Adamich (T.S.5-Chevrolet V8) in 1 min. 32.2 sec.

Retirements : W. Forbes (Lola-Chevrolet V8); J. Oliver (Lola-Chevrolet V8); C. Lucas (B.R.M. V12); G. Hill (Lotus F.2).

14 starters — 10 finishers.

SPORTS CARS—Group 4—19 laps—80.5 kilometres

1st :	F. Gardner (Lola T70-Chevrolet V8)	30 min. 49.4 sec.—164.342 k.p.h.
***2nd**:	J. Lepp (Chevron-B.M.W.)	30 min. 55.4 sec.—1 lap behind
3rd :	T. Twaites (Chevron-B.M.W.)	31 min. 05.6 sec.—1 lap behind
4th :	C. Skeaping (Chevron-B.M.W.)	31 min. 09.2 sec.—1 lap behind

Fastest lap : F. Gardner (Lola-Chevrolet V8), 1 min. 36.2 sec.—166.273 k.p.h.
* 2,000-c.c. Class winner.

SALOON CARS—19 laps—80.5 kilometres

1st :	D. Leech (Ford Falcon V8)	35 min. 43.4 sec.—141.800 k.p.h.
2nd:	F. Gardner (Ford Escort twin-cam)	35 min. 44.0 sec.
3rd :	M. Crabtree (Ford Escort)	35 min. 44.4 sec.
Class Winners :	**Up to 1,000 c.c. :**	A. Poole (B.M.C. Mini-Equipe Arden)
	Up to 1,300 c.c. :	C. Craft (Ford Escort GT-Broadspeed)
	Up to 2,000 c.c. :	M. Crabtree (Ford Escort—John Willment)
	Over 2,000 c.c. :	D. Leech (Ford Falcon V8)

Fastest lap : M. Crabtree (Ford Escort) in 1 min. 51.0 sec.—144.117 k.p.h.

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AMERICAN COMMENT

THE Rules Committee of the United States Auto Club has recommended that the present U.S.A.C. stock block engine limit of 5.25-litres be increased to 5.5-litres, for the 1971 season. The recommendation must be approved by U.S.A.C.'s Board of Directors before it goes into force—and they have the option of accepting it or modifying the size, up or down—but as it stands it disappoints many people. The proponents of stock block engines argue that the costs of racing have become astronomical and that one way to reduce them would be to encourage the use of stock block engines by increasing their size to make them competitive with the turbocharged engines. The size most commonly advocated is 6-litres, the same as that to be used for stock car racing in 1971. (There have also been suggestions, but no more than that, that the Can-Am series could be made more competitive by imposing a 6-litre limit on the presently unrestricted engines.) It would seem sensible to have a common engine size for several types of racing—for one thing the larger market would attract more engine tuning firms—but U.S.A.C. doesn't have a reputation for being sensible. Besides, the U.S.A.C. Establishment was weaned on Offenhauser engines and they have a vested interest in keeping them alive. Ford and Chrysler are both unhappy with the small increase that has been recommended. "The proposed (5.5-litre) engine would be without heritage," said Jacque Passino, Ford's Competition Director. "The rule change was proposed to entice the independents to compete with a comparable, inexpensive stock block engine . . . (but) the manufacturers have nothing to offer without building a whole new engine at substantial cost to us. The new rule will only discourage universal participation by independents. Ford would prefer to build a 366-inch (6-litre) engine economically attractive to all types of racing." Robert Rodger, Chief Engineer for product planning at Chrysler, seconded Ford's protest. "The 5.5-litre engine will not reduce the cost of racing by making stock blocks competitive at Indianapolis," Rodger said. "Moreover, the rules recommendation will only complicate things for a manufacturer already engaged in a programme of developing a passenger-car engine for U.S.A.C. competition (as Chrysler has been doing with the 5.25-litre engine developed for Andy Granatelli's team)." Granatelli was equally outspoken. "If the U.S.A.C. Board of Directors upholds the Rules Committee recommendations . . . Championship racing as we know it today is headed straight for oblivion. The current policy condemns all new development in racing car design and does nothing to halt the already prohibitive cost of fielding successful racing machinery." The Rules Committee also made no move to revoke the ban on four-wheel-drive that comes into force next year or to increase the permitted size of turbine engines (which many agreed were restricted too harshly in the emotional atmosphere that followed their near-victories in 1967 and 1968).

* * *

There have been eight U.S.A.C. Championship events since Andretti won the Indianapolis 500 and although Andretti has established himself firmly in the lead for the championship, there has been no one-man domination of the winner's circle. In a 150-mile race at Milwaukee, Pollard in a Gerhardt turbo-Offenhauser won from Malloy in a Lola turbo-Offy and Foyt in a Coyote turbo-Ford. At Langhorne Bobby Unser scored his first victory since the 1968 Indianapolis 500 by winning from Pollard's Gerhardt and Dallenbach in an Eagle turbo-Offy. Andretti then showed his versatility by winning the 12.42-mile Pikes Peak hill-climb in a front-engine dirt car. Though not a race, the climb counts toward the Championship. In U.S.A.C.'s first road race of the season, at Continental Divide, Johncock's 1968 Eagle-Ford won from Gurney's 1969 Eagle-Ford and Foyt's Coyote-Ford. Andretti then picked up two victories in a row, the first in a 100-mile dirt track race in his hometown of Nazareth, Pa., and the second in a 200-miler at Trenton, where his Hawk turbo-Ford won from Dallenbach's Eagle turbo-Offy and Mosley's Watson turbo-Offy. The second road race of the season, at the 2.5-mile Indianapolis Raceway Park Circuit, was run as two 100-mile heats and Revson, substituting for the injured Brabham, drove to a well-earned overall win in a Brabham-Repco. It was the first U.S.A.C. Championship victory ever for the driver, the car and the engine, and ironically came not long after Repco had announced that it was discontinuing development of the 4.2-litre V8. Gurney in his Eagle-Ford won the pole position and led the first heat from start to finish to win from Al Unser's Lola-Ford and Revson's Brabham-Repco. Gurney didn't complete the warm-up lap for the second heat before a fuel cell disintegrated and after both Al Unser's Lola and Johncock's Gerhardt lost their Ford engines Revson came through to win from Follmer's Cheetah-Chevrolet and Andretti's Hawk-Ford. Back at Milwaukee again for a 200-mile race Al Unser scored his first win of the year in his Lola turbo-Ford and his brother Bobby was second in his Eagle.

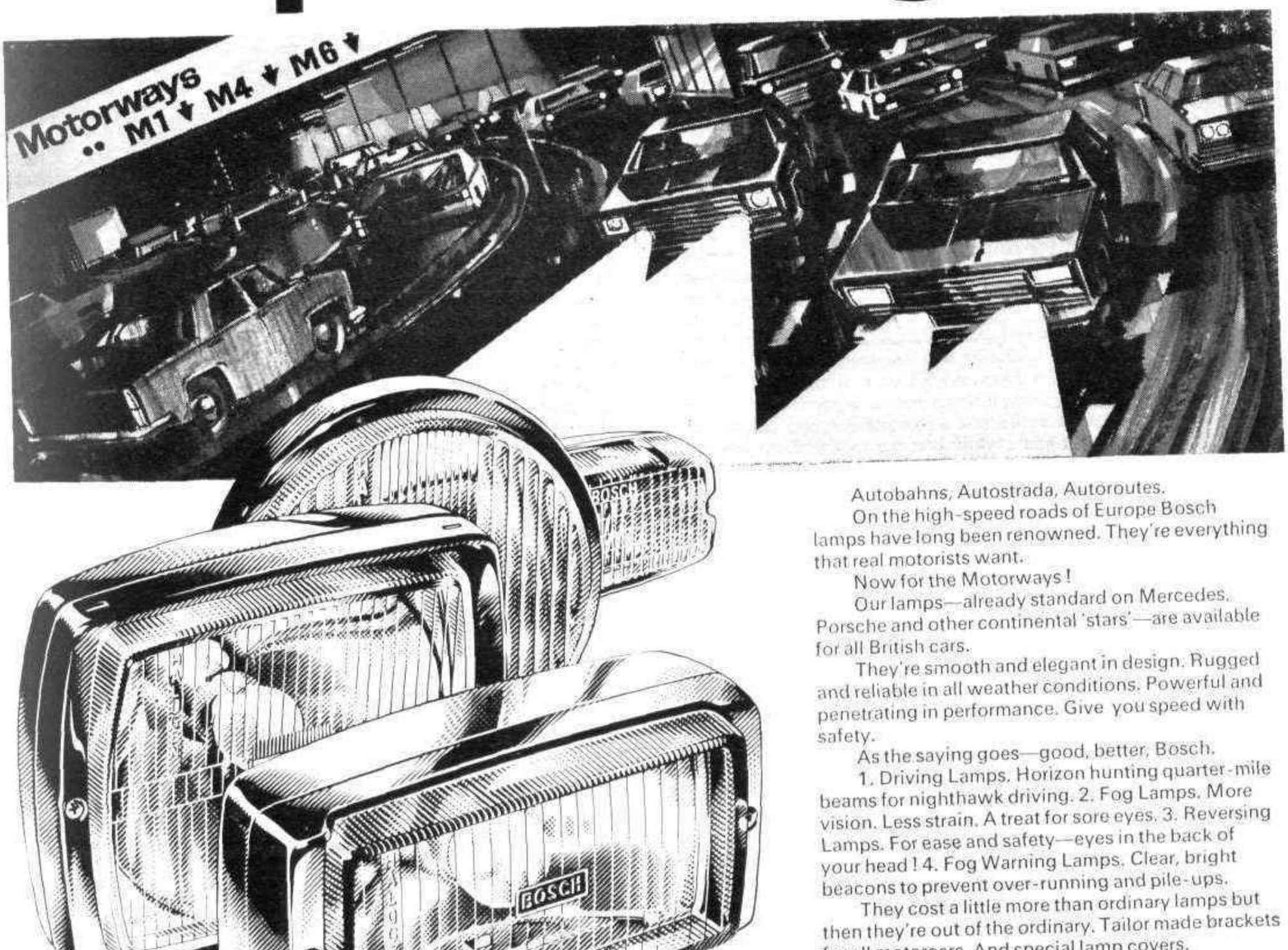
* * *

After losing four out of the first five Trans-Am races to Ford's Mustangs, Roger Penske's team of Chevrolet Camaros finally turned the tide when Donohue and Leslie finished first and second in the sixth event at Bryar Motorsport Park in New Hampshire. Revson and Follmer were third and fourth in Mustangs, with Titus fifth in a Pontiac Firebird. Two weeks later at St. Jovite Donohue made it two in a row when he won from Titus, team-mate Leslie and Motschenbacher in an American Motors Javelin. Three of the four works Mustangs were eliminated in a seven-car wreck that blocked the track and caused the race to be red-flagged. That put Chevrolet into the lead in the Championship for the first time this year and when Donohue made it three victories in a row at Watkins Glen—in a superb 2½-hour battle with Jones' Mustang—Chevrolet edged slightly further ahead. After eight of the 12 races the standings were: Chevrolet 58 points, Ford 52, Pontiac 21 and American Motors 13. This was quite a reversal from the positions after five races, when Chevrolet trailed Ford 30 points to 42, and reflects Penske's utter determination to win. "We weren't getting the job done," he said, "so everyone on the team worked twice as hard until we did." The team's refuelling stops provided just one example of their painstaking approach. The consumption rate of Trans-Am cars is such that each car has to make two stops in each race. The team already had the fastest stops—taking only 10 seconds from wheel stop to wheel start—but since several of these 2½-hour races had been decided by margins of little more than 30 seconds Penske wanted that time reduced. Engineers from the Sun Oil Co., Penske's principal sponsors, scoured the aircraft industry for the best hoses and the fastest-operating valves with the least flow restriction. (Last year the engineers developed a method of cooling the fuel with dry ice before the pit stops, so that it would contract enough to squeeze almost 23 gallons into the car's 22-gallon tank.) Their new efforts showed at St. Jovite, where Donohue's fastest pit stop, measured from wheel stop to wheel start, was just 4.6 seconds! Yes, 4.6 seconds to get 23 gallons of fuel into a 22-gallon tank! Penske's competitors have to get up very early in the morning if they want to catch him napping.

* * *

The S.C.C.A.'s Continental Championship for Formula A cars produced an interesting confrontation with the arrival of Gethin, leader of the Guards Formula 5000 championship in the Church Farms Racing Team's McLaren M10, and Hobbs with a works-assisted Surtees TS5. Their first outing, in a race at Elkhart Lake that was divided into three heats of 100 miles each, was not too auspicious. Gethin qualified fastest and worked his way into the lead in each of the first two heats but repeated short circuits in his ignition switch ended any chance of victory and he finished 11th overall behind Adamowicz's winning Eagle. Hobbs had even more misfortune, doing only two laps before a rocker arm roller broke. A much clearer indication of the relative abilities of the British and American drivers was given in the next race, at Lime Rock, when Gethin set a qualifying record and then shattered all the circuit records to win comfortably, and Hobbs, although handicapped by a loose rear wheel bearing, finished second ahead of Wintersteen's Lola. By the next race, at Donnybrooke, Hobbs had the Surtees TS5 completely sorted but Gethin met more misfortune. Hobbs demoralised everyone, including Gethin, by qualifying 1.5 seconds faster than anyone and then winning both 105-mile heats from Adamowicz in the Eagle. Gethin failed to finish either heat, as a result of a puncture and then losing all his oil pressure. Despite their victory at Lime Rock, the Church Farms team was finding this foray into American racing somewhat expensive and they decided to return home to defend their leading position in the Guards championship. Hobbs, however, had won over $10,000 from his first and second place finishes—an ample incentive to persuade him to remain and pursue the rest of the series. (This may be "chasing dollars" as D.S.J. would put it, but professional racing drivers earn their living by racing and American racing organisations at least make some effort to ensure that their drivers don't starve while doing so.) It is difficult to make a judgement based on only three races, but it does seem clear that when their cars were working properly, both Hobbs and Gethin had a distinct edge over their American competitors Although he missed the first five races, in fact, Hobbs still has a chance to win the Continental Championship because after eight of the 13 events, he was in fifth place with 15 points behind Adamowicz (Eagle) with 30, Posey (McLaren) with 24, Wintersteen (Lola) with 22 and Cannon (Eagle) with 18.—D. G.

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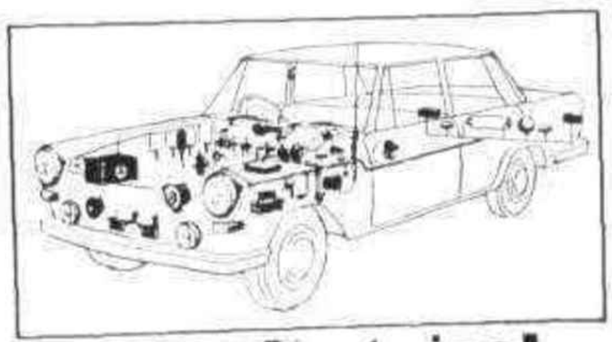
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THE LOTTERY GRAND PRIX

What Really Happened at Tripoli in 1933? The Editor Poses Another Motor Racing Mystery.

THAT talented motor racing columnist Eoin Young had a piece in the July issue of *Ford Times* about gambling and motor racing, in which he posed the question whether betting and bookmakers have a place in our sport. I wondered why he was plying me with questions about how it was done at Brooklands when we met at Silverstone earlier this year . . . !

What interested me was Eoin's reference to the Tripoli Grand Prix of 1933. He quotes from an account of this race which appears in a recent book by Richard Garrett, saying that the result of this race was rigged. The Tripoli race certainly had a lottery attached to it, winning which was rather like winning the Irish Sweep. Garrett puts the top prize at around £80,000.

The Young/Garrett story goes that a timber merchant drew Varzi's race number and that this ticket holder told Varzi that if he could contrive to win the race he would get a half-share of the lottery prize. Varzi is alleged to have got together with Nuvolari, Campari and Borzacchini and arranged for the race to be faked, assuming that no other driver would be capable of beating them, which seemed a reasonable assumption, apart perhaps from Fagioli. The story continues: "When the race started Varzi was in mid-field. After seven laps, Campari was out with 'engine trouble'. It looked as if Nuvolari had the race in his pocket. Varzi was fully occupied just keeping his car going: the engine was well off song, and he was desperately trying to finish, hoping that Nuvolari hadn't forgotten his part of the deal. Within sight of the finishing line, Nuvolari coasted to a silent stop and the 'Flying Mantuan' leapt over the side screaming for fuel and turning on quite an act of rage, all the while keeping an eye down the road waiting for Varzi to appear. Eventually he came stuttering round the corner crawling up to the finish line as Nuvolari set off again 'joining in what appeared to be a funeral procession', as Garrett puts it."

That is Eoin's account of what he calls the *first* Tripoli G.P.; in fact, it was the seventh, the previous races in the series having been won, respectively, by Balestrero's O.M., Eysermann's Bugatti, Materassi's Bugatti, Nuvolari's Bugatti, Brilli Peri's Talbot, and Borzacchini's Maserati, although these races took place from 1928 to 1930 and the Tripoli G.P. had not been held in 1931 or 1932, the 1933 race being the first to use the new Mellaha circuit.

Anyway, Eoin Young and Richard Garrett think the race was "fixed". So says William Court in his great book "Power and Glory". Does William Boddy believe it?

I am inclined to think this legend is the product of sensational post-war journalism. But let us investigate further. The first point which occurs is that Varzi and Nuvolari are presented as bitter rivals at this period of racing. It may be naïve to suggest that personal pride would necessarily transcend a chance to pick up something like £10,000. Yet I cannot exactly see Nuvolari handing Varzi a race, even if the drivers of those days were corruptible. And how would a stranger be able to find Varzi and safely put such a proposition to him?

Be that as it may, what is the evidence of contemporary race report and other reference sources? First, I consulted *The Autocar*. It devoted just 36 words to this important Grand Prix—in those days the oldest British motoring paper scarcely recognised Continental races and MOTOR SPORT had a virtual monopoly of complete coverage of such races. Even so, *The Autocar* made no suggestion of anything untoward having taken place at Tripoli. Nor does George Monkhouse appear to incline to this view; in his book, "Grand Prix Facts and Figures", he remarks on Varzi finishing 1 min. 12 sec. ahead of Nuvolari's Monza Alfa Romeo, "with Sir Henry Birkin in a Maserati third. Birkin had driven magnificently, and was only 20 sec. behind Nuvolari at the finish". That is scarcely the sort of praise a shrewd observer of the motor racing scene would have made had he been aware that Nuvolari was deliberately driving a phoney race, although it does not accord with the contemporary results, which show Varzi winning by a mere 0.1 sec., but Birkin 31.8 sec. behind Nuvolari. Incidentally, Varzi's speed is quoted as 104.7 m.p.h. by Court and Pomeroy, and Monkhouse/King-Farlow and 168.598 k.p.h. by MOTOR SPORT, which is near enough the same. Peter Hull, in his Alfa Romeo history, does not so much as hint at the lottery having affected the progress of the race. Laurence Pomeroy in "The Grand Prix Car" shows no sign of believing in anything but a very close-fought race.

Birkin's book, "Full Throttle", was published the year before the race took place and Count Lurani's book on Nuvolari contains no hint of foul play. Indeed, he says that ". . . in spite of the fact that Nuvolari fought like a lion he was unable to make up time lost by a protracted stop at the pits".

Where do we go from there? I can but present to you the report of the race which MOTOR SPORT published in its issue of June, 1933. In it there is no suggestion of Varzi trailing along until the closing stages of the race, nor of a "funeral procession" at the finish. In fact, Varzi is shown as being third at half-distance, 19 sec. behind Nuvolari, who was leading. There is no reference to Nuvolari having a prolonged pit stop and the finish was described as an exciting "photo" affair. The report reads:

"The Grand Prix of Tripoli, organised for the first time since 1930, was this year marked by a titantic struggle between Varzi (Bugatti) and Nuvolari (Alfa Romeo). The two had met at Monaco, when Varzi just won, and the race at Tripoli was in the nature of a 'return'.

"Additional interest was given to the race this year by a sweepstake, organised on the lines of the Irish sweepstake with the exception that there was only one 'unit'. Altogether, a sum of 15 million lira was subscribed, the first prize being over three million, the second 1½ million and the third being over 800,000 lira.

"Judging by the colossal crowd which lined the course at the start, the future of the Grand Prix of Tripoli is assured. The scene at the

WERE THESE DRIVERS CORRUPT?









start was a most impressive one, and a few minutes after three o'clock Marshal Badoglio, Governor of Tripoli, gave the signal to start. The cars were lined up in rows of four, and an initial lead was gained by Gazzabini (Alfa Romeo). His lead was short-lived, however, for a group of faster cars soon enveloped him, and to the joy of the few Englishmen present, it was seen that Sir Henry Birkin had forged his way to the head of the bunch of bright red cars.

"Although the Mellaha circuit measures 13 kilometres, it is tremendously fast, and in a very short time the cars appeared once more at the end of their first lap. Birkin, handling his new Maserati with consummate skill, was in the lead, followed by a howling pack composed of Nuvolari (Alfa Romeo), Campari (Maserati), Varzi (Bugatti), Fagioli (Maserati), Borzacchini (Alfa Romeo), Biondetti (B.M.), Zehender (Maserati), Premoli (B.M.), Hartmann (Bugatti), Castelbarco (Alfa Romeo) and a straggling group of slower machines.

"Birkin continued to give a masterly display of driving, and held his lead for four laps. Then the veteran Campari put his foot down well and truly, passed the astonished Nuvolari, and on the fifth lap took the lead from the Englishman. As the cars came past the pits Campari (Maserati) led, having covered 65½ kilometres in 22 min. 58 sec.; Birkin (Maserati) was second, 9 sec. behind; Nuvolari (Alfa Romeo) was 5 sec. later than Birkin, and he was followed by Varzi (Bugatti), Zehender (Maserati) and Fagioli (Maserati).

"Some idea of the speed at which the race was being run can be gauged by the fact that Campari, who led at the end of 10 laps, had covered the 131 kilometres at an average of roughly 107 m.p.h. Nuvolari had by this time got ahead of Birkin, but the English driver was courageously sticking to his guns and was only a few yards behind.

"On the 14th lap Campari pulled into the pits in order to refuel, where he was joined by Fagioli. This stop gave Nuvolari the lead, and at half-distance the order was :—

1. Nuvolari (Alfa Romeo), 1 hr. 9 min.
2. Birkin (Maserati), 1 hr. 9 min. 10 sec
3. Varzi (Bugatti), 1 hr. 9 min. 19 sec.
4. Campari (Maserati), 2 min. later.
5. Zehender (Maserati), 2 min. later

"Sir Henry Birkin's chances of victory were spoiled by his having to refuel on the 16th lap, and although this operation was carried out in the usual rapid manner, both Campari and Zehender had slipped by when he got going again. Then Campari had to stop again to replenish his oil tank which had come loose in its seating. After 15 minutes' delay while much rope was used to lash the tank securely, Campari started once more, but after a few laps he retired.

"At 20 laps Nuvolari still led, but Varzi was now right on his tail. The Bugatti driver was giving a model display of cool driving, appearing obvious of the existence of other competitors, and concentrating on his polished handling of his own car.

"On the 25th lap a shout went up when it was seen that Varzi had gained the lead. Nuvolari had evidently had a setback, for he was 20 seconds behind. On the next lap he drove like a demon and caught up the Bugatti. Nearer and nearer drew the red Alfa Romeo, each lap cutting down the French car's lead by a few feet. The crowd were wild with excitement, and a terrific roar was heard when, at the end of the 29th lap, Nuvolari came by the stands in the lead. As they disappeared on the last lap the spectators could hardly contain themselves, and craned their necks to see the cars come into sight for the finish. From a distance the two cars looked level, and they roared towards the finishing line almost abreast. But the blue car was slightly ahead, and to the sound of a tremendous cheer Varzi crossed the line barely a length ahead of his rival.

"Sir Henry Birkin gave a magnificent performance in finishing third, and, but for his pit stop, would have been nearer the leaders than his time indicated. Zehender had the misfortune to retire on his last lap.

Results

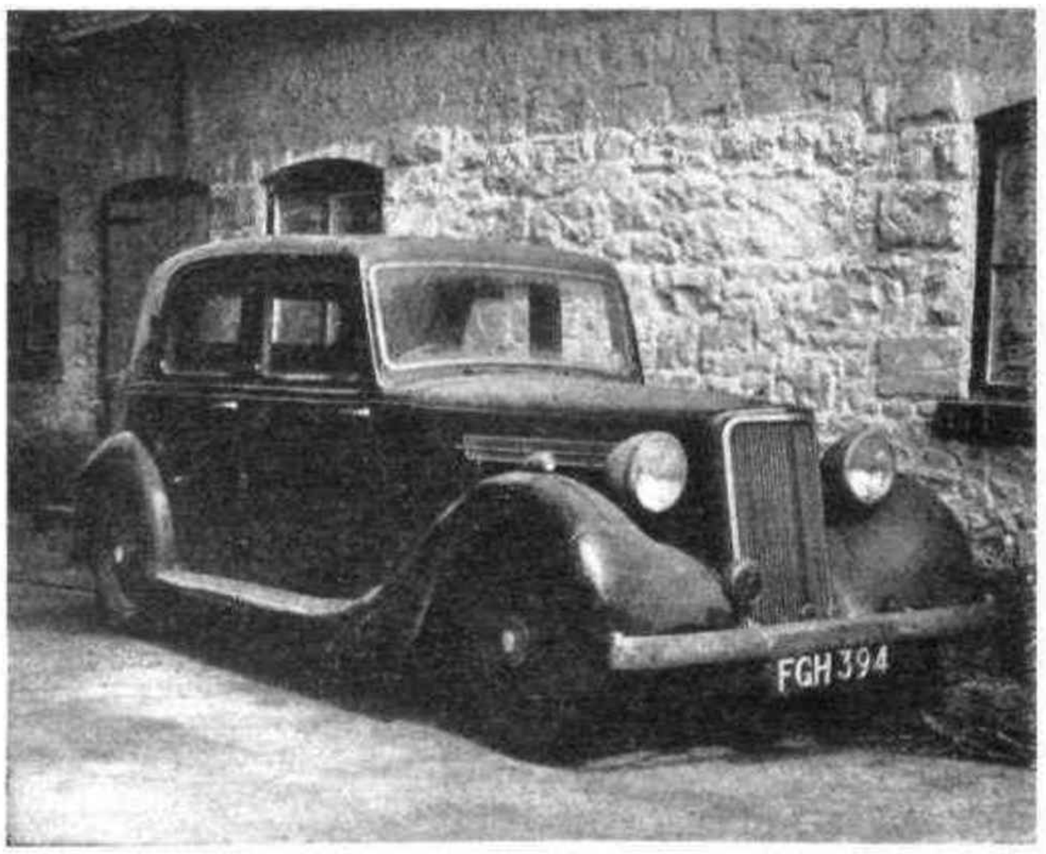
1st	Varzi (Bugatti)	..	2 hr. 19 min. 51.1 sec. —168.598 k.p.h.
2nd	Nuvolari (Alfa Romeo) ..	..	2 hr. 19 min. 51.2 sec.
3rd	Sir H. Birkin (Maserati) ..	..	2 hr. 21 min. 23 sec.
4th	Battilana (unspecified) ..	..	2 hr. 21 min. 57 sec.
5th	Taruffi (Alfa Romeo).		
6th	Balestrero (Alfa Romeo).		
7th	Ghersi (Bugatti).		
8th	Battaglia (unspecified) ..	..	4 laps
9th	Hartmann (Bugatti) ..	..	4 laps
10th	Castelbarco (Alfa Romeo)	..	4 laps
11th	Matrullo (Maserati) ..	..	5 laps
12th	Cuzinotta (Talbot) ..	..	5 laps
13th	Barbieri (Maserati) ..	..	6 laps

The first three cars all used Dunlop tyres."

It may be argued, that it was strange that Nuvolari let Campari go by early on, before the Maserati driver went into the pits. And there is no denying that the following year, when the race was run over a revised circuit and resulted in a very close finish between the Alfa Romeos of Varzi and Moll, the lottery tickets were not drawn until five minutes before the race was due to start. . . .

It could further be suggested that, although the legend put out by Young and Garrett to the tune of Nuvolari having stopped before the finishing line, with Varzi crawling past to win, is not substantiated in our report, it might well be that, if Nuvolari *had* agreed to let Varzi win in return for a £10,000 bribe, he would do so in such a manner as to be seen to be almost the equal of the Bugatti driver, in a finish about as close as that at Aintree on the occasion when Fangio, told to allow Moss to win the British G.P. for Mercedes-Benz before a British crowd, led him almost to the line, then braked very obviously, to let Moss by. I cannot see, unless contemporary reports were written by half-blind lunatics, how the story put out by Alfred Neubauer, in his book, "Speed Was My Life", can be substantiated. Neubauer, writing many years after the race, says that, only a few hundred yards from the finish, Nuvolari "climbed out of the cockpit and with a show of tragedy which would have done credit to an actor, exclaimed that he had run out of petrol." The car, claims Neubauer, had to be refilled from cans brought from the pits by a squad of mechanics, and, while this was going on, "Varzi's and Chiron's cars came crawling round the corner." Neubauer underlines the point, writing: "No—that isn't a misprint. They were *crawling*." If the reporters didn't notice this, they *must* have been blind, or drunk, or something! Neubauer goes on to explain that Nuvolari restarted to join the funeral finish, crossing the line behind Chiron, who, in fact, was a lap in arrears. No mention of Birkin! Can you reconcile that with the MOTOR SPORT which refers to the cars of Varzi and Nuvolari roaring towards the finish almost abreast, Varzi winning by barely a length to the sound of a tremendous cheer? The fast, new Mellaha circuit, over which the 1933 race was run, had few corners and any car stopping a few hundred yards from the finish would be in full view of the spectators and journalists at that point. Apart from which, if Nuvolari stopped so close to the line stop-watches would have revealed the fact, as they would the very drastic slowing of Varzi if he was to allow Nuvolari to close to within 00.1 sec. of him after the long delay the alleged refuelling performance would have cost the Alfa Romeo. Incidentally, there is a paragraph in Caracciola's book, "A Racing Driver's World", purporting to be a conversation between Chiron and Borzacchini about Borzacchini's part in the faked result, but from the latter's flippant retort it seems likely that he intended to deny that any skullduggery took place. . . .

Eoin Young says the 1933 Tripoli G.P. was "such an obvious fiddle". Was it? What is *your* opinion after reading the MOTOR SPORT report?—W. B.

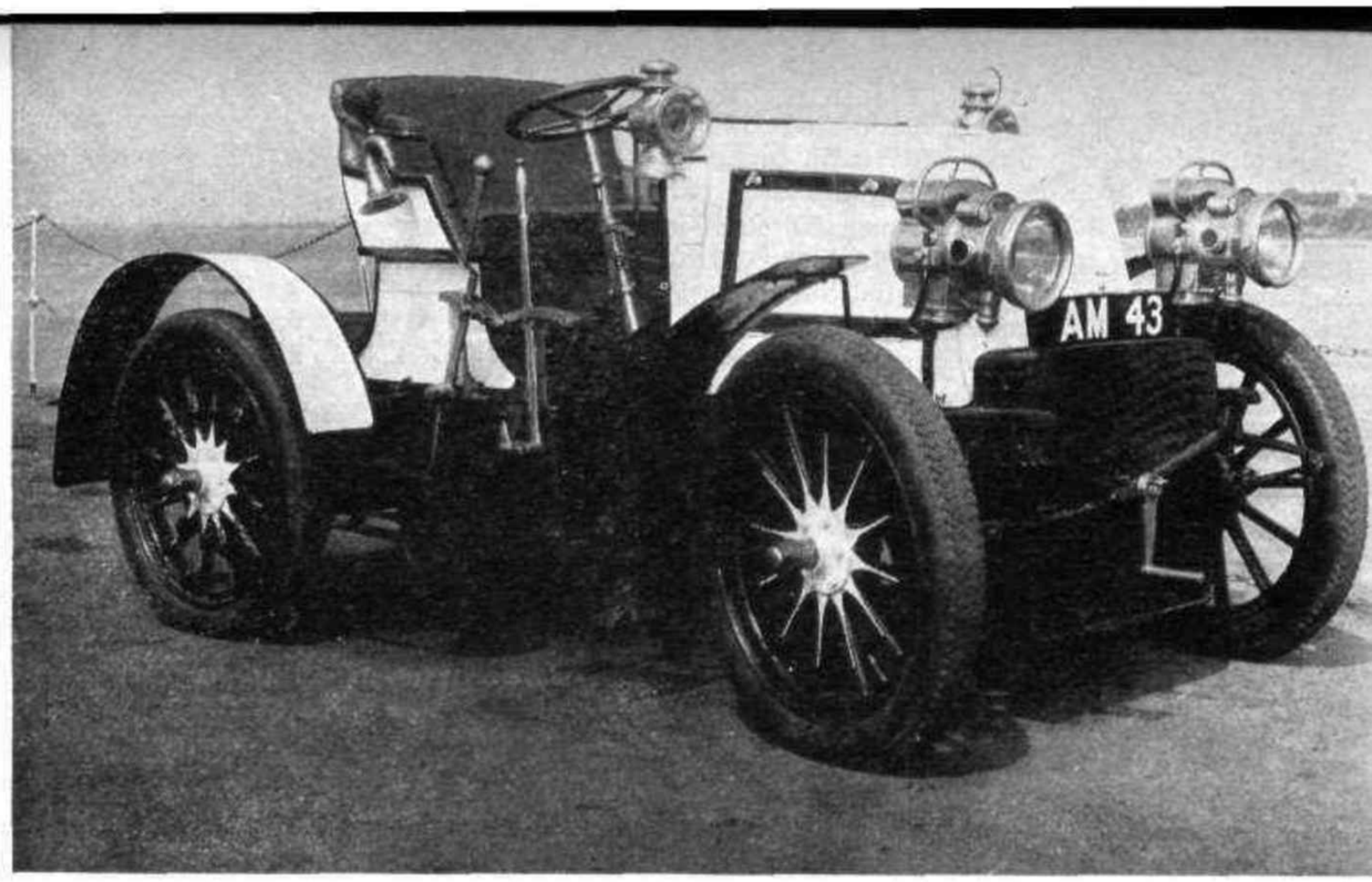


"The cars that nobody wants"—although the Secretary of the Armstrong Siddeley O.C., which has been making a valiant effort to recover from some financial skullduggery on the part of a former official, wouldn't agree Anyway, this 1939 Fourteen saloon was driven into a shed nine years ago and forgotten. It was bought last month for a nominal sum and driven away within a few hours.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters

ANOTHER ONE LOST.—This 1899 Daimler Phoenix racing car has been bought by Daimler-Benz A.G. for their Stuttgart Museum. Only surviving example of five, its first owner was Count Eliot Zborowski. In 1901, over lunch in his Richmond Hill home according to Mercedes-Benz, he sold it to a Mr. Coventry of Monkton Park, Chippenham. This gentleman ran this fearsome Mercedes until 1912, after which it powered a circular saw on his estate. In 1954 it was disposed of to F. W. Hutton-Stott, who painstakingly restored it to its former glory. Now, alas, it is lost to our historic racing-car events.



V.S.C.C. SILVERSTONE RACE MEETING (July 26th)

HELD IN a heat wave, the second Silverstone Race Meeting of the Vintage S.C.C. produced some excellent racing. There were the usual misfortunes in practice, with Lindsay's *monoposto* Alfa Romeo and Black's Monza Alfa Romeo *hors de combat*, Marsh changing a broken metric bolt in the differential unit of the ex-Seaman E.R.A., and a rod through the crankcase of Farquhar's fast ex-Dixon Riley Nine.

The programme opened with the traditional One-Hour High-Speed Trial, from which Cairnes' Alvis retired after crashing and from which Jones' Aston Martin, Daniel's 2-litre Lagonda and Ashton's Fiat were also eliminated and in which those who failed to make the required number of laps were Wittridge's 4½-litre Lagonda, Warne's Riley and Draper's Salmson.

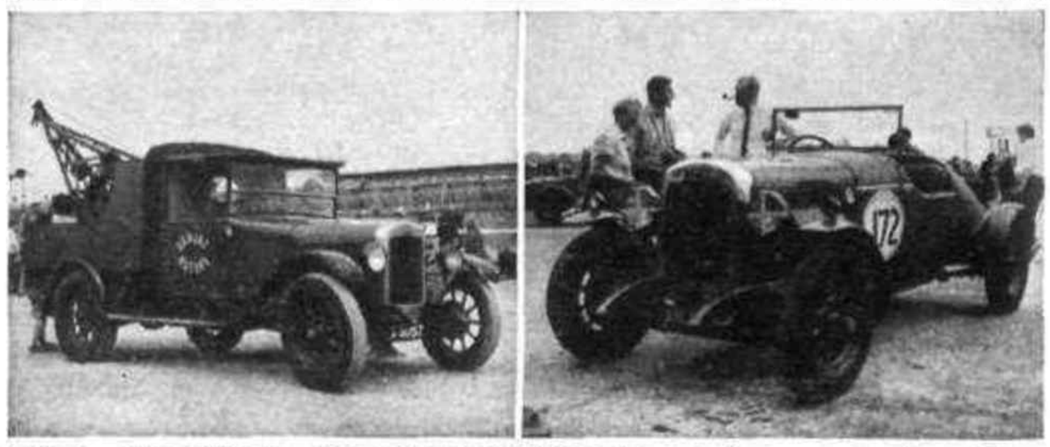
The first race was a five-lap handicap in which Mrs. Pilkington's well-known blown 1750 Alfa Romeo led for the first three laps, having moments at Woodcote as she strove to keep ahead of the back-markers. They swept by, Major Bailey just getting home first in his shortened Derby Bentley boy's racer ahead of Archdale's plastic-bodied Frazer Nash Special and Collings' 1928 4½-litre Bentley. Bailey was lucky to win, as his bonnet was lifting; had there been another lap to go he might well have been called in. Denis Jenkinson was a creditable fourth from scratch in Talbot BGH 23.

Another of these five-lappers followed, Buttle's 1921/4 Austin Twenty Special, with twin S.U.s, fabric body, hydraulic four-wheel-brakes and front axle and the traditional disc-shaped brake and clutch pedal plates rather amusingly drilled for lightness, going very smoothly to lead until the last lap, when Adnam's Alvis-powered Frazer Nash, Thomas' straight-eight Railton and Mrs. Cherrett's blown 1½-litre Alfa Romeo, in a new coat of cream, all came by, to occupy the first three places in that order. Ulph's blown Austin Cambridge Special also passed the big Austin, while Barbet's 1926/9 Austin Chummy, with small rear wheels and a four-speed gearbox with bottom gear blanked off, had a great dice with Martin's Austin Nippy, having taken Shoosmith's straight-eight T.T. Sunbeam, which had jerked away from the line, on the outside at Woodcote. Lewis-Hall drove his 1929 Frazer Nash with its screen up, looking unexpectedly touring, and Alderson's Riley, a Grebe replica constructed from an Adelphi saloon, was left on the starting line.

These short races acted as curtain-raisers to the 10-lap Boulogne Trophy Race for vintage racing cars. Neil Corner had bought the 1934 4-litre twin-blower V12 Sunbeam which won last year, driven by the Hon. Patrick Lindsay, from Sir Ralph Millais, with the express intention of winning this race. He did so, leading all the way, setting a new vintage racing car lap-record of 79.3 m.p.h., and pulling out an ever-increasing lead from Williamson in the 10½-litre V12 Delage, which has never gone better, doing 2,800 to 2,900 r.p.m., equal to about 120 m.p.h. down the straight and being cornered with matching abandon. So two ex-Land Speed Record holders were first and second in this splendid race. In fact, St. John's G.P. Bugatti held second place for two laps but then retired with a fluffing engine. The third, fourth and fifth places were occupied throughout, from lap 5, after St. John had gone, respectively by Hine's Bentley, Rippon's G.P. Bugatti and Morley's Bentley. Kain's Type 35B Bugatti, using its small Jaguar-disc back wheels, was never in the picture, coming in for a plug change on the second lap, with too much oil in the cambox, and Clamp's Riley Nine, Densham's 30/98 Vauxhall and the A.B.C./G.N. retired. Sant finished in the 200-Mile Race Akela G.N., on original-size tyres, and several ex-Brooklands cars were competing, including Philip Mann's Straker-Squire which, as the only so-called Edwardian, won the Edwardian prize. The other class winners were Clarke's Ulster Austin, Joseland's Frazer Nash "Terror II", Rippon's Bugatti, and the winning Sunbeam.

The next race was also an important one, the 15-lap Hawthorn Trophy for historic and vintage racing cars. Unfortunately it was ruined by a most untoward incident. After a lap Boorer's Lotus 16-Climax was leading, Millar's Maserati 250F was second, Pilkington's Cooper-Bristol third, Corner's Aston Martin was in fourth place, but its nose-cowl was badly crushed on the n/s, where the Tec-Mec which it was overtaking at Becketts had caught it with a rear wheel. A lap later Corner was second, in pursuit of Boorer. This lasted until Colin Crabbe, whose Maserati had broken a rocker arm in practice, found the repairs completed and, despite the fact that his engine was spilling considerable quantities of oil, rushed off up the Paddock road, narrowly missing spectators, and, ducking under the new Paddock exit-gate, was out on the track and in the race before the marshals could stop him. He dropped oil on the road and on lap 8 Corner spun at Woodcote, leaving the Lotus in the lead, Merrick's Tec-Mec second. Thereafter the Aston-Martin refused to pick up properly: it is possible that overheating from the crushed nose-cowl was causing overheating, although Corner suspected fuel starvation. So Boorer drew right away, the battle over, the Tec-Mec, very fast on the straight, held second place, Corner dropping back in third position, with Lindsay's Maserati fourth. The oil flags slowed everybody and Millar just allowed Pilkington to pip him for fifth place on the run home. The Lotus deserved its victory, having made fastest lap, at 88.79 m.p.h., in a race which vintage purists may regard as a "modern" demonstration, in the same way as historic cars had demonstrated the week before, at the British Grand Prix !

For Crabbe it was a Stewards' enquiry, rather like Billy Bunter up before the Beak . . . Never, said Corner, had he known the course more slippery, with oil everywhere; the Crabbe Maserati, with "Antique



TWO AUSTINS AT SILVERSTONE.—Left, a 12/4 breakdown truck in the Paddock during the V.S.C.C. Meeting; 'right, the effective racing 1921/24 Twenty of Buttle and Clifton.

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If it's Esso it must be good.

Automobiles" on its body, had certainly laid a tell-tale trail from Paddock to track.

There next came a parade of vintage Bentleys, commencing with Lock's 1921 3-litre with No. 1 engine. The eight-lap Allcomers Scratch Race was won convincingly by Bill Morris in the E.R.A. "Hanuman" (just to confuse *Motoring News*?) from Smith's 3½-litre Alvis-engined Frazer Nash Special, while Gahagan, although he had been searching for more compression in the Paddock, got his 2-litre E.R.A. home third. Blight ran all four of his Talbots, BGH 23 driven by Martin Morris, GO 52 by Mitchell, GO 53 by Curtis, and GO 54 by himself.

There remained three more five-lap handicaps, in the first of which Fleming's smoking Alvis Special with ladybird-tailed body took the lead on lap 3, to secure a comfortable win from Elwell-Smith's Aston Martin, Melville-Smith's Brooklands-model Riley Nine which raced at Le Mans third. Sandy Skinner had graduated to four cylinders by borrowing Barry Clarke's Ulster Austin but on the last rounding of Woodcote, when locked in combat with the Riley, he spun and a perhaps-non-standard rear wheel collapsed.

It was nice to see in the next race Rangeley-Wilson's side-valve 1924 Martin on appropriate Dunlop herringbone-tread tyres, and Bolton's 1928 Fraser Nash—all very J.C.C. But it was the aforesaid Austin Twenty which was in the picture; having out-accelerated Nice's Ulster Austin Seven at the start, it again ran well and steadily, staying in front for four laps, until Adnam's Alvis-Fraser Nash, not rehandicapped after its previous win and again making fastest lap only 0.6 sec. faster than in the earlier race, a model of consistency, came through to its second victory of the day, comfortably ahead of Thomas' Railton, with Clifton's Austin Twenty third. Incidentally, the last-named was built by some Alfa Romeo owners who find they cannot afford to race their Italian cars !

Finally, Beer won the last race in the ex-Pitt K3 M.G. Magnette, in spite of some misfiring, with Bishop's Aston Martin second and Gahagan, despite a sick-sounding engine, bringing his E.R.A. into third place for the second time that afternoon. As the cars had been getting ready for this race the Salmson-engined Morane Saulnier parasol monoplane, in which Lindsay had arrived upside down that morning, took off and, flown by Sqn.-Ldr. Kelly, indulged in some very advanced and beautifully executed aerobatics, fully in keeping with the vintage atmosphere. Now for Thruxton on September 13th. —W. B.

Results :

Boulogne Trophy Race :

1st : E. N. Corner (1924 4-litre s/c Sunbeam), 77.47 m.p.h.
2nd : J. T. Williamson (1923 10¾-litre Delage).
3rd : H. P. Hine (1924/7 4½-litre Bentley).
Fastest lap : Corner, 79.3 m.p.h.

Hawthorn Trophy Race :

1st : D. E. Boorer (1959 2-litre Lotus), 82.18 m.p.h.
2nd: A. Merrick (1959 2½-litre Tec-Mec).
3rd : E. N. Corner (1959 3-litre Aston Martin).
Fastest lap : Boorer, 88.79 m.p.h.

Allcomers Scratch Race :

1st : W. R. G. Morris (1936 1½-litre s/c E.R.A.), 74.22 m.p.h.
2nd : G. Smith (3½-litre Frazer Nash Special).
3rd : D. H. Gahagan (1936 2-litre s/c E.R.A.).
Fastest lap : Morris, 75.97 m.p.h.

First 5-lap Handicap : J. H. Bailey (1936 4¼-litre Bentley Special), 69.28 m.p.h.

Second 5-lap Handicap : R. Adnams (1933 1.8-litre Frazer Nash Special), 61.98 m.p.h.

Third 5-lap Handicap : P. T. Fleming (1933/38 2-litre Alvis Special), 62.11 m.p.h.

Fourth 5-lap Handicap : R. Adnams (1933 1.8-litre Frazer Nash Special), 62.19 m.p.h.

Fifth 5-lap Handicap : S. F. Beer (1934 1.1-litre s/c M.G.), 72.51 m.p.h.

Leaders to date in the MOTOR SPORT Brooklands Memorial Trophy Contest : E. N. Corner (Bugatti and Sunbeam) and R. Adnams (Frazer Nash), 36 points each; R. A. Merrett (Bugatti), 31 points; W. B. Fowler (Aston Martin) and P. Thomas (Railton), 26 points each; W. R. G. Morris (E.R.A.), J. L. Sadler (Aston Martin), M. D. Brydson (Alvis), D. F. Fletcher-Jones (Lagonda), Major Bailey (Bentley), D. G. Barbet (Austin), J. W. T. Crocker (Lagonda), A. Clark (Bentley), A. N. Farquhar (Riley), F. P. Morley (Bentley), I. Eaton (Frazer Nash), F. Robinson (Alvis), T. Blishen (Alvis), M. H. Morris (E.R.A.), H. Moffatt (Bugatti), B. T. Fleming (Alvis) and S. F. Beer (M.G.), 18 points each; D. Gahagan (E.R.A.), 16 points. All of which should make for a very open finale at Thruxton on September 13th, when all drivers can be expected to go that much faster, as used to happen at the Brooklands Autumn Meetings.

V.S.C.C. PRESCOTT HILL CLIMB

(August 10th)

IT HAS been said that the older cars run badly if they are too coo and if they are too hot, being at their best somewhere between thes extremes. It was swelteringly hot at Prescott, which may be wh the only one new record was established, Black improving on hi over-3,000 c.c. sports-car figure in the Monza Alfa Romeo by 0.1 sec.; it has taken him four years to do this. Cottam, however, repeate last year's ability to make f.t.d., although his Connaught AL10 did no beat its owner's 1966 record, being 0.14 sec. slower. A remarkabl coincidence, here. Cottam beat Merrick in the Tec-Mec, perhap because the Colotti-modified Maserati seemed too powerful for th hill and took it mainly on a trailing throttle. Pilkington's Cooper Bristol was third in this over-1,500 c.c. racing class, in which bes vintage time was made by Kain's 35B Bugatti, after nearly settin its back tyres on fire from the start line.

Barry Clarke's very quick Ulster Austin wiped up both vintage an general sections of the small sports-car class (51.58 sec.) as he di last year. Jack French was hoping to defend his old record but ra into his tow car and damaged his Austin too badly to run. The well supported 1,100-1,500 c.c. sports car class was won by McEwen' 1937 Riley (53.57 sec.), best vintage time being made by Skirrow' Frazer Nash. Sutcliffe's Lea-Francis Special, by dint of a super charged Alvis Silver Eagle engine, took outright best time (52.9 sec.) in the 1,500-3,000 c.c. sports-car class, the only opposition coming from Rogers' A.C. Special, still with the same engine as whe it won the MOTOR SPORT Brooklands Memorial Trophy, which ever vanquished Mitchell's 328 B.M.W. Runners-up to Black in the bi sports-car class were Blight's BGH 23 Talbot, on its 16 x 6.50 tyre and 4.6 axle ratio—1.63 sec. slower than the blown Alfa—an Bailey's Derby Bentley "racer". There were but two vintage entrie in this class, of which Conway's Type 43 Bugatti easily beat Ton Jones' 30/98 Vauxhall, but perhaps Tony didn't have to change eigh plugs between runs!

Sam Clutton really hurled the 1908 G.P. Itala about, winning the Edwardian section on time and handicap, aided by oversize Avon "Highroad" back tyres. Barker crashed his Napier very gently on the first run and couldn't beat Neve's T.T. Humber on his second, a case where there *was* a substitute for litres. Mann's Straker Squire was second on handicap and the field was expanded as Sir Alec Coryton ran his 1903 Napoleon and Dymond his sporting 1911 De Dion Bouton.

The better sounds and speeds came with the racing cars, Merrick in Murray's E.R.A. taking the up-to-1,100 c.c. class (48.68 sec.) from the Hardy Special by 1.86 sec. after two very consistent ascents—nice to see a 1,100 c.c. E.R.A. in action. Its o/s rear tyre was wetted before the start to try to get some spin to counteract too-high gearing—a touch worthy of Parry Thomas! Waller made a fine run, in spite of graunching noises from the rear of his E.R.A., to take the 1½-litre class from Bill Morris' E.R.A. "Hanuman" by as much as 2.87 sec. (45.86 sec.). Joseland's Frazer Nash, which appears to have a fuel tank which can be quickly unclipped, was best vintage (51.0 sec.). Posner went into the sand at Pardon on his first run, then had an incident at the Semi-Circle on his second, in his Bugatti.

Prescott postscripts :—Two twin-cam Salmsons ran in the 1,100 c.c. sports-car class. Drivers were advised to pull down their sleeves before driving these nasty dangerous racing cars; this posed a problem for the girls, Mrs. Pilkington putting on a jacket but Mrs. Arnold-Forster in the G. N. bravely driving with bare arms. What next, in the sacred name of safety? Waller was amply rewarded for having rebuilt his engine overnight, with his class win. Martin Morris couldn't drive Curtis' Cooper-Bristol, because of drive-shaft breakage. Hill competed in a car calling itself an H-lix. Organ's Lagonda Rapier has a Whittington and Mitchell body. Rivers Fletcher used too much R-R servo at Orchard, on his first run in his immaculate T.T.-Replica Derby Bentley. Cope drove a Riley Special that was once a metal Merlin saloon but is now a sports job with much-drilled frame. Page was throwing his Speed 25 Alvis about and Kennard had his odd 4.3 Alvis Special "Brutus" with ¼-elliptic and radius-arm rear suspension and Castrol and B.R.S.C.C. decals on its alloy body. Ward's Ulster Austin is the first production version of the breed. Doc. Taylor, one white-wall tyre on the Caesar Special, did 48.57 sec. but the blown Bugattis were quicker. The V.S.C.C. has pensioned off its Peugeot 403 in favour of a Bedford Workobus. One of the smartest cars competing was Richards' Type 51 Bugatti (49.97 sec.).—W. B

THE BROOKLANDS TRADITION

["You know the atmosphere here is just like it was in pre-war motor racing." So said the well-known pre-war driver "Taso" Mathieson at the Vintage Sports-Car Club's Oulton Park meeting last June, where he was acting as a pit-marshal.

It is probably the pure amateurism of V.S.C.C. racing which leads to this relaxed atmosphere, and amateurism was the keynote of most pre-war motor racing in this country. Few V.S.C.C. members have ambitions to be Formula One drivers, though undoubtedly one or two active racing members could afford to enter the higher echelons of modern motor racing where one can safely say they would not be entirely outclassed. Many G.P. drivers of the past have been V.S.C.C. members (and a few still are), due to the fact that the V.S.C.C. was in the vanguard of early post-war race organisation, yet only one current G.P. driver started motor racing with the V.S.C.C. and is still a member — John Miles. It is of interest that two V.S.C.C. racing drivers have been the pioneers in driving 4-wheel-drive cars in *Grande Epreuves*, Jack Fairman in the Ferguson P99 in the 1961 British G.P at Aintree and John Miles in the Lotus 63 in the 1969 French G.P. at Clermont Ferrand.

When the *Motoring News* caption writer mistook Bill Morris for Martin Morris and the E.R.A. "Hanuman" for R11B we thought it time to sort things out. Peter Hull, Assistant Secretary and Press Officer of the V.S.C.C., has written the following notes about competitors who are typical of those who race with the V.S.C.C. today; all are expected to be seen at Thruxton on September 13th when the final round of the 1969 contest for the MOTOR SPORT Brooklands Memorial Trophy will be held.—ED.]



WILLIAM ROGER GILES MORRIS has three things in common with the late Lord Nuffield, the same name, an interest in cars and a home in Oxfordshire—but that is probably about all. Bill and his friend David Kergon have done a magnificent restoration job on the E.R.A. "Hanuman" and both have had several successes with it. Bill always says he works for the Crisps Firm, but the firm of Smiths which employs him actually makes indigestible things like instruments, sparking plugs and anti-freeze.



RICHARD PILKINGTON did very well for several years in driving tests and races with a supercharged 1931 1750 Alfa Romeo, and on acquiring a 1953 Cooper-Bristol he soon became one of the fastest and neatest of V.S.C.C. Historic racing car drivers. He prepares his cars himself, and when he owned a garage in the Devon town of Brixham, he used to travel to work every day in an Amphicar, taking a delight in rushing down the slope to the River Dart ferry a split second after it had left and plunging into the water —much to the consternation of unsuspecting onlookers who were unaware that Richard was amphibious.



MARTIN MORRIS also drives an E.R.A., in his case the powerful 2-litre R11B. (There are also two Days in the V.S.C.C. who drive E.R.A.s, just to make life even more difficult.) Martin lives in Devon, and in business life is associated with a large food firm (digestible type). He does his own tuning, and has also demonstrated that he is a very fine driver at the wheel of his own Speed Six Bentley and Anthony Blight's Roesch Talbots. Martin holds the Oulton Park lap record for Pre-War Historic racing cars with the E.R.A., and has a wife called Sue who makes the Speed Six look even bigger than it really is. His motorcycle is a Vincent Comet.



TRISHA PILKINGTON, Richard's wife, only started racing their supercharged 1750 Alfa Romeo a couple of seasons ago, but soon showed she was capable of putting up fastest lap in a handicap race against male opposition. She also drove the Cooper-Bristol very well in a speed trial this year, and, in addition to adding a decorative touch to the vintage scene, she also has the distinction of being the mother of twins



ANGELA CHERRETT, from Dorset, is another decorative lady Alfa Romeo driver, generally with blown and unblown 1500s, and at present is neck and neck with Trisha Pilkington for the annual aggregate Ladies' Award for speed events. Angela and her husband Allan (who also prepares and races their Alfa Romeos) are joint Secretaries of the V.S.C.C. Alfa Romeo Section, and Angela is very well known in Italian vintage circles. In fact when Alfa Romeo S.p.A. have organised events for vintage Alfas in Italy, Angela has been their Right Hand Girl.



TONY MERRICK is in the motor business in Leicestershire and has proved himself an extremely fast driver at the wheel of Sandy Murray's 1934 E.R.A., R1A, and Mr. Wheatcroft's 1959 Tec-Mec. This year, in R1A, he broke Sandy's seven-year-old Silverstone Club Circuit Pre-War Historic lap record of 1 min. 9.8 sec. by 1.6 sec. If nothing else, this proved that Sandy's record, achieved with the same car, was genuine, which some people had doubted because it was so fast! Tony also has experience of racing modern M.G.s.



SAM CLUTTON has what must be the unique distinction of having regularly taken part in V.S.C.C. speed events since 1936, driving the 1908 G.P. Itala both pre- and post-war, and Delage and Bugatti cars over the last 20 years. A former Seaman winner, he has only suffered one accident, and that was not his fault, when the 1923 10½-litre Delage's engine blew up and caught fire at Silverstone in 1952 whilst the car was at full speed on the Club straight. Sam is a chartered surveyor by profession and an acknowledged expert on antique organs, watches and clocks, as well as on vintage cars. He flies with the Tiger Club, his motorcycle is a 1924 Brough, and at Thruxton he will be driving both the 12-litre Itala and the 10½-litre Delage.



PETER GLOVER is typical of th drivers who form the backbone o V.S.C.C. racing, which means handi caps for Vintage and P.V.T. sport cars. Peter is from Stanmore, fairl recently qualified as a chartered sur veyor, and for many seasons ha been campaigning a 1927 beetleback 12/50 Alvis, which has been known to beat Invictas and Vauxhalls o three times its capacity, partly becaus Peter hardly slows down at all fo corners. The same car is used fo trials, driving tests, rallies and every other conceivable form of V.S.C.C competition—even *Concours*! Pete now has a share in a vintage racing car in the form of an Amilcar Six so even more excitement is promised for the future.



BERNARD KAIN is a Bath solicitor, a Committee Member of the V.S.C.C. and a Council Member of the Bugatti Owners' Club. To offset these heavy responsibilities, at some time in his life he was injected with a large dose of Molsheim Madness, which he works off in the garage and on the race track, and even on trials hills, at the wheel of (currently) a 35B, 51A or 43A Bugatti. Already a Seaman Vintage Trophy winner, his ambition is to beat the E.R.A.s in the Seaman Historic Trophy race, and it is not impossible he will achieve this with the 51A. His entry this year of his 35B in the Vintage Seaman race and the 51A in the Historic Seaman race on the same afternoon inspired him to describe himself as "A Man of All Seamans".



PETER WALLER has been a regular V.S.C.C. competitor for 11 years always at the wheel of his white E.R.A. R9B, which he prepares himself. His father, Ivan, raced an Alvis at Brooklands and elsewhere pre-war, and in his very first race meeting, in 1958 at Silverstone in the E.R.A., Peter picked up two places and has been carrying on the tradition ever since. In 1966 he won both the Seaman Historic Trophy race at Oulton Park and the *Coupe de l'Age d'Or* race at Rouen. Currently he holds the Pre-War Historic lap records for the Silverstone G.P. circuit and for Thruxton. He flew Vampires in the R.A.F. when he did his National Service, and is now an engineer with B.E.A., being an expert on automatic landing systems. He has an enthusiastic wife, Jane, and a baby daughter, whilst his motorcycle is a Vincent Rapide which he has brought up to Shadow specification.



NEIL CORNER came into prominence in V.S.C.C. racing some three or four years ago and has chiefly been successful with vintage racing cars, his Type 35B Bugatti and recently acquired Sunbeam "Tiger", and post-war historic racing cars, particularly his 1959 DBR4/250 G.P. Aston Martin. He also races modern cars, but can only spare a limited amount of time for racing away from his business interests in Co. Durham. He has a reputation for being very sparing of his cars, achieving maximum effect with minimum of stress on them. Always accompanied at race meetings by his wife, Freda, he achieves surprising averages between Co. Durham and the South in cars like his GTO Ferrari, despite the fact that it is now anti-socialist to exceed 70 m.p.h. with such a car even on deserted stretches of motorway ("You *know* it makes sense!"). Neil holds the Silverstone Club Circuit lap record for both Vintage and Post-War Historic racing cars.



THE HON. PATRICK LINDSAY has now been a regular V.S.C.C. competitor for 10 years, driving his favourite and most successful car, the E.R.A. "Remus", plus Monza and P3 Alfa Romeos, 250F Maseratis, a Type 59 Bugatti, the Sunbeam "Tiger" and his stupendous 24-litre Napier-Railton. Richard Attwood once raced against him when they were both driving 250F Maseratis and said afterwards, "He never put a wheel wrong, and could live in any company". Patrick learned to fly in the Oxford University Air Squadron and owns a near-vintage Salmson radial-engined Morane Saulnier 230 monoplane which it is hoped will give an aerobatic display at Thruxton. His motorcycle is a 1926 T.T. Triumph, and by profession he is an art expert and a director of Christie's.

RILEY MATTERS

Many people derive pleasure from Nuffield Rileys of the 1946 to 1955 period, with their stylish bodywork, leather-covered roofs (a "new" feature to modern catalogue compilers !) and, above all, the excellent four-cylinder hemispherical-head engine with the classic Riley lightweight push-rod valve gear and a nice gearbox. A club, called the Riley RM Club, has been formed to cater for these cars, and help over spares. The Secretary is J. Ratkinson, 48 Rosefield Road, Staines, Middlesex.

Older and even more classic Rileys are looked after by the enthusiastic Riley Register, whose Secretary is J. Stoton, 23 Millais, Horsham, Sussex. Such cars are still generally available at "sensible" prices, for although a 1936 Kestrel Nine saloon fetched £220 at a local auction last month, and another was offered at £200, both were in unusually good condition ; more realistically, a 1935 Adelphi saloon, in sound running trim with M.o.T. certificate and reasonable tyres, was sold recently in Berkshire for £50.

A WELSH MOTOR MUSEUM

THE EYES of the World have been on Wales recently, when they were not on America and the Moon. So it is appropriate that we should refer to a Welsh Motor Museum. America is well supplied with such museums and the Editor feels that it might well take him a year to visit all of them. To some extent the same is true of this far smaller country. There are now motor museums, or museums with car exhibits, in London, Birmingham, Coventry, the Cheddar Gorge, Norwich, Edinburgh, Glasgow, York, Hull, Derby, Bristol, Kilmarnock, Newcastle-on-Tyne, Isle of Man and, of course, at Beaulieu, etc. But if you are touring Wales and have driven along A477 until you can go no further without falling into the sea, and you feel like absorbing a bit of motoring history, the Pembrokeshire Motor Museum is there for you to visit.

It was opened in July 1968 by Mr. and Mrs. Chester Smith, with the help of their son, and occupies a building, still in process of redecoration, which was originally a chapel and subsequently the Garrison theatre and then a cinema, at Pembroke Dock. Well signposted by the R.A.C. from the outskirts of the town, the Museum is surrounded by some private roads on which the cars therein can be tuned or tested. There is a souvenir shop selling books, models and the usual old-car paraphernalia, at the entrance.

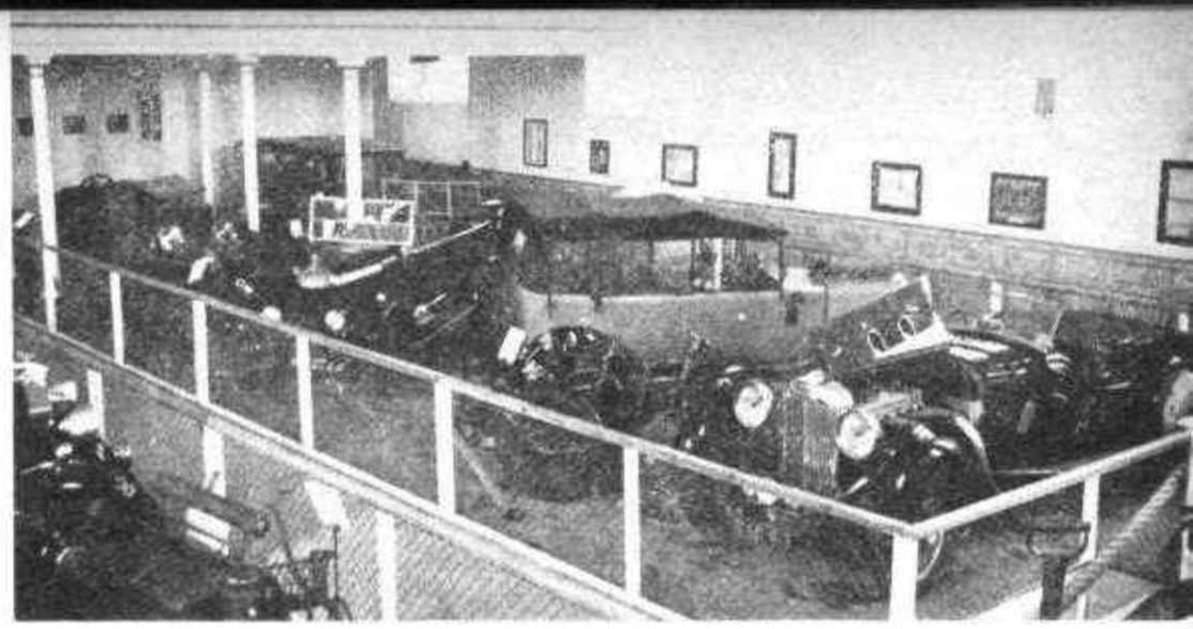
The exhibits, in the order in which I looked at them, are as follows. There is a well-used Graham Paige, an actual 1928 Show model, with Weymann/A. J. Mulliner fabric saloon bodywork typical of the period, having leather straps for adjusting the rake of the front-seat squabs. Next, a 1911 A.C. Sociable, a 1928 Austin 12/4 Clifton tourer found near Honiton twelve years ago and since nicely restored, and an impressive 1937 Lagonda Rapide tourer, its bonnet open to show the duplicated ignition, etc. Veteran interest is held by an 1898 Léon-Bollée tricar with its remarkable 75 × 114-mm. single air-cooled horizontal cylinder, next to which is a 1924 Morris-Oxford tourer. A rarity is a 1919 Hazelwood motorcycle combination with the well-known s.v. 680-c.c. J.A.P. engine, which was bought, the complete outfit, for 35s. nine years ago.

A 1925 Rolls-Royce Silver Ghost appears at first to be a chassis but is then seen to have an abbreviated sports two-seater body, a little crude where the r.h. gear gate intrudes where a door should be, but a good sporting effort nevertheless, which, with upturned cantilever rear springs, might well have been a Brooklands entrant. There is a 1923 Dodge 24/35-h.p. tourer in rough but original condition, giving visitors some idea of where restoration work of the less daunting kind starts, a once-proud 1926 3-litre Bentley with the correct twin S.U. carburetters and a yellow two-seater body by Mulliner with those float-shaped running-boards or steps but bogus front and cycle back mudguards, it having been the victim of partial destruction by fire, and a 1933 20/25 Rolls-Royce Hooper limousine, wearing wedding ribbons as a reminder that it can be hired for functions of this kind.

Much more "museum" are another Léon-Bollée tricar, John Mills' 1901 5.9-h.p. Benz Ideal with opposed twin engine, and Mr. Chester Smith's own 1903 curved-dash Oldsmobile, which he has used in the Brighton Run since he forsook Bentleys for veterans in 1953. It has those road springs which run the entire length of the wheelbase and overheating of its 5-h.p. 4½ in. × 6 in. one-lunger engine has recently been cured. Vintage light-carism is represented by an 8/18 Humber tourer in very presentable condition, and a horse-drawn fire-engine has been lent from Haverfordwest.

I am not suggesting that all these exhibits are in pristine order and the majority of them are on loan, many from far afield. But they form an interesting collection, backed up by many motorcycles, the latter including a 1900/1 Minerva-engined Fleet, an Alldays "Allon", an Alldays-Matchless, a Radco No. 2 two-stroke and some more recent machines. Very unusual is a 1904 Arielette prototype tricar, with a Léon-Bollée-like but water-cooled engine, which features an o.h.c., front-wheel-brakes and a big flywheel on a slender crankshaft. These are displayed in a sort of workshop in a gallery running along the end of the hall, and here is an early Austin 7 chassis looking for a Chummy body, the son's Austin Ulster in pieces looking for a Cozette supercharger, a Bristol Cherub aero-engine, a single-cylinder De Dion stationary engine, and other bits and pieces.

Showcases contain the usual museum "extras" in the form of badges, models, old tyres (one of which is a Quaker), lamps, etc., and there are early hand carts, pram, gas-engine and so on. No catalogue is issued but the main exhibits are well documented, and wire-mesh walls, with comfortable wood rails for leaning-on, effectively divorce them from the visitors.



Refreshments are available in a sort of kitchen annex, from the window of which there is a good view of the Sunderland flying-boat which is exhibited next to the museum building, although not owned by them. Car parking is free and admission costs 2s. 6d. per head for adults, 1s. for each child under 15. Outside the Museum, which is open seven days a week, from 10 a.m. to 6 p.m., from Easter until the end of September, there is a 1917 Cleveland caterpillar tractor with o.h.v. Weidley engine made in Indianapolis, and the workshop contained an odd and ugly Villiers-engined invalid carriage and a PII Rolls-Royce being restored.—W. B.

VINTAGE CARS AND AEROPLANES

Those who appreciate seeing vintage aeroplanes as well as vintage cars in action should make a note that at Booker aerodrome, close to High Wycombe, Bucks., on September 7th, a considerable rally of such aeroplanes, some of them dating back to 1914/18, and cars is to take place, proceeds to go to local charities. Old folks living in the area will be guests of the organisers and altogether this sounds like an event not to be missed. Details from J. A. Atkinson, General Manager, Wycombe Air Park, Booker, near Marlow, Bucks.

V.E.V. Miscellany.—If you have been wondering what Colin Crabbe has been doing with his 1937 hill-climb G.P.-type Mercedes-Benz, he informs us that it is being rebuilt in the Baston Baptist Chapel which Antique Automobiles Ltd. use as a racing-car workshop. Tney were faced with the problem of replacing the old needle-roller bearings for the crankshaft and big-ends, in four different sizes varying in size from 8 to 18 mm., but Pollard Bearings Ltd. of Northampton agreed to make these, working night and week-end shifts with special tooling, and 300 bearings of each size are in hand. The chassis of this W.125 5.6-litre 646-b.h.p. Mercedes is being restored in Cambridge and when the rebuilt engine is united with it Colin Crabbe intends to race it at the 1970 V.S.C.C. Seaman Trophies Meeting at Oulton Park.

A 1928 Austin Twenty hearse was recently towed to Durham from the Swaledale undertakers where it had rested since 1954. L. V. Weeks is anxious to obtain any photographs of his Morgan three-wheeler which may have been taken at the 1965 Brooklands Re-Union. His address is 101, Shaehurst Lane, Hollywood, Near Birmingham, and costs would be met. Two R-type M.G. Midget racing cars with the Pomeroy/McEvoy twin-cam heads, one the ex-Ian Connell car, the other the original ex-Briault car, are being restored in Lancashire. Pre-war Morris affairs are ably looked after by the continued appearance of the *Journal of the Morris Register*, a large duplicated monthly magazine published by the Morris Eight Tourer Club which now incorporates the Morris 10/25 Register and whose Hon. Secretary is B. D. M. Hicks, 24, Boughton Lane, Loose, Maidstone, Kent. Tne Austin Seven Swallow Register sent a good wishes telegram to Sir William Lyons and his colleagues on the occasion of tracing the 100th Swallow Austin 7 and the next day he wired back congratulations. A Rosengart racing car, bought two years ago in France and painted blue with a French registration, has come to the notice of the R.A.C. and its history is sought. It is thought to be a 1932/3 car, now numbered 3911-QL-75.

Some silver cups won at Brooklands races and in hill-climbs with an early 3-litre Bentley by W. G. Barlow came up for auction in Surrey in July. Jack Hampshire is writing another book about his atraction engine memories.

Shortly before noon they came to the riv
He turned left and followed it, bright wi
summer launches, for about three miles.
Then, suddenly, there was the turn. He
swung the car off the tarmac and out over
the narrow steel bridge, feeling his tyres
gripping reassuringly firm onto the hot
slippery metal as he made for the western
side of the water.....

er.
ith





MICHELIN ZX
go radial. go Michelin

A DATE TO REMEMBER

September 13th, at Thruxton, sees the last of this year's V.S.C.C. race meetings and the final round of the 1969 MOTOR SPORT Brooklands Memorial Trophy Contest. Racing will cover the Spero and Voiturette Trophies race from scratch over eight laps, for the smaller vintage and p.v.t. cars (up to 750 c.c. unblown, up to 1,100 c.c. supercharged), in which Barry Clarke's 747 c.c. Ulster Austin can be expected to challenge the 1,100's in spite of being unblown, a four-lap Edwardian race, the amusing race for vintage light cars, over the same distance, a 10-lap Allcomers' Scratch Race for the really quick machinery, an eight-lap John Holland Trophy race, from scratch, for vintage racing cars and a number of four-lap handicaps. In other words, the usual excellent V.S.C.C. fare, over a circuit which is well suited to the kind of cars they foster. It is near Andover in Hampshire and racing will commence at 1 p.m., preceded, it is hoped, by one of those splendid displays of aerobatics by Sqd.-Ldr. "Manx" Kelly in the Hon. Patrick Lindsay's Morane Saulnier monoplane. Admission costs 7s. 6d. per person, a Paddock transfer 5s., car parking being free. Advance booking facilities are available to B.A.R.C., Brooklands Society and V.S.C.C. members which show a saving in price and admission to all enclosures, Paddock and clubhouse. Application forms are available on application to the appropriate club. These facilities close on September 10th.

This finale to a fine vintage racing year should not be missed, especially as all the usual well-known pre-war and historic racing cars are likely to be extended again.

VINTAGE POSTBAG

Those T.T. Humbers

Sir,

I was interested to see the photograph of the 1914 T.T. Humbers, in your July issue, taken outside the Mitre Hotel at Kirk Michael.

There is an old photograph on the wall, different from the one you printed, showing the three cars, No. 13, No. 20 and No. 2, taken from the top of the opposite building.

This Hotel is still structurally the same and the present licencee is a Mr. Harold Wilson.

Douglas, I.o.M. N. TIARKS.

Sir,

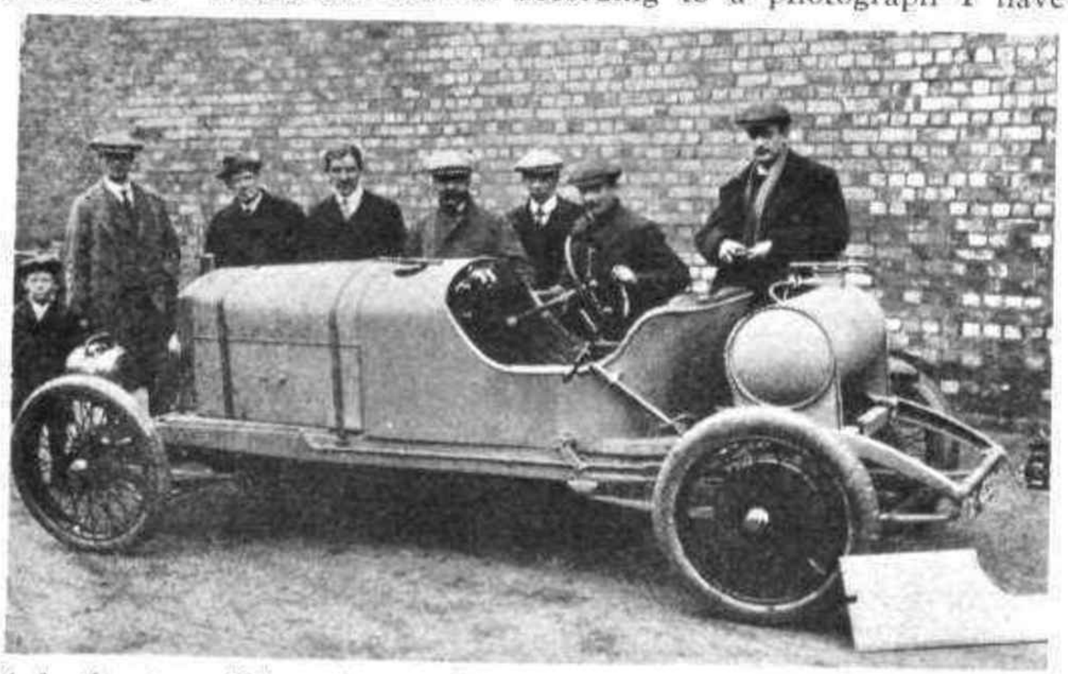
I was interested to read your further piece on the 1914 T.T. Humbers in the July MOTOR SPORT.

The photograph of one of the cars outside a hotel was in fact sent to the Montagu Motor Museum by one of your original correspondents F. R. Waley of Sevenoaks. It shows his friend C. A. Morrell-Miller with his car prior to taking it to France in July 1914. The car was abandoned in France in August 1914 and Morrell-Miller never ran it again. The cloth caps and the Eton collars of the onlookers, surely indicate that the photograph was taken in this country?

Your theory regarding the registration numbers of these cars is interesting. Tucks car No. 13 according to a photograph I have was DU 4832, which according to your proposition could imply six cars, which is surely to say the least most unlikely?

Byfleet. JOHN C. TARRING.

[This correspondence is now closed.—ED.]



A further tantalising picture of Burgess' 1914 T.T. Humber DU 4833, sent to us by a reader, which shows that it, too, was fitted with lamps at one period of its career!

* * *

Getting it Right

Sir,

It was very kind of you to publish a photograph of my A.C. in MOTOR SPORT, taken just before my run from London to John o'Groats and back at the end of May. May I take the opportunity, however, of pointing out one or two small errors in the caption which appeared below the picture.

1. My own initials are A. W. K. G. W. K. are in fact the initials of my nine-year-old son, who was highly delighted to find himself mentioned in MOTOR SPORT.
2. The bet with my brother was that I could do the journey from London to John o'Groats and back in my A.C. in 48 hours, not 24 hours. Even the Aston Martin DBS in which the Editor went to Caernarvon, and which is described on the same page, might have had difficulty in doing the 1,400 mile journey in 24 hours! [My error, or slip of pen—ED.]
3. Our overall average speed for the journey including stops worked out at approximately 31½ miles per hour, and in order to achieve this we were cruising most of the time at between 40 and 45 miles per hour. Had we only averaged 25 m.p.h., the overall journey would have taken us approximately 56 hours.

May I also take the opportunity of mentioning that my co-driver in the A.C., and the owner of the long wheel-base Land Rover which acted as our support vehicle, was Lt. Col. H. R. A. Hunt. In addition to Lt. Col. John Weeks, the Land Rover was driven by Tony Tringham and David Kortwright.

Oxshott. TONY CONDON.

VINTAGE TAILPIECE



A girl needs her umbrella (or sunshade) when the "one-man" hood remains neatly furled and stowed away! The car is a 1924 Rolls-Royce Silver Ghost restored by Triplex Limited.

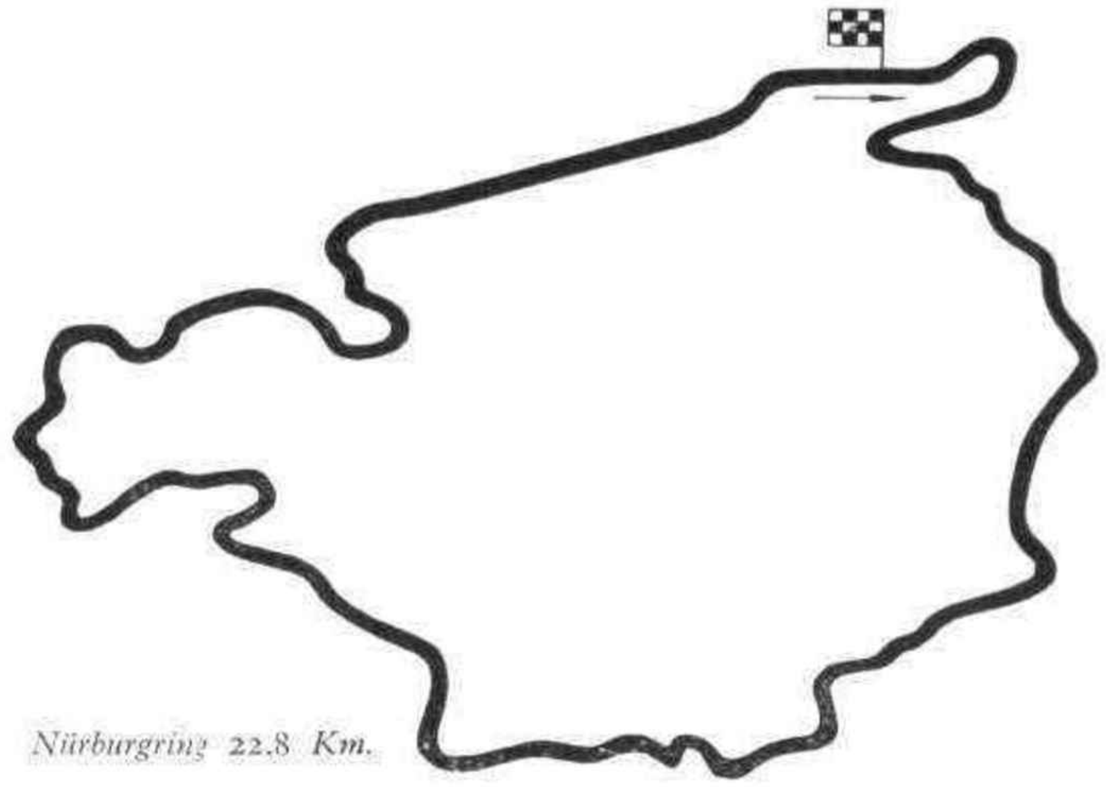
GERMAN GRAND PRIX

Some Man's Motor Racing

NURBURGRING, GERMANY, *August 3rd*

AFTER the 1,000-kilometre race in June, when Siffert set the fastest lap of the Nürburgring in practice at 8 min. 00.2 sec. with a Porsche 908, and Amon did 8 min. 00.3 sec. with the Ferrari 312P, I remarked that no self-respecting Grand Prix driver would be content with a lap at over 8 minutes if practice for the Grand Prix would be held in dry weather. The weather on Friday and Saturday before the Grand Prix was superb and the Nürburgring and the Eifel were at their best. When the Nürburgring is at its best it is terrific, when it is at its worst, like last year, it is awful. I fully expected the top Grand Prix driver to rise to the challenge of achieving a lap in under 8 minutes, but in my wildest dreams I did not anticipate anyone getting nearly 20 seconds under bogey time, nor did I expect so many drivers to excel themselves. The German Grand Prix is much more than another race in the World Championship series in which to gain more points for the Championship, it is the Nürburgring, and that is a driving challenge that is hard to equal anywhere. To drive a fast lap of the Nürburgring is as satisfying and challenging to a Grand Prix driver as is a fast lap of the Isle of Man T.T. course to the real racing motorcyclist. Wheel-to-wheel racing and cut-and-thrust tactics are of little importance at the Nürburgring, with its myriad of corners of every description in its 22.8 kilometres (14 miles), its steep descents that bring out the bravery in a driver, its fast corners that bring out the skill and above all the whole fantastic character of the circuit that throws down the gauntlet of a real challenge to anyone who thinks he can drive a racing car. The Gods of the Nürburgring who lurk among the forest-clad slopes seem to say "Here is the circuit as it was laid out in 1925, come and beat it if you can, but bring a strong car and be brave and skilful, for this is for true men."

With a heat-wave covering the Eifel mountains everyone was in good humour and were soon giving of their best, the first practice session being on Friday morning. At the last moment Ferrari withdrew his entries for Amon and Rodriguez, reducing the field to fourteen, but what it lacked in quantity it made up in quality. Team Lotus had finally managed to drag Andretti away from his American racing commitments and he was to drive the 4-wheel-drive Lotus 63 that Miles had run at Silverstone. Andretti is fully convinced of the future of 4-wheel-drive and does not want to waste time with the old Lotus two-wheel-drive models, and he has the full support and backing of everyone at Lotus. Since Silverstone the gearbox and power dividing unit had undergone a lot of testing and improving as regards lubrication and the brake calipers had been improved. It had been found that they had a tendancy to stick on after application, the rigid inboard mounting on the Lotus 63 eliminating any deflections normally experienced with outboard mountings, these deflections helping to return the brake pads after application to give running clearance. The resident Team Lotus drivers Hill and Rindt were driving 49B models, the former number 10, a newly built-up car, and the latter number 6, that he had driven at Silverstone. The car number 8 that Hill had driven at Silverstone had now been delivered to Bonnier. The shortage of petrol debacle at the British Grand Prix was not as simple as it looked and the 49B cars had undergone a complete revision of the piping and tank pick-up pipes to prevent a recurrence, for there had been adequate petrol in the tanks, but the pumps had not picked up the last few gallons. Ickx was on his own with the Brabham team cars, having BT26-3 and BT26-4 to choose from, and prefering the newer one. Brabham himself was present on crutches, and planning to return to the cockpit for the Italian Grand Prix. Stewart and Beltoise had the two Matra MS80 cars, the crashed Silverstone one having been repaired, and the 4-wheel-drive car was an extra entry with no driver nominated for it. The 4-wheel-drive McLaren was entered but did not appear, McLaren and Hulme contenting themselves with the two cars they have been using all season, abandoning their tray-like engine covers for separate aerofoils mounted on short struts, like a lot of other people were using now that the regulations were more clear and the aerofoils did not have to be part of the bodywork, limitations being on



Nürburgring 22.8 Km.

height, width and anchor points. Surtees was driving the latest B.R.M. with strengthened front suspension members and attempts had been made to spread the power and torque of the 12-cylinder engine lower down the speed range. This latest B.R.M. also had a new and enlarged air deflector over the central exhaust system. With Surtees now committed to the new car, Oliver took over P138-01, the interim car with B.R.M. gearbox. The remaining four entries were private owners, Siffert in the Walker/Durlacher Lotus 49B, Courage in the Williams Brabham, full of confidence after the Silverstone race, Elford in Crabbe's McLaren with the pontoon tanks, and Bonnier with his newly acquired Lotus 49B, which the Parnell team were looking after for him.

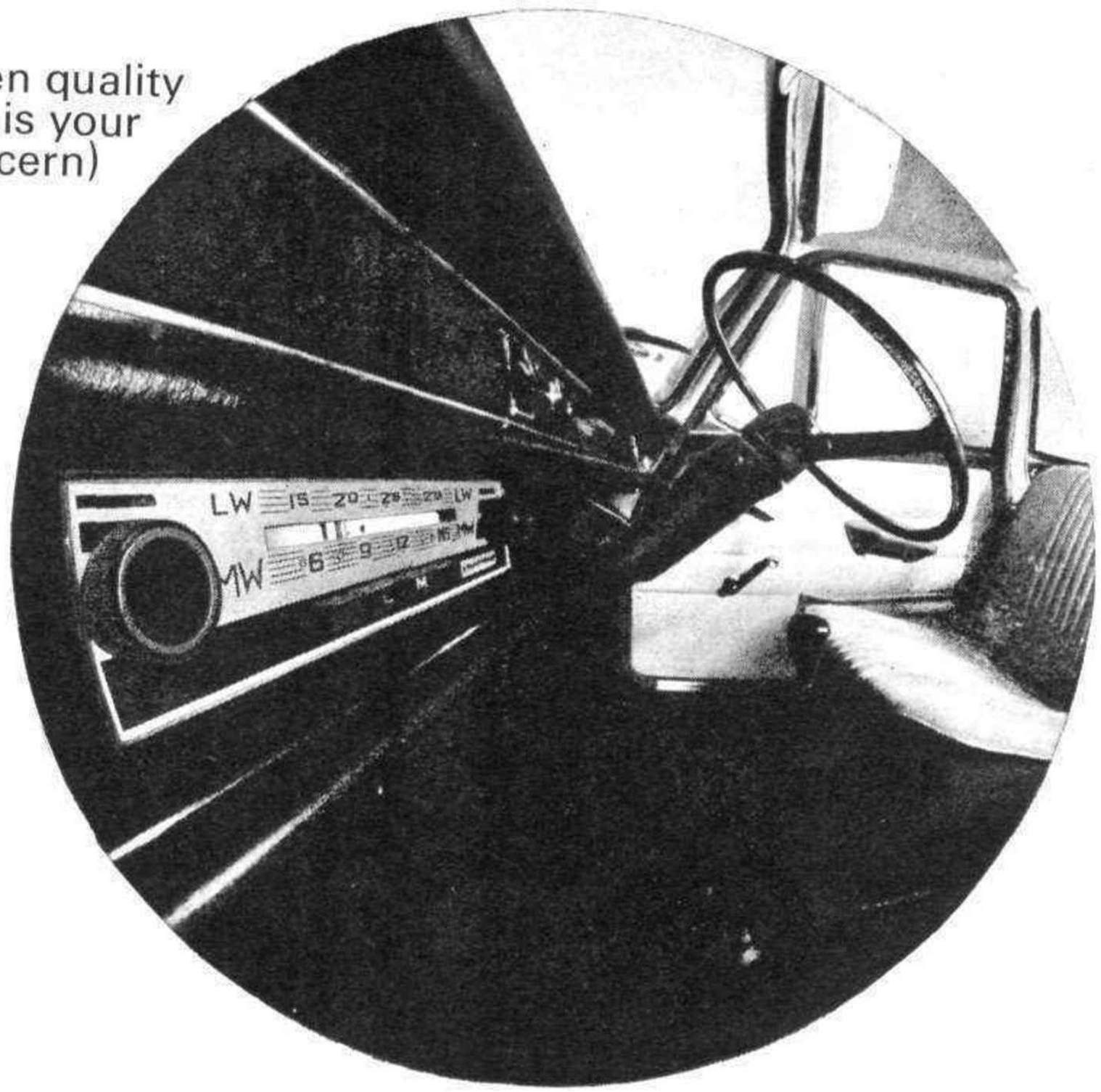
As this small entry could well become lost from view on the Nürburgring a Formula Two race was to be run concurrently, starting from a separate grid behind the German Grand Prix. With all the graded drivers in the Grand Prix the Formula Two entry took on a proper perspective and all the likely German drivers were involved. The Winkelmann team took on Herrmann and Stommelen in the Lotus car that Hill and Rindt usually drive, Matra entered Pescarolo and Servoz-Gavin, a full B.M.W. works team were in the hands of Hahne, Mitter and Quester, while Tecno entered Cevert and Frank Williams entered Attwood. The list was completed by Ahrens, Westbury and Perrot with their private Brabham. Apart from the works B.M.W. cars everyone was Cosworth FVA-powered.

The Friday morning practice session passed smoothly and with only minor incidents, except that Andretti only got a few miles in the 4-wheel-drive Lotus when a camshaft broke and valves and pistons and connecting rods all became a tangled mess. Someone had told Siffert that practice was in the afternoon and he arrived just before the morning practice finished and could not get in a flying lap. Since the erection of the guard rail down the pit lane it is no longer possible to be timed on a standing-start lap, competitors having to cover a full lap before the timekeepers acknowledge their existence. It is still possible to go round and round the short pit-circuit to make sure everything is working well before setting off for a full lap. If you do a full lap and enter the pit road instead of continuing on around the short pit circuit you do not record an official time. Hulme was stuck out on the circuit like Andretti, when the Cosworth engine in his McLaren died with ignition failure. As expected it was Stewart who set the pace, with his MS80 Matra and he soon got under the bogey time of 8 minutes, followed by Rindt, but the Austrian was 2½ seconds slower than the Scot. The B.R.M. pair were struggling to break 9 minutes, let alone 8 minutes and were not even competitive among the Formula Two competitors!

The Nürburgring offers unlimited opportunities for spectators to see Grand Prix driving at its best. It is an easy matter to position yourself at a point where cars come into view long before they are recognisable, and having come out of a fast bend or a series of bends the driver's knowledge of the circuit and his ability can easily be seen by the speed at which he comes into view. Ickx, Stewart and Siffert were outstanding on Friday afternoon, while Courage was impressive, Rindt was fast but did not look confident and McLaren was deceptively smooth and unruffled. Moving to a point where the cars went out of sight round a blind right hand bend, and being high above the track on a bank, it was possible to look down into the cockpits as

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they disappeared behind the trees. Siffert and Ickx were going out of sight with the power full on and a lot of opposite lock, demonstrating that they not only knew exactly where they were going, but were complete masters of their cars. Stewart was only applying correction to power-steering when the need called for it, rather than deliberately provoking the situation like the other two. Rindt did not look as though he was enjoying himself and was reluctant to power-slide out of the corner. Among the Formula Two cars Servoz-Gavin was outstanding and looked as though he could have used another 200 b.h.p., while Pescarolo was not far behind him. While all this was going on tragedy was happening beyond the *Flugplatz* on the fast downhill sweep, for Mitter crashed in the works B.M.W. Formula Two car and was killed. It was an accident that could only be attributed to a vital part breaking on the car, considering the point at which the car left the road and Mitter's knowledge of the circuit. A study of the Friday afternoon practice times more than confirmed the impressions gained by spectating. Ickx, Siffert, Stewart, Rindt and McLaren had all broken the 8 minute barrier, in that order, the young Belgian Brabham driver having recorded an unbelieveable 7 minutes 44.2 seconds. It would have been unbelieveable had not three or four rival teams in the pits agreed with the official time.

Bearing in mind that Ickx and Siffert had already been to the Nürburgring once this season, with a lot of experience of fast laps, to say nothing of the hundreds of laps they have completed over the past four years, the pattern that was taking shape was to be expected. Both drivers love the circuit and treat it as a friend rather than a challenge, and were obviously as happy as the proverbial pigs in the proverbial fertilizer. Stewart was viewing the circuit as a challenge to his ability and was proving that ability beyond question, but Rindt was succumbing to a lack of enthusiasm for the difficulties that the circuit provided, preferring the simplicity of a short circuit that he was capable of learning. McLaren's time of 7 min. 59.5 sec. was remarkable, for he did not look that fast, but was obviously applying thought and hard work to the job, rather than inspiration. As was expected Servoz-Gavin was way ahead of all the other Formula Two runners and virtually as quick as Surtees with the latest B.R.M. Oliver's practice was short-lived as the fuel system on the second B.R.M. went wrong, Bonnier was still awaiting the arrival of his "used" Lotus 49B, and Andretti was awaiting a new engine from England, Cosworth Engineering deliveries being behind schedule.

After the tragic accident to Mitter the remaining two works B.M.W. cars were withdrawn, and Herrmann also withdrew as a mark of respect to his life-long friend. While certain sections of the racing world were sad and depressed, the rest continued with the battle, and the Eifel mountains continued to be bathed in sunshine, with conditions still perfect for high-speed driving. The third and final practice session was on Saturday and further spectating from the excellent public enclosures merely confirmed which drivers had ability, which were enjoying themselves and which were wasting time. Ickx improved his best time to 7 min. 42.1 sec. proving that his performance the day before was not a fluke, while Stewart responded to the challenge of the little Belgian with 7 min. 42.4 sec., a remarkable equality bearing in mind all the variables in a lap of 22.8 kilometres. Rindt tried as best he could, but there was no conviction in his driving and he openly admitted that the challenge of the Nürburgring had him beaten. Siffert was a real joy to watch but his lap time was down, explained by a lack of speed along the final straight, and when practice was finished he had his engine changed. His own practice had stopped abruptly when the left front suspension broke, luckily with no other damage, Hulme and McLaren were both well under the 8 minute mark without any signs of excitement, their driving being neat and confident all along the line, and though Hulme was fifth fastest overall he was over ten seconds slower than Ickx and Stewart; the equivalent of one whole second on a 1½ mile circuit. Courage did a rousing 7 min. 56.1 sec., but he was surpassed by Elford with the Antique Automobiles McLaren, whose Porsche Nürburgring racing was obviously paying off. Hill did the last of the under-8-minute laps, there being a staggering total of nine self-respecting Grand Prix drivers. The Nürburgring certainly brings out the best in a driver.

Lotus got a new engine into their 4-wheel-drive car and Andretti set off to complete his first serious lap of the circuit. From a standing start he recorded 8 min. 58 sec., his next lap was 8 min. 28 sec., the next 8 min. 15 sec. and then another camshaft broke and the second Cosworth engine was wrecked. To achieve 8 min. 15 sec. on your second flying lap, having never been to the circuit before, and in a brand new car that had never been tried out against the vicissitudes of such a circuit, must surely stamp Andretti as a "natural" and justify the confidence that Lotus have in him. A third engine was acquired and the mechanics started work willingly, such is the enthusiasm that a driver like Andretti instills into a team. Surtees did not record a flying lap with the new B.R.M. as it suffered oil leaks and broken suspension, while Oliver could do no better than get among the Formula Two cars. Bonnier finally got his Lotus 49B but was so cramped in the cockpit that he could not bend his right arm to operate the gearlever, so had to change gear by reaching across the cockpit with his left arm; not conducive to fast driving.

PRACTICE TIMES

FORMULA ONE

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday
1	G. Hill	Lotus 49B-Cosworth V8	8. 04.0	8. 00.6	7. 57.0
2	J. Rindt	Lotus 49B-Cosworth V8	7. 58.0	7. 54.0	7. 48.0
3	M. Andretti	Lotus 63-Cosworth V8	No time	—	8. 15.4
4	C. Amon	Ferrari V12	NON-STARTER		
5	P. Rodriguez	Ferrari V12	NON-STARTER		
6	J. Ickx	Brabham BT26-Cosworth V8	8. 33.8	**7. 44.2**	**7. 42.1**
7	J. Stewart	Matra MS80-Cosworth V8	**7. 55.6**	7. 51.7	7. 42.2
8	J-P. Beltoise	Matra MS80-Cosworth V8	8. 04.0	8. 01.5	8. 00.3
9	D. Hulme	McLaren M7A-Cosworth V8	No time	8. 01.4	7. 52.8
10	B. McLaren	McLaren M7C-Cosworth V8	8. 09.3	7. 59.5	7. 56.5
11	J. Siffert	Lotus 49B-Cosworth V8	No time	7. 50.3	7. 55.2
12	V. Elford	McLaren M7A-Cosworth V8	8. 09.8	8. 06.6	7. 54.8
14	J. Surtees	B.R.M. P139 V12	8. 51.9	8. 12.1	No time
15	J. Oliver	B.R.M. P138 V12	8. 58.4	11. 31.5	8. 16.2
16	J. Bonnier	Lotus 49B-Cosworth V8	—	—	8. 35.0
17	P. Courage	Brabham BT26-Cosworth V8	8. 41.8	8. 01.6	7. 56.1
41	J. Stewart	Matra MS84-Cosworth V8	—	8. 05.0	—

FORMULA TWO

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday
20	K. Ahrens	Brabham-Cosworth FVA	8. 39.7	8. 24.4	8. 23.2
21	H. Herrmann	Lotus-Cosworth FVA	9. 04.0	8. 50.3	—
22	R. Stommelen	Lotus-Cosworth FVA	8. 55.5	8. 28.1	No time
23	H. Hahne	B.M.W. 4-cylinder	**8. 24.7**	8. 19.5	—
24	G. Mitter	B.M.W. 4-cylinder	8. 36.5	No time	—
25	D. Quester	B.M.W. 4-cylinder	10. 20.2	8. 26.8	—
26	H. Pescarolo	Matra-Cosworth FVA	8. 30.7	8. 16.8	8. 14.8
27	J. Servoz-Gavin	Matra-Cosworth FVA	8. 38.7	**8. 12.5**	**8. 11.1**
28	F. Cevert	Tecno-Cosworth FVA	8. 35.0	8. 15.6	8. 13.9
29	R. Attwood	Brabham-Cosworth FVA	No time	8. 35.6	8. 24.6
30	X. Perrot	Brabham-Cosworth FVA	8. 45.6	8. 43.1	8. 35.4
31	P. Westbury	Brabham-Cosworth FVA	8. 44.0	8. 26.2	8. 20.0

STARTING GRIDS

FORMULA ONE

↑

2 J. Rindt (*Lotus-Cosworth V8*) 49B/6 7 min. 48.0 sec.

7 J. Stewart (*Matra-Cosworth V8*) MS80-02 7 min. 42.4 sec.

6 J. Ickx (*Brabham-Cosworth V8*) BT26-4 7 min. 42.1 sec.

9 D. Hulme (*McLaren-Cosworth V8*) M7A-2 7 min. 52.8 sec.

11 J. Siffert (*Lotus-Cosworth V8*) 49B/7 7 min. 50.3 sec.

10 B. McLaren (*McLaren-Cosworth V8*) M7C-1 7 min. 56.5 sec.

17 P. Courage (*Brabham-Cosworth V8*) BT26-1 7 min. 56.1 sec.

12 V. Elford (*McLaren-Cosworth V8*) M7A-3 7 min. 54.8 sec.

8 J-P. Beltoise (*Matra-Cosworth V8*) MS80-01 8 min. 00.3 sec.

1 G. Hill (*Lotus-Cosworth V8*) 49B/10 7 min. 57.0 sec.

15 J. Oliver (*B.R.M. V12*) P138-01 8 min. 16.2 sec.

3 M. Andretti (*Lotus-Cosworth V8*) 4-w-d-63/2 8 min. 15.4 sec.

14 J. Surtees (*B.R.M. V12*)* P139-01 8 min. 12.1 sec.

16 J. Bonnier (*Lotus-Cosworth V8*) 49B/8 8 min. 35.0 sec.

* Did not start.

FORMULA TWO

↑

26 H. Pescarolo (*Matra-Cosworth FVA*) 8 min. 14.8 sec

28 F. Cevert (*Tecno-Cosworth FVA*) 8 min. 13.9 sec.

27 J. Servoz-Gavin (*Matra-Cosworth FVA*) 8 min. 11.1 sec.

20 K. Ahrens (*Brabham-Cosworth FVA*) 8 min. 23.2 sec.

31 P. Westbury (*Brabham-Cosworth FVA*) 8 min. 20.0 sec.

30 X. Perrot (*Brabham-Cosworth FVA*) 8 min. 35.4 sec.

22 R. Stommelen (*Lotus-Cosworth FVA*) 8 min. 28.1 sec.

29 R. Attwood (*Brabham-Cosworth FVA*) 8 min. 24.6 sec.

In spite of a short shower of rain after practice the superb weather continued throughout Sunday and a crowd of 350 000 was thought to be lining the circuit, and certainly the car parks and camping areas were full to overflowing. Surtees gave up the unequal struggle of battling against a team that has no unchallenged leader, like Chapman, Brabham or Tyrrell, and withdrew from the contest before the start, his empty place on the back of the grid hardly noticing. With conditions being perfect it was obviously going to be a record-breaking race between Ickx and Stewart, with the rest trying to keep pace. For once Ickx made a good start from pole position, but a lot of other drivers made better starts, particularly Stewart, Siffert, Rindt and Hulme and the young Belgian lad was engulfed as the field poured into the South Turn. Stewart was away and not waiting for anyone, though Siffert and Rindt were chasing hard, while Ickx was down in eighth place. Around the North Curve there were some hectic moments among the tail-enders and the official information service seemed to think Andretti had crashed, but it was not true. However, two-thirds of the way round the first lap the American did crash and Elford, who was just behind, became involved. The 4-wheel-drive Lotus and the McLaren were wrecked and Elford was taken to hospital with a badly broken arm, while Andretti escaped unscratched.

At the end of the opening lap Stewart had a six second lead over Siffert and Rindt, but Ickx was right behind them and going like the wind. He had come up behind McLaren, Hill and Hulme, who were together, so fast that they had moved smartly out of his way. Half-way round the second lap Courage took a downhill bend too sharply, the Brabham grounded with full petrol tanks and next thing the young Etonian found himself in the ditch with a very bent motor car. With a clear road ahead Stewart was making the most of it and had a nine second lead over Siffert, but Ickx was past Rindt and was alongside the dark blue Lotus 49B. Stewart's standing lap had been in 8 min. 02.5 sec., and his first flying lap took 7 min. 50.9 sec. and there was obviously more to come, but it came from Ickx, who went round on his third lap in 7 min. 45.9 sec.—176.4 k.p.h. (about 109 m.p.h. average). All the way round he was closing the gap, having disposed of Siffert very quickly. This was a superb sight, the Matra giving all it had got, but the Brabham was closing on it relentlessly, the driving of Ickx being inspired. Behind these two there was no race, Siffert, Rindt, Hulme, Hill, McLaren and Beltoise looking very second-rate, while Oliver had the Formula Two cars of Servoz-Gavin, Pescarolo and Cevert snapping at his rear wheels. As Stewart streaked along the undulating final straight Ickx pulled right up into his slip-stream and then pulled out alongside the Matra as they approached the flat-out left-hander under the *Antoniusbuche*. Being badly placed on the inside Ickx had to give way, and he followed the Matra into the *chicane* at *Tiergarten* and was alongside as they passed the pits. Once again he was on the wrong side and a valiant attempt to pass going into the South Turn did not come off. The fourth lap had taken Ickx 7 min. 44.5 sec. and excitement was overflowing all round the circuit. Try as he did the Belgian could not out-smart the Scot, and Stewart was not going to give his young rival an opening. Almost unnoticed Bonnier crept into the pits and retired with a leaking petrol tank in his "new" Lotus after four laps.

All round the fifth lap the battle continued with Ickx trying desperately to get by the Matra, but all to no avail and they finished the lap still nose-to-tail. Everyone else had been left way behind, the rest following in the order Siffert, Rindt, Hulme, Hill, McLaren and Beltoise, with Oliver tailing along in the background. As the two leaders came up the back straight behind the pits into the North Curve Ickx made a desperate do-or-die attempt and went by on the inside under braking. In a cloud of dust and locked wheels he went across the apex of the corner, slid out wide and Stewart dived through behind him and retook the lead; it was truly heroic motor racing. Undaunted, Ickx continued to harry the Scot all round the sixth lap, the two of them averaging nearly 108 m.p.h. in a breathtaking battle of sheer driving skill. As they crested the rise of *Tiergarten* Ickx was a few feet closer and alongside as they passed the pits. He sat it out with Stewart, wheel-to-wheel as they raced towards the South Turn and this time he was into the corner first and leading as they came back up behind the pits. With a clear road ahead Ickx used everything the Brabham could give and set yet another lap record with a time of 7 min. 43.8 sec., which gave him a narrow two second lead on Stewart. By now Siffert and the others were so far behind they seemed to be in a different race, and when Rindt's engine went a bit flat and he dropped from fourth place to eighth place, behind Beltoise, it did not seem very important. During this falling back McLaren got ahead of Hill so the order of the "also rans" was Siffert, Hulme, McLaren, Hill, Beltoise, Rindt, Oliver. When you realise these "also rans" were averaging well over 100 m.p.h. round the Nürburgring you can appreciate the pace of the leaders.

In the Formula Two race Servoz-Gavin went out in a great spray of oil as his engine blew up, which let Pescarolo into the lead, averaging over 100 m.p.h. While he was unchallenged for the lead, Cevert having fallen back, there was a fierce battle for second place between Attwood, Ahrens and Stommelen. For two laps Stewart kept station with Ickx, not close enough to press him into corners, but always in his mirrors and just waiting for the Belgian to put a wheel wrong. It was not to be and during the tenth lap the Matra slowed visibly, losing nearly ten seconds all at once. The gear-change was playing tricks and Stewart could not always get the gear he wanted, having to be content with third when he wanted second and fifth when he wanted fourth. Rindt called at the pits after nine laps to complain that his engine had gone flat, but was sent on his way, and next lap he came in again and retired, rather than flog a dead horse, especially as he was now behind Oliver. With Stewart in trouble, and outdriven anyway, Ickx could now relax and as the lone B.R.M. now cracked its sump over a bump and spread oil everywhere the pace slackened off considerably. Oliver retired the B.R.M. at the pits and Hulme also went out with a gearbox that was making "clunking" noises and locking up solid as mechanics wheeled the car away.

Stewart now slowed right down as he could do nothing about Ickx and was far enough ahead of Siffert not to have to worry. In places where he should have been in third or fourth gear he was having to use fifth gear, the other not being selectable, and Ickx increased his lead to over half-a-minute, in spite of reducing his lap times by 10 seconds and more because of the oily circuit. At the end of twelve laps Beltoise brought the second Matra into the pits as it felt peculiar and he was right, for the left front hub had seized and broken the lower hub pivot. On the penultimate lap Ickx lapped Stommelen, Attwood and Ahrens who were still racing for second place in the Formula Two division, Stommelen making an excellent impression on his first attempt with a single-seater. Siffert was in a secure third place, when half-way round the thirteenth lap, near the *Karussel*, he saw his left wheel trying to part company from the car, the suspension having broken again, even though it was all new after the practice damage. He just had time to mutter an oath and he was off the road and into the ditch; the car was bent but he was unharmed.

As Ickx completed his fourteenth and last lap he just failed to lap the Formula Two leader so Pescarolo had to complete another full lap. Ickx received a terrific ovation for a masterly drive at a record-breaking pace and was followed home by Stewart, McLaren and Hill, there being no other Formula One cars left running. While Pescarolo continued his lonely final lap to be fifth overall and win the Formula Two race, Stommelen, Attwood and Ahrens were racing for the *chicane* and second place. As they headed for the finishing line flames came out from under the Winkelmann Lotus and Stommelen had to ease off. A fuel tank leak had been dripping into the undertray and contact with something hot had ignited it. With great presence of mind Stommelen drove towards the finish line where he knew there was a fire-marshal and the flames were quickly put out, but this incident had lost him second place though he was lucky not to receive any burns. Had he stopped suddenly the whole lot might have gone up in flames, instead of just an odd pipe and wire catching alight.

Like the British Grand Prix at Silverstone this had been Grand Prix racing at its best. This time Stewart's erstwhile rival was not in the picture and it was the combined skill and superior circuit knowledge of Ickx that provided the opposition and came out on top. The young Belgian boy was justifiably proud of his victory, for to win a race on the Nürburgring is to win a real motor race.—D. S. J.

Nurburg Rings

Andretti cost Lotus a small fortune, for apart from the cost of bringing him from America there were two wrecked engines and a badly bent racing car.

* * *

What a splendid morale booster the victory was for the Brabham team, especially for Jack Brabham who was watching the race balanced on crutches.

Continued on page 986

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

It's funny but that's just the way it happened.

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

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MUGELLO

FLORENCE, ITALY, *July 20th*

THERE is argument among drivers as to whether the Targa Florio's "Little Madonie" circuit is more or less difficult than the circuit of Mugello near Florence. Suffice it to say that each is close to 70 km. per lap over mountainous, twisty roads and presents a formidable challenge to man and machine quite unlike that of the domestic tracks.

This unique quality entices a strong entry each year from British sports and prototype cars, eager to meet the challenge.

This year there were no less than 27 British cars entered, ranging from Taylor's Lola T70 Mk. 3B driven by De Adamich/Vaccarella, to the little Unipower of Forester/Martin. There were Chevron-B.M.W.s for Tangye/Smith ; Brown/Baker ; Skailes/Bond ; Morrison/Fletcher and Clydesdale/Hunter, while Mylius drove his solo. Garton and Mrs. Denton shared an M.G.-B, as did Dawkins/Eade, both cars running in Group 6.

Richardson's Ginetta G.16 suffered a practice accident and did not start. Jackson's Nomad Mk. 1 would not start, having fuel pump bothers in the heat. Le Sage's Crossle-Climax 2.7 had to have its condenser changed on the line, but disappeared during the first lap. Konig's Mk. 2 Nomad stopped out on the circuit on the second lap while Crossley was driving and therefore robbed its owner of a drive. The Cox Spitfire entry of two cars was halved by a practice accident leaving only the Marshall/Britten car to start. Wheeler's Sprite with Elan rear suspension was shared with Franey. Spero's Porsche 906 suffered body damage in practice and further damage during the race caused its retirement.

Godfrey/Pigneguy shared a Mk. II Sprite, as did Appleby/Lucas, while Mrs. Konig co-drove with Nigogosian in an M.G. version of the same car.

Other British entries were in the over-1,600-c.c. GT class, being Beeson's Ferrari GTB, and the Porsche 911s of Davidson, Vestey/Sadler, and Margulies/Mackie.

The race should have been a contest between the Porsche 908 Spyders of Toivonen and Koch/Dechent and the Alfa Romeo 33s of Zadra, Pinto/Alberti, Bordelli/Guigno (all running in Group 6) and the standard Group 4 Alfa Romeo 33s of Giunti/Galli (which made fastest practice time) and Dini/"Nicor" (second fastest). In fact, two works Fiat Abarth 2-litre "wedge"-bodied cars did far better than expected and the newer bodied (Group 6) car of Merzario led from the end of lap one to the finish, followed by its Group 4 sister car driven by Ortner/Von Lennep.

The Porsches and most of the Alfa Romeo 33s fell by the wayside and the De Adamich/Vaccarella Lola was well driven to third place despite time lost in the pits and lack of traction on the loose stones on the circuit.

Fourth place was gained by Werlich's 906 Porsche on the last lap from Munari's lightweight cut-down Lancia HF Spider. Munari had a fantastic drive but was hampered by several pit stops for repair of a broken seat. The first British car home was the J.C.B. Chevron-B.M.W. B8 of Baker/Brown which achieved a creditable sixth place overall, third in its class.

The 1-2 victory of the Fiat Abarths was well received by the enthusiastic crowd who were somewhat scornful of the demise of most of the Alfa Romeos. Merzario's drive was particularly impressive, since he managed the car single-handed for the entire race—no mean feat in the intense heat—to achieve an average of 77.745 m.p.h. for the 529.6 km. His time of 4 hr. 15 min. 55.8 sec. was nearly 7 minutes better than that set up by 1968 winners Bianchi/Vaccarella in an Alfa Romeo 33.—L. A. M.

Mugello Results Overall

1st	A. Merzario (2.0 Fiat Abarth 2000) ..	4 hr. 15 min. 55.8 sec.—124.392 k.p.h.
2nd	G. Van Lennep/J. Ortner (2.0 Fiat Abarth 2000) ..	4 hr. 18 min. 54.7 sec
3rd	A. De Adamich/N. Vaccarella (5.0 Lola T70 Mk. IIIB)	4 hr. 27 min. 08.0 sec.
4th	G. Werlich (2.0 Porsche 906)	4 hr. 43 min. 02.1 sec.
5th	S. Munari (1.6 Lancia HF)	4 hr. 46 min. 02.6 sec.
6th	P. Brown/C. Baker (2.0 Chevron-B.M.W. B8) ..	7 laps
7th	E. Bonomelli (2.0 Porsche 911)	7 laps
8th	E. Ostini/"Nomex" (2.0 Porsche 911)	7 laps
9th	"Hoga"/A. Federico (1.0 A.T.S. 1000)	7 laps
10th	M. Zanetti/V. Locatelli (1.0 Fiat Abarth)	7 laps
11th	S. Dini/"Nicor" (2.0 Alfa Romeo P33)	7 laps
12th	C. Zuccoli/"Ghigo" (1.3 Alfa Romeo GTA)	7 laps
13th	L. Cecchini (1.6 Alfa Romeo GTA)	7 laps
14th	M. Zanini/G. Pianta (2.0 Porsche 911)	7 laps
15th	J. Selz/B. Cheneviere (2.0 Porsche 911)	7 laps
16th	C. Cuenoud (2.0 B.M.W. 2000)	7 laps
17th	A. Moncini/L. Cabella (1.6 Alfa Romeo GTA) ..	7 laps
18th	S. Uberti/"Gianfa" (1.6 Alfa Romeo GTA)	7 laps

Group 6, 2,000-3,000-c.c. Class : No finishers.
Group 6, 1,000-2,000-c.c. Class : 1st : A. Merzario; **2nd** : S. Munari; **3rd** : "Matich"/P. Lado (2.0 Ferrari Dino), 7 laps; **4th** : G. Bianchi/R. Giardi (1.3 Alfa TL2), 7 laps; **5th** : G. Konig/G. Nigogosian (1.3 M.G. Midget), 7 laps; **6th** : A. Mylius (2.0 Chevron B.M.W. B8), 7 laps; **7th** : A. Bardelli/C. Giugno (1.6 Alfa Romeo TZ2), 7 laps; **8th** : P. Forester/D. Martin (1.3 Unipower), 6 laps; **9th** : C. Maglioli/R. Pinto (1.6 Lancia HF), 6 laps; **10th** : C. Manfredini/G. Selva (Porsche 907), 5 laps.
Group 6, up-to-1,000-c.c. Class : 1st : "Hoga"/Federico, 7 laps; **2nd** : M. Zanetti/Locatelli, 7 laps; **3rd** : M. Baldo/R. Ramoino (1.0 Fiat Abarth), 7 laps; **4th** : C. Marshall/J. Britten (1.0 Triumph Spitfire).
Group 4, 2,000-5,000-c.c. Class : 1st : A. De Adamich/N. Vaccarella.
Group 4, 1,600-2,000-c.c. Class : 1st : G. Van Lennep/J. Ortner; **2nd** : G. Werlich; **3rd** : P. Brown/C. Baker; **4th** : S. Dini/"Nicor"; **5th** : J. Tangye/C. Smith (2.0 Chevron B8 B.M.W.).
Group 4, 1,300-1,600-c.c. Class : 1st : A. Bersano (1.6 Alfa Romeo TZ), 7 laps; **2nd** : E. Tinghi (1.6 Alfa Romeo TZ), 7 laps; **3rd** : B. Grelli (1.6 Alfa Romeo TZ), 7 laps.
Group 4, up-to-1,300-c.c. Class : E. Buzzetti/W. Dona (1.0 Fiat Abarth), 7 laps; **2nd** : A. Fabroni/R. Rosati (1.0 Fiat Abarth), 6 laps; **3rd** : E. Tondelli/A. Marz (1.0 Fiat Abarth), 6 laps.
Group 3, over-1,600-c.c. Class : 1st : E. Bonomelli; **2nd** : E. Ostini/"Nomex"; **3rd** : J. Selz/B. Cheneviere; **4th** : D. Margulies/R. Mackie (2.0 Porsche 911), 7 laps; **5th** : P. Vestey/P. Sadler (2.0 Porsche 911), 7 laps.
Group 3, 1,300-1,600-c.c. Class : 1st : G. Belli/"Masceleros" (1.5 Fiat 124 Spider), 7 laps; **2nd** : P. Ceccato/F. Pianezzola (1.5 Fiat 124 Spider), 6 laps; **3rd** : F. Cosentino/"Walfrido" (Fiat 124 Spider), 6 laps.
Group 3, up-to-1,300-c.c. Class : 1st : G. Nataloni/F. Morelli (1.3 Lancia Fulvia Sport), 7 laps; **2nd** : "Poker"/G. Galimberti (1.3 Lancia Fulvia Sport), 7 laps; **3rd** : G. Capra/Z. Filippi (1.3 Lancia Fulvia Sport), 7 laps.
Group 2, 1,600-3,000-c.c. Class : 1st : E. Zanini/G. Pianta; **2nd** : C. Cuednoud; **3rd** : D. Dolcetti/C. Belli (2.0 B.M.W. 2000), 7 laps.
Group 2, 1,300-1,600-c.c. Class : 1st : L. Cecchini; **2nd** : A. Moncini/L. Cabella; **3rd** : P. De Leonibus/L. Petri (1.6 Alfa Romeo GTA).
Group 2, 1,150-1,300-c.c. Class : 1st : C. Zuccoli/"Ghigo"; **2nd** : S. Uberti/"Gianfa"; **3rd** : A. Rosselli /1.3 Alfa GTA).

Fastest lap : Lap 2 of No. 14, A. Merzario (Fiat Abarth 2000), in 31 min. 02.7 sec.—127.943 k.p.h.

GERMAN GRAND PRIX—continued from page 984

It was a smiling day for Goodyear; they haven't won a Grand Prix for so long that they were beginning to forget how to smile. And Gulf Petrol have known all along that Ickx was their "Golden Boy".

* * *

To give a sense of proportion to aspiring Nürburgring "aces" the Austrian Dr. Marko lapped in 9 min. 51.7 sec. while winning the supporting Formula V race driving a Volkswagen-powered McNamara-Sebring single-seater car. An average of 138.9 k.p.h.

* * *

Rumour says that General Motors are sick of Ford domination in European racing and intend to use Opel to do something about it. As all ten finishers in the Formula One and Formula Two categories were Cosworth-powered and designed, and built with Ford money, it would seem that General Motors might well have something to be sick about.

RESULTS

Formula One and Formula Two

GERMAN GRAND PRIX—Formula One—14 laps—Nurburgring 319.690 kilometres—Very warm

1st	J. Ickx (Brabham BT26-Cosworth V8) (Entrant: Motor Racing Developments, England)	1 hr. 49 min. 55.4 sec.—174.498 k.p.h.
2nd	J. Stewart (Matra MS80-Cosworth V8) (Entrant: Matra International, France)	1 hr. 50 min. 53.1 sec.
3rd	B. McLaren (McLaren M7C-Cosworth V8) (Entrant: Bruce McLaren Motor Racing, England)	1 hr. 53 min. 17.0 sec.
4th	G. Hill (Lotus 49B-Cosworth V8) (Entrant: Gold Leaf Team Lotus, England).	

Fastest lap : J. Ickx (Brabham-Cosworth V8) on lap 7, in 7 min. 43.8 sec.—177.244 k.p.h.

Retirements : M. Andretti (Lotus 63-Cosworth V8) on lap 1, crashed; V. Elford (McLaren-Cosworth V8) on lap 1, crashed; P. Courage (Brabham-Cosworth V8) on lap 2, crashed; J. Bonnier (Lotus 49B-Cosworth V8) after lap 4, at pits with fuel tank leak; J. Rindt (Lotus 49B-Cosworth V8) after lap 10, at pits with ignition trouble; J. Oliver (B.R.M. V12) after lap 11, at pits with cracked sump; D. Hulme (McLaren-Cosworth V8) after lap 11, at pits with broken transmission; J-P. Beltoise (Matra MS80-Cosworth V8) after lap 12, at pits with broken left front suspension; J. Siffert (Lotus 49B-Cosworth V8) on lap 13, crashed when front suspension broke.

13 *starters* — 4 *finishers.*

Formula Two

1st	H. Pescarolo (Matra-Cosworth FVA) (Entrant: Matra-Elf, France)—	1 hr. 58 min. 06.4 sec.—162.407 k.p.h.
2nd	R. Attwood (Brabham-Cosworth FVA) (Entrant: Frank Williams Racing, England)	13 laps, 1 hr. 49 min. 57.1 sec.
3rd	K. Ahrens (Brabham-Cosworth FVA) (Entrant: Ahrens Racing Team, Germany)	13 laps, 1 hr. 49 min. 57.4 sec.
4th	R. Stommelen (Lotus-Cosworth FVA) (Entrant: Winkelmann Racing, England)	13 laps, 1 hr. 50 min. 13.9 sec.
5th	P. Westbury (Brabham-Cosworth FVA) (Entrant: Felday Racing Team, England) ..	13 laps, 1 hr. 51 min. 34.5 sec.
6th	X. Perrot (Brabham-Cosworth FVA) (Entrant: Squadra Tartaruga, Switzerland)	13 laps, 1 hr. 54 min. 53.1 sec.

Fastest lap : J. Servoz-Gavin (Matra-Cosworth FVA) in 8 min. 12.4 sec.—166.950 k.p.h.

Retirements : J. Servoz-Gavin (Matra-Cosworth FVA) on lap 7, engine; F. Cever (Tecno-Cosworth FVA) on lap 10, engine.

8 *starters* — 6 *finishers.*

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True: Dunlop SP 68s last up to 80% longer than ordinary crossply tyres.

Longer wear, firmer road grip, greater comfort. When you get so much value out of a set of tyres, no-one minds forking out a little more. Dunlop SP 68s pay for themselves again and again. And that goes for the average family man as well as the man who clocks up 15,000 miles or so every year.

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First, SP 68 gives you all the obvious advantages of radial construction. The extra durability. The firmer road-holding at speed. Then it adds some extra advantages of its own. Its squat, low profile is specially designed to give the tyre a flatter, broader contact area. So it wears more evenly, which, in the long run, means greater mileage. In controlled tests, on surfaces ranging from smooth motorway to rough rally circuits, we have consistently demonstrated that SP 68 can give up to 80% more mileage than ordinary crossply tyres.

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SP 68 has been built with a tread that is especially resilient and flexible. We call it a 'shock-absorber' tread. It's a lot more comfortable than most radials at lower speeds. And isn't upset by bumps and cats eyes. This flexibility is one result of the thousands of tiny knife-cut gripslots we use in our tread pattern. Their other–and main–purpose is to disperse water and give you superb grip in the wet.

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FUN WITH A DYANE

Citroën's Successor to the 2 c.v. Proves its Worth

WHEN the 375-c.c. Citroën 2 c.v. was first introduced to outraged Britishers we thought this 100%-individual little car of highly ingenious design represented motoring sport of a sufficiently unusual and enjoyable kind to justify a long report on it. For years after this account had been published I used to encounter this actual 2 c.v. at Hants and Berks M.C. meetings, its owner proud that he had the MOTOR SPORT test car. I wonder why ! And I wonder if this 2 c.v. is still around and, if so, how many miles it has now covered ?

Today you cannot buy a new 2 c.v. in this country but thank goodness you can buy its rather more sophisticated successor, the 602-c.c. Dyane. Thank goodness, because life, motoring-wise, would be poorer if such splendidly-basic, practical and economical cars vanished from the market . . . .

I do not propose to describe in detail the Dyane which I sampled recently. It is really very much like the excellent 2 c.v., with the same remarkable cornering powers, from supple and ingenious suspension aided and abetted by the Subtle Secrets of "X", those powerful brakes, that push-pull-and-twist facia gear-change, comfortable and easily removable seats, the same contempt for unmade roads and off-the-road motoring, the same air-cooling, indeed, the lot, with rather more finish and refinement.

Cynics will say, ah yes, but the Dyane in *Confort* form costs a £ more than a Mini 1000 Super. Agreed ! But you get a roll-back sunshine roof, an automatic clutch making this a two-pedal car for novices, extreme durability, air-cooling, really generous headroom and leg-room, especially the former, which is a legacy from vintage days, very good fresh-air ventilation, extreme economy, and all the fun of owning something entirely different from the common run of little rectangular saloons.

It is unlikely that a Dyane driver will ever be stopped for exceeding the speed-limit on Britain's de-restricted roads, although a Dyane will wind up to some 73 m.p.h. if pushed, maybe with the wind behind it. But, although on paper it cannot accelerate like a Renault 4L, twice in my experience we made mincemeat of the Billancourt job, up hills. And even if this isn't *performance*, the Dyane will bowl along very happily all day at over 60 m.p.h. and in return for any sluggishness which might be remarked on in sporting circles, it gave 47.3 m.p.g. of the least-expensive petrol while I was flogging it as hard as it would go.

Those who enthuse over twin-cylinder air-cooled engines will be pleased to know that the light-alloy 74×70 mm. unit in the Citroën Dyane can be taken up to 6,000 r.p.m. and that it pokes out 29 (net) b.h.p. at 2,750 r.p.m. That in the test car was a bit aged and needed a pint of oil about every 250 to 300 miles. But it never missed a beat and it surprised one or two drivers of seemingly very superior small cars possessing as many as four cylinders.

The comfortable ride is matched by cornering which can be astonishingly fast if you do not mind banking over like an aeroplane in circuit or the then-strong understeer doesn't pull your arms off. Instead of



FUNNY HA-HA OR FUNNY PECULIAR?—The Citroën Dyane, seen in its customary nose-down attitude which it adopts unless heavily laden, is an odd-looking vehicle, but one which is essentially practical, comfortable, spacious, economical, and jolly good fun.



FLAT-TWINS BOTH.—The 602-c.c. Citroën Dyane 6 keeps a 193 Jowett company; they each have horizontally opposed two-cylinde engines and soft tops, but the Jowett needs water to keep it cool

the horrid cloth-covered seats I hated in an Ami 6, this Dyane had Targa p.v.c. upholstery, and you sit in comparative luxury.

Having this Dyane to try, I thought it should be put to some more or less appropriate task. So I drove it to Wales and set it to cover the Northern circuit of the route which the R.A.C. devised away back in 1924 for its Six Days Small Car Trials. In those days Welsh roads were untarred and the back-braked, high-pressure-shod light cars had a pretty terrible time before they left Wales for Brooklands, with a timed climb of Birdlip *en route*, and a Gwynne Eight was declared the winner.

We fared much better over tarred roads and by-ways, but the scenery was nice. Leaving Llandrindod Wells in torrential rain we went to the pony-trekking picturesque town of Rhayader, and then climbed steadily away from it up to Harmon and on over deserted roads to Llanidloes. With the route getting only slightly "tourist" we squeezed past a Cortina and came unexpectedly on the famous Bwlch-y-Groes Pass, which I recognised from pre-war trials days and from having tried to climb it many years ago in the road-test 2 c.v., when snow stopped us. Now we sailed up unconcernedly in bottom gear, with 301 c.c. apiece to take us over the summit of this 1½-mile-long 1 in 4/1 in 7 gradient, and were soon skirting Bala lake. A brief pause at the White Lion Hotel which gave lunch to those weary and anxious competitors of 25 years ago (imagine driving over such a route for six days on end in a 1924 small car !) and we were off again, now in dense mist which obscured the hill scenery. This cleared as the gradient dropped and we were soon motoring among the peaceful foothills,



INEVITABLE!—The cross-country abilities of Citroën 2 c.v.s and Dyanes lure the adventurous into predicaments such as that depicted. A tractor had to be used, to tow the Dyane out, backwards, but it suffered nothing worse than a slightly crushed bumper.

before turning off at Pen-y-Bony Fawr on to roads flanked by Forestry Commission land. We got lost once, for seven miles, perhaps where those light-car drivers had made the same mistake and were rounded up by R.A.C. scouts. In our case an amused policeman put us right.

Tnen it was on and on over empty by-roads, a gallon of petrol being put in at a wayside garage which looked as it must have done when the Six Days' contingent passed through and whose proprietor told us that the O.S. always give the village the wrong name on their 1-in. maps.

The route then swung away from the Welshpool main road to approach Newtown by splendidly isolated back-ways, some minor cross-roads signposted, others not. Over the fine river bridge and through this fascinating old town, we then had an easy run home, parting from this historic route at Cross Gates.

The Dyane took it all in its stride, never missing a beat. We alighted free from aches and stiffness and realised that buying petrol in this Citroën is quite an event, it happens so infrequently ! Another gambit which the Dyane encourages is exploration of unmade tracks. We did this so thoroughly that we had to be towed out by a tractor (the back bumper is very flimsy).

What fun it is, this practical device from the Quai André Citroën. Everyone who tried it enthused, although the Continental Correspondent thought I was mad to go so far afield in it. You can get it with a petrol heater, with six or 12-volt electrics (depending on whether it is a Dyane 4 or a 6), it retains those headlamps adjustable from the driving seat to allow for heavy loads, which it carries with impunity, the wipers are now electric, the spare wheel lives under the bonnet, there is a lift-up rear door, making five doors in all, the interior door handles are sensibly tucked away, the speedometer is very odd (but dead accurate) and the facia moulding is clever, with lever-controlled fully-adjustable cylindrical fresh-air vents. In 750 hard miles the only things to fall off were two trim screws. Sliding windows in the front doors are locked by ingenious pegs as the knobs are turned. You can buy a Citroën Dyane here for £649, tax included, complete with the automatic clutch, which functions effectively.—W. B.



The willing little Citroën Dyane about to embark on a 155-mile run which formed part of the route used for the R.A.C. Welsh Six Days Small Car Trials of 1924. It is outside the shed at Llandrindod Wells which was used as the depot during that strenuous event of 45 years ago

BOOKS

The Dunlop Company Limited has produced a new Dunlop Racing and Rally Tyre Booklet which contains up-to-date information on the Company's full range of racing and rally tyres, together with data on dimensions and fitting. The descriptions cover currently available tyres, notes on compounds, inflation figures, a section devoted to Dunlop's International Racing Service with pictures of the personnel, lists of Dunlop depots and Overseas representatives, useful conversion tables, addresses of International Airlines, and so on. The booklet is illustrated and is available free of charge, on mentioning MOTOR SPORT, from the Racing Division, The Dunlop Company Limited, Fort Dunlop, Erdington, Birmingham, 24. It is something which every Competition Manager and amateur racing driver using Dunlop tyres should have around.

* * *

Motel living is on the increase and a useful guide to such accommodation is "Goffs Guide to Motels in Great Britain and Europe—1969". It is published by the United Trade Press Ltd., 9, Gough Square, Fleet Street, London, E.C.4, and costs 5s. as a 218-page, soft-cover publication listing motels in all European countries including Czechoslovakia and Yugoslavia, and sea and air ferries to the Continent.

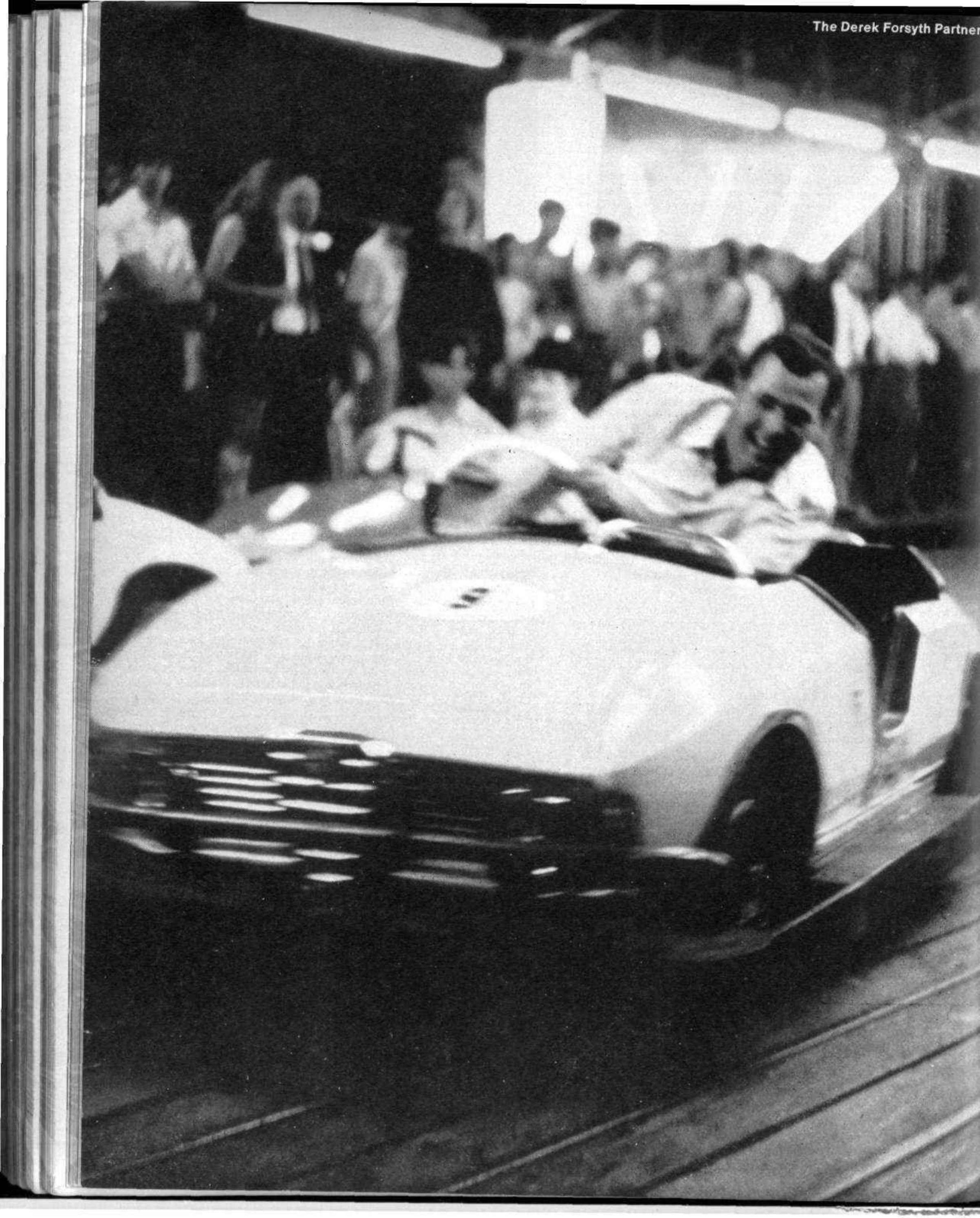
* * *

Authors of the calibre of Sedgwick and Posthumus have contributed to a new weekly encyclopaedia, "The History of the Motor Car", publication of which was supervised by Lord Montagu. It is publicised as Britain's first modern part-work to be completed in less than six months, No. 1 being due next month and No. 23, the last, in February 1970. Each part costs 4s. 6d. and consists of a popular approach to the history of road transport, illustrated with fine colour pictures printed in Italy. The project has been researched for more than three years at a cost of £150,000. Those associated with printing may be interested to know that although web-offset facilities were available it was decided to print on four-colour sheet-fed Rollands. Litho was done by Tecnilito of Turin, the wood-free cartridge paper was supplied by Cartiera del Sole of Milan, and the body type is 10-point *Garamond* on 11-point setting. By using saddle-stitch binding the cover plates are removable for framing. It remains to be seen whether the work is too popular in style for serious students of the subject—the history of Chitty-Chitty-Bang-Bang, for instance, is regarded by the authors as a "light-hearted topic"—but the pictures will be worth seeing, with the proviso that many of the colour plates have been used before and depict present-day, not contemporary treatment, having been photographed largely in the museums at Beaulieu, Turin and Rochetaillee. There is no advertising but schemes for reduced-price admission to the Montagu Motor Museum, etc., are open to subscribers. A print order of 250,000 is announced, with an expected further run of between 50,000 and 100,000, and distribution is in the hands of the New English Library; at least the paper trade will be delighted.

FIAT AFFAIRS

Woolf, Laing, Christie & Partners who, amongst other tasks, keep a close watch on Fiat public relations in this country, refer to the article on single o.h. camshaft engines by "Autolycus" as somewhat unfair to the twin-cam Fiat 124 engine, inasmuch as our contributor made it appear inferior in efficiency to the single-cam Hillman Imp engine. Alfred Woolf points out that 96 (net) b.h.p. from a 1,438-c.c. engine at 6,000 r.p.m. is quite a reasonable output, representing as it does 1.2 b.h.p./1,000 c.c./1,000 r.p.m., and that in the Fiat 124 coupé this power unit is by no means highly tuned. Tne same twin-cam head on the 1,194-c.c. Fiat 124 saloon engine can apparently produce outputs upwards of 110 b.h.p. with very little modification.

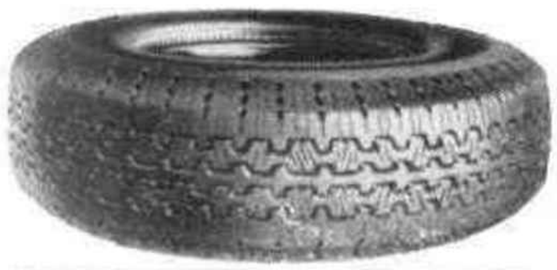
It is also emphasised by Mr. Woolf that while, as "Autolycus" noted, the use of malleable cast-iron con.-rods is an innovation found in the Fiat 128 engine, its cast nodular iron crankshaft is not, because this type of crankshaft was first used for the Fiat 500 engine in 1956 and is now common to the whole Fiat range. Further, "Autocylus" is taken to task for describing the tappet adjustment system of the Fiat 128 (incidentally, a very ingenious one designed for easy adjustment) as employing a "relatively thin biscuit". Characteristically, Alfred Woolf sent us one of these tappet discs (a medium-setting one) so that we could see for ourselves, and while we have heard of people who can chew razor blades, we do not think "Autolycus" would relish having to chew one of these substantial discs. Incidentally, apart from Fiat's twin-cam power units, they also use the single o.h. camshaft, on each bank, of the V6 engine of the fine new Fiat 130.—W. B.


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FORMULA TWO REVIEW

1969 Analysis

WITH the Formula Two season drawing to a close and this month's only Formula Two race, at Zandvoort, cancelled, it seems appropriate to take a look at the future of the second Formula and to glance back briefly at the season thus far.

Unless the Italian authorities reverse an already announced decision, the race at Enna which takes place after we have gone to press (on August 24th) will be the last round in the European Championship of non-graded drivers.

Since the first year of the current 1,600-c.c. formula the Championship has been the domain of the French Matra concern. However, the 1967 Champion was Ickx, who used a car belonging to Ken Tyrrell. He proved a worthy winner by going on to even greater things in Formula One with Ferrari last year, and with Brabham during the current season. Beltoise, who won last year, is regarded as France's top driver and is presently employed as Stewart's number two in the Matra International team, as well as continuing in Formula Two with the French-run Matra Sports organisation.

There can be no doubt, therefore, that Formula Two provides the aspiring driver with much of the experience and practice which can make him a Formula One contender. The 1969 Championship unhappily, has not enjoyed the same prestige as during the past two years : Servoz-Gavin, for example, whose chances of becoming the 1969 Champion (also in a Matra) were considered good, did not go to the Austrian round of the Championship last month and instead drove a sports car in America. One can only assume that he (or his team) believed his chances of gaining recognition were greater in the U.S.A. than they were in winning the Formula Two Championship, for Servoz-Gavin has already proved himself to be a daring and competent Formula One competitor.

The situation at present is that a member of the German B.M.W. team, Hahne, leads the non-graded table. His car has been far from reliable and his driving at times erratic, but he has been sent to every qualifying round and picked up sufficient placings here and there to score the necessary points. However, it looks most unlikely that he will win the non-graded section of three races, which would mean that he will not be given graded status in 1970. Yet Hahne, who is something of a hero in his own country, is already talking of Formula One for next year, as though his limited successes in Formula Two are an "open-sesame" to the hallowed ranks. One fancies that some Formula Two teams will not be sorry to see Hahne move on, while Formula One badly needs more entrants, so the change may not all be for the bad.

The loss of prestige which has become apparent can readily be accounted for. When the new Formula started there were works teams from Matra, Lotus, Brabham, Lola, McLaren, Ferrari, and B.M.W. Only the latter two teams used engines other than the Cosworth FVA, but the dominance of Cosworth engines is not unique in Formula Two racing. The closeness of the racing and the quality of the cars has produced exciting competition during the past three years, although Lola and McLaren virtually dropped out of the formula in 1968 to concentrate on Can-Am sports car racing. Tecno came in to take their places.

For a variety of reasons, Formula Two racing places works teams and the better-organised privateers on a fairly closely-matched basis. The full works teams, in fact, have not been seen in every race, although they continue to set a standard against which private entries are eager to match themselves.

Ferrari, represented by the noisy and spectacular Dino V6 machines, has had a disappointing season. With three wins in four outings during the 1968 Argentine Temporada the red cars returned to Europe with a formidable reputation. Leading Brabham drivers like Rindt and Courage had been quite unable to keep up, but the tables were promptly reversed when the Ferraris returned to the fray at Thruxton, and they have proved far from impressive ever since. Not only have they failed to repeat South American form, but they have also proved thoroughly unreliable, to the disgust of team drivers Bell, Brambilla and Regazzoni. Nor do the Ferraris take part in the non-European Championship French races, so these three men have hardly done any racing at all this year. Bell went well at the Nürburgring in the Eifelrennen, finishing fifth behind Stewart and Siffert, which has been the best result for Maranello of the entire season.

The new version of the V6 engine with radially-disposed four-valve cylinder heads has yet to race, but early reports suggest that it offers more torque without any increase in top-end power. It only ran for a short period in practice at Monza before blowing out all its coolant.

In the **Tecno** camp there have been far more consistent results. In spite of using slightly-modified 1968 chassis, the team has finished in nearly every race. What is more remarkable is that the Tecno drivers, Cevert and Galli, are still using early Cosworth FVA engines, albeit very well-prepared examples. The Tecno factory not only builds Formula Three chassis but also adapts Ford 105E engines for Formula Three, and the Italian feel for good engineering has obviously paid dividends in the Formula Two department. The Tecno looked very promising in 1968, but no major successes came their way until Cevert had a fluke win at Reims : like Galli, it took him some time to come to terms with the distinctly twitchy handling characteristics of the car.

When Rindt moved to **Lotus** for Formula One, he also asked for a Formula Two car to be made available, having been by far the most successful driver in the Formula in 1967 and 1968. So the Roy Winkelmann (Racing) Ltd team, which had been entrusted with running semi-works Brabhams the previous year, turned in 1969—like Rindt—to Lotus for chassis. Gold Leaf did not want to support Formula Two, but the cars are works entries to all intents and purposes. Basically the 59B chassis is an adapted Formula Three design, of effective square-tube configuration. On high-speed circuits the body shape has proved unsuccessful, but Rindt has had a good number of wins, notably those at Thruxton, Pau and Zolder. Hill has driven well in the second car, but it has proved less reliable than Rindt's, although he was a very close third behind Rindt and Stewart at Tulln-Langenlebarn in the second heat.

Using chassis which date back to 1967, both **Matra** teams have continued with the latest Cosworth FVA engines during the current season. The British Matra International Division has suffered an inordinate number of expensive engine blow-ups with drivers Stewart and Servoz-Gavin, but Stewart scored a fine victory at the Nürburgring and another in Madrid, the latter when Rindt was not present. The Matra Sports team has also suffered set-backs, especially when Pescarolo's practice accident at Le Mans put him out of racing for four months, but Beltoise won the first Hockenheim, again when Rindt was not present.

Hahne's progress with the B.M.W. is recounted above. The new Dornier chassis designed by Britain's Len Terry has gradually been developed to the point where the older Lola design is superfluous. A very complicated engine (described in MOTOR SPORT's November 1968 issue) has become, if anything, less reliable as the season progressed, but Siffert drove well to take second place at the Eifelrennen and worried the pack by seizing the lead at Reims in a streamlined version of the car before it blew up. The preparation of the German cars has not been as good as one might expect of a works team and Team-Manager Steinmetz has expressed his disappointment with the interference from outside sources by resigning.

Other cars, produced by the French **Pygmée** and Italian **De Tomaso** factories, have been somewhat disappointing. The French team was sadly under-financed and under-prepared for Formula Two. Offenstadt started in three consecutive races without completing a lap, and promptly retired from racing, while Dal Bo, who had moved up from Formula Three, made a good impression when the car was running properly, which wasn't very often. His father, whose business supported the cars, would have done far better to buy a couple of Brabhams, although the monocoque cars (built along Matra lines) of his own design were well made and looked pleasant enough. The De Tomaso has raced but twice, running into problems on both occasions when well back in the field. This, too, is a monocoque design, but takes a leaf from Formula One design by utilising the engine as a stressed part of the chassis. When team driver Williams suggested that stresses imposed on the crankcase by torsional forces under cornering might be the reason for the sudden loss of power in the bends there was stony silence and the problem has not been mentioned since.

The **Brabham** banner has been carried high by private owners. Until very recently it was apparent that owners of 1969 chassis had only a negligible advantage on the later and very different-looking design. The two races won by Brabhams this year have actually been won by the same 1968 car, belonging to Bob Gerard Racing, but with different drivers in each case (Hart at the second Hockenheim and Widdows at Monza). But Courage, for whom Frank Williams (Racing) bought a newer car in June, showed conclusively that it

Continued on page 1006

Braking from 107 for Becketts is no time to worry about your oil.

Let's pick it up from there.

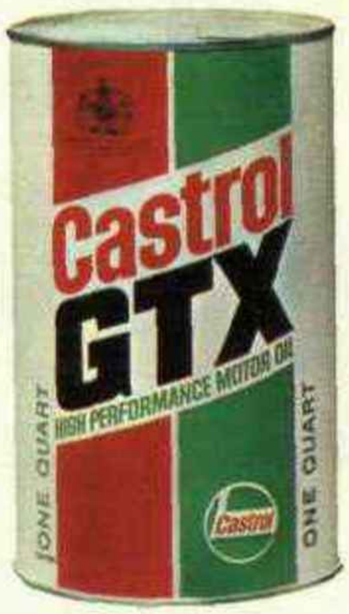
These boys have enough on their plate, without seize-ups to sort out. That's why so many of them – from club level right through to international standard – play safe and demand Castrol.

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What more do you want in an oil? Here's what else you get in GTX: anti-rust and anti-varnish additives, anti-corrosives, sludge dispersant. You name it.

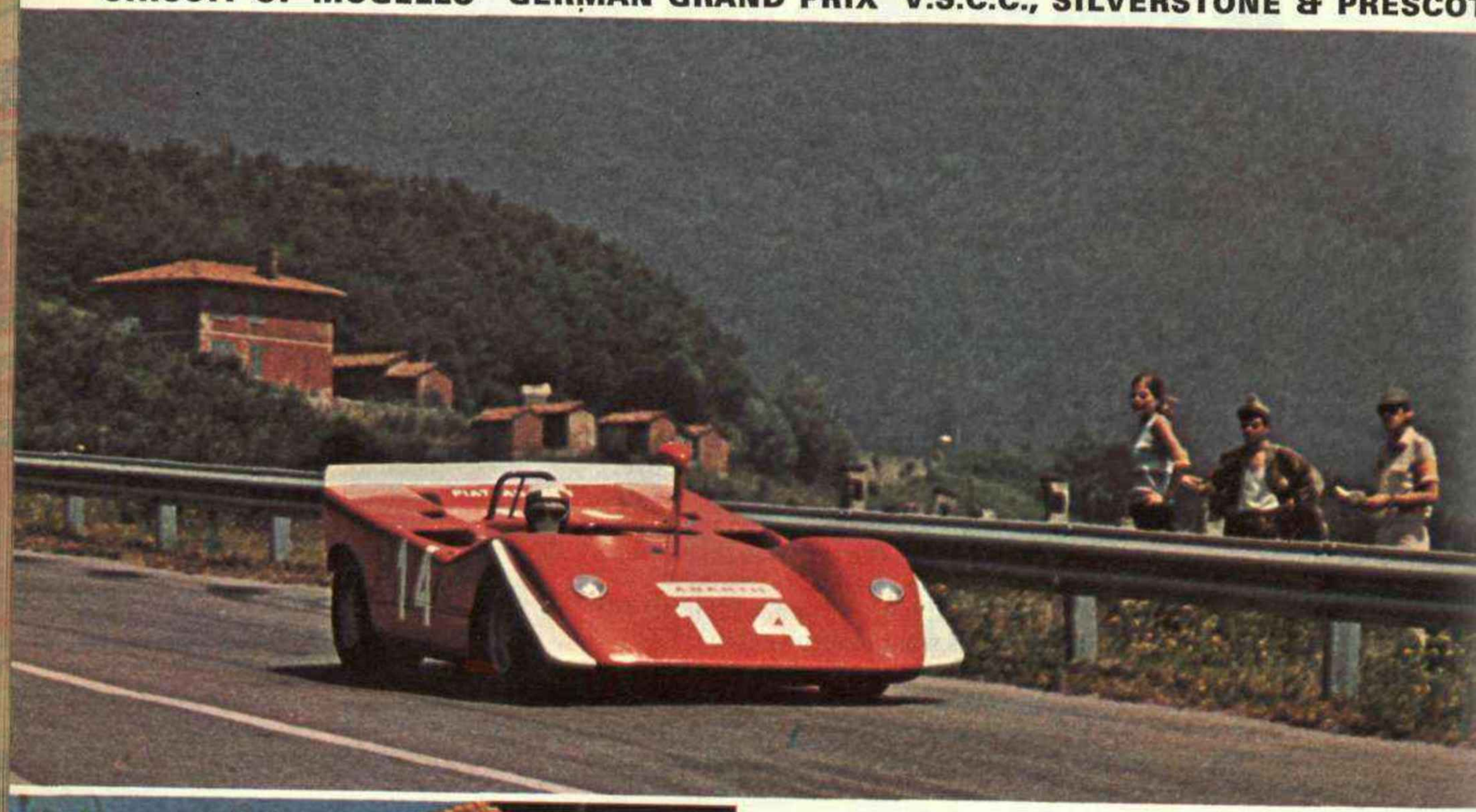
And remember the name next oil change. Castrol GTX.



The engine protector

PICTORIAL REVIEW

CIRCUIT OF MUGELLO GERMAN GRAND PRIX V.S.C.C., SILVERSTONE & PRESCOT



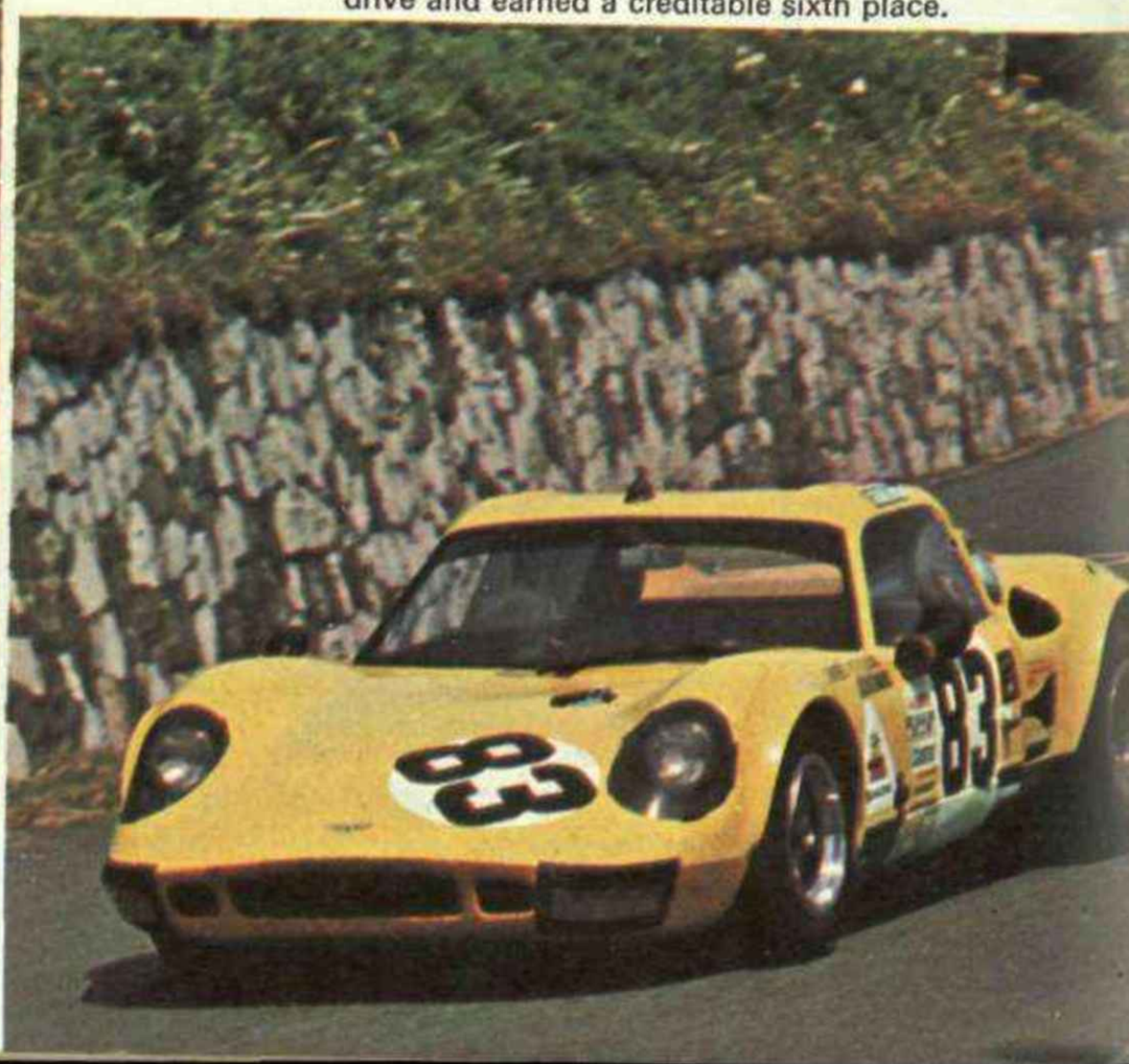


CIRCUIT OF MUGELLO

SOLO WINNER.—Merzario drove this w
2-litre Fiat Abarth prototype 529.6 km. in
15 min. 55.8 sec., single-handed, to win the
Van Lennep/Ortner in a Group 4 Fiat Abarth
second.

RALLY MAN.—Munari drove the "F & M Special" lightweight La
HF Spyder brilliantly to win fifth place despite several pit stops to r
the seat.

WELL PLACED.—Brown and Baker shared the J.C.B. Chevron-B.M.W
drive and earned a creditable sixth place.



The Thoroughbred gives you a longer run for your money.

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

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

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

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

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

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

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

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Mobil
Moneywise Motoring





New Mobiloil Super 10W-50

The long-striding oil.

GERMAN GRAND PRIX

ICKX'S START.—From pole position in the German G.P. Ickx was rather slow but by the end of the first lap he ha moved up to fourth position. His next and rather difficult task was to pass the battle for second place betwee Siffert and Rindt.

THE WINNER.—Once Ickx in the works Brabham had moved into second place, he quickly closed up on Stewart in the Matra to challenge for t lead. Their battle continued for several laps with Ickx's efforts to pass the Scot regularly thwarted. However, once by, Ickx pulled away, slow at first and then by a large margin as the gearbox on Stewart's car gave trouble.

OVER THE HILL.—After an unhappy time at Silverstone Hill was back in his regular Monaco-winning Lotus 49B for the German Grand Prix and though he suffered from gearbox problems he soldiered on to finish fourth. Here he takes off over the Nurburgring's famous Brunchen jump.

GOOD SEASON.—Bruce McLaren is having a very consistent season in his orange car and finished in five of the first six Grands Prix—an admirable result. At the Nurburgring he finished in third place.



CRASHED LOTUS.—The Rob Walker Lotus 49B was damaged in the closing stages of the race when the Swiss driver Siffert hit a tree due to a suspension breakage. At the time the car was third.



V.S.C.C., SILVERSTONE

GETTING READY FOR THE BOULOGNE TROPHY RACE —

Row 1
Corner (Aston Martin), 15
Kain (Bugatti), 20
Rippon (Bugatti), 28
Williamson (Delage), 29

Row 2
Morley (Bentley), 35
Hine (Bentley), 36

Row 3
Bergel (Bugatti), 40
St. John (Bugatti), 30
Russ-Turner (Bentley)
Joseland (Frazer Nash
Stewart (Bentley), 55

— AND FOR THE HAWTHORN TROPHY RACE

Row 1
Corner (Aston Martin), 1
Boorer (Lotus), 2
Merrick (Tec-Mec), 4

Row 2
Lindsay (Maserati), 3
Bergel (Maserati), 8

Row 3
Pilkington (Cooper-Bristol), 9
Millar (Maserati), 10
Margulies (Maserati), 11
Lockhart (Rover), 12

Row 4
Curtis (Cooper-Bristol), 14
Waller (E.R.A.), 17
Hutchings (A.F.M.), 18

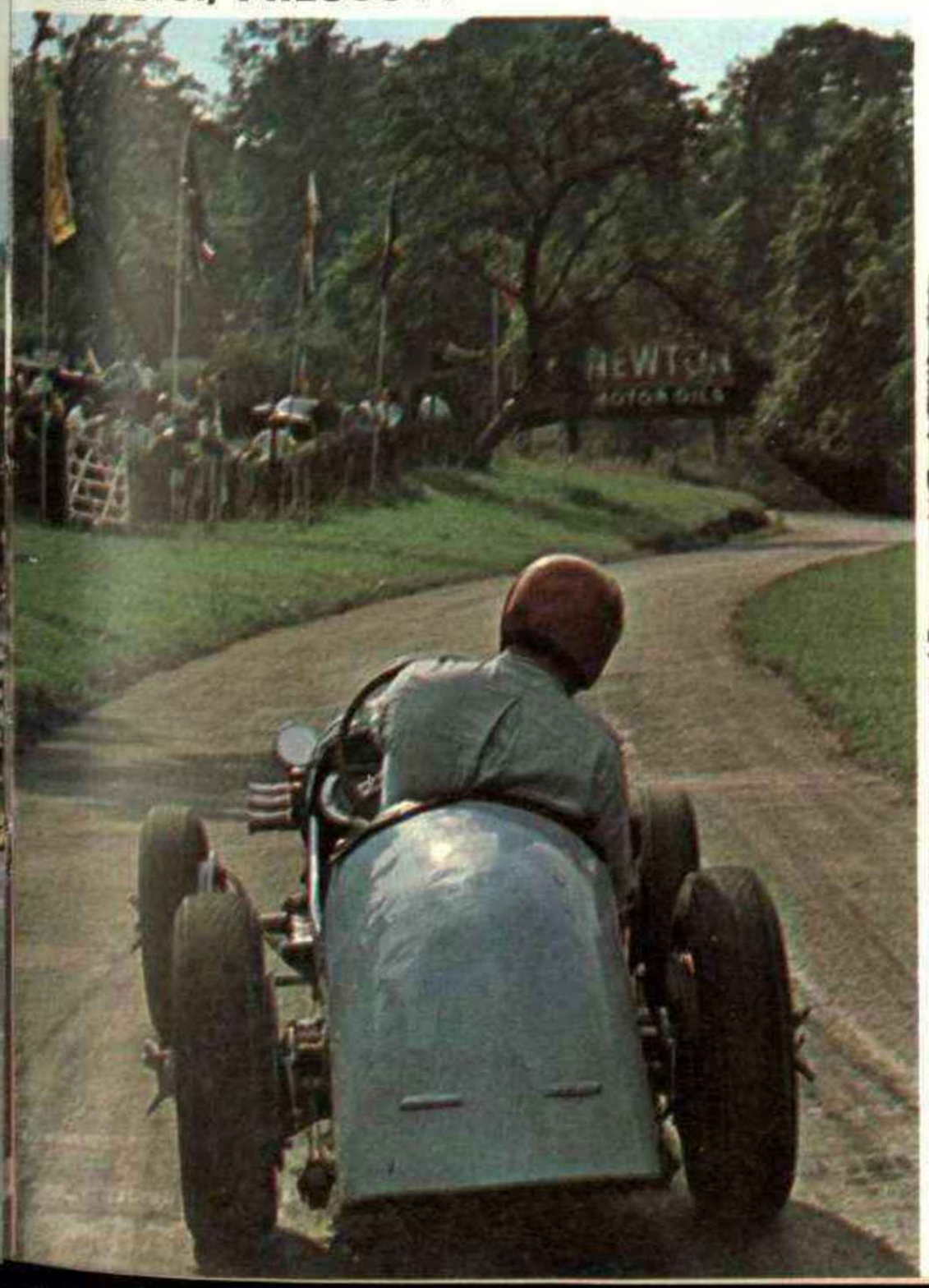
Row
Clinkard (Alvis
Morris (E.R.A.

Row 4
Posner (Bugatti), 59
Densham (Vauxhall), 67
Clarke (Austin), 70

Row 5
Gilbert (Bugatti), 75
Ward (Austin), 118
Eyre (Austin), 119
Clamp (Riley), 124

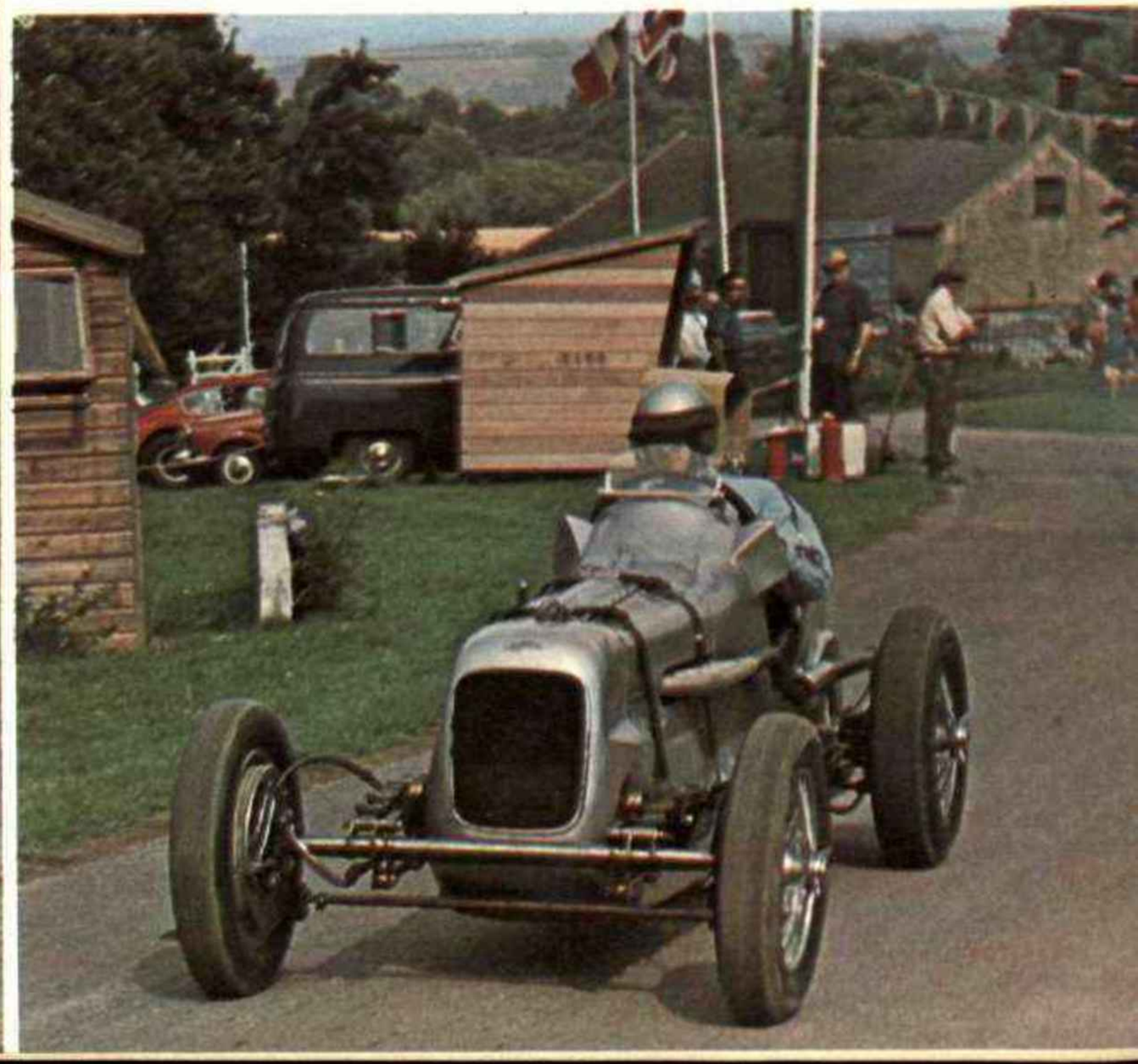
Row 6
Giles (A.B.C./G.N.), 127
Sant (G.N.), 128
Mann (Straker Squire), 149

V.S.C.C., PRESCOTT



DRIVER'S VIEW of the Prescott start, as G. Smith's Frazer Nash single-seater, with 3½-litre Alvis engine, makes a fierce getaway, to clock 47.78 secs. on his second ascent.

A. J. GIBSON'S Shelsley Frazer Nash single-seater leaves the start area. He clocked 49.54 secs. but was beaten by the E.R.A.s of Waller and Bill Morris.



Shell at speed. Monaco G.P., 19

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TUNING TEST—

BROADSPEED ESCORT G.T

JANUARY was a rather black month for tuning establishments connected with making Fords go faster, because at the Racing Car Show the Dagenham company introduced a range of its own tuning kits for Ford Escorts, which were obviously of a very high standard and listed at a competitive price. The kits, designed under a joint exercise between the Ford Performance Centre at Boreham and the Midland tuning shop of Broadspeed who race a tremendously successful team of Escort GTs for Ford, are now on the market. A couple of weeks ago I was able to try an Escort GT with a stage 2 conversion, and took the car over to Ireland for the Formula 5000 race meeting at Mondello Park. The car performed the task in a manner which belied its small cubic capacity and was even called into action as a tow vehicle for one of the racing cars.

There are three performance packages offered by Ford for the Escort. The stage 1 kit retails for £50 and comprises a special Weber 26/27 downdraught carburetter, new inlet manifold, exhaust manifold and a large-bore silencer system. There is also a carburetter air intake filter-cum-silencer unit, a set of gaskets and fitting instructions. For this conversion Ford claim the Escort GT thus fitted will give 81.5 b.h.p. at 6,000 r.p.m. and torque of 76.5 lb. ft. at 4,300 r.p.m. It seems the ideal conversion for a "rep." to bolt on to his company Escort without anyone knowing.

The stage 2 conversion as fitted to the car we tested offers all the above plus a high-performance cylinder head—painted Broadspeed maroon—and retails at £95. This boosts the b.h.p. to 90.5 at 6,500 r.p.m., the torque to 83 lb. ft., and puts the Escort GT into the 100-m.p.h. category.

The final stage 3 conversion is more rorty still and includes everything in the stage 2 kit with the addition of a different camshaft. Ford say this hot camshaft does cause a lack of flexibility but the car would certainly become a competitive club rally machine, providing also that the chassis was brought up to the specification necessary for pounding along special stages.

There are various other bits with this stage 3 kit, including different carburetter jets, cam followers and so on. This kit ups the Escort GT engine to close on twin-cam standards, for it gives 98.5 b.h.p. at 6,500 r.p.m. with 86 lb. ft. torque at 4,500 r.p.m. and a claimed top speed of 112 m.p.h.

The kits are available for ordinary 1300 Escorts as well as the GT, so long as the owners of the non-GT models also fit a GT camshaft which is readily available over the counter at your friendly Ford dealer: he will probably keep you waiting three-quarters of an hour for the privilege. It is advisable to fit a high-pressure fuel pump with these conversions if any prolonged high-speed motoring is envisaged.

The car we tested had obviously lived a fairly hard life, but—as always—Alf Belsen's men at the Ford press fleet centre in Isleworth had it nicely prepared for what turned out to be a somewhat arduous trip to Ireland. Externally the car is perfectly standard and only if you are fairly well switched-on would you realise anything was different under the bonnet. Noticeable, however, is the new and more curly exhaust system, the red-painted cylinder head, and a Broadspeed badge on the rocker cover.

The 1,300-c.c. Ford cross-flow engine is a fabulous little power-unit which loves to be revved and is probably better in some respects than its larger 1,600-c.c. brother. Immediately one drives this car one has the feeling that the £95 engine modification is well worth the money. Thus mortified I set off hot foot up the M1, M45, A5, M6 and East Lancs. high road, the car rushing along well and making excellent time. Soon I was sailing out of Liverpool and early the following morning I drove off the boat, had the car sprayed with disinfectant in the process (we English are not very clean), and headed out to the circuit. However, I stopped first for breakfast at my hotel, only to find Mick Mooney's Irish Racing Cars Team with two Brabham Formula Two cars, each on a trailer, but with only one tow car. With delight the team spotted a tow hitch on the back of the Escort and for the best part of the week-end the Escort became a racing transporter, a task which it performed well. When it didn't have a huge great trailer on the back I was able to discover what a fast little machine it was on the twisting back roads of the Republic. The brakes are certainly well up to the task of stopping the car and everything else seems to function perfectly. Possibly if the full stage 3 kit was fitted it would then be time to start beefing up the brakes and the suspension and also the clutch.

The performance is considerably improved over standard and the car will just about make the 100-m.p.h. bracket if you can find a long stretch. It accelerates to 60 m.p.h. in 11.4 sec., compared with 14.8 sec. for the standard car and about 9.7 sec. for an Escort Twin Cam in standard trim. In fact the figures are only slightly inferior to those obtained on some of the Escorts which have been fitted with 1600 GT engines by various firms, retailing at considerably more than the £95 asking price for this kit.

Obviously one has to pay for this increased performance in fuel bills, although our Escort, despite being thrashed unmercifully, gave 24 miles to the gallon. The problem we found was that due to the increased performance the car had become undergeared. The engine regularly ran into the red section of the tachometer (over 6,500 r.p.m.), so a higher back axle ratio would be advisable. The only other minus mark concerns the increased noise, but one of the proprietary sound-deadeners would put an end to that.

So at only £95 this Ford tuning kit would appear a really worthwhile buy for the Escort GT owner who wants extra performance. The kits are available from the Ford Performance Centre at Boreham Airfield, Chelmsford, Essex. This is obviously only a start and in the future we look forward to Ford-produced tuning kits for other models.

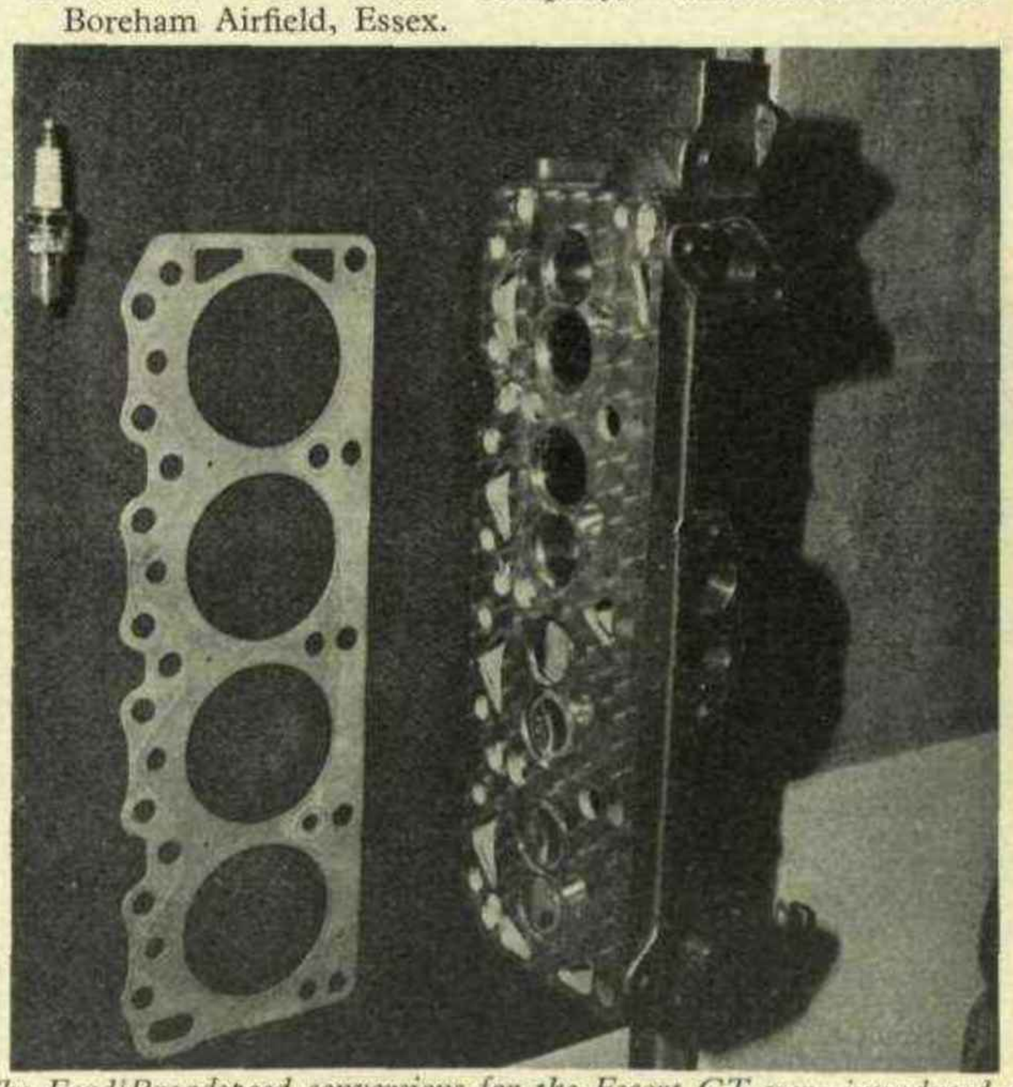
A. R. M.

PERFORMANCE

		Stage 2	Standard
Speed in gears :	1st	30 m.p.h.	29 m.p.h.
	2nd	51 „	49 „
	3rd	72 „	69 „
	4th	100 „	94 „
Acceleration :	0-30 m.p.h. ..	3.7 sec.	4.4 sec.
	0-40 „ ..	5.8 „	6.9 „
	0-50 „ ..	8.1 „	9.7 „
	0-60 „ ..	11.4 „	14.8 „
	0-70 „ ..	16.2 „	19.5 „
	0-80 „ ..	23.2 „	31.0 „

Cost of conversion : £95.

Converters : Ford Motor Company, Performance Centre, Boreham Airfield, Essex.



The Ford/Broadspeed conversions for the Escort GT were introduced at the 1969 Racing Car Show. This display shows the various components of the Stage 3 kit.

THE ALFA ROMEO 1750 GTV

Another Thoroughbred from Milan



ALFA ROMEOS are irresistible! I am sure Barry Needham, who looks after Alfa Romeo publicity in this country, will not mind me making this observation. He reminded me of the truth of it recently by lending me a 1750 GTV coupé for test.

All modern Alfa Romeos offer you a light-alloy twin-overhead-camshaft four-cylinder engine, the camshafts driven by a duplex chain and the tappets set by the racing method of shimming them, a five-speed gearbox, all-disc servo-assisted ATE brakes, a lightweight, properly located back axle and a very high-quality interior. They appeal to those who can drive by reason of a sense of life and real performance which relieves dull routes of tedium and makes open-road motoring a real delight, and because they possess especially responsive recirculatory ball steering, suspension which, although lively, rides road irregularities well yet keeps the wheels glued to the surface, and the ability to corner very quickly without emotion. This cornering is perhaps Alfa Romeo's greatest asset, for it is so effortlessly fast, with no sliding, or undue understeer. But smooth, quick steering and the excellent braking run it very close. The three, combined, are superb.

The little GT Veloce, a 2+2 coupé, *disegno di Bertoni*, made by Alfa Romeo and good if the latter "2" are children or one small grown up sitting athwartwise, is typically Alfa in all the just-mentioned respects and a fast car in its own right, with recommended top speeds in the gears of 29, 48, 71, 99 and 118 m.p.h., and 32 m.p.h. in reverse if you feel like it. Moreover, there is acceleration to match, such as 0 to 60 m.p.h. in 9.3 sec., from an 80×88½ mm., 1,779-c.c. engine carburetted by twin 40 DCOE32 Webers and poking out 132 b.h.p. to S.A.E. trim, at a modest 5,500 r.p.m.

The interior of this plainly-handsome coupé is beautifully appointed with some nice items, such as a cigarette-lighter which accepts a cigarette and lights it, instead of just becoming a detachable lighter (alas, stupidly-located on r.h.d. cars), and rather special seats, in which there is more workmanship than in most complete cars—or has that been said of another make? Anyway, the squabs adjust easily by turning knobs, the seats slide easily, have shaped and deeply-ventilated p.v.c. upholstery, and by using a small knob on the passenger's the headrest can be wound up into position, so much nicer than having it always there. In fact, I found the upholstery too hard and ridged when wearing summer clothes and the lively ride tiring at first, after Rover luxury.

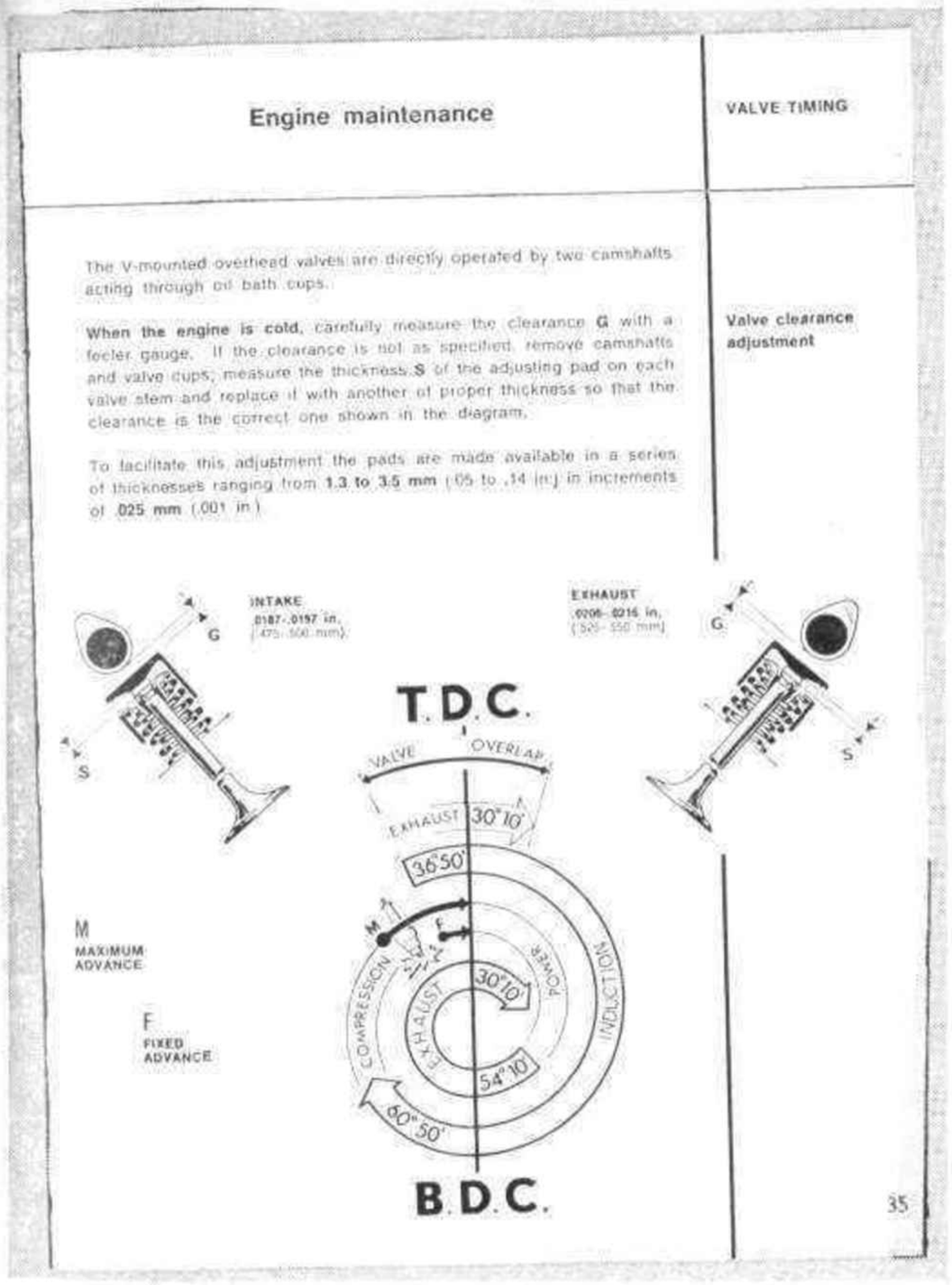
But very soon I was again an Alfa Romeo addict. It is impossible not to be, after a few miles of using that splendid five-speed gearbox giving ratios of 13.54, 8.15, 5.55, 4.10, and 3.24 to 1, and enjoying the responsive "thrummy" engine and the great sense of security which accurate steering (3½ turns, lock-to-lock, plus some sponge), wonderful road-holding and light powerful braking impart.

The engine likes 3rd gear to help it get away sharply from low speeds, although it is surprisingly flexible; it will run smoothly at 1,500 r.p.m. but flat-spots ruined the pick-up below 3,000 r.p.m. The wood-rimmed steering wheel of the 1750 GTV is too thick and slippery for my liking, the doors lack "keeps", the hand-brake held only on the last notch on the test car, and the dip-stick is rather hidden and tended to trap a coil wire when put back into its tube. The pedals are set rather far from the floor and biased to the right.

The GTV has some interesting features. Thus the big 140-m.p.h. speedometer and tachometer have neat white needles which move at first across the bottoms of the dials. The latter is lightly straked from 5,700 r.p.m. on to an impressive 8,000 r.p.m. At times 2nd gear seems too low but it is necessary to remember that the engine seldom needs to be taken much above 5,000 r.p.m. in ordinary driving (the handbook does not specify maximum safe r.p.m., which are 6,200 and there is consequently plenty in hand for holding on to 2nd. In 5th gear an indicated 70 m.p.h. is 3,000 r.p.m. below peak revs. There is a narrow central console from which the substantial gaitered gear-lever, working very smoothly and splendidly positioned, protrudes



An Alfa Romeo stands out beside lesser motor cars!



Engine maintenance

VALVE TIMING

The V-mounted overhead valves are directly operated by two camshafts acting through oil bath cups.

When the engine is cold, carefully measure the clearance **G** with a feeler gauge. If the clearance is not as specified, remove camshafts and valve cups; measure the thickness **S** of the adjusting pad on each valve stem and replace it with another of proper thickness so that the clearance is the correct one shown in the diagram.

Valve clearance adjustment

To facilitate this adjustment the pads are made available in a series of thicknesses ranging from **1.3 to 3.5 mm** (.05 to .14 in.) in increments of **.025 mm** (.001 in.)

INTAKE .0187-.0197 in. (.475-.500 mm)

EXHAUST .0206-.0216 in. (.525-.550 mm)

T.D.C.

VALVE OVERLAP

EXHAUST 30°10'

36°50'

M MAXIMUM ADVANCE

F FIXED ADVANCE

COMPRESSION

POWER

INDUCTION

EXHAUST

30°10'

54°10'

60°50'

B.D.C.

35

This page, torn from the instruction book for the Alfa Romeo GTV, emphasises the racing pedigree of the twin-cam engine's valve gear.

This console carries water thermometer (normally reading approx. 190° F.) and vague fuel gauge, the latter blanked by the steering wheel, the heater controls, lidded ash-tray, and three flick switches for two-speed wipers, facia lighting and two-speed blower. Further back, the central hand-brake is well located. There is a foot-operated wipers-cum-washers knob. The oil gauge, showing a reassuring 75 lb./sq. in. at speed, is a small segment of the tachometer, and the speedometer incorporates total and decimal-trip mileometers. These are high-grade Italian Jaeger instruments with Alfa Romeo badges; eight such badges can be counted inside the car. Not only the small dials on the console but the main dials are angled to the driver's eyes and the former stand proud of the wood-simulated mounting.

Further refinements include a cushion in the boot for additional driver support, a tool-kit with sensible contents even to a Phillips screwdriver, a handbook which quotes torque wrench loadings even for the plugs, Alfa Romeo anti-freeze, two keys with different shaped handles, and so on. The equipment includes a reversing lamp and alternator and the metallic medium grey colour of the test car was much admired. The doors have lift-up external handles, easy to grip and incorporating the locks but a trifle stiff. At night the headlamps cut-off on dip is lethal for fast driving, and the illumination of the plated under-facia choke and hand-throttle levers a cause of irritation.

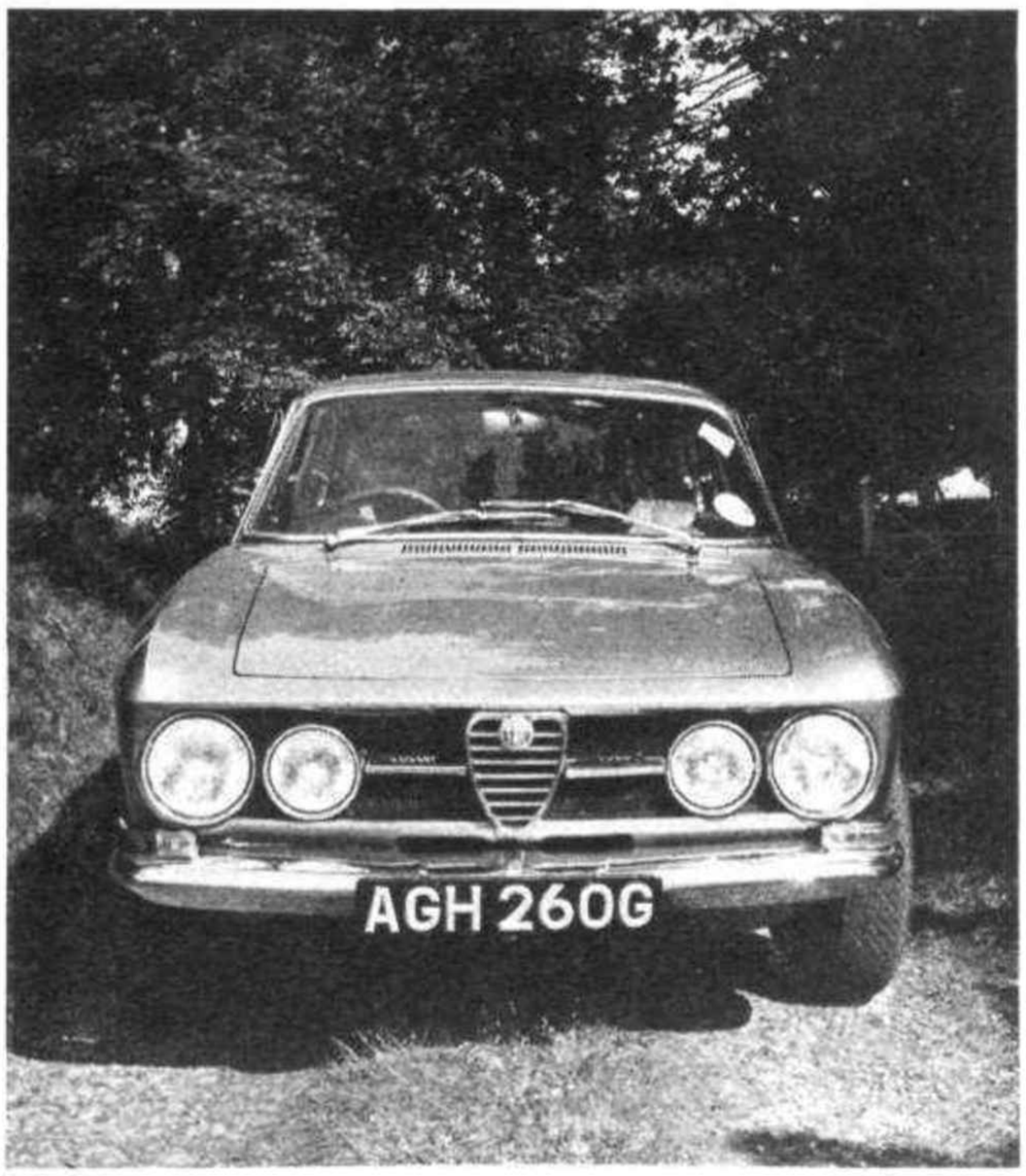
The lightweight bonnet opens from the back, to reveal exciting and traditional machinery (lit at night) and the boot lid cannot be released until a substantial plated lever on the n/s door pillar has been operated. In contrast, the fuel filler flap on the n/s of the body does not lock and the cap is not secured. Typical Alfa Romeo pedals, lockable steering column, pendant choke and hand-throttle levers and not altogether satisfactory l.h. stalk controls for turn-indicators and the dual Carello lamps, are featured, and there is a small lockable cubby-hole and scuttle map-containers. The horn pushes are in the steering-wheel spokes.

The body is rather dated by having no extractors, apart from neatly openable rear quarter-lights, but swivelling vents on the screen-cill enable various permutations of cold-air entry to be obtained at the expense of much wind noise, and the front quarter-lights are controlled by turn-buttons, but hiss irritatingly when tight shut. The body is rather cramped, with low roof and not much elbow room. But it is beautifully made. It may "proudly carry" the *Quadrifoglio* crest, although this actually looks ugly on the body sides, being over-large.

As I have tried to convey, driving this, or any modern Alfa Romeo and most of the older ones, is a motoring experience to be remembered and enjoyed. The 1750 GTV gave me some memorable miles, without putting a wheel wrong. In some pretty all-embracing motoring it did 26.8 m.p.g. of premium petrol and the full/empty range proved to be 286 miles. The racing pedigree engine consumed no oil after 900 miles. The test car was shod with Michelin XAs tyres, 165 × 14, and although the treads looked as the very comprehensive Alfa instruction book shows them to wear if underinflated (the car had done 7,000 miles, so one supposes these were its original set) they gave impeccable road-clinging, but squealed slightly at times, even when not very heavily stressed.

To add any more to this account would be to repeat the enthusiasm expressed for previous Alfa Romeos. I can only say that if the price, £2,300, of the GTV is high in this country, (it is 50% lower in Italy), the performance, finish, allure and subtle handling qualities of the car justify it in the eyes (and hands) of those who extract pleasure from such things.

With the new Alfa Romeo London Service Centre and showroom in the Edgware Road near Staples Corner, convenient for access from the North Circular Road, operating under the control of Dr. Tassan, and 100 dealers in this country, the one-time servicing and spares anxieties which bedevilled this famous make should have vanished forever. And it is a make that is irresistible, so it is not surprising that British sales rose by 42% last year and are aimed at over 2,000 cars this year. On overall sales Alfa Romeo have been forging right ahead (97,054 last year). Soon they will have the new small Alfa (rumoured to be a high-grade transverse-engined f.w.d. model, embodying the traditional handling qualities, which should be cause for another shy Issigonis smile!) to add to the preset seven-model 1300/1750 range. A Rover is more restful, a Lancia gives similar motoring with perhaps even more refinement, and a car costing over £2,000 might be expected to have leather upholstery and a properly vented body with face-level fresh-air inlets. But Alfa characteristics excuse such omissions, and these cars remain—irresistible!—W. B.



Familiar frontal view—today's Alfa Romeos retain the familiar grille and badge which they have carried proudly for so many years.

LETTER FROM EUROPE

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

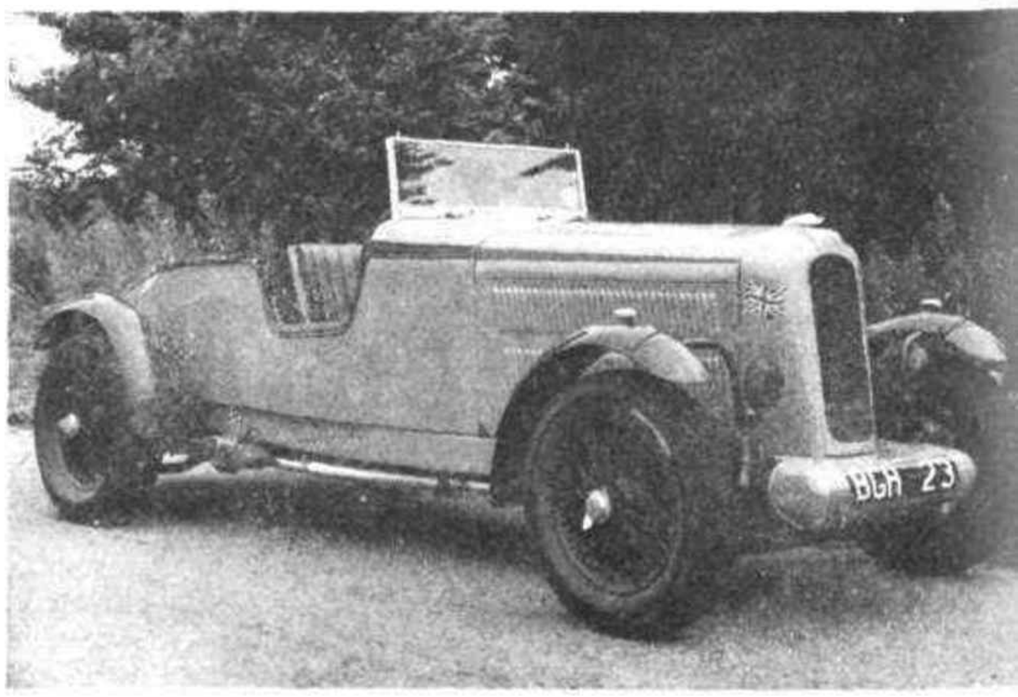
Dear, W. B.,

Although I am writing this to you from one of the most famous racing circuits in Europe, namely the Nürburgring, it should really be headed "Letter from England", for much of its content is about motoring at home. This is because the annual summer visit to the island shores for the British Grand Prix at Silverstone was extended for a week in order to visit Silverstone once again, for the Vintage Sports Car Club's race meeting. At the moment it is mid-morning on the Sunday of the German Grand Prix, the race not starting until 2 p.m., but the German organisers have laid on a vast programme of entertainment to keep the crowds amused and even now there is a parade of vintage and P.V.T. cars going around the whole Nürburgring circuit. I would say that 75% of the public make the German G.P. a two-day affair and traffic flows in steadily from Saturday morning, all day and most of the night, so that 10 a.m. on race day sees the public enclosures packed to capacity. With the Eifel mountains in the middle of a heat wave and the forests ideal for camping it is no surprise that a crowd of 350,000 has been estimated. Last year the week-end weather was disastrous, with rain and fog, yet an enormous crowd had committed themselves to spectating for the two days and they sat it out, even though there was little to see or do. I am sure that today there are thousands upon thousands of spectators who are proudly reminiscing to their friends and neighbours how they were at the Nürburgring in the foulest weather imaginable to see Stewart do that memorable drive to victory, when he was acclaimed the "Nebelmeister", the "Regenmeister" and the "Ringmeister" all in one breath. The regular race spectator does not expect every event to be a classic, much as he would like them to be, but when there is a classic race that will go down in motor-racing history he wants to be able to say, "I was there". I cannot imagine what it must be like to have missed the ending to this year's Le Mans 24 hours, or the Stewart/Rindt battle at the British G.P.

The Automobile Club of Germany, who run the German G.P., were very conscious of the loyalty to the sport and the Club's finances that the public showed last year, so for this weekend they provided almost non-stop entertainment for Saturday and Sunday at no extra charge to the spectators. In Britain we have been doing this sort of thing for ages, but it is one thing to provide entertainment for a crowd around the perimeter of an old airfield, and a very different thing to provide it around a 14-mile circuit through mountains and forest land. The A.v.D. made a big effort with this free-show as a way of saying "thank you" to the German motor-racing public, as well as all the other nationalities that flock to the Nürburgring, for spectators come from France, Holland, Luxembourg, Belgium, Denmark, Switzerland, Italy and Britain. I am sitting high up in the old wood and concrete grandstand, from where people watched Bugatti versus Alfa Romeo, and Mercedes-Benz versus Auto-Union duels in the past, and waiting for the return of the parade of old cars. The Germans have recently taken more interest in pre-war cars, both vintage and post-vintage, and have coined a ghastly American word for them. It is "Old Timer", and to hear this expression in the middle of a long sentence in German makes me cringe, but at least they are tolerant of old cars and smile at them instead of laughing. On the recent Frazer Nash party the "chain-gang" suffered all the way across Germany. There would be a true-blue vintagent in his Anzani-engined Frazer Nash, complete with sports coat and peaked cap, being confronted by a smiling German saying, "Ach so, die Old Timer". I feel that an 1893 Benz might justifiably be called an Old Timer, but not a Frazer Nash or 328 B.M.W. However, we are in the midst of the "tolerant age" for old cars so we must just smile back politely and wave a greeting. Among the cars in the parade are one of Opel's historic racing machines, the 1914 Grand Prix 4½-litre, sounding in very good health, a Brescia Bugatti, a front-wheel-drive sports Alvis of all things, a Type 35 Bugatti and comparatively modern B.M.W.s in the shape of a 327 coupé and 328 sports car. They have all puttered quietly away on a gentile parade, in complete contrast to the old car movement in Britain, where we drive our cars at "characteristic speeds", which means flat-out.

With Vintage Silverstone being held on the Saturday after the British Grand Prix I simply had to stay home for a sort of summer holiday, and Anthony Blight suggested that I might like to take pa in a quiet 5-lap handicap race on the Club circuit with one of h famous Roesch Talbot racing cars. This had been on the cards f some time, for I have always had a soft spot for the team Talbots, particular the 110 model that W. M. Couper used to race at Broo lands, having watched it circulate the outer circuit at 124-125 m.p. regularly, and before being driven back to St. Albans after the meetin This car is registered BGH 23 and is probably the most famous of the Talbots, certainly the fastest, and on one glorious occasion Coup recorded a lap of 129 m.p.h. by reason of some judicious slip-streamin This was all done with an outwardly simple-looking push-rod si cylinder engine, unsupercharged, in the days when overhead camsha and blowers were all the rage for high speed. Association with Blig and his Talbots extends beyond BGH 23, for last year I did som investigation on the Mille Miglia course for him in connection wi his forthcoming book on Talbot racing, visiting the corner whe Brian Lewis crashed in 1932 while lying fourth in the race.

Down in Cornwall, as you know, Blight has the complete 19 Talbot team as well as BGH 23 and the sister car BGH 22, and sent me on my way in the Couper car with instructions not to exce 5,000 r.p.m. and to try and keep the water temperature arou 80° C. I had always looked upon this car as being something spec but I had not visualised it to be quite so outstanding. It may be "Old Timer" in the eyes of the Germans but there is nothing old-tim about the way it goes. During the week that I used BGH 23 covered nearly 800 miles, this including practice and a 5-lapper Silverstone, and Martin Morris borrowed it for an 8-lap race. F all the road motoring it was used as I would have used the E-ty Jaguar, and apart from the hard suspension you really would n believe the car to be over 35 years old. It is fitted with a low a ratio which puts its maximum speed at just over 100 m.p.h., but t way it cruises at 80 m.p.h. is incredibly impressive, with no vintag like mechanical noises from under the bonnet. The remarkable thi about this Roesch Talbot is that it has no vintage-characteristics wha soever, and does not need them. It certainly has no undesirable pos vintage qualities and really is a modern car in all respects. Motori about in modern traffic conditions there was no need to make a allowances for the age of the car as regards performance, brakin steering and handling, and on many of my journeys over undulatin winding, 70/80-m.p.h. roads, I would not have been any quicker the E-type Jaguar, just a bit more comfortable. BGH 23 has a Wils pre-selector gearbox, as did all the later Talbots, and this is certain one factor that makes the car seem like a modern rather than a vintag and the very light steering and immensely powerful brakes allow yo to drive it as fast as road conditions will permit. It was running on mixture of old-fashioned Dunlop racing tyres which kept the car in nice balance on corners, the rear wheels sliding out at the limit, found at Silverstone. The so-called quiet 5-lap handicap turned o to be a splendid dice, the fame of this Talbot in V.S.C.C. circles bei such that I was put on the scratch mark, with some 25 cars ahead me. In deference to the owner I imposed a rev.-limit of 4,500 r.p.m instead of the prescribed 5,000 r.p.m. and battled my way throu from last away to fourth place, the handicapping estimates being fi class. With a bit more courage on braking and some greater brave on the corners I should have got third place, or even second, for t first five cars finished in a pretty compact group. The car was reachi



"... there is nothing old-time about the way it goes. ..."

When the Sunday drivers have all gone home.

You've seen them. Nose to tail, bumper to bumper. Crawling home at the end of a fine weekend. And you want no part of it.

So let them go.

Then get back to driving as it should be. In a new Alfa 1750 GTV.

This car has a top speed of 118 mph. So you can sit back at 70, knowing half your power's still in reserve. It'll take you from 0-50 mph in 6.8 secs flat. Its maximum torque is 137 ft. lbs. And if you know what that means you'll know that for a 1779 cc engine it's one of the highest of any GT in the world.

It has a hydraulic clutch and servo-assisted disc brakes all round. So you can stop at a touch. And with Alfa's braking power regulator on the rear wheels, you get balanced braking at all speeds, in all conditions. Its road-holding is remarkable.



Like all Alfas, the GTV is a fast car that's safe. A compact car that's roomy. A beautiful car that can leave others standing.

That's our 1750 GTV. And it costs £2300.1.5 (inc. PT).

We have another version. The 1300 GT.

Like the 1750, it has a twin overhead cam aluminium engine and 5-speed gear box. It does over 70 in 3rd. More than 90 in 4th. And around 105 in top. And it takes just 9.4 secs to reach 50 mph.

In fact, the 1300 GT is an Alfa through and through. And it costs £1749.2.6 (inc. PT).

So take your choice. 1750 or 1300. The GTs from Alfa that put the fun back into motoring.

Export: If you're visiting the UK or going overseas, find out about our own personal export scheme. We've got attractive facilities for tax and duty-free purchases.

Alfa Romeo (GB) Ltd, Edgware Road (Nr. Staples Corner), London NW2. 01-450 8641/7.



just over 90 m.p.h. on two parts of the circuit and lapping at around 70 m.p.h., which cannot be bad for a 35-year-old four-seater touring car of only 3.3-litres.

During the weekend I had occasion to take another member of the Blight-Talbot team to collect one of the 1932 cars, for Team Talbot were out in strength, there being four cars taking part in the meeting. At the garage where the Talbot was housed was a 1929 ex-Birkin blower 4½-litre Bentley, and we compared BGH 23 with this monster from the vintage age. The Bentley was a great mass of splendid mechanical components, covered in all the best racing "goodies" of Le Mans, and exuding force and character. You felt that when it burst into life it would bellow and snort and exude fire and flame, and only a superman could control such a powerful brute. It sat in the garage like a great British Bulldog, with "Winston Churchill" written all over its features. The Talbot exuded none of this character at all, none of its components gave the impression of monuments of mechanical ingenuity, like the Villiers supercharger on the Bentley, and it sat there looking rather sheepish, like a whippet alongside the bulldog. On overall performance and ability the two cars were probably equal, the Talbot achieving its results by sheer efficiency of design, the Bentley by the traditional British way of B.F. and B.I. The Bentley gave the impression of having come from heavy industrial engineering, born of bridges and railway engines, the Talbot having come from the active and clear-thinking brain of an engineer who applied l rather than tradition.

When I returned BGH 23 to its owner I remarked that it was h to believe that the car had done nearly 800 miles, including two sh races, for all I had done was to pump up the tyres from 30 lb./sq. to 36 lb./sq. in. for the racing, poor in petrol at about 18 m.p.g., a quart of oil and top up the water. Apart from that it had b merely a matter of pressing the starter button and going motori "which is as it should be", said Blight. "After all, Georges Roe said at the time, all you need do with a Talbot is add fuel, oil a occasionally water."

After driving the fastest of the Blight Talbots I felt as I did a the first time I drove a 328 B.M.W., a 1932 Alfa Romeo 2.3-l and a Type 55 Bugatti, and that was a feeling that the Vintage Spo Car Club was founded on entirely false concepts of sports cars a that it should have been called the Vintage Car Club, but certai not the Old Timer Club!

Now that the festival of kart racing, old cars, aeroplanes, milit bands, saloon car and GT racing, is all over the German Grand P can start. I get the feeling that the German organisers have been some British meetings. Who knows, they may even have stayed for Vintage Silverstone, and next year there might be an histo car race.—Yours, D. S. J.

FORMULA TWO REVIEW—continued from page 992

had improved into an even more competitive design, although an outright victory still eludes him. Westbury, another private owner, has got his 1969 model well sorted out and has achieved some high placings in the fast slipstreaming races.

Turning to Championships, the French are once again running their own *Trophées de France* series, reduced this year to three qualifying rounds. They prefer to have comparatively small fields and as many graded drivers as possible, so their races are almost as good as genuine Grands Prix.

With enthusiastic promotion and a careful choice of dates, Formula Two has shown that it can bring in the Continental crowds and provide good racing. The Editor, reviewing a book last month, quoted its author as describing Formula Two "even when the racing has been fast and close" . . . as "tedious and uninspiring". There are many people who would readily contest this verdict : if only the circuit-owners in this country were among them and put some effort into promoting Formula Two there would surely be more members of the public with a more enthusiastic outlook on racing than at present.

M. G. D.

THE ODD AFFAIR OF CHITTY-CHITTY BANG-BANG

The ex-Count Zborowski Chitty II was extensively advertised as being auctioned at Olympia last July, at a sale organised by Norman R. Cole in conjunction with the Veteran Car Club of Great Britain. A reserve of £15,000 was spoken of, the car's value probably inflated by the recent film of the same name and all the publicity that went with it, and an American bid £16,500. Those people who expressed regret that this car, so intimately associated with the Canterbury area, should be about to leave these shores will be glad to know that Chitty has had a reprieve. A High Court Judge has issued an injunction to stop the car leaving England until a dispute over who owns it is settled.

Criticism has been coming in about the V.C.C., once so concerned that veterans would not be sold outside this country, associating itself with auctions which have been the means of some old cars finding Overseas buyers. The Club says it merely helps Mr. Cole date the cars accurately, and is not otherwise responsible for the auctions and does not benefit directly from them. The fact remains that it allows Mr. Cole to advertise his auctions as run "in conjunction with the V.C.C." and catalogues are sold by the Club. The Chitty affair leaves a nasty taste, for one would expect an auctioneer selling an object worth so much money to make quite certain of its legal availability for disposal before accepting it; the V.C.C. shrugs this off as no concern of their's because Chitty isn't a veteran! We suggest that the V.C.C. goes back to its original code and has no further association with the sordid, speculative side of the old-car movement.

As for this Chitty affair, it seems that Peter Harris-Mayes of Deal was cited as the owner at the sale, but that Mr. Hollis of Dover claims the car has been his since he bought it from David Scott-Moncr in 1930 and that he holds the original log book. He is anxious t Chitty should remain in this country, regardless of the vast price M Harry Resaick, the American bidder, is prepared to pay, which is w the Court case has been instituted by him.

MINIATURES NEWS

TO commemorate the London-Sydney Marathon Corgi Toys ha produced a model of the winning Hillman Hunter, with the extr carried in that event, such as twin spare wheels on the white-paint roof, and also on the roof the the big tool-box, which opens to reve miniature tools. The additional lamps, kangaroo bar and the advertisi decals are faithfully reproduced in this 4⅛ in.-long miniature, whi has the black-hued bonnet and competition number of the Marath Hillman. Fitted with sprung wheels and Mettoy's Golden Jac system, this Corgi is No. 302 and can be bought in the U.K. f 10s. 6d. It even comes with a kangaroo to hit!

Another very desirable Corgi miniature is a Ferrari 206 Dino Spo This has the recently-introduced Whiz wheels to give it a long ru It is No. 344 in the Corgi Toys series, is the same size as the Marath Hillman, and costs 8s. 11d. Finally, for this month, Corgi have Formula One Lotus-Climax with steering controlled by the driver- you move him to turn the front wheels. This entails a vintage track-r which would surely cause Colin Chapman to swoon when applied an F.1 car but it comes in an orange, black and white finish, wi racing No. 8, and this 3½ in.-long miniature costs 7s. Ask for Cor No. 158.

Following very closely on their Edwardian Stutz and Peuge "Models of Yesteryear", Lesney have another, in the form of a splend 1906 Rolls-Royce Silver Ghost tourer in dusk grey, with chrom stepped screen, etc. The "chrome" might lose marks in a *Concou d'Elegance* but this is a fine miniature, to a scale of 51 : 1, whic makes it 3⅝ in. in length. It appears to have a more bulbous *Roi d Belges* body than the earlier Lesney Silver Ghost and is Y-10 in th "Matchbox" series. It costs 5s. 11d. and has the authentic bonne rivets. Lesney also have a King-Size Dodge Charger saloon, No. K-2 in this series, at 6s. 2d., and a Mercury police car, K-23, costin 6s. 6d. The latter measures 4⅛ in., the scale being 50 : 1. Fo collectors of commercial vehicle miniatures there is a Lesney King Siz 4½-in. Leyland tipper truck, No. K-4, priced at 7s. 6d.

THE THINGS THEY SAY . . .

"Drivers not in the leading Auto-Union were still free to fight wit all and sundry—and were thoughtfully provided with a three-piec tool kit which they could hurl item by item at rivals who were baulkin them. The cars rarely returned to the pits at the end of a race wit the tool kit intact." Jerry Sloniger, writing in *Motor* about the pre war days of Grand Prix racing when Hans Stuck drove for Auto Union. If you believe that you will believe almost anything, includin the advent of puncture-proof racing tyres!

LETTERS FROM READERS

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

PISTON STROKE AND THE JAGUAR XJ6

Sir,

I suggest that someone on your staff who knows something about engine fundamentals is long overdue. Nothing could be more absurd than your criticisms of the Jaguar engine because its crankshaft speed for maximum power is "only 5,400 r.p.m.". I suppose you would say that the 3-litre F.1 Cosworth Ford is also out of date because its maximum power crankshaft speed is "only 10,000 r.p.m" in contrast to the 19,000 r.p.m. of the 50 c.c. 2-cylinder racing Honda.

One of the first things to learn about engines is that their speeds can only be properly expressed by a "length" per unit time. Lanchester felt obliged to apologise for having to draw attention to such an elementary truth at an I.A.E. meeting in 1910, and it is about time it filtered down to editors of magazines such as MOTOR SPORT.

In your criticisms of the Jaguar's stroke/bore ratio, you are also merely echoing the popular fallacies about the effect of this characteristic. The optimum stroke/bore ratio for an engine depends on a host of factors and it is a sign of ignorance to state categorically that the ratio of any particular engine is either too low or too high. Then, apart from anything else, the effect of increasing the stroke/bore ratio on reducing the potential maximum power of an engine of given swept volume is comparatively small and is compensated by a potential increase in useful speed range.

MOTOR SPORT, I believe, claims to take an independent line on most aspects of motoring, but as far as engines are concerned, it is sunk as deeply in the quagmire of fallacies as the most puerile of its contemporaries, and I am afraid that articles such as those of "Autolycus" do little to alter things. Thus it is apparent that his ideas on valve area and stroke/bore ratios constitute a virtual perpetuation of the R.A.C. rating theory, but Lanchester pointed out the fallacy in this some 60 years ago.

East Horsley. F. R. B. KING.

[We do not intend to be drawn into the arguments for and against long-stroke engines, which engaged Pomeroy/Coatalen in such a classic battle in the 1920s. The fact remains that the trend for some considerable time has been for modern engines to have square or over-square bore/stroke dimensions. So far as the XJ6 Jaguar is concerned, we admit that we have not driven this car. What purpose would there be in publishing a road-test report on it in MOTOR SPORT, which is read throughout the World essentially by motoring enthusiasts, when Jaguar Cars Ltd. have themselves stated that the vast majority of people who buy Jaguar cars are *not* enthusiasts? But what we quoted, about its now out-dated 92 x 106 mm. twin-cam XK Jaguar engine, was taken from a reliable source, which remarked on the engine sounding fussy and less smooth, if not strained, above 4,500 r.p.m.—ED.]

* * *

THE SINGLE O.H.C. ENGINE

Sir,

I found the technical appraisal of "The Single O.H.C. Engine" by "Autolycus" very interesting indeed. This type of article makes good reading and similar features on, say, suspensions would be most welcome by this reader.

There are two points in the above article on which I wish to comment. "Autolycus" finds the use, by Rover in their "2000" engine, of two shims to obtain valve adjustment to be unnecessary. It may interest him to know that the reason is to facilitate servicing in that there are two sets of shims available. The thickness of the shims of one set increases in increments of ten "thou", while that of the other has increments of one "thou" thereby allowing the correct working clearance of the valves to be more readily obtained—from a smaller number of shims.

The theoretical disadvantages are nothing compared to the very *practical* advantages.

In the same context, whereas the use of split bearings for the camshaft in several engines is undoubtedly more expensive than other types, they do again make servicing that bit easier. However, this feature is not really required by Vauxhall who have their own very neat taper screw adjustment for valve clearance.

Edinburgh. IAN A. DOUGLAS.

JAGUAR MASCOTS

Sir,

I would like to point out, with reference to the letters of Mr. Walker and Mr. Atkins that I am surprised they have not noticed more Jaguars without mascots.

As far as I know the XK and XJ series are not the only ones without mascots. The C, D and E types have no mascots and the 420 G has no mascot either. Other older models with no mascot include the S.S.1 Airline saloon, the 1935 1½-litre saloon and the 1952 Mk. VII saloon.

Epsom. G. P. WOODBRIDGE.

* * *

OIL COOLER OR OIL THERMOMETER

Sir,

Further to the letter in the July issue concerning oil temperature, my experience with a Hillman Imp may be of interest. The oil temperature was taken via the sump drain plug, as per the Works cars. During the everyday 20-mile run to work, oil temperature would generally creep up to 60°C unless I was late when it might begin to approach 70°C. But a long run on a motorway cruising at 4,000 r.p.m. (60 m.p.h.) would send the oil temperature up to 90°C. Slowing down to 3,500 r.p.m. would bring the reading down to 75°C within 3-4 miles. All this was with the car bog standard—no engine modifications, no oil cooler, and no sump shield.

The answer would appear to be a thermostatically-controlled oil cooler.

Maidstone. P. L. BAKER.

* * *

READERS' VIEWS ON G.P. RACING

Sir,

I have read with great interest in this month's issue of MOTOR SPORT about the troubles of "Team" Lotus and B.R.M. as described by Denis Jenkinson. "D.S.J." is the most knowledgeable and authoritative journalist covering motor racing today and the points he raises prompt me to commit to paper some of my personal feelings on the present G.P. scene.

Stewart apart, let us consider the current protagonists (not in any particular order). Rindt—as fast as Stewart, braver, but not as consistent; Brabham and Hill—with advancing years now seem to have lost the fire, drive, ability and will to win, and should bow out gracefully; Ickx—the only one currently racing on a par with Stewart and Rindt, and better than both on occasions, as shown in the German G.P. A hot favourite for a future World Championship; McLaren and Hulme—do Can-Am for a living and G.P.s for a pastime; Surtees—add his temperament to B.R.M.'s team organisation and you get a shambles; Oliver—talented, but no chance with B.R.M.; Siffert—a first-class driver labouring under the limitations of being a privateer; Bonnier—a non-runner. Elford—a competent professional, but no more; Amon—Ferrari's policy of a one-car team gives this highly-talented driver no chance; Beltoise—difficult to assess, being in the shadow of Stewart; Courage—skilful, but in the same category as Siffert. Add to this Gurney's "retiral" to the States and Andretti's very infrequent appearances, and you are left with a virtual two-horse race—Matra versus Lotus; Stewart versus Rindt.

Lotus have been acknowledged leaders in G.P. development and design for years, but have lost many G.P.s, either because the cars entered were so technically advanced that they were raced before they had been proved, or from just trying to be too clever.

The recent British G.P. is a classic example of the latter. If Lotus had been content to merely stretch the rules to the limit and put on the biggest aerofoil they could get away with, then things might have been different. But no, they had to add shaped end plates, the usefulness of which is not readily apparent, to say the least, and one of them came loose, virtually costing Rindt the race. Is this not the very thing the ban was meant to prevent? Just to make sure, however, they ran out of petrol, an inexplicable and inexcusable error.

As they and Matra are the only people in contention nowadays, one would have thought that they would take a leaf out of Tyrrell's book, as he is very obviously much more successful than they are. Tyrrell knows that there is no difference in skill between Stewart and

Rindt so he makes sure that his cars will finish. He errs always on the side of reliability—a stronger half-shaft here, a thicker bolt there, an extra five gallons, etc., etc. Admittedly his cars are a bit heavier, but they finish (first usually). Proof of this, if proof is needed, is the fact that Stewart can jump into a team-mate's car and still win, even after an 85-lap flat-out dice on one of the world's fastest circuits.

As one who is fortunate to have lived and closely followed motor racing during the career of the greatest driver of them all, Jim Clark, I cannot help thinking that had Jim had the reliability from Lotus that Stewart gets from Tyrrell then, from 1962 onwards, he would have won nearly every G.P. that he entered (with the exception of 1966, when Lotus were caught without a 3-litre engine).

I know that Clark, Chapman and Lotus were inseparable and that Clark would be the first to defend them were he here today, but the fact remains that he started in some 70 World Championship G.P.s; won 25 of them; finished in a lower place 19 times (10 of these before 1962 and almost all of them due to mechanical troubles); and retired on 26 occasions. I think that the Lotus Organisation has now grown far too big for Colin Chapman to organise everything personally. The time would now appear to be ripe for him to hand over the running of Team Lotus to someone who can give it full-time attention. Graham Hill, perhaps?

As Stewart is now certain to win the World Championship I hope he will be a worthy one. He wins because he is the only driver of any class left (through death and default) and because he is fortunate to drive a racing car prepared as it should be (a rare phenomenon). When he is officially World Champion I hope he will enter a wider variety of races in different types of car, as previous holders did and a true World Champion should. I certainly hope he stops continually bleating about "safety"—as he sees it. Clark hated Spa as well, but it never stopped him racing there—and winning four times. Nor did it stop the others for that matter, until Stewart came along and set himself up as a Factory Inspector of circuits.

Grand Prix racing is already losing ground to the Can-Am and other big money races. If it is to survive as the Blue Riband of motor racing then we can ill-afford to lose genuine road circuits such as Spa that are unique to Europe and Formula One Grand Prix racing.

I am sure that many of your readers will take issue with some of the points I have made, but I did say at the outset that it was my *personal* view of the current G.P. Scene.

Dalserf. J. L. M. COTTER.

Sir,

On reading last month's edition of MOTOR SPORT I came across certain suggestions that Graham Hill and Jochen Rindt were not driving as a team. Since I have been a great admirer of Lotus engineering for quite some time now, I feel somewhat concerned as to whether there is any known reason for these two drivers to ignore the fact that Gold Leaf Team Lotus is supposed to be a "team" which works together—not divided, as it is now.

I was considerably upset to read about the occurrence at Zandvoort in June. Could this be because Graham Hill and Jochen Rindt are not friendly, or because each is a different class of driver, or what? I would be very happy to know the answer to this small problem.

Stanmore. M. B. POPPER.

* * *

COMMUTING—LAMBORGHINI STYLE

Sir,

I thought that some of your readers might be interested in my impressions after some 18 months' ownership of a Lamborghini 400GT 2+2. Unlike most owners of this type of car, I used mine as an only car for commuting through the worst of Birmingham traffic and for long-distance work in all weathers. The engine, transmission, suspension and road-holding were of the very highest order. It never ceased to amaze me how the engine would idle for long periods in heavy traffic and then pick up instantly and cleanly to full power with no fuss at all. It was very flexible and providing the jets in the multiple Webers were cleaned regularly one could run down to 15 m.p.h. in 5th speed and accelerate away quite smoothly. On the other hand, using all the gears up to 6,500 r.p.m. was a great joy and this is the only car on which I have actually covered 100 miles in an hour while holding a serious business conversation with my passenger, who did not seem to notice that anything out of the ordinary was going on. Nor were our voices raised, as the general noise level was very low. The gear ratios are excellently chosen and there always seemed to be exactly the right gear for any occasion. Braking was first class with never a sign of fade, and traction in snow was well above average because of the excellent weight distribution. Having eulogised somewhat I must now come to the faults.

The electrical gear, except the ignition system, was of a shockingly low standard. As sold the headlamps were as dim as the proverbial Toc H lamp and quite useless at above 40 m.p.h. The wiring, switching and fusing were all of the cheapest possible and thoroughly unreliable. The heating system was an absolute joke, being barely discernible when full on, and there was no fresh-air ventilation for hot days. The general finish inside was good but the paintwork was not up to, say, Aston Martin standards. I had the polished alloy wheels painted to stop the salt getting at them, which it did with remarkable speed. Don't they use salt in Italy?

I parted with the car only because I found that the 2+2 arrangement was not practical to my needs, as I often have to take more than one passenger. The new owner has already done a further 20,000 miles in three months and his impressions are much the same as mine—a marvellous car to drive, with the accent all on the basic essentials but with considerable improvement needed on the lesser details.

Having sold the Lamborghini I decided to have a Ro80 N.S.U. This was at three months' delivery and in the interim I have been using a Ford Zephyr V6, which is the exact opposite to the 400GT. First you get an enormous lot of car for very little money. Everything is there for passenger comfort, heating, cooling, space, excellent accessories, all of which work, unfailing reliability (as far as my experience has shown), and as a passenger all very impressive. But what a lamentable car to drive! The understeer is fantastic and the lack of traction on the rear wheels almost unbelievable. It took me a few weeks to learn that one must start turning on the steering long before one got to the corner and then keep winding it on all the way through the corner. I parked the car one day on absolutely level wet grass and, knowing about the lack of adhesion, was extremely careful when I came to drive away. Nevertheless I still needed a push to get going. When one thinks of the money that Ford spend on racing, why don't they learn something from it? Front-wheel drive would solve these two problems, leaving a very good car indeed, the shape and the space inside being unchanged.

I now have my Ro80. It is too early to say much about this car but I can say that it is an exceedingly comfortable four-seater, fun to drive, incredibly silent, and it seems to be well screwed together. Time alone will tell whether the three-year engine guarantee is necessary but it certainly shows great faith by the makers in what I think must be the engine of the future.

Streetly. BRIAN MORGAN.

* * *

A.A. DEFICIENCIES

Sir,

Mr. J. B. Kemp is not alone in his unhappy experience with the A.A. I, too, used to waste a few pounds a year by throwing them into the A.A.'s coffers, until one evening in 1966 I found myself needing their services.

I had been motoring to Co. Clare in my Sunbeam Rapier convertible and had stopped at the Eire border to pass through Customs. Having finished the Customs details, I glanced confidently at the A.A. patrol man standing there, as he always does, and tried to start the car. It wouldn't start. The A.A. patrol man told me he could do nothing to assist—presumably he is there to decorate the scene—but that an official A.A. garage in Dundalk would certainly help. We push-started the car and I staggered into the A.A. garage, where I was informed that the owner-mechanic was not in. I finally induced the oafish pump attendant to give me the mechanic's telephone number and access to a telephone.

When I rang the mechanic and told him of my plight—I had



The muscles of the Mark II MG 1300.

(They'll punch you up to 40 in 6 short seconds)

Our new MG 1300 looks pretty much like the last MG 1300.

At a glance.

A distinctive saloon, it's all luxury and space inside, all smooth, smooth styling outside.

The suavest small saloon in the world.

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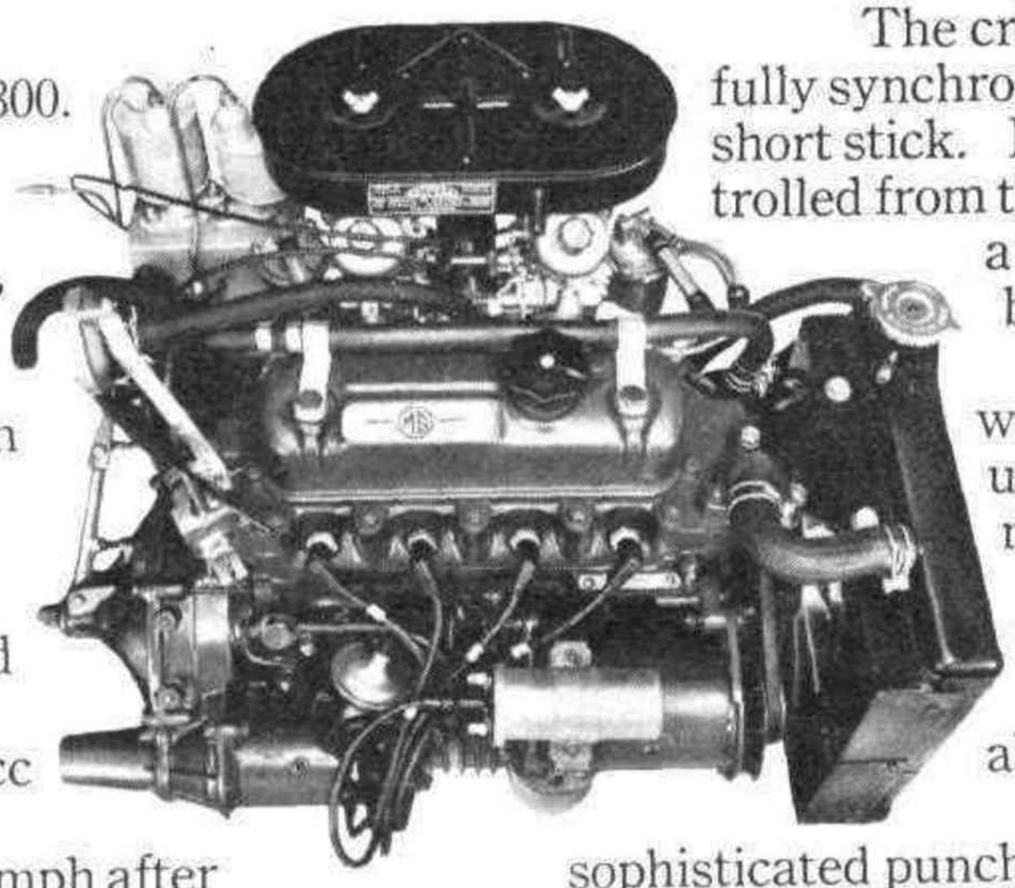
Test-drive a Mark II and you'll understand.

You'll be taming a 1275cc engine that pulls out 70bhp at 6000rpm. You'll be clocking 30mph after 4 seconds, 40 after 6.3 and 60 after just 13.1.

That's power. Controlled power.

The sort of punch you worship in traffic and love on the motorways.

You'll be handling rack-and-pinion steering, front-wheel drive, front disc brakes and Hydrolastic® suspension (our way to iron out the rolling British road).



The crisp 4-speed gearbox is fully synchromeshed: selection from a short stick. Lighting and horns are controlled from the column, which carries a featherlight alloy wheel, bound in black.

You'll be scanning a walnut fascia that carries the usual tell-tales, plus a very necessary rev counter.

You'll be driving a very hot saloon.

And you'll be doing it all on around 30mpg.

That's what a little sophisticated punch-packing can do.

The MG 1300 Mark II comes fast and quiet for £930. 10. 10. including P.T.*

*(Recommended price. Delivery, seat belts and number plates extra.)

BRITISH LEYLAND MG

Performance figures from 'Motor' road test.

MG

arranged to meet my guide on a deserted road at 5 a.m.—after much argument (why didn't I spend the night in Dundalk and he could fix the car tomorrow? Why didn't I drive a car that gave no problems? Why did I drive in the middle of the night? Why did I breathe?, etc.), I finally prevailed upon him to come down and inspect my ailing vehicle. He did, found it a simple matter for the starter motor had stuck and simply needed to be soundly kicked, then proceeded to tell me that it had been an inestimable sacrifice for him to come down to the garage at the ungodly hour of 10 p.m., and demanded payment. I told him repeatedly that his was an "official" A.A. garage, and that consequently he would be paid by the A.A., not by me, but to no avail: finally, to still the man's whining demands, I gave him 10s. or a pound and drove off in a huff. I had just cleared the town when the bonnet flew up, blinding my vision—for he had neglected to ensure that the bonnet was properly closed.

When I returned from my weekend away I wrote the A.A. and complained. They contacted the mechanic, who denied that he had ever heard of me or charged any member of the A.A. anything: accordingly, nothing could be done, the A.A. informed me.

What did I get for my A.A. subscription? A nice little book telling me which county had which registration letters. Not a very sound investment.

St. John's, Newfoundland. E. H. LEYTON.

* * *

"SHOPPING FOR A DAIMLER"

Sir,

Your article "Shopping for a Daimler" struck a responsive chord with this reader. The July issue of MOTOR SPORT arrived at my home on July 28th, hence the rather delayed reaction in the form of this letter.

Our reasoning on Daimler automobiles has closely paralleled your own. We have three Rolls-Royces and two Bentleys in the museum here on exhibit, but we also have a Daimler DE 36 close-coupled limousine by Hooper—"The Spey" model, a Daimler 3½-litre Empress saloon by Hooper, and a very energetic 1955 2½-litre Daimler Consort sport roadster. All three of these automobiles maintain the tradition of fine coachwork which characterises so many bodies on the Rolls-Royce chassis, and for that matter on many other chassis of the better English cars. We find substantial interest on the part of our museum visitors in these coachwork exhibits.

Denver, Colorado. ARTHUR G. RIPPEY,
The Veteran Car Museum.

* * *

SERVICE ABROAD

Sir,

In reply to your correspondent J. B. Kemp I think that my own experience whilst travelling from Rome to London will illustrate the difference in attitudes between the Continental garages and the so-called service station in England.

After leaving Geneva and passing through Morez I stopped at a very small garage for petrol in Dole. Over the last few miles my wife had mentioned several times that there appeared to be a grating sound coming from the nearside rear wheel. Reluctantly, because of possible delay, I asked the garage owner to listen whilst I drove slowly forwards, but as he could not define what it was he suggested that I drove into the garage entrance, where they jacked up the rear wheel and discovered that the half-shaft bearings had gone. He attempted to rectify it on the spot—without success.

I told him that the nearest agents were in Geneva, therefore he telephoned to them for a spare half-shaft (Bentley). They said that as it was Friday they would not be able to get a replacement to him until the Monday, plus delay for Customs, whereupon he changed his clothes, got his Citroën filled with petrol and asked me to accompany him to Geneva—a similar journey would be from London to Birmingham—where he had arranged to pick up the spare.

At Geneva he offered to pay the agents for the half-shaft (about £40), but I offered the A.A. vouchers, which were accepted. Upon returning to Dole his assistant replaced the half-shaft in 10 minutes and we were on our way. Charge—£5 for labour, plus the cost of petrol to Geneva and back!

Where in England would one get this service?

Because of previous experience I did not cable the A.A. as they suggest in the Five-Star Service.

Harrow Weald. FRANK WALKER.

"W.O." AND THE BIRTHDAY HONOURS LIST

Sir,

Whilst I concur with the remarks made by your correspondent, M Trevett, nevertheless I must remind him of the following facts:

The Great "W.O." has not been submerged in the undistinguish mass of "little Sir Nobodies". Also his name will live for ev amongst all those who are sports-car enthusiasts.

Should, however, a Government, at last, be influenced by a twin of conscience, then there is only one award which would be appr priate, "The Order of Merit".

Worthing. B. KARSLAKE.

* * *

USED SPORTS CARS

Sir,

In 1961, after a disastrous year with a new Mini infested wi warranty claims, I adopted a policy of buying used low-mileage spo cars. The first, kept for ten months, was a Mk. I Austin-Heal Sprite bought at 11,000 miles and exchanged at 26,000 for a Mk. Sprite, kept for two and a half years, from 4,000 to 50,000 mil Both of these cars gave better m.p.g. figures than the Mini on simil journeys and were outstandingly reliable and economical. One journ of 510 miles in a day produced 46 m.p.g. at an average speed 44 m.p.h. in the Mk. II Sprite. Seeking more performance and excit ment a three-year-old Healey 3000 with 18,000 miles covered w bought and proved so good that it was kept for four years before bei replaced by a 4,000-mile 2-litre Vitesse convertible. All of these ca offered considerable savings on the new price (over £800 saved on t Healey) and had the advantage that the first owner had the both over warranty work. One sees so few Healeys on the road and so mar in the rear of MOTOR SPORT that my experience over 45,000 mil might be of interest.

The inherent disadvantages of the Mk. I include minimal grou clearance, a vulnerable exhaust system, heavy controls and poo visibility, a slow gear-change and high insurance. The advantages effortless performance from an engine that rarely needs tuning, robu heavyweight body construction, powerful servo brakes and mod rarity are perhaps illogically thought by fans, of which I remain on to outweigh the bad points.

Depreciation averaged £65 per year, less than the Sprites or th Mini, and repairs and replacements cost about £70 per year, of whic at least half seemed to be on tyres and exhaust bits and pieces. Th flexible couplings in the front down pipes were a continual source o trouble as they solidified and then snapped. The experienced owne retains the old pipes and brazes new flexible sections in against th day—never far off—when they are needed. Petrol consumption varie from a pre-"70" 15 m.p.g. driven hard to 24 m.p.g. trundling in over drive with an average over 30,000 miles of 20 m.p.g. Two ne overdrive solenoids cancelling out any money saved on petrol was blow, but it is an extra well worth having, especially for high-spee cruising. Tyre wear on Dunlop RS 5s was about 10,000 miles pe set, but this improved to 30,000 miles (estimated) when a set o Michelin XAS was fitted. These also rejuvenated the deteriorating road-holding, especially on wet roads, although even with their hig shoulders they had to be inflated to 28/32 lb. to prevent groundin the exhaust on hump-back bridges. Replacing the anti-roll bar rubber at a cost of 6s. effected a further improvement in road-holding o perhaps I was gullible. Brake pads were replaced once at 32,000 miles but the rear linings were the originals when the car was sold. Fron discs had to be replaced as they resembled corrugated iron, but th old ones do make good, if expensive, standard lamp base weights. Th generally solid feel of the car inspired confidence that with regula care it would go on for ever, and I certainly hope to buy another. Th sales brochure spoke of a "surprising amount of luggage space in the boot", and I am sure all owners will agree with the joker who wrot that.

As a replacement the Vitesse has none of the listed Healey disad vantages, but remains unloved, being regarded as mere transport.

Your comment about what factors really sell a car was brough home forcibly to me last month. My neighbour's wife had just bough a car. "What is it?" I asked her. "Oh, it's *Turquoise*," she said. "I've always wanted one."

Englefield Green. D. E. STEMBRIDGE.

Sir,

With reference to the letter concerning the purchase of used sports cars in the July, 1969, issue. I paid £200 cash for my 1959 Sprite

against all the experts' advice. The main reasons being my great love for the Mk. I—in its unadulterated "frog-eye" guise and the fact that the engine sounded all right and the oil pressure was 40 p.s.i. when warm: 30,000 miles and two years later the oil pressure is still 40 p.s.i. and the consumption is around 1,200 m.p.p. on Castrol G.T.X. Petrol consumption is disappointing at 33.5 m.p.g. over varied motoring.

Although I have never driven it flat-out in deference to its age, I do not "mollycoddle" it. I am fanatical about regular and frequent oil changes. Apart from this and renewal of oil filters, the engine has been untouched. The odometer registers 56,000 miles at present but, if the bodywork is anything to go by, it is probably considerably more.

Suspension is not up to limousine standards, but then this is a sports car—and about the cheapest on the market at the time. However, over journeys of around 200 miles, I feel quite comfortable and, anyway, I like to feel the road—a legacy of my motorcycle days.

As I am a do-it-yourself fan the car is often called upon to double as a work-horse. Items that I have *safely* carried: A 6 ft.-high fir tree, 10 ft. lengths of 4 in. x 2 in., a lawn mower, a garden roller, a bicycle—on the boot rack—various awkward-shaped items of furniture and the kitchen sink.

The only time after all this that it failed to start was when the starter jammed once. It always starts on the button (without a handle it needs to).

Performance is adequate for my needs—after all, it is only an A35 engine. My wife finds it rather hairy and more than she can handle, but she is only a novice and, anyway, prefers her old Standard 8, so her opinion can be discounted!

The hood is left in the boot (I have a lockable interior, one fitted) in all but the most inclement weather, and the benefit to one's health and appetite has to be experienced to be believed.

So, to sum-up, for sheer reliability and economy, plus the ability to carry awkward loads, throw caution to the winds and buy a used sports car—B.M.C. preferably.

Emsworth. P. MARF.

* * *

THE 70 M.P.H. SPEED LIMIT

Sir,

I am sure that you will be as interested as I was in the following recently-published figures for police activity on the M4 last year. Forty-four per cent. of drivers stopped for exceeding the 70 m.p.h. speed limit were prosecuted, compared to 8% of those stopped for dangerous driving or driving without due care. The percentage of 70 m.p.h. prosecutions was also higher than the percentage of prosecutions of drivers stopping on the carriageway (19%) or committing the sheer lunacy of driving the wrong way (35%; all percentages correct to the nearest 1%). It seems that the enforcement of an arbitrary speed limit is considered more important than the punishment of really lethal acts of driving. What strange priorities!

Wexham. R. S. WHELAN.

* * *

SHOESTRING MOTORING

Sir,

I like to read my MOTOR SPORT from cover to cover. Following my enjoyment of the correspondence "Shoestring Motoring", and then on, and then to the small ads., I was quite fascinated by the advertisement of a Mr. W. A. Jones offering a 1928 Clyno for £475.

This brought on a wave of nostalgia. In the mid-1930s I bought a 1928 Clyno for £6 10s. on the instalment system. Ten shillings down and 10s. a month. I still have the document proving my eventual title to the car. I frequently fell behind in my payments, and there was one payment of 11s. 9d. Heaven knows where this came from; maybe a win on the pools, but the vendors did not get away with anything. The next month shows a payment of 8s. 3d.!

During a year's ownership I did 8,000 miles in this splendid car, whose right-hand crash gearbox was a joy, with very little trouble. Two front stub axle failures, the necessary parts obtained from a local scrap dealer for 2s. 6d. Each time I had several nuts and bolts left over, but this did not seem to matter.

More serious: a half-shaft went 100 miles away from my scrap dealer. I tried to make it appear like a local telephone call. He started with 25s. I offered 10s. We settled for 15s., and then I told him to put it on the train to where I had broken down.

Apart from these three things, no trouble at all. When I bought my dream car, a 1931 12/60 Alvis, I advertised the Clyno for £5.

I met a potential customer at the Pack Horse Hotel, Bolton, who offered £4. I stuck for £4 10s. and tried to weaken him with pint after pint of beer (at 6d. per pint). He wouldn't budge, so we tossed up £5 or £4 and I lost. Back with me to my parents' house, and, having paid me, he drove away. I have often wondered if he ever got home alive. It seemed unlikely, since down a 400-yard hill he failed to find a single gear, and his progress was erratic to say the least.

It is perhaps worth mentioning my experiences with Alvises.

My first was a 1924 side-valve 12/40 two-seater, bought from a scrapyard in 1932 for £9 with a co-owner. A wholly delightful car, which gave no trouble at all. Why are my memories of 1932 and 1933 all of hot summer days and continuous sunshine? Were those two summers in fact like that?

My co-owner was not a chap *sympathique* to machinery, and the end of this car was the breaking of the crown wheel. We sold the car back to the same scrap dealer from whom we had bought it for £4, and I trust he found a rich customer who could afford £10 for a new crown wheel and pinion.

I would give a lot of today's money to have this car back.

My 1931 12/60 cost me £40, but the smoke screen it put up indicated an engine overhaul, which cost £70. After that, only one breakdown. If I remember correctly, there was one timing wheel made of fibre. This broke in Glasgow when I was there for the 1935 Exhibition. Some miraculous garage found a second-hand one, and I motored a further 100,000 miles with no more trouble. The war intervened, but in 1946 I entered for the fabulous Elstree meeting. It was a glorious day. From far and wide came the most extraordinary pieces of machinery running on God knows what, since petrol rationing allowed one six gallons a month.

I was paired with Rivers-Fletcher in a similar car, and I won by a yard or two, doing the standing quarter-mile in 20.6 sec. [Yes, and my Alfonso Hispano Suiza was leading John Bolster's 1911 Rolls-Royce Silver Ghost when fuel starvation set in; I sold it later for £100 and, unrestored, it fetched £5,300 at an auction sale last year.—ED.]

The V.S.C.C. expected about 2,000 spectators. Over 20,000 turned up, and my heart bled for the owner of the one peripatetic catering van there. He was cleaned out in 15 minutes flat. He must still have recurring nightmares about the fortune he could have made that day. Some 15,000 bods who had not brought picnics, expecting catering facilities, went hungry and thirsty all day, but even so I expect they thought it was worth it.

Bromley. W. J. D. CLARKE.

Sir,

I read with interest Mr. Cooper's letter on "cheap and reliable" motoring.

Last year I bought a 1938 Morris 8 from a scrap yard for £2 10s. I spent six months rebuilding it and this July I took the car and two friends and luggage to Scotland. We travelled just under 2,000 miles in a fortnight and the only trouble we suffered was a broken dynamo bracket. The car averaged just 35 m.p.g. for the fortnight and used slightly more oil than Mr. Cooper. I think this is what is meant by CHEAP and RELIABLE motoring.

Christchurch. G. PAYNE.

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AUSTIN COOPER, 1963, GOLD SEAL, 8,000 miles. Sun roof, servo, extras. £275 approximately. Tel.: Shaldon (Devon) 2472. (5385

RILEY 1½-LITRE. GOOD ROOF, TYRES, M.o.T., winkers, washers. Smart. £60. Lanson, 45 Wallingford St., Wantage. (5387

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MORGAN THREE-WHEELER, F-SUPER Ford Ten. New sliders, tyres, upholster spare tyres, red. Chrome, side screen M.o.T. £125. Hounsom, 1, Harries Rd Tunbridge Wells. (55

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RILEY 1½, 1954. ENGINE PROBLEM towable spares. Buyer collects. Offers. Mere Close, Gt. Barton, Suffolk. (55

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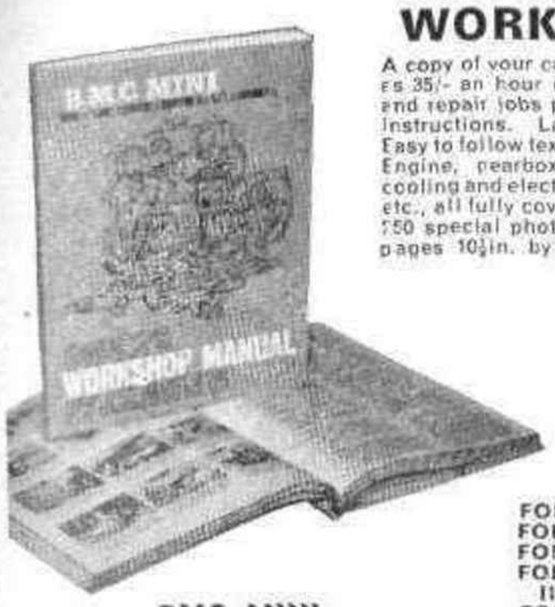
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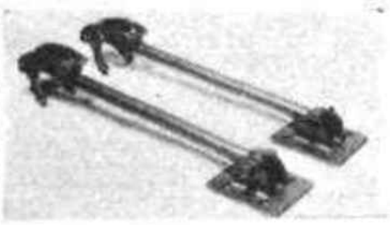
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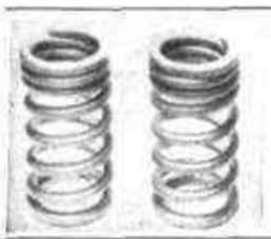
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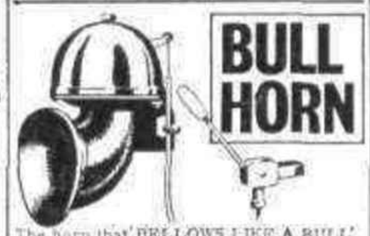
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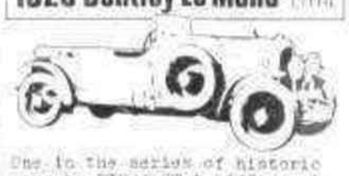
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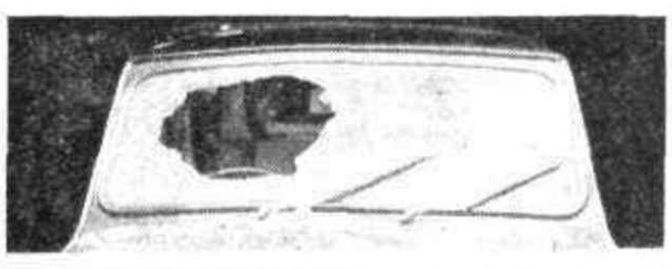
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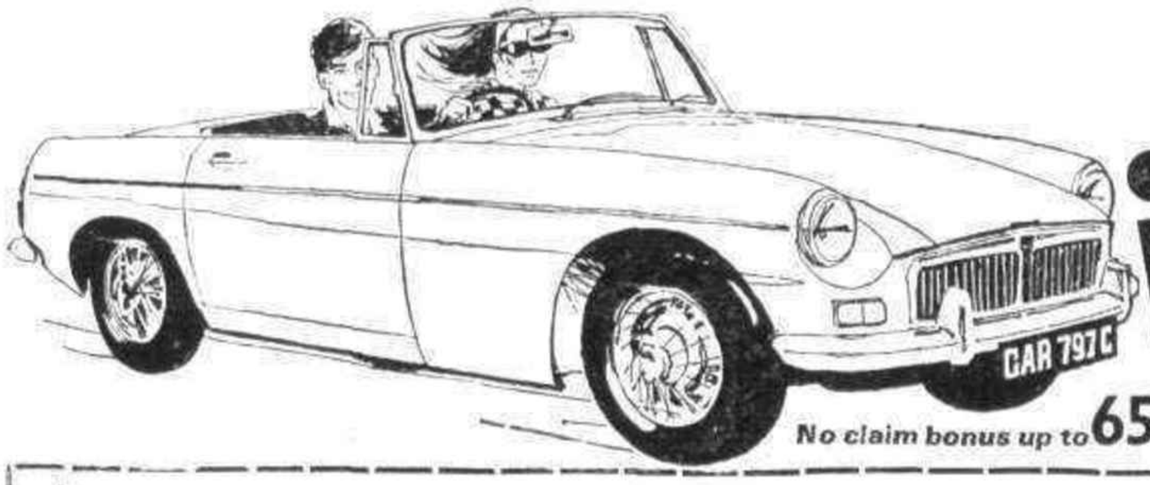
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1933 SINGER 9 SPORTS 4-SEATER. Rare model, not a Le Mans. Many spares, including Le Mans engine/gearbox modifications. £95 o.n.o. or exchange Land Rover. Peter Davies, 212C Vicarage Rd., London, E.10. Tel.: 01-739 9131 (working hours only). (5537

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ASTON MARTIN DB MK. III SALOON. Overdrive, radio, very good condition. £525. Tel.: 01-590 5916 (9-6 p.m.). (5544

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XK150 JAGUAR SALOON. COM-pletely rebuilt and in Concours showroom condition. Bills for £1,500 available for inspection. Your opportunity to own this outstanding car for £985 o.n.o. Tel.: Lymm (Cheshire) 2359. (5546

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1963 LOTUS CORTINA. STANDARD colours. Excellent condition. Engine and axle recently overhauled. £395. Tel.: 01-440 4195. (5550

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MINI MARCOS, DEC., 1968, "G" registered. Canary yellow and black trim and carpets, radio, reconditioned 1071 S engine and gearbox. Most other parts fitted new, 3,000 miles only. Available at well under the cost of the parts only. Tel.: Bradford 670593. (5553

WOLSELEY HORNET SPECIAL DAY-tona sports, 1931. Completely dismantled. Unfortunately have not time to rebuild, but willing sell all or part as spares. Tel.: 660 6789 (after 7 p.m.). (5554

B.S.A. COUPE. DAIMLER FLUID FLY-wheel, 10 h.p. side-valve, preselector gearbox, 1934—one owner—24,000 true miles. Immaculate condition, rare specimen. £320 o.n.o. Photo available. Tel.: Woodhall Spa 3284. (5555

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1933 AUSTIN NIPPY. DISMANTLED B complete, partly overhauled, spare gearb Open to offers. Watts, 3 Wharf Lane, L worth, Solihull, Warwicks. (5

DAIMLER, BARKER-BODIED, 2/3-SE sports coupé. New hood, complete eng overhaul, not yet run-in. All new steeri king pins, ball joints, M.o.T., etc. T Concours condition. Tel.: Colchester 721 (5

M.G.-B, 1966. MINERAL BLUE. MA extras, including o/drive, w/wheels, rad Kenlowe fan, tonneau, undersealed, e Reason for sale—company car. £695. Te Swindon (Wilts.) 22401. (5

ALVIS TD21, 1960, PARK WA saloon. Wire wheels, radio, TE21 engi fitted at works 1964. £395. Tel.: 021-4 3085 (evenings). (5

MORGAN, 1968, +4 SPORTS. MYOSOT blue. Leather upholstery, w/wheels. Select ride, oil cooler. £200 extras, taxed 19 Mileage 5,000. £1,025. U.K. buyer's fa refunded. Tel.: Largs 5148. (5

AUSTIN 7, 1931, OPEN 2/4 TOURE Concours condition, rebuilt as origin needs minor attention to trim. Offers co sidered around £300. James Kenned "Amberglade", New Domewood, Crawl Down, Sussex. Tel.: Copthorne 2506. (55

M.G. YT. SPLENDID CONDITIO Many spares. £385 o.n.o. Willmott, Wymans Lane, Swindon, Cheltenham. (55

1927 AUSTIN 12/4 WINDSOR SALOON Reconditioned engine, new tyres (£70 M.o.T. £350. Tel.: 01-693 6550 (London (55

BRISTOL 405. GREEN. 8,000 MILE since reconditioned engine. £450 o.n.o Tel.: 01-622 7614. (55

BENTLEY, 1949. STANDARD STEE saloon, 115,000 miles. Sunroof, velvet blu with white side panels, brown hide in terior, engine, brakes, exhaust overhaule approximately 15,000 miles ago, origina log book, radio. £495. Godfrey, Fir House, Exeter Rd., Teignmouth, Devon Tel.: 3575. (55

M.G.-B TUNING EQUIPMENT—DER rington cross-flow cylinder head, rocke cover, two twin 40 DCOE Weber carbu retters and manifolds. £55 o.n.o. Apply Lee, 21 Button Hill, Sheffield, S11 9HF Tel.: Sheffield 364480 (after 7 p.m.). (55

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TWIN-CAM M.G.-A F/H COUPE IN red. Good condition. New pistons, shells, rings, valves, etc., fitted Oct. last. M.o.T. to March, 1970, taxed to Nov., 1969. Financial considerations force me to part for £225, or exchange with any small four-seater considered. Cheshire area. Tel.: 051 342 5654. (55

1938 TALBOT LONDONER — OPEN tourer. Suitable for restoration or spares. Offers. Garaged in Birmingham. Enquiries Tel.: 01-734 3368 (day). (55

ONE-OWNER SUPERCHARGED SPIT-fire, under 30,000 miles. Suspension mods., Cinturatos, special driving seat. Around £425. 6 Rowan Drive, Haversham, Wolverton, Bucks. Tel.: 3279. (55

SPECIAL SPITFIRE, 1965, SAH ENGINE. Webers, SAH GT fastback, Sprinzel seats, air horns, spots, dash, etc. Offers over £400. Tel.: Wallingford (Berks.) 3215. (55

GT6, MARCH, 1967. RED. WIRE wheels, low mileage, belts, excellent condition. H.P. if required. Part exchange considered. £730. Pearce, Bracken Hill, Brackendale Rd., Camberley, Surrey. (55

M.G. TD, 1951. MAGNIFICENT SPECI men in B.R. Green. Only a few hundred miles since complete overhaul by specialists rechromed, rebored, relined, new hood and tonneau. All receipts shown. For sale on doctor's orders (certificate shown). Practically giving it away at £475, home or export. Ripley, Downlands, Talland Rd., St. Ives, Cornwall. Tel.: St. Ives 6012. (55

AUSTIN 7 TOURER, 4 SEATS, 1936. M.o.T. Aug., 1970, taxed Dec. £85. Austin 7 tourer, 1929, 2 seats, not original body or mechanics. M.o.T. Feb., 1970. £75. Randall, 22 Mill Rd., Eastbourne, Sussex. (55

1933 MORRIS 10/6 TOURER WITH dickey, new hood, seats, tyres, paint. £185. Hewett, "Northwoods", Budleigh Salterton. Tel.: 2955. (55

XK150 D.H.C., 1960, 3.8. VERY FINE car. Must be reasonable at £595 after £350 mechanical overhaul. Bills available. Rowlands, Collingham, near Wetherby, Yorks. Tel.: Collingham Bridge 2991. (55

FOR SALE—continued

M.G. TD2, 1953, SUPERB BODY, NEW XASs, twin spots, reconditioned engine 15,000 miles. Warr (Lancs.) 62527 (evenings). (5584

1935 MORRIS 8 FOUR-SEATER tourer. Good condition, M.o.T. July, 1970, taxed Nov. Many spares. £65 o.n.o. 19 Linnet Close, Willenhall, Coventry. (5585

1955 M.G. TF 1500, WIRE WHEELS, properly rebuilt (all panels off, etc.), re-sprayed ivory, completely reupholstered in red, seats in red hide. Far too many new parts and extras to list here. Huge bills available. Rapid performer, excellent looker. Full details on request. Offers in excess of £575 considered. No part exchange. Chapman, Gadlys Hotel, Cemaes Bay, Anglesey. (5586

BENTLEY 4½, 1929, ATTRACTIVE original open four-seater, excellent order. Nearest offer to £3,500. Tel.: Royston (Yorkshire) 2537. (5587

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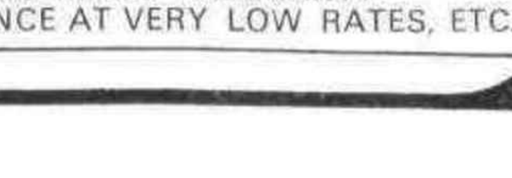
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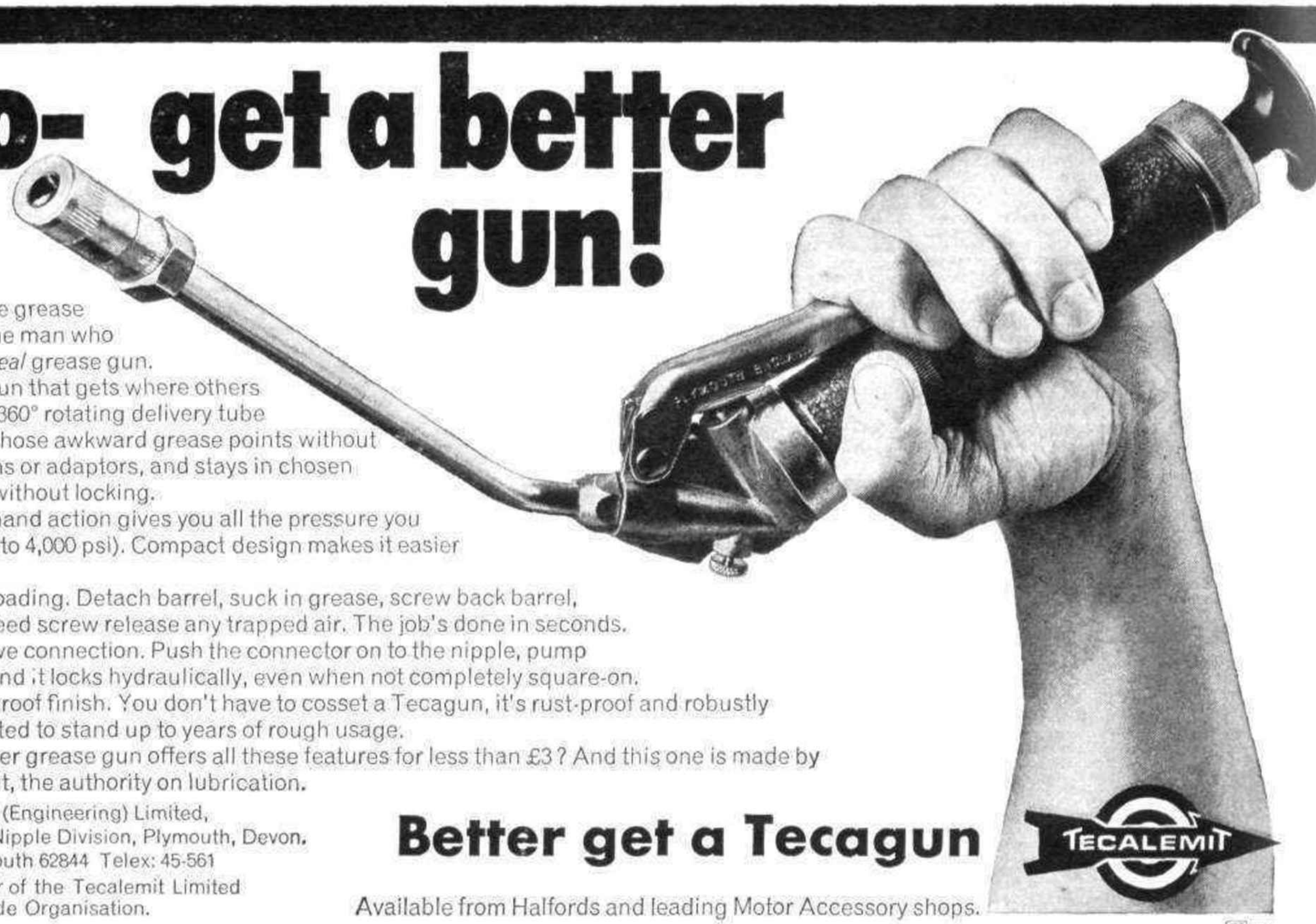


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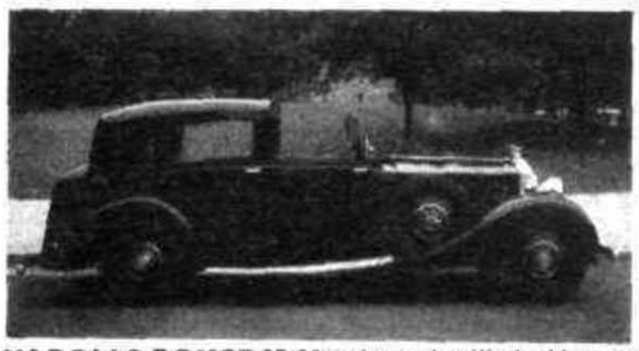
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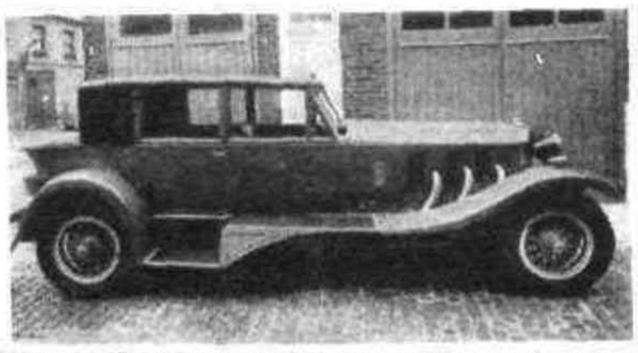
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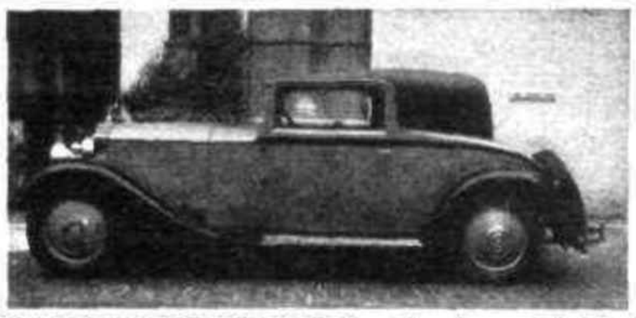
1938 ROLLS-ROYCE 25/30 sedanca de ville by Hooper, excellent original order.



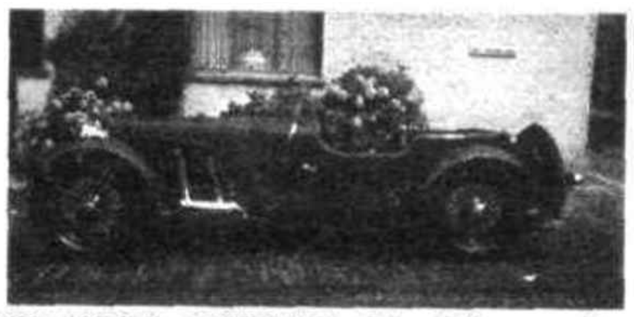
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Right : **1967 TRIUMPH TR4A,** white/black, o/drive, wire wheels, Cinturatos, rack, belts, radio, heater, wood wheel; one owner..... **£825**

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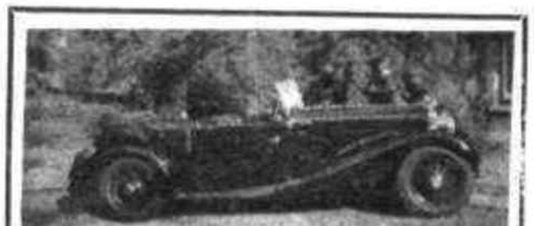
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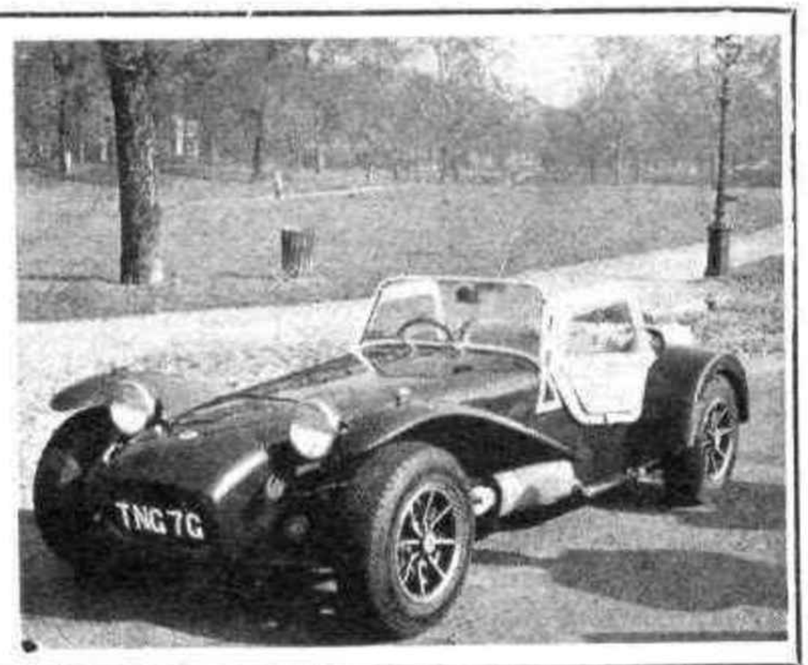
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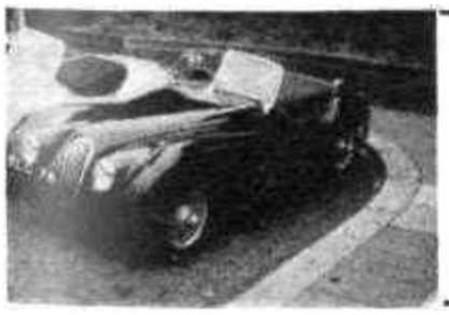
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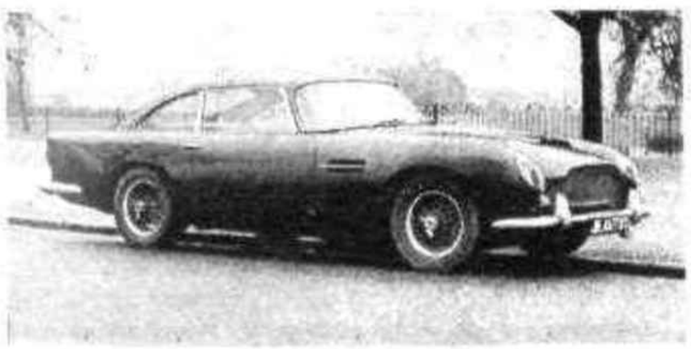
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ROVER 100, RADIO, OVERDRIVE, M.o.T., new tyres, Crypton tuned. £170. Tel.: Abingdon 49. (5663

M.G.-B, JULY 1967. 31,000 MILES, RED with black upholstery. Overdrive, anti-roll bar, Cinturatos, tonneau cover, air horns. Excellent condition, bodily and mechanically. House purchase forces sale. £775. Moule, 5 Marlowe Drive, Nantwich, Cheshire. Tel.: 64859 or Crewe 55155 ext. 316 (office). (5664

REGISTRATION NUMBER TU 1970, Daimler Silent Knight. Needs restoring. No engine, sensible offers around £160. Write 29 Ambrose Ave., Colchester. (5665

M.G.-TA, 1938, ORIGINAL AND COMPlete. M.o.T. taxed. £210. Part exchange considered. Church Stretton, Tel.: 2944 (Salop). (5666

BENTLEY SI
Finished in black pearl metallic/unmarked grey leather. Excellent mechanically, £100 just spent on new exhaust system, brakes, battery and new M.o.T. A beautiful luxury carriage and a joy to drive. Must be sold. Realistic offers around **£880.** This is an investment.
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Tel.: ADLINGTON 284.

FOR SALE—continued

EGG 2C, 100 M.P.H., FIVE-SEATER saloon Fiat 1500 C. Two owners from new 1965. 35,000 miles, overhauled, many extras. Radio, radials, taxed, M.o.T., £400. Standon Rock, Tel.: 292. "Bridamar", Sandy Lane, Cotes Heath, Staffs. (5667

1964 ALFA ROMEO GIULIA SPIDER, 1600. Edinburgh area. Bank Manager and new wife compel reluctant sale of this much loved car. Very good condition, grey with red leatherwork, black soft-top, good Cinturatos, radio. Must sell quickly, so first reasonable offer will be accepted. Ellis, 41 Bankpark Grove, Tranent, E. Lothian, or Tel.: 031-226 2716 in office hours. (5668

SCIMITAR, 1965. WHITE, OVERDRIVE, wire wheels, radio, heated rear window, 5 new Cinturatos, M.o.T. and tax till April, 1970. £800 o.n.o. or will exchange for good Spridget. 3 The Elms, Blaby, Leicester. (5669

ASTON MARTIN, 1963, DB4, VANTAGE, DB5 shape manual with overdrive. White with red upholstery. New tyres, clutch, silencers. Rechromed bumpers. In immaculate condition. £1,375. Exchange or wanted Zagato GT, DB5 or 6, damaged or otherwise. Tel.: Stubbington 3955. 83 Crofton Lane, Hillhead Nr. Fareham, Hants. (5670

ALVIS GREY LADY, 1954. BLACK AND ivory. M.o.T., wire wheels, sunshine, roof, in excellent condition. £185 or exchange. W.H.Y. 83 Crofton Lane, Hillhead, Nr. Fareham Hants. Tel.: Stubbington 3955. (5671

ROLLS 20/25 HOOPER SPORTS saloon, 1933. Overhauled, immaculate and original condition. £995. Box 1756. (5672

M.G. TB, 1939. REGISTRATION MG 6618, used daily, M.o.T., taxed, recent new hood, sidescreens, rear springs, kingpins etc., resprayed white. Genuine offers above £200. Hannen, R.N.E.C., Manadon, Plymouth. (5673

AUSTIN RUBY £40. ALSO CROSSLEY headlamps. Wanted Reg. No. JRB, RAB, RB, JB, with interesting No. (Derbyshire). Tel.: 029-881 2469. (5674

1923 ALVIS, 12/40, 2-SEATER WITH dickey. One of the oldest Alvises in the world. Restored to immaculate condition. M.o.T. £950 o.n.o. Martin, 1 Bedford Park, Mansions. The Orchard, W.4. Tel.: 01-995 0368. (5675

1926 3-LITRE RED LABEL BENTLEY. Original V.D.P. tourer. Offers over £2,750. 35 Charles Crescent, Lane Estate, Taunton. (5676

TRIUMPH VITESSE, 1963. 69,000 miles. Whole car in fair condition, but Bank Manager's superheated letters force sale at around £250. Tel.: Immingham 2586/7/8 working hours. (5677

DB2/4 1955 MK II COUPE. UNMARKED bodywork, new hood, excellent mechanical condition. Maintained by engineer owner. £595 o.n.o. Tel.: Hatfield Peverel 341 (Essex) (evenings/weekends). (5678

M.G.-A, 1600, 1961. GOOD CONDITION, body and mechanically, hard and soft-tops. K.O. wheels, many extras, taxed April 1970. M.o.T. £365 o.v.n.o. Tel.: Ormskirk 73300. (5679

RILEY ADELPHI, 1936. IMMACULATE, for sale or part exchange. 32 Colenzo Drive, Andover, Hants. Tel.: Andover 2733. (5680

LANCHESTER 10, 1949. GOOD ENGINE, tyres and battery in daily use, taxed and M.o.T. £100 or nearest offer. N. J. Bond, 514 Warwick Rd., Greet, Birmingham 11. Tel.: 021-706 2026. (5684

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FOR SALE—continued

1960 JAGUAR XK150, 3.8 F.H. B.R.G., immaculate for year. £525 o.n. Richards, 282 High St., Clapham, Bedfo 52692. (56

BENTLEY, 4¼ MX, 1940. V.D.P. pillarless saloon used regularly. M.o. Tel.: 01-435 1063 (Bank Holiday Stavel 397). (56

1935 MORRIS 10/4. EXCELLENT, M.O. June 1970. £160 o.n.o. Sanders, Portw House, A.E.R.E., Harwell, Berks. Ro stock, Tel.: 294 (evenings). (56

SUNBEAM ALPINE, 1960. MOONSTON white, black hard-top, overdrive, Pirell reversing light, spot/fog, tonneau, exte sive rebuild including engine, new clutc new selectors, brake pads, newly spray and re-carpeted, looks and goes superb year's M.o.T. £225 (consider part-e change mechanically poor Rapier III convertible). 15, Tewit Well Rd., Harr gate, Yorks. Tel.: 60877. (56

M.G. TA, 1937. BELIEVED ORIGINA Resprayed last year. Some work require king pins etc. £125 o.n.o. West Kent. Bo 1757. (56

TRIUMPH SPITFIRE, LATE 1963. SE ring white, extras, very attractive. £29 Tel.: Bramley 3046. (56

DB4, 1962. SOFT-TOP, EXCELLEN condition. Maroon. £1,250. Citroen 2C 1961. G registration, new tyres, seat Fantastic. £135. East Coast Marine, Brigh lingsea, Essex. Tel.: 2275. (56

BENTLEY S1, 1958. EXCELLENT COND tion. Silver and blue. Has recently ha new Auto gearbox, silencer, prop shaf tyres and engine tune. £1,475 o.n.o. Te Rochdale 45914 or Littleborough 7880. (56

JENSEN CV-8 MK. III, OCT., 1965. TW owners, distributor maintained, new gea box, torque converter, back axle, electr windows and aerial, resprayed dual Jens blue, six quartz lights, S.P. sport radial 74,000 miles. £1,400. Tel.: 01-629 66 (business hours). (56

XK140 ROADSTER, 1955. EXCELLEN condition, very rare, £650. XK120 roadste 1951. Very original. Taxed and teste Absolutely rot-free. £525. Another 19 roadster. Very nice condition, professional fitted with occasional rear seats. £47 1953 XK120 roadster. Very original. Som rot in rear half, fitted radio, excellent ru ner, £275. Austin-Healey 100S. All-allo Very rare, £550. Cooper Jaguar spa frame and body panels and some suspe sion, ex-Peter Whitehead. Rebuildabl £225. Tel.: Tanworth-in-Arden 665 (bus ness hours) or Solihull 7280. (56

TWO EDWARDIAN CARS FOR SALE 1912 Austin four-cylinder, original ope tourer, coachwork 70 per cent. restored Offers. 1912 Vinot / Deguingand fou cylinder, two-seater coupé, excellent orig nal condition. £1,850. Harper. Tel.: 06 445 2050. (56

ROLLS-ROYCE 25/30. VERY ELEGAN sports saloon by Park Ward. Genuin 89,000 miles and in superb original cond tion. £1,150. Interesting exchange con sidered. R. W. Brown, Prince's Farm Peasemore, Newbury, Berks. Tel.: Chievele 279. (56

BENTLEY 1953 R Type



Manual, with James Young body. Genuine 64,000 and quite original. New tyres plus spare set. Original tools, handbook; history. Engine just overhauled, body and interior quite exceptional. **£925.**
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ALVIS Speed 25, 1938 Cross and Ellis Tourer, complete restoration to concours condition just completed; **£1,500.**
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LAGONDA 3-litre special Tickford two-door Saloon, 1955, very good order throughout, fitted new Cinturata tyres, **£225. AUSTIN Big Seven,** 1938, full engine overhaul and repainted, a very good example of its type, **£75.**
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FOR SALE—continued

DAIMLER 27 H.P., 1952. GREY WITH velvet upholstery to rear, leather to front, electric division, face forward occasionals, concealed roof rack, boot, new batteries. £250. Tel.: Bloxwich 75224. (5877

AUSTIN 16/6 TOURER. NEEDS TIDY-ing. New tyres and battery fitted. Reasonable offer. Tel.: Bloxwich 75224. (5878

FAL 1 REGISTRATION NUMBER AT-tached to 1955 Ford Consul. M.o.T. Offers. Hind, 201 Hawton Rd., Newark, Notts. (5880

1932 RILEY GAMECOCK IN EXCEL-lent and original condition. Long M.o.T. and taxed, new tyres. £295. For further details write or telephone David Hare, 17A Kingsley Rd., Luton 51759. (5881

M.G. TF 1250. RED. EXCELLENT CON-dition, mechanically perfect, engine 5,000 miles only. Cinturatos, radio, spots, luggage rack, heater. £475. Tel.: Burton-on-Trent 3235. (5882

RILEY 2½-LITRE, FIRST REGISTERED July, 1951. Black with red upholstery, one owner from new, 26,000 miles. Obviously virtually as new. Sensible offers. Jones, Tel.: Christchurch 3416/17. (5883

XK150S. REG. NO. 150 EKF. WHITE/ red leather. Genuine example. £685. Fleming Brothers, Hunstanton, Norfolk. Tel.: Hunstanton 2683. (5884

ROLLS-ROYCE SILVER WRAITH, 1947, Hooper touring saloon, 36,000 miles only. Very good. £750. Mitchell, Woodhouse, Kirtlebridge (Tel.: 312), Dumfries. (5885

LOTUS CORTINA, 1967, F. WHITE, green flash. Radio. Inertia belts, undersealed. Immaculate, 27,000 miles. £900. 69 Longhurst Lane, Mellor, Cheshire. Tel.: 061-427 5692. (5886

P.V.T. RACING RILEY 1½, SHORTENED chassis, tuned 295 engine safe to over 6,000 r.p.m., 100 b.h.p., wired and lighted for road use if required. £365. Tel.: Poynton (Cheshire) 4506. (5887

LAGONDA. ONE OWNER. 2½-LITRE engine, M.o.T., heater, aluminium body and engine good condition. Available to view Derby. Offers. Tel.: Derby 45874 (day), Shardlow 474 (evenings). (5888

AUSTIN HEALEY 100, 1955, B.N.1, VEL-vet blue. O/d, w/w, new G.800s, radio, heater, q.i. spots and fog, mirrors, leather s/w, full instrumentation in special dash, new hood, s/screens and carpets. Excellent performance and appearance. In very good condition, only needs a little tidying to make immaculate. No time, so £180 o.n.o. to good home. For full details contact: S. White, 15 Shetland Rd., Dronfield (near Sheffield). Tel.: Dronfield 4112. (5889

1953 R-TYPE BENTLEY, AUTOMATIC gearbox. Metallic grey. £300. Booth, Wolfe Ones Heights Farm, Holmfirth, Yorkshire. Tel.: 3445 (58.0

TR5, TR4A, TR4, TR3A, TR3, TR2 equipment. TR5 adjustable Armstrong front dampers, oil cooler, clutch plate, U/Js, TR5, 4A, 4 rear dampers 25 per cent. stiffer, wheel bearings, TR5, 4A, 4, 3A, 3, 2 mag. wheels, competition brake pads/shoes. Dunlop 184 5.00M racing tyres. All letters replied to on and after 3.9.69. Box 1777. (5891

M.G. TDII, 1953, LAYSTALL ALLOY head 9.5:1, 1½ in. S.U.s, balanced crank, polished alloy rocker/tappet covers, recent engine overhaul, new clutch, battery, brake linings. Cints., immaculate body professionally resprayed deep red, no rust/rot/fibreglass, good hood, screens, tonneau, host spares, including gearbox, body panels, etc. First offer over £300 secures. Hedges, Tel.: Linton (Cambridge) 148 (evenings). (5892

ARMSTRONG SIDDELEY SAPPHIRE 234, 2.3-litre, 4-cyl., 4-speed, all synchro with o/d, twin S.U.s. Very good overall condition and quite free serious rusting. Still provides enjoyable fast transport. Two owners since new, 1958. £100 o.n.o. Wilson, Green Lanes, Horstead, Norwich. Tel.: Coltishall 313. (5893

MORGAN + 4, 4 SEATS, OCT. 1968 Chromatic orange, wire wheels, Armstrong Selectaride and many extras. Only 6,000 miles. £1,000 o.n.o. Tel.: 935 5117 (after 6 p.m.) Owner going to States. (5920

ALVIS TA 14. £100. LOTUS 7, 1964. 1500 GT. £450. Tel.: 021-783 3371. (5931

LOTUS ELAN S/E, NOV. 1966. 15,000 miles, one owner. £975 o.n.o. Tel.: Rayleigh 4697. (5919

1938 SS JAGUAR 1½, SALOON, ORIGI-nal, very sound. Offers. 13 Chilton Close, Tylers Green, Penn, Bucks. (5921

1934 ALVIS SPEED 20 TOURER. FOUR-door, body by Cross and Ellis. Immaculate condition. £1,200 o.n.o. P. Widgery, 29 Malmains Way, Beckenham, Kent. Tel.: 01-493 6141 (Office), 01-650 2504 (Home). (5922

1934 M.G. PA, COMPLETELY RE-stored to Concours condition. Still running in. MMM registered. £275. Dolton, 8 Maple Close, Sonning Common, Oxon. (5923

SUNBEAM MK. III. 38,000 GENUINE. One previous owner. Immaculate. Exchange sports car with cash adjustment either way. Sell £250. Tel.: Stevenage 3772. (5924

DAIMLER BARKER SPORTS COUPE, 1952. One owner. New engine in 1963. Excellent order throughout. £375. Tel.: Weybridge 49827 (Surrey). (5925

PANHARD AND LEVASSOR. 3-LITRE tourer, 1926 model tourer. Concours condition. Very reliable. Wire wheels. Rare model. Also Alfa Romeo 8-cyl. 2.300, supercharged 1937, Scuderia Ferrari built and competition sports car. Offers. New Guildford. Tel.: Clandon 628. (5926

JAGUAR "E-TYPE" F.H.C. CARMEN red, 1963. Restall seats, Coombes modifications. Motorola, 37,000 miles. Truly immaculate. £820 o.n.o. Tel.: Deepcut 5589 (Surrey). (5927

1930 HILLMAN, 12 H.P. SALOON. GOOD working order, offers under £300. Westfield, St. Margaret's Rd., Altrincham, Cheshire. Tel.: 061-928 2984. (5928

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1951 LEA-FRANCIS SPORTS SALOON. Aluminium body; 60,000 miles, two owners, new M.o.T., taxed, insured. Offers. Tel.: March (Cambs.) 2774. (5932

ROVER 105 'S', 1958. TAXED APRIL, 1970. M.o.T., twin-speaker radio, o/drive, new tyres, fog lamps etc. This car has done a genuine 50,000 miles and is truly immaculate both bodily and mechanically. £200 o.n.o. Tel.: 061-STE 1358 (5930

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ROLLS 1932 20/25 MULLINER, SALOON. Dark blue, black fabric roof. Outstanding original condition. £675. 1934 engine/gearbox available separately. Butler, Plovers Grove, Speen, Aylesbury. Tel.: Hampden Row 304. (5934

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1939 ROLLS-ROYCE WRAITH, PARK Ward saloon. Immaculate condition. Offers. Tel.: Halifax 31475. (5936

1928 BENTLEY, 4½-LITRE REPLICA, Le Mans Team Car. Meticulous restoration almost complete. Offers invited. Tel.: Halifax 31475. (5937

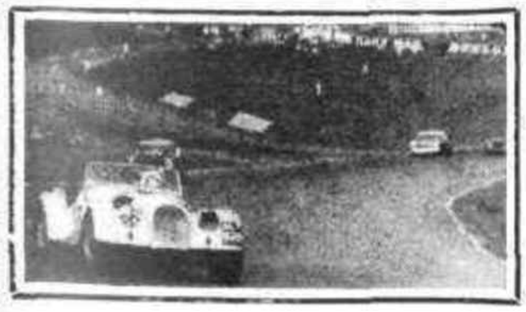
ALVIS GREY LADY — REG. KMJ 1. Now offered at £350, total mechanical overhaul, resprayed Burgundy, wire wheels, radio, excellent condition. Cawthorne, Tel.: Walton-on-Thames 27324. (5938

TR3A: SEPTEMBER, 1960, 54,000, B.R.G., hard and soft tops, various extras. Exceptional condition throughout. Bayliss, 45 Church St., Market Deeping, Lincolnshire. Tel.: 2660. (5939

LANCHESTER, LD 10, BARKER BODY, 1951. Must go, space needed. £10 or offers. Vernon, 60 Bierton Rd., Aylesbury. (5940

ALFA ROMEO GIULIA SPIDER. MUST seriously be best available, red, Blaupunkt, spots, etc. Original. £545. Tel.: Dorking 81556. (5941

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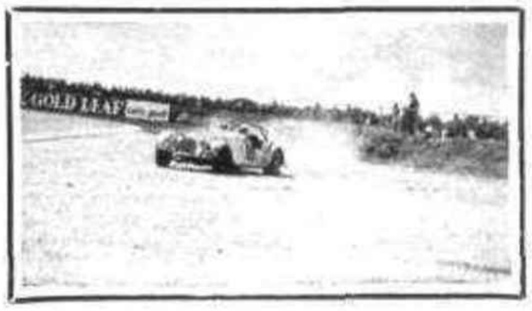


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1968 'G' Registered Lotus Cortina. Finished in white with a green flash. Fitted with radio and seat belts **£895**

M.G.

1968 'G' Registered M.G. 'C' GT Automatic. A one-owner car supplied by ourselves last year. Finished in black with red leather interior. Recorded mileage only 1,850. Fitted with wire wheels and SP sports tyres **£1,225**

1967 M.G. 'B' GT. Finished in sandy beige with black trim. Specification includes: overdrive, wire wheels, sun roof, push button radio, woodrim wheel, racing mirrors, safety belts **£975**

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1968 'F' Registered Triumph TR5. Finished in white with black trim. A one-owner car which was supplied new by ourselves, fitted with overdrive, and wire wheels **£1,045**

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1963 JAGUAR E F.H.C. B.R.G./BEIGE interior. Good condition throughout. 12-month M.o.T., £80 just spent on steering, brakes and silencers, good tyres. £700. Tel.: Newbury 1936 to view in either Manchester or Newbury areas. (5695

1964 SUNBEAM ALPINE (SERIES IV). White. Immaculate condition, all extras (including overdrive). Urgent sale. £299. Tel.: 021-772 2291. (5696

1933 (APRIL) ROLLS-ROYCE 20/25 long chassis. Saloon body by Windovers in green and black. Licensed and M.o.T., 50,000 miles. In excellent order. Offers on £1,000. Tel.: Southampton 25518. (5697

EMIGRATION FORCES SALE OF 1936 Talbot 10 4-seater tourer. A rare model that combines sports appearance with passenger space. M.o.T. May, 1970. £150. Also 1933 M.G. J2. Fitted tuned E93A, S.U.s, etc., rebuilt wheels, full weather equipment. A beautiful and fast example. M.o.T. April, 1970. £180. Tel.: Bosham 3023. (5698

A VERY HANDSOME ROLLS-ROYCE Wraith landaulette, built in 1939 for a titled lady. In excellent condition throughout. £2,000. Box 1755. (5699

1961 AUSTIN-HEALEY SPRITE; 47,000 miles. Excellent. £250 o.n.o. Arnold, Whittlesford, Cambs. Tel.: Sawston 3294. (5700

LOTUS 7A S2. EXTENSIVELY MODIfied B.M.C. fully balanced, oil cooler, 731 cam, electric fan, etc., special body and full weather equipment, comp. linings, radials (new) immaculate and unique car. Sensible offers please. Hadwick, Flat 3, 12 Southfield Rise, Paignton, Devon. (5701

1955 SWALLOW DORETTI MK. II. BElieved only one in existence. Aluminium body, TR2 engine, gearbox, overdrive 2, 3, 4; wire wheels, discs all round, fixed head 2+2. Good condition. £200. J. C. Bowman, 30 Raisins Hill, Pinner, Middx. (5702

1934 AUSTIN SEVEN FOUR-SEATER tourer. Green and black. £150 o.n.o. Tel.: Hemel Hempstead 55156. (5703

M.G. MIDGET MK. III, 1967, 1,275 c.c. Dark blue. One owner. Cinturatos and various extras. In superb condition throughout. Must be sold. £575 o.n.o. "South Corner", Ham Common, Surrey. Tel.: 01-940 9202. (5704

A.C. CYLINDER HEAD, 16/80 TULIPvalved, excellent condition. £30 o.n.o. Parker, 760 Liverpool Rd., Southport. (5705

SUNBEAM TIGER, 1965. WHITE. £110 extras, white hard-top, Radiomobile, spot/fog, undersealed. Immaculate throughout. Probably the most underrated sports car on the market. £645 o.n.o. Goss, 47 Park Ave., Dover. (5709

DAIMLER, BARKER SPECIAL SPORTS 2½-litre 3-seater, d.h.c., overdrive, excellent condition. £250 o.n.o. Henderson, Hunter Crook, Bardon Mill, Hexham, Northumberland. (5706

ALVIS, 1952, TA21. SLIDING ROOF. Recently restored, new brakes, shocks, rear springs, etc. M.o.T. £150 o.n.o. For full report telephone Norwich 23801. (5707

ROLLS-ROYCE 20/25, 1933, LIMOUSINE by Hooper. Excellent condition but rear upholstery not too good. Red emblem. Beautiful period design. M.o.T. £650 o.n.o. Tel.: Norwich 23801. (5708

M.G.-B, 1965. BLACK. H/TOP, O/DRIVE, w/wheels, 38,000. Exceptional condition, many extras. £600. Tel.: Preston (Dorset) 2044. (5710

1938 LANCIA APRILIA. M.o.T. MAY, 1970. Good mechanics, body fair. Offers. Tel.: 01-794 3195. (5711

1964 TR4 CONVERTIBLE. OVERDRIVE. Red. Good condition. £495. N. Walker, 10 Stockwell Park Rd., S.W.9. Tel.: REL 6342. (5712

ROVER 16, 1947. BLACK-BROWN 6 light saloon, carefully maintained, mechanics, tyres, etc., first class. Taxed Jan., M.o.T. Feb., heater, radio, spares, radiator blind, battery master switch, walnut dash, twin coils, horns, stop lights, winking trafficators, windscreen washer, all instruments working. Tel.: 01-654 1736. (5713

SUNBEAM IMP SPORT, 1967. METALlic green. Carefully maintained and used. Lowered Nathan cam. Company car reluctantly forces sale. £525. Nigel. Tel.: Reigate 43786 (evenings). (5771

1959 XK150 F.H.C. RED. GREY INterior, wires, overdrive, new Cints., 12 months' M.o.T., recent decoke, superb mechanically, clean bodily. Must sell. £300. Tel.: Reading 883369. (5772

1934 VAUXHALL 14/6 TOURER. GOOD condition, M.o.T. £130. Williams, 87 Oakleaze Rd., Thornbury, Bristol. (5773

DAIMLER EMPRESS 2½. NICE HOOPER coachwork, good all-round condition, £150 spent in last few months. Must sell as I am posted abroad. £425 o.n.o. View London or Brighton. Tel.: 01-739 4633. (5774

JAGUAR 3.4 MK. II, 1961 MODEL. NEW radials, exhaust, many extras, genuine sale. Can be viewed West London. £250. Tel.: Trowbridge (Wilts.) 2744. (5775

JAGUAR 3.4, CONCOURS CONDITION. Automatic. Engine and transmission 11,000 miles, new brakes, exhausts, Cinturatos, every extra. Guaranteed genuine total mileage 48,000. 1958 car in 1968 condition. £260. Tel.: Brighton 34772 (evenings). (5776

MK. II SPITFIRE, 1965. ROYAL BLUE. Works hard-top, wires and Cinturatos, heater, radio. Attractive motor. £395. Tel.: Stoke-on-Trent 67030 (evenings). (5777

1275 S, 1965. RED/BLACK ROOF. FULL-width dash with complete instrumentation, plus radio, woodrim wheel and air horns. Engine recently overhauled, professional balanced and fitted with twin 1½ in. S.U.s and special camshaft. Used as road car only. Excellent condition throughout. £450 o.n.o. H.P. arranged. Tel.: Nottingham 282616 (after 7 p.m.). (5778

PEERLESS PROTOTYPE CHASSIS 1001, Warwick body, spare for everything mechanical. Must sell. Rolls waiting. Reasonable offers. 53 Woden Road East, Wednesbury, Staffs—400 yards M6. Tel.: 021-556 3269 (evenings, weekends). (5779

B.M.W. 1800, 1964. IMMACULATE. White. Kenlowe fan, recent overhaul at which new Cints. and clutch fitted. Genuine reason for sale. £625. Tel.: Newton Ferrers (South Devon) 667. (5780

LANCHESTER 10, 1933. RESTORED Mulliner coachwork. Excellent mechanics, brakes, tyres. £95. J. Forster, Ponderosa, Middleton, King's Lynn, Norfolk. (5781

1939 ROVER 10.9 H.P. SUNROOF saloon. Two owners. Needs some attention. Offers: Organford Manor, near Poole, Dorset. Tel.: Lychett Minster 202. (5782

TRIUMPH 1800 ROADSTER, 1947. M.o.T. Excellent condition mechanically and bodily. £175. Also Riley Kestrel, 1936. Complete but wood decayed. £40. A. O. Longmate, Runcton Holme, King's Lynn. Tel.: Watlington (Norfolk) 370 (evenings). (5783

1962 FIAT SPIDER CONVERTIBLE. REG. 1965, f.h.d., 54,000 miles, M.o.T., taxed, recellulosed in original light blue, new black hood. £235. Tel.: Burnham (Bucks.) 5383. (5784

LOTUS CORTINA, 1966. WHITE/GREEN. Extras. £660. Hawkins, Chester (OCH 4) 24446 (evenings). (5785

BENTLEY R-TYPE AUTOMATIC, 1954. Silver-grey saloon. Rolls-Royce maintained. Beautiful condition, history available. £750 o.n.o. Tel.: Oxford 42456. (5786

RILEY 1½, 1952. M.o.T., TAXED, GOOD condition throughout. £90. Wilkinson, 35 The Jordans, Allesley Park, Coventry. Tel.: Coventry 78430. (5787

AUSTIN NIPPY TYPE 65, 1933. GOOD condition, engine and spares. £120 o.n.o. Tel.: New Milton 1233 (after 7 p.m.). (5788

M.G. TC, 1945. EXTENSIVELY REpaired, good tyres, good runner, M.o.T. £235. Walker, Penybontfawr, Oswestry. (5789

ACECA BRISTOL. £450. FOR DETAILS contact Hammett, 4 Tower Gdns., Langstone, Havant. Tel.: Havant 2518. (5790

1933 SUNBEAM 19.8 SALOON IN EXcellent original condition. Six new tyres. £350. Reaside Farm, Neen Sollars, near Kidderminster. Tel.: Cleobury Mortimer 331. (5791

AUSTIN HEALEY 100/SIX, 1958, 2+2, B.R.G. Hard / soft / tonneau, overdrive, radio, a/h, q.i. spot, body immaculate, 15,000 since mechanical recon. throughout, taxed and M.o.T. until 1970. Fine example. Genuine reason for sale. £210. Tel.: Preston (Lancs.) 54019 (office). (5792

LOTUS VI TR2. STARK AND EXCITING. Dunlop racing tyres, engine Brabham tuned, M.o.T., ideal hill-climbs. £215. Tel.: Dorking 6246. Also Fiat 500, 1965. One owner, 13,000 miles, mint condition. £195. (5793

1924/25 MAXWELL 20.9 H.P. TOURING car. A rare vintage American car in exceptional condition. Excellent coachwork and interior. Almost new weather equipment and tyres. Excellent running order. £585. Stephens, West Ludworth, Lewis Rd., Neath, Glam. Tel.: 3174. (5794

PRAM ARRIVING. 1966 LOTUS ELAN must go. Fantastic condition, Bahama yellow with k.o. wheels, C.R.B., Radiomobile, air horns, burglar alarm, seat belts, tonneau cover, works manual, spare hood, £120 just spent on complete overhaul, new Dunlop sports, taxed, complete. £899. Dunn, 28 Abercorn Place, St. John's Wood. Tel.: 485 3624 (day), 286 7551. (5795

WHITE M.G.-B. WELL ABOVE AVERage condition, well below average price. Only one previous doctor owner. Most extras fitted. First registered Oct., 1963. £435. G. E. Roberts, 15 Clifton Rd., Old Colwyn, Colwyn Bay. Tel.: Colwyn Bay (OGW 2) 55426. (5796

PORSCHE CABRIOLET SUPER 75, 1962. White with black upholstery, recently recovered hood, complete mechanical overhaul by Porsche distributors in last six months, bodywork excellent. £685. Goodman, Hillfield, Eldersfield, Gloucester. Tel.: Staunton Court 250. (5797

SCIMITAR, 1965. FINISHED IN ROLLS-Royce silver, w/wheels, 2 F g/box, radio, fast, economical straight 6 engine, 39,000 genuine miles. £795. Tel.: 01-229 7597. (5798

M.G. TF. REBUILT THIS SUMMER TO present beautiful condition. Red with black interior, engine, etc., running-in. Best offer over £600. View by appointment. Tel.: 01-622 6900. (5799

1932 R.-R. MULLINER SEDANCA. Coachwork trim professionally restored, engine and tyres good. £1,250 o.n.o. House in the Pines, Heatherlands Rd., Chilworth, Southampton. Tel.: 68248. (5800

M.G.-A, 1959, RED. CONVERTIBLE. Bodily well above average, mechanically perfect. Bills for £115. Cints., tonneau, many other extras. Bargain at £225. Allison, 31 Woodlands Ave., Harrogate. Tel.: 83943. (5801

Vintage Autos Ltd.

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KINGHAM 319 or 209 SUNDAYS
Managing Director: J. BOND, A.M.Inst.B.E.

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1954 BENTLEY Continental by H. J. Mulliner (fitted manual gearbox). A very fine example of this rare model that is increasing in value every year. Immaculate fastback coachwork that has just been resprayed Rolls pearl black. New tyres just fitted.



1925 SUNBEAM 14/40 open 2/4 seater. Unused since stripped to the chassis and completely rebuilt to concours condition (engine, chassis, coachwork, etc.) The complete rebuild has taken five years and the cost of parts alone was approx. £900.
Also a 1926 SUNBEAM 20 open 4-seater in beautiful original condition.

At the time of going to Press (August 18th) I am negotiating the purchase of the following cars. By the time you read this advert. I hope to have most of them in stock. All will be in MINT CONDITION.

1935 BUGATTI Type 57 drophead coupé by Van den Plas.
1936 BENTLEY 3½ drophead coupé by Hooper.
1936 BENTLEY 4¼ open sports 2-seater.
1929 M.G. 18/80 open 4-seater.
1934 ROLLS P.II sedanca by Barker.
1930 ROLLS P.II open sports tourer.
1956 ROLLS Silver Cloud sports saloon.

MANY OTHER RESTORED CLASSIC CARS WILL BE IN STOCK THAT ARE NOT ADVERTISED IN THIS ISSUE.

I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" EVER BOUGHT, SOLD OR TAKEN IN PART EXCHANGE.

MARINE DIVISION THIS MONTH WE HAVE FOR SALE TWO COMPLETELY REFITTED OCEAN-GOING MOTOR YACHTS. **ANY BOAT OR VINTAGE CAR COULD BE TAKEN IN PART EXCHANGE.**

I regret that the Motor Yachts that were advertised last month were not ready. The refits have now been completed and they can be inspected on the Thames at Chertsey.

Telegraphic address : Concourcar, London, W.2

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2

JACK BOND invites you to spend a weekend or holiday at his Hotel, which is situated in the heart of the Cotswolds and has one of the finest views of the countryside of any hotel in England (10 miles of uninterrupted glorious Cotswold countryside in every direction), yet it is only 1½ hours from London.

When booking please state if you require Package Weekend or just Bed & Breakfast.

Bed and Breakfast £2 per person, or our cut price Package Weekend—£4.5.0 single, £8.2.6 double, which includes supper Saturday night, bed, breakfast and Sunday luncheon, plus free admission to the Discotheque and a trip around the countryside in one of our famous horse-drawn carriages (as featured on TV, etc.).

OUR NEW RESTAURANT IS NOW OPEN TO NON-RESIDENTS, and will feature good food and wine at a low cost (an excellent 3-course dinner costs only 17s. 6d.).

THE RANCH ROOM DISCOTHEQUE
8 - 1.30 a.m. Drink till late.
Features every Friday and Saturday, Tomorrow's Top Groups plus our Go-Go Girls.
Every Sunday, admission free.

ALL TYPES OF HORSES & PONIES FOR HIRE, BOUGHT & SOLD.
England's finest selection of HORSE-DRAWN CARRIAGES FOR SALE (complete turnouts if required) & HIRE (Weddings, TV, Publicity, etc.)
All types of Harness & Coachlamps Bought & Sold.

WE HAVE OUR OWN PRIVATE ENTRANCE TO KINGHAM STATION
20 minutes Oxford, 1½ hours Paddington.

Langston Hotel (FREE HOUSE)
and Carriage Stables,
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Kingham lies halfway between Chipping Norton and Stow-on-the-Wold. Oxford 24 miles. Banbury 17 miles. Stratford-upon-Avon 25 miles. Cheltenham 25 miles. London 75 miles.

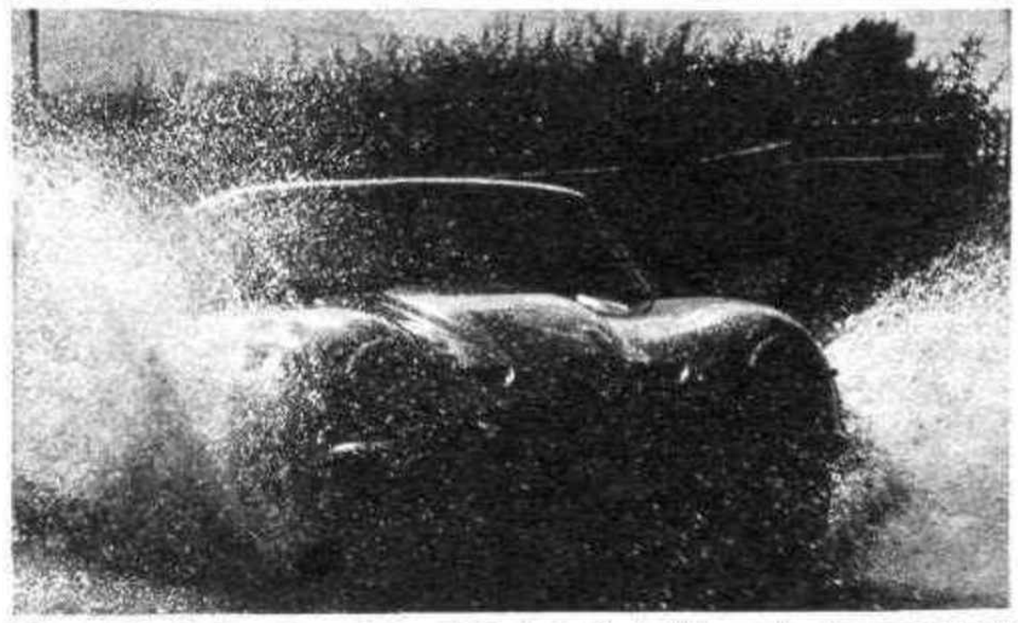
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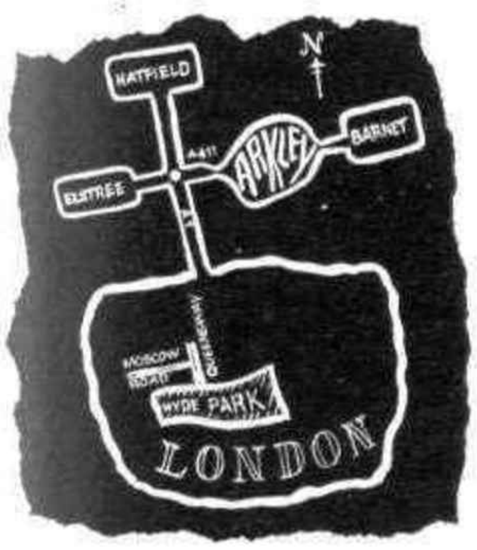
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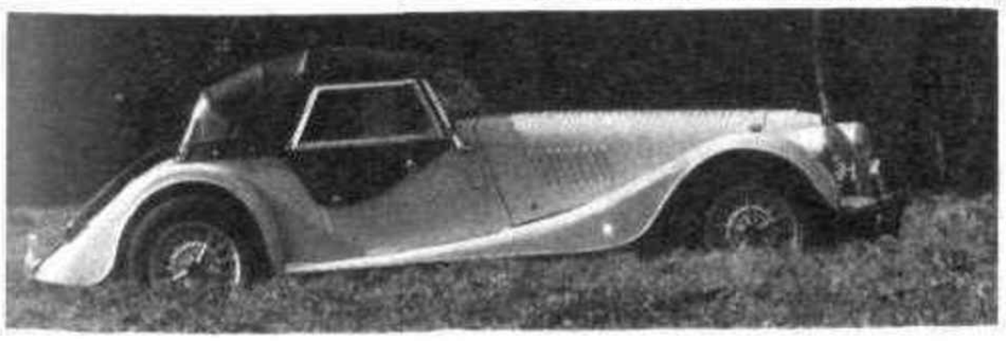
Enter my garden of earthly delights; dream of the sports cars on subsequent nights. New MG-B, mineral blue, overdrive, wire wheels; new MG-B, tartan red, overdrive, wire wheels; new MG-B, mineral blue, overdrive, ordinary wheels; new MG-B GT, primrose yellow, overdrive, wire wheels; new MG-B GT, tartan red, overdrive, wire wheels, new MG Midget, tartan red, new MG Midget, black; new MG 1300 Mk II, Snowberry white. I sometimes think that Brian Elkington's binning arrangements in our stores are a trifle chaotic as I can never find the simplest thing myself, but I must say he keeps a veritable Mr Macgregor's wheelbarrow full of unlikely spares for current model MGs, and always knows exactly where to find anything. Brian's main job is running our workshops and he has recently taken on an ex-Speedwell colleague of his, one Jimmy whose surname escapes me but who is as thorough and conscientious as his fellow mechanics. I must hurry on to the cars for sale before anyone asks for a rise: Lotus Elan, 1964, red with black interior, new hood, radials, £775. Austin Healey 3000 Mk III, 1965, BRG, black trim, overdrive, wire wheels, RS5s, £725. Austin Healey Sprite Mk III, 1967, wire wheels, radio, SP41s, leather steering wheel, £500. Triumph TR3A, late 1960, BRG, overdrive, £375. MG-A Twin-Cam, 1960 model, signal red, knock-on wheels and disc brakes all round are standard equipment on this model, £415. Morgan Plus Eight with Rover 3.5-litre V8 unit, new and unregistered, cancelled order, immediate delivery. Also a 1968 Morgan 4/4 competition model 2-seater in maroon with black leather, many extras including special high final drive. Austin Healey Sprite Mk III, 1965, Riviera blue, wire wheels and other extras, about £440. MG-B, 1967, mineral blue, overdrive, radio, Cinturatos, not yet priced as I can't find my G*****'s G****. MG-B, 1963, red, overdrive and wire wheels, further details to follow. MG-B, 1968G, red, overdrive. MG-B, 1967, white, radio, Michelin ZX. MG-B, 1969, Snowberry white, overdrive, wire wheels, Wasa steering lock, Cinturatos, racing mirrors, latest spec., including alternator and reclining seats in black leather piped black, maker's guarantee, £1,130 (saving £118). MG-B, 1966, overdrive, wire wheels, Cinturatos, triple sequence air horns, nice radio, £770. I'm sorry that several of these MG-Bs are not yet priced — the only reason is that they are only just now in process of arriving and haven't even been washed or serviced yet, let alone thought about and priced. Incidentally, the pricing of our cars is quite an exact science, each car being thoroughly examined and discussed by several of us. I would say they are all equal in value to within plus or minus a very few pounds. Triumph TR4, late 1963 (big seats, Strombergs), red, black interior, radio, Cinturatos, dummy knock-ons, £515. Austin Mini 1275S, 1968G, Island blue, radio, leather rim, rev-counter, incher narves, twin tanks, oil cooler, cost about £1,150 new, £720. MG Midget, 1963, white, 1098 engine, disc brakes, £320. Triumph TR3A, 1960, red, Cinturatos, optional hard-top with swivel roof-lamp, just been in a film, £350-ish. Austin Healey Sprite, MG-B GT, 1967, Grandpa grey, black leather, overdrive, wire wheels, Cinturatos, £960. MG Midget, F registration, 1275 engine, tartan red, one Verulam owner, £610. Triumph Spitfire, 1967 Mk III, white, one owner, £630. Lotus Elan S3 Spt. Equipt., 1967F, white, £1,160. MG Midget, 1968, Basilica blue, G800s, £640. Triumph Spitfire, 1963, red, £320. Hillman Imp, 1966, blue, for our sins. Sunbeam Alpine (as my typewriter insists on spelling it) Series IV, 1965, blue, removable hard-top, tonneau, walnut dash, overdrive, Cinturatos, £550. Lotus Elan S4 S/E., 1968, white, radio, SP Sport tyres, £1,325. Triumph TR4, 1965, white, overdrive, wire wheels, radio, new SP41s, £615. Triumph Spitfire, 1967F, Mk III, green, steel hard-top, soft-top, £665. Austin Healey Sprite Mk I, 1959, beige, red interior, £280. MG-B, 1965, BRG, overdrive, wire wheels, radio, Abarth exhaust. MG-B GT, 1967F, mineral blue, wire wheels, SP41s, radio, leather rim, £1,030. Triumph Spitfire Mk III, 1967, white, radio, £640. MG Midget, 1968G, yellow, radio, wire wheels. Riley 1.5, 1960, blue, £95. I have been reading the advertisements for the Alfa Romeo 1300 saloon which is claimed to be the most powerful 1300 saloon you can get. I dispute this, and challenge any Alfa 1300 owner to a duel with my Lancia Fulvia 1300 saloon, which has the identical claimed power output (95 gross horses), but in my opinion Lancia horses are the better fed of the two. Triumph GT6, 1967F, white, wire wheels, high final drive ratio, £785, bus fare refunded if not delighted (to borrow an expression from Mr P Bowler). Used hard-tops for Sprite Mk I, Sprite Mk II, MG-B (Ogle BRG), MG-B (Classic Bermuda red), TR3A, TR4A/5. Your last chance to buy at summer prices. Mini 1-piece Interplas bonnet and front wings, £13.10.0 complete. Dozens of other Interplas fibreglass replacement panels available, new catalogue has just come out, yrs upon request. 1275 Midget short engine sleeved back to standard with new pistons, new crankshaft, etc., £42. New flywheel £4. New camshaft £3. New 649 camshaft £6. Used 649 camshaft £4. Two used 1150 Midget racing engines. Used tonneau covers for most sports cars. You can have HP with 3rd party insurance on any car we advertise, and your insurance problems will be smoothed away. Virtually all cars have a gruelling pre-sales service and inspection, fresh oil/filter, look at brake linings, etc., etc.; are sold with parts/labour guarantee. No petty-fogging exclusions. Worn tyres/exhausts replaced without a murmur. Better not to risk cruel disappointment by buying privately as our cars only cost a few £ more. Cinturatos 25% discount, a few job lots of tyres around 40%, used racing tyres at half price and less. At Arkley we have a whole acre of sports cars, do please come and see them. Just arrived: Vignale Fiat Gamine 500, yellow.—J. B.





Moscow Road Mottoes

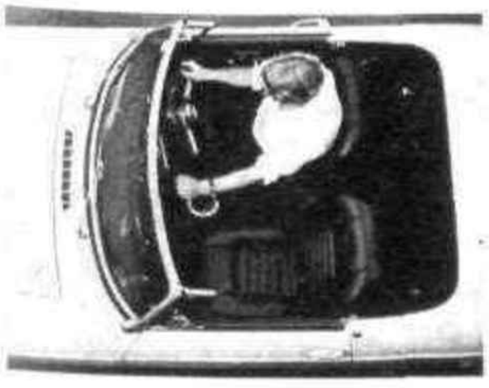
The usual writer of this bit has gone home already but sent his regards. We are London TVR distributors here and are concentrating our TVR activities (cars, spares, etc.) at Moscow Road nowadays. We have a new Sahara yellow Vixen S2 in stock, a new V6 Tuscan in Sherwood green with overdrive promised by the end of August, and five more new TVRs as yet unsold in the pipeline. TVR Vixen S2, 1969, regal red, wire wheels, leather rim, 2,000m, £1,095. We are also interested in selling our S2 demonstrator which is specially finished in burnt almond and has usual extras plus wide rim Minilite knock-on wheels, as we will probably have a Tuscan instead. TVR 1800S, 1967F, diamond blue, matt black sills, wire wheels, radio, £914. TVR Vixen S1, 1968G, white, radio, £980. Expecting a pair of 1962 Mk IIAs. The usual writer of this bit says he's sorry he has sold the Cobra. This morning we had a personal export cancellation on a Reliant Scimitar GTE in Caribbean green with overdrive and radio, and this car will be available in a very short time. (Current delivery time is normally 16 to 18 weeks.) Also expecting a 1968 V8 Special Equipment Tuscan with cww. Moscow Road is our main buying centre, and we are interested in buying a Beach Buggy, a Daimler SP250 and a Lotus 7 as well as the sort of cars advertised above. Both branches are open to 7pm, closed Sundays. And please don't forget we are specialists in the Personal Export scheme for new tax-free sports cars.



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JOHN BRITTEN
Barnet Road, Arkley, Barnet, Herts. 01-449 1144.
and at
31 Moscow Road, W2. 01-727 2707.

FOR SALE—continued

M.G. MAGNETTE SERIES ZB SALOON, 1957. Taxed and M.o.T., twin-speaker radio, vacuum servo brakes, childproof door locks, spot and fog lamps, electric screen washers, sealed beam lamps, full instrumentation, literature, etc. This car has been a reliable, enthusiastic friend. £135 o.n.o. Tel.: Yapton (Sussex) 698. Away two weeks Sept. (5802

1965 N.S.U. PRINZ 1000 D/L SALOON. One owner since 1966, abroad for long periods. Genuine 33,000 miles; taxed, M.o.T. to June, 1970, good tyres, thoroughly sound, easily used car. £210 o.n.o. Tel.: Yapton (Sussex) 698. Away two weeks Sept. (5803

1949 LEA-FRANCIS 1¾-LITRE SPORTS. Immaculate reconditioned engine; many spares; taxed March, 1970. £255 o.n.o. Tel.: Herongate (Essex) 602. (5804

GORGEOUS RED VOLVO SPORTS WITH black upholstery (1800 S), 1964. Taxed, M.o.T., 48,000 miles, one owner, regularly serviced, radio, o/d, fog lamps and wing mirrors, 1968 number plates. £800 o.n.o. So pleased with this car have recently purchased an identical later model. Tel.: Lenham (near Maidstone, Kent) 429. (5805

LAGONDA DB 3-LITRE TICKFORD 4-door, 1957. Mechanically fair condition, with history. Grey body and interior. £190. Tel.: 021-553 4111. (5806

M.G.-A 1500 F.H.C. WHITE, BLACK interior. Excellent mechanics, good body, heater, XAS, 9:1 pistons, o/valve head, many new parts. £195 Tel.: 01-422 1318 (Harrow). (5807

1962 E-TYPE JAGUAR. D.H.C. IM-aculate in white, red upholstery, new hood, tyres and exhausts; Mechanically excellent, oil pressure correct, C registration, radio, several extras. H.P. available. Interesting sports exchange considered, prefer XK120 or 100/6. Company car reason for sale. £775 o.n.o. Pryke. Tel.: Launceston (Cornwall) 2476 (evenings), 2303 (days). (5808

TR4, 1962. W/W, HEATER, ETC. GOOD condition, £340 o.n.o. Exchange considered. 377B, Glossop Rd., Sheffield 10. Tel.: Sheffield 399136. (5809

BEST OFFER OVER £300 AS PRE-viously advertised. Mercedes 190 SL. 29 Victoria Gdns., Ferndown, Dorset. (5810

1955 MK. III ALPINE. NEW FLOOR change gearbox, good engine, bodywork, tyres, new tonneau, M.o.T. June, 1970. Utterly reliable and elegant ride. Snip at £225, 14 Marne Rd., Bitterne, Southampton. (5811

DAIMLER CONSORT, 1951, 65,000 miles. Only two owners, original condition, M.o.T. £120 o.n.o. Hannis, "Minsted", Station Rd., Shiplake, Oxon. Tel.: Wargrave 2821. (5812

WHITE M.G. TF 1250. BEAUTIFUL condition. £330, 68 Chapel Wood, Llanedeyrn, Cardiff. (5814

SUNBEAM TALBOT ALPINE, 1953. NOT the usual tired example, but a very genuine reupholstered, resprayed, rehooded, rust-free sixth car. Excellent mechanically, recent exhaust. £200. Or exchange Karmann-Ghia convertible, cash either way. Tel.: Sway (Hants.) 365. (5815

M.G. TC, 1949, BLACK, ENGINE OVER-hauled, new tyres, radio, heater. Beautiful condition. Impending marriage forces sale. £295. Foster, Westbourne House, Newcastle St., Worksop, Notts. Tel.: Worksop 4584 (evenings after 6.30). (5816

TR6, MAY, 1969. LAUREL GREEN/ black. Soft-top, tonneau, wires, XAS tyres. Available mid-Sept. Kent. Tel.: Green Hills (Macclesfield) 3805. (5817

SPITFIRE, 1963, RED, BODY IMMACU-late, mechanics excellent. Mod. rear suspension, comp. linings, full instrumentation. £320 o.n.o. Tel.: 01-205 3272 (Kingsbury). (5818

GT CORSAIR, 1966, 26,000 MILES. Lagoon blue. Black interior, undersealed, seat belts, Kenlowe fan, wing mirrors, spot light, new Cinturatos, wheel trims, rev.-counter, etc., 32 m.p.g. Exceptional car in perfect condition. £510. Tel.: 061-748 7058 (Manchester). (5819

ALVIS TC21/100, 1954. H.M.V. RADIO, excellent mechanics, some rust in body. M.o.T. 1970. Purchase of TD21 forces sale. £135 o.n.o. Apply: A. J. Buck, Kimberley Bungalow, Potter St., Sible Hedingham, Essex. Tel.: Hedingham 135. (5820

1952 RILEY 1½ R.M.E. VERY GOOD original condition, 70,000 miles, history available. £150. Thorpe, Fountain Ave., Hale, Cheshire. Tel.: 061-980 7810. (5821

1929 BENTLEY 6½, PARTIALLY RE-stored chassis £1,950 o.v.n.o. Tel.: Riseley (Bedfordshire) 271. (5822

ALFA ROMEO 1600 GT SPRINT, F.H.C., 1964/5. R.h.d., nominal mileage, new Cinturatos, B.R.G., m/expensive extras, mechanically perfect, very little used as second car only and in absolute magnificent 1969 Concours d'Elegance condition throughout. Cannot be overdescribed. £735 o.n.o. Private loan possible. Tel.: Bournemouth 54458. (5823

TRIUMPH MAYFLOWER, 1953. SUPERB condition. Licenced April, 1970. 47,000 miles. One owner-driver. Offers to: Dickenson, 174 Fylde Rd., Southport. (5824

UNIQUE LANCHESTER WINGHAM cabriolet, 1935. Sound, elegant body, engine requires attention. £100 or reasonable offer. Tel.: Northwood 22102, Box 1770. (5825

BENTLEY, 1938, SPORTS SALOON. Mechanically and bodily very good. Used daily. £495 o.n.o. Tel.: 061-432 2413 (9 a.m.-6 p.m.). (582o

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FOR SALE—continued

BENTLEY MK. IV SALOON, 1950. Black with grey hide upholstery. Above average condition. £295. Tel.: Tunbridge Wells 20970. (5943

TR3A, 1959. WHITE, MAROON HARD-top, tonneau, overdrive, X's luggage rack. Very good condition. Must sell, hence bargain at £220. Tel.: York 53521. (5944

ALFA-ROMEO GIULIETTA BERLINA. Imported 1965. M.o.T., belts, L.H.D. Good condition throughout. £135 o.n.o. Tel.: 021-706 6294 (Birmingham). (5945

M.G.-A, 1622 MK. II. F.H.C. MINT condition, bodywork and chrome immaculate Engine 60 p.s.i., oil cooler, w/ wheels, radio, f/sp. lamps. Cinturatos. Gleaming white/red trim. Must sell. Offers near £350. Tel.: Nottm. 271034 (evenings). (5946

TWELVE-CYLINDER PHANTOM III, Rolls! Owner invites substantial offers from discriminating private collectors. Box 1788. (5947

M.G. TC, 1946. RED, STAGE II, 1½ IN. carbs, rebuilt, retrimmed, rechromed, reconditioned engine, new tyres, good weather equipment. £230. Tel.: Stone (Staffs.) 2989. (5949

TC, TD, AND TF ENG. SPARES. TEL. Bramhall 4534 (Manchester). (5951

FOR SALE—continued

ASTON MARTIN DB4—1962 MODE
registered October 1961. 30,000 miles on since planned manufacturer's rebuild 1966. Repainted 1969—AM metallic silve Wide base wheels fitted, LP types. O head and auxiliary lamps. Beautiful cond tion throughout. £1,1750 o.n.o. Tel.: Re bourn (Herts.) 2149 (evenings St. Alba 58435). (59

BENTLEY MK. VI, 1949. DARK BLU truly beautiful car, new M.o.T. £235 f quick sale. Tel.: 01-203 1804. (59

M.G. TC, 1949. TESTED EXTENSIV renovation, sprayed chrome yellow. A vin age type in Mint condition. £320 o.n. Taylor, 78 Clough Rd., Golcar, N Huddersfield. (59

M.G. TA, 1939. MECHANICALLY AN bodily excellent, reupholstered, new weath equipment. £230 o.v.n.o. Grutchley, Russel St., Stafford. (59

PEUGEOT 404, 1963. VERY CLEA appearance and mechanically. U/seale s/belts, s/roof, M.o.T., June. £325 o.n. Tel.: Danbury (Chelmsford) 2229. (59

1949 M.G. TC, COMPLETELY R stored and rebuilt to original specificatio Beautiful condition. £375 o.n.o. Procto 38 Wells Rd., Penn, Wolverhampto Staffs. (59

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1963 (Reg.) Alfa TI Saloon: Rec. 36,000 miles	£445	1961 (Reg.) Aston DB4: o/d: Chrome W/W rec. 41,000	£1,145

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EX-CHURCHILL LAGONDA LG.45 S.3. Many extras, full history, bills from 1954. Offers. Demaus, Tenbury, Worcestershire. (5958

BENTLEY MARK VI. EXCELLENT condition, 12 months M.o.T. £250. Mr. P. Bloor, 28 Mornington Rd., Sneyd Green, Hanley, Stoke-on-Trent. (5959

SIMCA 1000GL, 1964, TWIN CHOKE carb., Konis, special dash, instruments and spare wheels. Q.1. spots, taxed until April. Immaculate. £275. 157 Clifton Rd., Darlington. (5960

1960 TR3A. IMMACULATE THROUGHOUT. Enthusiast restored. Overdrive, heater, rack, tonneau, half tonneau. £300. 62 Sterling Rd., Kidlington, Oxon. Tel.: Kidlington 2591. (5961

BENTLEY MK. VI. FULL FLOW ENGINE, Tudor over shell grey, interior properly renovated, new clutch, water pump, tyres and other new parts recently fitted. Presentable car. M.o.T. £175, might exchange for similar interesting car. Tel.: 01-989 5311. (5962

1938 MORRIS 10. 2 OWNERS. NEW king pins, Earls Court Show Car. £50. 19 Mere St., Haslington nr. Crewe. (5963

1935 MERCEDES BENZ SALOON, GOOD condition white, red upholstery, twin spare wheels, M.o.T., taxed. £350. P/exchange considered. Tel.: Manchester 061-881 1840. (5964

AUG. 1966 SPITFIRE, MK. II. WHITE, radio, heater, tonneau, belts, radials, extras, one owner. Always garaged, immaculate. £510. Tel.: 01-643 5955 or Eastbourne 54455 (weekends). (5965

JOWETT JAVELIN, DE-LUXE, 1953. Radio, screen washers, flashers, one careful owner since 1956. Low mileage. M.o.T. £95. 44 Queens Rd., Aldershot, Hants. (5966

CHEVROLET CORVETTE, 1960. EXcellent condition, Arctic white, with black interior. Detachable hard-top. Power operated windows and soft-top, new engine. Keystone mag. wheels, new tyres, push button radio, safety belts, 20 m.p.g. Addition to family demands sale. £1,250. Will sell without hard-top. Tel.: 01-897 8127. (5967

XK150, 1960, DROPHEAD, NO RUST. Sherwood green, w/w, o/d. Bills £400. Perfect original £550. Tel.: 997 5642 (Ealing). (5968

FOR SALE—continued

M.G. 1¼-LITRE SPORTS SALOON, Y.B. 1952. Very good mechanically and bodily. M.o.T. February. Recent XAS. tyres. Extras, two owners. £150. Tel.: Saundersfoot 3411 (Pembs.). (5969

1926 AUSTIN 7 TOURER. EXCELLENT original condition, resprayed, reupholstered and retrimmed, perfect mechanics, M.o.T. Best offer. Tel.: 01-202 7855 (evenings/weekends). (5970

M.G.-A, 1960. 54,000 GENUINE MILES. No rust, 1 owner 8 years, new s/screens, battery, tyres, etc. Numerous extras. Mechanics and body best in South. £350 o.n.o. Wood, 17 Elgin Rd., Bournemouth. Tel.: Westbourne 66819. (5971

AUSTIN CHUMMY, 1930. VERY GOOD bodily and mechanically. Only requires a little work to make concours, taxed. M.o.T. many spares. Offers 256, Haslucks Green Rd., Solihull, Warks. (5972

M.G. TD, GOOD CONDITION. M.o.T. June 1970. £265 o.n.o. Way, Sheep Street, Stow-on-the-Wold. Tel.: 607. (5973

SUNBEAM MARK III TALBOT, 1955. Well preserved. £195. Dade, Morvoren, Trolver, Feock, Truro, Cornwall. (5974

1929 VINTAGE RILEY 9 MONACO fabric body saloon. Interior and exterior carefully restored to original as new condition. Four new tyres. No expense spared during restoration. Examination invited, colour photo on request. £550 or will consider straight exchange for 1968 small car. 3 Pembroke Place, Leyland, Lancs. Tel.: Leyland 23243. (5975

ALVIS TA21, SPORTS SALOON, 1951. 96,000 miles. Known history. Engine overhauled and modified to TC21 standard at 70,000 miles. Recent top overhaul. New tyres and battery. Coachwork in very good condition and finished in black and silver. £350. Tel.: Midhurst (Sussex) 2138 (weekends), or 01-863 2759 (Harrow) (Monday to Friday). (5976

XK150S, 1960, F.H.C., MIST GREY, in excellent condition, reluctant sale at £495 o.n.o. Tel.: BAY 4645. (5977

RARE ARMSTRONG SIDDELEY, HURricane, convertible, 1948, 4-speed manual, service history, good order throughout. M.o.T. taxed. £110 o.n.o. Photograph available. 24 Middleton Ave., Hove, Sussex. Tel.: Brighton 48196 (weekends). (5978

M.G. TD, 1952. GOOD CONDITION. £265. 1 Heatherlands Rise Rd., Ascot, Berks. Tel.: Ascot 21063. (5979

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DAIMLER, 1949 (May), 2½-litre D.B.18 owner/driver sports saloon. Black with brown upholstery and carpets. Sunshine roof. Two owners have had luxurious and economical transport, maintaining the car in nearly as new condition as possible. **£245.**

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TR4, 1962. BLACK. HARD/SOFT-TOPS, overdrive, Selectaride, Motorola, reclining seats, immaculate condition. £450. Whitby, 7 Hollings New Longton, Preston. (5828

1954 SWALLOW DORETTI. RED WITH works hard-top, soft-top and tonneau, Cints., s/lights, etc. All original, including trim, could be the best one left. Price £225 or might exchange for Mini, Anglia or similar. Apply: 23 Homelands Drive, Upper Norwood, S.E.19 (near Queens Hotel). (5830

M.G.-B, 1966. WIRES, RECORD PLAYER, Radiomobile, extras. £740. Wheeler, 5 Stonepitts, Binstead, Ryde, I.o.W., or telephone Cowes 3948. (5831

BENTLEY R-TYPE SPECIAL. RARE Hooper aluminium four-door sports saloon. Electric windows, etc. Most attractive car with new tyres, seat covers, heater and battery, full set of tools, mascot, radio, handbook and a definite investment at £625. M.o.T. and taxed. Full details telephone Rayleigh 71127 (Essex). (5843

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LAGONDA P.V.T., 1934, 16/80 FOUR-seat sports tourer. Dark green. Good all-round condition. Attractive car, better looking than vintage Bentley. £750 for quick sale. Box 1771. (5832

DB4 CONVERTIBLE, 1962. PACIFIC blue with matching hard-top, 75,000 miles, just completed engine overhaul, overdrive, Selectaride, electric windows. Two owners since leaving works. £1,400. Whitehouse. Tel.: 01-947 2837 (S.W.20). (5833

1600E, FEB., 1968, SILVER FOX. EX-cellent condition all round. One owner. Beautiful car, but unwanted, as have firm's Viva, consequently only 11,000 miles. Sensible offers only please. 110 Dartmouth Rd., Ruislip Manor, Middlesex. Tel.: Ruislip 35100 (evenings, weekends). (5834

1954 RILEY 1½-LITRE. BLACK/RED. Excellent interior, exterior, mechanics, new roof, M.o.T. View Southampton. Photo. Must be sold. £85 o.n.o. Gibson, Hillview, Barford St. Martin, Wilts. (5835

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ALVIS. TA14 MODEL, 1948, D.H.C. Engine disconnected. Suitable for rebuild or for spare parts. Tow away from London, N.1. £25. Tel.: 01-607 4654 (in evenings). (5837

1953 M.G. TF WITH 2,200 C.C. TR2 engine, gearbox, overdrive. Very fast car, v.g.c. Chrome w/wheels, alternator. £400 o.n.o. Plant, 65A G.L.E., R.A.F. Sealand, Deeside, Flints. (5838

ALVIS TA14 DROPHEAD COUPE. EX-cellent condition throughout, very attractive car. Also 1933 four-door Y Ford. Exchange both for good Mk. VI Bentley. Kent. Box 1772. (5845

RILEY 1½-LITRE. SOUND MECHANI-cally, suit restoration or spares. Offers please. Also "Motor Sport" 1959-1968. Offers. Tel.: Silsoe (Beds.) 690. (5839

1961 ALFA ROMEO SPRINT 1300 GT. Monza red. Bodywork near new, radials, good all-round condition, i.h.d. £265. Will haggle. Tel.: Rayleigh 71634. (5840

AUSTIN HEALEY 100/4 (BN1), 1954. Spots, wires, radio, overdrive, M.o.T. £175. Tel.: Hanley Swan (Worcs.) 268. (5841

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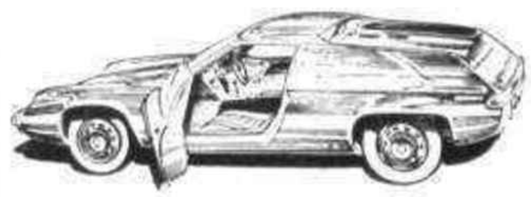
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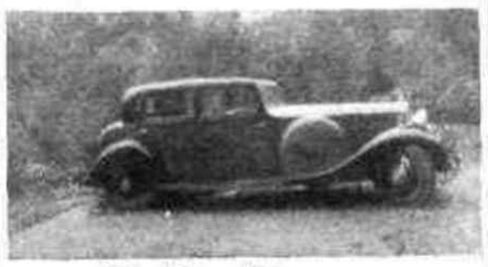
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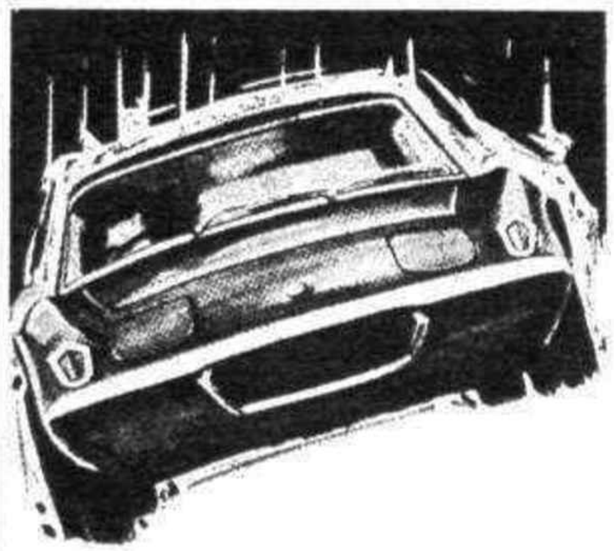
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ELAN, 1965, S2 convertible, B.R.G., SP sport tyres £875

ELAN, 1963, S1 convertible, yellow £715

1964 M.G.-B, blue, radio £525

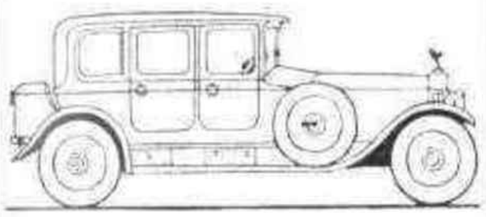
1967 TR4A, "Surrey-top", red, soft-top, o/drive, wires, XAS tyres, twin spots, etc. £865

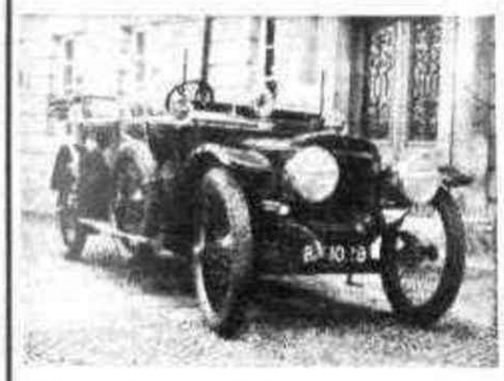
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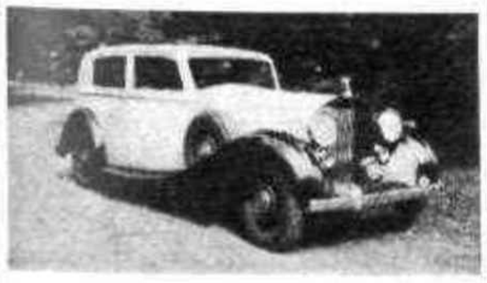
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FOR SALE—continued

1937 PACKARD 120 4.6-LITRE CONvertible coupé, Late G. N. Georgano collection and as illustrated, "The Complete Encyclopaedia of Motor Cars". Complete and original. Good mechanically, body needs some restoration. Offers. Box 1773. (5848

1964 B.M.W. 700 LUXUS. REG. 19 PH. Resprayed white, sunroof, good tyres, M.o.T. £185 o.n.o. Tel.: Aylesbury 5487. (5849

SUNBEAM TALBOT 90 TT A CONvertible. 90 m.p.h. in comfort. Taxed and M.o.T. £75. Tel.: 01-802 2455. (5850

SPRITE MK. IV, 1969, 12,000 MILES only, second car. Exceptional condition, extras (but insufficient for stork!). £580. H.P. available. Tel.: Leighton Buzzard 4020. (5851

ACECA. SUNSHINE ROOF. EARLY model. As advertised last month. Over £600 spent last year. £600 o.n.o. Walker, Ivy Cottage, Kimcote, Rugby, Warks. (5852

1969 (G) LOTUS 7, SERIES III. UNDER 4,000 miles. Opalescent dark blue with black trim. Kenlowe, four-branch exhaust, belts, heater, £799. Tel.: Yateley (Hants.) 3455 (evenings). (5853

FIAT 850 COUPE, 1966 (F REGISTRAtion), 35,000. Red with black interior, well maintained by one owner. Available end of Sept. £485 or exchange early 1966 GT Cortina. Alderton, 119 Trenchard Ave., Halton, Bucks. (5854

ARMSTRONG SIDDELEY SAPPHIRE saloon, Aug., 1953. In extremely good condition. Dark blue with light blue upholstery and fawn carpets. Averages 22 m.p.g. Good, quiet engine, almost new tyres. Genuine reason for sale. £150. Tel.: Queensbury (Yorks) 2609. (5855

1934 ALFA ROMEO TYPE 8C, SUPERcharged twin o.h.c., 2.3-litre, 10 ft. 2 in. chassis, fitted with two (occasional four) seater body, believed to be "Figoni". In exceptional condition. Offers invited over £2,000. P. Giddings, Mill Lawn Stables, Wray Common Rd., Reigate, Surrey. (5856

1963 CITROEN BIJOU. ONE OF FEW. M.o.T. April, 1970. Tel.: Grimsby (Lincs.) 77981. (5857

HEALEY SPRITE, 1959. FITTED radials, radio, spotlights, good hood and tonneau. Long M.o.T., taxed. Offers over £170. 11 Juniper Rd., Winterslow, Salisbury. (5858

SPRITE (1965). B.R.G. ASHLEY FASTback, Cinturatos. £385. Waters, Corrie, Astley Burf, Stourport, Worcestershire. (5859

1969 HONDA S.800. WHITE. 3,000 miles. £865. Ian Lawson, Bloxham, Banbury. Tel.: Bloxham 431. (5860

BOND EQUIPE GT4S, 1966. ONE owner, 23,000 miles, special signal red. Extras. Excellent condition. £445. Tel.: 041-639 2370. (5861

1936 AUSTIN SEVEN IN RUNNING order with two-bearing engine. £20. 1936 Morris Eight, £5. Box 1774. (5862

M.G. TC. GOOD CONDITION. TAXED, M.o.T. £285. Write: Mr. Moody, 116 Peterswood, Harlow. (5863

FOR SALE—continued

MORRIS 8, 1935, SERIES I. ONLY second owner. M.o.T. and taxed. £180. Please write for appointment. B. Downey, 1 Old Martyrs, Martyrs Ave., Crawley. (5864

JAGUAR XK150 F.H.C., 1960. RED. Good condition, M.o.T. Owner emigrating. £470 o.n.o. Gaade, White House, Bersham, Wrexham, Denbighshire. Tel.: 0978 3261. (5865

ROLLS-ROYCE, 1929, 20 H.P. ELEGANT Windovers cabriolet-de-ville. Grebel headlamps, twin side-mounts, hood, upholstery and tyres almost brand new. £1,900. Box 1775. (5866

TR3A, 1958. OVERDRIVE, Xs, TONneau, mechanically very good (100+ m.p.h., 30 m.p.g.), but bodywork decidedly tatty, so will haggle around £150. Taxed Dec., 1969. Barrett, 11 Hatton Court, Lubbock Rd., Chislehurst, Kent. Tel.: 01-467 3876. (5867

JAGUAR 1½-LITRE. EXCELLENT ORIginal condition, but defective steering box. £100. Tel.: 01-559 0032. (5868

TR5. PETROL INJECTION, 1968. CONvertible. Red; black inside, wireless, wing mirror, 32,000 miles. Owner willing to bring car to you for inspection without obligation. Highest offer. Write: Seymour Smith, See More View, The Coombe, Compton Martin, near Bristol. Mr. David. Tel.: Bristol 24317 (telephone work hours). (5869

BENTLEY, 1935, 3½-LITRE PARK WARD saloon. Third owner selling. Fully documented, 18,000 miles since engine overhaul. Excellent all-round condition. £875. J. Burke, Orchard House, Edwards Lane, Sherwood, Nottingham. (5870

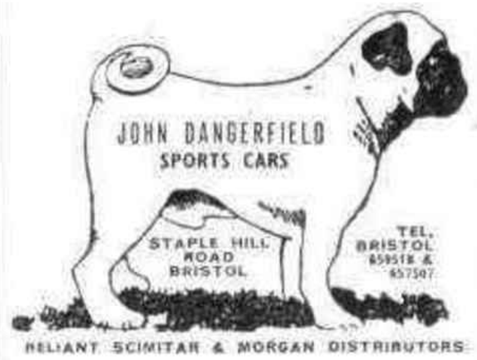
VAUXHALL, VX4/90, 1964. IMMACUlate condition, bodily, mechanically; new tyres, low mileage, wireless, white with black flash, could not be bettered. £425. Mr. Allen, 66 Comyns Rd., Heathway, Dagenham, Essex. Tel.: 01-593 6986. (5871

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1965 HEALEY 3000, 1966 model, B.R.G., overdrive, new SP41s, tonneau **£800**

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1964 'E'-TYPE f.h.c., silver grey, heated rear screen, new radio, five new XAS tyres, safety belts; 52,000 miles; garage proprietor owned..... **£1,100**

1964 SPITFIRE, Irish blue, new tonneau, radio **£440**

1962 SPRITE Mk. II, iris blue, recent Gold Seal engine and gearbox, tonneau, 'X's, etc..... **£345**

1962 MIDGET, Medici blue, tonneau, Cinturatos **£345**

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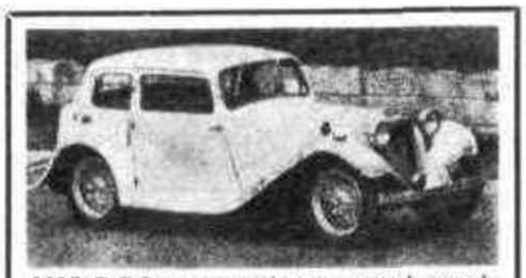
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XK150 F.H.C., 1959. 3.4 COTSWOLD blue, grey leather upholstery. Radio, o/d, w/wheels. Excellent condition throughout. Regret must sell so £565 o.n.o. Tel.: Keynsham 3956 (Bristol) evenings or w/e's. (6006

SPITFIRE MK. II, 1965. ONE OWNER. 28,000 miles. Green, concours condition of course. Would deliver. £475. Details Tel.: Helston 3194 (Cornwall). (6008

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FOR SALE—continued

M.G.-B, 1963. B.R.G. SUPERB CONDItion, many extras. M.o.T. taxed. Reason for selling company car. 21A, Portland Place, Leamington Spa. Tel.: Leicester 38226 (daytime). (6009

TR4A, 1967 (MAY). SURREY TOP hard/soft. Wedgwood blue. Overdrive, wire wheels, radio. 25,000 miles. In splendid order. ZX's and battery replaced this year. Private sale. £875 o.n.o. Sankey, Tel.: Lichfield (Staffs.) 51161 (day), 4330 (evening) (6010

ROLLS-ROYCE SILVER CLOUD, MARK III, 1963. One very careful owner from new, dual headlight model, immaculate, dark metallic blue over silver; with unspoilt blue upholstery, faultless mechanically, recorded mileage 68,000. Any inspection with pleasure, will accept £3,750. Bishopgate Garage, 176 Broad St., Birmingham. Tel.: 021-643 4159. (6054

1960 TRIALS CAR, RECONDITIONED engine, new starter, pump, spare tyres. Offers. Tel.: Cardiff 753774 or Bridgend 3805 (evenings). (6055

1965 SUNBEAM TIGER, FIRST CLASS condition. 5½ x 1.3 in. Dunlop alloy wheels, new SP tyres. £695. Tel.: Waterlooville 52714 (evenings). (6056

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SPRITE, 1962, MK. II. NEW HOOD, battery, exhaust. Many extras, body excellent. M.o.T. £225 o.n.o. Sim, 17 Shaw Rd., Milngavie, Glasgow. (6059

AUSTIN HEALEY 3000, 1964. ICE blue, overdrive, wire wheels, tonneau, Motorola, guaranteed 34,000 miles. A superb thoroughbred. £580. Poncia. Tel.: 01-606 7080 (day) or 01-789 1465. (6060

ACECA-BRISTOL, 1961; B.R.G., OUTstanding condition. Mileage 42,000. Too small for family. £650. 11 Highgate Close, Walsall. (6061

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M.G. MIDGET, 1964 (FEB.). ONE owner, ice blue, wire wheels, Cinturatos, tonneau, M.o.T., taxed. £285. Tel.: Hamilton 22812. (6066

ALVIS PARK WARD SALOON, 1960. £350. Magnificent all round condition, stored since engine overhauled, Summer 1968. Manual box, radio. Private deal but might part-exchange. Morris 1000 or open vintage. Tel.: Welwyn Garden 25474 (9 a.m.-5 p.m.), 6 The Chase, Welwyn, Herts. (6069

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145 × 13	5. 0.0	5.15.0	6. 3.0	5. 8.0
155 × 13	6. 6.0	6. 1.0	6.15.0	5.14.0
165 × 13	5.14.0	6. 6.0	7. 5.0	6. 0.0
175 × 15	6.10.0	7. 3.0	7.18.0	6.15.8
155 × 14	5.14.0	6. 8.0		5. 8.0*
165 × 14	6. 2.0	6.15.0	7.11.0	6. 7.0
185 × 14	8.15.0	9.13.0		7.13.0*
205 × 14		10. 6.0		9.10.6*
155 × 15	6. 0.0	6.15.0	7.15.0	6. 7.6
165 × 15	6.10.0	7. 3.0	7.18.0	6.14.6
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TYRE FITTING BY APPOINTMENT

FOR SALE—continued

1963 PORSCHE 575, OFF WHITE, Slate grey interior, 74,000 miles. £650. Tel.: Eccleshall (Staffs.) 636. (6079

G.S.M. DELTA 105E 2-SEATER sports, red, gold, h/top, 5½Js, new S200s, crash bar, belts, fully trimmed and modified, concours winner. Must sell £375 o.n.o. Consider modified saloon in P.X. K. Millar, Tel.: 031-449 2720 (evenings). (6080

VOLVO P 1800S, AUG. 1966. OVER-drive and twin Q.I spots. Perfect condition in graphite grey with red upholstery. One owner. £950 cash. Arrange view Liverpool or Cheshire by Tel.: Little Budworth 317 (after 7 p.m.) (6081

MERCENARY'S E-TYPE, 1966 (OCT.) 4.2 d.h.c., only used 4 months in last 2 years. Hence 18,000 miles total. Radio, excellent tyres, new clutch just fitted. Metallescent dark green. £1,350. Scott, Darrington Hall, Pontefract. Tel.: 4770. (6082

ROCHDALE OLYMPIC PHASE I, 2+2, B.R.G., unmodified Riley 1.5, assembled 1966, mileage 22,000 only. Wood rim, electric fan, belts, laminated screen. Cinturatos. Professionally trimmed. 108 m.p.h. or 40 m.p.g., used as personal transport only. £340. Lynch, Moor Lane, Burley-in-Wharfdale, Yorks. Tel.: 3136. (6083

ASTON MARTIN CONVERTIBLE, DB2/4, Mk. III, 1959. Recently resprayed original dark red, engine rebuilt, new carpets, wing mirrors, electric fan, etc., etc. Running perfectly and virtually as new. A rare car which is now appreciating. £875 with reduction for prompt settlement, or would part exchange for Rover 2000, Cortina GT, Jaguar 3.4 or similar. Tel.: 01-952 7217 (Stanmore) evenings/weekends. (6084

WOLSELEY 18/85, 1948, SUPERB chrome, integral jacks, comfortable and handsome carriage, M.o.T. £75. Whitstable 4415. (6085

AUSTIN COOPER S. 1,275 C.C. EX-tremely good condition. Oil cooler, belts, radio. £390. Tel.: 01-360 6163 (Enfield).

TRIUMPH ROADSTER 1800. BLACK. Near immaculate, mechanically excellent. Recent overhaul of steering and electrical system. New hood, battery and M.o.T. £200. 107 Station Rd., Coleshill, near Birmingham. (6087

BENTLEY, 1952, MK. 6, H. J. MULLIN-er, suede green over velvet green. Carefully maintained, beautiful condition throughout. Recent engine overhaul by Bentley agents. £995. Tel.: Brighton 778474. (6088

1926 AUSTIN 7, TWO-SEATER TOURER. Restored, excellent condition. £350. Tel.: Ayr 64827. (6089

MINI COOPER 'G' REGISTRATION. Meticulously maintained, genuine 11,000. All service sheets, taxed July 1970, unmarked. Seen London. £585. Brown, Welcomes Farm, Kenley, Surrey. Tel.: 01-660 9780. (6090

AUSTIN HEALEY 3000, MK. III, JULY 1966. Finished in Colorado red, with matching upholstery. A genuine 22,500 miles only. Wire wheels, radio, new hood, complete new exhaust system. Superb original condition. £812. Wilcox, Tel.: 01-998 2155 (W.5). (6091

FORD GALAXIE V8, DROPHEAD, R.H.D., power steering, hood and brakes, white, red trim, radio and whitewall tyres. Brand new gearbox, easy 20 m.p.g. £495. Tel.: Hoddesdon 62506. (6092

FOR SALE. 1962 F.H.C. E-TYPE, IN red. Red interior, c.w.w. £650. Mr. Blake, 29 The Muntings, Stevenage or Tel.: Hitchin 51411 (9.30-5.00) (6093

LAGONDA 3-LITRE DROPHEAD coupé 1954. Fitted power hood, radio, M.o.T., taxed. Bargain £350. Part exchange, interesting car considered. Tel.: 061-330 1113 (Lancs.). (6094

LOTUS ELAN, F REGISTRATION Sept., 1967, Burnt sand, fixed-head coupé. Knock-on wheels, SP41s, seat belts, Kenlowe fan, push-button radio, factory built, one owner from new. Not raced or rallied. Immaculate condition. £1,125. H.P. arranged. Tel.: 061-681 3358. (6095

VOLVO P. 1800S. BLUE/BLACK IN-terior, overhauled, XAS tyres, 31,000 recorded. Excellent throughout. £895. H.P. possible. 2 Kersley Rd., London, N.16. Tel.: 01-254 1444 or 01-254 2552. (6096

VERY ORIGINAL 1935 HILLMAN 4-door saloon. Wire wheels, 4-speeds, green/black, sunroof. Real eye-catcher. £55. Tel.: 01-660 9178 (Surrey). (6097

ASTON MARTIN DB4. EXTREMELY good condition throughout. New Turbo-speeds, brakes, bumpers, enthusiast maintained. Indigo blue, matching grey interior, fitted Motorola radio. £850. Consider exchange. Ferrari reason for sale. Tel.: Formby (Lancs.) 72778. (6098

AUSTIN HEALEY 3000 MK. I. 2 + 2. Tonneau, overdrive, wire wheels, new Cinturatos, radio, red body and upholstery. Excellent condition throughout. £310 o.n.o. Wanted Alvis TD21 d.h.c. Tel.: Highway 01-868 6556. (6099

LOTUS CORTINA, 1966. EXCELLENT condition, fitted with extra fuel tank, Cints., Motorola radio, air horns. Known history. Not raced or rallied. A good fast car at £666. G. R. Middleton, Long Pedlar, Billet Hill, Ash (near Longfield), Sevenoaks, Kent. Tel.: West Ash 308. (6100

M.G.-A 1600 FIXED HEAD, 1961, TAXED Feb., M.o.T. year. Resprayed, good Cinturatos, original motor sound but tired, radio, belts, washers, sealed beams. £300 o.n.o. Tel.: Derby 56106 (evenings). (6101

FOR SALE—continued

UNIQUE AUSTIN HEALEY 100/4. Better than mint condition. Genuine 6,000. Seen by appointment. Box 1793. (6102

1933 AUSTIN LIGHT 12/4. VERY GOOD original condition. Offers over £250 invited. E. T. Williams, 72 Stockingate, South-Kirkby, Pontefract, Yorks. Tel.: South Elmsall 2787. (6103

E-TYPE ROADSTER 4.2, 1965. SILVER blue, dark blue interior, Motorola, 37,000 recorded, new hood, clutch, brakes, exhaust in Aug. Excellent condition. £1,095. H.P. possible. Tiger or Dart in exchange. Flat 6, 14 Crescent West, Hadley Wood, Herts. Tel.: 01-440 4195, or 01-254 1444. (6104

GOE 1 ON RILEY, 1946, FOR SALE, £65 just spent on repairs. Offers to Mr. Peter Ries, Denham Lodge R, Oxford Rd., Uxbridge, Middx. (6107

1936 RILEY 1½-LITRE LYNX. HOOD and upholstery needs attention, engine, body, tyres, etc., good, new battery. Offers over £150. M. North, 392 Staines Rd. East, Sunbury-on-Thames, Middx. (6108

HISTORIC SPRITE. SPEEDWELL streamliner, designed by Hulbert and Costin, driven by Hulbert and G. Hill. Took Belgium National G class record at 132 m.p.h. Report "Motor Sport" May, 1960. Now in stark road trim and used daily until early this year, since stored; space now needed. Best offer over £250 secures, streamlining included. Also wife's 1962 Mini super de luxe, £130. "Standard Orchard", Station Rd., Smallford, St. Albans. Tel.: Colney Heath 548. (6110

1934 3½-LITRE BENTLEY PARK WARD saloon. Good mechanical order, but requires body restoration completion. Best offer over £200. Tel.: Hastings 2049. (6111

ASTON MARTIN DB4, 1961. SNOW-shadow grey with unmarked red leather, Motorola radio, Marchal spotlights, new RS5s, 36,000 miles only, and full top overhaul just completed by distributors. Truly magnificent car. £1,075. Lucas. Tel.: 021-357 1239. (6112

REGISTRATION NUMBER NCE 21 ON 1954 Talbot 90 for spares. Offers. 7 Sherwood Rise, Nottingham. (6113

ASTON MARTIN DB2/4, 1954. C/R gearbox, 2.6 Vantage, new crank, pistons, clutch, battery, carbs., 24 m.p.g. Sound example. Excellent value at £275. Must be sold—new house. 105 Delffordd, Rhos, Pontardawe, Glamorgan. (6114

BENTLEY, 1951. GOOD TYRES, FULL-flow engine. Good general condition. £175 o.n.o. Box 1794. (6115

GRAND PRIX SYRACUSE CON-naught. Historic racing car. Chassis number of Syracuse winner (B1), chassis, suspension and back axle rebuilt, new lightweight racing preselector box, brakes, engine and body require completion. £1,900. Box 1795. (6116

SAAB, 1969, V4 DE LUXE. IMMACU-late. Privately owned. £825. Exchange considered. Tel.: West End (Hants.) 2622. (6117

TWO RILEYS. 1948 1½ AND 1953 2½. M.o.T. and taxed. Open to fair offers. Elinor, "Hillcrest", Woodville Rd., Altrincham, Cheshire. Tel.: 061-928 2944. Contact after Sept. 8th. (6118

MORRIS ENTHUSIASTS! 1938 SERIES III 12 h.p. Used daily, Mechs., body, tyres good. Offers. Snashall, 16 St. James Rd., Harpenden. (6119

M.G.-C GT, 1968. WIRE WHEELS, overdrive, radio. £1,050. Tel.: Reigate 44602. (6120

1938 M.G. TA. COMPLETE PROFES-sional rebuild to Concours condition. £475. Tel.: 061-748 0192. (6121

TRIUMPH VITESSE CONVERTIBLE, 1965. White, black flash. Excellent condition. £440 o.n.o. 4 Merton St., Swindon, or Tel.: 20307 (9-5.30). (6122

1935 FORD V8 THREE-WINDOW coupé, dickey seat. Rare model, only two known in country. Immaculate condition, new M.o.T. Offers round £200. Tel.: Lancing 3092. (6123

VINTAGE BENTLEY. LATE TYPE Speed Six. £4,750. Box 1796. (6124

FACEL HK500 MANUAL IN EXCEL-lent condition. Mentioned "Motor Sport" June, 1969, page 605, wire wheels (respoked), discs, recent tyres and exhausts, usual electrics, tinted screen, 6.3 engine, low mileage, about 35,000. £650. Also wife's 1962 Mini super de luxe. £130, "Standard Orchard", Station Rd., Smallford, St. Albans. Tel.: Colney Heath 548. (6109

SPORTS RACING CAR FITTED 1936 2-litre B.M.W. Reconditioned, not run-in, space frame, front suspension, wishbones, rear torsion bar, trailing arms/Panhard rod. £275 o.n.o. Webster, Silver Lune, Aldcliffe. Tel.: Lancaster 3530. (6125

ALFA ROMEO, 1750 GTV, 1968, AS new. Ochre/black interior. Left-hand drive. 12,000 miles only. £1,500 o.n.o. Must sell quickly. Box 1798. Tel.: Molesey 2095. (6126

VINTAGE CHRYSLER, C 1930, WOOD-en wheels, rear converted pick-up. Complete, but rough. £150. Tel.: Stourbridge 6467. (6127

REG. LTE. 1 ON 60 SUPER SNIPE. Offers to Palin, 81 Brook Drive, Tyldesley, nr. Manchester. (6128

LOTUS COSWORTH, STAGE TWO head twin Webers, four-branch exhaust, manifold complete: Lotus Cortina, gearbox, clutch. Perfect condition. Offers please. Box 1799. (6129

JENSON 541 REG. NOVEMBER 1955. 76,000 from new, 2 owners, overdrive, wire wheels, dark green, beige trim. £325. Tel.: Robertsbridge 650 (Sussex). (6130

FOR SALE—continued

M.G. TD II, 1954. COMPLETELY RE-built, restored to original condition. Mechanically and bodily superb. American enquiries welcomed. £485. Tel.: Ashbourne 2253/4 (up to 5.30 weekdays). 37 St. Oswald Crescent, Ashbourne, Derbyshire. (6131

XK150 SE 1960. F.H.C., ENGINE COM-pletely overhauled, radio, Cinturatos, w/w, excellent car throughout. £520. P.X. possible. Tel.: Guildford 60886. (6132

W.S.M. SEBRING; BEAUTIFUL, 1965. £525. J. Carr, 1 Manor Place, Holywell, Oxford. (6133

1927 MORRIS OXFORD, FLATNOSE. Rolling chassis, some engine parts missing, otherwise complete and in fair condition. £60. Apply 120 Tolworth Rise South, Surbiton, Surrey. Tel.: 377 8847. (6134

1950 M.G. TD, NO. 1. TEAM CAR AS driven by Dick Jacobs, class winner of 1950 TT. Excellent condition throughout. Full details of racing history/photograph on request. Price £425. Box 1800. (6135

E-TYPE ROADSTER, 1962. IMMACU-late, Old English white. Meticulously maintained. Fitted radio. £750 o.n.o. H.P. possible. Tel.: Bristol 682817. (6136

COOPER 'S' 1275, NOV. 1964, OIL cooler, Kenlowe fan, radio, 4½Js, new Cinturatos, excellent condition. Bargain. £300. Corby (Northants) 3306. (6137

RILEY 9 KESTREL, 1936. DAILY USE, excellent condition, rare model, M.o.T. tax, £200. Howard, Tel.: Birmingham 021-429 1216. (6138

XK150S. F.H.C. CARMEN RED, SUPERB condition throughout, overdrive, radio, Cinturatos. £650 o.n.o. or exchange car plus cash for 1965 d.h.c. E-Type. Beecham, 292 Oldknow Rd., Small Heath, Birmingham. (6139

AUSTIN HEALEY 3000 MK. II, 1962. Beautiful example, well maintained, with four new tyres. Recent respray, w/wheels, overdrive, triple carbs., tonneau cover. £425. Tel.: Stoke-on-Trent 39049 (9 a.m.-6 p.m.). (6140

M.G. ZB, MAGNETIC, 1958. IMMACU-late. £190. M.G.-A 1600, 1960, v.g.c. £280 o.n.o. Peel, 32 The Broadway, Thatcham. Tel.: Thatcham 3130. (6141

1 L.P.D. REGISTRATION NUMBER attached to 59 Fiat. Offers. Tel.: Chippenham 2199. (6142

SUNBEAM TALBOT ALPINE, 1953. Opalescent blue. New hood and gearbox. Body and mechanics very good. £240. Knight, Harbour Hotel, Porthleven, Cornwall. Tel.: Porthleven 342. (6143

1967 M.G. MIDGET 'F' REGISTRATION. White, black interior. 19,000 miles. One owner. £620. Welbeck 1565. (6144

UNIQUE AUSTIN HEALEY 3,000, WITH Jaguar XK150 engine and gearbox, a mans car, immaculate throughout, must be seen. £495. Tel.: 01-647 5728 (Wallington). (6145

MK. VI 4¼ BENTLEY ENGINE AND gearbox, £65. Phantom silencer, £10. Various wheels, trims, tools, etc., P. I engine and gearbox, complete, £250. Ruby engine box axles, etc., £20. Wanted: vintage Bentley spares, anything, any model. Excellent price paid. Booth, Wolfstones Farm, Holmfirth, Yorkshire. Tel.: 3445. (6159

1936 WOLSELEY WASP. COMPLETELY original, first-class condition. Manual, etc. £95. 79 High St., Gravesend, Kent. Tel.: 2729. (6160

M.G. TC, 1949. £250 O.N.O. SOUND condition. Maroon. M.o.T. 1970, taxed Nov., 1969. Tel.: 01-Loughton 6851 (after 7 p.m.). M. R. Smart, 30 Mannock Drive, Loughton, Essex. (6161

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VINCENT BLACK SHADOW, SERIES C. Just run-in after £280 reconditioning by Harpers, £400 in all spent on this king of motorcycles within last 12 months. Excellent in every respect, appearance also. Needless to say, a rapid machine in extreme. Don't miss this unusual opportunity. £360 o.n.o. Available Sept. 10th onwards. J. Bardolph. Tel.: Seaton (Devon) 688. (6166

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MORGAN +4 FOUR-SEATER WANTED, 1959-1962. Private buyer. Chris, 4 Fairfield Way, Coulsdon, Surrey. Tel.: 01-660 5849. (5592

WANTED: LEA-FRANCIS, ANY MODEL but prefer 14 h.p. Excellent condition a must. Good price for right car. Box 1781. (6011

WANTED: T.V.R., ELVA OR SIMILAR car, less engine, to take M.G.-A mechanics. Please write: Chambers, 25 Cross Rd., Bromley, Kent. (6012

WANTED: LATHE, BENCH DRILL, grinder, miller, powersaw etc. 3 Tolpits Lane, Watford. Tel.: 22648. (5716

WANTED: V.S.C.C. MEMBER WANTS old style long 52 mm. Rudge hubs. Also 72 mm. knockoffs and 18 in. or larger 72 mm. wheels. Also a set of 20 to 23 in. Rudge wheels and hubs. What have you? Pay cash. No junk please. Have access to countless new and used parts here for old American cars. Jack Carmody, 765 O'Farrell, San Francisco, Calif. 94109, U.S.A. (5718

ROLLS-ROYCE, CAR WANTED, SIZE, age, condition immaterial. Please offer to David Nudd. Tel.: Nottingham 250614. (5719

WANTED—continued

PHANTOM ROLLS-ROYCE, CONDITION more important than body style. Good price paid for a good car. Willing to travel to see a fine specimen. Box 1759. (5720

PRE-WAR/VINTAGE RILEY, ANY CON-dition, must be in one piece, full details to E. Billington, 8 Church Rd., Flitwick, Beds. (5721

£5-600 IMMEDIATE CASH FOR YOUR M.G.-B, which must be bodily and mechanically sound, able to hold its own in an A.A. inspection. Full details please, all letters answered, to Box 1760. (5722

FOR MERCEDES 36/220 OR 38/250, original type steering wheel, also interested in other spares for this model. John C. North II, Box 479, Easton, Maryland 21601 U.S.A. (5723

WANTED! LAGONDA L.G.6. 4½-LITRE tourer; 1937-40 4-seater. For private collector. Money no object. Similar models also acceptable. Tel.: 01-485 8872 (day) 01-952 4758 after 6 p.m. (weekends) (5724

COPY OF "THE ALVIS CAR"—K. R. Day, Mayer, "Grasmere", Tanners Hill Gdns, Hythe, Kent. (5725

DAMAGED SPORTSCARS, OR UNBENT ones wanted, urgently, any condition/model cash. We collect. Tel.: 01-464 2005 (anytime). (5726

WANTED: LOOSE COPIES OR BOUND volumes of Motor Sport 1924-1929. Box 1761. (5727

REGISTRATION J, JW OR JON WANT-ed. Ward, 234 Hangleton Rd., Hove. Tel.: Worthing 37607 (daytime). (5728

GEARBOX FROM M.G. TD, OR Y-TYPE wanted by M.G. Car Club member. Must be in good mechanical condition. Stede, 38 Newtown, Bradford-on-Avon, Wiltshire. (5729

WANTED: 1947/48 JAGUAR 1½ OR 2½- litre also French Talbot Recorder or Lago. Write Lewis, 9a Bedford Gardens, London, W.8. (5730

ALVIS T.A.14. D.H.C. SUPERB CONDI-tion, rebuilt or low mileage engine. Cash awaiting appropriate car. Michelmore, Tel.: 01-606 2696 (office). (5731

WANTED: FOR M.G. "L" TYPE Magna four-seater, 1933, windscreen frame and brackets, alternatively, accurate drawing, or opportunity to make a drawing. H. D. Bos, Gedney, Spalding, Lincs. Tel.: Long Sutton Lincs 2162. (5732

OUTSTANDING HARRINGTON LE Mans Alpine preferably one owner. Must have been undersealed from new. Body and interior must be superb but, machanical condition unimportant. Tel.: Epsom 22584. (5733

CAR BADGE FOR NATIONAL MOTOR-ists Association. Box 1762. (5734

FOR FERRARI 250GT TOUR DE France (1958), exhaust manifolds (sparkplugs located inlet side). Also crown-wheel and pinion 8/32. Also Ferrari Yearbooks, 1951, 1952, 1953, 1954, 1955, 1960. Will purchase, or exchange 1958, 1959, 1967. Sir Stanley Stamer, Court Garden House, Uley, Dursley, Glos. (5735

WANTED: GINETTA G4/G5 PREFER-ably without engine. Box 1764. (5737

WANTED, M.G. TC, BY AMERICAN enthusiast. Will pay £200-225 cash for car in good order with no major changes. Pictures please. Write Ken Gregory, 11 Winderest, Dr. Jackson, Tennessee 38301, U.S.A. (5738

ELAN CONVERTIBLE, ABOUT £800 cash. Write full details to 92 Himley Crescent, Wolverhampton, Staffs. (5739

SUNBEAM TALBOT, 90, BODY PARTS wanted particularly sills. Also, copies of Motor Sport preferably bound. Clark, 29 Jervis Crescent, Sutton Coldfield. Tel.: 021-353 1045. (5740

GOOD PRICE OFFERED FOR M.G. 'L'-Type, any order; Concours or rough; prefer L2 Any interesting MMM 6-cylinder car or parts considered. Stoke House, Shaftesbury Rd., Gosport. (5741

TR3 REQUIRED, MUST BE BODILY and mechanically immaculate. No. 3A fronts. Details and price to Box 1765. (5742

MORGAN 4/4. GOOD HOME AWAITS goods car. Cash purchase. Tel.: Ruislip 72888. (5743

WANTED 4-WHEEL TRANSPORTER trailer, suitable for towing with Mini. Tel.: 01-952 5208 (before 12 a.m.; after 8 p.m.) (5744

REG. NO. AK OR APK 1 OR LOW numbers wanted. Tel.: 01-952 5208 (before 12 a.m.; after 8 p.m.). (5745

MOTOR SPORT, DEC. 1924; MARCH 1928; May, June 1929 wanted. 42 Eversley Ave., Barnehurst, Kent. (5746

M.G. L-TYPE SOUGHT BY ENTHU-siast. Condition immaterial. Rogers, 24 Western Rd., Littlehampton. (5747

M.G. TC (OR SIMILAR) WANTED. Some work not objected to. Tel.: OHA8 2411 (Surrey). (5748

REGISTRATION NO. STM OR SM WITH low number. Tel.: Stubbington 3955 83 Crofton Lane, Hillhead Nr. Fareham Hants. (5749

M.G. 1½-LITRE VA TOURER, GOOD price paid for late model in good condition. Please write R. Drexel Esq., 49 Kingsway, Nedlands, Western Australia 6009. (5750

WANTED MORGAN + 4, FOUR-SEAT-er, 1963/5. Will pay up to £550. For really good example. Tel.: BAY 4892, G. Ballantine. (5751

M.G. TC, WANTED, WRITE DETAILS, photo if possible, price. 17 The Triangle, North Ferriby, Yorks. (5752

TR 1 1800 WANTED, WRITE DETAILS, photo, price. 17 The Triangle, North Ferriby Yorks. (5753

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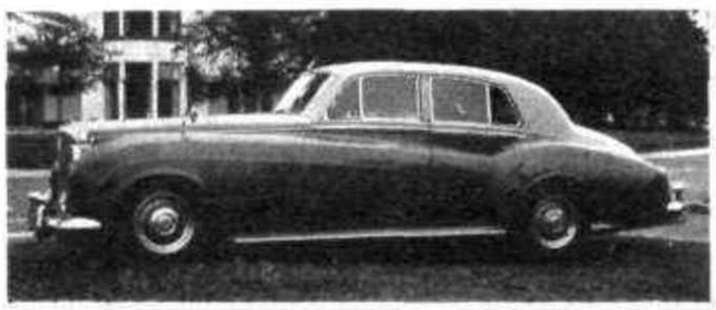
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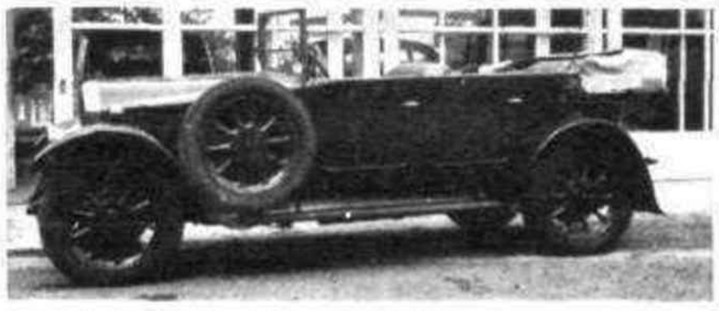
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BENTLEY S.1, July 1958, power-steering, high compression engine, golden sand on sable, beige interior, three owners, reasonable mileage and in above average condition for its year. We are overhauling front suspension, brakes, etc; engine and transmission are very nice and the car represents extremely good value at **£1,375**



1917 HUMBER 14/40 tourer, bills indicate much money spent over past 15 years; all original instruments, lamps, etc.; recently repainted, original trim is fair. We are fitting tyres, new hood etc., and generally checking over mechanically — this will then be a nice, thoroughly practical vintage touring car. **£650**



ROLLS-ROYCE Silver Wraith, 1949, Park Ward, full 7-passenger limousine with face-forward occasionals; black with brown leather throughout. One owner from new, indicated mileage (1)33,000 probably genuine, evidence of recent overhaul of brakes and suspension, a very fair engine and transmission and generally good coachwork. **£990**

ROLLS-ROYCE 20/25 Windover landaulette, 1932, all original including Klaxon, bulb horn, etc., body structurally sound, interior cloth dirty but sound, all-aluminium bodywork, but some corrosion (in Shetland Isles since 1952), engine seized but does not appear to be cracked, and the car should restore at not too great a cost. **£225**

A vintage **ROLLS-ROYCE Twenty** tourer for under £500 (plus a bit of ingenuity and some work)!! 1929 chassis with bonnet, bulkhead, lamps and instruments, in running order and seems generally sound, fair set of tyres, together with an adaptable 4-seater close-coupled sports tourer body. Quite fair construction and appearance with hood and fold-flat windscreen and set of cycle-type mudguards. Delivered free within radius of 100 miles.

BENTLEY R-Type standard steel saloon, 1954, automatic, black, brown hide interior; a much above average specimen on which we are carrying out a full service and any repairs and minor body renovations needed **£775**

BENTLEY Mk. VI "big-bore", 1952, H. J. Mulliner all-alloy saloon, recent repaint in royal blue with gold line, grey hide interior; fully serviced by us and a very fair car. **£695**

JAGUAR 3.8, 1961, overdrive, radio, good tyres; very fair mechanically but poor paint, hence price. **£235**

JAGUAR 2.4, 1962 Series (reg. Nov. 1961), overdrive and radio, Cotswold blue, an above average specimen for its year. **£345**

M.G. Midget TD, Dec. 1952, powder blue, red trim, new hood and a very fair specimen of its type. **£365**

RILEY 1½ (4-cylinder) **Adelphi** saloon, 1937, original black paintwork, brown hide *interior, excellent tyres and very fair mechanical order.* **£195**

RILEY 9, 1933, Special Series, rare "gull-wing" door Falcon coachwork and very fair all round order. **£250**

TATRA saloon, *circa* 1937/38; the rare 3.7-litre engine V8; engine rebuilt by us and the car is in excellent running order with good interior but shabby paintwork; nevertheless a most interesting vehicle.

VINTAGE :

FIAT Type 509 (8 h.p.) Italian-bodied tourer, complete, orginal, and only need paint and trim.

1930 FORD, Type AA, 30-cwt. platform truck, wooden cab; one owner many years; restored, on good tyres and in sound running order.

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HILLMAN 10.8 h.p. two-seater and dickey, *circa* 1922, polished aluminium body with black wings and hood, a highly original car, stored many years but now running and ready to use.

RENAULT "9/15" Cloverleaf 3-seater, 1925, with F.W.B.; a highly original car, stored past 12 years; mechanically very fair, on good tyres, excellent hood and trim; paint probably original (dark blue) and only passable. (For photograph, see last month.)

1930 SUNBEAM 18 h.p. coach-built saloon, highly original, stored 19 years, fair paint and interior, running on good tyres, sound chassis and bodywork, but needs work on engine. **£395**

We also have a 1921 **VAUXHALL "D"** type (25 h.p. s.v. engine) with unusual Mulliner sedanca-landaulette coachwork, stored many years but runs well and is generally very sound throughout; on good beaded-edge tyres with original lamps and instruments.

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£395 TORNADO Talisman GT, 1962. Maroon with black trim. One of the few GTs that will seat four people in comfort; 1340 Cosworth engine.



£415 JAGUAR XK150 f.h.c., 1958. Ivory with red trim, wire wheels, overdrive.

£3,465 ASTON MARTIN DB6, 1967. Olive green, with natural hide interior, automatic, power steering, chrome wire wheels, electric windows and aerial, twin-speaker radio, Sundym glass. Excellent condition throughout.
£2,675 ASTON MARTIN DB6, 1966. Pacific blue with natural tan interior, automatic transmission.
£2,565 V8 PONTIAC Firebird convertible, 'G' reg. Primrose with black hood and black interior, automatic transmission, power steering, F.M. radio, whitewall tyres.
£2,545 ISO GRIFO Bizzarrini, 1965. A fabulous 180-m.p.h. GT car fitted modified 400 b.h.p. Stingray unit, mag. wheels, etc. A very rare car costing nearly £8,000 new.
£1,965 MERCECES 230SL. 1964. Jade green with beige interior, white hard-top, soft-top, automatic transmission, power steering, radio, etc.
£1,795 MARCOS 3-litre. White with black trim, wire wheels, overdrive, electric windows, radial tyres, etc. 1,200 miles. 'H' reg.
£1,695 LOTUS Elan +2. Burnt sand with black trim, radio, Halda Speed Pilot; one owner from new. Supplied by us.

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£1,065 M.G.-B GT, 'F' reg. Primrose with black trim, chrome wire wheels, overdrive, SP tyres; one owner. Supplied by us.
£1,025 ALFA ROMEO Giulia Sprint GT, 1966. Spa white with red trim, Cints.
£1,025 LOTUS Elan f.h.c., 1966. Medici blue, knock-on wheels; two owners; history known.
£995 ASTON MARTIN DB4, 1961, in B.R.G. with beige trim; an excellent example.
£995 M.G.-B GT, 1968. Tartan red with black trim, radio; one owner.
£995 M.G.-B roadster, 1967 'F' reg. Mineral blue with black trim, chrome wire wheels, overdrive, Bermuda hard-top, etc.
£995 M.G.-C roadster, 'F'. Primrose with black trim, wire wheels, overdrive, radio; recorded mileage 13,000.
£995 JAGUAR 'E'-Type, 1964. Metallic blue.
£975 T.V.R. Vixen 1600, 1968. Gold with black trim, wide wheels, G800 tyres.
£965 FIAT 2300 Automatic saloon, 1967. Petrol blue with red trim, radio, reclining seats, power steering, brakes, etc.; 12,000 miles approx.
£935 M.G.-B GT, 1967. White with black interior, fitted overdrive, wire wheels, radio, etc.
£925 M.G.-B roadster, Oct. 1967, 'F' reg. Mineral blue with black trim, wire wheels, overdrive, radio, tonneau cover, Cints., etc.
£895 FORD Lotus Cortina, 1968. Blue mink with black trim, new radial tyres; one owner.
£865 LOTUS Cortina, 1967 'F' reg. Lotus colours, twin spots, leather wheel, Motorola radio.
£735 TRIUMPH TR4A Dove GT f.h. with occasional four seats. White with green flash and black trim, wire wheels, radio, new SP68 tyres.



£795 JAGUAR E-Type f.h.c., Dec. 1962. Red with grey trim. SP Sport tyres.

£725 JAGUAR 3.4, 1966 model. Golden sand with red leather; one owner from new; manual overdrive.
£765 LOTUS Elan, 1964. Silver grey with black trim, hard- and soft-tops, push-button radio, etc.
£695 SINGER Chamois Sport, 1967 (Sept.). Hartwell Stage II engine, sun-roof, Minilite wheels, reclining seats, etc. Very fast.
£595 JAGUAR 3.4 saloon, 1964. Pale blue with red hide trim, overdrive, radio, Cints. Excellent value.
£575 LOTUS Cortina, 1965. Lotus white with green flash and black interior, etc.
£555 LOTUS Cortina, 1964. Lotus colours; a *superb example.*
£545 M.G.-B roadster, 1963. Ice blue, hard- and soft-tops, wire wheels.
£535 TRIUMPH Spitfire Mk. II, 1966. Wire wheels, hard- and soft-tops.
£495 M.G.-B roadster, 1964. B.R.G. with black trim, radio.
£495 LOTUS Cortina, 1963. Lotus colours, fitted leaf-spring rear end, radio; a superb example.
£495 TRIUMPH Vitesse convertible, 1966. White with black interior.
£485 FORD Cortina GT, 1965, 4-door. White with black trim.
£415 M.G.-A 1600 f.h. Petrol blue with black trim, fitted spot lamps, luggage carrier, SP Sport tyres, etc.
£395 TRIUMPH Spitfire, 1963. Wedgwood blue with dark blue interior, hard-top and overdrive.
£395 M.G. TF 1250. B.R.G. Good value.
£395 SUNBEAM Alpine, 1963. Green with black trim, overdrive, wire wheels.
£385 SUNBEAM Alpine, 1963. Iris blue with black trim, overdrive, wire wheels, Brabham-balanced engine.
£365 RENAULT Caravelle, 1964. Hard- and soft-tops.
£365 TRIUMPH TR4, 1962.
£365 FORD Anglia. A fully trimmed road car fitted 1,500-c.c. unit, T.J. fuel injection, c/r. all-syncro. box, Konis, servo disc brakes, wide wheels, etc. Fantastic performance.
£355 M.G. Mk. II, 1953. Black with green interior.
£335 M.G.-A roadster, 1959, 1,600 c.c. Red with black trim; well above average throughout.
£325 AUSTIN Mini-Cooper, 1964. White and black.
£295 AUSTIN Mini-Cooper, 1963. Smoke grey with white roof, wide wheels, etc.
£295 MINI Moke, 1965. New hood, sidescreens, etc.
£195 DAIMLER Consort saloon, 1951. Black with red trim, radio; an exceptional car which has been extensively overhauled recently.
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WANTED: INSTRUCTION BOOK OR *manual for Daimler Barker Special sports* DB18 chassis, 1951-1952. Fairchild, East Grange, West Hill, Ottery St. Mary, Devon. (6014

FOR JAGUAR XK150s. FRONT BUMPER, radiator, bonnet and grill. D. Taylor, 13 St. Helen's Rd., Brigg, Lincolnshire. (6015

ASTON MARTIN AND LAGONDA wanted for spares or rebuilding. Any age, model, condition or location, if cheap. Box 1782. (6016

WANTED: EARLY 125E LOTUS COR-tina, superficial damage acceptable. Howker, 55 Hookstone Drive, Harrogate. Tel.: Harrogate 83030. (6017

WANTED: 1962 M.G.-A 1600 MK. II or 1964/1965 Morgan 4/4 or 1964/1965 Alpine. Wires, heater preferred. Mint condition essential. Preferably North of England. Brown, Holly Lodge, Belgrave Crescent, Harrogate. Tel.: Harrogate 66270. (6018

ALUMINIUM BODY PANELS FOR 1955 Austin Healey 100. Wilson, Ballypatrick, Clonmel, Ireland. (6019

£550 IMMEDIATE CASH AVAILABLE for 1967 Midget or Sprite. Lady or elderly owner preferred. Full details please. All letters answered. Box 1783. (6020

WANTED: ONE OF THE FOLLOWING: A.C. Ace Bristol, Aston DB4 GT, Aston DB3S, B.M.W. 328, Ferrari 250 GT, Frazer Nash Le Mans or Mille Miglia, Jaguar C-type, Mercedes 300 SL full wing, 1928 Rolls-Royce P.I limousine offered in exchange, cash either way. Box 1784 (Sussex). (6021

M.G. TF IN EXCELLENT CONDITION. Immediate cash paid. If possible, white with wire wheels. Mr. Wood, Tel.: Rossendale 3777 (Lancashire). (6022

"LEAPING CAT" MASCOT TO FIT 1938 SS 100 with, if possible, radiator cap and bar. Must be original. Box 1785. (6023

30/98 E OR OE MODEL REQUIRED. Any car in any condition considered. W. Wiseman, The Mill House, Bray-on-Thames. Tel.: Maidenhead 24454. (6025

ANSOLDO WANTED, COACHWORK immaterial, any condition considered. Price and details please. Box 1787. (6026

DERBY BENTLEY WITH COUPE, DROP-head, or unusual body required privately. Can view evenings or weekends. Box 1788. (6027

WANTED: LAGONDA TOURER, PRE-ferably 2-litre, 3 or 4½ acceptable, any condition, or other makes considered. Hilton, St. Giles Cottage, Langridge Lane, Haywards Heath 51852. Cash available. (6028

P.V.T. RILEY GAMECOCK, M.G. TF, Morgan or similar, preferably neglected, i.e., reasonable price. Laburnum Cottage, Brook End, Chelmsford. (6029

WANTED FOR CASH: EARLY TR4, h/top, s/top, w/wheels, o/drive. No rubbish. Ford, "Maitree", Wells Lane, Whitchurch, Hants. (6030

WANTED: HARD-TOP MK. I SPRITE. D. Heath, "Mallyam", Old Brampton, Chesterfield, Derbyshire. (6031

HISTORIC RACING CAR REQUIRED, any condition. Prefer post-war, incomplete car considered. (6032

MOTOR SHOW EDITION (NO. 2) OF The XK Club Newsheet: Ian Hendricks, 32 Springhill Drive, Lakewood, N.J. 08901, U.S.A. (6180

DAIMLER DART WANTED FOR CASH. Anything considered. 2 Kersley Rd., N.16. Tel.: 01-254 1444 or 01-254 2552. (6181

ALVIS TD21, D.H.C., MANUAL BOX, good condition. Tel.: Helghway 01-868 6556. (6182

TIGER WANTED FOR CASH. ANY-thing considered. Flat 6, 14 Crescent West, Hadley Wood, Herts. Tel.: 01-440 4195 or Tel.: 01 254 1444. (6183

BRISTOL ENGINE OR COMPONENTS, Series 100. Attractive price for good motor. Tel: 61-629 6728. (6184

30/98 E OR OE MODEL REQUIRED. Any car in any condition considered. W. Wiseman, The Mill House, Bray on Thames. Tel.: Maidenhead 24454. (6186

R-TYPE MULLINER CONTINENTAL Bentley, S-Type considered. Prefer car with attention need to engine and/or coachwork. Private buyer. Box 1810. (6187

WANTED REGISTRATION NUMBER RH or RLH with low or interesting number. Details and price to Box 1805. (6199

MORGAN + 4, 1963/1964, OR COMP. 4/4, 1964, or Daimler SP250, 1963. Up to £450 available for model in good condition. Details to G. Edwards, 20 College Square, Llanelli, Carms. (6200

EXCHANGES

ALFA ROMEO 2000 SPIDER, 1960. R.h.d. in really excellent condition throughout, perfect upholstery, hard/soft-tops, rebuilt engine, 5-speed box, Cinturatos, Motorola, seat belts. £495, or exchange DB3, 3000, Ace or E-type. Tel.: 01-647 5081 (Sutton, Surrey). (5579

EXCHANGES—continued

1928 FORD "A" TUDOR SEDAN. PART restored, no rust. Exchange fibreglass cabin cruiser, 20ft. plus, sell. Offers. Tel.: Oxford 54795 (evenings). (5571

MY M.G.-B BLACK BUCKET SEAT for your standard M.G.-B seat, any colour. Fisher, Blackmoor Cottage, Langford, Bristol. Tel.: Wrington 686. (6106

WILL EXCHANGE CHARMING VILLA in Majorca on the Sea for suitable Rolls-Royce or Bentley collector piece. Cash either way. Box 1801. (6146

SUPERB B.M.W. 1800, NOV. 1965. IM-maculate condition. Usual refinements, reclining seats etc., plus Kenlowe fan, radio, Tudor fastback mirrors. 105 m.p.h., 27/30 m.p.g., for TR4 (o/d essential, Surrey top preferred) plus £200 cash or sell £750. "High Gables", Bourton-on-the-Hill, Glos. (Blockley 427). (6147

SWOP MY PERFECT M.G.-B, GT, 1966. White, w/w, 22,000 miles, extras. Second car for Lotus Elan or 2 + 2. Some cash available or sell £850. Pavis, 19 Eastfield Rd., Caerleon, Mon. Tel.: Caerlon Park 419. (6148

ALFA GIULIA 1600 SPIDER, 1963. *L.H.D. £350. Exchange small saloon.* Tel.: Aldershot 24011. (6149

1966 AUSTIN MINI, TARTAN RED, ONE owner, 43,000 miles, carefully serviced, privately owned. Exchange anything open vintage, any condition or p.v.t. Tel.: Buxted (Sussex) 2132. (6150

JAGUAR 3.4 1964, SUPERB MECHANI-cal and bodily condition. Many extras. £535 or exchange vintage car. Tel.: Bakewell 2747. (6151

ALFA ROMEO, 1962/3, SPIDER, 1,290 c.c. M.o.T. June 1970, L.H.D., spotless, purchased 14/7/69 for export to Cyprus, after long search. Now discovered L.H.D. banned there, so must exchange anything R.H.D. or sell £340, o.v.n.o. Samson, 127 St. Stephens Rd., Hounslow, Middlesex, or Tel.: Mr. Lambert, 01-570 3989 (evenings). (6152

LOTUS CORTINA MK. II, 67/68, F. registered, Motorola, s/belts, 22,500 gentle miles still on original G.800, radials, with excellent tread, white/black interior. Worth £900. Sensible offers or exchange M.G.-B, GT/Roadster, E-Type, etc. H.P. Tel.: 01-399 7044 (Surrey). (6153

JENSEN 541R REQUIRED P/E VOLVO 122S. Write Wallis, 55 Pegwell Rd., Ramsgate, Kent. (6154

DAIMLER CONQUEST, 1953, EXCEL-lent condition, recent receipts for over £100, M.o.T., Aug. 1970. £85 o.n.o. or exchange Sports, damaged considered. Tel.: Bristol 626606. (6155

AT LEAST £625 PLUS SUPERB 1966 M.G.-B offered for 1969 Lotus Elan d.h.c., s/e. Tel.: Winchester 66171. (6156

CORTINA GT, 1965 MODEL, 5½J'S, lowered, etc. Good condition. Exchange Jaguar/sports, w.h.y.? or sell £395. Tel.: Bagshot 2485. (6157

XK120 D.H.C. REALLY EXCELLENT hood, tyres, batteries, mechanics, sound body (recent respray white), b/rack, wire wheels, woodrim, M.o.T., spares. Exchange for interesting car any year. But must be 3/4-seater, Volkswagen, Caravette or sell £295. Wesson, 9 Stanley Rd., Watford Herts. Tel.: 26697 (business hours). (6158

MISCELLANEOUS

A.C. OWNERS CLUB. FACILITIES IN-clude all motoring and social events, monthly newsletter and quarterly magazine, handbooks for all models (1910-68); International membership. A.C. enthusiasts everywhere please contact, Hon. Membership Secretary, 33 Linden Ave., Ruislip Manor, Middlesex, England. (5754

WANTED: PRE-SELECTOR GEARBOX for 1930 Armstrong Siddeley 30 h.p. special, or spare parts for gearbox. Good price paid if parts or box in good condition. David Llewellyn, The Spinney, Southdown Rd., Willingdon, Eastbourne. Tel.: 31717. (5755

72 ASSORTED MOTOR MAGAZINES. *Offers, D. J. Norris, 7 Sawtry Close,* Carshalton, Surrey. (5756

FOR SALE: FERRARI 166S ENGINE 0049S and transmission. Single Weber, running when removed from car. Some linkage and minor nuts and bolts missing. $1000.00 as is where is plus crating and shipping. E. B. Bond, Old Saybrook, Conn, U.S.A. Tel.: 06475. (5757

DISPOSAL "MOTOR SPORT": 1925, SIX copies; 1926, five; 1927, two; 1928, two; 1930, two; 1931, five; 1933, two; 1934, three; 1937, one; 1938, one; 1945, nine; 1946, five; 1947, eight; 1948, one; 1949, three; 1950, six. Best offer for lot. Box 1766. (5758

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GT HARD-TOP M.G.-B, PLUS RED tonneau, used only one year. Sell separately, Scotland. Box 1767. (5760

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MISCELLANEOUS—continued

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M.G. PA. ENGINE COMPLETE, SPARES, tuning parts; various p/j parts. Sunbeam tricycle (1915) in excellent order, offers. Stoke House, Shaftesbury Rd., Gosport, Hants. (5763

COLLECTION FOR SALE. 500 ROAD tests, 1934-39; 1500 Road Tests, 1946-69; 234 Motor Sports, 1948-68, 114 Road and Track, 1960-68; 58 show numbers 1937-68; 1914 Silver Ghost handbook (1920 edition); over 1,000 brochures, etc. Send s.a.e. for detailed list. Best offers by end of Oct. Archer, 70 Stoneleigh Rd., Ilford, Essex. (5764

MOTOR SPORT 1956 TO DATE. SAAB. 96 Manual, also Solex carb. and manifold offers. 224 Hatherley Rd., Cheltenham. (5765

LWH 1 JAGUAR II TFG 1 AUSTIN A35. Offers. 45 Westwood Ave., Kirkcaldy. (5766

FOR SALE: "BOOK OF THE MOTOR Car", complete set large volumes, vintage cars, motorcycles, data, photos, etc. £10. Box 1768. (5767

WPB 2, COMES WITH MY 1957 WEST-minster. Offers to Lt. Cdr. Austin, HMS Caledonia, Rosyth, Fife. (5768

T.E.D. OR E.A.B. REGISTRATION number required, with low number. Details and price to Box 1769. (5769

AUSTIN HEALEY BN1, 1954; SLIGHT frame damage, body removed. Good engine. £65. Moorhouse Farm; Tel.: Westerham 3398. (5770

MANUFACTURER'S SET OF FIVE 4½J wheels, fitted Cinturato 165 x 13 tyres, as new (784 miles), from Capri 1600 GT. Offers for whole set only to: Panad, Dome Buildings, Quadrant, Richmond, Surrey. Tel.: 01-940 7326. (5496

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1927 CIJ CLOCKWORK MODEL P2 Alfa Romeo. Splendid condition. Offers invited around three figures. Box 1763. (5736

5 NPU REGISTRATION ON 1959 MK. I 3.4 Jaguar. Mechanically sound. Offers to: Martin, 56 Sarcel, Stisted, Braintree, Essex. Tel.: Braintree 1308. (5875

LOST BETWEEN BLENHEIM AND MID-lands June 15th 20 in. wheel disc and retaining ring (Phantom II). Finder rewarded. Tel.: Bloxwich 75224. (5879

SS 100 ENTHUSIAST REQUIRES ORIGI-nal photographs, magazine articles, publicity material, etc. Also "Automobile Quarterly" Volume 3, No. 1, Castrol Liquid Tungsten poster showing SS 100 at Donington, and any C.J.A. news and technical bulletins. Offers please to Box 1786. (6024

AUSTIN EIGHT ENGINE, UNUSED. Enquiries to: Box 1789. (6033

BRABHAM NOSEPIECE, £25; F.J. spaceframe, £12; Cortina 4-branch exhaust, £6; SCA Cosworth exhaust, £5; 3 700 x 13 racing tyres, £18; 2 Lotus 13 in. mag. wheels, £20; 1 Lotus 15 in. mag. wheel, £5; 4 Climax FPF con. rods, £25; 2 Elite doors, £7; Elite S1 bodyshell, incl. all parts to build complete car, £160; FWA Climax for Elite, Spec. avail, £80; B.M.C. gearbox, £7. B. Powditch, 7 The Crescent, Breaston, Derbys. (6034

AUSTIN 7 SPECIAL BODY, £12; ALLOY side tank, £5; Porsche bellhousing, £3; 4 550 x 13 racing tyres, £4; 105E close-ratio gears, £5; unused Girling brake servo, £5; 57 Ford Pop. engine/gearbox/c. wheel pin, £5; Elite boot lid, £4. J. Painter, Newdigate St., West Hallam, Derbys. (6035

SPITFIRE MK. I, II FACTORY HARD-top and fittings. Red. As new, £25. Tel.: 01-HAM 4328 (evenings) (6036

HEALEY DRIVERS' CLUB BADGE WAN-ted. Please state condition and price. Box 1790. (6037

BENTLEY ENGINE, 3-LITRE, LESS water pump and one mag., £275. Upson, 139 Thorpe Rd., Peterborough. (6038

VTN 1 REGISTRATION WITH 1959 Cresta reconditioned engine. Reasonable offer. Tel.: 01-802 2455. (6039

COLLECTION OF LAMPS BY BLERIOT, Autoroche, Ducellier, Cheutin, etc., for sale. £310 o.v.n.o. Box 1791. (6040

1919 DODGE RADIATOR AND BON-net, new 32 in. x 3½ in. SS tyres, set 32 in. x 3½ in. split rim wood art. wheels, two-piece Edwardian windscreen. Tel.: Rochdale 45866. (6041

4/4 MK. I, ALL PARTS, WRITE, STAT-ing requirements, A. G. Thorpe, 5 Holm Ave., Little Eaton, Derbys. (6042

M.G. PA CHASSIS FRAME, £15, GOOD selection other *P*-type spares also. S.a.e. please. Box 1792. (6043

SUE 549 ON FRANCIS BARNETT M/C, 250 c.c., 1955. Everything works well. Long M.o.T. and tax. £23. Tel.: Watford 31684. (6044

MINILITES, 5½ x 15, 4-HOLE. ONE new, four under 100 miles. 16 Woodside Close, Tolworth, Surrey. Tel.: 01-399 4512. (6045

MISCELLANEOUS—continued

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TWIN-CHOKE 40 DCOE GO-GOBBLER. Transform and electrify your car's performance. Jetted for a Spridget by Radbourne. Complete on inlet manifold. £20. Tel.: COL 2086. (6048

HILLMAN IMP ENGINE FOR SALE, believed excellent condition. £25. A. G. Hockey, 17 Walton Way, Aylesbury, Bucks. (6049

MOTORING BOOKS FOR SALE. COL-lector disposing of the following rare items: "The World on Wheels", two vols. by Duncan, several Bugatti catalogues, "The Car Magazine", 100 loose issues of "The Motor", plus several others. Tel.: Greatford 392 (after 7 p.m.). (6050

MEMBERSHIP OF THE XK CLUB costs a mere £1 (outside Europe $4). Send for a free back number of the 16-page Club news-sheet and details of membership. Compare the price, compare the quality. Secretary, 103 Belvoir St., Hull. (6051

HAPPY BIRTHDAY TO THE XK CLUB. Long may your timing chains rattle—Xerxes King. (6052

IT'S ALL HAPPENING AT THE XK *Club. Sept. 7th, Rugby; Sept. 14th, drive in* Lancaster (telephone Hull for details). You don't have to be a member, but it helps. And, of course, we shall be at Beaulieu on Sept. 21st (6053

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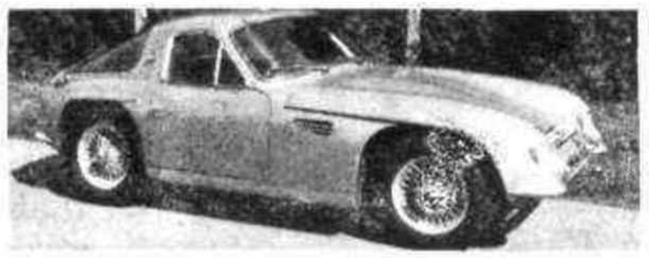
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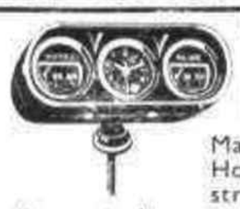
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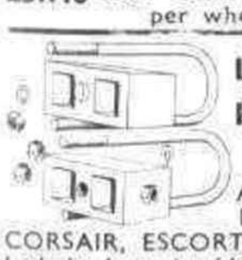
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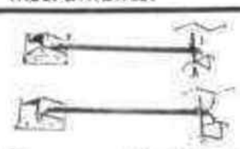




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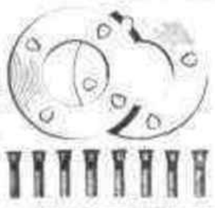
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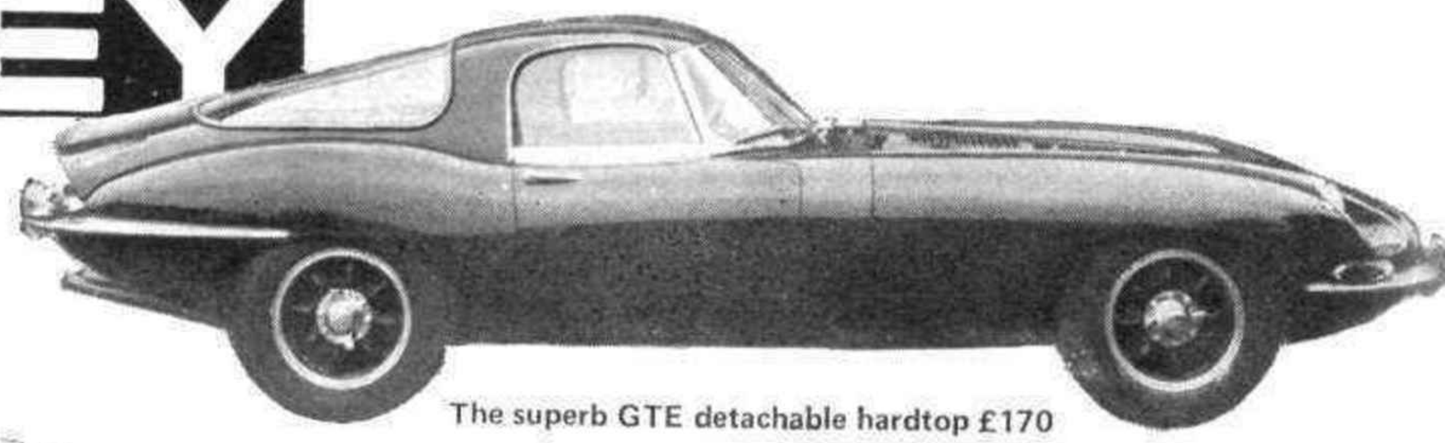




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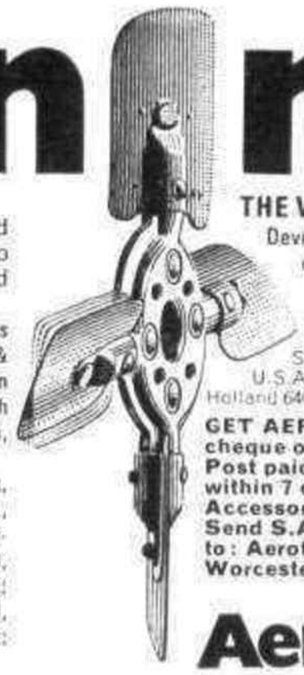
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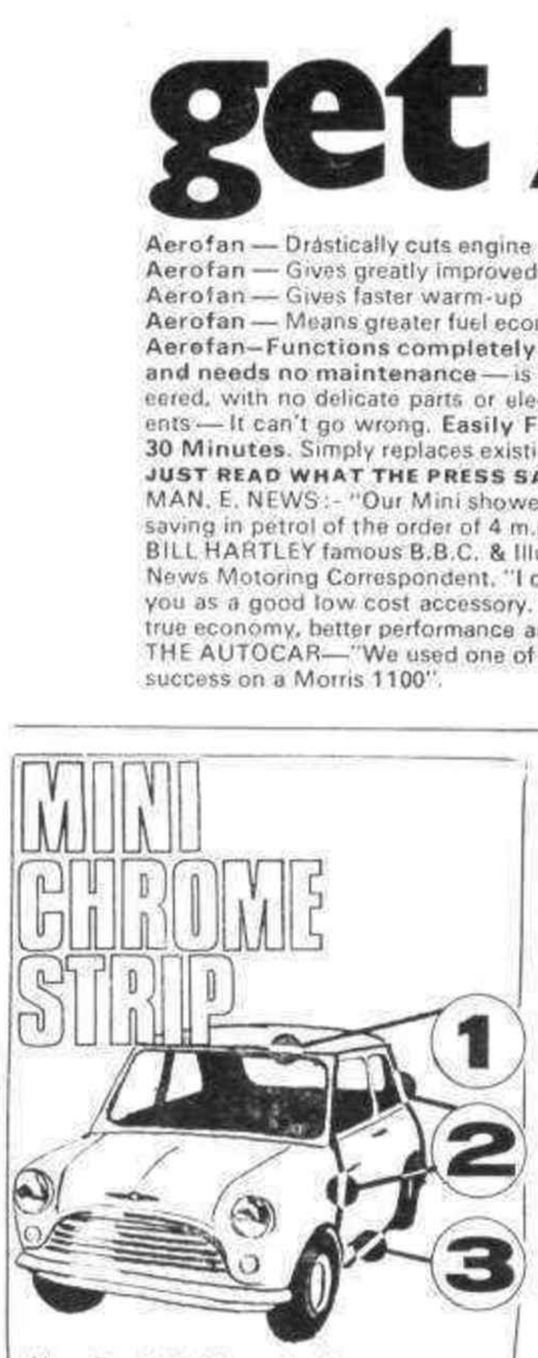
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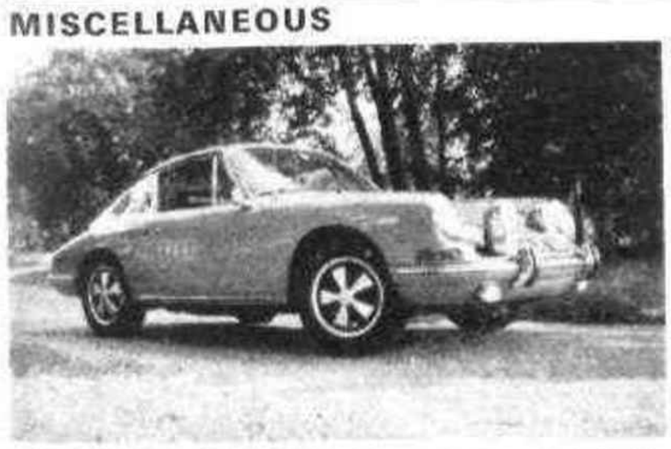
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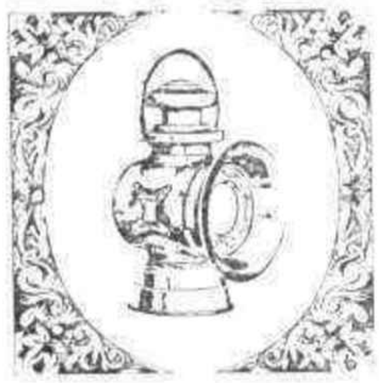
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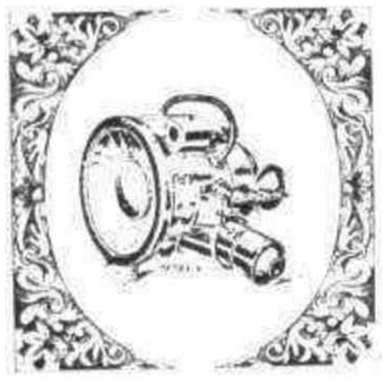
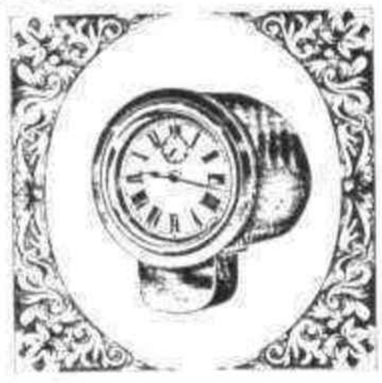
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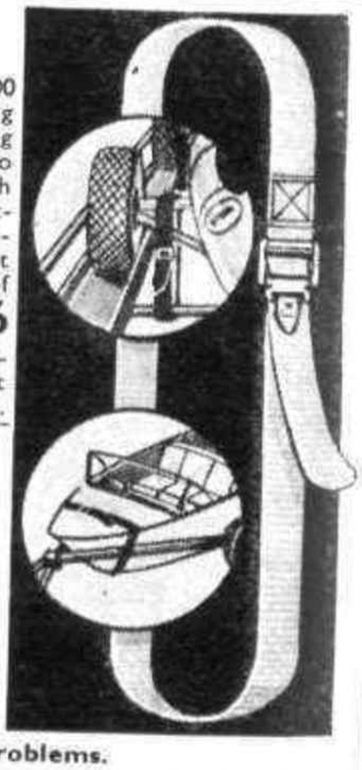
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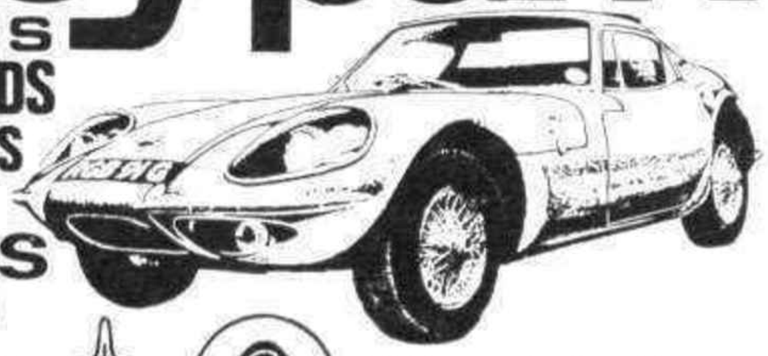
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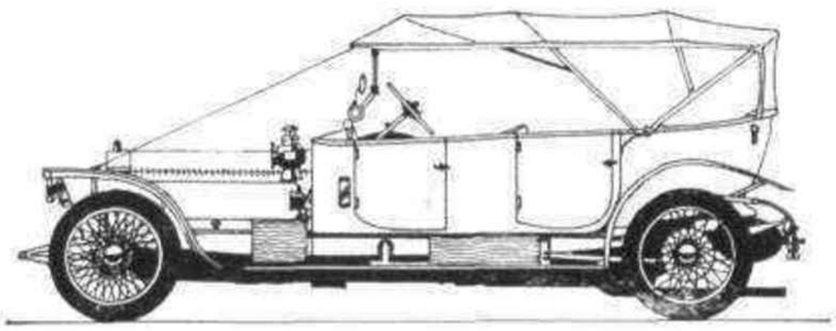
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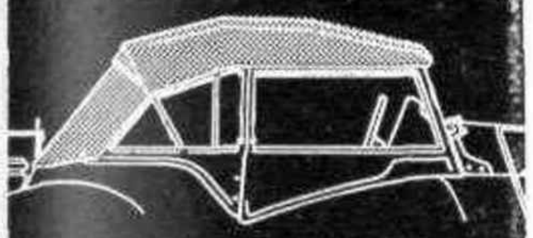
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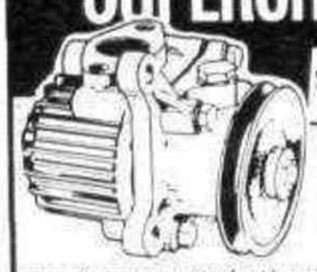
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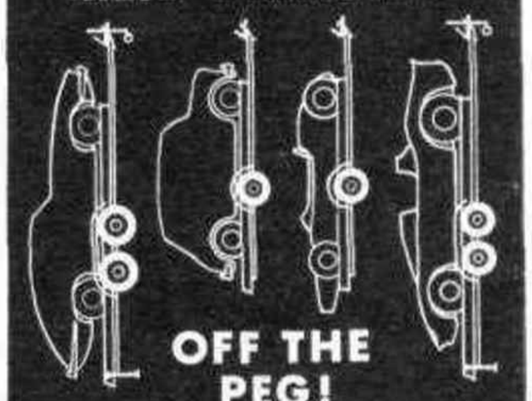
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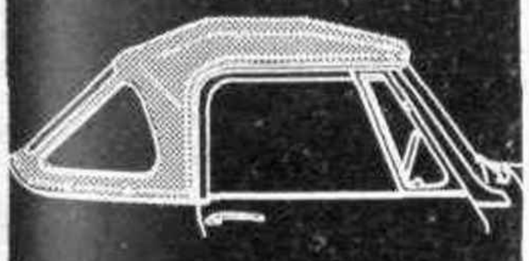


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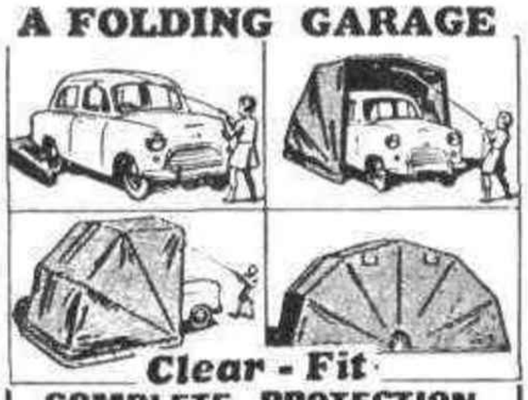


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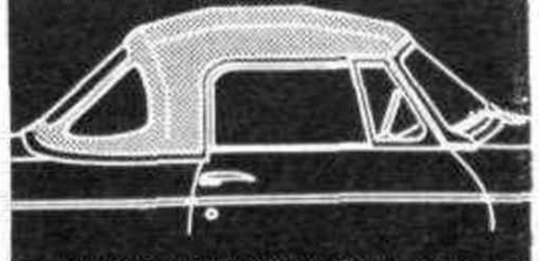
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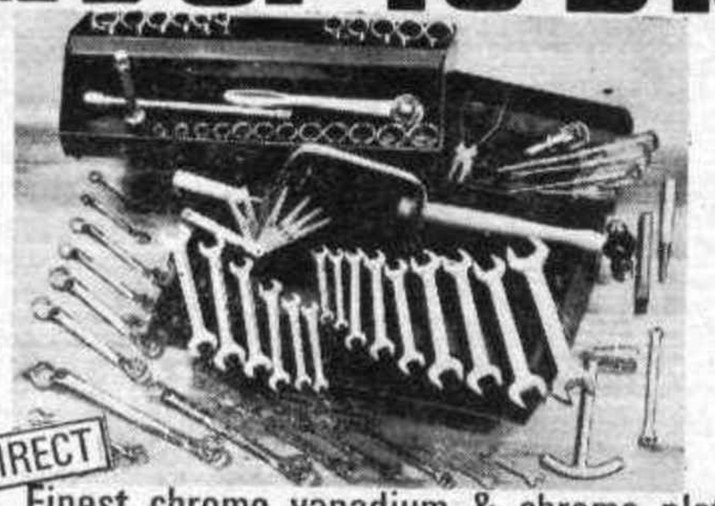


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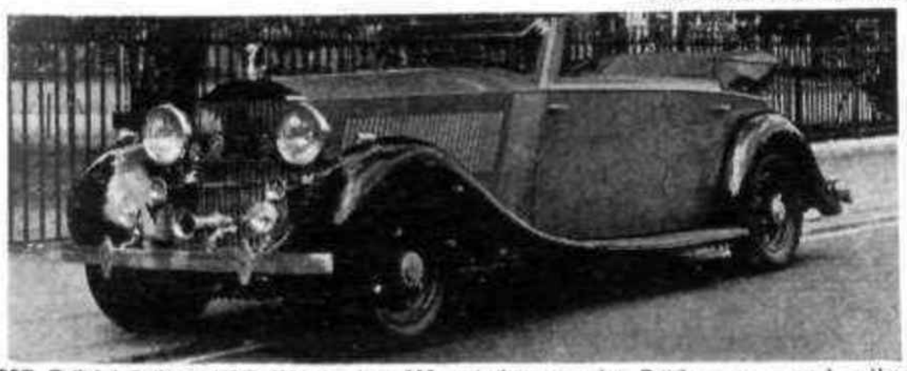
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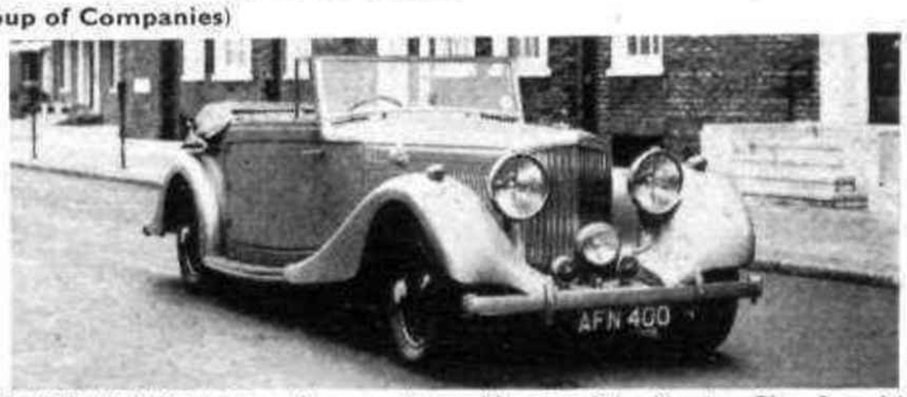
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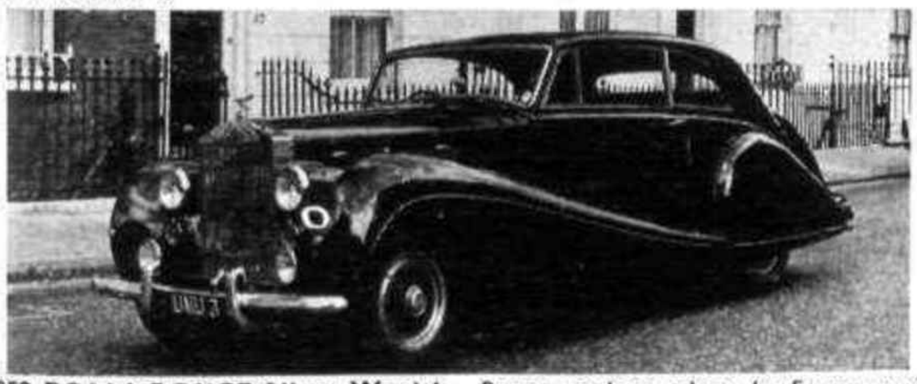
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