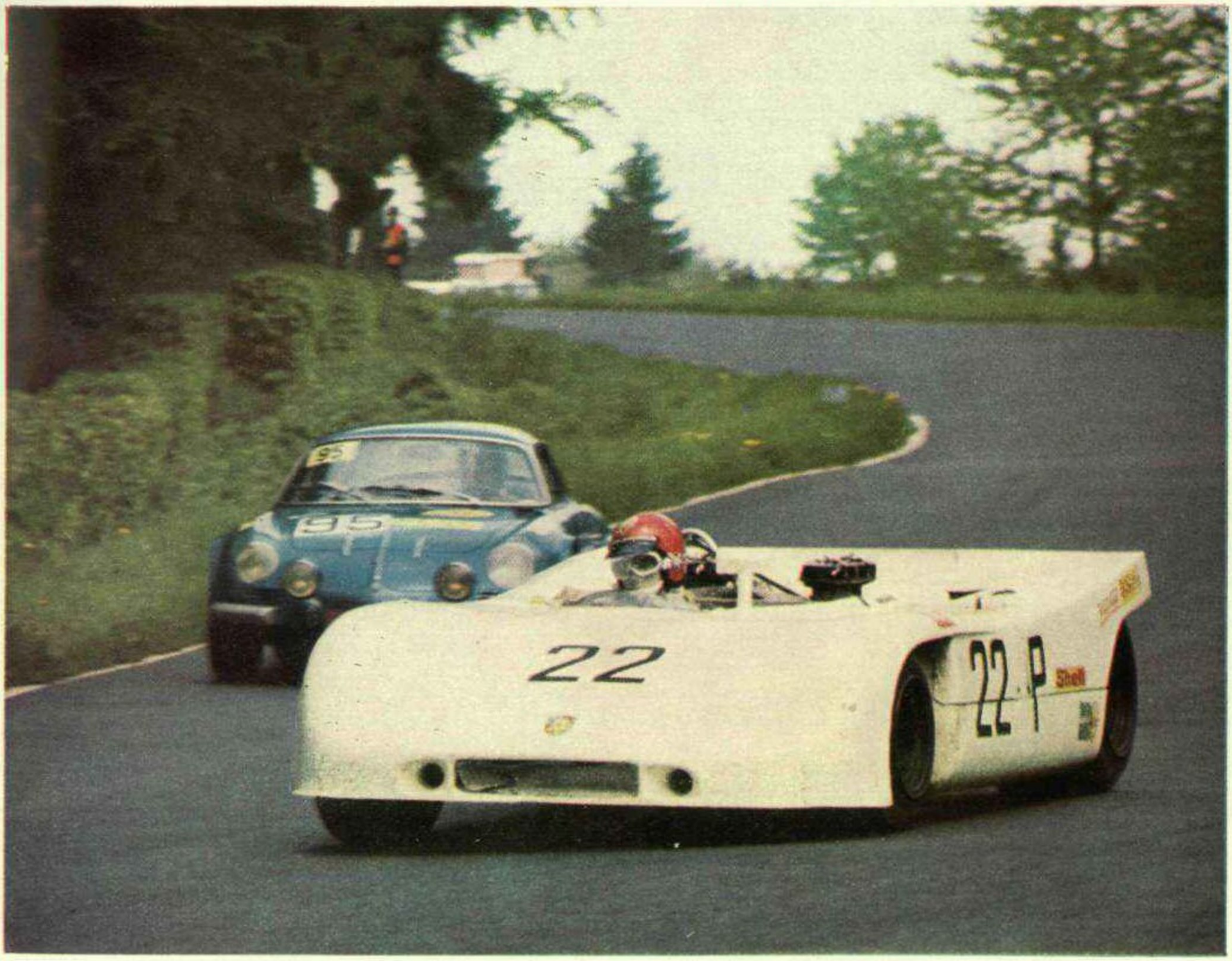
Vol. XLVI. No. 7 TWO SHILLINGS AND SIXPENCE July 1970

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



A cool tyre for hot people.

High performance motoring can be an expensive pastime where tyres are concerned.

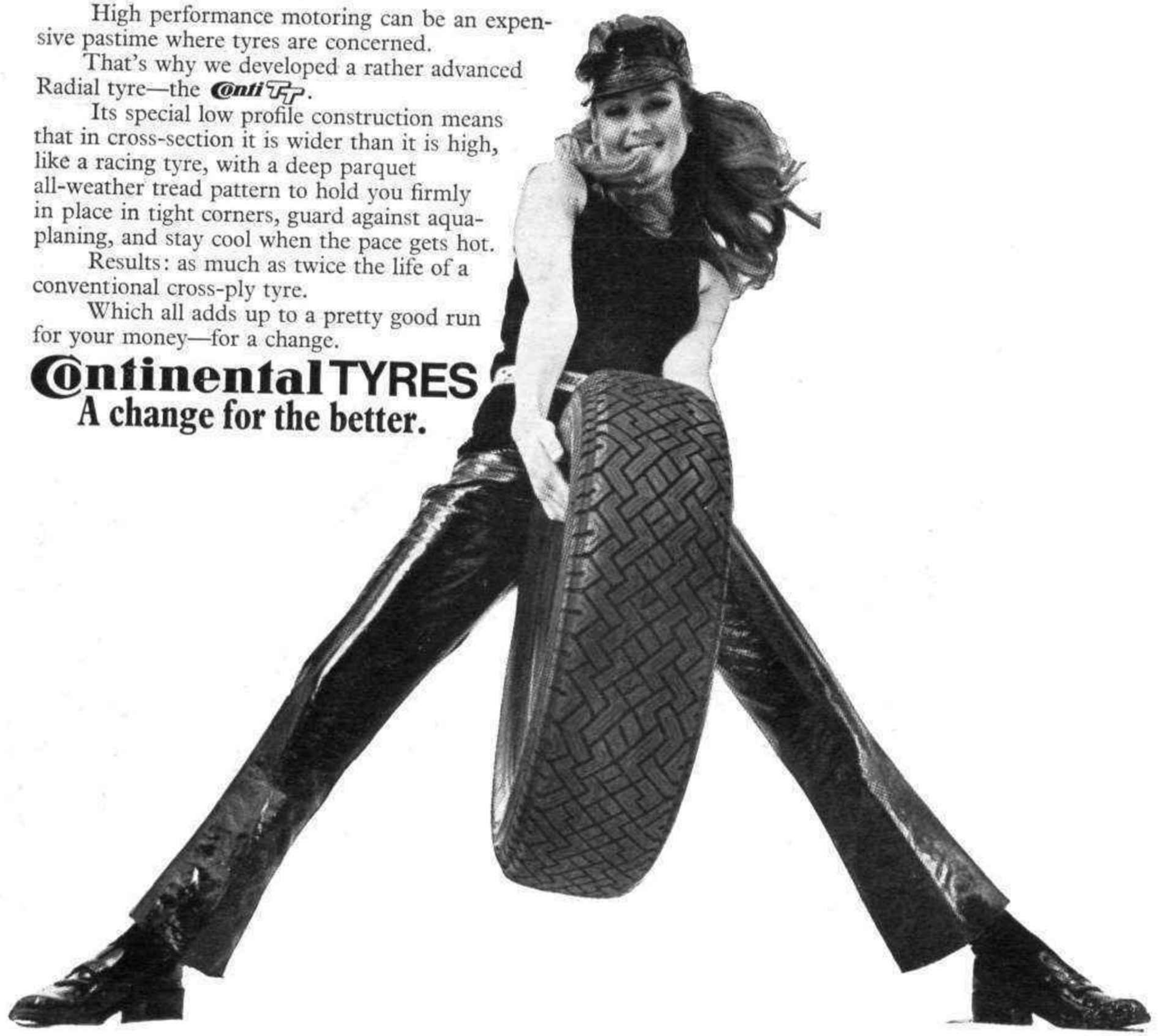
That's why we developed a rather advanced Radial tyre—the **ContiTT**.

Its special low profile construction means that in cross-section it is wider than it is high, like a racing tyre, with a deep parquet all-weather tread pattern to hold you firmly in place in tight corners, guard against aquaplaning, and stay cool when the pace gets hot.

Results: as much as twice the life of a conventional cross-ply tyre.

Which all adds up to a pretty good run for your money—for a change.

Continental TYRES
A change for the better.



Let us help you with your tyre problems!
For free expert advice please contact our nearest office at:

BRISTOL
2-4 Chapel Lane, Clay Hill,
Bristol BS5 7EY
Telephone: Bristol 557462

CROYDON
34 Pitlake, Croydon,
Surrey CRO 3RA
Telephone: 01-688 1182/3/4

DUNDEE
9-11 Mary Anne Lane,
Dundee DD1 3EX
Telephone: Dundee 23898

the better filter

Quality controlled manufacture, engineering know-how, plus 40 years of research built in. That's what gives AC Oil Filters their toughness, their fine filtration, their capacity to protect engines for 6,000 oil-happy miles. And puts them right out on their own as the best-selling filters in the business. You can't beat them so join them — insist on AC



AC filters

OIL/AIR/FUEL

AC-DELCO DIVISION OF GENERAL MOTORS LTD
Dunstable Beds.

CAR HOOD

the name for hoods and Sunway roofs, seats, tonneau covers, carpets and all car trimmings



1..2..3..it's summer!

Summer or winter, really enjoy driving with a Sunway roof.
*Available for only £15 deposit. *One day fitting service

HOODS FROM ONLY £7·5·0



For Sprite or Midget p.p.7/3.

Top quality P.V.C. Hoods made to manufacturers' exact specifications. Complete range for all British and Continental cars. All fasteners and fitting instructions supplied. Wide choice of colours. Same day fitting at our premises or full postal service.

Fantastic Offers

TONNEAU COVERS
From only **79/-**. Craftsman tailored in finest P.V.C.

RALLYE SEATS
Designed for the performance driver. From only **£8.19.6.**

LEATHER CLOTH
All colours in stock from only **12/6** a yard in 50" widths.

Call in at any of the branches listed opposite or send the coupon below

LONDON:
73 Southern Row, Ladbroke Grove, W.10. Tel: 01-969 7148.

HARROW:
49 The Viaduct, Roxeth Green Avenue, South Harrow. Tel: 01-422 6674.

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BOURNEMOUTH:
452 Holdenhurst Road. Tel: 33631.

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172 Lewes Road. Tel: 66047.

THE CAR HOOD COMPANY LIMITED
73 Southern Row, Ladbroke Grove, London W.10.

MS/ADV/7.70

Please send me full details of (tick boxes) ☐ Hoods
☐ Sunway Roofs ☐ Seats ☐ Tonneau Covers ☐ Leather Cloth

Name .....

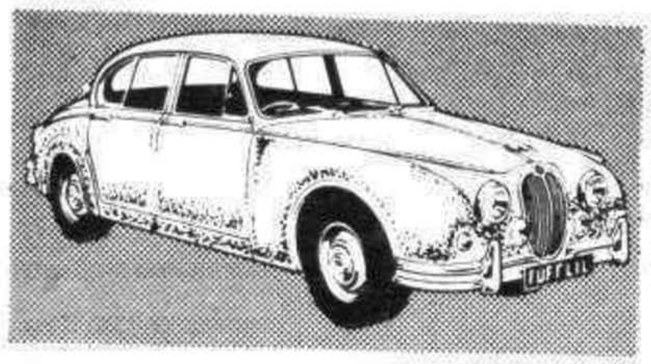
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..... Tel .....

THOUSANDS OF HOODS FOR ALL CARS

Rust kills cars.

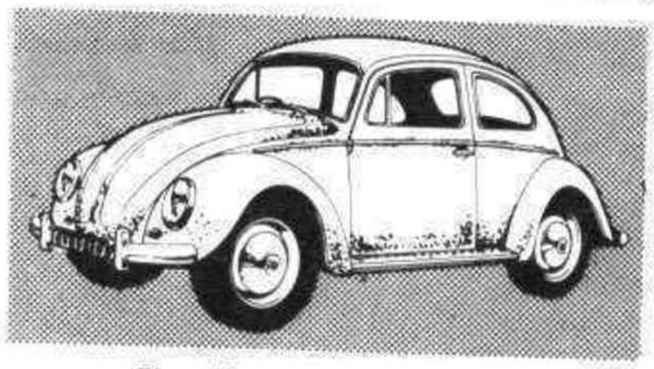
Where will it attack yours?



JAGUAR
Should rust develop on the earlier Mark II models, it is most likely to be along the sills. The underside should be regularly checked for tell-tale signs.

CORTINA
In addition to the usual places such as sills and lower wings watch out for flaking around the boot lid and opening





VW BEETLE
Look for rust in water traps like the spare wheel well in the luggage compartment, door bottoms, front and rear lids and along door sills.

These illustrations are reproduced, by permission, from a series of authoritative articles which appeared in Popular Motoring

Fight back with NEW Anti-Rust

Autobrite
CAR WAX

Whatever make of car you own its surface is constantly under attack from rust and corrosion. Grit, mud, heavy rain, hail and snow – all help to break down your car's paintwork. New Autobrite gives the vital extra protection of effective rust inhibitors – waxes cars with a glistening, long lasting, hard shell shine that now protects against the most insidious menace of all – rust corrosion.



Choose your weapon — liquid wax 7/6, 9/11 or 12/6 creamed wax 7/6 or 12/6

From Halfords, garages and accessory stores.

Your first Opel Commodore gains you entry to a very exclusive club. Celebrate the occasion.



When you buy your first Opel Commodore, you join a small but select band of drivers. Drivers who own a car that's distinctively different. The Opel Commodore not only performs differently from most other cars, in looks and luxury it is beautifully unique.

We believe that having given you a comfortable bonus in the power department (a full $2\frac{1}{2}$ litres), you should feel relaxed and comfortable in the people department. So we make things like fully reclining seats as standard. Seats that give you a perfect driving position, and can be tilted right back if your passenger wants to catch forty winks.

Developing this luxury feeling, there are fitted carpets door to door, luxurious 'breathing' upholstery, complete instrumentation, fingertip controls and an optional heated rear window.

Outside, the Opel Commodore looks as luxurious as it feels inside. There's an optional black vinyl roof, a choice of metallic paint schemes, and hand-painted coach-lining. A car that will introduce you to an exclusive world.

So if you happen to see another exclusive car owner, offer him a cigar. Just to celebrate.

Call into your Opel dealer for a demonstration, or write for literature to: General Motors Limited (DEPT MS5), Stag Lane, Kingsbury, London NW9.

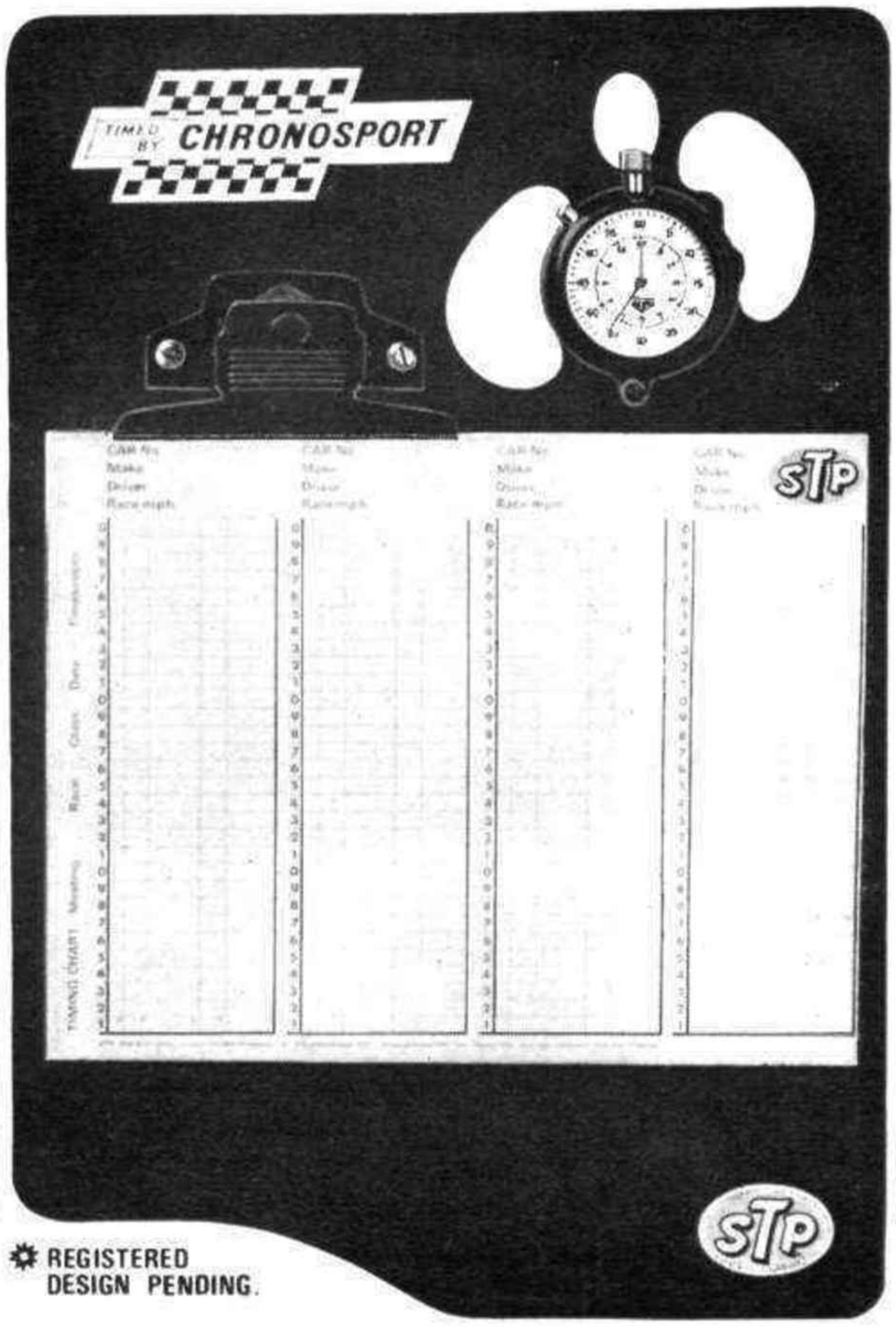
OPEL GM

"It's an Opel"



Attention team managers!!

And everybody else who clicks stopwatches. The new CHRONOBOARD✡ is already used by GOLDLEAF TEAM LOTUS, BRUCE McLAREN Racing, MOTOR RACING DEVELOPMENTS (Jack Brabham), MARCH–STP, Malcom Guthrie, and virtually all the top racing teams. Which can't be bad!



39/6 OR 59/6

ADD 2/6 FOR POST & PACKING

The Chronoboard is the newest thing in timing. It does everything all other previous boards all rolled into one ever did. It does away with the need to buy expensive, clumsy, triple watch boards, when used with the Taylor Split Watch (Model C below) — and about half the price. (You'll be lucky if you can get a triple watch board operational under £40!) The design, (which is registered) is planned so that you hold the watch and the board in a natural handhold, supporting the board with the forearm, leaving your other hand free to write and make rude signs with. Right or left handed boards are available. Any stopwatch may be mounted in the specially strong shock-resisting rubber bracket. The powerful pad clip will hold anything from a programme to a book. The most useful, portable, rugged, light-weight timing board ever designed. No team manager or race official should be without one; ideal for knowledgeable spectators, and even work study engineers.

✡ REGISTERED DESIGN PENDING.

PRICES

The Chronoboard is available in two materials: Matt black, non reflective, indestructable vulcide, at 59/6, or matt black, non reflective marine five ply at 39/6. The two boards are otherwise the same in design, size and have the same fittings.

FREE LAP CHART

By special arrangement with Link Hampson U.K. distributors for S.T.P., we give away a free double-sided lap chart pad with each Chronoboard. The pad has been designed especially for the Chronoboard, and is ideal for all forms of motor racing.

MULTI-ROLE STOPWATCH Model A

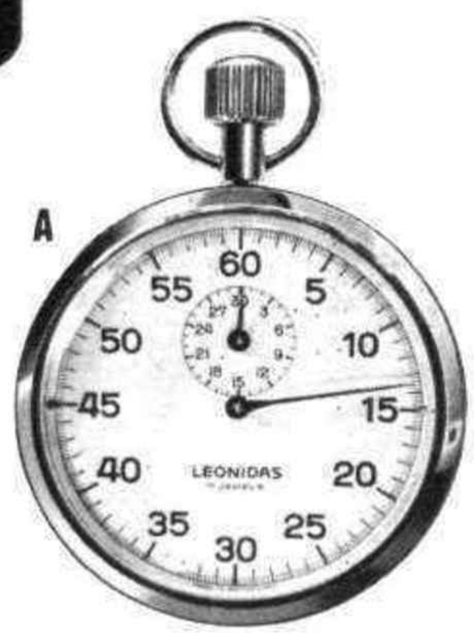
A 1/5 second triple action stopwatch made by Heuer–Leonidas. A very strong watch with a heavy duty case. Operated by a single pushbutton crown which starts, stops and returns to zero. Minutes elapsed are shown on a separate recording dial. A very versatile stopwatch that can be used for just about any form of timekeeping. Eminently suitable for the Chronoboard. Tremendously reliable. Usual shop price **£8.10.0.** our price **£7.7.0.**

SPORTS STOPWATCH Model B

A superb little stopwatch in a monocoque water resistant case with a built-in nylon neck chord. The design is just right for the hand, and the stopwatch is more suitable for use where a board is not required. Fitted with a 1/5 second action and a two crown function thus providing the ability to take time-out readings. A separate 30 minute recording dial is positioned at 12 o/clock. Our Price **£5.5.0.**

TAYLOR SPLIT ACTION Model C

This is the watch they're all using now. It provides successive lap times by an ingenious device, eliminating the necessity for arithmetical subtractions each lap. When mounted on the Chronoboard, it does away with the multi-sequence triple watch boards, at about half the cost. The main crown zeroes and restarts the sweep hand all in one movement, leaving the split hand stopped and showing the lap time. You record the lap time and catch the split hand up with the running main sweep hand using secondary pushbutton. When he comes round again you simply repeat the action. It is the simplest form of lap timing possible; and how about accuracy? Ask McLaren or March — they use them. (Available 1/5 or 1/10). Usual shop price **£24.17.6.** Our price **£21.17.6.**



ORDER FORM If you require a Chronosport catalogue tick box ☐
If you require a stopwatch fitted to your Chronoboard please state clearly Model A or C (Model B is not suitable). Alternative stopwatches can be supplied from around 90/-. (See Chronosport catalogue). If you already have a stopwatch please give us overall diameter when ordering Chronoboard to ensure you get the right watch mounting. Trade enquiries are invited from retailers and wholesale distributors.

I enclose £ : : d. Send ..... Chronoboards @ *39/6 or 59/6 *delete

I enclose £ : : d. Send Model ..... Stopwatch/* and board (Where stopwatches are ordered with boards they will be fitted before dispatch).

NAME _____

ADDRESS _____

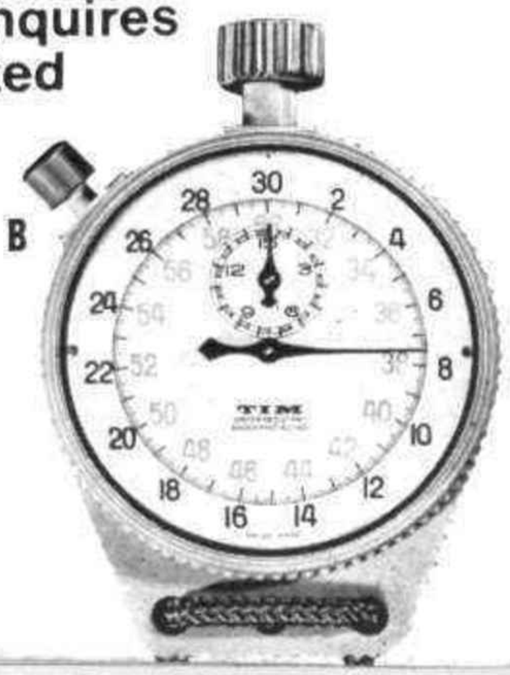
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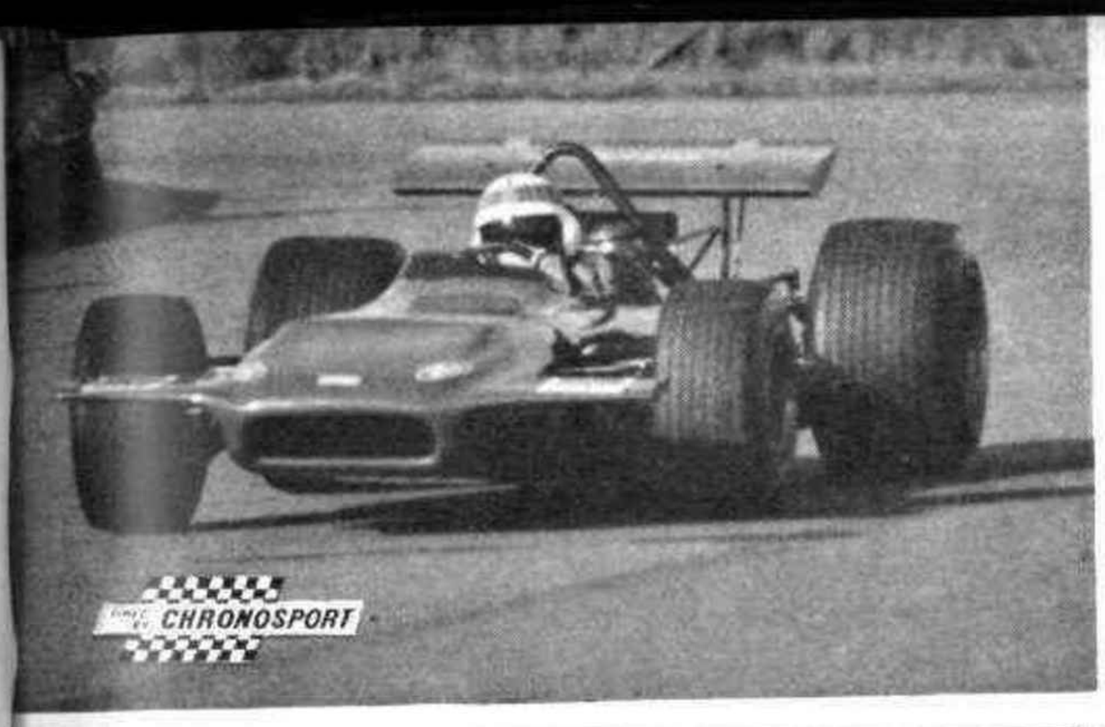
To: CHRONOSPORT · 21 OLD BOND STREET · BATH **MS**

CHRONOSPORT



Trade Enquires Inivited









1. ASTRO-CHRONO

A new chronograph recently introduced and already one of our fastest sellers. 17 jewelled lever movement, incabloc, shock absorbers, fully water resistant (20 ATM tested), strong stainless steel case. The 1/5 second full flyback stopwatch has start/stop/go facility. Dial includes 30 minute recorder with 2 coloured (blue and red) 5 and 10 minute countdown zone. Also has tachy and telemeter scales. Bezel has 0-60 and 0-12 hour scales. Free bracelet. Similar specification watches cost around £30, but this one for £19.19.6.

2. TIME/DISTANCE/SPEED

Another new Swiss model, this watch has a huge technical specification. Two exterior bezels (the outer one rotates), include all calibrations required to make time/distance/speed calculations. Internal 0-60 minute bezel is rotated by external crown. Dial includes automatic calendar, luminous hands and markers. Rugged case is water resistant (5 ATM tested), and the 21 jewelled movement is shock protected. Complete with tropic strap and introduced by Chronosport at only £7.19.6.

3. MARINE CHRONO

Another new design which includes automatic calendar, 0-60 minute elapsed time rotating bezel, inner 24 hour G.M.T. bezel, push button flyback minute recording hand and separate continuous seconds dial. The 17 jewelled shock protected movement is in a strong water resistant (5 ATM tested) chrome/steel case, and is complete with tropic strap. Ideal for all types of sport, and looks like £20 worth on the wrist! Valued at over £9. Our price £6.19.6.

4. COMPUTER SLIDE-RULE

Highly recommended—in use with R.A.F. aircrew. 17 jewelled Swiss made, shockproof and water resistant (20 ATM tested). Automatic calendar. Computer equiv. to 3 inch slide-rule Multiplies, divides, calculates ratios, averages, time-distance/speed, etc. (Full instruction leaflet provided). Black dial, highly legible figures. Complete with s/steel bracelet. Originally marketed in the U.K. and U.S.A. at £15 but Chronosport price is now right down to £6.19.6.

5. MEANGRAF RALLY

Above all, a motorists watch. The twin bezel arrangement allows instantaneous calculation of average hourly mileage, etc. Simple, accurate and quick to use. Movement is a 17 jewelled lever, shock resistant and water resistant to 40 metres. Dial includes automatic calendar, luminous hands and markers, and distinctive layout. Case is stainless steel, modern design and very strong. Full instructions provided. Supplied with a quality drivers strap. Our hot price £10.19.6.

6. MULTI-SPORT CHRONOGRAPH

A best buy in Chronographs. Quality 17 jewelled lever incabloc movement in a water resistant case. 1/5 second flyback stopwatch, with start/stop/go action. 30 minute recording dial, tachy average speed and telemeter time/distance scales. Low reflection black dial and raised hour batons and luminous hands and markers. Supplied with a quality leather strap. Treat yourself to a £24 value watch for just £15.19.6.

We've done it again...


2


5


4


3


6

Another brand new range of brand new specialist watches is just announced. The worlds largest selection of sports watches and timing equipment in one big new colour catalogue. Heuer, Breitling, Seiko, Sicura, Enicar, and many other brands at prices calculated to tempt you.

Just because nearly every Formula One racing team relys on Chronosport for timing equipment doesn't mean you have to too. The fact that people like British Leyland Comps., and R.A.F. Red Arrow pilots buy Chronosport may not impress you either. All 1970 Indy cars were timed by a special watch designed by Chronosport —**SO WHAT**? It's all tied up with reliability, a good service and £.s.d.! Every timepiece carries a full guarantee, and a 14 day trial period: Refund or exchange without any dilly dally. Free bracelets or straps as stated. And where possible we mail orders by return—**THAT'S WHAT!**

FREE With every copy of the new Chronosport colour catalogue—(containing over 100 brilliant designs each one illustrated in detail)—you get a free copy of the Chronosport timing manual. Specially written by a leading timing expert, you can learn things about watches and timing you never knew existed. Big section on Motor Race Timing. Remember that when you buy from Chronosport you save money—whether it's a £5 or a £100 watch. If you are a sportsman, an engineer, technician or student, why not make life more interesting with a new watch from Chronosport.

Mail the following without delay: _____

I enclose £ : : d. + 5/- insured post for watch.

I enclose 9d. stamp. Mail catalogue and timing manual. _____ ☐

NAME _____

ADDRESS _____

_____

To CHRONOSPORT, 21 OLD BOND STREET, BATH. M

CHRONOSPORT

The Fuzz: Specifications

We'd like to announce a new name for an old problem. The Fuzz.
It's that all-over feeling of discomfort that comes from a cold, stomach upset or a headache.
Here's the breakdown.

A 'Cold Start' or 'Start Of A Cold' Fuzz.

A 'Full Tank' too much food and drink Fuzz.

A 'Too-Rich Mixture' wrong food Fuzz.



'A Blown Head-Gasket' headache Fuzz.

The Anti-Fuzz.

Whichever the symptom, every Fuzz has something in common. The trouble hits your stomach *and* your head.
The solution that brings relief to both is Alka-Seltzer.* Alkalisers to unfuzz the stomach, pain-killers to unfuzz the head, and a fizz to refresh you all over.
It's all you need to drive off the Fuzz.
To prove it, send for free samples of Alka-Seltzer to Miles Laboratories Ltd., Dept.MS2, Stoke Court, Stoke Poges, Bucks, before November 31st.

Alka-Seltzer unfuzzes you fast

*Alka-Seltzer Reg. Trade Mark

New pipes play a better tune!

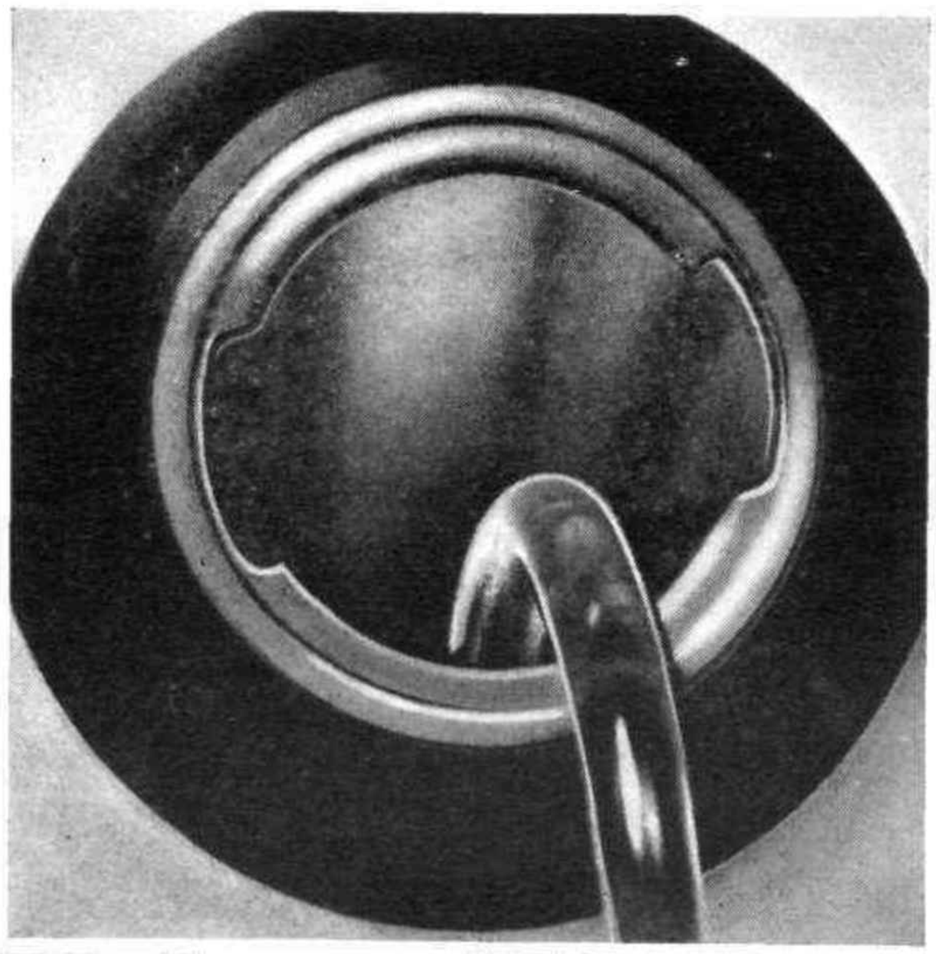
Fit top quality Ce-Last exhaust components and your car will not only sound better — it will perform better too. The range includes noise-level approved standard and straight-through silencers plus pipes, clips, tail trims, and mountings to fit almost any car. There are Ce-Last stockists throughout the country — write now for the name of your nearest, quoting ref. MS 242



CE-LAST

Silencers (Bolton) **Ltd.**, Lever Street, Little Lever, Bolton, Lancs., BL3 1BB. Tel: Farnworth 73835/7.

SR 242



Pricey

Petrol is expensive.
A Wilmot Breeden locking petrol cap isn't.
Let one take care of the other.

WILMOT BREEDEN
LOCKING PETROL CAPS
Long-term protection
for around 27/-

The Marcos Challenge

Answer the following five questions,
and see if you win a free test drive :

1 Is the Marcos the fastest three litre production car on the road ?

2 Is the Marcos produced by the second largest independent manufacturer in Britain ?

3 Are the electric windows and $5\frac{1}{2}$ J alloy wheels standard on a Marcos ?

4 Can the Marcos reach 50 mph in less than five seconds ?

5 Can YOU match up to a Marcos ?

If you can answer 'yes' to four or more
of these questions you have won a free,
no strings attached, test drive in a Marcos.
Ring Mr. John Bedford at Marcos Cars,
telephone number Westbury (Wilts.) 2465
and arrange for your test drive.
Why not accept the challenge ?

Can you match a Marcos?

This man is buying four extra safety belts

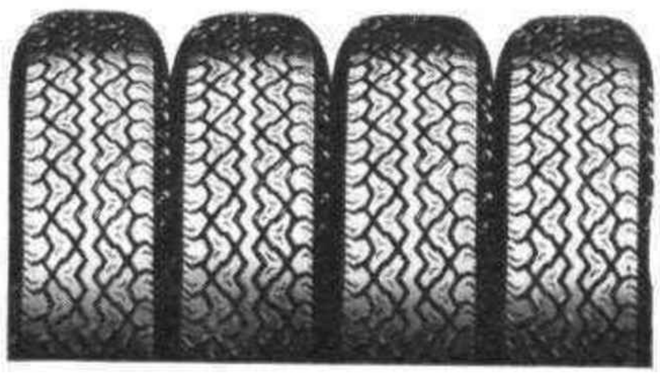


with SEMPERIT stamped on each

This man wants tyres as safe and reliable as safety belts no matter how tough the going. He wants tyres that will last him a darn sight longer than the ones he's replacing. For him second best won't do. He plumps for the Semperit M301, the Safety Belt Tyre. Why did we call it the Safety Belt Tyre? Because it has tough fabric bands locked together in a belt, bracing the tread, countering distortion. Keeping all the tread on the road *all* the time. It's a chunky tread, too, and deep-biting. Drains water out like a suction pump, gives miles of extra tyre life. And on the side walls, kerbing ribs protect against accidental scuffs, keeping your M301's as good looking as the day you bought them.

The cost of such a good tyre? We'll let that come as a very pleasant surprise from your Semperit dealer. If you don't know who he is, ask us. We'll send you a leaflet too. Semperit Tyres, Wexham Road, Slough, Bucks. Tel: Slough 31737.

SEMPERIT
The Safety Belt Tyre





4th International TAP Rally

1st-5th October 1970

Qualifying event for the R.A.C. World Trophy and European Championships.
First prize £1,175

Details from

TAP

PORTUGUESE AIRWAYS

54-62 REGENT STREET, LONDON, W.1. TEL: 01-437 5534

THE ASHLEY LINE

New Designs for the 70's



JAGUAR E Type

New design features: Heated rear window. Increased boot space. Interior fully lined to choice. Built-in ventilation system. Also available with vinyl finish.



And now!

ASHLEY PLUS **WEATHERSHIELDS**
= the all-weather hardtop!

Ashley present this new range of hardtops fitted with the **Weathershields Sunway** folding roof. Available for: Jaguar 'E' type — Spitfires (all models) — MG-B/C—Sprites —Midgets. **Free Fitting** at the factory or area fitting centre.



FIBREGLASS BONNETS

Designed to complement the body lines and increase the air flow, giving improved performance. Available for: Sprites — Midgets — Spitfires (all models) — GT6.

NO 201

SEND FOR THE **ASHLEY** BROCHURE
name .....
address .....
.....
model ..... year .....
to:- ASHLEY AUTO IMPROVEMENTS LIMITED
Twyford Road, Bishops Stortford, Hertfordshire.
Tel: Bishops Stortford 4068



It's no coincidence that in Italy more St Christophers and more Pirelli Cinturatos are sold than anywhere else in the world.

After all, driving the way they do, the Italians need all the help they can get.

They've always had implicit faith in St Chris, but lately they've been depending more and more on the Pirelli Cinturato.

Which is just as well: Chris was working flat out, the Italians were driving the same way and things weren't getting any easier when Pirelli introduced their radial-ply tyre: the Cinturato.

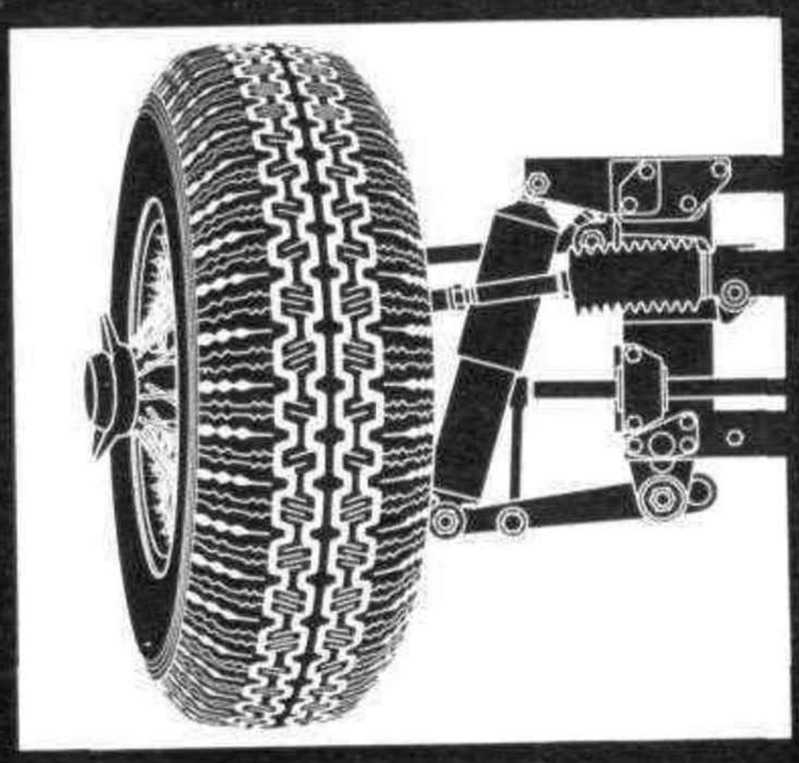
Could it be a tribute to our

achievements that St Christopher was retired from the calendar last year? Shall we soon be proudly announcing the Pirelli Sainturato?

Be that as it may, the Italians continue to buy St Christophers; fortunately they also buy the Cinturato.

And since we have factories in England you can buy the same superlative tyre, at a realistic price.

St Christopher is a nice idea; but it's common sense to be that much safer with a set of Cints under you.



PIRELLI
CINTURATO

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

Cruise into the seventies

(80s·90s·115mph plus!) with the exclusive



GILBERN *Invader*

The Invader puts most other cars on the road in their place . . . in your driving mirror.
Designed to be different this good-looking family-type saloon tootles to the station, scurries to the shops and speeds you safely along the motorways.
Once you get the feel of it – its positive steering, safe braking, startling acceleration, comfort, smoothness, silence – you'll fall in love with it.
When exhilarating acceleration leaves the others standing, you'll joy in it.
And when admiring crowds gather round, you'll be proud of it.
Proud of its difference . . . its uniqueness . . . its go-aheadedness.
Cruise into the Seventies with the Gilbern Invader. It's today's most exciting car.

GILBERN INVADER

3 litre V-6 power unit developing over 140 b.h.p. 0-60 m.p.h. in 8.8 seconds. Max. speed 115 m.p.h. Full complement of optional extras, inc. Overdrive and Automatic transmission. Price £1,840 (plus £562.4.6 P.T.) or in component form £1,790.

Phone for a test drive. Arranged anywhere at short notice.

THE GO·AHEAD GILBERN

Fully illustrated brochures from: London and Home Counties Distributors, ACE MOTOR CO., 20-23 Radley Mews, Stratford Road, LONDON W.8. Tel: 01-937 5691.



Driving high-performance rally cars gives you a real respect for precision. And a very special sense of time. That's why the watches made by Sicura of Switzerland have won the respect of the racing world. Perfect finishes. Rugged cases. Self-winding. Fly-back stopwatch action and rotating bezels to count and record laps, compute speeds with absolute accuracy. And not at runaway prices. Sicura's secret is matching Switzerland's brilliant design to quality manufacture. The result: the highest precision at the lowest price. If the watch *you* wear can't compare, it's time you changed to Sicura.

SICURA



Illustrated: *Sicura model 9116*
– from our range of 33 sports watches with a choice of bracelets or straps.

Recommended retail prices from 7 guineas to 12 guineas.
Available from leading jewellers everywhere.

KENLOWE 'VARIAMATIC' THERMAL CONTROL

— *an exclusive patented feature of the* KENLOWE THERMOMATIC ENGINE COOLING FAN

The patented Kenlowe 'Variamatic' Thermal Control is an important engine cooling development. Installed under the bonnet, the 'Variamatic' comprises a precision engineered totally enclosed thermal control that is set to a selected temperature on the external dial. The control can be reset anytime by moving the dial, and locked in position.

The Kenlowe 'Variamatic' Thermal Control is the only variable engine cooling temperature control mechanism in the world and is a standard fitting with the Kenlowe Thermomatic Engine Cooling Fan. Proved through months of rigorous testing, it provides the following significant advantages to the Kenlowe Fan :

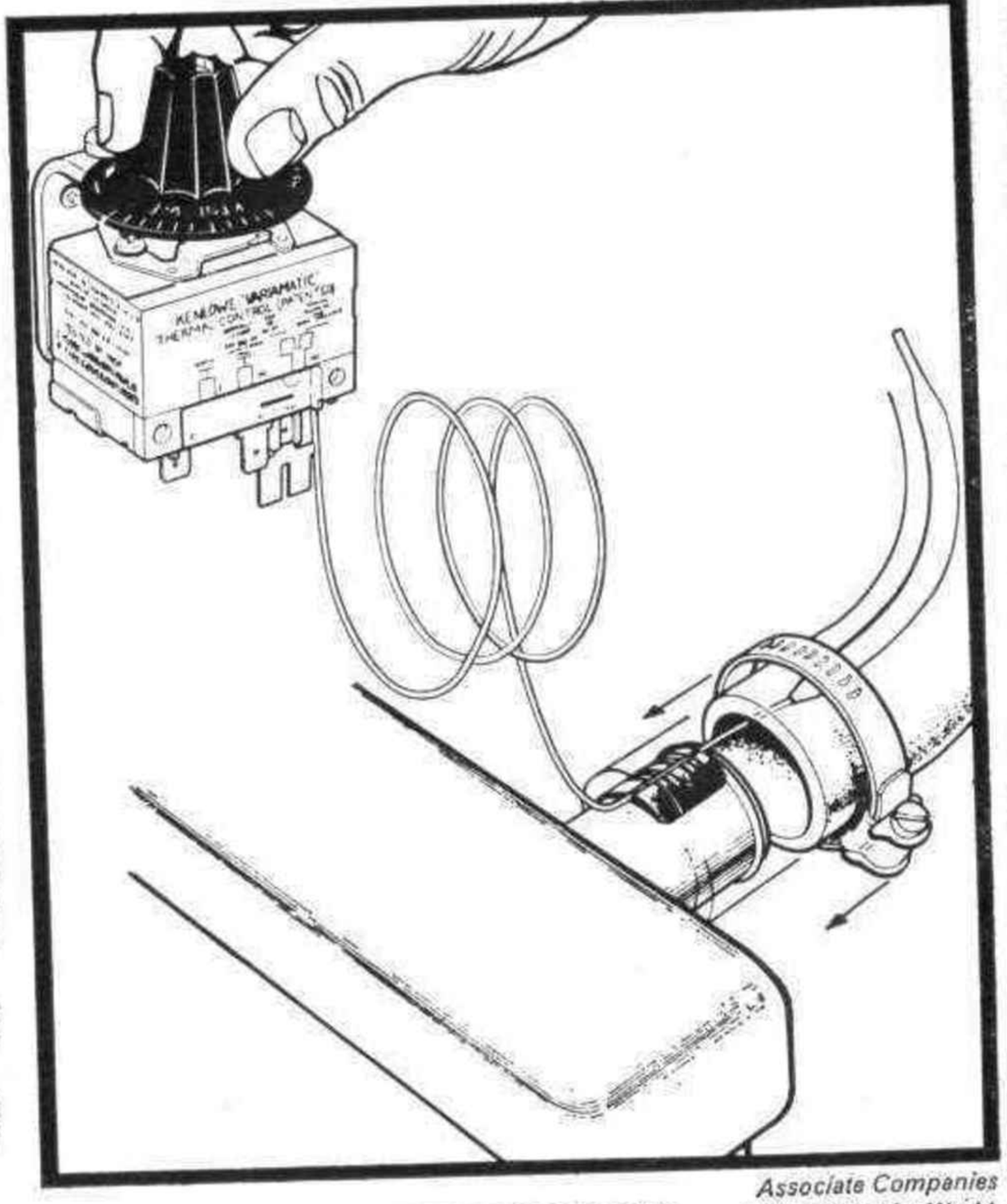
The Kenlowe Fan is the only engine cooling fan adjustable for engine cooling temperature. The 'Variamatic' control is simple to set on the dial, and it enables the motorist to set the temperature to suit all motoring conditions : an advantage resulting in perfectly controlled engine cooling throughout the year with consequent increases in engine performance and miles per gallon *plus* a quieter and smoother engine, which makes for more comfortable and more relaxed motoring.

The Kenlowe 'Variamatic' is an exclusive feature of the Kenlowe Thermomatic Engine Cooling Fan which also saves up to 18 b.h.p. for extra road performance (the Kenlowe is electrically driven and needs no engine power to drive it), reduces fuel consumption, eliminates fan noise, and gives greater heater output. The Kenlowe Fan with the exclusive 'Variamatic' control is priced from £13.14.6. Full fitting instructions with every Fan ; can be fitted by the average private motorist and garage. *No special tools, and no holes in radiator needed.* Suitable for any shape and diameter of radiator hose.

The 'Variamatic' is also available as a separate unit to bring up to date Kenlowe Fans already installed. No wiring needed. Price £3.15s. (plus 1/- post and packing) with mounting bracket and Kenlowe patented seal.

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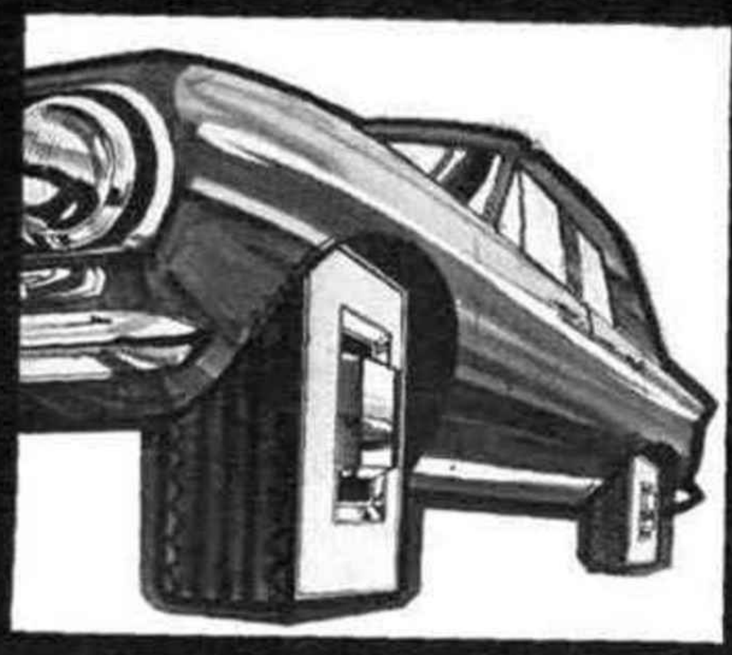
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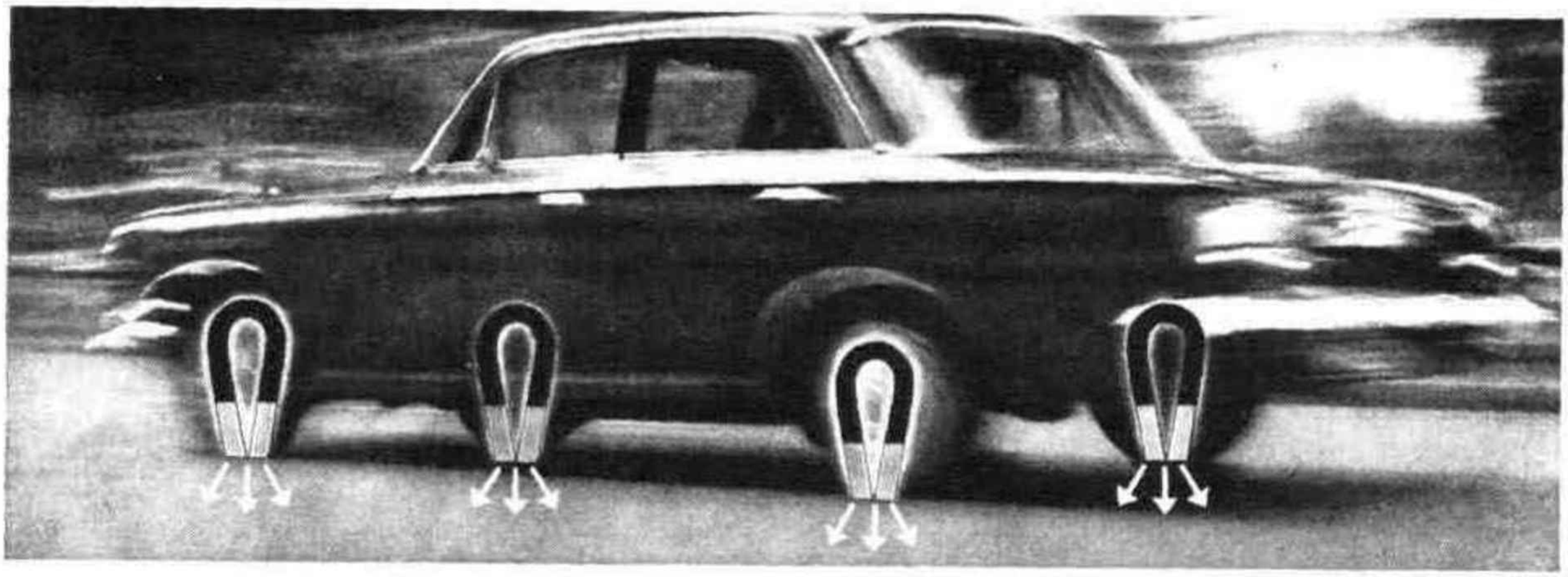
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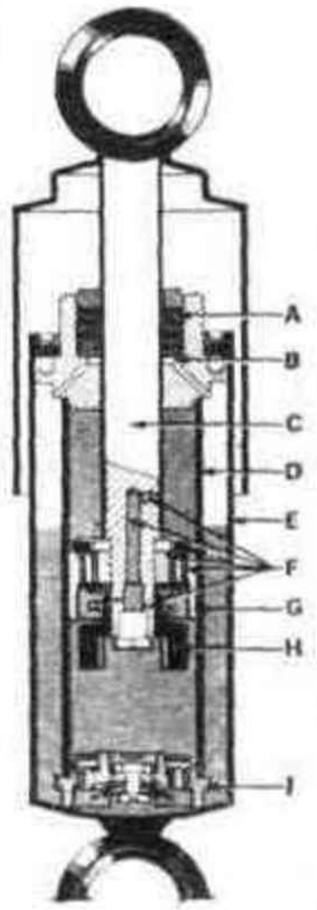


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MOTOR SPORT

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FRONT COVER PICTURE: IN THE WINNING PORSCHE 908/3, Elford laps the Alpine-Renault driven by Jacquemin/Palayer. Elford and Ahrens gave the Porsche Salzburg team its first victory.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

BRAVO BRITAIN!

Just recently this country has produced some new cars which should go a long way towards improving British prestige in World markets. Not only have Ford announced the RS1600 with Cosworth racing-type 16-valve d.o.h.c. engine (which Peugeot introduced to the World as the proper way to build high-efficiency i.c. engines 58 years ago) and won the Circuit of Ireland Rally with it but they effectively wiped up the much-publicised World Cup Rally with their well-established Escort light cars.

Now comes news of two completely new British-Leyland cars, the Triumph Stag GT with all-round independent suspension, power steering, and a 3-litre o.h.c. V8 engine, and the Range Rover, with V8 engine four-wheel-drive and cross-country traction at the pull of a switch, self-levelling rear suspension and a wide choice of gear ratios as befits a true cross-country vehicle, in short a sort of luxury Land Rover. (That this new Range Rover has a beam front axle yet is said to corner like a good normal car, should intrigue pre-war Bugatti enthusiasts.) Both are cars in the £2,000 price-bracket. Although we tried to get pre-release tests of both cars they were not made available to us, so we shall reserve judgement until full road-tests have been carried out. But based on the short drives a MOTOR SPORT representative had in both cars and their "paper" merit, it looks as if British-Leyland really has produced the goods, in the form not just of fine new models but of cars quite as revolutionary as former unique events such as the arrival of the T-Ford, Volkswagen Beetle, Citroën 2 c.v., Jensen FF, Issigonis Mini and other World-shaking vehicles. It is significant that advertising for the new Stag is in the American image, with deliberate reference to other makes—look out, British-Leyland say to Alfa Romeo and Mercedes-Benz, the Triumph Stag will dull your great reputation; although one motoring Editor has already criticised the Stag on the counts of high weight, indifferent space utilisation and wind noise. Nevertheless, Mercedes beater or not (and Triumph saloons certainly beat Mercedes in the World Cup), we welcome the Triumph Stag as an important addition to the ranks of multi-cylinder cars, and an open one at that.

It will not escape notice that Triumph have beaten Jaguar to a vee engine, although there may be interesting developments in that direction soon; meanwhile, Bob Berry, PRO at Jaguar Cars Ltd., apparently still thinks we are too enthusiastic to enjoy an XJ6, hence the continued absence of a road-test report in MOTOR SPORT.

As for the Range Rover, our high opinion of the engineers at Solihull induces the feeling that only they could have evolved such a universal car and that it is bound to be in at least as great demand and just as successful as the unique Land Rover. What other make offers so many amenities, including 4WD, in a £2,000 p.t.-paid package? So we say, bravo Britain! And, writing before the General Election, we only hope that its outcome will be such that these brave new British products will not be retarded or stifled at birth by politicians. . . .

BRUCE McLAREN

Over the years, and with a great experience of racing from the inside and the outside, I have got used to the possibility of something going wrong and the end result being death. It is something that you must accept if you get involved with such a violent human activity as motor racing. Some drivers get killed, others die, and you have to accept the news accordingly, and while some are received in a shocked silence others are received with open tears of grief. Such was the reception of the news that Bruce McLaren had died in a crash at Goodwood, while testing his latest Can-Am Chevrolet-powered sports car. The 33-year-old New Zealander had lived for nothing else than motor racing and Bruce McLaren Motor Racing was his whole world, yet fate was to make it his death as well. It would be trite to express sympathy and say that he will be missed.—D. S. J.



Motor Sport Fixture List For July

★ **Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list.** ★
C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. NB = National British. NO = National Open. INT = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
July 11th ..	**SCCA**	**Watkins Glen**	**Elmira, New York, USA**	**Six-Hour Race (INT)**	—
July 11th ..	**BARC**	**Croft Autodrome**	**Darlington, Co. Durham**	**Guards Trophy Race Meeting (INT)**	**13.00**
July 11th ..	BARC (Bristol & Bath) ..	Castle Combe	Chippenham, Wilts.	Race Meeting (*R*)	14.30
July 12th ..	**SCCA**	**Watkins Glen**	**Elmira, New York, USA**	**Can-Am Race Meeting (INT)**	—
July 12th ..	**ADAC-Gau Wurttemberg**	**Nurburgring**	**Aachen, Germany**	**ETC Race Meeting (INT)**	—
July 12th ..	**Osterreichischer ASC** ..	**Salzburgring**	**Salzburg, Austria**	**F5000 Race Meeting (INT)**	—
July 12th ..	BARC (S. Wales)	Pontypool Park	Pontypool, Monmouths.	Hill-Climb (*NB*)	14.00
July 12th ..	Coventry & Warwicks MC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.00
July 12th ..	Worksop & Dist. MC ..	Pinch Mill Autocross Circuit	Wickersley, near Rotherham	Player's No. 6 Autocross (*R*)	13.30
July 12th ..	Cheltenham MC	Salters Hill	Tewkesbury, Glos.	Player's No. 6 Autocross (*R*)	14.00
July 12th ..	Nottingham SCC	Curborough Farm	Lichfield, Staffs.	Sprint Meeting (*R*)	14.00
July 12th ..	Liverpool MC	Ainsdale Beach	Southport, Lancs.	Sandocross (*R*)	14.00
July 12th ..	750 MC (N. Herts.) ..	Weston Park, Weston	Stevenage, Herts.	*Concours d'Elegance*	14.00
July 12th ..	Glossop & Dist. CC ..	Kennings Ltd., Brookfield	Glossop	Production Car Trials (*R*)	10.30
July 18th ..	**RAC**	**Brands Hatch**	**Dartford, Kent**	**British GP (F1) (INT)**	**11.30**
July 18th ..	Vintage SCC	Silverstone	Towcester, Northants.	Race Meeting (*C*)	12.15
July 19th ..	**AC Firenze**	**Mugello**	**Florence, Italy**	**Mugello GP (INT)**	**15.00**
July 19th ..	Scottish MRC	Ingliston, Royal Highland Showground	Edinburgh	Race Meeting (*NB*)	14.40
July 19th ..	BARC	Cadwell Park	Louth, Lincs.	Race Meeting (*R*)	14.30
July 19th ..	West Essex CC	Howfords Farm	Stapleford Tawney, Essex	Player's No. 6 Autocross (*R*)	14.00
July 19th ..	Morecambe CC	Spital Farm, Appleby Road	Kendal, Westmorland	Player's No. 6 Autocross (*R*)	13.30
July 19th ..	Chess Valley MC	Ellwood House, Crowell	Kingston Blount, Oxon.	Autocross (*R*)	14.00
July 19th ..	Cheadle (Staffs.) AC ..	Checkley Road House	Uttoxeter, Staffs.	Autotest (*C*)	13.30
July 25th ..	Jaguar DC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.30
July 25/26th	**RAC de Belgique** ..	**Francorchamps**	**Spa, Belgium**	**24-Hour Race (INT)**	—
July 26th ..	**CASC**	**Edmonton Speedway**	**Edmonton, Alberta, Canada**	**Can-Am Race Meeting (INT)**	—
July 26th ..	Nottingham SCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.30
July 26th ..	BARC (E. Midlands) ..	Mallory Park	Kirkby Mallory, Leics.	Championship Car Races (*R*)	14.30
July 26th ..	BARC (SW)	Gurston Down	Salisbury, Wilts.	Hill-Climb (*R*)	14.30
July 26th ..	South Wales AC	Llandow	Cowbridge, Glam.	Player's No. 6 Autocross (*R*)	14.00
Aug. 1st ..	Hants. & Berks. MC ..	Great Auclum	Reading, Berks.	Speed Hill-Climb (*NB*)	14.30
Aug. 2nd ..	**AC von Deutschland** ..	**Nurburgring**	**Aachen, Germany**	**German GP (F1) (INT)**	—
Aug. 2nd ..	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.15
Aug. 2nd ..	Peterborough MC	East of England Showground	Alwalton, Peterborough	Player's No. 6 Autocross (*R*)	14.00

FORMULA TWO REVIEW

JUNE was quite a month for users of engines other than Cosworth, Ford or a combination of the two. It all started, of course, with BRM's win in the Belgian Grand Prix, and one week later, while a Porsche 917 was at last being taken to a Le Mans victory, another German car was winning at Hockenheim. That car was one of BMW's Formula Two machines, from a factory whose ability to make fine road cars is unquestioned, but which has been right out of luck in the F2 stakes ever since it got involved in F2 back in 1967.

No one would suggest that the BMW victory presages a series of like results, especially at Hockenheim, where slipstreaming is the order of the day, in spite of two high-speed *chicanes* which have just been built there. Credit is certainly due to BMW's driver, Hubert Hahne, who has proved himself to be a daring character, determined to be in front on as many laps as possible when the leaders are closely bunched. He can look with satisfaction, though, on a result which gave him revenge on Brian Hart, who had beaten him by a hair's breadth in the same race in 1969, and who on this occasion was within inches of the BMW's rear wheel. During the race, Hart had intelligently remained at the back of the bunch and only made his challenge for the lead in the last couple of laps.

Having said that, and remarked with pleasure on this just reward for BMW's vast expenditure of money on the formula in the past three and a half seasons, the first two races of the month were far more representative of current F2 standings.

Both events were held during the Spring Bank Holiday, the first at Zolder in Belgium and the second at London's Crystal Palace circuit, on the following day. Several teams decided that with a bit of good planning and hard transporter driving they could fit in both races. This they proved, only to be reminded more forcibly than ever before than even good reliable racing cars like current F2 machines require more than a change of gear ratios and a polish before they are capable of winning races. The results in fact show that nobody who was at Zolder managed to finish higher than sixth at Crystal Palace.

No better example of this could be provided than by referring to the fortunes of Jochen Rindt. He decided to take part in both meetings, and by using a light aeroplane as transport actually managed to practise both in London and Belgium on Saturday. He convincingly won the Zolder event after being led in the second of the two heats by a very determined Derek Bell.

Rindt was in even better form in London the following morning, winning his qualifying heat and putting himself on the front row of the grid for the final of the Alcoa Britain Trophy. On each side were Jackie Stewart and Clay Regazzoni, both of whom were concentrating on this race alone.

Rindt reached the first corner in front of Regazzoni, Stewart holding third, and for half a dozen laps the three of them raced round the difficult circuit with little more than daylight between them. When Rindt started to draw away, Stewart found that his path was impeded by Regazzoni, who for a while had brief glimpses of the World Champion's fist being waved. Stewart cannily dropped back perceptibly in order to rush past the Tecno, which had minor gearbox trouble following the breakage of an engine mounting in its heat.

Two laps later, before we had an opportunity to judge whether or not Stewart would make up the four seconds he had lost on Rindt, the green Lotus came to a halt with a broken battery stay which pulled

Continued on page 712

Results : *May 24th*, 1970

GRAND PRIX DU LIMBOURG—Formula Two—Barcelona
2 × 24-lap Heats—200.8 kilometres—Dry

1st : J. Rindt (Lotus 69-Cosworth FVA), 2 pts. (1+1) .. 1 hr. 10 min. 50.8 sec.—161.0 k.p.h.
2nd: D. Bell (Brabham BT30-Cosworth FVA), 4 pts. (2+2) .. .. 1 hr. 11 min. 00.5 sec.
3rd: H. Pescarolo (Brabham BT30-Cosworth FVA), 7 pts. (4+3) .. .. 1 hr. 11 min. 35.1 sec.
4th: R. Stommelen (Brabham BT30-Cosworth FVA), 8 pts. (5+3) .. .. 1 hr. 11 min. 31.0 sec.
5th: T. Ikuzawa (Lotus 69-Cosworth FVA), 11 pts. (7+4) .. .. 1 hr. 12 min. 06.0 sec.
6th: J. Siffert (BMW 270), 13 pts. (5+8) .. .. 1 hr. 12 min. 04.2 sec.
Fastest lap : J. Rindt (Lotus 69-Cosworth FVA), 1 min. 26.4 sec.—174.332 k.p.h.
23 *starters* — 8 *finishers.*

Results : *May 25th*, 1970

ALCOA BRITAIN INTERNATIONAL TROPHY RACE—Formula Two
Crystal Palace—Final—50 laps—111.85 kilometres—Warm and sunny

1st : J. Stewart (Brabham BT30-Cosworth FVA) .. 41 min. 56.2 sec.—160.03 k.p.h.
2nd: G. Regazzoni (Tecno-Cosworth FVA) .. 42 min. 08.8 sec.
3rd: E. Fittipaldi (Lotus 69-Cosworth FVA) .. 42 min. 36.6 sec.
4th: A. de Adamich (Brabham BT30-Cosworth FVA) .. .. 42 min. 39.0 sec.
5th: G. Hill (Lotus 69-Cosworth FVA) .. .. 49 laps
6th: H. Pescarolo (Brabham BT30-Cosworth FVA) 49 laps
Fastest lap : J. Rindt (Lotus 69-Cosworth FVA) and J. Stewart (Brabham BT30-Cosworth FVA), 49.6 sec.—162.37 k.p.h. (*outright circuit record*).
16 *starters* — 11 *finishers.*

June 14th, 1970

Results :

INTERNATIONALES DMV—Rhein-Pokal-Rennen—Formula Two
Hockenheim—30 laps—203.7 kilometres—Hot

1st : H. Hahne (BMW 269) .. .. 1 hr. 05 min. 36.2 sec.—186.2 k.p.h.
2nd: B. Hart (Brabham BT30-Cosworth FVA) .. 1 hr. 05 min. 36.5 sec.
3rd: P. Westbury (Brabham BT30-Cosworth FVA) .. 1 hr. 05 min. 37.7 sec.
4th: E. Fittipaldi (Lotus 69-Cosworth FVA) .. .. 1 hr. 05 min. 48.0 sec.
5th: E. Brambilla (Ferrari Dino 166) .. .. .. 1 hr. 06 min. 02.4 sec.
6th: C. Reutemann (Brabham BT30-Cosworth FVA) 1 hr. 06 min. 11.7 sec.
Fastest lap : B. Hart (Brabham BT30-Cosworth FVA), 2 min. 08.8 sec.—189.74 k.p.h. (*constitutes new record for revised circuit*).
25 *starters* — 12 *finishers.*

Ford choose *Castrol* and win the World Cup Rally.



WORLD CUP RALLY RESULT

1st Hannu Mikkola/
Gunnar Palm – Ford Escort
Also 2nd, 3rd, 4th, 5th and
6th places overall
Class 1, 2, 3, 4 winners
Ladies' Prize 1st and 2nd
and Manufacturer's
Team Prize

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The Engine Protector



LE MANS 1970 — A Dead Loss

LE MANS, FRANCE, *June 13th/14th*

FOR ME the 1970 Le Mans race fell flat on its face at 4 p.m. on Saturday, June 13th, when Dr. Ferry Porsche dropped the starting flag. In spite of the heroic efforts of the drivers and teams to revive it during the ensuing 24 hours, and lift it back on to its feet, at 4 p.m. on Sunday, June 14th, it just fell over and died. At some time last year someone in the Automobile Club de l'Ouest put forward the suggestion that the traditional Le Mans start should be abandoned on grounds of safety, the principle cause being that drivers now wore full seat harness like an Air Force pilot and to run across the road at the start and jump in their cars and then buckle up all the harness was an impossibility, especially as some drivers needed the help of a mechanic to get everything buckled together. A flippant suggestion was made that the number two driver should run across the road with the ignition key in his hand while the number one driver sat buckled into the car, but this was put aside, as most racing-sports cars do not have ignition keys. However, the idea was enlarged upon and the regulations called for all cars to be fitted with a battery master-switch just forward of the left rear wheel, and the number two driver would run across the road and turn on the master switch. By the time race week had arrived all question of anyone running across the road had been abandoned and it was said that the cars would still be lined up in *echelon*, with the drivers buckled in and the start signal would be given by lights mounted opposite the pits. When race day arrived there were no signs of the lights, but four or five marshals were standing on the bank opposite the pits, spread out along the line of 51 cars. At 4 p.m. Dr. Porsche raised and lowered the French flag at the head of the line of cars and the marshals took their cue from him and did likewise and the cars all drove off, presumably with the number one drivers at the controls. Compared to the traditional Le Mans start, which builds up to a climax as the start signal is given, the 1970 start was the dullest thing imaginable. (But safe and clinical, hurrah!). The 24-hour race at Le Mans is not accepted as the greatest of all sports-car races just because it runs for 24 hours, but for many other reasons, among them the whole atmosphere of the 4 p.m. start. The build-up as the drivers crossed the track to take up their positions in the circles painted on the road was enormous, and the ceremony of carrying the starting flag from race control to the head of the line of silent cars was enormous. With 15 sec. before the "off" a natural silence would fall over the vast crowds of spectators, for the Le Mans start was something almost sacred to motor racing. Lying back, strapped into the various low-built coupés, very few drivers actually saw a flag fall, they started their engines when the car next to them started its engine. No doubt Elford, Vaccarella, Siffert, Merzario and Rodriguez saw Dr. Porsche drop the flag, as they were at the head of the line, in that order after practice times had been set on the evenings of Wednesday and Thursday, but it is unlikely that anyone else actually saw a flag. The public were completely deceived, for they pay large sums of money to stand in the area in front of the start and to see the drivers prepare for the traditional run across the road. This time very few drivers could be seen, they sidled into the cars from the midst of groups of mechanics, team managers, helpers and well-wishers. When they all drove off at 4 p.m., without any atmosphere or excitement whatsoever, the reaction was to wonder where they were all going. As I said, Le Mans 1970 fell flat on its face at 4 p.m. on Saturday, June 13th.

After all the 51 cars had gone and one was convinced that the 24-hour race really had begun, there was the thought that it must get better, even though the weather was cold and grey, for the first 13 cars in the line-up had been big Group 5 sports cars, most of them 5-litres, the first 3-litre prototype being the Matra 650 Spyder of Brabham, which he was sharing with Cevert. With 5-litre Porsche 917 coupés driven by Elford (Ahrens co-driver), Siffert (Redman co-driver), Rodriguez (Kinnunen co-driver), and 4½-litre Porsche 917 coupés driven by Hobbs (Hailwood co-driver), Van Lennep (Piper co-driver), Attwood (Herrmann co-driver), and Larrousse (Kauhsen co-driver) in concerted works-supported opposition against eleven 512S Ferraris, a homeric battle was assured. There were four factory Ferraris, Ickx (Schetty), Vaccarella (Giunti), Bell (Peterson) and Merzario (Regazzoni), two Scuderia Filipinetti cars, Muller (Parkes) and Bonnier (Wissell) and the Italian-owned one Manfredini/Moretti under the Filipinetti banner for this race. Others were in the hands of Juncadella (Fernandez), Kelleners (Loos), de Fierland (Walker), and Posey (Bucknam), and much was expected in the opening stages of the race. It was not to be, Elford and Siffert ran away from everyone, none of the Ferraris ever looked like being a challenge and the whole thing set out to line up to the proper title of the race, the Grand Prix of Endurance. On the third lap the leaders started lapping the slower Porsche 911 coupés, and the complete absence of Renault-Alpines was very noticeable, Renault having pulled out of racing completely. The crisp-sounding Matra team, of Brabham/Cevert in a 650, Jabouille/Depaillier in a similar car and Pescarolo/Beltoise in the latest monocoque Type 660 were not in the running, nor were the four Alfa Romeo 33-3 "Spyders" of Stommelen/"Galli", Courage/de Adamich, Hezemans/Gregory and Zeccoli/Facetti, and none of the private Porsche 908 Prototype 3-litres were really in the picture. The 5-litre Production Sports Cars, forced unwillingly into being by the hasty decisions of the FIA two years ago, were dominating the scene, and the 3-litre Prototypes that were supposed to have benefited from the change of rules, were completely overshadowed.

The race had barely been going for 30 minutes when the rain began and what had started as a not very exciting race now became positively dreary. Already the Vaccarella Ferrari had gone out with a broken connecting rod, and Pescarolo in the new Matra was having trouble with the front cowling coming loose. The big cars were running for less than one hour before having to stop for fuel and Elford was timed at 331 k.p.h. down the Mulsanne straight (205 m.p.h.). It all looked as if it was going to be a 5-litre Porsche walkover, but it was not to be, Rodriguez had his engine blow up, the drive to the cooling fan failing, Siffert retired at the pits in the biggest cloud of smoke imaginable and oil pouring out of the exhaust pipes, and Elford's car also broke its engine in a disastrous way. The rain was unbelievable at times and cars were spinning and crashing in all directions, the 62 kilometres of steel guard-rail erected round the circuit keeping all the spinning cars

Results :

LE MANS 24 HOURS—Group 6 Prototypes, Group 5 Sports Cars, Group 4 GT Cars—24 hours—Circuit of the Sarthe—13.649 kilometres—Wet and dry

1st :	H. Herrmann/R. Attwood (Porsche 917—12-cyl. 4½-litre) ..	Group 5	Entrant: Porsche Konstruction, Salzburg, Austria	4,607.810 kilometres—191.992 k.p.h.
2nd:	G. Larrousse/W. Kauhsen (Porsche 917—12-cyl. 4½-litre) ..	Group 5	Entrant: International Martini Racing Team, Germany ..	4,541.950 kilometres—189.248 k.p.h.
3rd :	R. Lins/H. Marko (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant: International Martini Racing Team, Germany ..	4,502.780 kilometres—187.616 k.p.h.
4th :	S. Posey/R. Bucknam (Ferrari 512S—12-cyl. 5-litre)	Group 5	Entrant: North American Racing Team, New York, USA ..	4,209.600 kilometres—175.400 k.p.h.
5th :	H. de Fierland/A. G. Walker (Ferrari 512S—12-cyl. 5-litre) ..	Group 5	Entrant: Ecurie Francorchamps, Bruxelles, Belgium ..	4,103.520 kilometres—170.980 k.p.h
6th :	C. Ballot-Lena/G. Chasseuil (Porsche 914/6—6-cyl. 2-litre) ..	Group 4	Entrant: Ets. Sonauto, Paris, France	3,834.260 kilometres—159.761 k.p.h
7th :	E. Kremer/N. Koob (Porsche 911S—6-cyl. 2.2-litre)	Group 4	Entrant: Ecurie Luxembourg	3,790.630 kilometres—157.943 k.p.h

The following completed the 24 hours but did not cover the required minimum distance to be classified :

H. Greder/J. P. Rouget (Chevrolet-Corvette V8—7-litre) ..	Group 4	Entrant: Greder Racing, France	3,848.040 kilometres
H. Linge/J. Williams (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant: Solar Production Inc., USA	3,797.780 kilometres
T. Adamowicz/C. Parsons (Ferrari 312P—V12 3-litre) ..	Group 6	Entrant: North American Racing Team	3,779.710 kilometres
P. Mauroy/R. Mazzia (Porsche 911S—6-cyl. 2.2-litre)	Group 4	Entrant: Rene Mazzia, France	3,691.390 kilometres
G. Verrier/S. Garant (Porsche 911T—6-cyl. 2-litre)	Group 4	Entrant: Wicky Racing Team, Switzerland	3,642.730 kilometres
J. C. Parot/J. Dechaumel (Porsche 911S—6-cyl. 2-litre) ..	Group 4	Entrant: Jacky Dechaumel, France	3,638.590 kilometres
C. Laurent/J. Marche (Porsche 911S—6-cyl. 2.2-litre) ..	Group 4	Entrant: Claude Laurent, France	3,527.680 kilometres
J. Sage/P. Greub (Porsche 911S—6-cyl. 2-litre)	Group 4	Entrant: Claude Haldi, Switzerland	3,413.310 kilometres
C. Swietlik/J. C. Lagniez (Porsche 911S—6-cyl. 2-litre) ..	Group 4	Entrant: Raymond Tourol, France	3,104.750 kilometres

Fastest lap : V. Elford (Porsche 917—12-cyl. 5-litre) in 3 min. 21.0 sec.—241.235 k.p.h. (149.8 m.p.h.) (*new record*).

1st : Group 6 Prototypes : R. Lins/H. Marko (Porsche 908).
1st : Group 5 Sports Cars : H. Herrmann/R. Attwood (Porsche 917).
1st : Group 4 GT Cars : C. Ballot-Lena/G. Chasseuil (Porsche 914/6).
1st : Index of Performance : R. Lins/H. Marko (Porsche 908).
1st : Index of Energy : G. Larrousse/W. Kauhsen (Porsche 917).

51 starters — 7 finishers.

No.	Drivers and Cars	Hours																								Position
		Start	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1	J. Bourdon/J. C. Aubriet (Chevrolet Corvette)	25	25	20	25	20	20	20	20	20	20	20	23	23	23	23	23	23	23	23	23	23	23	23	23	23	**1**
2	H. Greder/J. P. Rouget (Chevrolet Corvette)	6	21	25	20	25	25	25	25	5	5	23	3	3	25	25	25	25	27	27	27	3	3	3	3	3	**2**
3	G. Larrousse/W. Kauhsen (Porsche 917)	20	20	5	22	18	18	5	3	23	23	3	25	25	3	27	27	27	3	3	3	27	27	27	27	27	**3**
4	T. Pilette/T. Gosselin (Lola T70-Chevrolet)	8	22	22	18	23	5	3	5	3	3	25	**20**	27	27	3	3	3	**25**	11	11	11	11	11	11	11	**4**
5	J. Ickx/P. Schetty (Ferrari 512S)	**21**	18	18	5	3	23	18	23	25	25	**5**	27	35	35	35	35	35	11	12	12	12	12	12	12	12	**5**
6	N. Vaccarella/I. Giunti (Ferrari 512S)	5	5	8	23	5	3	23	35	27	27	27	35	11	11	11	11	11	**35**	57	57	57	57	40	2	2	**6**
7	D. Bell/R. Peterson (Ferrari 512S)	**7**	3	**23**	3	32	35	35	27	35	35	35	11	12	12	12	12	12	12	36	**36**	2	2	2	40	40	**7**
8	A. Merzario/C. Regazzoni (Ferrari 512S)	**15**	8	**3**	35	35	32	27	**4**	11	11	11	57	57	57	57	57	57	57	40	40	40	40	47	47	47	**8**
9	J. Juncadella/J. Fernandez (Ferrari 512S)	14	**23**	**7**	**27**	16	31	36	**11**	4	12	12	12	2	36	36	36	36	36	47	2	47	47	57	29	29	**9**
10	H. Kelleners/G. Loos (Ferrari 512S)	22	7	**16**	36	27	27	4	**57**	12	9	**9**	2	36	2	**2**	40	40	40	2	47	29	29	29	57	57	**10**
11	S. Posey/R. Bucknam (Ferrari 512S)	18	**32**	**32**	31	36	16	**11**	12	57	57	57	36	40	40	**47**	2	2	**2**	**29**	29	62	62	62	62	62	**11**
12	H. de Fierland/A. Walker (Ferrari 512S)	3	36	36	30	31	36	**31**	9	9	18	2	40	47	47	40	47	47	47	62	62	67	42	42	42	42	**12**
14	J. Bonnier/R. Wissell (Ferrari 512S)	11	30	11	32	11	4	57	36	36	**4**	40	47	62	62	49	49	29	29	67	67	34	67	67	67	67	**13**
15	M. Parkes/H. Muller (Ferrari 512S)	32	16	35	16	4	11	12	18	18	36	36	65	65	49	29	29	62	62	42	42	42	34	34	**34**	45	**14**
16	C. Manfredini/G. Moretti (Ferrari 512S)	23	11	27	11	57	57	**32**	34	34	2	47	62	49	29	62	62	67	67	34	34	45	45	45	45	64	**15**
18	G. van Lennep/D. Piper (Porsche 917)	16	4	39	4	30	12	9	2	2	40	65	63	42	42	67	67	42	42	45	45	64	64	64	64	66	**16**
20	J. Siffert/B. Redman (Porsche 917)	35	27	14	38	61	9	2	40	40	47	62	49	67	67	42	42	65	34	49	64	49	49	49	66		**17**
21	P. Rodriguez/L. Kinnunen (Porsche 917)	10	14	4	10	9	50	34	47	47	34	63	42	29	61	65	61	34	45	44	66	66	66	66	**49**		**18**
22	D. Hobbs/M. Hailwood (Porsche 917)	36	35	15	9	12	30	16	62	62	62	49	67	**63**	45	34	65	45	49	64	49						**19**
23	H. Herrmann/R. Attwood (Porsche 917)	30	9	12	57	**22**	2	**30**	63	63	63	**18**	29	61	65	45	34	49	65	66	**44**						**20**
25	V. Elford/K. Ahrens (Porsche 917)	31	12	38	61	50	40	40	43	49	65	42	46	45	34	61	45	**61**	44	**65**							**21**
27	R. Lins/H. Marko (Porsche 908)	27	38	31	12	40	61	49	49	65	49	46	45	34	64	64	64	64	64								**22**
29	H. Linge/J. Williams (Porsche 908)	37	15	9	50	2	47	47	65	43	43	34	61	60	66	66	44	44	66								**23**
30	J-P. Jabouille/P. Depailler (Matra 650)	9	61	10	**7**	47	34	62	42	42	42	67	34	64	60	44	66	66									**24**
31	J-P. Beltoise/H. Pescarolo (Matra 660)	12	57	57	60	65	65	43	45	46	46	29	60	46	44	**60**											**25**
32	J. Brabham/F. Cevert (Matra 650)	38	31	**61**	**8**	34	**63**	**63**	60	45	67	**43**	64	66	**46**												**26**
34	R. Enever/A. Hedges (Healey-Repco)	4	10	34	47	63	**62**	**65**	46	67	29	45	66	44													**27**
35	"Galli"/R. Stommelen (Alfa Romeo 33-3)	57	34	50	2	44	49	59	67	29	45	61	44	**16**													**28**
36	P. Courage/A. de Adamich (Alfa Romeo 33-3)	61	50	**60**	**15**	62	43	**50**	29	61	16	16	16														**29**
37	M. Gregory/T. Hezemans (Alfa Romeo 33-3)	50	48	44	63	49	59	**42**	16	16	61	60															**30**
38	T. Zeccoli/C. Facetti (Alfa Romeo 33-3)	29	44	47	44	43	44	**45**	**59**	66	66	64															**31**
40	G. Chasseuil/C. Ballot-Lena (Porsche 914/6)	49	2	2	34	10	42	60	61	64	64	66															**32**
42	P. Hanrioud/G. Verrier (Porsche 911T)	34	1	65	65	59	45	67	66	60	60	44															**33**
43	J. P. Gaban/W. Braillard (Porsche 911S)	1	60	63	67	60	60	46	**50**	44	44																**34**
44	D. Martland/C. Baker (Chevron B16)	2	47	1	**14**	**38**	**67**	44	64																		**35**
45	C. Laurent/J. Marche (Porsche 911S)	46	65	62	40	45	46	61	**44**																		**36**
46	C. Poirot/E. Kraus (Porsche 910)	44	63	67	1	42	10	29																			**37**
47	N. Koob/E. Kremer (Porsche 911S)	60	40	40	59	67	29	**10**																			**38**
48	Y. Deprez/J. Vernaeve (Chevron-Mazda)	65	62	66	62	66	66	66																			**39**
49	I. Skailes/J. Hine (Chevron B16)	63	67	45	43	46	64	**64**																			**40**
50	G. Ligier/J. C. Andruet (Ligier JS1)	48	66	59	49	**1**																					**41**
57	T. Adamowicz/C. Parsons (Ferrari 312P)	43	45	49	42	29																					**42**
59	J. Egretaud/R. Tournol (Porsche 911S)	47	59	43	45	64																					**43**
60	W. Meier/D. Rouveyran (Porsche 910)	64	42	**21**	66																						**44**
61	A. Wicky/M. Cabral (Porsche 907)	40	43	42	46																						**45**
62	R. Mazzia/P. Mauroy (Porsche 911S)	62	49	48	29																						**46**
63	J. Cheneviere/J. Rey (Porsche 911S)	67	46	46	64																						**47**
64	J. Sage/P. Greub (Porsche 911S)	59	64	29	**21**																						**48**
65	C. Haldi/A. Blank (Porsche 911S)	42	**37**	64	**48**																						**49**
66	J. Lagniez/C. Swietlik (Porsche 911S)	66	29																								**50**
67	J. Dechaumel/J. C. Parot (Porsche 911S)	45																									**51**

on the track but causing accidents to those following. Parkes crashed his Filipinetti car into cars already crashed but still on the track and Hailwood crashed the 4½-litre Gulf-Porsche for the same reason, stuffing its nose into the already crashed Alfa Romeo of Facetti, and Hedges crumpled the front of the open Healey-Repco V8 for the same reason. The impressive thing in all these accidents was that no one got hurt, though many cars were demolished, Wissell being hit up the back by a works Ferrari while he was going slowly due to oil on his windscreen thrown back from the Larrousse/Kauhsen 917 Porsche. The last works Ferrari went out when Ickx crashed at the Ford *chicane* just before the pits, unfortunately killing a marshal, and all the Matras disappeared from the race quite early on due to "abnormal wear of the piston rings," as it was stated officially. One observer at a Matra pit-stop said that oil seemed to be coming out of everywhere. After setting in motion a gigantic operation to win Le Mans the Matra effort died away like a damp squib. A lot of cars had spread oil around the track, due to leaks, engine breakages and so on, and with the rain the circuit became like a skating rink, and during the early hours of the morning terrific thunderstorms broke out, setting everything awash, while lightning split the skies. The efforts of those drivers who stayed on the road were truly remarkable, and anyone who spun or crashed could hardly be blamed. There have been some wet Le Mans races in the past, but this must have been the worst ever.

Before retiring with a broken engine about 8.30 a.m. on Sunday morning the Elford/Ahrens 5-litre Porsche lost a lot of time, and the lead of the race, due to bad handling which was thought to be a broken chassis at the front, but eventually turned out to be a deflating rear tyre! The Healey-Repco V8 had broken the dogs on fourth gear in its Hewland gearbox, and it was dismantled at the pits and a new one fitted, and the Ecurie Francorchamp Ferrari 512S spent a lot of time at the pits with a faulty fuel pump and then a leaking petrol pipe. The NART Ferrari 512S was not running on 12 cylinders, but was still going strong, and during the heavy rain in the early hours the leading 917 Porsche of Attwood/Herrmann and that of Larrousse/Kauhsen were misfiring very badly with water getting into the air intakes. The last Alfa Romeo to be running was that of Courage/de Adamich, but it sounded awfully rough and by midday on Sunday the engine had succumbed. Previously it had run out of petrol and been pushed to its pit by mechanics and there was talk of exclusion, but it excluded itself with a mechanical disaster. The Alfa Romeo of "Galli"/Stommelen had been disqualified for being push-started. Of the 51 starters only 19 were running at midday on Sunday, and many of those were very sick, but the orange 917 Porsche with white stripes of Attwood/Herrmann was running well, this being a short-tailed car, the long-tailed 917 of Larrousse/Kauhsen, with its vulgar paint scheme of purple with green decorations thought up by the Porsche styling department was second and the 908 Spyder of Lins/Marko was third. Due to the appalling conditions during the night the average speed was low and many cars were behind the minimum distance schedule, and when a major cloudburst flooded the pit area the cars were reduced to 50 m.p.h. or less. A lone Porsche 914/6 had run like a train and outpaced all the 911 coupés, and the privately entered 908 Spyder 3-litre was in command of the Handicap event, or Index of Performance. The film company of Steve McQueen had entered his 908 Porsche as a serious entry, driven by Linge/Williams and they had unobtrusively been filming things as they raced, with cameras mounted fore and aft, built into the car. A long delay early in the race when the starter failed put them out of the running and stops for camera loading and suchlike put them too far back to be classified, but nevertheless they were still running at the end of the 24 hours.

As Sunday afternoon turned out bright and sunny a vast crowd stood patiently drying in the sun, waiting for the finish, which is as traditional as the start. As each survivor of the gruelling 24 hours crosses the finish line, and this year it really was gruelling and only the fittest survived, the co-driver normally climbs on the car together with mechanics and pit staff and the cars stop at the top of the pit straight, where they are turned round and sent back down in front of the 20,000 to 30,000 spectators opposite the pits, to say nothing of the 10,000 all over the pits. From the first car to the last car, the crowd applaud and all those involved soak up the joyous feeling of having achieved something, for to finish at Le Mans is always noteworthy, no matter

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MOSPORT

THE Canadian-American Challenge Cup Series entered its fifth year with the death of Bruce McLaren and the hundreds of friends he made in North America deeply mourning his passing. But although McLaren has died, the team he built continues and once again were favourites when the 1970 Can-Am Series opened at the Mosport circuit near Toronto. Among the reasons for optimism were the recruitment of Gurney to the team for the remainder of the series and also for Grands Prix. The new works M8D chassis is almost identical to last year's M8B but with increased fuel tankage for the thirstier 7.5-litre Chevrolet engine. The suspension is revised with a 4 in. wider track and new body with low wing mounted between the fins on the rear section. Since McLaren's accident, which may have been caused by loosening of the rear body as a result of high pressure on the wing, this has been braced by vertical struts. Other new cars included a Lola 220 for Peter Revson, a BRM for George Eaton and an AVS Shadow for George Follmer. The Lola chassis extends to the rear of the 7.6-litre Chevrolet engine but the engine also acts as a stressed member. The wheelbase is shortened and the track widened as much a six inches compared with the 1969 T163. The suspension is fairly standard at the front but at the back has a single top link, semi-trailing lower wishbone and only a single radius rod running to the rear of the transmission.

The BRM Type 154 is the firm's first Can-Am venture and had to be produced in a hurry. Tony Southgate adopted a convention full monocoque with "standard British" suspension, Hewland transmission and BRM-prepared 7.5-litre Chevrolet engine. The car is very light but only practised for the first time the day before the race and the usual teething troubles had still to be sorted. AVS Shadow is attempting to achieve speed by making the car ultra-low and reducing the frontal area to a minimum. The key to the design are special Firestone tyres only 17 in. in outside diameter on 10-in. front wheels and only 20 in. outside diameter on 12-in. rear wheels. As a result the car is only 18½ in. high at the front wheels and only 25 in. high at the highest point (excluding wing), and has a frontal area of 10 sq. ft., less than half that of the average Can-Am car. Because of the small size many standard components were unusable. The suspension uses a cluster of three springs 4 in. long and 1¼ in. diameter at each wheel and dampers are special friction type. The brakes are small discs mounted inboard at the rear but deep in the wheels at the front, the latter being cooled by centrifugal fan mounted on the outside of the wheel. Other features include twin oil-coolers and water radiators mounted on top of the wing, and a special preselector type of gear-shift built into the Hewland transmission, but car owner Don Nichols refuses to reveal details of the latter.

The only other really competitive car present was the Autocoast TI-22, which was designed and built by Peter Bryant and first appeared at the end of last year's series. The design is fairly standard but extensive use has been made of titanium and special attention has been paid to the body, which features high sides to prevent air flow spilling off and thus reducing down-pressure.

Gurney won pole position with a lap of 1 min. 16.8 sec. (115.27 m.p.h.) around the 2.46-mile circuit, which broke all existing qualifying and race records for both Grand Prix and Can-Am cars. Hulme was content with 1 min. 17.6 sec., followed by Jackie Oliver in an Autocoast at 1 min. 18.1 sec., Revson in a Lola at 1 min. 18.6 sec., Motschenbacher in the ex-works McLaren M8C at 1 min. 19.2 sec., and Follmer in the Shadow at 1 min. 19.7 sec.

Hulme took the lead from the start, followed by Gurney, but Oliver stayed right with them and for the first time in 14 races gave the McLaren team a genuine run for their money. On the 23rd lap of this 200-mile race Oliver took second place from Gurney and on the 45th lap took the lead from Hulme, whose engine was starting to pump out all its water. Hulme signalled Gurney through to chase this "intruder" but it took Gurney almost the entire third quarter of the race. It required a new lap record of 1 min. 18.0 sec. from him before he captured the lead on lap 61. Oliver delayed while trying to lap the fourth placed Motschenbacher for the second time and when he eventually passed, the two cars made contact. Motschenbacher spun off and his car was extensively damaged. Both drivers protested and both were reprimanded by the stewards. Partly as a result of this incident Oliver was unable to counter-attack and Gurney took the flag 15.9 sec. in front of Oliver, with Hulme's waterless car two laps back in third place.

It was a major change in Can-Am racing to have a genuine battle for the lead (both Gurney and Oliver smashed previous record race average speed established in 1969 by McLaren) and with Amon's March and Hall's Chaparral still to come there is a promise of further battles in the 1970 Can-Am series.—D. G.

Results :

CAN-AM—Round 1—Mosport—80 laps—197 miles

1st	D. Gurney (7.6 McLaren M8D-Chevrolet) ..	1 hr. 47 min. 05.6 sec.—110.214 m.p.h.
2nd	J. Oliver (8.1 Autocoast-Chevrolet)	1 hr. 47 min. 21.5 sec.
3rd	D. Hulme (7.6 McLaren M8D-Chevrolet) ..	78 laps
4th	A. Dean (3.0 Porsche 908)	73 laps
5th	R. McCaig (7.0 McLaren M8C-Chevrolet) ..	73 laps
6th	G. Dewar (7.0 McLaren M6A-Chevrolet) ..	72 laps
7th	D. Causey (7.0 Lola T163-Chevrolet)	70 laps
8th	D. Durant (7.0 Lola T163-Chevrolet)	70 laps
9th	B. Doran (7.4 Lola T163B-Chevrolet)	68 laps
10th	R. Brezinka (6.0 McLaren M1C-Chevrolet) ..	67 laps

Fastest lap : Gurney, on lap 50, 1 min. 18.0 sec. (113.49 m.p.h.), new lap record.

28 *starters* — 13 *finishers*

LE MANS 1970—continued from page 701

in what position you finish. The police try in vain to control the crowds who surge on to the track to acclaim the winners, who are up on a platform, with flowers and champagne, and to crowd round the surviving cars, which they have watched from afar for 24 hours. It is chaotic, but it is joyous, the real ending to the Le Mans 24 hours. Last year, when the race was won by a mere 100 yards the chaos got out of hand, such was the excitement and enthusiasm of the public. In consequence a new form of ending was planned, about which the public were informed in the last minutes of the race. As the cars finished their last lap they were impounded in a guarded enclosure and the winners were put in the back of a sand-and-gravel lorry and it set off on a lap of honour. It was actually a lap of dishonour, for the lorry looked like a dustcart setting off to pick up rubbish. There was no public presentation, no sign of the cars, nothing at all, so a very disillusioned public just went home, feeling thoroughly cheated, having been deceived at the start and robbed of all their excitement at the finish. As local papers put it, the start and finish of the Le Mans 24 hours is a sort of Folklore of the Sarthe and the A.C. de l'Ouest had robbed the public of it. They likened the farce of taking the winners off in a large lorry to prisoners-of-war in transport, of Louis XVI on his way to the guillotine. They said that the traditional start and finish of the Le Mans race gives a human dimension to a purely mechanical affair, and they felt the spectators had been robbed.

While it was the first Le Mans victory outright for Porsche it was at some expense, and was not a very joyous one, for the whole race had been like the weather, cold, wet and miserable. They had won by sheer weight of numbers, and also won the Index of Performance, the fuel-consumption/weight handicap, the Sports-Car category, the Prototype category and the GT category. In fact, they won all that is was possible to win. Every year there is someone who deserves the bad luck prize and this year it must have gone to Hedges and Enever in the Healey Repco V8, for after two slight accidents, rebuilding the gearbox and having starting troubles, it was going well and all set to finish when the ignition died completely with barely 15 minutes left to complete the 24 hours. It was on the Mulsanne straight and had to be abandoned, the single Repco V8 engine having not missed a beat all the time until this sudden instant cessation and loss of electrics.—D. S. J.

A BOOK FOR NAVIGATORS

AN interesting booklet on rallying has been produced by a group of amateur enthusiasts who are members of the Bexley Light Car Club. It has been called "An Introduction to Rallying—with Navigators in Mind", and covers most aspects of the sport save those which concern the occupant of the driver's seat. Rallies nowadays are not the highly mathematical crossword puzzles on wheels which some people imagine them to be, but this book covers the most complex and intricate problems which will face a club navigator. On the other hand, it also gives advice on the faster, more serious rough-and-tumble of international rallying with its reconnaissance journeys and pace notes. If you are not an expert this book will not make you one overnight, but it is interesting and worthwhile reading nevertheless, and could well form a sound basis for future expertise. It is distributed on behalf of the publishing club by BP Retail Market Division, Shell-Mex House, Strand, London, WC2. The price is 5s.—G. P.

AMERICAN COMMENT

STARTING next year, the Indianapolis 500 will no longer be held on its traditional date of May 30th, the American Memorial Day. A new Federal law that makes all US holidays long weekends has fixed Memorial Day as the last Monday in May and the Indianapolis Motor Speedway has therefore decided it will run all future 500s on the Saturday before Memorial Day. Attendance has always been high at Saturday races and the decision also leaves the next day (Sunday) and the holiday itself (Monday) available should rain prevent the race being held on the Saturday. (The reason for never running in the rain is that there are almost no escape areas around the track. The entire track is surrounded by a concrete wall and if a driver spun during rain he is almost certain to hit the wall and bounce back into the path of all the other cars.) One result of the new flexible date for the race is that since the last Monday in May can fall as early as the 25th, as it did this year, the race itself could be run as early as the 23rd and the first qualifying weekend could be as early as the 9th/10th.

* * *

Jack Adams, owner of the only turbine-powered car entered at Indianapolis for the past two years (which was too slow to obtain a starting position in both years) plans to ask the rules committee of USAC to increase the permitted air inlet size on turbines to again make them competitive with today's turbocharged engines. After 1967, when Parnelli Jones came within four laps of winning the Indianapolis 500 in the original STP Turbocar, the permitted inlet area was reduced from 23 sq. in. to 15.9 sq. in. In 1968, after Joe Leonard put his Lotus turbine on the pole with an average speed of 171.559 m.p.h.—a record that still stands—and also came very close to winning the race, USAC again reduced the inlet area to 11.999 sq. in. That is where it stands today, despite the fact that no turbine powered car has ever finished the Indianapolis 500 or won any other USAC race. The fastest lap at Indianapolis recorded by Adams' car, which is powered by an Allison turbine, was 160.4 m.p.h.—far below the speed needed to make the race. Ironically, when he asks the rules committee to increase the inlet size—he believes 14.5 to 15.5 sq. in. would make turbines competitive with turbocharged engines—he will have the support of Paul Baynes, an engineer from the Allison Division of General Motors. Baynes took a leave of absence during May to help Adams with the turbine car, but two years ago Baynes was one of several turbine experts consulted by the rules committee who recommended that the inlet area be 11.999 sq. in. At that time he produced numerous charts and figures to support his recommendation and it will be interesting to see if he can now convince the rules committee that the theory and practice of racing car turbines just don't jibe. One problem is that at its annual meeting in January USAC adopted a policy of a two-year lead time for any changes in engine sizes, and the sizes for 1972 have already been decided.

* * *

American tobacco companies, soon to be faced with severe restrictions on television advertising of cigarettes, are taking more than a passing interest in motor sport as a new advertising outlet. Liggett & Myers took the plunge first when they agreed to sponsor the SCCA's Continental Championship series for Formula A (5000) cars, and now Philip Morris, on behalf of its Marlboro brand of cigarettes, has signed a two-year agreement with USAC to sponsor the USAC Championship series. This year Marlboro will put $50,000 into an end-of-season fund, with the winner of the championship to receive $25,000, the second place driver $15,000, and third $10,000, but next year the Marlboro championship fund will be increased to $300,000 and will be divided among more than the top three drivers.

* * *

Ford's Mustangs, prepared by Bud Moore and driven by Parnelli Jones and George Follmer, scored their third and fourth consecutive victories in the SCCA's Trans-Am series for sports sedans. Follmer picked up his first win of the year in the third race of the series, run over 93 laps or 148.8 miles of the 1.6-mile Bryar Motorsport Park circuit in New Hampshire. Although he started from the fourth row of the grid, Follmer took command one-third of the way through the race and then pulled away to an easy three-lap victory over team-mates Peter Revson and Mark Donohue in their American Motors Javelins. The Camaros of Gordon Dewar, Jim Hall and Bob Grossman occupied the next three places. An economic cutback by Chrysler reduced the All American Racers team of Plymouth Barracudas to one car and Dan Gurney elected to step down and give the ride to his protégé, Swede Savage. The decision is reported to have upset Chrysler, because Gurney, of course, is a far better known and more experienced driver. Gurney, however, is a good judge of talent and Savage fully justified the faith placed in him by putting the AAR Barracuda on the pole position and then dominating the first one-third of the race until he was sidelined by engine trouble. At the fourth race of the series, run over 75 laps or 180 miles of the Mid-Ohio Sports Car Course, Jones came back to score his third win in four races and this time Follmer was a token 3/10ths of a second behind in second place. Donohue's Javelin was again third, but a distant 68.4 seconds behind and the only other car on the same lap as the winner. Fourth through six places went to Maurice Carter in a Camaro, Sam Posey in a Dodge Challenger and Warren Agor in a Camaro. Everyone expected Moore's Mustangs to dominate the early races of the series, but this domination is rapidly developing into a stranglehold. With four of the proposed 13 races now run, Ford has a perfect score of 36 points—more than the combined score of the next three teams, which are the Javelins with 15 points, the Camaros with 14 and Dodge's Challengers with 6. Plymouth's Barracudas are in fifth place with just 3 points.

* * *

In the SCCA's Continental Championship for Formula A (5000) cars, which is still suffering from a lack of well-known "name" drivers to attract the crowds, the second and third rounds were run off at the Edmonton Speedway in Canada and Seattle International Raceway. John Cannon, winner of the opening race at Riverside, skipped the Edmonton event to try and win a starting berth in the Indianapolis 500 and as a result Ron Grable had no difficulty putting his Chevrolet-powered Lola T190 on the pole and leading the 200-mile race all the way to win by 16.5 seconds from Canadian road racing champion Eppie Wietzes in a Chevrolet-powered McLaren M10B. George Wintersteen was third in a Lotus 70, followed by Gus Hutchison in a Formula One Brabham-Cosworth, Dave Jordan in an Eagle and John Gunn in a Surtees TS5A. Cannon returned to the series at Seattle and showed his clear superiority by leading from start to finish in his Chevrolet-powered McLaren M10B. Mike Goth in a Chevrolet-powered Lola T190 was second and the Japanese driver Hiroshi Fushida in a Plymouth-powered Eagle was third. Wietzes took fourth in his McLaren and was followed by television star Dick Smothers in a Lotus 70-Chevrolet and Jordan's Eagle.

* * *

Gordon Johncock, a USAC driver who is actually better on road circuits than he is on ovals, has purchased two of the McLaren Team's three Indianopolis cars and plans to campaign them on the USAC Championship Trail. He used one for the first time in a 150-mile race at Milwaukee just a week after Indianopolis and was running a strong third early in the race when he spun on oil dropped right in front of him by second-placed A. J. Foyt. Indy winner Al Unser in his turbo-Ford Colt led the first 59 laps over the 1-mile Milwaukee oval, but was then passed by Roger McCluskey's turbo-Ford Scorpion and his team-mate, Joe Lennard, in another turbo-Ford Colt. McCluskey held the lead through the 140th lap but found his car handling badly on the oily surface and nine laps from the finish Leonard jumped in front to win by five seconds from McCluskey and Al Unser. Lloyd Ruby (turbo-Offy Mongoose), Mario Andretti (turbo-Ford McNamara) and Bobby Unser (turbo-Ford Eagle) occupied the next three places and all of them were on the same lap as the winner.—D. G.

MINIATURES NEWS

CORGI manage to come up with some very unusual miniatures, to add to the fascination of collecting them. Their latest models embrace a Toyota 2000 GT measuring 4 in. in length, this Japanese sports car finished in high gloss metallic blue with a moulded white and red interior. Detailed even to a bright red radio aerial, this Toyota is No. 375 in the series and costs 7s. 11d. Then there is a slightly smaller Pininfarina Alfa Romeo P33, as revealed at the Turin Show, another car of futuristic styling, the model being No. 380 and selling for 6s. 11d. Corgi have also introduced a Porsche Carrera 6 with their Whizzwheels, No. 371, at 8s. 6d.

Corgi's Chevrolet Sting Ray comes in a too startling golden finish (No. 300, 4 in. long, at 10s. 6d.), and they have a Citroën DS truck as used by one Team Manager in the Tour de France cycle race, this one being No. 510, measuring 4¼ in., and costing 9s. 6d. complete with figure with megaphone, driver, spare bicycle wheels, etc. Dinky list all their offerings in the motor miniatures field in an illustrated catalogue, price 3d., available from Meccano-Tri-ang shops.—W. B.

ONE-MAKE AFFAIRS

[*One day someone may succeed in defining the elusive but subtle differences between the now-numerous one-make Clubs, all of which serve a useful purpose to a greater or lesser degree and tend to render unnecessary any additional general-purpose Clubs for old cars which do not qualify for VSCC membership. Meanwhile, there has been considerable one-make activity of late, about which we report below, with the proviso that we can only cover those events to which we are invited, or otherwise attend.—Ed.*]

ROVERS AT LEDBURY

THE 15th National Rally of the Rover Owners' Association was held over the Whitsun week-end in the Deer Park of Eastnor Castle, near Ledbury, by permission of Major and The Hon. Mrs. Hervey-Bathurst, themselves keen Rover owners. In this splendid setting a great many caravans towed largely by Land Rovers, although a few BMC and Fords were evident, assembled, for the rally is a co-promotion with the Caravan Club. Mr. A. B. Smith, Managing Director of The Rover Co. Ltd. was there, an obviously enthusiast camper, and the various competitions were in the hands of the Midlands ROC, ROA, Pennine LRC, Staffs & Shrops LROC, Southern LRC, Anglian ROC, and the SWROC, all supporters of One of Britain's Fine Cars and of the universal Land Rover which some people suggest is the truest of sports cars.



The events laid on consisted of a *Concours d'Elegance*, a gymkhana and a Safari through the grounds which occupied some 1¼ hours, ending up at the Castle which was built about 1920 and has a fine lake, an indoor model railway and other attractions. There was also a very tough trial for Land Rovers, for which rain was prayed for and in which some of the competitors drove special competition Land Rovers brought on trailers. We confess we went mainly in anticipation of seeing scores of immaculate "Auntie Rovers" and "Great Aunts" and some pre-war Rovers, in the *Concours d'Elegance*. So it was a disappointment that only two "Aunties" took part, a couple of smart Rover 100s, and apart from one 2000TC the remainder of the small entry consisted of immaculate and lavishly-equipped Land Rovers—no pre-war cars. This seemed a pity when so many old Rovers still roam the roads (we saw more "Aunties" on the drive home than in the *Concours*' park) but may be due to the fact that the once-active Rover Sports Register seems to have been going slow of late—we have not seen its magazine for a long time. Perhaps, however, Rover owners are reticent people who prefer trials to beauty shows, for in spite of the inducement of a free bottle of champagne the *Concours d'Elegance* entries were very few. However, there was an Edwardian Rover in the Static Display, just back from the VCC 1,000-mile Trial.—W. B.

FORDSPORT DAY (May 24th)

IN MAY the Fordsport Club in association with the BRSCC organised the third ever day of racing in honour of Ford. There is nothing new about such an idea for it originated in 1939 at Brooklands, while BMC, as they then were, have also organised successful Mini festivals. On a beautifully hot day an estimated 30,000 people, including the drivers of Ford vehicles who were admitted free of charge, watched as some F1 drivers played with standard Ford Capri 3-litre GTs supported by some excellent Club racing and various sideshows.

The big attraction was undoubtedly the BEA Trident Trophy 15-lap Capri race with Courage, Hill, Surtees, Miles, Elford and Stewart facing up to a varied opposition including saloon-car drivers Gardner, Craft, Fitzpatrick, Birrell and Mansfield; Broad and former Gilby F1 driver Greene represented racing saloon-car constructors' interests. Also in the 20-car line-up were former GP men Trevor Taylor and Hobbs, plus two representatives of the fair sex, Mrs. Birrell and Miss Susan Tucker-Peake.

We watched the race from South Bank and did not know the cars had started until the tyre squeal and sounds of close racing wafted across from Paddock. Into Druids the enormous bunch of Capris tramped their axles in unison and presented themselves, headed by Courage and Craft; Hill's Capri, which had been on the front row of the "drawn-from-the-hat" grid, stalled on the line but did get away with the pack. Courage led for just a lap, when Craft nipped past on the inside at Paddock. Courage then pressurised Craft to the point where he spun on the exit of Druids, the De Tomaso driver hanging on to the lead until the end, despite some hairy opposite-lock driving from Elford. Miles was third, Greene fourth and Stewart fifth after some really close racing with Broad. Fastest lap went to Mansfield (who works for Ford AVO and helped in the setting up of the cars) with 1 min. 5.2 sec., a speed of 68.47 m.p.h. What next? Perhaps VW Beetles around Spa in the rain?—J. W.

THE ALVIS GOLDEN JUBILEE (May 31st-June 7th)

STARTING from London on May 31st, the 12/50 Alvis Register and the Alvis OC held an ambitious Tour of Britain for all types of Alvis cars, to mark the Golden Jubilee of Alvis Ltd., who made their last car, the Mk. IV TF21, in 1967, having commenced a long line of "Masters of the King's Highway" with the 10/30 in 1920. The organisers were Brian Ledwith and John Burnell.

The Tour was sponsored by BP, with help from Trust Houses Group Ltd., and the complete itinerary took in eight active days' driving, from London to Harrogate, from there to Eddleston, Edinburgh to Perth, Perth to Dundee, Dundee to Windermere, from thence to Salisbury and then to Hereford for the final Saturday evening before the grand finale in Coventry on the Sunday. So the distances did not spare those Alvis drivers who took part, 32 doing the entire route. Yet, in spite of the very hot weather which prevailed throughout, few breakdowns were reported. E. Chilcott changed a magneto on his 1930 Silver Eagle and Frank Spencer, joining in on the last section, had to put his white 12/60 Beetleback on a trailer, because of a broken crankshaft. Otherwise, the Tour did not trouble the vast and varied cavalcade of Alvises, which made such an impressive show, in this week of nostalgia, past memories, and pleasant motoring. Some of those who joined the Tour at local points were old gentlemen with Alvises bought new and still in regular use. The lunch stops were at hotels recommended by gastronomic-expert Tony Kyd and *en route* old-car collections at West Woodburn, Edinburgh and Keighley were visited, reminder that motor museums are on the increase in Britain. The value of the Tour was further enhanced by the issue of an excellent Souvenir Book and Route Card, which contained some historic pictures, one of them a reminder that Alvis gatherings are not new, the crowd at the 1926 Alvis Day at Brooklands being surely as big as that which was to assemble at Coventry on June 7th?

Through the courtesy of K. R. Day, President of the Alvis OC, I attended the final dinner at Hereford, where familiar faces and familiar cars were met in foyer and garage. Indeed, the garage at the "Green Dragon" was an astonishing and inspiring sight, with over one hundred Alvises of every sort packed in apparently haphazardly, but with loving care, every foot of floor space occupied and only one gate-crasher, in the guise of a vintage Rolls-Royce.

This whetted the appetite for the Sunday programme, so I set off early from Wales in an Alfa Romeo *en route* for Coventry, one-time home of Alvis cars. (To go in anything but an Alvis seemed sacrilege until I heard that Mr. Day himself was in his 2.6 Alfa Romeo.) In Leominster a TA14 was seen going in the opposite direction, later a picnicking 12/50 was passed, and in Stratford we came up behind a fabric-bodied 12/50 two-seater wearing a notice "Now Check the Oil" over its petrol-filler cap, although we do not think this implies that these cars have an abnormal oil-thirst! The rendezvous point was the Massey-Ferguson training farm at Stareton. In these pleasant and spacious surroundings the Alvises which poured in were parked, and picnic lunches produced. Children were given rides on Rolls-Royce-powered Alvis wading and cross-country vehicles and a new Jaguar XK-engined light-alloy Alvis military vehicle was demonstrated over a test-course which the Company shares with Massey-Ferguson.

Pre-war Alvis cars were parked in two long facing rows, with the later Alvis models out of sight in another big park. To describe the



350 cars present would fill many pages, and the task would be difficult because, although they each bore their date of manufacture, owners' names and car-types were not revealed, nor were the cars numbered, which made me realise that I am far from being an Alvis expert. But every type seemed to be there. The works FWD two-seater, carrying racing number 46, had completed the entire Tour, two Alvista fabric saloons arrived, long lines of familiar 12/50s proudly wore their Hare mascots, original and replica, and several of the thought-to-be-rare beam-front-axle Speed 25s were present. There were non-original Specials, including a white "racer" and Tim Kennard's exciting single-seater, a well-engineered 12/50 with Roots supercharger and protruding SU, and a Speed 20 with cycle mudguards and exposed transverse leaf-spring i.f.s. A very impressive Speed 25 tourer with lattice bonnet sides caught the eye, as did a quietly smart Crested Eagle saloon, every bit as dignified as a similar Rolls-Royce, Sunbeam or Daimler but with an added touch of "Alvivacity". Nearby was a really big Crested Eagle limousine with a thought-to-be prototype body. There was a well-used 12/50 called "Clara" to foil those with Sotheby intentions, a 12/70 drophead, Speed 20, 25s and 4.3-litres, etc., the biggest-engined model distinguishable from the others by the closer spacing of the verticals of its radiator grille, and, in the other park, row upon row of all the later varieties, from sombre TA14s to elegant 3-litres. There were splendid examples of all those nicely-named Alvises, like the Silver Eagle, Silver Crest, Crested Eagle and Grey Lady, named perhaps with a sideways look at Rolls-Royce's Silver Cloud, Silver Wraith, and Silver Dawn, although I believe the choice of Grey Lady was the subject of some controversy at Holyhead Road.

S. C. H. Davis had seen the start of the Tour and at Coventry Mr. J. J. Parkes, Chairman of Alvis Ltd., was present to inspect the cars and present the prizes. Gerry Dunham was there, so was Mr. Wiltsher, the Alvis PRO, and Tom Rolt, and we met George Davies, who hopes to have the ex-Duller FWD straight-eight Alvis running next year.

The Police had agreed to lead the long line of Alvises from Stareton to the Alvis factory in Holyhead Road, where the famous red triangle badge is still proudly displayed on the old and new buildings. At about 3.30 the first in this great cavalcade of Alvis history arrived and soon the car park was yet another concentration of Alvis diversity and progress. The No. 1 racer was there, with its dry-sump lubrication system from a long tank on the n/s of the chassis and a small-port head modified to big-port, and I noticed that many of the 12/50s had open sports-tailed two-seater bodies, even if not all were original duck's-backs or beetleback backs, although there were plenty of these. There was a yellow Doctor's coupé, plenty of tourers, immaculate saloons, but beyond that the unique sight of so many Alvises is impossible to describe, and it stretched so far that it was difficult to photograph! There were girls in the cars who might have been daughters of the Super Sports flapper I referred to last month, but in even shorter skirts. There was one white Alvis which wasn't sure whether it wanted to be p.v.t. or modern, with its belt-driven blower topped by a big downdraught carburetter and apparently too special to be taxed for road use. In short, there was something of everything Alvis present, a fitting conclusion to this most adequate celebration of the 50th anniversary of one of Britain's better motor cars . . . .

Driving home, I met two Austin 7s from another one-make event, and was glad to see that a Nippy which had arrived in Wales the day before with a stripped axle-shaft key was now mobile again. I also encountered a Morgan three-wheeler, presumably coming away from Prescott, where this make had been celebrating its 60th anniversary—a pity the Alvis and Morgan dates clashed, but I consoled myself that I should be seeing Morgans racing at Oulton Park a fortnight later.

W. B.

STD REGISTER RALLY, WOLVERHAMPTON (June 14th)

A SMALLER one-make, or rather three-make, gathering, took place when the STD Register, catering for Wolverhampton Sunbeam, Roesch Talbot, Lago Talbot and Darracq cars, returned to Sunbeam's birthplace for the 19th time. Most of the cars which attended were well known to the Register and the idea of inviting other Wolverhampton makes attracted only one lone Star, albeit an interesting one, for it was Marsh's 1908 12-h.p. model complete with original jack and Dunlop puncture repair outfit. The equally-oldest car present was Wilson's 1908 Model-R Darracq twin-cylinder Double Phaeton, abandoned in 1924, discovered in 1952, restored by 1965. The oldest Sunbeam was Walker's 1919 Sixteen tourer, which has never missed this rally and which regular attenders have seen improve in condition as the years rolled on.

Either the hot weather, the incentive of the Age/Distance contest (which this year was measured in straight lines between telegram points, which prompted driving over fast roads where speed could mount up, whereas we would have thought winding secondary routes more appropriate to these cars) or a combination of both, brought mechanical trouble. Harper, bringing his tatty Sunbeam 16 fabric saloon from Scotland had a chunk fall out of the water pump 20 miles from Glasgow, but a helpful Morris Minor driver stopped, repaired the gap with welding wire and the Sunbeam arrived at Wolverhampton, consuming 60 gallons of water *en route*. The body is of Scottish manufacture and is to be re-covered. Hughes had the water-pump spindle of his Sunbeam Speed 20 shear and arrived by 'bus from Smethwick, Durnford had been delayed when his Sunbeam Sports 25 was found to be suffering from loose balls in its Marles steering-box (it is one of six assembled by Rootes after the Sunbeam collapse) and Welsh never even started, having found the sump of his immaculate 1926 twin-cam 3-litre Sunbeam full of water. Another unfortunate was Neate, winner of last year's age/distance prize, who had stayed at home in Honiton rebuilding the engine of his 1925 14/40 Sunbeam because it refused to



fire on all four cylinders.

Others were more fortunate, Hobbs' fine 1926 Sunbeam 20/60 Doctor's fixed-head coupé making its first long journey, from Hastings, successfully after a five-year rebuild, Smith's 1929 Talbot 14/15 coupé being on its first outing after two years of restoration, and Moores winning the distance thing by using relays of drivers to shuttle his ex-Show model 1936 Talbot 110 Freestone & Webb saloon between his home and places like Leeds, Sheffield, etc., so that it notched up some 650 miles. Moores was also supporting the event with his lofty 1921 Sunbeam limousine and his splendidly rebuilt ex-Esplen Talbot 90 Brooklands model, white when raced, now green fabric, and was inviting the ladies to try and effect an elegant entry into the doorless body . . . .

After lunch at the rebuilt Castlecroft Hotel the long cavalcade of Sunbeams was given the traditional efficient police escort past the old Moorfields factory to West Park, to be critically examined by the public and the Judges. Five of the cars were fabric-bodied, Alexander's Sunbeam 14/40 sports model was present, which Coatalen had caused to be endowed with a special fully-machined crank, h.c. pistons and a big-bore carburetter, Collis' 1927 Sunbeam Twenty tourer was said to be tuned and displayed a crushed front mudguard, A. Rawlings' Talbot, a 1928 coupé, was the oldest Talbot, rebuilt over twelve years in between raising a family and building a house, Slade had a rare Page & Hunt-bodied 1928 Sunbeam 16 d.h. coupé, with "railway" door handles, Craven's 16.9 coupé sported cycle front wings, Durnford's 20.9 coupé has original dual ignition and oil-cooler, Frost's well-used 18.2 coupé had a child's crash-pad on its dash, and there were such contrasts in

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INDIANAPOLIS 500

THERE were 84 entries seeking one of the 33 starting berths in the 54th annual Indianapolis 500, but despite a great variety of chassis and an array of new equipment, this American classic once again proved that a team which isn't ready when practice opens on May 1st stands little chance of being first to the chequered flag on May 30th. There were 25 different makes of car entered this year but there was far more unanimity when it came to the choice of powerplant—all but 12 of the 84 entries having 2.65-litre turbocharged versions of either the venerable Offenhauser or the more recently developed Ford. The turbocharged Offenhauser was first introduced at Indianapolis in 1966 and powered the winning car for the first time in 1968. The same year Ford brought out a turbocharged version of their normally aspirated 4.2-litre d.o.h.c. engine and this powered the winning car for the first time in 1969. It was hardly surprising, then, that this year, for the first time, all 33 cars that made the race used turbocharged engines—18 of them Offenhausers and 15 Fords.

Of all the cars entered, undoubtedly the best prepared were the two P.J. Colts for Al Unser and Leonard, Donohue's Lola, the two McLarens for Hulme and Amon, and Foyt's Coyotes. Close behind were Ruby's Mongoose (one of the few spaceframe cars), Gurney's Eagle, McCluskey's Scorpion, Andretti's McNamara and Brabham's Brabham. Inevitably, however, these new cars were all plagued by teething troubles and it is significant that the cars which dominated practice and the race—the Colts, the Lola and the Coyotes—although also new, were essentially refined developments of established, proven designs. Parnelli Jones' Colts, for example, were designed and built in California by his chief mechanic, George Bignotti, but are based almost entirely on the Lolas that Bignotti has run for the past two years. Donohue's Lola, a T-153, is the fourth in Eric Broadley's T-150 series of Indianapolis cars that began in 1968 and differs from last year's T-152 in having slightly larger fuel capacity (the Ford used this year is more thirsty than the Offenhauser used last year) and revised suspension pickup points and geometry. Foyt's Coyotes are also refined versions of his 1969 cars, and like the Lola and the Colts he used Fords for power.

The McLarens were the most interesting from the technical point of view and reflected the team's usual completely integrated design approach. In many ways single-seat versions of their Can-Am cars, the monocoque of the M15 ends behind the cockpit, with the Offenhauser engine (helped by bracing struts) acting as a stressed member and the rear suspension attached to a bridge over the transmission. Most interesting of the car's technical features are cylindrical hydraulic jacks on top of the front springs that can be actuated by the driver while in motion to compensate for reduced fuel loads or changing track conditions, and an interconnection between the single upper links of the rear suspension to reduce camber change on the left rear wheel (always lightly loaded in Indianapolis' four left turns). Unfortunately for the McLaren team, Hulme's practice ended when he received severe burns to the backs of his hands after a fuel cap came loose and the car caught fire. Shortly afterwards Amon decided he could not adjust to the idiosyncrasies of Indianapolis and returned to England, leaving Williams to take over his car and Revson to take over Hulme's.

Gurney's new Eagle, a Len Terry design with an Offenhauser for power instead of Gurney's favourite stock block Fords, was bothered by both handling and engine gremlins; Andretti's first McNamara crashed when a rear wheel bearing seized; Ruby was burning holes in pistons at an astonishing rate, and Brabham's new BT32 wasn't running until after the first weekend of qualifying.

Hulme set the pace during the first six days of May, with a high speed of 167.9 m.p.h., but then Al Unser took over, thoroughly dominated practice for the remainder of the month, and established himself as the leading contender for the pole position and the race. While many of the leading drivers were struggling to reach 169 m.p.h., or even 168 m.p.h., Unser hit 170.973 m.p.h. by the 10th of the month, raised that to 171.233 m.p.h. the next day, and went on to win the pole position with a four-lap, 10-mile average of 170.221 m.p.h. Three-time winner A. J. Foyt, the only other driver over 170 m.p.h. during the first two weeks, surprised no one by putting his Coyote on the front row with an average of 170.004 m.p.h., but then Johnny Rutherford, a good but not outstanding driver, did surprise everyone except himself and his crew when his four-year-old Offenhauser-powered Eagle came within 1/100th of a second (2½ feet) of knocking Unser off the pole position with an average of 170.213 m.p.h. Only one other driver (McCluskey) qualified at over 169 m.p.h. and several drivers, including Ruby and Brabham, had to start from well back in the pack as a result of not qualifying the first weekend.

Unser, however, was the class man of the field, as he showed clearly by taking the lead on the first lap and then, breaking records almost all the way, led all but 10 laps of the 200-lap, 500-mile race to score the most overwhelming victory since Jimmy Clark won the 1965 race. Only an accident in the final 10 laps, which slowed the field to a snail's pace, prevented Unser from breaking Andretti's 1969 race record by over 4 m.p.h. Bignotti's efficient crew executed his three compulsory fuel stops in a total of less than 64 seconds and Unser lost the lead only twice—for five laps each during his first and second fuel stops. By the third stop, however, he had lapped all but Foyt and Donohue and was so far in front that he was able to make his stop and rejoin the race without losing the lead.

Foyt, who took over second from Rutherford when the latter's clutch jammed during the first pit stop, held that position for most of the race but was never able to challenge Unser seriously and after losing top gear with just 15 laps to go he fell to 10th at the finish. Despite being plagued by severe understeer throughout the race, Donohue had a solid grip on third place for more than half the race and after Foyt's trouble moved up one spot to finish a deserving but disappointed second, 32.19 seconds behind Unser. Unser had actually lapped the entire field 15 laps from the finish but then eased off and allowed Donohue to unlap himself. The next three drivers—Gurney in his Eagle, Donnie Allison in an Eagle entered by Foyt and Jim McElreath in a Coyote entered by Foyt—also completed the full 200 laps because at Indianapolis the race continues for five minutes after the winner receives the chequered flag. Mario Andretti, who had to wrestle his McNamara for 450 miles as a result of a binding halfshaft (it suddenly freed itself when the car hit a bump), had to settle for sixth place, one lap behind the leaders. Williams was the only McLaren driver to finish (in ninth place with 197 laps), Revson having retired after 87 laps with a sick engine. Brabham, who ran in the top six for much of the race despite severe oversteer, retired with only 25 laps to go with a seized engine.—D. G.

Results :

500 MILES OF INDIANAPOLIS—200 laps

1st	A. Unser (2.8 PJ Colt-turbo-Ford)	200 laps	155.749 m.p.h.
2nd	M. Donohue (2.8 Lola T153-turbo-Ford) ..	200 ,,	
3rd	D. Gurney (2.8 Eagle-turbo-Offy)	200 ,,	
4th	D. Allison (2.8 Eagle-turbo-Ford)	200 ,,	
5th	J. McElreath (2.8 Gerhardt-turbo-Offy)	200 ,,	
6th	M. Andretti (2.8 STP McNamara-turbo-Ford) ..	199 ,,	
7th	J. Grant (2.8 Eagle-turbo-Offy)	198 ,,	
8th	R. Muther (2.8 Brabham BT25-turbo-Offy) ..	197 ,,	
9th	C. Williams (2.8 McLaren M15A-turbo-Offy) ..	197 ,,	
10th	A. J. Foyt (2.8 Coyote-turbo-Ford)	195 ,,	
11th	B. Unser (2.8 Eagle-turbo-Ford)	193 ,,	
12th	S. Sessions (2.8 Eagle-turbo-Ford)	190 ,,	

Fastest lap : J. Leonard (Johnny Lightning 500 Special), 53.64 sec.—167.785 m.p.h.

FAST COPS

ACCORDING to the *Sunderland Echo* the Police have been making some fast journeys to transport kidneys needed for transplant operations between Northern and London hospitals. A journey from London's Fulham Hospital to the Royal Victoria Infirmary in Newcastle was apparently undertaken by a team of 12 police cars, working in relays, the last one "skidding to a halt" at the Infirmary 4 hr. 24 min. after the first one left Fulham. Road works and snowstorms had to be contended with on the way. Three weeks earlier, according to the newspaper report, a similar operation was mounted, from the Newcastle Royal Infirmary to the Royal Free Hospital in London, the time taken being 3 hr. 30 min., an average speed of 77 m.p.h., speeds of up to 130 m.p.h. being reached on the Motorways. In these instances speed saved lives, and it is nice to find our police so occupied, instead of playing with radar traps trying to pretend that exceeding 30 m.p.h. on a straight road is criminally dangerous. It would be even nicer if they recalled their 130 m.p.h. dashes in the dark when apprehending civilian drivers who somewhat exceed 70 m.p.h. in daylight on the same Motorways.—W. B.



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REFLECTIONS IN THE FORESTS OF THE ARDENNES

THE BELGIAN GRAND PRIX

NOW we shall never know. One of the most interesting talking points this season has been the relative merits of Grand Prix cars and sports cars, particularly the new 5-litre Group 5 sports cars, the 917 Porsche and the 512S Ferrari. The comparison of Grand Prix cars and sports cars has always been a topic of conversation among motoring enthusiasts and many a discussion has centred around how fast a Grand Prix car would go round the Le Mans circuit for example. When the Monza sports-car race was held on the road circuit this year, instead of the combined road and banked track circuit as in the past, we had a direct comparison and the big sports cars were lapping at Grand Prix speeds. Then came the 1,000-kilometre race at Spa, with Rodriguez going round the fast Francorchamps circuit in 3 min. 16.5 sec., an average of 160.3 m.p.h. and we were all agog to see whether 1970 Grand Prix cars could improve on that figure. For reasons which we will discuss later the GPDA forced the use of a *chicane* at *Malmedy* corner so there was no possibility of a direct comparison, and, as I said, now we shall never know. A pity, for such things are the spice of motor racing to the enthusiast. It was rather like this when the French GP went to Le Mans in 1967, and we all thought it was going to settle the discussion about Grand Prix cars down the Mulsanne straight, but the race was held on the "Mickey Mouse" Bugatti circuit and we were all cheated. Do not imagine I am against the GPDA *chicane* on the Spa circuit, far from it, for I was never very keen on the removal of sharp corners that circuits suffered from during the 1950s. At that time the Spa circuit went to an acute uphill hairpin at *Stavelot* which was very interesting, as I know from experience, having raced there in those days, and I was very sorry when the long flat-out *Stavelot* bend was built to by-pass the hairpin. The reintroduction of sharp corners calling for heavy braking and gear-changing is really rather amusing after all the efforts to eliminate them in the past. Mind you, the introduction of the *chicane* at the *Malmedy* corner had me rather baffled, for during all the GPDA hoo-hah about Spa the word was that the circuit was too fast and too dangerous, and I assumed the drivers' safety committee were ticking about the speeds reached on the downhill *Masta* straight. When I heard stories about a *chicane* being introduced I assumed it would be halfway along this fast section, as some circuits had done way back in the mid-thirties when GP cars were approaching 180 m.p.h. When I saw that the additional "artificial corner" was at *Malmedy* I was confused, and watching and listening on that part of the circuit during practice it was obvious that the faster cars were reaching their normal maximum speed, give or take an m.p.h. or two, well before they reached the ess-bend at *Masta*. The normal *Malmedy* corner which leads on to the long straight stretch is a fast right-hand sweep calling for keen judgement and a lot of skill to take fast and correctly, as I well know, having been on the grass verge on the left-hand side of the road at the exit, flat-out on a racing motorcycle. I had endeavoured to follow another motorcycle racer round *Malmedy* on full throttle during a Belgium GP (oh yes, I raced on the Francorchamps circuit for five years before I became a journalist) and discovered my judgement was not as good as his, and had some exciting moments on the grass bank before I wrestled the machine back on to the road. This corner is part of a road junction, where the road from *Malmedy* village joins the main road, and there is a grass island at the junction, so the GPDA "safety move" consisted of going round the grass island, thus bringing the cars down to about 50 or 60 m.p.h., instead of flat-out through the right-hand sweep. Later, when I saw Jackie Stewart, who is the leader of the anti-Spa brigade, I asked him what purpose the GPDA *chicane* served, apart from adding some braking and gear-changing to the scene, as the cars seemed to be going just as fast down the *Masta* straight. His reply was that the *chicane* made *Malmedy* corner safer. I was speechless. It was the first time I had heard that *Malmedy* was a dangerous corner. "Oh yes", said the pious little Scot, "it was very dangerous". I didn't know whether to laugh or cry, I was so confused. I thought the danger they were bleating about was the high speed, and suddenly here I was being told a corner was dangerous. In my humble opinion a corner is as dangerous (or safe) as the driver cares to make it. When race planning with those two Champions, Eric Oliver on sidecars and Stirling Moss on sports cars, if we thought a corner was dangerous we didn't have it altered, we said "That one is dodgy, we must treat it with respect". So *Malmedy* corner is dangerous. The leader of the GPDA milk-and-water brigade and his chums have made some remarkable statements in the past, but that is the best yet. His "boss-man" Ken Tyrrell stated categorically that the Spa-Francorchamps circuit is too fast and too dangerous and will be finished in two years' time. I fail to see what speed or danger has to do with Ken Tyrrell, who does all his operating from the pits. If he managed Stewart's racing from a passenger seat I would take note of what he said. One final note of the "dangerous Spa circuit", to quote one pre-race article. I read a lot of pre-race blurb about the Belgian GP and most of it was written by journalists who have never raced, and certainly never raced round the Spa circuit. These young and enthusiastic writers were using words of which they did not know the meaning, such as "dangerous", "terrifying" and "perilous", and reading their prose recalled an article written recently by T. G. Moore, who used to edit MOTOR SPORT many years ago, with W. S. Braidwood. He said that when they were starting to write they were having difficult times and were not helped when they heard someone say "the paper was being run by journalists who had never sat behind the wheel of a racing car". They put this right by buying a Frazer Nash and taking part in the classic events of those days. They did not win anything, but they had a much better idea of what racing was all about.

Let us forget for a while the Stewarts, Rindts, Beltoise and those they influence, and take a closer look at the chap who won the Belgian GP for BRM and set up the sports-car lap record in a Porsche 917, that must have been doing 25 m.p.h. more on maximum speed down the *Masta* straight than the BRM. Accurate knowledge of what goes on at meetings of the Grand Prix Drivers' Association is not forthcoming as their Secretary does not impart information to the Press, but it was said that when they had a vote (it's all democratic these days I am told) on whether they should race at Spa if it rained, there was only one driver who refused to join the strike movement and that was Rodriguez; he said he was prepared to race at Spa under any conditions. Now whether the GPDA meeting had a hundred per cent. attendance or not I do not know, nor whether all those present actually voted, that is beside the point, but the chap who won the Belgian Grand Prix 1970 was the only one to go against the GPDA motion of "We do not race at Spa if it rains". There is some justice in this crazy world I am glad to say.

I am often told that we should listen to what the top drivers have to say as they are important to the world of motor racing. Personally, I think that most of what they say is influenced and biased by their business sense, and this is nothing new, as you can see by reading things that drivers said, or were reputed to have said, back in the 1930s and 1920s. I prefer to listen to the not-so-famous, who have no big-business deals or managers to butter-up and be nice to. Earlier at Spa, during the 1,000-kilometre sports-car meeting, there was a saloon-car race and among all the Continentals with BMWs and Alfa Romeos was a Vauxhall Viva giving as good as it was getting. It was driven by an English clubman, one Gerry Marshall, and he was really enjoying himself and saying that at long last he was discovering what motor racing was all about, having never experienced anything so marvellous as the Spa circuit. At the Grand Prix the Swedish driver Ronnie Peterson was having *his* first experience of Spa, and he was in Colin Crabbe's March 701, lapping at 3 min. 32.8 sec.—about 148-m.p.h. average speed—and he was enjoying it so much he kept wanting to go out for more practice, just for the satisfaction and enjoyment he was getting from it all. Another driver who was enjoying the Spa circuit was Derek Bell, who was really upset about his Brabham having to retire on the first lap. He had driven a Ferrari 512S in the 1,000-kilometre sports-car race and was looking forward to a race in the Grand Prix Brabham. It was his idea of motor racing. Now if any of these three drivers reach the top, will their outlook change? Are they just irresponsible young men with no experience and no sense of what is right? Personally I don't think so. It would be superfluous to ask Rodriguez or Ickx about the Spa circuit, they may not be World Champions, but they know what motor racing is all about, and they can win races.

During the race the loud speaker announced that Brabham had suffered a "tete-a-queue" at the *chicane*, and when he appeared at the end of the lap he had certainly lost some ground. After the race I asked

him what the spin at *Malmedy* had been caused by, and he explained that he did not spin, but missed his braking point and had to take the escape road, turning round in a wide sweep, and then having to wait while a couple of other competitors went through the corner. He went on to explain why he missed his braking point, and that was much more interesting. The over-shooting took place on lap 9, when he was in third place and dropped him to fifth place, behind Stewart and Rindt, and the cause was a large piece of rag. During the opening laps he could feel something down amongst the pedals that he thought should not be there, and on the straights he twisted himself down into the cockpit and could see a large piece of rag appearing from above the pedals. This had obviously been left on top of the monocoque before the start, and when the nose-cowling and cockpit top had been put on the rag had been overlooked and left inside. It was now working its way down amongst the pedals, and for a number of laps Brabham tried to hook it out with his left foot as he went down the straight at 180 m.p.h. On each lap he was making more progress and eventually he could reach it with his hand, and then the wind caught it and he realised it might suddenly blow up into his face. It was while all this was going on that he missed his braking point for the *chicane* and had to go up the escape road. As he set off again he got the rag out and was about to let the wind whip it away out of the cockpit when he remembered there were other cars behind him, so he raised himself up in the seat and stuffed the rag under his backside and sat on it for the rest of the race. And we often think the drivers just sit in their cars with their foot flat on the throttle down the straights! I only hope the Brabham mechanic who left the rag there in the first place wasn't the one who told me after the race that Stommelen was *not* having gear-change problems, and five minutes later came into the Brabham van to hear Ron Tauranac explaining to me how Stommelen was having trouble with gear-changing throughout the race.

There are people who think that anyone in a country other than England cannot possibly know anything about motor racing and certainly will never learn. Earlier this year, at the Race of Champions at Brands Hatch, I found that at each marshal's post there was a group of Belgians observing. The BRSCC's marshals' organisation had invited them over to see how we run flag marshalling, etc., and later on, after the 1,000-kilometre race of Spa a number of drivers commented favourably on the standard of flag-marshalling, so it was obvious that the visit in March had paid off. The same comments were passed after the Grand Prix, which must be very encouraging for those people behind the scenes who work away at these things and make a study of race-circuit marshalling and pass on their knowledge to others. In the centre of the circuit, high up on a hill overlooking the *Burnenville* corner and that half of the circuit right down to *Stavelot*, was a vast military field hospital, big enough to look after an army, and standing by were ambulances and helicopters, while a great radio network was connected to all parts of the 14.1-kilometre circuit. All across the farmland on the inside of the circuit are a maze of little lanes and tracks and these were all signposted up to the encampment. It was a medical emergency service that any fighting army would have been proud of, and thankfully it did not have to be put into operation.

One of the ominous things about the Belgian GP was the way Cosworth V8 engines were breaking, and it was a sort of climax to what has been happening all season, made noticeable now by the fact that a V12 BRM engine won the race. Racing engines will always break at some time or another, but when there are ten or eleven of the same type in a race and one of them wins, this tends to cover up for the five or six that broke and there is a tendency to think all is well, the Cosworth V8 is still winning. Only those whose engines break know at what cost the victory was obtained. This time there were broken engines and the best that Cosworth achieved was second place, behind a 12-cylinder engine. This was the first time the Cosworth engine was beaten since the 1968 French GP, when Ickx won at Rouen with a V12 Ferrari, which is a record that Cosworth can be proud of, and this rare victory by a V12 engine might be a fluke or it might be significant, but all is not completely well in the Cosworth V8 camp, especially as regards the customers, for a broken crankshaft can be an expensive thing to happen. A lot of people in the pits at Spa had some small consolation when they saw Stewart's engine break in a spectacular way right in front of them, for there has always been an uneasy feeling that the Tyrrell team got better engines than others. Few people would give the Tyrrell preparation and Stewart's driving credit for the lack of drama they have with engines and there was a sigh of relief when Stewart's engine broke, for it proved that they can get a bad engine just like anyone else.

Before the race, and indeed at previous races as well, the Yardley Perfume publicity boys put out a race-card, with a lap chart, starting grid, history and so on, that was better than the official programme in its layout, and headed "Yardley-Team BRM news-briefing", with an obvious accent on their own drivers and cars. The only pity of it was that no-one had checked it or read the proofs before it was printed, so we got Cosworth DSE engines, Burneville and La Carriers, instead of Burnenville and Carrières, and they had them right on the map, and the fact that Seaman and Scott-Brown died at Blanchimont corner, when in fact it was at the next corner, Clubhouse, and the memorial stone to Seaman is still there, hidden beneath the guard-rails. The race distance was given as 245.28 m.p.h., the Monaco GP was left off the list of races already run in the Championship series and they were one out on their numbering on the lap chart of "laps to go". On the list of past winners they went to a lot of trouble to point out that Clark and McLaren were dead, but ignored the fact that so were Collins, Ascari, Farina, Rosier, Wimille, Caracciola, Nuvolari and "Williams" as well as Antonio Ascari. As the Yardley-Team BRM won the race I suppose they will have to be forgiven, but it is not really good enough. It was interesting that the BRM's "speed potential of over 200 m.p.h." turned out to be 301 k.p.h. by Rodriguez (186.92 m.p.h. by normal conversion, 186.62 m.p.h. by the Yardley-Team BRM method) timed by an electric set-up operated by Matra engineers just before the entrance to the ess-bend on the Masta straight. The next fastest were Ickx (Ferrari) at 296 k.p.h. and Stewart at 295 k.p.h. Amon was doing 294 k.p.h., so he must have been scratching round the corners to stay so close to the winning BRM.

With fine weather from start to finish, a superb race run at record speed and a new F1 lap record in spite of the altered *Malmedy* corner, I can't help thinking of the old fable of the boy who cried "Wolf"; or are today's racing fraternity too smart and clever to read old-fashioned fables?—D. S. J.

FORMULA THREE REVIEW

WITH five rounds of the popular MOTOR SPORT/Shell Formula Three Championship now run, Tony Trimmer is still in front on points-score. His lead has narrowed considerably, though, and Gold Leaf-Team Lotus drivers Bev Bond and Dave Walker are poised only two points behind Trimmer in joint second place.

The last two rounds have both seen new winners, the first being Bond at Oulton Park on May 25th. This event was a revived British Empire Trophy race, which proved well worthy of the name after a lapse of several years. Trimmer won the first of the two qualifying heats, which was notable for a most alarming accident in which Walker came into contact with Bert Hawthorne's Chevron, which promptly cartwheeled spectacularly into a thinly-populated grandstand. No injuries resulted, although both cars were wrecked. The other heat was won by local man Cyd Williams in his privately-owned Brabham.

Williams' engine let him down on the warming-up lap of the final, which developed into a battle for the lead between Trimmer and James Hunt in his Molyslip-sponsored Lotus. But Bond was sitting right behind them and he managed to slip through with a couple of laps to go, staying there for a well-judged win.

The Championship returned to Silverstone on June 6th when the F3 race provided by far the best entertainment of the day. Walker was back with a new car, fitted like many of the other Lotus 59s with a new-type "shark" nose, and he featured in the noisy, weaving slip-streaming group which battled out the lead for all 25 laps. The bunch had no fewer than 12 cars in it, any one of which could have won the race, but the man who timed his moves properly was Mike Beuttler, no stranger to F3 close racing. His Brabham led four Lotuses across the line after the thrilling F3 race which by now is traditional at Silverstone.

Results :

BRITISH EMPIRE TROPHY—Oulton Park—Formula Three
30 laps—132.780 kilometres—Sunny and dry

1st	B. Bond (Lotus 59-Holbay)	51 min. 27.6 sec.—96.58 m.p.h.	
2nd	J. Hunt (Lotus 59-Holbay)	51 min. 27.8 sec.	
3rd	T. Trimmer (Brabham BT28-Holbay) ..	51 min. 28.0 sec.	
4th	C. Pace (Lotus 59-Holbay)	51 min. 39.8 sec.	
5th	R. Scott (Brabham BT28-Lucas)	51 min. 39.8 sec.	
6th	M. Keens (Tecno 69-Lucas)	51 min. 40.0 sec.	

Fastest lap : B. Bond (Lotus) and M. Keens (Tecno), 1 min. 40.2 sec.—99.2 m.p.h.

"MOTOR SPORT" SHELL CHAMPIONSHIP—Silverstone—Formula Three
25 laps—73.075 miles—Sunny and dry

1st	M. Beuttler (Brabham BT28-Lucas) ..	40 min. 54.4 sec.—107.33 m.p.h.	
2nd	D. Walker (Lotus 59-Holbay)	40 min. 54.6 sec.	
3rd	C. Pace (Lotus 59-Holbay)	40 min. 54.8 sec.	
4th	B. Bond (Lotus 59-Holbay)	40 min. 55.2 sec.	
5th	C. Williams (Brabham BT28-Lucas) ..	40 min. 55.4 sec.	
6th	J. Hunt (Lotus 59-Holbay)	40 min. 55.8 sec.	

Fastest lap : M. Beuttler (Brabham), 1 min. 36 sec.—109.99 m.p.h.

Continued on page 712

INTERIM REPORT ON TWO TWIN-CAM SALOONS

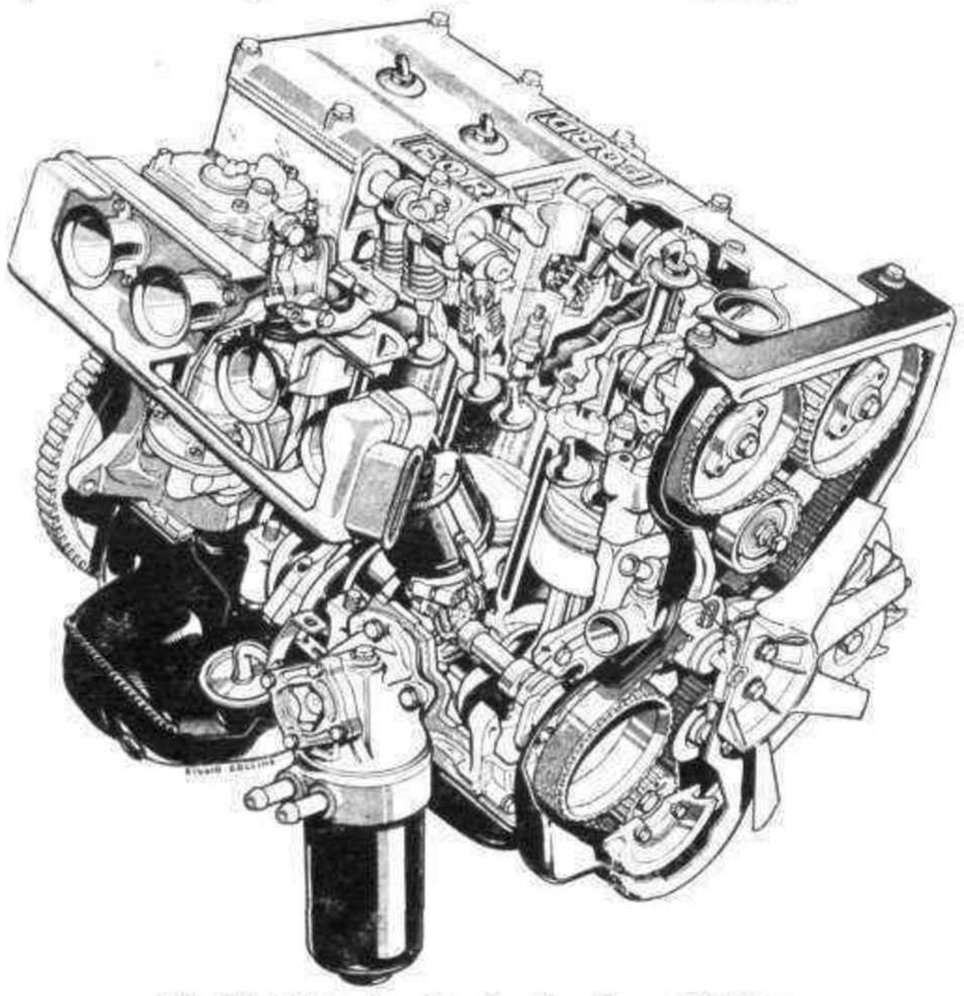
The Ford Escort RS1600

THE EXCITING new twin-cam 16-valve Cosworth BDA-engined Ford Escort RS1600 eventually arrived at the office and initial (favourable) impressions were published in the May issue.

I took the car over and drove it out of London through the rush-hour traffic, embarrassed by an engine which idled at 2,000 r.p.m. and a "soft" front o/s India Autoband. Purchase of a 2s. tension spring cured the over-fast idle, though only temporarily. The wheel proved easy to change. Thereafter I had great fun with this "racing" Escort, its deservedly high prestige enhanced by the Ford Escort victory in the World Cup Rally and the RS1600's outright win in the Circuit of Ireland Rally.

This RS1600 is essentially a fun-car, yet remarkably docile if driven that way. It is splendidly "flingable" on the "doctored" suspension, has light, quick steering, very high cornering ability finely balanced between under- and oversteer, rides well, has comfortable seats and an excellent gearbox, though the lever is a bit short. Open up those big Webers and you can leave practically anything on the road—there was one open Jaguar E-type conducted by a gentleman of about my age who looked in his mirror, accelerated, looked again, then slowed and waved the mysteriously-fast Escort by. . . .!

I had been told to watch the oil level, as it was drinking Duckhams Q20/50 as a thirsty miner quaffs his beer. Using really high revs. for performance testing this may be so, but in road driving the consumption is now comfortably on the right side of 540 m.p.p. As for fuel, Cosworth talk of the engine's digestion system coping with 2-star, but I was told to use the quality stuff, so have been feeding it premium. Driven for sheer enjoyment, I got 20.4 m.p.g., but when in less of a hurry, keeping to the British speed-limit and only blowing off small saloons with GT labels, let us say, this improved to 25.0 m.p.g. The engine was running too cool, in spite of the hot weather.



The BDA Ford engine for the Escort RS1600.

Towards the end of this, my first 1,900-mile stint in the RS1600, it was again idling far too fast and shaking as if an engine mount had broken. Otherwise, it has been a trouble-free "racer", the fun being enhanced because only the wide-rim wheels give away the performance potential of this "Potent Mix", as Ray Horrocks, AVO's Manager, calls it. I feel that many owners of 1300s, Vivas and Rootesmobiles, etc., will be selling them and investing in an Escort, imagining that they will thus get the acceleration of the one that passed them so impressively and the "twin-cam" badges of which they had no time to notice!

I would be an old square to complain of the noise—a rumble from the four-branch exhaust plumbing, changing to a whine from the timing belt as engine speed rises—in view of the RS1600's vivid performance, although this does become a bit tiring after 200 non-stop

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The Alfa Romeo 1750

CONTINUING the account of my long-duration road-test of this car from the April issue, I can only remark how disappointing it has been—disappointing only because there is so little to report! Long experience with this excellent twin-cam saloon has convinced me of the reliability of a modern Alfa Romeo when serviced by the Alfa Romeo Centre at Edgware Road. Personal mileage since I wrote the previous assessment has increased from 3,149 to just over 7,000, but the car has also been driven—hard, I suspect!—by other members of the staff, so that its odometer now reads 8,390, and its third service is overdue.

In this distance it has been commendably free from trouble and at all times a most pleasing car, for long journeys or town use. The second free service was delayed from 3,750 miles until 4,827 miles had been covered, with no ill-effects. The only defects which had to be remedied were a defunct o/s front flasher bulb, screen-washers which had ceased to function, while the n/s front door tended to stick. This was corrected and the headlamps were adjusted so that when dipped they are now better than as originally criticised. A fuel check, using 4-star petrol, gave a figure of 24.6 m.p.g., with the engine fully run-in. The sump oil level has remained surprisingly high over very long distances, consumption of Shell 100 working out at approx. 1,200 m.p.p. If any Alfa Romeos run bearings it could be because owners are reluctant to check the oil level with a dip-stick buried in wires and pipes and obstructed by the Fispa air-cleaner, and difficult to read in any case. In spite of its fairly close proximity to the engine and some very hot weather, the big Fiamm battery has not needed to be topped-up in eight weeks.

Apart from that, there is nothing to report, except the satisfaction of using this pleasant car, the functioning of its "racing-type" engine being in quiet contrast with the dramatic performance of some other



The Alfa Romeo 1750 on the roller dynamometer at the Alfa Romeo Centre at Edgware Road during its initial free check over. Dr. F. Quaroni, Managing Director of Alfa Romeo (Switzerland) has recently taken over the London headquarters of Alfa Romeo from Dr. G. Tassan.

twin-cam power units. I am overlooking such minor items as a speedometer needle which still flutters and mild steering-wheel shake caused by premature tread wear on a front tyre.

Alfa Romeo are determined that I shall drive a personal five-figure mileage in this 1750, to prove its complete dependability. To date, their confidence in it has been fully justified.

Meanwhile, in one of those shuffles of motor cars for which the office is notorious, I found myself in another Alfa Romeo—a 1300 GT Junior. What a pleasantly balanced and quick-about-the-place car this is—a typical, irresistible Alfa Romeo!

Admittedly it is only a two-door 2+2 whereas the 1750 is a full four-door 4/5-seater Berlinetta. But these cars are very similar in general concept—the same smooth-functioning d.o.h.c. power unit with the repressed eager power roar, the same excellent five-speed gearbox, and the typical progressively-powerful disc brakes. There were detail differences, such as the manometer-like fuel and temperature gauges being less easily read, on the 1300, because they are set down centrally below the heater controls, although the tiny oil-pressure needle, in the big Veglia tachometer, is right before the driver. The r.h. under-

Continued on page 712

LETTER FROM EUROPE

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

Dear W. B.,

Just recently there has been a lot of motoring about in the northern part of Europe, using the Ostende-Bruxelles motorway on occasions, and each time I pass by Jabbeke I cannot help recalling what an historic piece of motorway it is to some of us. People who are learning about motoring today take motorways for granted and even get irritable if there aren't any, but it was not so long ago that a stretch of concrete motorway was quite a novelty. The first time I set off freely into Europe was in 1948, on my racing 350-c.c. Manx Norton, wearing leathers and crash-hat, a bag of tools on the tank and a rucksack on my back, and I was heading for Mettet in southern Belgium to take part in the races there. Friends who knew Europe at the time told me to be sure to use the 17 miles of Belgian motorway, from Jabbeke to Aalter, as it saved the hammering on the *pavé*. This isolated stretch of motorway was out in the country, starting in some fields and finishing in fields, and I never did discover why the Belgians built this particular stretch first. After bouncing over the bad roads from Ostende, standing up on the footrests most of the time, it was marvellous to experience my first stretch of motorway and crack down it at 85-90 m.p.h. I had seen photographs and read articles about German *Autobahns* and Italian *Autostrada*, and knew about the Bi-motore Alfa Romeo doing 199 m.p.h. on the Pisa-Florence stretch and Mercedes-Benz and Auto-Union doing 270 m.p.h. at Darmstadt, but that was all theoretical schoolboy enthusiasm. That first experience of motorway in 1948 was reality for me. This piece of motorway also played a strong part in the immediate post-war revival of high-speed motoring in Britain, for Jaguar and Triumph used it to demonstrate how fast the XK120 and the TR2 could go, and Major "Goldie" Gardner did remarkable speeds on it with various versions of his record-breaking MG. I well remember one of the first Californian Hot-Rodders saying, in reply to our doubts of side-valve Ford V8 "Lakesters" doing 180 m.p.h., that they were prepared to doubt Gardner's speeds of over 200 m.p.h. with the 1,100-c.c. MG Magnette streamliner on the Belgian motorway. We said "But it was officially timed", to which he replied, "So were ours". In actual fact the Hot-Rodders were prepared to believe the MG records and could not understand why we would not believe their speeds. I suppose lack of knowledge was the answer, for since that time "Lakesters", "Streamliners" and so on have become "respectable" and Bonneville speeds are something I accept and admire, especially up in the realms of Arfons and Breedlove. That stretch of Belgian motorway was indeed historic and I wonder how many people using it today have any knowledge of its use in the beginning.

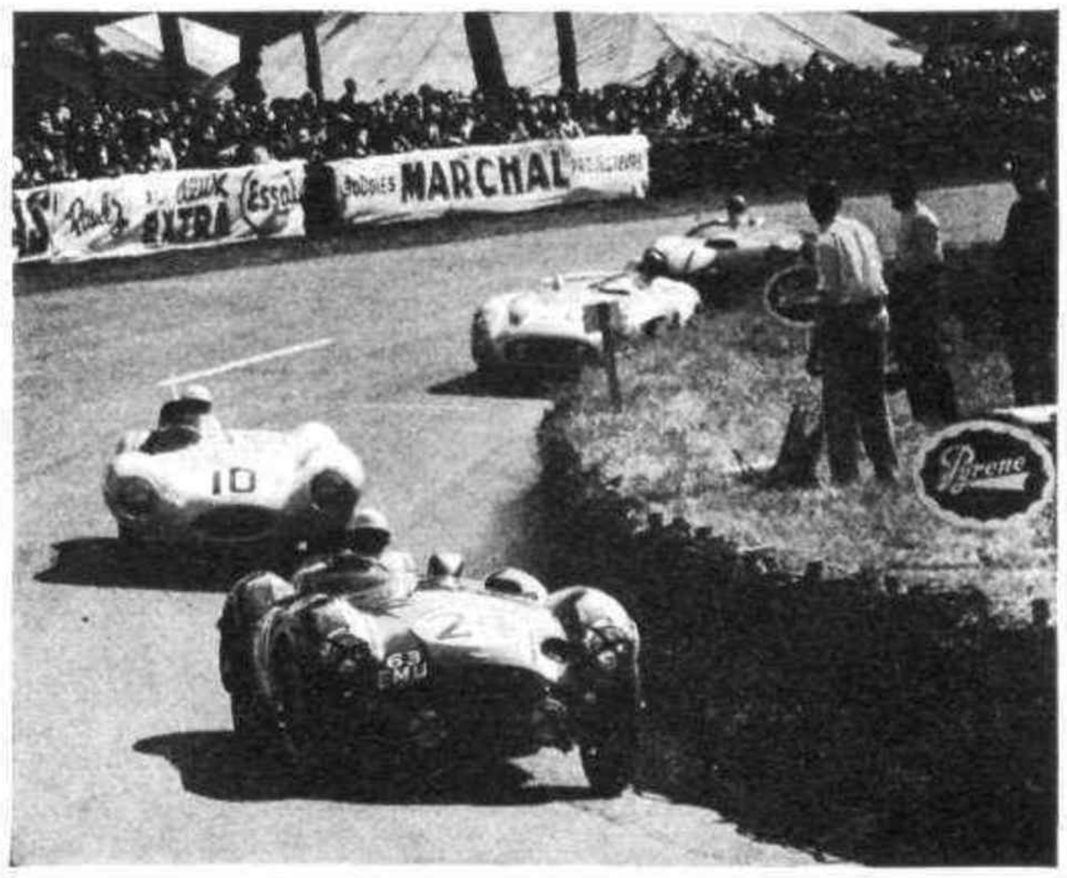
While on the subject of roads, another historic piece has at last disappeared, and not before its time, though now it has gone it seems rather sad. This is in the north of Italy on a back road between Milan and Modena, which I used to use a lot before the *Autostrada* was built. Where this road crosses the River Po the bridge had been destroyed in the war and a temporary bridge was built across the river sitting on concrete barges. The river is very wide in these parts and this floating pontoon bridge was very flexible, so that every crossing was full of excitement, especially if you were in a small car following a lorry. It was obviously one of those war-time provisional things that became forgotten and turned into a permanent fixture, and was part of the fascination of the trip from Milan or Brescia down to Modena. Now it has all gone, the remains of the concrete pontoons are heaped up on the river bank and a fine new concrete and steel structure has taken its place, and it's just like any other bridge now. It's all part of progress I suppose, but progress does seem to take a lot of the fun out of things.

On the way to Le Mans I had just slowed down to start looking for something, when I noticed in the mirror an obvious sports/racer coming over the brow of the hill behind me. It was not a vintage car and not a modern Le Mans car so I moved over and watched it approach. It was a DB3S Aston Martin and as it boomed past there was a wave from the occupants, whom I recognised as those two present-day "vintagents" Pat Lindsay and Neil Corner, in the former's ex-works Aston Martin DB3S, number 63 EMU, looking just as it did when it raced at Le Mans. They were using it for touring and were on their way to an Aston Martin gathering at Le Mans, which is all part of the 50th Anniversary celebration of the Aston Martin firm by the Aston Martin Owners' Club. I can't say I have ever been much of an Aston Martin enthusiast, or at least not since the Ulster TT Astons of 1935/36, seeing at the time the start of a new era in sports cars with the advent of the 328 BMW. When earlier this year, at the Race of Champions, someone showed me the new V8 Aston Martin coupé I could not work up much enthusiasm, having first seen a 4-o.h.c. engine like that in a Maserati in 1957. While we were looking at it a saloon-car race was taking place, and I thought how much more impressed I would have been if that new Aston Martin had been out on the track seeing off Gardner in his Boss Mustang. If and when Jaguar introduce their long-awaited V12 engine I can't help feeling that similar thoughts will cross my mind. No-one can deny that the old vintage six-cylinder Jaguar engine was race-bred, and there is something about machinery that has proved itself on the racing circuits of Europe. When you see 911 Porsches you have to admire them, knowing their racing record, and this is the whole reason behind Matra racing their 12-cylinder engine. If Matra ever produce a de luxe GT car with a 3-litre V12 engine it will have earned respect even before it goes into production. This business of proving by racing is one of the reasons that the Lamborghini is not taken terribly seriously in some circles, it has never proved itself in public on the racing circuits.

With the Le Mans 24-hour race at its height as I write this it is interesting to look back over the years and see how the types of cars have gone in cycles. Every now and then you hear the cry from Le Mans about "monsters" that are too fast, and feeble attempts are made to control the continual progress in power and speed. Ferrari used to run the big front-engined 4.9-litre V12-cylinder cars, and Maserati built their 4½-litre V8 cars, including that wild-looking coupé that Moss caused to be built. Then there was a recession for a time and the mid-engined V8-powered cars began to appear, sparked off by Eric Broadley's first V8 Lola coupé. This era expanded up to the 7-litre Ford V8 coupés and there were more cries of "monsters", so a 3-litre limit was put on Prototypes, but Ferrari and Porsche slipped in and confounded the planners with their 5-litre sports cars, and this year's Le Mans race saw fourteen "monsters" lined up at the start before we saw the first 3-litre Prototype. All the "chicanery" that went on after the 1967 Le Mans race to get rid of the 7-litre cars and encourage the 3-litre Prototypes, in particular Matra, has come to nought, the "monsters" are back in a big way, there being nineteen in all, eleven Ferrari 512S, seven Porsche 917 and one Lola T70. No wonder the 3-litre Prototypes were overshadowed. Once again the cry will be "monsters" and already their death knell has been sounded, for 1972 will see an overall 3-litre limit imposed, but I wonder how many years it will be before another mis-management on the part of the rule-makers will see the "monsters" back at Le Mans?

The traffic arrangements for Le Mans may seem tiresome to some

Continued on page 720



. . . looking just as it did when it raced at Le Mans. . . .

THE FORD ESCORT RS 1600—*continued from page* 710

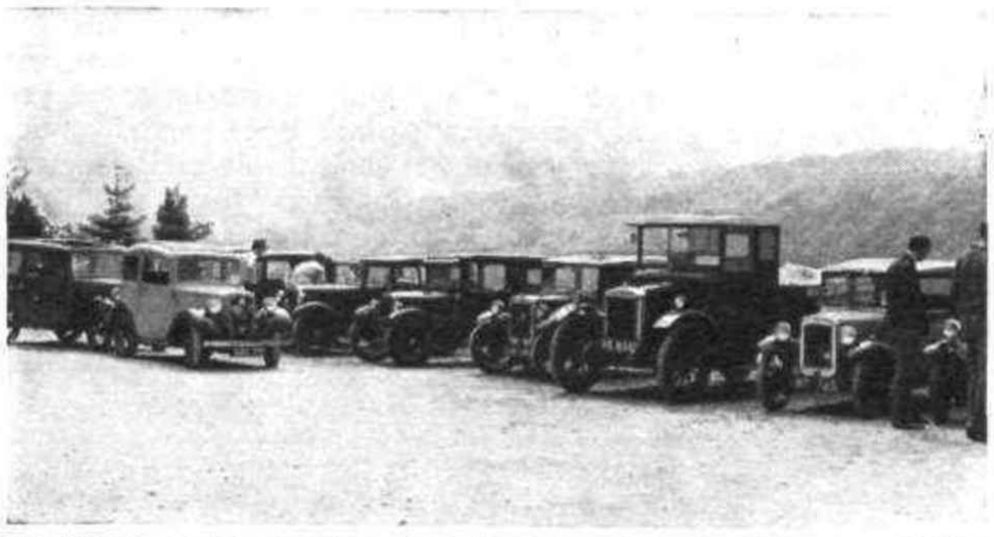
miles. I cannot help thinking that, in comparison with the Alfa Romeo 1750, which gives much the same power output (132 SAE b.h.p. at 5,500 r.p.m. from 1,779 c.c., compared to the Escort's 120 DIN b.h.p. at 6,500 r.p.m. from 1,601 c.c.) and not such inferior performance, all things considered, in spite of the lower price (Alfa = £1,935; RS1600 = £1,447), the BDA engine is somewhat dramatic—thirsty for oil, ear-offending and requiring frequent carburetter adjustment and servicing. Only time and more mileage will tell which is the more dependable and satisfactory overall.—W. B.

STD WOLVERHAMPTON RALLY—*continued from page* 705

Sunbeams as a 1934 saloon exported new to S. Africa but brought back to England in 1948, this one, like Plant's Talbot 75 and V. Rawlings' Talbot 75 being in regular use, and Cooper's 1931 18.2 saloon with two owners only and its original toolkit and James' 1931 20 saloon which had one owner up to 1968.

Back at the Castlecroft, Mrs. Boddy presented the prizes, the Perkins Memorial Trophy going to H. Harrison for his creditable restoration of a 1924 Sunbeam 14/40 tourer which had been derelict since before the war. Peter Moores, as recounted, took the Rootes Trophy, and pride of ownership awards went to Harrison, Moores, Wiggins for his 10/23 Talbot tourer, Wilson, Smith, Mrs. Acock (1911 Darracq, secured in scrap condition in 1954), Hobbs and Slade. At the Park two Sunbeam motorcycles had joined in, a 1939 B25 and a 1924 Long-stroke, and someone came on a Sunbeam Ladies' bicycle, all, of course, with the "little oil-bath".

As we drove home, our 1930 Sunbeam greenhouse compelled to take the long climb over Clee Hill due to the inadequacy of sign-posting to the direct road to Ludlow in hilly Bridgnorth, we reflected on the healthy state of the one-make organisations, for that same day hundreds of Rolls-Royces were assembled at Blenheim and one Sunbeam owner was absent from Wolverhampton because he had an Avon Standard to take to the pre-war Standard/Triumph rally at Woburn. Next month Rileys return to Coventry on July 4th/5th, and Austin 7s to Beaulieu on the 5th., there is the Austin Ten/Four rally at Beaulieu on the 18th/19th, 30/98 Vauxhalls are to parade at the VSCC Silverstone meeting and we hear of a possible Jaguar gathering at the British Grand Prix. And so on. And why not, for goodness sake?—W. B.



Another one-make gathering—Austin 7s assembling for their annual Welsh week-end, which concluded with driving-tests at Llwyn-barried, with a visiting Morris Commercial amongst them.

ST. JOHN C. NIXON

IT is with sorrow that we have to report the death of Mr. St. John C. Nixon, who died while on holiday in Germany last month so soon after the successful completion of his 1,000 miles round Britain in the 1899 Wolseley.

Mr. Nixon was extremely knowledgeable about veteran cars, having been closely associated with S. F. Edge from the age of 14. He was the author of several books, including Daimler and Wolseley history.

THE THINGS THEY SAY . . . .

"But it was perhaps the morning's tour of the Rover Car Works at Solihull that especially caught the Princess's imagination. She is mechanically minded, with a general fascination for things that go 'chug' . . . . .". From an article on HRH Princess Anne, in *Woman's Own*. Better raise the red line on the tachometer, Peter! . . .

THE ALFA ROMEO 1750—*continued from page* 710.

scuttle choke and hand-throttle controls are better placed than on the 1750 but the reclining seat-backs do not have the same "micrometer" adjustment, being of a different type. (I regard those on the Alfa Romeo 1750 as the best system of all.)

The fuel-gauge needle swings about as on all Alfas (don't they know about tank baffles?) and read "empty" for absurd distances, one flasher had sometimes to be manually-cancelled (another weak aspect of modern Alfa Romeos is the too sensitive flasher stalk), and the lift-up interior door handles were uncomfortably sharp-edged. Nor did I like the green and blue lamps-on dashlights shining in my eyes at night.



A well balanced and fast car, the Alfa Romeo 1300 GT Junior *is just as irresistible as the larger model.*

Otherwise, all was bliss, and I did my fastest-yet run from my Welsh house to Hampshire home, averaging better than 50 m.p.h. with a stop to refuel, in this fascinating little 1300 GT, on a hot June evening. Its handling may not be the ultimate in the competition sense but it is ideal for fast motoring of this kind; nor is it necessary to thrust the engine "into the red", 70-m.p.h. cruising in 5th speed representing a very easy 3,500 r.p.m., as on the 1750. Another good Alfa Romeo, this gentlemanly but deceptively quick, Pirelli-shod, 103-b.h.p. 1300 GT Junior. . . .—W. B.

FORMULA TWO REVIEW—*continued from page* 698

out a terminal post. Stewart went on to win, with Regazzoni a fine second.

There were other lessons learned in Formula Two during May and June. One of the more significant and interesting ones is that South Americans are again making their mark on European motor racing. Brazil's Emerson Fittipaldi, who was third at Crystal Palace in spite of an incident in which he unwittingly but firmly pushed another car off the track, has exhibited a very professional outlook with his works-supported and beautifully-prepared Lotus 69. He tests often, and in this respect has an advantage over the works team, for which Graham Hill is now racing in support of Rindt. Better things are already in hand for Fittipaldi.

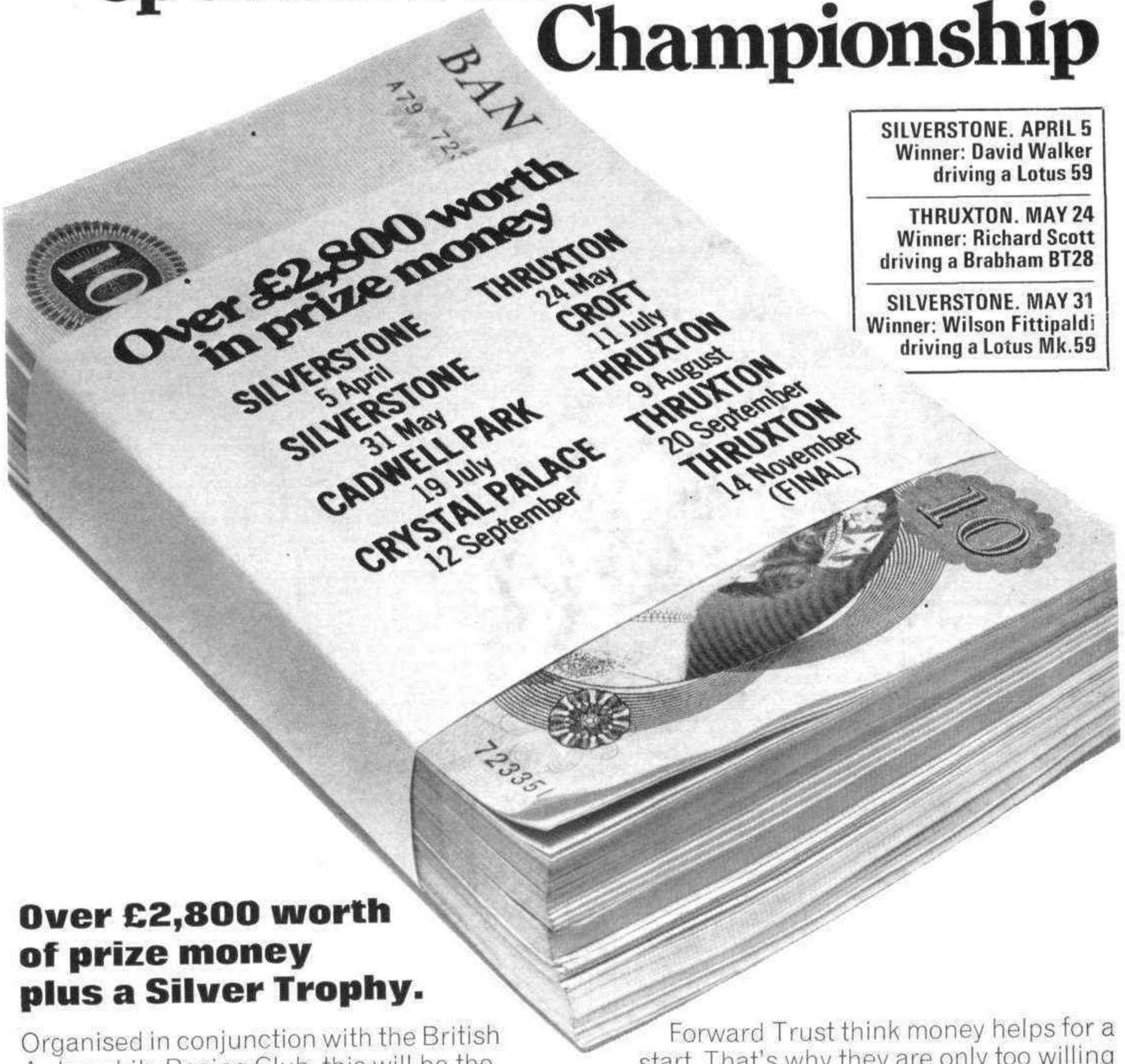
The other South American who has attracted attention is Argentinian Carlos Reutemann, whose white and yellow Brabham is seen to be sideways more often than not. Reutemann started his season badly by hitting Rindt on the first lap at Hockenheim, but at the second meeting there he shared the front row with Fittipaldi and proved extremely fast, if somewhat impetuous.—M. G. D.

"MOTOR SPORT"/SHELL FORMULA CHAMPIONSHIP
After 5 kounds

1st	T. Trimmer (Lotus 59-Holbay Ford and Brabham BT28-Holbay Ford)	23 pts
2nd	B. Bond (Lotus 59-Holbay Ford)	21 ,,
	D. Walker (Lotus 59-Holbay Ford)	21 ,,
4th	J. Hunt (Lotus 59-Holbay Ford)	10 ,,
5th	M. Beuttler (Brabham BT28-Holbay Ford)	9 ,,
	C. Pace (Lotus 59-Holbay Ford)	9 ,,
7th	I. Ashley (Lotus 59-Holbay Ford)	6 ,,
	J-P. Cassegrain (Brabham BT28-Holbay Ford)	6 ,,
9th	K. Jupp (Brabham BT28-Holbay Ford)	4 ,,
	R. Scott (Brabham BT28-Lucas Ford)	4 ,,
	C. Williams (Brabham BT28-Lucas Ford)	4 ,,
12th	U. Svensson (Brabham BT28-Lucas Ford)	3 ,,
	G. H. Birrell (Brabham BT28-Lucas Ford)	3 ,,
14th	J-P. Jarrier (Tecno-Novamotor Ford)	1 ,,
	M. Keens (Tecno-Lucas Ford)	1 ,,

Next round: Croft, July 11th

Forward Trust sponsor Formula III 1970 Championship



SILVERSTONE. APRIL 5
Winner: David Walker
driving a Lotus 59

THRUXTON. MAY 24
Winner: Richard Scott
driving a Brabham BT28

SILVERSTONE. MAY 31
Winner: Wilson Fittipaldi
driving a Lotus Mk.59

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THE BELGIAN GRAND PRIX

Fabulous Francorchamps—BRM break the Cosworth stronghold

SPA, FRANCORCHAMPS, BELGIUM, *June 7th*

WHEN the Grand Prix circus assembled in the paddock at Francorchamps on Friday, June 5th, for the first practice session there was a very noticeable gap in the ranks. The orange cars of the Bruce McLaren Motor Racing Team had been withdrawn, for on the Tuesday previous McLaren had died in a crash at Goodwood, while testing his latest Can-Am racing car. Practice was from 5 p.m. to 7 p.m., and though a little light drizzle during the afternoon had some people in a nervous twitch, by the time the practice started everything was dry and the sun was shining strongly, so that the wonderful Francorchamps circuit was in superb condition. As a sop to certain Grand Prix drivers the course had been modified slightly since the recent 1,000-kilometre sports-car race, and instead of taking the very fast *Malmedy* right-hand sweep at around 150 m.p.h. it was now necessary to brake really hard, going left of the grass island and then turning sharp right and joining the *Masta* straight on a left-hand sweep. This so-called *chicane* increased lap times to the order of seven to ten seconds, so a new set of standards for Grand Prix cars at Francorchamps was to be set. For the record the fastest Grand Prix lap in a race stood to Surtees with the V12 Honda in 1968, at 3 min. 30.5 sec., the fastest GP lap ever to Clark in a Lotus 49 in 1967 practice, at 3 min. 28.1 sec. and the fastest lap, regardless, to Rodriguez in a Porsche 917 sports car in 3 min. 16.5 sec., 160.3 m.p.h. It will be recalled that no Grand Prix was held at Francorchamps in 1969.

Apart from the very sad absence of the McLaren team, which included Gethin who was to have temporarily taken Hulme's place, and de Adamich with the Alfa Romeo-engined McLaren, there were other non-arrivals, these being Eaton with the third of the Type 153 BRM cars, the second Tyrrell entry, for Servoz-Gavin suddenly decided he had raced enough and opted out of the team, Moser with his "standard British Grand Prix Car Kit" built in Italy for him by Bellasi and Surtees with his private McLaren. This left 18 runners, the last one being Soler-Roig, who was waiting for Lotus to finish modifying their second Type 72, so for the first practice there were 17 entries and for a time they all had to feel their way round the new, sharp *Malmedy* corner, it being interesting as it called for very heavy braking on the left-hand curve at the exit from the very fast *Burnenville* curve. Stewart had two Tyrrell March cars to use, 701/2 as his mainstay and 701/7 as a training car, and he used the second one for settling in to the circuit before going out in the first car to establish any serious times. The works March cars were being experimented with as it was the first time they had been run at such high speeds and it was a matter of balancing the drag of the aerodynamic devices (the nose fins, the side tanks and the tail aerofoil) to maximum speed consistent with stability, and as most of the downthrust is directed to keeping the front down this was proving a tricky problem. Amon's usual car, 701/1, had undergone a complete rebuild, even to the extent of having a new monocoque, but like the axe that took off the head of Anne Boleyn, it was still the original, even though it had had four new heads and six new handles! Siffert was in 701/5 and neither of them put in a great deal of practice due to various adjustments being made and fuel feed experiments being carried out, for at Spa the cars spend a lot of time in a nose-down attitude on full throttle, which encourages the fuel to slosh forwards in the system rather than backwards, where it is needed. The Brabham team was also experimenting with fuel systems and had pannier tanks on each side of the cockpit, as engines are always thirsty at Spa. The system of plastic pipes and electric pumps was a real "plumber's nightmare", but seemed to work. Brabham was in BT33/2 and Stommelen, as usual, was in BT33/1.

Team Lotus had a modified Type 72 for Rindt to drive, this being 72/1 which had rearranged rear suspension geometry that no longer had the much-vaunted anti-squat characteristics, but the car did not get very far, for after a few laps a rear hub seized up and broke the lower wishbone mounting away. Someone had not drilled an $\frac{1}{8}$ in. breather hole in the hub upright casting on the right rear, and pressure build-up from heat blew out the oil seal, the lubricant escaped, the bearing seized solid and the sudden reverse torque was more than the suspension had been designed to carry, for with inboard breather hole in the hub upright casting on the right rear, and was happening Miles was circulating in a Lotus 49C, making his first appearance at Francorchamps, having been over the previous weekend in an Elan to learn the way round. Soler-Roig was awaiting 72/2, the second of the 1970 cars which had been modified very extensively. The monocoque had been taken apart, bulkheads were riveted inside the fuel tank spaces, half-way along, two bag tanks were now used on each side, with a filler on the left to fill the front ones, the inner cockpit skin had been strengthened and the rear surface of the cockpit had been moved forward to give a thicker box-section around the driver's shoulders. All this had been done to improve the torsional stiffness of the monocoque, which had been part of the high-speed cornering instability. As on 72/1 the rear suspension had been altered to remove the anti-squat characteristics and on 72/2 an entirely new front suspension frame had been made removing all anti-dive characteristics. In consequence of all the work one could say that 72/1 had been modified to a 72B and 72/2 to a 72C. After Miles had done a bit of practice in the 49C it was given to Rindt, as he had not even started to record decent times with the Lotus 72. Graham Hill was going round and round in Walker's rebuilt Lotus 49C, running without front fins or rear aerofoil, endeavouring to gain more down the straights by reduced drag than he was losing on the corners by loss of downthrust, but the results were not very conclusive. Ferrari were also trying this dodge on the car Ickx was driving, but soon reverted to fins and aerofoil as Ickx found the car much too sensitive and twitchy without its aerodynamic downthrust aids, though this could have been because the suspension and tyres had been designed for high downthrust.

ENTRY

No.	Entrant	Driver	Country	Car	Engine	Gearbox	Tyres	Colour	Team Boss Man
1	Owen Racing Organisation, England	P. Rodriguez	Mexico	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Tim Parnell
2	Owen Racing Organisation, England	J. Oliver	England	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Tim Parnell
3	Owen Racing Organisation, England	G. Eaton	Canada	BRM Type 153	BRM V12	BRM	Dunlop	White and gold	Tim Parnell
4	Bruce McLaren Motor Racing, England	B. McLaren	New Zealand	McLaren M14A	Cosworth V8	Hewland	Goodyear	Orange	Phil Kerr
5	Bruce McLaren Motor Racing, England	P. Gethin	England	McLaren M14A	Cosworth V8	Hewland	Goodyear	Orange	Phil Kerr
6	Bruce McLaren Motor Racing, England	A. de Adamich	Italy	McLaren M7D	Alfa Romeo V8	Hewland	Goodyear	Orange	Phil Kerr
7	Frank Williams "Racing Cars", England	P. Courage	England	De Tomaso 38	Cosworth V8	Hewland	Dunlop	Red	Frank Williams
8	Wheatcroft Racing, England	D. Bell	England	Brabham BT26	Cosworth V8	Hewland	Dunlop	Green	Tom Wheatcroft
9	March Engineering, England	J. Siffert	Switzerland	March 701	Cosworth V8	Hewland	Firestone	Dayglow red	Alan Rees
10	March Engineering, England	C. Amon	New Zealand	March 701	Cosworth V8	Hewland	Firestone	Dayglow red	Alan Rees
11	Tyrrell Racing Organisation, England	J. Stewart	Scotland	March 701	Cosworth V8	Hewland	Dunlop	Blue	Ken Tyrrell
12	Tyrrell Racing Organisation, England	—	—	—	—	—	—	—	—
14	Antique Automobiles, England	R. Peterson	Sweden	March 701	Cosworth V8	Hewland	Goodyear	Yellow and maroon	Colin Crabbe
15	—	—	—	—	—	—	—	—	—
16	Silvio Moser Racing Team, Switzerland	S. Moser	Switzerland	Bellasi F1	Cosworth V8	Hewland	—	—	—
17	Team Surtees, England	J. Surtees	England	McLaren M7C	Cosworth V8	Hewland	Firestone	Red and white	—
18	Motor Racing Developments, England	J. Brabham	Australia	Brabham BT33	Cosworth V8	Hewland	Goodyear	Turquoise and yellow	R. Tauranac
19	Motor Racing Developments, England	R. Stommelen	Germany	Brabham BT33	Cosworth V8	Hewland	Goodyear	Turquoise and white	R. Tauranac
20	Gold Leaf Team Lotus, England	J. Rindt	Austria	Lotus 72B	Cosworth V8	Hewland	Firestone	Red, white and gold	Colin Chapman
21	Gold Leaf Team Lotus, England	J. Miles	England	Lotus 49C	Cosworth V8	Hewland	Firestone	Red, white and gold	Colin Chapman
22	World Wide Racing, England	A. Soler-Roig	Spain	Lotus 72C	Cosworth V8	Hewland	Firestone	Red, white and gold	Colin Chapman
23	Brooke Bond Oxo Racing, England	G. Hill	England	Lotus 49C	Cosworth V8	Hewland	Firestone	Blue and white	Rob Walker
24	—	—	—	—	—	—	—	—	—
25	Equipe Matra-Elf, France	J-P. Beltoise	France	Matra-Simca	Matra V12	Hewland	Goodyear	Blue and white	Jean Hebert
26	Equipe Matra-Elf, France	H. Pescarolo	France	Matra-Simca	Matra V12	Hewland	Goodyear	Blue and Green	Jean Hebert
27	SEFAC Ferrari, Italy	J. Ickx	Belgium	Ferrari 312B	Ferrari flat-12	Ferrari	Firestone	Red	Franco Gozzi
28	SEFAC Ferrari, Italy	I. Giunti	Italy	Ferrari 312B	Ferrari flat-12	Ferrari	Firestone	Red	Franco Gozzi

The BRM team were not at all happy as their gearboxes were giving trouble with the selectors not selecting properly and with gears coming out of engagement, though as they were BRM designed and built gearboxes rather than the ubiquitous Hewland boxes, they had to sort out their own problems. Matra were busy changing ratios on their Hewland gearboxes, so did not do too much running, but when they did the French V12-cylinder engines sounded beautifully crisp. Colin Crabbe's yellow and brown March 701 which Peterson was driving had been geared for an optimistic maximum of 195 m.p.h., so when it would not reach peak r.p.m. in top the Swede left it in 4th gear, rather than waste time having the ratios changed, for it was his first race at Spa and he had plenty to learn. He was driving very smoothly and very confidently, and not all that slowly, his times being in the 3 min. 40 sec., less than ten seconds slower than the Stewarts and Brabhams, which was very good for a first time out. Ferrari had entered two cars and the second one was being driven by Giunti, who had the advantage of having driven a 5-litre sports car in the 1,000-kilometre race, so he knew what Spa was all about, and merely had to adapt himself to a single-seater and getting the most out of a lower-powered engine than he had been used to. Courage was using the number three De Tomaso car, and waiting for a brand-new one to arrive from Modena. Like Amon's March it was to retain the number 38/2, being a 100% rebuild of the second car, with the addition of wider rear track and different suspension geometry for the De Tomaso designer is still learning about high-speed single-seaters. Towards the end of the practice session the pace began to speed up a bit as drivers got used to the circuit and the evening began to get cool. Brabham was trying really hard, as was Stewart, while Stommelen was driving impressively, and it looked as though the Scot was going to hold fastest time with 3 min. 31.8 sec., not quite down to the old 1968 record, but as usual anyone who thought that reckoned without Brabham. As the Director of the race was preparing to end practice the swarthy Australian did a sort of Fangio act and pipped Stewart's time, with 3 min. 31.5 sec., just as practice finished.

Saturday was another glorious day and practice was from 2 p.m. until 3.30 p.m., the two BRM drivers being out very smartly, as they had not really got under way the day before. Stewart was once more playing himself in with the spare Tyrrell March and Ferrari produced two cars for Ickx, 001 and 003, while Giunti was still driving 002, this being yet another 100% rebuild round a basic number, as 002 was the car that was crashed and burnt out in Spain. Team Lotus had repaired the 72 and given it permanently to Miles, and Rindt had taken over the old 49C. The latest 72 had arrived but was being finished off so Soler-Roig still did not get a drive. Brabham was playing about with fuel systems and things and generally messing about so that he got in no fast laps at all, whereas Stewart with his two cars was well organised and after some practice with the spare car he went out in 701/2 and got down to 3 min. 28.0 sec. Rindt was really trying in the Lotus 49C and got down to 3 min. 30.1 sec. and Ickx was not far off with 3 min. 30.9 sec. BRM were still having their troubles for Oliver's engine went sick in the valve department, probably due to over-revving the day before when it kept jumping out of gear, but Rodriguez managed to get in a very competitive time of 3 min. 31.6 sec. Hill had all the fins and aerofoils put back on the Walker Lotus 49C and the two Matras were proving to be very equal until Pescarolo saw his oil pressure disappear and hurriedly switched off, coasting to a stop at *Malmedy* before the engine wrecked itself, though it was the end of his day's practice. The new De Tomaso had arrived, but like the latest Lotus 72 was being finished off, and in the meanwhile Courage had withdrawn 38/3 as a cylinder head gasket blew. Oliver's BRM was rushed back to the garage for an engine change and Rindt's Cosworth engine went sick, so the car was torn apart behind the pits. The works March cars began to go better and Amon put in a super lap at 3 min. 30.3 sec, third fastest of the early afternoon, but even so it was nearly two seconds slower than Stewart in the Tyrrell March. It was a good effort by Amon, but when his mechanic looked at the sparking plugs he found the one in number one cylinder was coated with aluminium, so that was the end of that Cosworth engine. It was becoming very obvious that the Cosworth V8 engines were breaking rather disastrously on all sides and there was not the usual happy confidence among those racing with them.

Of the private owners and drivers, Peterson now could use all five gears and was down to a respectable 3 min. 36.8 sec, enjoying the circuit more every time he went out, while Derek Bell in Wheatcroft's Brabham was thoroughly enjoying himself, having the knowledge of Spa from the 1,000-kilometre race with the Belgian-owned 512S Ferrari, and his best time was 3 min. 36.2 sec.

At 2.30 p.m. practice stopped and there was a welcome break until 6 p.m., during which time a semi-national event for BMW saloons did their practice. In the paddock all was activity, the Lotus mechanics did a very rapid engine change on Rindt's 49C, the new Lotus 72 was finished off, Amon's March was torn apart, the number three De Tomaso was put to one side and the brand-new one arrived. The timetable was for one final hour of practice from 6 p.m. to 7 p.m. and this was obviously going to be the "make-it-or-break-it" session as regards the starting grid, for there was no question of qualifying, all 18 entries were acceptable, providing they were fast enough. Although "make it" was the objective "break it" was still popular and Rodriguez stopped abruptly with a connecting-rod broken in his BRM engine. Amon's car was in small pieces so he had no hope of practising but Rindt's Lotus was finished and he bedded things in. The new Lotus 72C was finished and Soler-Roig proceeded to feel his way round the circuit, and Courage got in some laps with the brand-new De Tomaso. Before the hour was up Oliver's BRM was finished, with a new engine, and he managed to get his fastest lap in, and Siffert finally got into competition, though not for want of knowledge of the circuit or driving ability, he just lacked a raceworthy car. Stommelen put in his best lap, but Peterson was right behind him, and Giunti beat them both, but so he should with the practice he had had with the 5-litre sports car. Ickx practised with the spare Ferrari until it went wrong, and then went out in 003 and made his best time of all, in 3 min. 30.7 sec, which was the fastest time in this final session, Stewart being content with a "bedding-in" time of 3 min. 33.1 sec., knowing he had pole position with 3 min. 28.0 sec., over two seconds faster than his nearest rival, and as this was an average speed of just over 150 m.p.h., including *two* 1st gear corners, no-one could say the Grand Prix cars were hanging about. At the entrance to the ess-bend on the *Masta* straight, which the braver ones took flat-out, without lifting their throttle foot at all, the Matra team had set up an "instant-speed" timing beam, and the fastest recorded time had been Hill in the Walker Lotus 49C, without fins and aerofoil, at 294 k.p.h. (approximately 182 m.p.h.).

PRACTICE TIMES

No.	Driver	Car	Friday afternoon	Saturday First	Saturday Second
1	P. Rodriguez	BRM Type 153/02—V12	3. 50.3	3. 31.6	no time
2	J. Oliver	BRM Type 153/04—V12	3. 44.5	3. 40.1	3. 34.2
3	G. Eaton	NON-STARTER	—	—	—
4	—	WITHDRAWN	—	—	—
5	—	WITHDRAWN	—	—	—
6	—	WITHDRAWN	—	—	—
7	P. Courage	De Tomas 38/3-Cosworth V8	3. 33.2	3. 51.1	—
8	D. Bell	Brabham BT26/4-Cosworth V8	3. 43.3	3. 36.2	3. 38.1
9	J. Siffert	March 701/5-Cosworth V8	3. 40.1	3. 34.7	3. 32.9
10	C. Amon	March 701/1-Cosworth V8	3. 35.0	3. 30.3	—
11	J. Stewart	March 701/2-Cosworth V8	3. 31.8	**3. 28.0**	3. 33.1
12	—	NO ENTRY	—	—	—
14	R. Peterson	March 701/8-Cosworth V8	3. 38.3	3. 36.8	3. 32.8
15	—	NO ENTRY	—	—	—
16	S. Moser	NON-STARTER	—	—	—
17	J. Surtees	NON-STARTER	—	—	—
18	J. Brabham	Brabham BT33/2-Cosworth V8	**3. 31.5**	3. 45.0	3. 32.9
19	R. Stommelen	Brabham BT33/1-Cosworth V8	3. 32.2	3. 53.3	3. 32.0
20	J. Rindt	Lotus 72B/1-Cosworth V8	no time	—	—
21	J. Miles	Lotus 49C/R6-Cosworth V8	3. 40.1	—	—
22	A. Soler-Roig	Lotus 72C/2-Cosworth V8	—	—	3. 52.7
23	G. Hill	Lotus 49C/R7-Cosworth V8	3. 50.2	3. 38.6	3. 37.0
24	—	NO ENTRY	—	—	—
25	J-P. Beltoise	Matra-Simca MS120/03—V12	3. 53.3	3. 37.6	3. 32.9
26	H. Pescarolo	Matra-Simca MS120/02—V12	3. 43.7	3. 37.1	—
27	J. Ickx	Ferrari 312B/003—V12	3. 33.4	3. 30.9	**3. 30.7**
28	I. Giunti	Ferrari 312B/002—V12	3. 38.7	3. 35.6	3. 32.4
7T	P. Courage	De Tomaso 38/2-Cosworth V8	—	—	3. 33.0
11T	J. Stewart	March 701/7-Cosworth V8	no time	no time	no time
27T	J. Ickx	Ferrari 312B/001—V12	—	no time	no time
20	J. Rindt	Lotus 49C/R6-Cosworth V8	3. 34.7	3. 30.1	3. 32.2
21	J. Miles	Lotus 72B/1-Cosworth V8	—	3. 40.7	3. 33.8

When all the times of the three practice periods had been shuffled together the front row of the grid comprised Stewart, Rindt and Amon, and as Rindt was driving a Lotus 49C, very similar to the car that held pole-position in 1967, one wondered where the progress had gone in the intervening years. In the final hour of practice Soler-Roig had failed to get in more than two timed laps and in consequence he was ruled out as a minimum of five laps was required. While the various mechanics slaved away, many of them into the small hours, to prepare the cars for the race, the timid drivers prayed for Sunday sunshine and the rugged ones just slept, prepared to accept Sunday

in whatever form it arrived. The Meteorological people had guaranteed fine weather for Sunday so the start was scheduled for 1 p.m., with a presentation of drivers at noon.

As promised by the Met. Man, Sunday was another glorious day, and one of the leaders of the anti-Spa faction amongst the drivers could be heard complaining that it was too hot. One wondered if the GPDA were going to ask to have the start postponed until it got cooler! This particular driver's team-manager was voicing the opinion that "Spa was too fast and would be finished in two years". The more realistic competitors were preparing for a serious motor race, fuel consumption being uppermost in their minds, the Tyrrell team were really well prepared, both 701/2 and 701/7 March cars were ready to race, and no driver could ask for a better team preparation. 701/2 was destined for the grid, but such is the Tyrrell thoroughness that the second car could have been substituted immediately if required. Ickx had settled on 003 Ferrari and Courage was going to use 38/2, the latest De Tomaso. The BRM mechanics had worked hard and long and Rodriguez had a new engine in his car, and Pescarolo and Amon also had new engines. Soler-Roig was refused permission to start with the latest Lotus 72 as he had done insufficient practice, and there was a flap in the March camp for Peterson was being held by the police after a traffic *fracas* on the way to the circuit. Some top-level diplomacy on the part of the race officials got him freed only a few minutes before drivers began to set off on a warm-up lap. As the cars formed up on the "dummy-grid" there was a lot of work still being done and everyone was topping up with petrol, while the Brabhams were being topped up with oil as well.

STARTING GRID

↑

11 J. Stewart (*March-Cosworth V8*) 701/2 3 min. 28.0 sec.	20 J. Rindt (*Lotus-Cosworth V8*) 49C/R6 3 min. 30.1 sec.	10 C. Amon (*March-Cosworth V8*) 701/1 3 min. 30.3 sec.
27 J. Ickx (*Ferrari flat-12*) 312B/003 3 min. 30.7 sec.	18 J. Brabham (*Brabham-Cosworth V8*) BT33/2 3 min. 31.5 sec.	
1 P. Rodriguez (*BRM V12*) 153/02 3 min. 31.6 sec.	19 R. Stommelen (*Brabham-Cosworth V8*) BT33/1 3 min. 32.0 sec.	28 I. Giunti (*Ferrari flat-12*) 312B/002 3 min. 32.4 sec.
14 R. Peterson (*March-Cosworth V8*) 701/8 3 min. 32.8 sec.	9 J. Siffert (*March-Cosworth V8*) 701/5 3 min. 32.9 sec.	
25 J-P. Beltoise *Matra-Simca V12*) MS120/03 3 min. 32.9 sec.	7 P. Courage (*De Tomaso-Cosworth V8*) 38/2 3 min. 33.0 sec.	21 J. Miles (*Lotus-Cosworth V8*) 72/1 3 min. 33.8 sec.
2 J. Oliver (*BRM V12*) 153/04 3 min. 34.2 sec.	8 D. Bell (*Brabham-Cosworth V8*) BT26/4 3 min. 36.2 sec.	
23 G. Hill *Lotus-Cosworth V8*) 49C/R7 3 min. 37.0 sec.	26 H. Pescarolo (*Matra-Simca V12*) MS120/02 3 min. 37.1 sec.	

Non-starter: A. Soler-Roig (*Lotus* 72/2), insufficient practice.

It was just after 1 p.m. when the 17 cars rolled forward on to the starting grid, and in a fantastic burst of sound they roared away down the hill to start the 28-lap race, with Rindt forging into the lead from his central position on the front row. As they sorted themselves out on the opening lap it was Amon who took command, followed by Stewart, Rindt, Rodriguez, Ickx, Brabham and Beltoise. At the end of the field Bell headed for the pits to retire, with his gearbox stuck in gear, the change mechanism under the lever in the cockpit having broken. The two-second superiority that Stewart had shown in practice was not making itself evident, and though he took the lead on the second lap Amon, Rindt, Rodriguez and the others were right behind him. On the next lap Amon retook the lead and Stewart realised that his Cosworth engine was not pulling like it should. Rodriguez moved up to third place, disposing of Rindt with little trouble, and drivers with Cosworth engines were realising that the BRM V12 engine was really getting into its stride in the Mexican driver's car. On lap 4 Rodriguez was second and on lap 5 he took the lead, with Amon, Stewart, Ickx, Rindt and Beltoise following. This was the sight that every BRM follower had been waiting to see, and to see it happen on the super-fast Francorchamps circuit was wonderful, there were no arguments, and Rodriguez set a new lap record at 3 min. 30.8 sec.—240.787 k.p.h. (149.5 m.p.h.), almost equal to the old Formula One record before the introduction of the *Malmedy* corner, so this showed the progress made since 1968. Courage retired the De Tomaso at the pits as the Cosworth engine was rapidly losing its oil pressure and he wisely stopped before it went bang. The race pattern had now settled down, with the BRM setting the pace, the March cars of Amon and Stewart grimly hanging on, Ickx in fourth place, followed by Brabham, Rindt, Beltoise, Oliver, Peterson and Pescarolo. After a gap came Stommelen, Siffert with a very unhappy car, Giunti with the second Ferrari, and Hill and Miles bringing up the rear. At the end of lap 7 Oliver was missing and after they had all gone by he came coasting into the pits with yet another broken engine, but at least he had the satisfaction of watching his team-mate still out in front and looking very sure.

As Rodriguez finished his eighth lap he had a bit of a slide coming out of *La Source* hairpin and Amon was immediately alongside him as they raced down the hill side-by-side. The March was credited with leading on that lap and they rocketed down to the *Eau Rouge* bridge, but few people can "sit-it-out" with the tough little Mexican and the BRM took the lead again up the hill. Brabham had taken fourth place from Ickx and he now took third place from Stewart, and the BRM pit quickly informed Rodriguez that the crafty Australian was on the rampage, but during lap 9 Brabham overshot the *Malmedy* corner, and had to let Stewart and Rindt go by, Ickx having fallen back behind the works Lotus. At 10 laps the BRM looked safe and secure in the lead, but Stewart was losing ground, though Amon was keeping up in second place. As Rindt went past the pits his Cosworth engine made a funny noise and that was the last that was seen of him until he re-appeared at the pits on foot when the leader was on his 24th lap. Pescarolo had moved ahead of Peterson and joined Beltoise and the two V12 Matras were singing round in close company, making a beautiful sound as all 24 cylinders pushed out their power at 10,300 r.p.m. Brabham was making up time again after his overshooting of the *Malmedy* turn and once more the BRM pit warned Rodriguez, for the Australian set a new lap record at 3 min. 29.5 sec., and disposed so smartly of Stewart that it was very obvious that all was not well with the Tyrrell March. As Stewart left *La Source* at the end of lap 14 the car suddenly slowed, the driver quickly raised an arm and then there was a great plume of smoke as the Cosworth engine broke in a big way, and Tyrrell had to watch the wreckage coast by to the foot of the hill. On the previous lap Miles had stopped at the pits with the Lotus 72, having spun at the sharp left-hand bend at *Les Combes*, and it was found that both rear tyres had lost nearly all their pressure. As the fuel system overflow had been exhausting fuel into the engine intakes on acceleration (that has happened before!) and the gearbox was playing up, all of which had put the car into a very poor last place, it was withdrawn.

The BRM was really singing round in the lead, Rodriguez not straining it at all and only using 10,200 r.p.m., whereas he had 10,700 r.p.m. available. Even so he was lapping faster and faster as the fuel load lessened and he set up a new lap record with 3 min. 28.9 sec. and then 3 min. 27.9 sec., and all the while Amon was pressing the March as hard as he knew how, staying two seconds behind the BRM all the time and virtually lapping at the same speed. Behind these two Brabham was in third place, but unable to challenge the increased speed of the leaders, and Ickx was in an uninspiring fourth place, the Ferrari flat-12 sounding healthy enough. Then came the two Matras, occasionally swapping places with each other, and one wondered if a top driver might not have been able to put the French V12 up at the front with the British V12. Giunti was driving a nice regular race but was black-flagged as someone reported the Ferrari was losing oil. He stopped at the end of lap 18 but no oil leaks could be found and he went off back into the race, having lost a place to Stommelen. On the previous lap Hill had stopped at the pits with a rear tyre losing bits of tread, having felt the roughness going through the *Burnenville* curve, and stopping at *Malmedy* to investigate. He was having a very dreary race as the Lotus had stuck in top gear for a time and he was now a lap behind the leaders. Peterson's March split an exhaust manifold pipe and Crabbe called him in to have it changed, a very hot and difficult job for the mechanics, which dropped the Swede from a very steady eighth place to dead last, too far back to qualify as an official finisher. Brabham was suddenly reported as going slowly at *Stavelot* and he eventually coasted into the pits and out of the race, the clutch ring having disintegrated and put the whole thing out of balance.

At 20 laps there was still two seconds between the leading BRM and Amon's March, and Rodriguez was clearly in full command.

Continued on page 720

FORD WIN WORLD CUP RALLY

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Congratulations to Ford on their magnificent achievement in the 1970 World Cup Rally.
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A SCRAP OF HISTORY

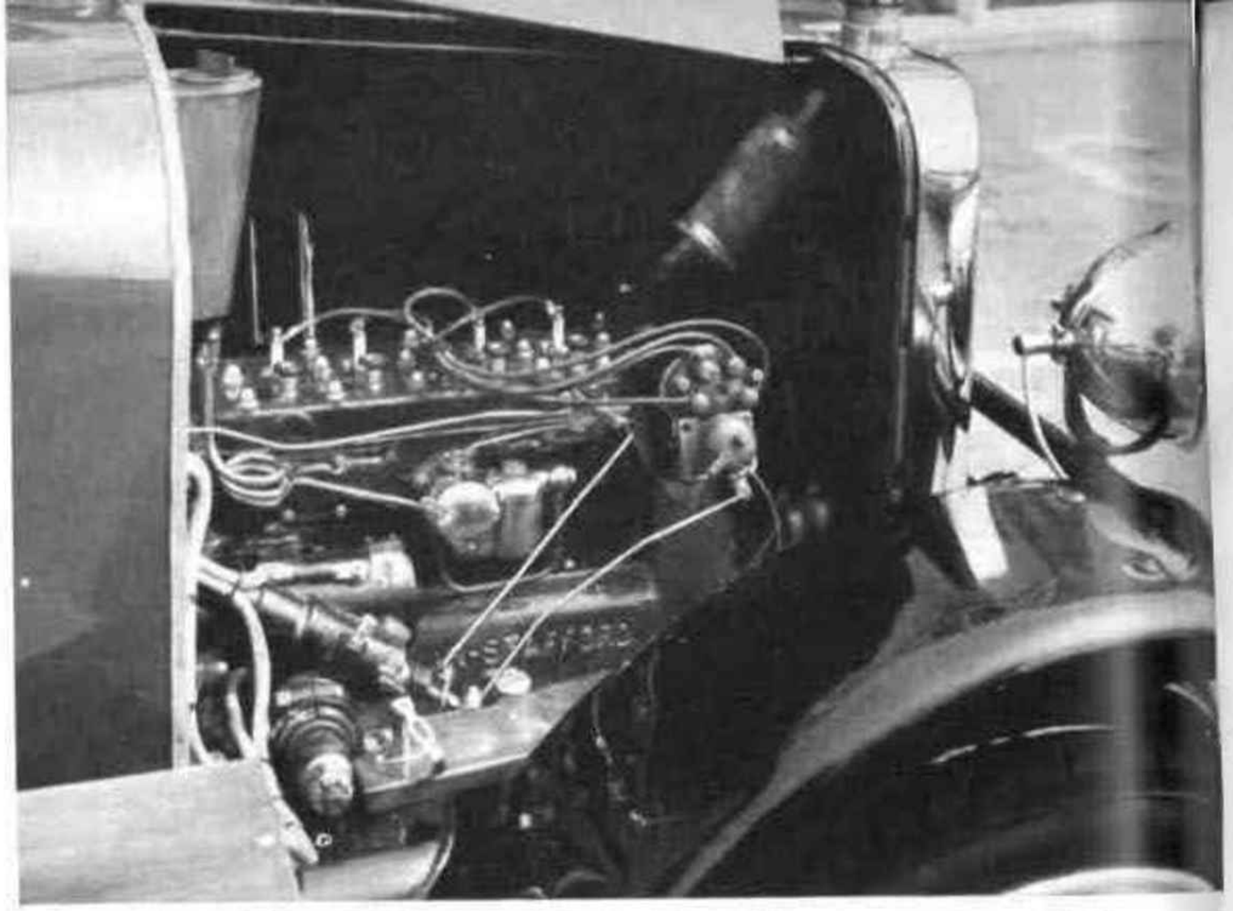
THE MORE encyclopaedias and reference books there are, the less history there remains to be discovered. But thanks to readers of MOTOR SPORT, interesting gaps can still be filled in. For instance, Mr. A. J. Walker, of Stoke Newington has sent us a catalogue relating to the Realm-Forrest motor car and commercial van. It seems that when the Argyll Company folded up this concern took over the remaining 1904 to 1908 parts from the liquidator and also the London premises of Argylls, at Upper Rathbone Place off Oxford Street, claimed to be one of the largest garages, with showrooms and workshops, then to be found in Central London. Realm-Forrest offered Argyll parts at reduced prices and took on many members of the staff of the defunct firm of Argylls (London) Ltd.

They also ventured into car construction, but avoided anything as elaborate as the sleeve-valve, front-braked cars which had taken Argyll to bankruptcy. Indeed, the Realm-Forrest was simple in the extreme. It had a water-cooled vee-twin engine of 84 × 110 mm. bore and stroke mounted on the n/s of the chassis, a steel disc in lieu of a flywheel on the crankshaft providing the driving member of a friction transmission system, the driven disc being on the front of the propeller shaft which drove directly to the bevel-geared live back-axle. The driven disc was mounted on a swinging frame, moved by rack-and-pinion mechanism, so that it could traverse the face of the driving disc, even to giving a reverse gear. The description in the catalogue is rather confusing, but it seems that a pedal was used to part the discs and a lever to select the required ratio of drive, grip being provided by leather rings—yet one more variant of the well-known friction drive.

This Realm-Forrest was certainly simple, for it had no water pump, ignition was by coil and accumulator, and the lubrication was described as "perfect", being by a pump on the dashboard! It was claimed that the engine would run at from 4 to 25 m.p.h. and that the friction rings would last for 7–8,000 miles, being replaceable at the roadside by the unskilled, at a cost of 12s. 6d. Fuel consumption was estimated at 26 m.p.g. ("about ½d. per car mile") but wasn't guaranteed, "as this is somewhat influenced by skill in driving." The writer of the catalogue was very verbose, dealing with the remarkable evolution of the motor vehicle since the 1896 Emancipation Act, remarking that "In a nation characterised by its solid and unemotional qualities, the descendants of a race of hardy hunters and a people essentially addicted to outdoor life, with, behind them, centuries full of traditions attaching to the horse, there is small wonder that a spirit of conservatism should have manifested itself in regard to that noble animal, and that the appearance of the mechanical carriage should have been largely resented as an unwelcome and objectionable innovation, "but pointing out that horse traction on the basis of 80 miles delivery a day would cost £685 per annum (five horses and four vans) whereas one Realm-Forrest van, costing £150, would do the same job for £332.

On the subject of the transmission, the author of the catalogue remarked that although friction drive, by belt and pulley, had become almost obsolete since the Brighton Run of 1896, as with the railways' "battle of the gauges", after hot discussion "the concensus of engineering practice has gone almost wholly in favour of tooth gearing, and we are in general in agreement with the profession". But, the catalogue explained, "there are cars and cars". For those of 50 or 60 h.p. it would apply the use of a gear drive, but a really well designed form of friction drive might be found no less efficient in cars of even up to 40 h.p. As the Realm-Forrest was light and of low power and had a special "rolling contact drive", how could the Realm-Forrest Gearless motor car fail to succeed?

In fact, a van used by J. Wickham & Sons, bakers, of Reigate, had run close on 900 miles, giving 22 m.p.g. and other testimonials were received from three Liverpool owners and another in Aigburth, it being claimed that no purchaser had ever complained of failure or breakdown. Nevertheless, one wonders whether the author of the catalogue was not more skilled in his profession than the makers of the car he was extolling? The 6 cwt. van and waggon were said to do 4 to 18 m.p.h. and the 8 h.p. car 4 to 25 m.p.h., the respective 1908 prices being £150, £135 and £145 with hood and screen. A back seat cost an extra £7. Free driving instruction was given to all purchasers of Realm-Forrest vehicles—but how many were there to instruct?—W. B.



IMMACULATE RESTORATION.—The Dorman engine which apprentices of Dorman Diesels Ltd. have restored for an Autocrat tourer.

V-E-V Miscellany.—The remains of an old Morris, possibly a Ten, are reported from North Devon, in the form of engine, suspension, brakes, gearbox and back axle from car no. 34/T/23464. Maurice Smith managed to obtain an MoT certificate last May for his 1895 Lawson steam tricycle, after it had stood for 1½ hours attaining its working pressure of 80 lb./sq. in.; it attained a creditable 36% efficiency figure in the braking test. This is the odd device known as the "Craigievar Express" after the castle in Scotland where it was built, which Maurice Smith has been renovating for the past 3½ years. A *circa*-1935 Wolseley saloon has been discovered under a pile of wood in a N. Devon builder's yard, apparently in complete and restorable condition. A 1923 Autocrat tourer has been splendidly restored by the apprentices at Dorman Diesels Limited of Stafford, who acquired this car, which has a 1,496-c.c. Dorman engine, some time ago. This, apparently, is not the Autocrat coupé that was in the news some years ago.

Two Clubs which cater for early American cars, the Pre-50 American AC, which has its Rally of the Giants at Shottesbrooke, near Maidenhead on August 30th, and the Classic American AC of GB, which has its Woburn Rally on August 16th, deplore in their magazines the silly prices bid at auctions for old cars, which are at last slackening. Incidentally, the May issue of *Hood and Fender*, duplicated journal of the Classic AAC, lists the more acceptable classics as Cadillac 16, Marmon 16, Duesenberg J, Lincoln KB V12, Cadillac V12, Packard V12, Doble steamer, Lincoln V8 of 1931-2, Chrysler Imperial, Packard Super 8, Pierce-Arrow V12, Franklin 12, Pierce-Arrow 8, Lincoln V8 pre-1931, Lincoln K V12 post-1933, Stutz DV 32 and Stutz SV16, Chrysler Airflow, Cord 810, Cadillac V8 to 1936, Lincoln Continental, Auburn V12 and Cord L29, Auburn 8 and Du Pont, in that order of merit, although these are not necessarily the Club's official views.

The Austin Ten DC has its Beaulieu Rally on July 18/19th. It is open to Austins of 10 h.p. and over first registered between 1930 and 1939 inclusive and entrants have to bring privately-taxed vehicles to the rally field by noon on the Sunday, for driving tests and Pride of Ownership contest, etc. The Midland Festival of Steam, with vintage car support, takes place on the same week-end, at the County Showground, Stafford, the arena events starting at 2.30 on the Saturday and at noon on the Sunday.

The Wolseley Register has issued another list of recorded vehicles, which is divided into veteran, Edwardian, vintage and post-vintage models, with some history interspersed between the sections. It is

interesting that two dozen vintage Wolseley Tens have passed through the Register's records, and that eleven 11/22 models and half-a-dozen of the 7-h.p. flat-twins are listed (we hear of someone who wants to make a 200-Mile Race replica from an 11/22 chassis), but we are sorry to learn that the sole example of 1921 20-h.p. six-cylinder Wolseley has left this country for a Dutch museum. Non-members can obtain copies of the list for 5s. post free (7s. 6d. if overseas) from the Hon. Sec. of the Wolseley Register, which caters for 1895 to 1947 cars. He is R. S. Burrows, 17, Hills Avenue, Cambridge.

V-E-V Odds and Ends.—Having dealt with the commencement of St. J. Nixon's round-Britain run in the 1899 Wolseley and the VCC 1,000-mile Trial, we were disappointed not to receive any official news of these events. However, Jaguar Cars' Press Office tells us that at the Guildhall banquet Lord Montagu was awarded a special Daimler trophy for completing every section of the route in the VCC event, despite overheating troubles on his 1899 Daimler and having to start earlier and finish later on each of the eight days than other competitors—when they were resting and taking refreshments Lord Montagu kept regularly motoring on. He drove single-handed, but 92-year-old Mr. Randolph, who took part in the 1900 Trial, covered virtually the entire route as His Lordship's passenger. A reader reminds us that Rapson tyres were fitted to Ettore Bugatti's Bugatti Royale in 1926, these being 1,000 × 180-mm. covers.

A rusty but restorable 1934 Vauxhall saloon has been discovered in Wales.

In answer to last month's enquiry about how many different makes of steam waggon are still in existence in Britain, a reader has sent us a newspaper cutting reminding us that Leyland Ltd. apprentices have rebuilt a solid-tyred Leyland steamer, the only known survivor of its type, which had been discovered derelict after working in Australian logging camps for many years. Three pre-war Fiat Balilla sports models from England, painted red, white and blue, were scheduled to take part in the Register Fiat Italiano's *Citta di Torino* last month, which included a run round the old Valentino Park circuit. Two of these Fiats, those of Liston Young and Derek Collins, are ex-Brooklands and TT cars.

VINTAGE POSTBAG

How to Save £58

Sir,

Herewith a salutary tale for any readers with a damaged petrol tank. I took my badly damaged tank from a sleeve-valve Daimler to a well-known London radiator repair company, who informed me that the tank could not be repaired—they were prepared to make me a new one for £70. Believing that if they could not do it nobody could, I resigned myself to perpetrating a bodge and covering same with the normal Daimler wooden tank guard.

I was later advised to take the tank to Raymond Radiators, of Chalk Farm Road, NW1, who immediately recognised it as a Daimler tank and said they could repair it. Three days later I collected the tank—as good as new, invisibly mended and repainted for £12—which probably proves something.

Usual disclaimers.

London, NW3. R. K. K. VERSCHOYLE.

* * *

Panhard-Levassors

Sir,

I was particularly interested in your article on White Elephant No. 11 as I have, for many years, itched to get my hands on this particular family of Albino Pachyderm again, but costs present too big a problem.

I drove two of the 30 h.p. (RAC?) P-Ls back in 1934 when I was an apprentice at W. & G. DuCros, at Acton Vale, and they were the English agents for Panhard-Levassor. According to my record one was a 1927 car and the other was 1928 vintage. I think the latter was a saloon (as I can remember nothing about it), but the former was an open sports four-seater, the rear seats being protected by an Auster screen.

This sports version came into W. & G.s for a complete overhaul and repaint and I had the pleasure of working on it and later doing some of the road-testing, tuning and brake adjusting.

Unlike your "acquaintance", this car had a three-choke, two-float chamber horizontal carb. assembly similar to that shown in the photograph of the 2.3-litre, the central choke taking fuel from both float chambers. The linkage of the butterflies was so arranged that when the revs. reached maximum on the single choke further depression of the acceleration pedal picked up the two outer chokes and the resultant surge was similar to that of a supercharger cutting in, and the scenery began to move backwards at a fantastic rate, particularly if the exhaust cut-out was opened at the same time.

The air intakes were similar to those shown on the 2.3-litre—open to the elements, and if the outer pair of chokes were opened up at too low revs. or too quickly the resultant weakening of the mixture was such that three sheets of flame shot half-way across the road. (We never took a P-L out on test without having a full Pyrene handy.)

I am sorry that your motor had lost its original operation of the dynastart. It was a bit much for the battery to spin that engine from cold and half the fun was hand-starting. The usual switch-off—suck in—switch-on procedure was used, but it needed the reduction gearing to turn it over compression for the suck-in. Having got her primed, the handle was pushed through the gearing to engage direct, then you just swung gently gaining a bit more each time till you made one last heave. If it went over compression she almost invariably ran. If, however, you had forgotten to retard the ignition your relatives started filling in the hole where you had been standing! Her kick-back was definitely in the Elephant class.

You mentioned the very heavy brake rods used from the cross-shaft to the wheels, and these provided the adjustment and balance, each rod being similar to a track rod with left- and right-handed threads. Adjusting in the workshop was only a rough run as the only effective way was to take the car out and see which hedge it wished to mow down. An adjustment then meant that you dived for the other hedge. Two straight stops were the aim and then leave well alone.

The brake shoes were nearly unique as they covered the total circumference of the drum all but about three inches at the bottom. When applied the first action was for the expander links to jack up the whole lining till it touched the drum at the top, and then a series of side expansions took place until the whole shoe was pressing the lining on to the maximum area of the drum. The brake power was quite fantastic when all worked correctly. The clutch on this car was a heavy duty type, quite up to the power it was handling, unlike the smaller six-cylinder 16 h.p. cars, where the lining was only wafer thin. These cars were not to be started by push or tow, as this usually stripped the lining off its plate.

This big car was owned by the chief manager to the Sir Alan Cobham's air circus and after the rebuild it was taken back to the owner at Penshurst Airfield. She was a lovely sight and I wish I had had a photograph of her. I believe that only four of these 30s were brought into this country and one was written off after it caught fire (? flashback). Where the others finished up I don't know, but I wish I did. I can confirm that the smaller cars had that very odd gate for the gear-change—1st and 2nd being forward left and right, with 3rd and 4th being back right and left respectively. Great fun if you forgot and tried to change down from top to 1st at any speed. One day, at W. & G.s, we heard a most astounding scream coming from the road outside the workshop and there appeared one of the 16s being driven off the main road howling in agony. Someone had removed the needle valve, linked to the throttle, and replaced it off its seating. As a result the sleeves were getting no oil and the car had been driven about 50 miles like that. The block and the outer sleeves were white metal lined and, apart from one or two score-marks, they were undamaged.

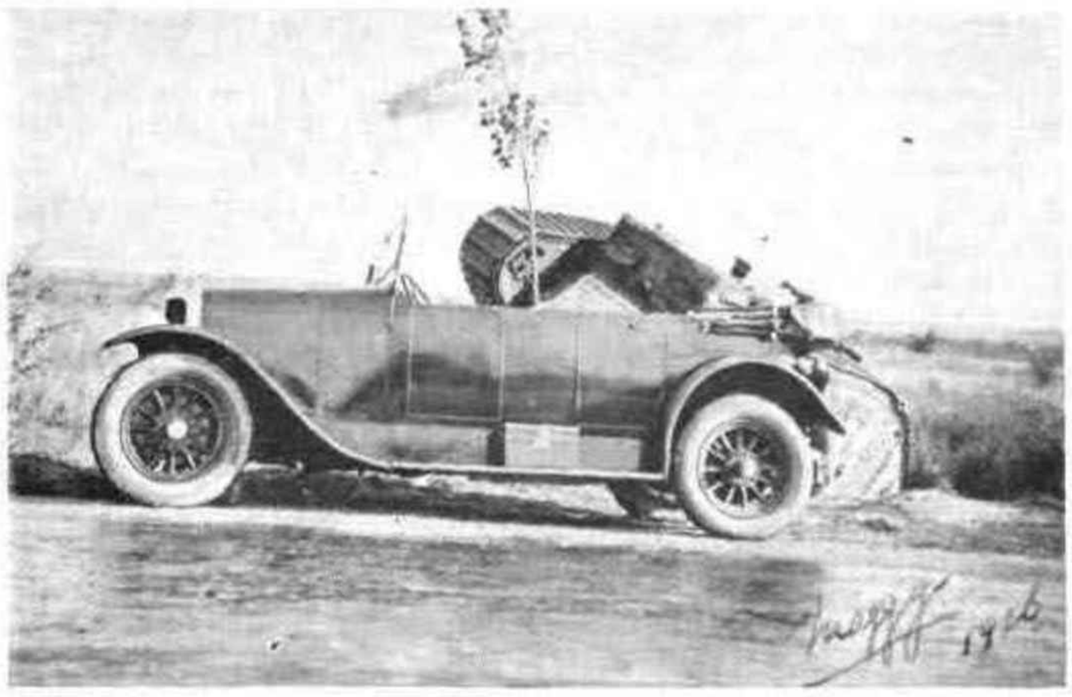
By the way, are there any of the old Talbot 25 or MAB ambulances still about? W. & G. used to build the latter and, of course, the bodies for the Talbot 25 and the later Roesch Talbots with the double reduction back axles. They also built 30-seater coaches fitted with Talbot 25 or Lycoming six-cylinder engines, dust carts and ambulances with Meadows four-cylinder engines and their own W. & G. lorries, and were famous for the old yellow cabs.

Radlett. J. SANER.

Sir,

I was very interested in your article on the two Panhards.

When I was learning to be a wine merchant in the early twenties my father bought me one of the small Panhards—11.15 h.p. and 1,496 c.c., if I remember correctly.



This must have been the smallest sleeve-valve car ever made and not really a very satisfactory affair as with a big and heavy body the car was very under-powered.

However, as a first car at the age of 19, it was a great joy to me and it took me round France without any major faults apart from a great thirst for oil. One feature I remember was a sort of fin that you put in the oil system to restrict the flow and thereby cause less smoke in the exhaust. There was a heavy fine in those days imposed on motorists in Paris who had smoky exhausts.

I brought the Panhard to England on two occasions and ran it in the London-Barnstaple trial, without, I fear, any success.

London, SW1. LESLIE SEYD.

* * *

Petrol

In your column headed V-E-V Miscellany, page 604 of June issue MOTOR SPORT, reference is made to Carless Capel & Leonard, *who first invented the name "petrol"*.

This is incorrect. The word "petrol" was not coined in England but was first used by Eugen Langen in a letter to his friend Adolf Schmidt of Liège, Belgium, dated September 28th, 1876. Incidentally, the first experiments with petrol were undertaken in England by William Burnett several decades before being used by Daimler.

Benzin (meaning petrol) was first chemically determined by Faraday in 1825 and eight years before Karl Benz was born a Professor of Chemistry at Berlin University gave the spirit this name.

Shepperton. V. N. L. BUTLER, ARAeS.

BELGIUM GP—continued from page 716

Ickx went by slowing visibly, in trouble with petrol seeping into the cockpit from a leak at one of the fuel pumps, and two laps later he was too uncomfortable to continue so stopped at the pits. While the leak was cured he put on some dry overalls and set off again, but now in last place, apart from Peterson who was still at the pits. Hill's Cosworth engine broke out on the circuit, and the Lotus stopped at *Blanchimont* rather suddenly, and Stommelen was having a recurrence of gear-change trouble that had held him up earlier, this finally manifolding itself in trouble with the gear-lever mechanism. Giunti was still running strongly and caught and passed Stommelen, taking fifth place, but the Matra of Pescarolo, which was in fourth place, had lost its sharp edge and was losing contact with its team-mate. After Ickx had stopped at the pits Beltoise had taken over third place, a long way behind the leaders, but even so the two French cars had been making an excellent impression. On Pescarolo's car the alternator had stopped charging and the battery was running down, affecting the fuel pumps and injection pressure pump, but giving all the symptoms of being low on fuel in the tanks. With one lap to go he was forced to call at the pits and more fuel was put in, but this was not the answer, and the battery would not turn the starter. Meanwhile Amon was still hammering away at the BRM, but to no avail, Rodriguez was sitting a comfortable two seconds ahead, the two of them circulating faster and faster.

To the delight of all the BRM fans, and especially to the Rodriguez fans, the quiet little Mexican accelerated down from *La Source* hairpin for the last time, with Amon just over one second behind, having done his last lap in a new record time of 3 min. 27.4 sec. After a long period of domination the Cosworth engine had finally been well and truly beaten by a 12-cylinder engine and everyone was pleased for BRM, for they had tried so hard for so long to break the V8 monopoly, and had now done it on the fastest of Grand Prix circuits, in a magnificent manner. Amon had driven one of his hardest races, but freely admitted he could do nothing about the speed of the BRM, only hoping that if he kept up the pressure the 12-cylinder from Bourne might break, but it did not. Beltoise finished in third place, the Matra sounding as crisp as ever, Giunti completed his 28th lap, moving up into fourth place as he did so, and Stommelen limped round on his last lap to take fifth place, these two taking places from the unfortunate Pescarolo who was stuck at the pits, having completed only 27 laps. Siffert, who had had a miserable race with a car that just would not go properly, failed to finish, coming to rest out on the circuit with loss of fuel pressure as the leader got the chequered flag. It had been a superb race, with BRM winning convincingly, not by reason of the default of others. From his third-row starting position Rodriguez had forged through to the front, aided by the power and speed of his BRM, and his obvious enjoyment of racing round the fabulous Francorchamps circuit at an average speed of 150 m.p.h., reaching nearly 187 m.p.h. down the Masta straight. It was motor-racing beyond the imagination of ordinary mortals.—D. S. J.

Results :

BELGIAN GRAND PRIX—Formula One—28 laps—394.8 kilometres
Warm and dry

1st	P. Rodriguez (BRM 153/02)	1 hr. 38 min. 09.9 sec.—241.308 k.p.h
2nd	C. Amon (March 701/1)	1 hr. 38 min. 11.0 sec.
3rd	J-P. Beltoise (Matra-Simca MS120/03)	1 hr. 39 min. 53.6 sec.
4th	I. Giunti (Ferrari 312B/002)	1 hr. 40 min. 48.4 sec.
5th	R. Stommelen (Brabham BT33/1) ..	1 hr. 41 min. 41.7 sec.
6th	H. Pescarolo (Matra-Simca MS120/02)	1 lap behind—Not running at finish
7th	J. Siffert (March 701/5)	2 laps behind—Not running at finish
8th	J. Ickx (Ferrari 312B/003)	2 laps behind
9th	R. Peterson (March 701/8)	8 laps behind—Running at finish but not classified

Fastest lap : C. Amon (March 701/1) on lap 28, in 3 min. 27.4 sec.—244.744 k.p.h. (152 m.p.h.) *(new record for F1).*

Retirements : D. Bell (Brabham BT26/4), 1 lap, gear-change linkage; P. Courage (De Tomaso 38/2), 4 laps, low oil pressure; J. Oliver (BRM 153/04), 7 laps, engine; J. Rindt (Lotus 49C/R6), 10 laps, engine; J. Miles (Lotus 72/1), 13 laps, deflating tyres; J. Stewart (March 701/2), 14 laps, engine; J. Brabham (Brabham BT33/2), 19 laps, clutch; G. Hill (Lotus 49C/R7), 19 laps, engine; J. Siffert (March 701/5) 26 laps, fuel pressure; H. Pescarolo (Matra-Simca MS120/02), 27 laps, electrics.

17 *starters* — 9 *finishers.*

LETTER FROM EUROPE—continued from page 711

people, but in fact they are pretty well planned and police enforce their plans strictly. The various car parks have coloured labels to put on the windscreen and you follow that colour route, rather like the London Underground Railway system. The Press car park has a white label and on the way to the race I had one or two upheavals and shouting matches with various police and there was some blowing of whistles and finger wagging. I could not understand why this was, as I was on the white colour route, and had I not known the route well and the car park I was aiming for I would have been deflected miles away. When I got to the gate of the car park there was another rhubarb, which really had me puzzled, but I got in and found my allotted space, which was number 70, only to have an official tell me I was in the wrong park. After some discussion he said that the green car park was on the other side, and when I said I didn't want the green park, I wanted the white park, he said, "But you have a green sticker on your windscreen". I told him it was white when I put it on, but he insisted it was now green. I finally got out of the car and he was absolutely right. Then the penny dropped. When I ordered the new E-type Jaguar I had specified an anti-glare "green-tinted" windscreen! He looked inside the car and sure enough the sticker was white, so we were all friendly, but some of the *Gendarmerie* were probably still wagging their fingers and blowing their whistles. This little incident recalled a time when I was driving with a friend who wears spectacles all the time and has a special pair with dark lenses for bright sunny days. As the evening came on he gradually got slower and slower, and I couldn't think why, for it was still clear enough for me to see all right. Having been in the sun all day he had forgotten he was still wearing his dark lenses and for him night had fallen much earlier than for me. He changed to his clear lenses and we were back to our normal cruising speed.

Did I mention the rain at Le Mans? You can't begin to imagine how awful a race can be.

Yours, D. S. J.

Believe us, the World Cup Rally was no joyride.

Racing across 25 countries for 16,241 miles, (in some places reaching altitudes of over 15,000 feet), there wasn't too much time to enjoy the scenery.

Understandably, a lot of cars fell by the wayside. Including a few of ours.

But we came out of it a lot better off than most. And we picked up a few prizes on the way. Which gives us something to shout about.

However. Rather than get loud-mouthed about it, we'd just like to say one thing.

If you're thinking of buying a new car, we hope we don't have to tell you where to go.

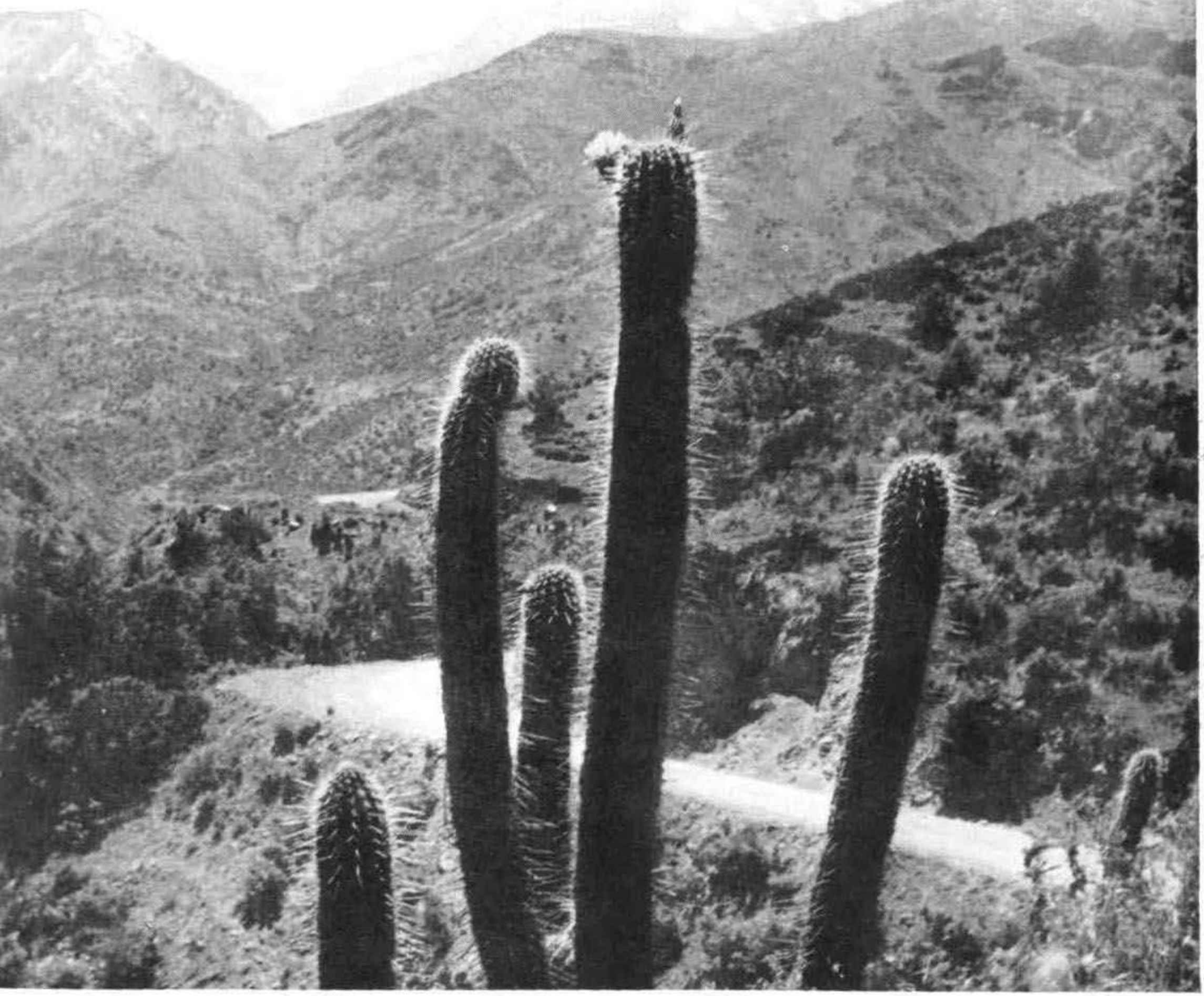
BRITISH LEYLAND

DAILY MIRROR WORLD CUP RALLY, 1970
BRITISH LEYLAND SUCCESSES:

2nd and 4th Overall Triumph 2.5 P.I's
1st and 2nd Ladies' Prize 1st Austin Maxi, 2nd Morris 1800
1st 1301 - 1600 cc class Austin Maxi
1st and 2nd 2001 - 3000 cc class Triumph 2.5 P.I's
2nd Team Prize 1800's **2nd and 3rd Private Entrants** 1800's

Of 96 starters, 26 finished; 7 were British Leyland cars.
4 British Leyland cars in the first 10 finishers.

anyone still has any doubts about British Leyland cars, we'll tell them where to go.



AUSTIN, DAIMLER, JAGUAR, MG, MINI, MORRIS, ROVER, TRIUMPH, WOLSELEY.

A day at Silverstone with

We arrived at Silverstone early on a misty spring morning – practice day for the Daily Express-GKN Trophy race. Half a dozen cars had already arrived, but, apart from the activities of a few vigilant scrutineers, the most urgent matter in the paddock seemed to be hot coffee.



Things began to hum at about 9 o'clock with the first roar of a racing engine. A March. It seemed to be a signal to the others, for before long the paddock was alive with activity.



At about 11 o'clock Peter Gethin and Sid Taylor arrived. We wanted to talk to them about themselves, and about Formula 5000.

The Formula started off in 1969. For the first part of the season Taylor entered a works Lola, but had to withdraw later due to a clash with his Group 4 racing commitments.

This year he's entered a McLaren M10B, and his driver is Peter Gethin.

We asked Peter Gethin to tell us a bit about his racing career.

'Like so many other drivers, I started racing in a Lotus 7. After that I moved up to a Lotus 25, then on to Formula 3 – first with Charles Lucas, then with Sports Motors, Manchester.'

'In 1968 I broke into Formula 2 with Frank Lithgoe, and then went on to Formula 5000 in 1969, driving a Church Farm McLaren. This year I'm driving Sid's McLaren.'

In fact, despite a poor finish to last season, Gethin won the Formula 5000 championship. He's not doing badly this year, either. Four starts and three firsts. It might have been

four if it hadn't started raining.

We asked them what they thought about the new Formula.

'It's early days yet,' said Sid Taylor. 'But we think it's got a great future. In spite of restrictions, like no fuel injection or aluminium heads, we're getting the cars to go better and faster all the time. I think we'll soon be faster than Formula 1.'



At the moment, however, Formula 1 cars have 2 to 3 secs. a lap advantage over 5000.

This meeting, and the Oulton Park Gold Cup, are the only two of the season where Formula 1 meets Formula 5000. As such, it's extremely important to drivers like Peter Gethin. It's one of the rare occasions when he can race amongst the Formula 1 graded drivers.

Before he went off for the first practice session, we asked Gethin who he thought was his main competition this year.

'At the moment, if I had to name anyone, I'd name Gardner, Hailwood, Walker and McRae. But it's hard to say. The competition's getting closer all the time, and I can think of at least ten cars that could be competitive. It's going to be a tough season.'

Gethin's speed in practice was fast enough to earn for him a place on the front row of the grid. Among the Formula 1's. In fact, the only drivers faster than him that morning were Chris Amon and Jackie Stewart, both in Formula 1 cars.

Neither Sid Taylor nor Peter Gethin would say anything about plans to enter Formula 1.

Peter Gethin drove Formula 1 in the Race of Champions this year, but that's the only time so far. We'd like to bet that it won't be the last.

We asked them if they had any lubrication problems. Sid Taylor answered:

'We always go to Castrol if there are any, because they're the experts. But we don't often have problems. For example after four really tough races this season, we stripped down the engine, and found it clean as a whistle!

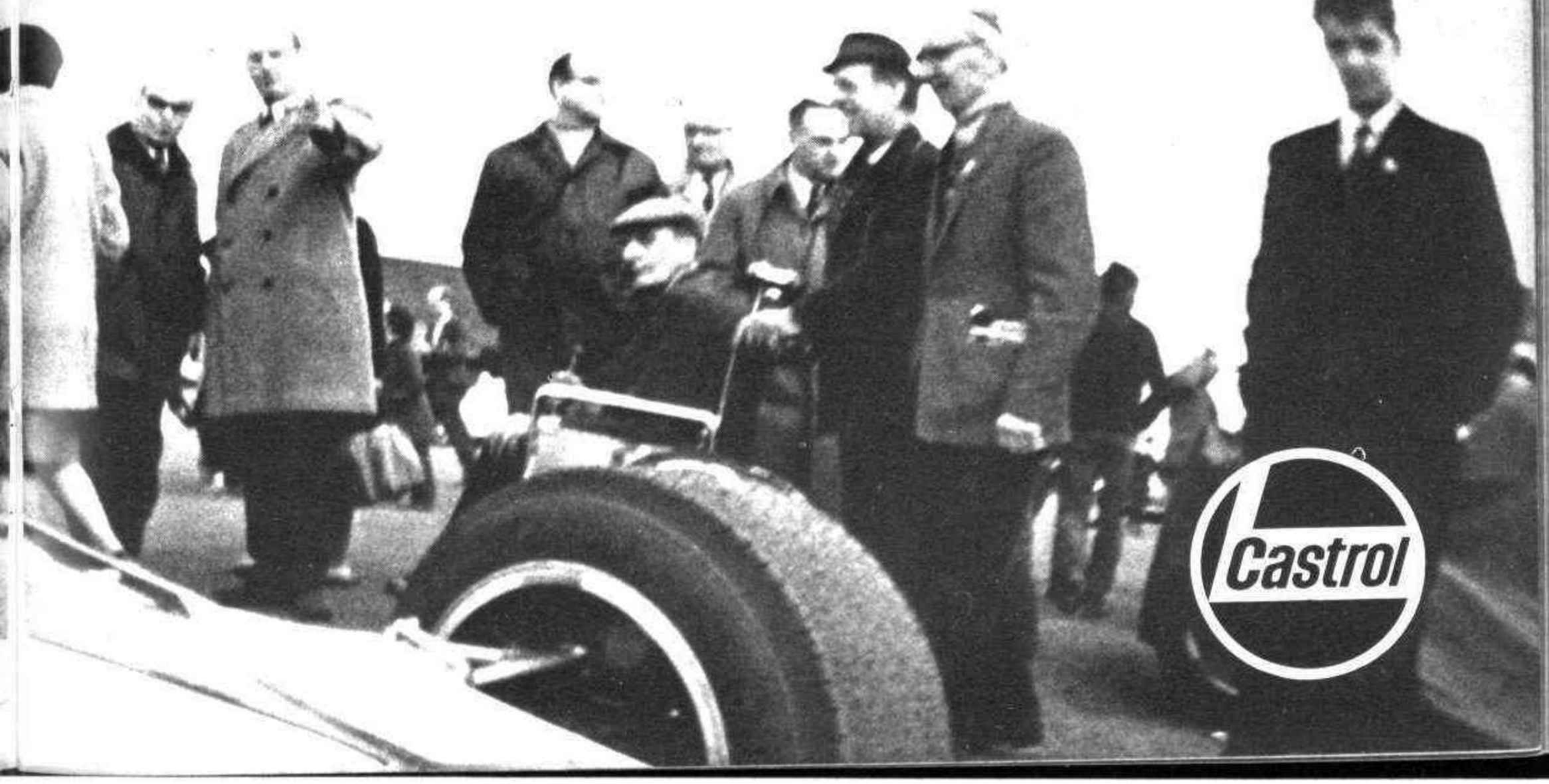
He's been using Castrol for four years now.

The practice day was over. The covers were on the cars. Peter Gethin waved goodbye as he turned his lime green Porsche out of the paddock.

We wish him and Sid Taylor the best of luck for the season.



Sid Taylor, Peter Gethin and Castrol.



RUMBLINGS



"Having been flown up on the Sunday (to Hethel), we thought it only decent to depart in a Lotus." The Editor about to drive from Norfolk to Radnorshire in the latest Lotus 7.

■ **LIVING WITH THE LOTUS 7.**—In May, to attract people to Wymondham to see the Group Lotus Car Companies' factories and to raise funds for the Norwich Lads' Club, Graham Hill opened the Lotus Open Weekend of 1970, at which a display of historic Lotus cars, modern Lotus cars, a fairground, midget car racing, a flying display which included a visit by a Hurricane, a dance, and other jollies were laid on. Having been flown up on the Sunday in a Piper Twin Commanche, appropriately one wearing a competition number, a legacy from the London-Sydney race, we thought it only decent to depart in a Lotus. Which we did, in a Series 4 Seven, scorning to erect the hood, so that the journey to Wales tied in with what we wrote last month about sports cars and the joys of open-air motoring . . .

It was our intention to write about what it is like to live with a Lotus 7 but there wasn't one to spare, the car we borrowed being the personal property of Mike Warner, Managing Director of Lotus Components Ltd., which had to be returned within the week. However, it is possible from this necessarily brief encounter to convey something of what this cheeky little modern sports car is like.

We realised almost as soon as the security police had permitted us to get out on to the road that the Lotus 7 puts the fun back into motoring in no uncertain manner. But the smooth, quiet running of the car and its civilised suspension came as a surprise. The accelerator is in close proximity to the foot-brake and maybe because Warner's car was very new (it showed only 527 miles on its odometer) the gear-change was extraordinarily stiff, third impossibly baulky, and the clutch very "sudden". That apart, the Lotus 7 is simplicity to drive, the short central gear lever well placed, the steering very light and responsive to scarcely more than wrist movements, $2\frac{5}{8}$ turns of the little leather-rimmed wheel taking it from one full lock to the other. This example had the Cortina GT engine, which ran quietly, with a subdued exhaust note, yet when the throttle was opened things happened—fast, the little red two-seater accelerating to the eager note of efficient machinery. The car's light weight (10 cwt. 3 qr. empty, but with about four gallons of fuel) is reflected in the ready response to the accelerator even in top gear. At 70 m.p.h. the tachometer reads just below 4,000 r.p.m. and an indicated 100 m.p.h. comes up quite quickly.

There is nothing dramatic about driving this Seven, apart from steering shake as the wheel plays through one's fingers and some frenzy from the bonnet and the "power-bulge" in front of the driver, which can reflect the sun into one's eyes. It is not to be compared to vintage motoring and, indeed, offers fewer amenities. It is, however, enormous fun, and light though it is to handle, it provides plenty of exercise, because, being doorless, getting in and out becomes a bit athletic—and may well have been planned with mini-skirts in mind ! The detachable sidescreens serve as doors but to release them an awkwardly-placed single external turn-stud has to be manipulated through the sliding window and there is nothing to hold up the "door" as you climb out. Getting out when the hood is up must be almost impossible, and quite claustrophobic . . .

The seats, like those on early Morgan Plus Fours, are fixed (but the pedals can be adjusted). On the Lotus they are a snug but not very comfortable fit, because you lie rather than sit in them, but not to the extent that a racing driver lies in a GP car, so driving the Seven can put a bit of a strain on the lumbar muscles. But snug fit they are, to the extent of leaving the seat harness to be sat on unless it is worn (the Lotus belts were easy to use, says W.B.'s wife) and with the side pieces up there is not much elbow room. Provision for a tonneau cover would have been appreciated.

Otherwise, this Seven is very civilised. Hood and sidescreens stow in the boot, which has a cover easy to fit thanks to Tenax fasteners, which are an improvement of "lift-the-dots" as well as being neater, although one pulled out of the fabric. There is full, easy to read, Smith's instrumentation (heat 70 to 80°C.), a Smith's Series 3 heater, and winkers with side repeaters on the front mudguards—and they are *real* mudguards. Four press-buttons on the centre panel work lights, heater-fan, wipers and washers. The bonnet releases absurdly easily to hinge forward and reveal most of the mechanism, including the Weber carburetter topped by a Nordic air-cleaner. The finish of the fibreglass body is excellent and the frog's-eyes Lucas headlamps, black on this car in contrast to the red paintwork, give an effective beam. The spare wheel lives on the tail (Dunlop SP Sport radials were fitted), there is a quick-action fuel filler in the broad n/s rear wing, and the Lotus 7 comes with roll-over bar, ready to race.

Leaving Norfolk on our solo drive to Wales we were soon making good progress along the A11, picking off the dodderers with impressive bursts of effortless acceleration. It was very much open-air motoring, however, in the bitter gale that was sweeping off Thetford heath and Newmarket plain and in the Snetterton area (where a race meeting was presumably in progress for a Chain-Gang Frazer Nash was seen abandoned on the adjacent straight). We endured the buffeting from the wind until St. Neots, before pausing to erect the side bits, which plug in easily and make open-car motoring much less tough. (Sports cars of the 1920s didn't habitually go at the pace we were extracting from the Lotus and their aero screens probably created less back-draught than the Lotus' upright one.) In the softer country beyond Bedford the run became extremely pleasant, for there is nothing quite like this Seven, which rattles and shakes a bit but clings to the road like a limpet and steers with the accuracy of a micrometer. The 258-mile journey was accomplished well within the six-hour target in spite of several more pauses, to map-read and refuel, and much crawling Sunday traffic with which to contend. The fuel gauge went to zero just before Tewkesbury, suggesting a usable range of some 200 miles, at very roughly 30 m.p.g. The gear-change got progressively more horrid, however, until it was almost impossible to shift, due to clutch drag, which adjusting the pedal wouldn't cure (to do which a country garage charged at the rate of 45s. an hour!), but the adequate ground clearance up the rough house-drive that marked journey's end was another pleasant surprise, although eventually the exhaust tail-pipe bracket fractured.

This short acquaintance with Mr. Chapman's boy's-racer confirmed what enormous fun the latest Seven is (until the transmission went solid) and now we want to try the hotter twin-cam version.

■ **THUMBS GO OUT OF STYLE.**—It is now 13 years since the results of the Portuguese Grand Prix, timed by electronic beam, were distributed complete with individual fastest lap times for every

driver in the race. In the meantime, British race organisers have continued to produce results by the less rapid hand-timing method, a highly specialised art which requires trained operators with a steady thumb and the ability to concentrate.

The RAC recently took delivery of a set of "electronic eye" timing equipment, donated by courtesy of Shell's Retail Division. The equipment consists of Omega light sensors, which are placed on each side of the track (hopefully in a place where no-one will walk through the beam), plus a couple of consoles carrying buttons. Pressing a button activates the recording equipment, which is actually triggered by the passage of the car through the beam.

Operating in conjunction with the equipment is a Muldivo miniature computer (transported in half a dozen suitcases) which enables a variety of information to be "printed out" for Press and other use.

The entire set-up was first used to record data for the International Trophy race at Silverstone in March and is indeed welcome, especially if it means at long last that individual fastest lap times will be available for the next BOAC 1,000 Kms sports-car race.

■ **TRICYCLES.**—When Ray Wiggin, Managing Director of Reliant, announced that his group, which had recently absorbed Bond, planned to launch a series of new three-wheelers in the early 1970s, it set us thinking of the long history of the tricycle. Starting with the Morgan in 1909, without recourse to our reference library we recalled other three-wheelers with two wheels at the front and a single driving wheel, such as the Royal Ruby, LSD, Coventry Victor, Castle Three, Omega, Merrell-Brown, Sandford, Darmont, D'Yrsan, BSA, New Hudson, AC Sociable, Warwick parcels' van, Coventry-Premier, HP, JMB, Isetta, Berkeley, Xtra, Wooler, etc. Then there were those with a single front wheel, like the Bond, Harper Runabout, Raleigh, Reliant, Stanhope, Seal, Scott Sociable, Phanomobil, and others of both configurations, and a spate of "funnies" after the war, such as the Messerschmitt, Allard, Heinkel, Trojan 200, belt-drive AC Petite, the upstanding Scootacar, Frisky Prince, Powerdrive, etc., not forgetting the Hillman Imp-powered Bond.

There have been three-wheelers with water-cooled four-cylinder engines, others with simple single-cylinder power units, there have been four-strokes and two-strokes, chain-drive, belt-drive and shaft-drive three-wheelers, sports models and strictly utility outfits and those with two tracks only. There have even been tricycles with front-wheel-drive, to a single front wheel in the case of the Stanhope and Bramham, while the Merrell-Brown boasted two back wheels, set close together, like those of the early BMW Isetta.

In recent times, since the demise of the Morgan, the only three-wheelers which made any impression were the ultra-simple Bond and the stodgy but practical Reliant Regal. It seemed that tricycles have had their time. Mr. Wiggin does not agree. In his speech at Woburn Abbey announcing the new Bond Bug he reminded us that the annual growth-rate of three-wheeler sales during the '60s was almost three times as great as that of four-wheelers, confining figures to British-built makes, and that last year the number of home-produced three-wheelers registered was 62.4% greater than in 1960, compared to an 18.3% increase in four-wheeler registrations. And, emphasised Mr. Wiggin, the tricycle has it over the motorcycle, scooter and moped, which dropped by 67% in 1969 against the 1960 figure, two-wheelers in use in Britain declining in numbers by roughly 37% over the last decade. Mr. Wiggin made the point that the 57,000 three-wheelers on our roads in 1960 included a very large proportion of imported "bubble cars" but that imports then ended and after 1964 British tricycles were competing with cars, in the proportion, by the end of last year, of 100,000 to just over four million. Nevertheless, he sees a great future for the three-wheeler, reminding his audience that it is poised to make its next big stride forward on the 200th anniversary of Nicholas Cugnot's steam-driven three-wheeler which ran in Paris in 1770—but Mr. Wiggin refrained from saying that this single-front-wheel vehicle went out of control and demolished a wall . . .

We had become enthusiastic about a tricycle revival, thinking that perhaps a sporting resurrection of the Morgan was about to occur. But when we enquired, while the Bug was still on the secret list, whether it had two front wheels and were told "No", we began to lose interest, for we consider that for a fast tricycle the Morgan arrangement is the correct one. And when the Bond Bug was announced, as a trend-setting funabout, in bright tangerine orange, with "the guts unashamedly exposed", we felt it was not for us. The Bug was, in fact, designed exclusively for the 17-to-25 age group, Reliant hoping that it will become as big a trend-setter as the Mini.



The Bond Bug, which the Reliant Motor Group claims will "restore the fun to motoring". This "Youth Car of the Seventies" is offered to boys and girls above the age of 18 as a "package deal for youth" (£209 taxed and insured, guaranteed for 24,000 miles, the balance payable over two years). But for real fun don't we need a 1970 version of the Aero Morgan, not a replica with mod. cons., but a sports three-wheeler in something of the Morgan image?

The Bug has grown up, since it was planned by Tom Karen of Ogle in 1950, from a side-by-side seater of 175 c.c. to a quick wedge-shaped glassfibre two-seater with canopy top propelled by Reliant's well-established 700 c.c. water-cooled four-cylinder die-cast light-alloy engine. Whether young people will regard the Bug as the in-thing in motoring remains to be seen. As someone pointed out, so often, when something is specifically aimed at them, they turn their backs, preferring others not intended originally for teenagers. Look, for instance, at the Mini-Moke, Jeep and Citroën 2cv . . . There is also a danger, it seems to us, that if young people are put into gimmicky vehicles they may show-off, become distracted and therefore drive dangerously, whereas in more serious vehicles they take their driving seriously.

However, we note that one monthly was so keen that it published driving impressions of the Bond Bug some days prior to the release date. The thing seemed rather expensive to us at £548 in its simplest form (the "hot" version costs £629). But as it is aimed at young people, when it came along for test we let a girl of nearly 21, who has had ample experience driving fast and slow cars and who uses an ancient VW Beetle as everyday transport, try the Bug. She reports:

"The Bug is noisy, as the engine is inside with you, the bonnet rattles and the stiff suspension gives a very bad ride. Your feet get hot from the proximity of the engine, but draughts come in round the sidescreens, so you are hot below, cold above. With the sidescreens off—they *just* fit into the boot—the headrest flaps about. There is a rear shelf, but big objects carried thereon obstruct the view and when taking things off the shelf it is all too easy to knock off the cover of the interior lamp. The sidescreens, however, are easy to remove.

"Getting in and out of the Bug would be easier if the canopy handle was better positioned—you have to lean forward to lower the top—and the canopy isn't properly spring-loaded, which makes climbing out difficult. But I found the seat comfortable and all the controls, apart from the horn-push on the dash, just right for me. A really tall person would hit their knees on the steering-wheel support bar and find the gear-lever too far back, and the pedals too close together.

"But this Bug goes very well. I saw a speedometer 80 m.p.h. on a Motorway, it steers well, with a nice little wheel, and is splendidly narrow, compact and has a small turning circle for parking. This is fine for shopping! But it feels a little unsafe when cornered fast. [We hear this is worse in the wet—not good in a vehicle intended for young drivers.—Ed.] The lower gears grated and if one's hand slipped from the gear lever when making a notchy change it could be cut on the elongated flashers' control. Fuel consumption was 53 m.p.g.

"I would call the Bond Bug a fun car and I quite liked it, but as long-distance transport it is—there's only one word for it—crude."—P. B. B.

So much for the Bond Bug. However, there may well be a tricycle-renaissance; Mr. Wiggin is optimistic, stating that, although at present



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Make	Model	Year	Front	Rear
Austin	Mini & Mini Cooper	1959-Oct 64	4858	4857
B.M.W.	1600/2	1966 on		2004
	1800	Oct 66 on		2005
	2000 CA, CS, T1			
	T1 LUX	1966 on		2005
Fiat	124 Saloon	1966 on	2346	2347
	124 Sport	1967 on	2348	2349
	124 Station Wagon	1967 on	2350	2351
	125 Saloon	1967 on	2352	2353
Ford	All Cortina and Corsair models (except Cortina Estate)	1962 on		4983
	Escort–all models	1968 on		2354
	Capri–all models	1969 on		2369
Hillman	Imp, Imp Sport & Imp Californian	1963 on	2014	2013
Mercedes	220B, SB, SEB, 190C, CD	1962 on		2034
	250S, 250SE, 300SE	1965 on	2033	2027
	200, 200D, 230 & 230S	1965 on	2031	2029
Mini	850 Mk. II & 1000 Mk. II	1969 on	4858	4857
Morris	Mini & Mini Cooper	1959-Oct 64	4858	4857
Opel	Rekord C 1.5/1.7/ 1.9L Coupe	1964 on	4859	
	Kadett B, Olympia A, Coupe 1.1/1.5/ 1.7/1.9	1968 on	4855	
Renault	R8 Model 1130, R8 Major 1132	1962 on	4984	4982
	R10	1966 on	4984	
	R16	1966 on	2361	2362
Riley	Elf	1961-Oct 64	4858	4857
Rover	All 2000 models	1963 on		2363
Saab	96	1960 on	4845	4840
	99	1968 on	2319	2318
Singer	All Chamois Models	1965 on	2014	2013
Sunbeam	Imp Sport & Stiletto	1967 on	2014	2013
Triumph	1300 & 1300 TC	1965 on	4978	4979
Vauxhall	Viva & Beagle (HA Models)	1963 on	4996	4985
	Viva HB Models	1966 on	2364	2365
	Victor 101 FC, VX490 from Chassis No. 50880001	1964-67	4987	4986
	Victor 1600 & 2000	1967 on	2366	2367
Volkswagen	1200 (Beetle)	1952-66	4838	4848
	1200, 1300, 1500 (Beetles)	1965 on	4981	4848
	1500 Saloon & Estate, Karmann Ghia Coupe & Convertible, 1600 (all models)	1962 on	4849	4848
Volvo	122S & 121	1957 on	4847	4850
	142, 142S, 144, 144S, 145 & 145S	1966 on	2010	2011
Wolseley	Hornet	1961-Oct 64	4858	4857

levels the three-wheeler population will not exceed that of cars until we reach the frightening total annual sale of 22 million vehicles a year in Britain, which is 127 years away on 1969 figures, Reliant are determined to bring it about very much sooner ! They are relying on the £10 tax (against £25), cheap insurance (the Bug is rated Group 1) and low running costs and compact parking of the three- *versus* the four-wheeler.

We haven't the foggiest idea what future Reliant and Bond tricycles will be like, but we do feel that there might be a market for a sports three-wheeler with two wheels in front and one behind and that if we were making one we would investigate the possibility of using DAF or BMW components for it. There would presumably be plenty of their well-proved air-cooled flat-twin engines available, in 746 c.c. or 844 c.c. form, and one-half of their effective, precision-made Variomatic belt-drive transmission would seem to be just the job for driving the back wheel, to make a tricycle serving both a ladies' shopping-mount and a 70 m.p.h. sports three-wheeler for avid ex-Morgan enthusiasts, or perhaps a flat-twin BMW engine with the traditional shaft-drive ?

■ **PRECISION ENGINEERING.**—Driving through Newtown, in Montgomeryshire, which flourished with the handloom flannel weaving industry of 1831 but introduced steam-weaving too late (the Cambrian Mills were destroyed by fire in 1912), we called at the premises of Price & Orphin Ltd., where Bill Blyth, Ken Wharton's one-time racing mechanic, is Works Manager. Expecting to find a small two-man business looking for orders, we had an appreciable surprise, because in this small Welsh town with a population of 5,500, which is divided by the River Severn, crossed at one point by a concrete bridge which replaces a wooden bridge washed away as recently as 1929, this firm of precision engineers occupies one of the best-equipped machine-tool factories we have seen, outside the Motor Industry itself. It originates from the partnership of two brothers in the Midlands, who made parts for the Aircraft Industry until they were bombed out. They then moved to Newtown, occupying a 200-year-old woollen mill which had served during the war as a Ministry of Supply food depot. Here they developed one of the best laid-out, most spacious engineering shops it has been our good fortune to look over. The original shops are now the stores, the grinding shop was added about eight years ago, the office block in the last two years. Here a staff of 110 make all manner of parts, from washers and suchlike to aero engines. The majority of the output consists of aircraft and aero-engine components, for Concorde, BAC III, VC 10, Spey Phantom and the like, together with hovercraft parts, components for jet-engine fuel systems, industrial hydraulic pumps and hypersonic wind-tunnel equipment, etc.

But, perhaps because of the presence of Mr. Blyth and Mr. E. H. Davies, Works Director, this ultra-modern 20,000 sq. ft. factory also makes racing-car components. After Weslake pulled out they made blocks and rods, etc., for the Eagle V12 and were working on a three-valve Eagle head when the project folded so far as Britain was concerned. Currently they are making BRM parts, for the V12 and V8 engines, some BRM chassis parts, and are machining the cylinder heads of a new engine for a big organisation which, if imitation is the sincerest form of flattery, flatters Keith Duckworth because it has four valves per cylinder. Con.-rods for the Vauxhall-based Lotus four-valve engines was another undertaking. The tools for this work make an imposing array, in this well-lit and efficiently-planned factory in the shadow of the Welsh hills. Price & Orphin have two of the latest Japanese centre lathes, eight Swiss jig borers, a tape-controlled Vero 1000 machine, Selson and Ikegai lathes, Gallicop copying lathes, etc. Every part they make is inspected, in the MOA-staffed Inspection Department. They make their own tools, have their own heat-treatment shop, even run an Apprentices' Training School. This computerised, comprehensively-equipped precision engineering works is not exactly the sort of factory you expect to find in a remote Welsh town !

■ **FERRARI OWNERS' CLUB.**—On the Saturday afternoon of the Spring Holiday weekend Ferraris gathered from all parts of the country at the Bramley home of David Griffiths-Hughes, himself a GTB owner. This was the first social, as distinct from sporting, gathering of the Ferrari Owners' Club and the owner of Scotsland

Continued on page 758

A LOOK OUTSIDE THE MODIFIED FORD WORLD

IN RECENT months we seem to have published a great deal of road tests and general information on Ford products, so on this occasion I intend to look at a selection of cars modified by specialists who deal with BLMC, Fiat and BMW saloons. Why no sports cars? Because, in general, the traditional craft of making two-seaters move that little bit faster has died out in favour of the current crop of basically amenable "tin-tops". At present we have the embarrassing situation where a good four-seater saloon, such as the Lotus-Cortina or BMW 2002, is capable of not only outcornering similarly priced two seaters but can also stay with them in a straight line. I know this is not true in every single case, but the basic precedent has been established.

Downton Engineering, Janspeed, SAH Accessories and a few other companies including V. W. Derrington and Neal Davis Racing, all make the effort to cater for two-seater drivers, though as with BLMC Special Tuning Department they also carry on even more profitable business with saloon-car drivers wanting something extra. Trying to get hold of a modified Sprite or Spitfire from anyone except enthusiastic readers is usually a pretty fraught business and the author has never driven a road-going modified 1275 Sprite, though an improved Spitfire used to be kept at Special Tuning. Of the firms I mentioned SAH Accessories concentrate on Triumph saloon and sports car modifications, while the rest deal with what used to be BMC equipment, mainly for MG-Bs, although the "C" and the Sprite can usually be catered for.

Turning back to the saloons, we have most recently tried a Special Tuning 1-litre Clubman Mini and a 1275 Mini-Cooper S converted by Talon Engineering so we will look at these first.

The Clubman made a pleasant change from the normal 850s that are so freely offered on loan and with something like 90 b.h.p. being extracted from the racing specification 995-c.c. power unit it was nippy enough to puzzle the owners of standard 1275 S types and quicker than the Ford 1600 GT Capri or Cortina. This 995-c.c. unit was designed to operate within the regulations for the Mini Seven Club's *Mille Miglia* formula and it propelled the fully equipped Clubman with a Smiths Radiomobile to a maximum of 97 m.p.h. at 7,500 r.p.m. in fourth! Using the same r.p.m. we scrabbled from a standstill to 60 m.p.h. in 11½ sec. with a quarter-mile time of 18.2 sec. The standard car performs 0–60 runs in just over 24 sec. and has a maximum of just over 73 m.p.h. As always when really trying to extract the maximum power output with driver utilising the bonus, fuel consumption suffers, and we doubt if Lord Stokes would approve of the overall 22 m.p.g. which we recorded whilst enjoying ourselves. The 995-c.c. capacity involves using Formula Junior pistons and this helped boost its conversion cost to £300 for parts. A 998-c.c. unit, to a similar standard, should be cheaper.

The engine modifications were pretty expensive and quite comprehensive, including a large-valve MG1300 cylinder head, twin 1½-in. SU carburetters, tubular three-branch exhaust manifolding, lightened



AUTOEXTRA-converted rally 2002 boasted a five-speed gearbox, limited slip differential (both optionally available from the factory) and a 148-b.h.p. engine.



RACING 1-LITRE power unit propels the little Clubman at an honest 100 m.p.h., a crankshaft speed of 7,500 r.p.m., or so in top gear!

flywheel and extensive changes to the valve gear train in order to cope with sustained use at over 7,000 r.p.m. The Special Tuning Competition C-AEA 648 camshaft with full race profile emphasises this high-revving side of the car's character and one has to be very careful not to bury the throttle in the carpet below 3,000 r.p.m. in fourth.

The acceleration times were also helped by a 4-to-1 final drive and a limited-slip differential.

The snag to this stage of tune is that one has to be in the mood of changing gear at high r.p.m. and hearing the poor little three-bearing crankshaft attempting to cope with the strain. However, considering the engine capacity, there was a remarkable amount of torque and the Clubman can be whistled round at a satisfying rate on the 4½-in. rim Minilite wheels with Dunlop Aquajet pattern tyres.

Even though the all-drum braking system was modified, we did not feel at home with the car's high-speed stopping abilities because of the rear-end weave encountered on system, which still needed sorting out at the time of our test.

The Talon Mini was a much older example which had been smartly resprayed in almost a dark plum shade of red. From the outside there was every functional indication that the car had been modified as it lurked on wide-section Mamba wheels covered by neat spats and wearing Dunlop Green Spot racing covers. Once installed in the driver's gripping bucket perch the impression that Something had been going on was reinforced by an almighty bellow from the rear when the blue touch-paper was lit.

Within the transverse 1275 S unit Darrieulat had applied some of the knowledge gained in a successful 1969 club racing season to make the Minibrick go a lot faster than before, whilst retaining a modicum of road manners. A Janspeed full-race cylinder head (a £90+ item!), BLMC's 731 camshaft and a pair of 34-mm. choke Dellorto carburetters were all fitted, while the amount of valve gear work apparently rendered it safe to a shattering 8,000 r.p.m.

A straight-cut BLMC gearbox operating on a 3.6-to-1 final drive added a great deal to the pleasure of driving because the gear-change and ratios are about the best a keen driver can buy for a Mini. No performance figures were taken when we had the car as the clutch was a long way past its best, but it certainly was rapid transport and ideal for test track work. Again, we found that one had to be very gentle with the throttle in town, and the engine was noisy, lacking the smoothness that tuned Rootes and Ford units can offer.

Tuned Fiats normally come to the motoring press via Radbourne in West London, but we were able to try a very nicely converted 124 Estate by courtesy of Bill Nicholson, another active club racing competitor, who is best known for his remarkably effective MG-B conversions. The latter have been tested by many journals and one of our staff members, who has run a stage 2 Nicholson B for some time, confirms that engine performance is improved with a fuel consumption bonus when running at the same r.p.m. as the standard product.

The Estate also had Dellorto carburetters, this time with 1½-in. chokes at a cost of £40, including an alloy inlet manifold. The only other engine change was to fit a modified cylinder head with a 9.8-to-1 compression ratio, plus some reshaping of the ports and valve throat area to encourage better gas flow.

Four star fuel satisfies the noisy, but absolutely smooth, four-cylinder 1,197-c.c. power unit; average m.p.g. figures should be around the 30 mark. An all-round disc braking system and clinging coil-spring suspension make the 124 an ideal target for the tuners, though un-

fortunately for these gentlemen Fiat have seen the gap too, launching the popular S version which employs a 1½-litre motor but not the d.o.h.c. system used by the 125 models.

The modest engine changes have made quite a difference to the engine's top-end breathing, without sacrificing low-speed torque. From rest the Estate fairly rips away to just over 40 m.p.h. where the rather low second gear runs out of breath, leaving third until 66 m.p.h. is reached. Top speed is an honest 100 m.p.h. plus under favourable conditions while 0–60 and 0–70 m.p.h. times were an average 13.5 and 20.8 sec. respectively: an excellent performance from a bulky 1.1-litre load carrier.

Installed, the Nicholson kit costs £85 and this includes jetting up the carburetters and so on. Overall this was one of the best converted cars to come our way in recent months, and we hope Nicholson is able to continue the good work at his new premises in Towcester. He has taken his cylinder "headman", Les Ryder, along so they will be able to offer improved performance for a wide range of popular cars.

The BMW 2002 is a car the author has long admired in standard form, for it combines admirable load-carrying abilities with supremely exploitable handling, startling and torquey acceleration and a generally high standard of finish. A ride round Brands Hatch short circuit with Hubert Hahne in a works turbocharged 2002 TIK was truly memorable, especially with regard to the comfort enjoyed by a passenger in this Group 5 touring car being thrown around by an extremely enterprising pilot, who likes to see the front wheel well over any available kerb.

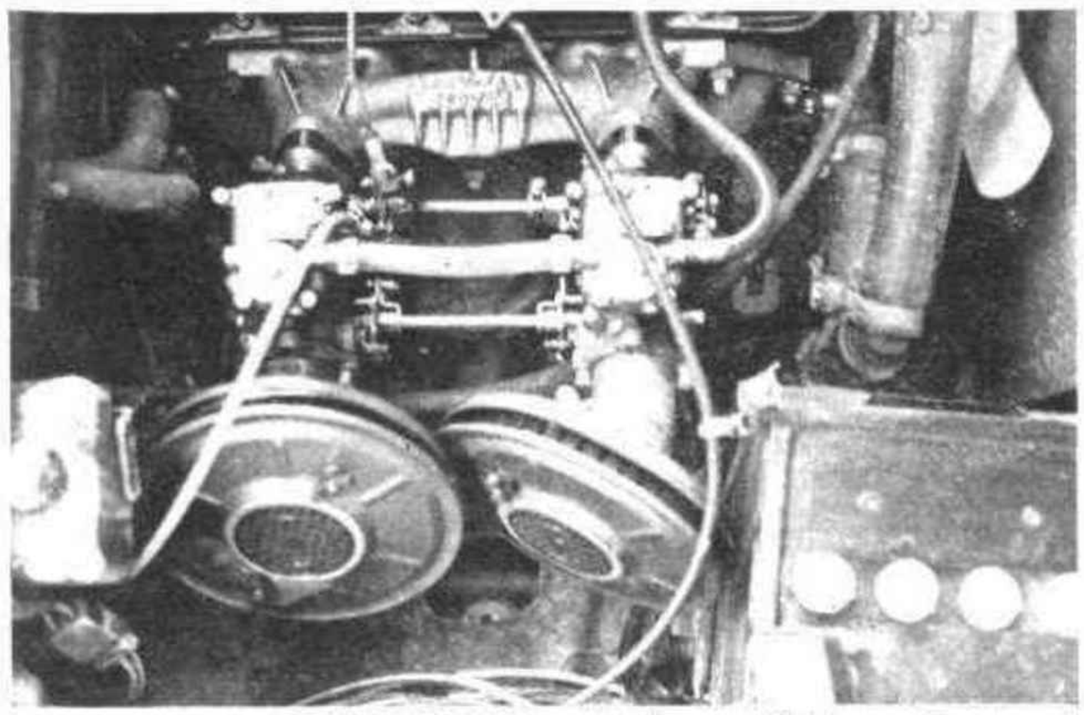
When we did obtain a modified 2002 for test it proved almost equally memorable, even though that particular car had just finished a rally, suffering severe clutch slip during the later part of our performance trials.

Apart from the inevitable lights and some slight body strengthening, we found that the power output had been lifted from the maker's figure of 100 b.h.p. to 148 b.h.p. at 5,800 r.p.m. The main items in bringing about this increase were a pair of twin-choke Weber carburetters, a modified camshaft, 2002 TI pistons and valves, and a 10.8-to.1 compression cylinder head which features some design work by Chris Lawrence of Lawrencetune. Absolute r.p.m. limit is set at 7,500, but we did not exceed 7,000 r.p.m.

However we settled for just 6,250 r.p.m., the standard limit, while recording speeds of 34, 52, 70, 90 and 118 m.p.h. using the optionally available Getrag five-speed gearbox. We had only a short time in which to acquire the measure of said Getrag and found that the change was an exceptionally good one, save that from first (which is opposite reverse) to second, when an unwary hand could produce a crunch.

Despite the dicky clutch we managed to remove over a second from the production car's 0–60 m.p.h. time and over 4 sec. from 0–90 m.p.h. Anthony Hennin and Donald Abrams of AutoExtra were the gentlemen responsible for this car (they have also prepared other 2002s for rallying use by leading drivers) and they were extremely co-operative in letting us have the BMW at short notice, without even changing the plugs after an arduous round of the *Motoring News* Championship. The owner, known as "Toby" Sheppard, is a very large man and our short tester had considerable difficulty at first in seeing his way past the small wood-rim steering wheel. Inserting friends' rally jackets behind his back solved this particular problem and we found the cloth-covered bucket seat comfortable even during moments of stress.

With some suspension stiffening, but no alteration in ride height,



WEBER CARBURETTERS and inlet manifold cost £40, ready jetted by Nicholson.



THE LEGEND READS "2.1-litre Boss Ford Lotus Twin-Cam", and refers to David Brodie's Escort powered by a considerably enlarged Twin Cam power unit. The car has been successful in British Club races, but it is a problem to keep the power unit together!

we found the all-independently-sprung BMW ideal for both tarmac and loose surface work, remaining extremely controllable up to the point where the excellent brakes were applied. This could catch the 2002 slightly off balance, which was easily retrieved by applying power at slow speeds . . . we did not try to lock the front wheels while exceeding this country's highest speed limit! Part of the suspension work includes removing the rear anti-roll bar because there is no need for it with adjustable Koni shock-absorbers and stiffer springing. It should be emphasised that the brakes are exceptionally good in modified form and that they get better the harder they are used.

In this form the 2002 is still eminently suited to public road use with a slow and unheated tickover, despite the addition of nearly 50 b.h.p. Fuel consumption should range from 20–23 m.p.h. depending on how enthusiastic the driver becomes.—J. W.

Addresses:
BLMC Special Tuning, Abingdon-on-Thames, Berkshire.
Downton Engineering, Downton, Wiltshire.
V. W. Derrington Ltd., 166 Kingston Road, Kingston-on-Thames, Surrey.
Janspeed Engineering, Southampton Road, Salisbury, Wiltshire.
SAH Accessories, Leighton Buzzard, Bedfordshire.
Neal Davis Racing, 106 Main Road, Sidcup, Kent (workshops: 2 Raglan Road, Plumstead, SE18.)
Talon Engineering, Porchester Mews, Porchester Road, London W2.
Bill Nicholson Ltd, 170 Watling Street East, Towcester, Northants.
AutoExtra, 18a Astwood Mews, Courtfield Road, London SW7.

PERFORMANCE NEWS

WE HEAR that British Leyland are to intensify their efforts in selling high performance parts. The first step, like Ford's recently AVO scheme, is to set up a network of enthusiastic dealers who should initially be selling the same products as are at present offered by Special Tuning at Abingdon. This will continue in the future but we are assured there will be more equipment for some of the less well catered for models. Information should be more freely available by next month.

In last month's issue we tested a 3-litre Capri with some Weslake conversion parts installed. As a result of this article a Cibie representative rang up and asked why we thought his round lamps were "ugly". For once J. W. did not mean to give offence and this remark merely referred to them as installed on a Capri, for individual headlamp units leave me unmoved, one way or the other. The lighting company man also told us that these lights had not been beamset and that one bulb was faulty, which could well have been the reason for the slight disappointment we felt over their dipped beam performance. However, I refuse to be drawn into an argument on the subject, for we already have our hands more than full in coping with the reaction from my earlier remarks on the subject of standard lighting; this is a problem that will be left unsolved now until winter, or the lawyers, close in!

J. W.

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Oil Pressure Gauge. Indicates lack of oil in sump. Blocked oil filter. Blocked or fractured oil pipe. Faulty pressure release valve and worn bearings. £4.2.0.
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Oil Pressure Gauge.



Water Temperature Gauge.

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THE ADAC 1,000 KILOMETRES

The Turn of Porsche-Salzburg

NURBURGRING, GERMANY, *May 31st*

FOLLOWING on the three first-class races of the Monza 1,000 kilometres, the Targa Florio and the Spa 1,000 kilometres, the long-distance scene looked all set for another fine race at the Nurburgring. Although Porsche had won the previous three races there were all the signs that Ferrari was becoming a serious menace with his 512S "spyders", and the battles between these two 5-litre "thinly-disguised" Grand Prix cars were providing some real motor racing. All the indications were that Ferrari had Porsche on the run, lacking little in performance and proving remarkably reliable, and with Ickx and Surtees as known "Ringmeisters" the ADAC 1,000-kilometre race on the Nurburgring held great promise. In addition Alfa Romeo were attacking the race as seriously as they had done the Targa Florio, with their 3-litre V8 prototypes, and like the two 5-litre sports-car teams they did a lot of pre-race testing. However, by the time competitors gathered for the opening of practice on the Friday before race day, with the Nurburgring in fine form, with the weather bright and sunny, the anticipated battle was fading fast. Porsche did the sort of technical manoeuvre that Mercedes-Benz used to do, which completely demoralised any opposition. They had a private test-day and ran the normal 5-litre 917 coupés and the Targa Florio 3-litre 908/3 "spyders" and were soon satisfied that the Targa Florio cars were the best bet. While the 917 could be driven adequately fast round the circuit, it required a lot of physical effort and the general opinion was that two really fast laps would be enough, whereas the 908/3 "spyders" could be driven hard indefinitely. In addition there was the bonus of better fuel consumption from the 3-litre engine, which would cut out one pit-stop compared with the 917. The Zuffenhausen racing department being in top gear for "horses for courses" produced four Targa Florio models, two for the JW Gulf team and two for Porsche Salzburg, and before practice started they made it known to everyone that the improved fuel consumption was going to be a vital factor, apart from the lower fatigue factor for the drivers. It would seem that after the Targa Florio they put all the 908/3 cars in a box, shook it up, and built a set for the Nurburgring, and though the various mechanical components were shuffled around or replaced, the basic cars were as follows:—

Targa Florio	*Nurburgring*
908/007 Elford/Ahrens	908/008 Elford/Ahrens
908/008 Siffert/Redman	908/010 Siffert/Redman
908/009 Rodriguez/Kinnunen	908/011 Rodriguez/Kinnunen
908/011 Attwood/Waldegaard	908/003 Attwood/Herrmann

All were to the same specification, with the 3-litre flat-eight-cylinder air-cooled engine mounted well forward and the gearbox between the engine and the final-drive unit, a layout which may well alter the whole mechanical scene of motor racing in the near future, and they all had the smooth but square-shaped open bodies, the markings on the Gulf blue cars being as in Sicily, with two orange arrows on the Siffert/Redman car and one on the left side of the Rodriguez/Kinnunen car. The Porsche Salzburg team had more simple colours, white for the Elford/Ahrens car and yellow for the Attwood/Herrmann one. This technical superiority onslaught by Porsche, even though it was split under the banners of two independent teams, was enough to demoralise any opposition, though Alfa Romeo had already become demoralised after a private test-day and had reduced their original entry of four cars, to one car for Stommelen/Courage. They had made an attempt to lighten this one car, by the use of special metals here and there and it had a minimal tail like a Porsche 917, but a one-car entry could not be taken as serious. Ferrari on the other hand arrived ready for battle, with three 512S "spyders" and the Scuderia Filipinetti coupé of Parkes/Muller in support. From the word go Ferrari were morally defeated, and at every turn things became worse. First they were back to the Targa Florio situation, battling against the small and nimble "Mickey Mouse" Porsches, then there was the announced fact that the Porsches were saving one pit-stop over the 5-litre cars, the four cars from Stuttgart were driven by first-class experienced drivers and being on their home ground Porsches had the sort of local advantage that Ferrari had enjoyed at Monza and in Sicily. This was only the beginning, for the next blow fell when Ickx arrived with a wrist bandaged up, saying he had fallen downstairs and sprained it. After only a few laps' practice he said he was not strong enough to drive and departed. Although Friday practice was for the most part dry, it rained towards the end of the day and Schetty was caught out by the water on the very fast section between *Bergwerk* and the *Karussel* and spun off into the trees, finishing upside down in a mangled heap of scrap and miraculously escaping unhurt. For the Ferrari team it was one thing after another and they were beaten before the race began. There was no question of repairing the crashed car so a shuffle round of drivers took place and the two remaining works Ferraris were given to Surtees/Vaccarella and Giunti/Merzario, with Schetty side-lined as reserve driver.

Matra did not enter as they were too busy preparing for Le Mans, so the serious factory entries were looking a bit thin on the ground, though it did mean that some of the more professional private teams were going to get a look in. Of particular interest in the 3-litre Prototype class was the appearance of the Argentinian car designed by Oreste Berta, using a Cosworth V8 engine and Hewland gearbox in a tubular space-frame, with numerous other British made parts in its construction. It was quite a neat and tidy open two-seater and was driven by two Argentinian drivers, Luis di Palma and Carlos Marincovich, but as a first-time team at the Nurburgring they could hardly hope to challenge the regulars. There was a pretty full complement of British and European amateur teams, though numerous people entered and did not arrive, so that the total for the race was only 54 instead of the more usual 70 to 80, though much of the non-serious or poorly-prepared entries seen in the past were thankfully missing.

Practice continued on Saturday morning, but it was wet and damp to begin with and though the circuit dried out for most of the 22.835 kilometres it was the Friday times that really counted for the two-by-two start. The morning ended on a gloomy note, for Hans Laine, the fast-rising Finnish driver of the AAW team, crashed his 908 Porsche on the main straight and was burnt to death in one of motor racing's nastier, but unavoidable, incidents, but one which every racing driver knows can happen. Safety rules and limited space in the start area having killed the traditional "Le Mans-type" start last year, the ADAC continue with what is laughingly described as an "Indianapolis" start, but what in reality is a shambles that Indianapolis would be embarrassed to know about. In order of practice times the cars were lined in pairs, stretching far away into the middle distance, headed by the two blue and orange Porsches of the Gulf team, with the white and yellow cars of Porsche Salzburg behind them, and then the red Alfa Romeo of Autodelta and the red Ferrari of Giunti/Merzario.

On Friday Siffert had done 7 min. 43.3 sec., a full half a second under the Formula One lap record set up last year by Ickx in a Brabham, and Rodriguez did 7 min. 44.2 sec., and these two were on their own as third fastest was Elford with 7 min. 48.2 sec., followed by Attwood with 7 min. 57.1 sec., and after that everyone was over 8 min., which put them all completely out on contention with the "Mickey Mouse" Porsches. Alfa Romeo were not only unhappy but extremely puzzled, for their single car could not get within 10 sec. of the times they had recorded in private practice, while Ferrari had juggled about so much with cars and drivers that no one knew who had done what, though no doubt Surtees had made all the fast laps that were accredited to the team, but none of them were fast enough to cause any worry to Porsche. Unlike Spa and Monza there was a noticeable dearth of 917 Porsches, the only one being that of the Gesipa Racing team, for Wihuri had withdrawn his AAW team 917 after the tragic accident to Laine. The Gesipa team were running their 908 as well as the 917 and were planning to use three drivers for the two cars, ringing the changes on the combination of pairings depending on how the two cars were placed at the end of the first part of the race, Kelleners starting on the 917 and Neuhaus starting on the 908, with Basche as second driver for either one, and the possibility of putting Kelleners and Neuhaus together in the highest-placed car as the race progressed.

Before the start at 10 a.m. on Sunday there was much anxiety over tyres, for it had been raining, the circuit was damp, and there was the chance of more rain. The Gulf cars and the Ferraris had suitable Firestones to use, but the Salzburg Porsches were on Goodyear and as there was not a tyre to suit the apparent conditions they changed to Firestones, and, meticulous at all times, the Goodyear stickers

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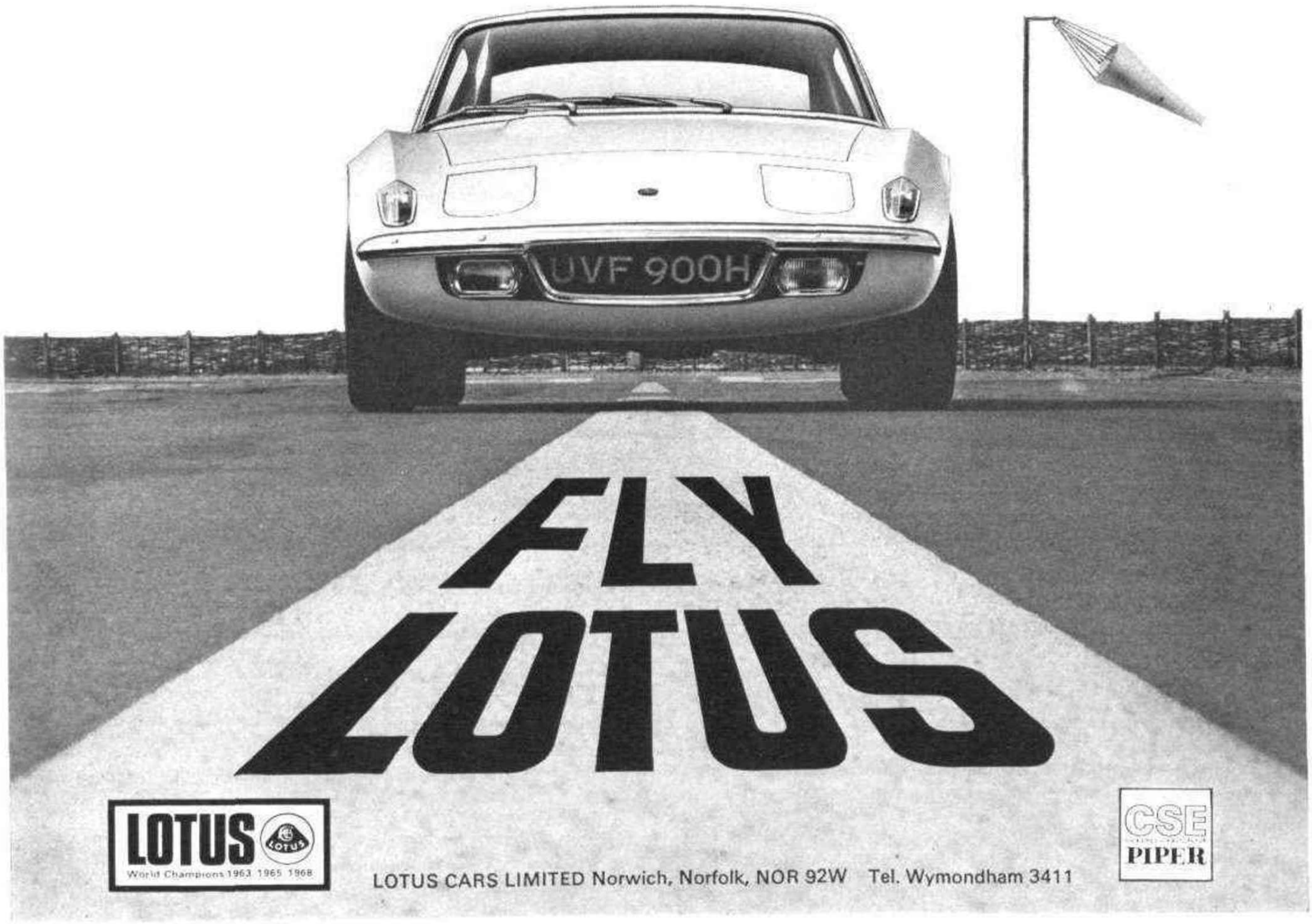
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were removed from the cars, though they had been on in practice while the cars were running on Goodyears. Looking along the line of cars on the start area it was seen that the Argentinian Berta was well placed, with a lap in 8 min. 39.8 sec., with only works cars or very experienced private Porsche drivers ahead of it, and just behind was the little yellow Daren of Richardson/Cowin, with FVA Cosworth engine, which had gone round in 8 min. 52.8 sec., driven by Richardson, well ahead of some stiff Chevron opposition, and 2-litre Porsches. The Mazda-engined Chevron from Belgium had found a lot more speed since the Spa race, by feeding the carburetter with cold air, rather than letting it breathe from the engine compartment. It not only became very competitive in the 2-litre Prototype class but sounded really sharp. In the GT category there were many 911 Porsches and new 914/6 VW-Porsches, but the 2.2-litre 911 models were by far the fastest, Frölich doing 9 min. 35.0 sec. The fastest 2-litre 911 was that of Loos in 9 min. 46.5 sec. and the fastest mid-engined 914/6 VW-Porsche was 9 min. 58.9 sec., but as this was the first race-appearance of 914 models it was too early to draw conclusions.

Setting off behind a 3.5-litre V8 drophead Mercedes-Benz the 54 starters went down past the pits, round the South Curve, along behind the pits to the North Curve and then took a link road that brought them on to the starting area again, at which point the flag was dropped and the first six or eight pairs shot off on an "Indianapolis rolling start", the rest being in some disorder round the link road and the North Curve. In general disarray they all took off on a flying start and followed the leaders who were already racing, Rodriguez having got ahead of Siffert, while Giunti was forcing his way by into second place. After they had all gone the VW-Porsche 914/6 course car, driven by Herbert Linge, followed them round on the opening lap to see that all was well, a sensible move by the ADAC, for if anyone knows the Nurburgring Linge does. Giunti got by Siffert going into the North Curve and then held everyone up for the opening lap, which allowed Rodriguez to get well into the lead, but next time round Siffert was in second place and the two Gulf cars took command of the race. On the third lap Giunti's Ferrari died out on the circuit when the high-pressure fuel pump for the injection system gave up, and Elford took over third place, so it was now really all over and no race. Surtees was in fourth place and had Stommelen in the lone Alfa Romeo pressing him hard, and Herrmann was being followed by Parkes, then came Larrousse in one of the Martini team 908 Porsches, Kelleners in the only 917, Koch in the BG Racing team 908, Lins in the second Martini 908, Neuhaus in the Gesipa 908, and then the Argentinian Berta, followed by Greger in another 908 Porsche. Blatzheim was leading the 2-litre Prototype class with his open 907 Porsche, L'Amie was leading the 2-litre Group 5 class and Frölich was the first of the 911 Porsches.

The two Gulf cars just ran away from everyone, including the Salzburg-entered 908/3 cars, and all Ferrari hopes faded on lap 7 when Surtees had the steering wheel of the 512S break and stopped for a long time at the pits having a new one fitted. This left Stommelen in fourth place with the Alfa Romeo, but not even in sight of the leading three cars. On lap 9 Siffert took the lead from Rodriguez and on lap 11 they both headed for the pits for fuel and a change of drivers, and immediately after them Elford also stopped for fuel and a driver change. Up to this point the race had become processional and a Gulf-Porsche walk-over seemed assured, but now the unexpected crept in. Refuelling was being carried out with gravity feed hoses to each pit, and both Gulf cars being in together there was one hose per car. Next door in the Porsche-Salzburg pit they had Elford in but their second car was not due, so they refuelled with two hoses and were ready to go before the JW cars, but Kinnunen pulled out first, in the Rodriguez car, ahead of Ahrens, while Redman in the Siffert car was having trouble in getting the starter motor to turn the engine. Eventually it fired and Redman was off after the other two cars. Just after half-way round his first lap Kinnunen took the fast jump at the 13-kilometre mark, landed all wrong and was in the ditch, unhurt but out of the race, so that from a complete command of the race the JW Gulf team now only had second place, but only for a short time, as Redman soon got the lead back from Ahrens, and pulled out a comfortable lead for his eleven laps, which took the car to the half-way point at 22 laps. Meanwhile all sorts of things had been happening behind the leaders, Surtees and Vaccarella were driving hard in the 512S Ferrari to regain ground, the Berta had stopped out on the circuit with a split water system swirl-pot, the 917 Porsche had undergone a change to dry-weather tyres and the right front wheel had not been done up properly so the wheel came off and damaged the hub. The lone Alfa Romeo had changed all its Goodyear tyres back to Firestone, but had then gone out of the race when Courage was driving it due to the rear coil-spring units breaking away from their mountings. The three works Porsches were now completely unchallenged, in the order Redman, Elford and Attwood, with the Muller/Parkes Ferrari in fourth place, followed by Surtees/Vaccarella, Larrousse/Marko, the Gesipa 908, Lins/Kauhsen, Koch/von Wendt, Greger/Leuze and then the Cabral/Wicky 907 leading the Chevron-Mazda, the last two battling for the 2-litre Prototype class since the Blatzheim 907 had retired.

At half-distance Redman was into the pits for a refuel and for Siffert to take over, but when the Swiss driver pressed the starter nothing

Continued on page 758

Results :

ADAC 1,000 KILOMETRES—NURBURGRING—Group 6 Prototypes, Group 5 Sports Cars, Group 4 GT Cars—44 laps—1,004 kilometres—Dry

†1st	V. Elford/K. Ahrens (Porsche 908/3—8-cyl. 3-litre)	Group 6	Entrant: Porsche Konstruction, Salzburg	44 laps—6 hr. 05 min. 21.2 sec.—165.0 k.p.h.
2nd	H. Herrmann/R. Attwood (Porsche 908/3—8-cyl. 3-litre)	Group 6	Entrant: Porsche Konstruction, Salzburg	44 laps—6 hr. 10 min. 34.8 sec.
† 3rd	J. Surtees/N. Vaccarella (Ferrari 512S—V12 5-litre)	Group 5	Entrant: SEFAC Ferrari, Modena	43 laps—6 hr. 10 min. 36.2 sec.
4th	M. Parkes/H. Muller (Ferrari 512S—V12 5-litre)	Group 5	Entrant: Scud. Filipinetti, Geneva	42 laps—6 hr. 05 min. 35.9 sec.
5th	G. Larrousse/H. Marko (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant: Int. Martini Racing, Saarbrucken	42 laps—6 hr. 09 min. 31.5 sec.
6th	R. Lins/W. Kauhsen (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant: Int. Martini Racing, Saarbrucken	42 laps—6 hr. 13 min. 27.2 sec.
7th	G. Koch/K. von Wendt (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant: BG Racing Team, Gevelinghausen	41 laps—6 hr. 06 min. 56.1 sec.
8th	S. Greger/H. Leuze (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant: Asahi Pentax Racing Team, Hamburg	40 laps—6 hr. 08 min. 01.4 sec.
† 9th	A. Wicky/M. Cabral (Porsche 907—8-cyl. 2-litre)	Group 6	Entrant: Andre Wicky Racing, Lausanne	39 laps—6 hr. 09 min. 53.6 sec.
10th	Y. Deprez/J. Vernaeve (Chevron B16-Mazda Wankel)	Group 6	Entrant: Levi's Int. Racing, Bruxelles	39 laps—6 hr. 12 min. 35.8 sec.
***11th**	J. Neuhaus/D. Basche/H. Kelleners (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant: Gesipa Racing Team, Walldorf	38 laps—5 hr. 34 min. 49.6 sec.
12th	T. Fischhaber/D. Schmid (Porsche 911 spec.—6-cyl. 2.2-litre)	Group 6	Entrant: Scud. Auto-Neuser, Nürnberg	38 laps—6 hr. 14 min. 38.8 sec.
13th	M. Konig/T. Lanfranchi (Nomad Mk. II-BRM V8 2-litre)	Group 6	Entrant: Mark Konig, London	37 laps—6 hr. 05 min. 27.7 sec.
†14th	D. Frölich/P. Toivonen (Porsche 911S—6-cyl. 2.2-litre)	Group 4	Entrant: Chiquita Fruits, Germany	37 laps—6 hr. 07 min. 32.5 sec.
15th	E. Kremer/G. Huber (Porsche 911S—6-cyl. 2.2-litre)	Group 4	Entrant: Auto-Kremer, Cologne	37 laps—6 hr. 07 min. 32.7 sec.
16th	C. Schickentanz/J. Stuck Jnr. (Porsche 911S—6-cyl. 2.2-litre)	Group 4	Entrant: Oldenkott Racing, Rees	37 laps—6 hr. 13 min. 23.7 sec.
†17th	R. Heavans/M. Garton (Chevron B8-BMW—4-cyl.)	Group 5	Entrant: Roger Heavans, England	37 laps—6 hr. 13 min. 32.0 sec.
†18th	G. Loos/H. Pesch (Porsche 911L—6-cyl. 2-litre)	Group 4	Entrant: Porsche, Salzburg	36 laps—6 hr. 06 min. 48.2 sec.
19th	R. Huhn/G. Schwarz (VW-Porsche 914/6—6-cyl. 2-litre)	Group 4	Entrant: Scuderia Lufthansa, Bonn	36 laps—6 hr. 06 min. 53.0 sec.
20th	P. Kaiser/G. Steckkönig (VW-Porsche 914/6—6-cyl. 2-litre)	Group 4	Entrant: Hahn Motors, Stuttgart	36 laps—6 hr. 06 min. 53.9 sec.
21st	A. Notte/W. Christmann (VW-Porsche 914/6—6-cyl. 2-litre)	Group 4	Entrant: Hülpert & Co., Dortmund	36 laps—6 hr. 10 min. 47.6 sec.
***22nd**	P. Forrester/A. de Cadenet (Ford GT40—V8 5-litre)	Group 5	Entrant: Charles Weir, London	35 laps—5 hr. 44 min. 16.5 sec.
23rd	G. Quist/D. Krumm (VW-Porsche 914/6—6-cyl. 2-litre)	Group 4	Entrant: Autohaus Moritz, Reutlingen	35 laps—6 hr. 13 min. 07.8 sec.
24th	J. Jacquemin/J. Scheeren (Alpine-Renault—4-cyl.)	Group 4	Entrant: Jean-Marie Jacquemin, Paris	35 laps—6 hr. 15 min. 28.1 sec.
25th	C. Haldi/E. Chapuis (Porsche 911S—6-cyl. 2.2-litre)	Group 4	Entrant: Claude Haldi, Switzerland	34 laps—6 hr. 12 min. 16.4 sec.
26th	B. Becker/E. Clever (Porsche 911S—6-cyl. 2-litre)	Group 4	Entrant: Bernard Becker, Germany	34 laps—6 hr. 13 min. 21.9 sec.
†27th	D. Weizinger/W. Bisterfeld (Alfa Romeo GTA Junior—1,300 c.c.)	Group 6	Entrant: Dieter Weizinger, Germany	34 laps—6 hr. 15 min. 09.1 sec.
28th	P. Otto/J. Klasen (Alfa Romeo GTA—1,600 c.c.)	Group 4	Entrant: Jörg Klasen, Germany	34 laps—6 hr. 15 min. 37.6 sec.
29th	C. Weir/M. Ogier (Porsche 911T—6-cyl. 2-litre)	Group 4	Entrant: Ecurie Evergreen, London	32 laps—6 hr. 06 min. 59.7 sec.
30th	J. Tangye/P. Vestey (Chevron B8-BMW—4-cyl.)	Group 5	Entrant: Worcester Racing, Assoc., England	32 laps—6 hr. 08 min. 37.3 sec.
31st	E. Negus/B. Joscelyne (Chevron B8-BMW—4-cyl.)	Group 5	Entrant: Edward Negus, England	30 laps—6 hr. 04 min. 23.7 sec.
32nd	S. Robinson/J. Blanckney (Unipower BMC—4-cyl.)	Group 6	Entrant: Stanley Robinson, England	29 laps—6 hr. 09 min. 17.3 sec.
***33rd**	A. Mylius/G. H. Birrell (Gropa-Cosworth—4-cyl.)	Group 6	Entrant: AM Graphics, London	28 laps—4 hr. 36 min. 00.8 sec.
***34th**	J. Bridges/P. Lawson (Chevron B16-Cosworth FVC)	Group 6	Entrant: Red Rose Motors, Cheshire	28 laps—4 hr. 39 min. 32.8 sec.

54 starters — 34 classified as finishers.

* Not running at finish, but classified: 11th, Porsche 908—broken drive shaft; 22nd, Ford GT40—cracked bell-housing; 33rd, Gropa-Cosworth—caught fire; 34th, Chevron B16—engine trouble.
† Class winners.

Fastest lap : P. Rodriguez (Porsche 908/3), in 7 min. 50.4 sec.—174.8 k.p.h.

Retired : P. Courage/R. Stommelen (Alfa Romeo 33-3); K. Grant/P. Gaydon (Brabham-Climax); M. Wilson/M. Daghorn (Lola-BRM V12); M. Kranefuss/Miss Werner (Ford Capri Turbo-charged); L. di Palma/C. Marincovich (Berta-Cosworth V8); J. Siffert/B. Redman (Gulf-Porsche 908/3); P. Rodriguez/L. Kinnunen (Gulf-Porsche 908/3); H. D. Blatzheim/E. Kraus (Porsche 907); G. Edwards/R. Enever (Astra-Cosworth FVA); J. Richardson/A. Cowin (Daren-Cosworth FVA); H. Kelleners/J. Neuhaus (Porsche 917); I. Giunti/A. Merzario (Ferrari 512S); T. Goodwin/P. Taggart (Chevron-BMW); N. Killenberg/G. Bialas (Chevron-BMW); J. Bamford/P. Creasey (Chevron-BMW); H. Meier/M. Ilotte (Porsche 910); M. Blackie/P. Humble (Chevron-BMW); J. L'Amie/T. Reid (Porsche 910); P. Peters/D. Eymann (Shelby-Mustang); H. Becker/F. Theissen (Porsche 911S).

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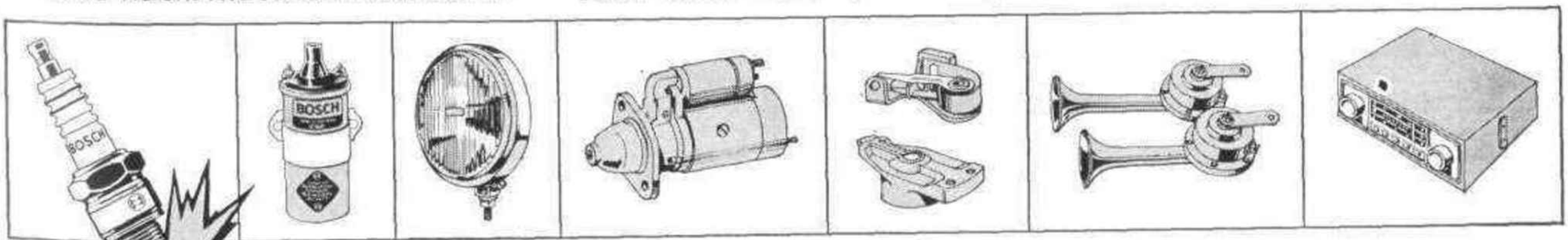
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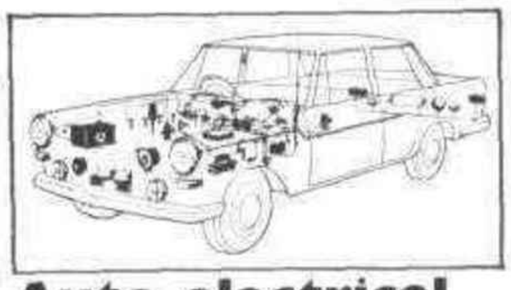
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BOOK REVIEWS

"World Car Catalogue—1970." Edited by L'Editrice Dell'Automobile Lea. 439 pp. 9½ in. × 11 in. (*Eurospan Ltd.*, 44, *Hatton Garden, London, EC1.* 96*s.*)

This is the valuable reference work produced by the AC of Italy, in a somewhat revised form. The catalogue section seems to have been somewhat compressed but still contains comprehensive specifications of more than 800 new models from all over the Globe. The tabular matter is headed Price, Engine, Transmission, Performance, Chassis, Steering, Brakes, Electrical Equipment, Dimensions and Weight, Body, Practical Instructions and Optional Extras. That the engine section goes into details of valve gear, not just push-rod or o.h. camshaft, and the practical instructions cover servicing intervals, capacities and even valve timing, shows the scope of this unique publication. Such data are not given for every car but they are for most of them and as the work covers cars from every car-producing country, its value is readily apparent.

In addition to these specifications, which are accompanied by clear photographs of most of the models, together with those of technical or styling items, the "1970 World Car Catalogue" contains articles on the American, British, Japanese, Italian, German and French motor industries, has an intriguing colour section devoted to specialist bodywork by Lombardi, Ghia, Pininfarina, Savio and Vignale on various exciting cars, a chapter on prototypes, addresses of car manufacturers and indices under makes, names and speed.

Iliffe Books used to co-publish the English edition of the "World Car Catalogue" but they have relinquished this to Herald Books, with Eurospan doing the distribution in the UK, Commonwealth and European countries. This is the best directory of cars there is and should be in every Trade and private reference library, although the short chapter on motor racing in 1969 is the least worthwhile section, but only because so many specialised books cover it more comprehensively.—W. B.

"Jackie Stewart—World Champion", by Jackie Stewart and Eric Dymock. 192 pp. 8¾ in. × 5¼ in. (*Pelham Books Ltd.*, 52, *Bedford Square, London, WC1.* 35*s.*)

It had to happen! All the F1 drivers who get to the top write a book about themselves sooner or later. Stewart has managed it while he is World Champion, even if the thing is brief and patchy and reads as if it had been hurled on to tape with more important things on the driver's mind. Eric Dymock helped out and the book is unique in that the journalist's parts are in italics and the driver's in ordinary type. The saving grace about the book is that Stewart is quite outspoken at times without this impairing any of the charm which makes him a likeable World Champion. Although the reader may feel that he says only as much as he wishes to impart in matters of bonus paid, why he preferred driving for BRM to Ferrari and Lotus, with lots left unsaid, there is enough to make this racing autobiography worthwhile, if not a memorable book.

One feels some surprise at how briefly Stewart brushes off the death of his friend Jimmy Clark (although the book is dedicated to the memory of Jim Clark, OBE), loves him for telling Louis Stanley that he "takes terrible pictures" and for including the story of how, even in the ambulance after his Spa accident, Stewart was ticked off by "Big Lou" for not getting his Christian name right, and admires him for replying neatly to those motoring writers who think present-day drivers place too much score on circuit safety—which means US.

So the book has its moments. But it is brief, even with padding in the form of patchy tabulated race details in the last part only, and it isn't sure whether it is intended for the knowledgeable racing follower or the public. There are some clear pictures. One day Stewart will probably have time to write the full story of his remarkable motor-racing career.—W. B.

"Competition Cars of Europe", by Anthony Pritchard. 208 pp. 8¾ in. × 5½ in. (*Robert Hale & Co.*, 63, *Old Brompton Road, London, SW7.* 35*s.*)

There have been so many similar books that this one is really a "pot-boiler", although those who wish to acquire knowledge of, or brush up memories about, the competition cars of 1934 onwards, like Type 57 Bugattis, the 158 Alfa Romeo, the Disco Volante Alfa Romeo, sports Mercedes-Benz, Maserati 250F, V8 Lancias and Ferraris, the SEFAC, CTA-Arsenal, Gordini and Type 251 GP Bugatti and the recent Matras, etc., could always borrow a copy from the local library. The main criticism is that the book has no set purpose, GP Auto-Unions but no GP Mercedes-Benz for example, and covers much previously well-trodden ground. But if you want to recap about Spanish high-performance and so on, here it is.—W. B.

G. T. Foulis have published two more books in their touring series, "Touring France", by Marion Deschamps, and "Touring Scotland", by Ross Finlay, dealing respectively with the Ile de France and the Unknown Highlands. They cost 45s. each.

* * *

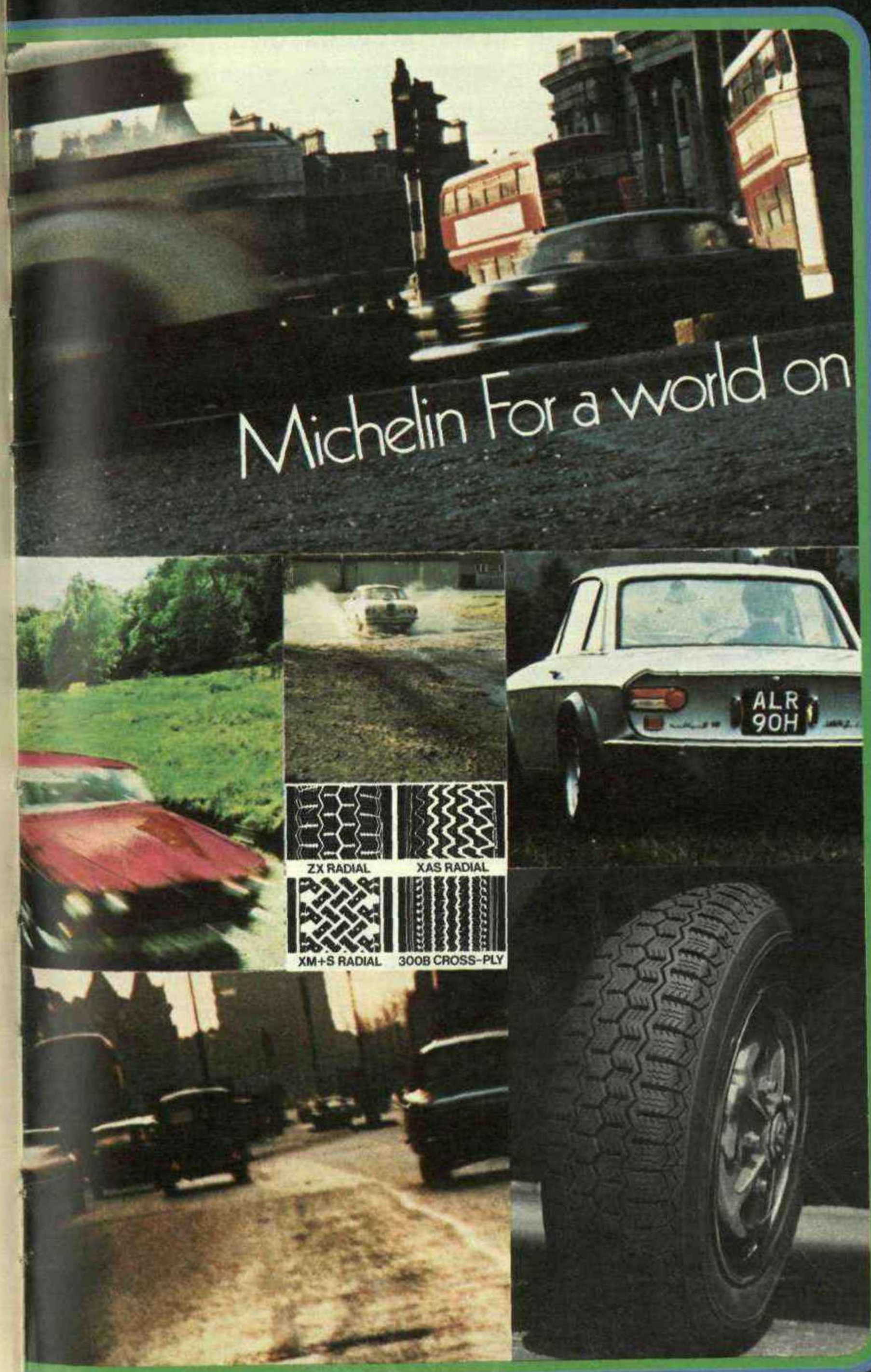
The Vintage Motor Cycle Club has produced a revised and expanded edition of "Vintage Motorcycles Illustrated", with 24 new pictures. It is obtainable for 5s. 6d. post free from VMCC, 28, Glover Road, Pinner, Middlesex. The previous edition sold out in four months.

CARS IN BOOKS

THERE ARE some references in "Papa Hemingway" by A. E. Hotchner (Weidenfeld & Nicolson, 1966) which should interest Lancia fanatics. For instance, in 1954 Hemingway is described as making a trip to the Riviera, *via* Milan, Padua and Verona and eventually to Madrid in a Lancia, the way in which it took "the corkscrew turns with the rhythm of a fast pendulum" being greatly to the enjoyment of the famous American author. I do not know what type of Lancia this was but in 1956 Hemingway goes to Madrid again "in a Lancia, larger than his last one, which was being driven over from Italy." A photograph shows this to have been an Aurelia. It was driven some of the time by Mario, the Lancia racing driver, which suggests that Lancia may have lent it to Hemingway. It was Mario who drove rapidly back to a café at which Mary Hemingway had inadvertently left her handbag, containing their passports, jewels and 17,000 dollars, to find it still on the table where she had left it, guarded by a *Guardis Civil*. It was Mario who frightened two unwelcome German journalists into almost a state of collapse by driving them at high speed after Hemingway had told him "Don't spare the horses". He cruised down the road to Madrid with ". . . . the needle at one hundred and fifteen kilometres and kept it there, carts, bikes or high water . . . . Mario darted between and around and virtually over the steady stream of slow moving objects that cluttered the road. He double-shifted screaming tyres around the hairpin curves, and we pulled up in front of the Prado in nineteen minutes instead of the usual thirty-two." Hemingway shook Mario's hand and was delighted, and so, apparently, was Mario, as he hated the Germans as a result of Nazi brutalities visited upon his family.

Another interesting passage in this personal memoir of Hemingway reads: "The automobile was Ernest's favourite mode of travel because, he said, it was the best way to see the countryside, the most mobile, and it kept him safe from contact with his fellow travellers. The inside of the chosen auto.—Lancia, Packard or Chevrolet—was always a morass of raingear, vest gear, footgear, food, maps, binoculars, wine bottles, liqueur bottles, medicine bottles, cameras, caps, magazines, newspapers, books, brief-cases (containing work in progress, ice sacks, drinking glasses, limes, knives and spare socks." The book contains a delightful account of Zelda and Scott Fitzgerald, who had a custom-built Hotchkiss, "one of the most elegant and expensive French cars of its day". Scott seized on the idea of having the taxi driver he had encountered by chance in Montmarte go immediately to America with him, so that he would have a true Frenchman to drive his new Hotchkiss, even then being loaded on the boat, in America. Protests were no use and the taxi driver was prevailed upon to sail. But in America he wasn't allowed to change the oil and grease, because Scott insisted they were *French* oil and grease and must not be changed. So the beautiful Hotchkiss was just wearing out. And in a fit of temper at Hemingway leaving him Scott kicked out the windscreen, cutting his foot in the process.

My earlier guess about Lancia probably lending cars to Hemingway is borne out in a later chapter, when the author remarks on "The new Lancia, the first Ernest had actually owned". That was in 1959; the car "took the bad Spanish roads in beautiful stride and Ernest was very proud of it." Alas, it was wrecked, without anyone being hurt, when its driver Bill went to sleep on an after-dinner run on the road from Biarritz to Madrid when, after tearing up several cement road markers, it careened across a ditch and a field, but did not turn over.—W. B.



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PICTORIAL REVIEW

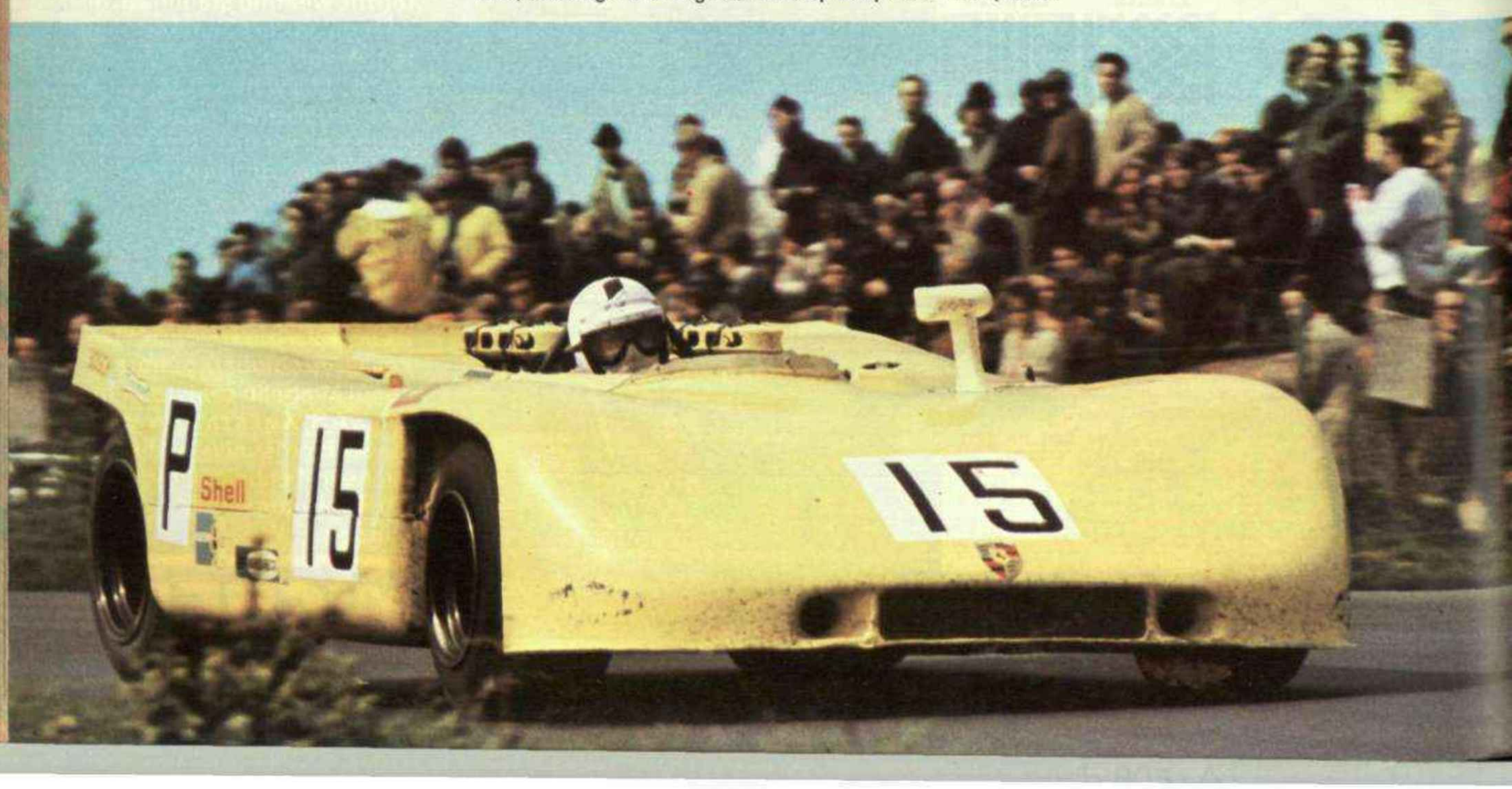
1,000 kms. NURBURGRING | CRYSTAL PALACE | INDIANAPOLIS 500 | ACROPOLIS RALLY | MARTINI SILVERSTONE | BELGIAN GP



1,000 kms. NURBURGRING

AFTER comparative trials before the Nurburgring 1,000 kms. event, Porsche was represented by the lightweight 908/3 models prepared for the Targa Florio. Two were entered by John Wyer for his regular drivers, who headed the Indianapolis start. The four drivers, Siffert, Redman, Rodriguez and Kinnunen had all practised inside 7 min. 50 seconds.

VICTORY went to the Porsche Salzburg team, helped this time by factory mechanics. The winners were Elford/Ahrens in a 908/3, followed in second place by another Targa Florio model driven by Attwood/Herrmann (pictured). These cars lapped as quickly as last year's Formula One field, although the engines develop only 360 horsepower.



RAISING CEMENT DUST at the South Curve, Surtees in the Ferrari 512S leads Elford and Stommelen. Once Elford had gone by, Stommelen trailed the Ferrari for five laps unable to overtake because the cars were evenly matched.

SCUDERIA FILIPINETTI earned its best race result of the season with fourth position, two laps behind the winner. Drivers of the Ferrari 512S were Parkes and Muller.

MARTINI racing team earned fifth and sixth positions with Porsche 908s, and though Larrousse was at home on the circuit he could not lap within 20 sec. of Siffert's best time last year in a 908.

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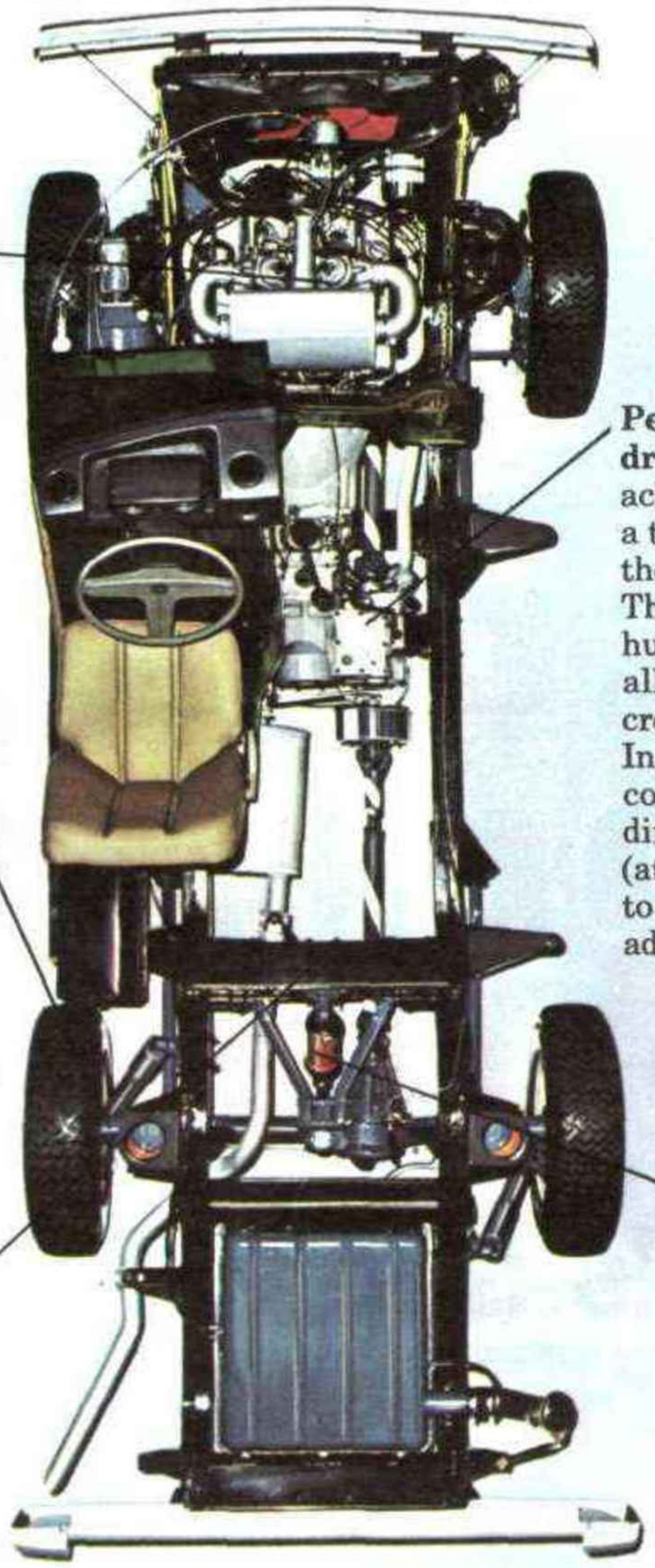
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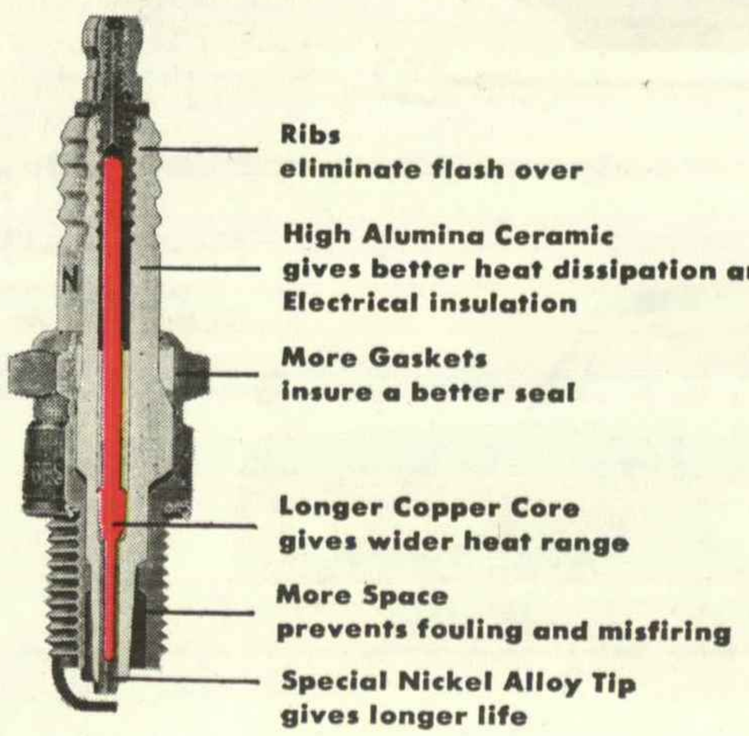
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INDIANAPOLIS 500

INDIANAPOLIS START.—The famous rolling start at the Speedway is led by poleman Al Unser (2), with Johnny Rutherford alongside and A. J. Foyt lagging slightly. All three of them had qualified at speeds of 170 m.p.h., while little slower were Mark Donohue (66), Art Pollard (10) and current USAC Champion Mario Andretti, whose McNamara is obscured behind Pollard.

'500' WINNER Al Unser earned more than £112,000 for victory in the richest yet race in Indianapolis' 54-year history. His turbo-Ford-powered PJ Colt, which uses some British Lola components, was managed by former Indy winner Parnelli Jones.



ACROPOLIS RALLY

MUCH OF THE ACROPOLIS route was over unmade surfaces, but there was plenty of very smooth asphalt which was incredibly slippery even when dry. On such roads the Alpine-Renaults were invincible and the young Frenchman Jean-Luc Therier was able to repeat his Sanremo success by winning the Acropolis Rally with Marcel Callewaert.

ALPINES ASSUME an incredible sideways attitude when cornering fast. Here the car of Jean Vinatier and David Stone merely flicks its tail a little on the way to second place.

ALTHOUGH THE ESCORTS were fast and reliable, they were no match for the lightweight Alpines. Ove Andersson and Jim Porter had to be content with third place, two seconds behind the second Alpine.





THERE WERE TWO 1.6-litre Lancia Fulvias from the factory and both of them suffered partially seized engines. This one, driven by Sandro Munari and Arnaldo Bernacchini, survived the longest, but neither could match the rear-engined Porsches and Alpines. The Lancia team is having a bad time this year, having failed to achieve anything on any of the Constructors' Championship events so far.

WITH THREE OUTRIGHT VICTORIES this year in the Championship series, Porsche seemed likely to win, but an old problem of seizing con.-rod bearings in the 2.3-litre engines caused both of them to retire in Greece. This one, driven by Ake Andersson and Bo Thorzelius, lasted until the second half, but that of Bjorn Waldegard retired after only four stages.





THE VICTORIOUS BRABHAM BT28 driven by Mike Beuttler leads the Gold Leaf-Team Lotus 59A of David Walker and the Lotus 59A of Carlos Pace.

THE AMOC TROPHY reflects the winning Brabham of Mike Beuttler who won the fifth round of the Championship at Silverstone, during the Martini International meeting.

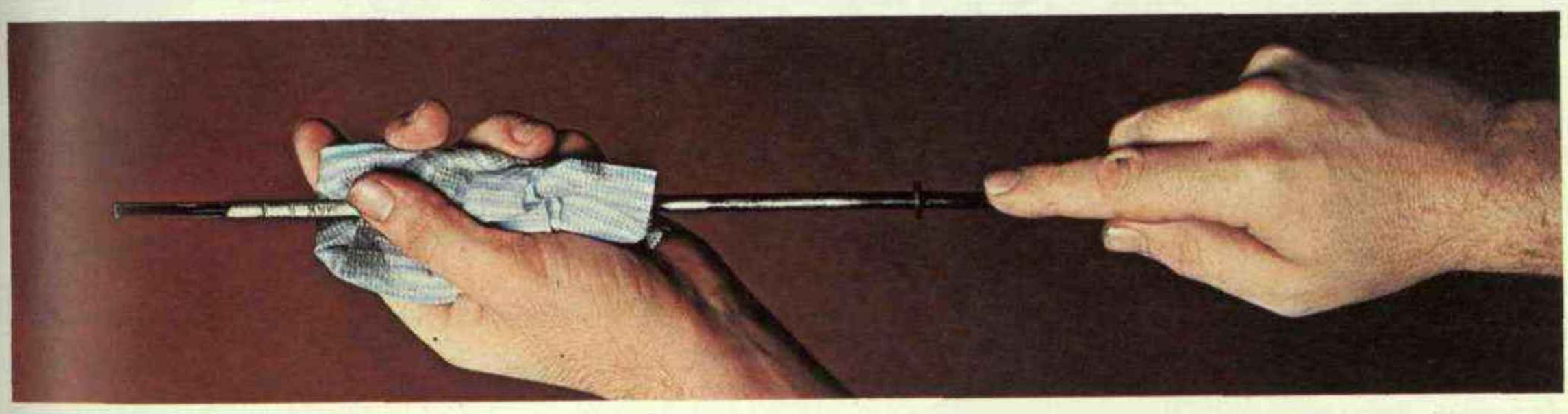
MOTOR SPORT
FORMULA 3 CHAMPIONSHIP

LE MANS 24 HOURS

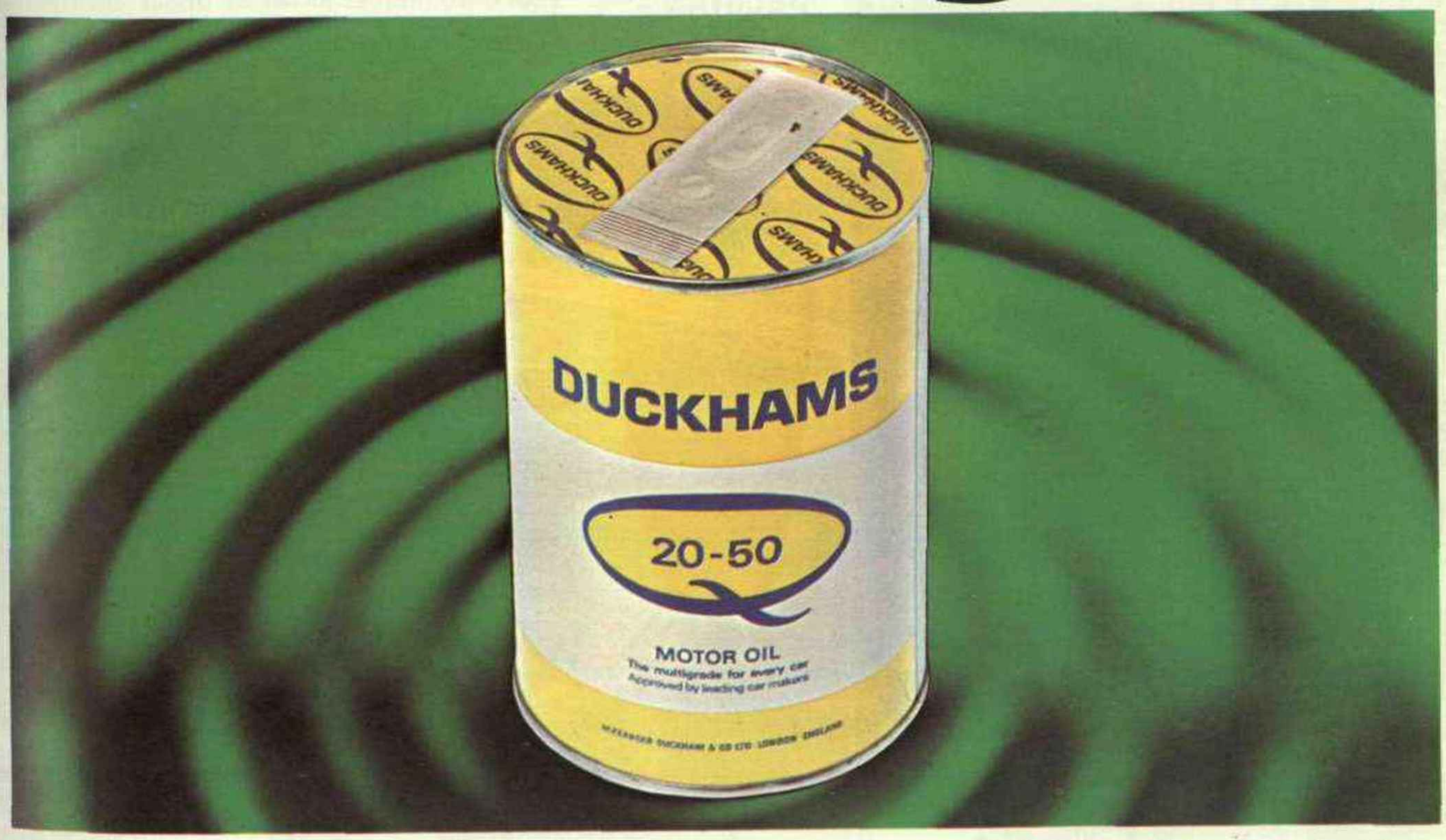
STARTING PROCEDURE.—The new Le Mans start, with drivers sitting in their cars awaiting a flag signal, caused the teams some anxiety. In fact the new procedure worked well and three 5-litre Porsches, those of Elford, Siffert and Rodriguez were first away, appearing to start more readily than the Ferraris. As usual the opening hours were a test of speed and all the fastest cars fell out before half-distance.



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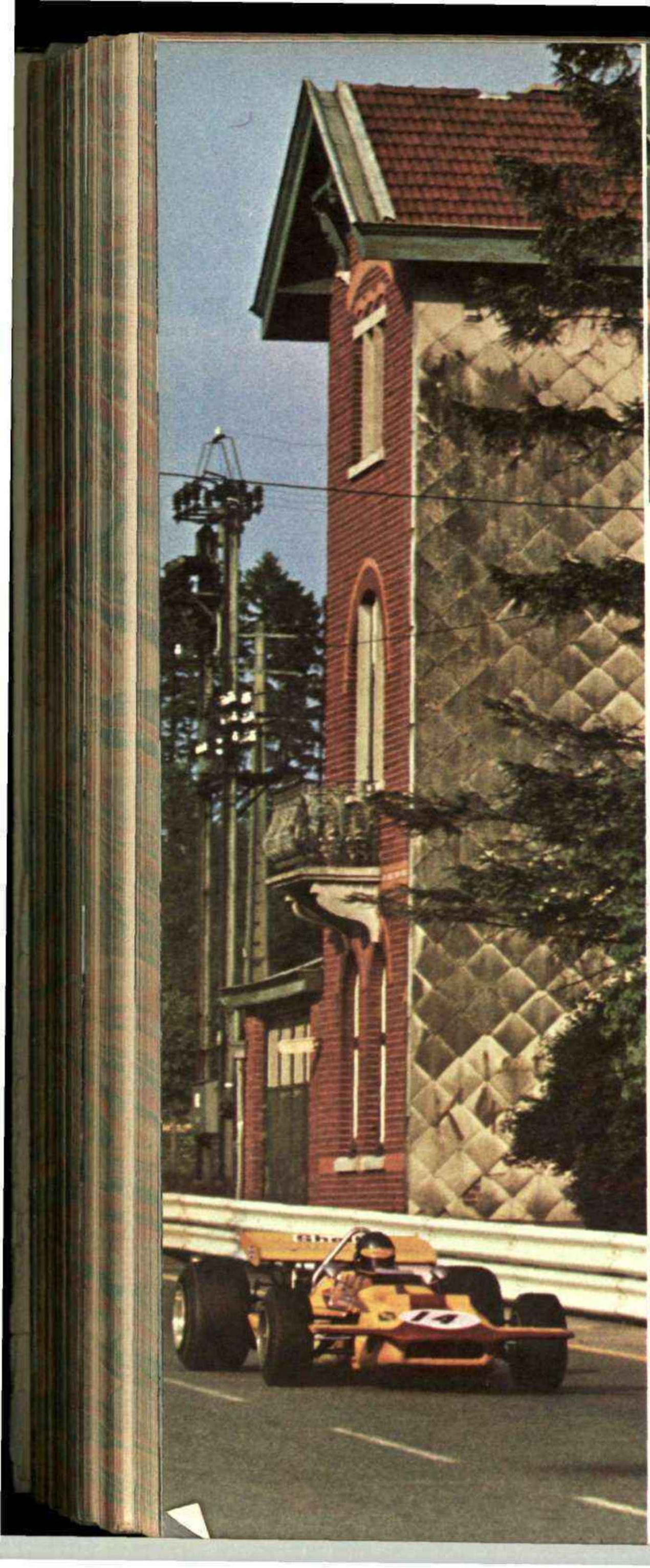
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MATRAS IN FORMATION.—The two vee-12 Matras circulated in very close company for lap after lap until with only one more to go, Pescarolo called into his pit to ask for fuel. His engine wouldn't restart and he had to watch as Beltoise finished third for another four World Championship points.

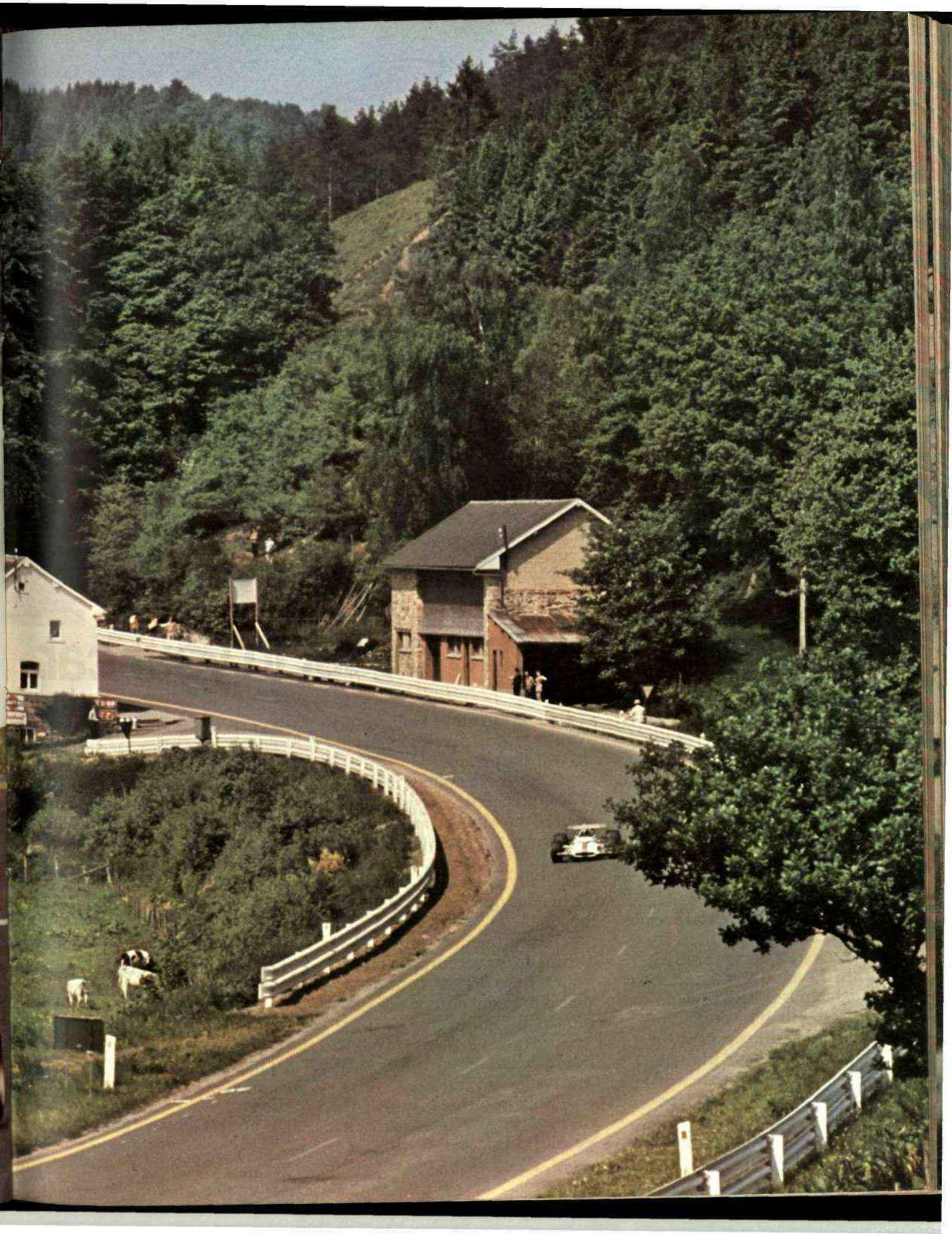
BELGIAN GP

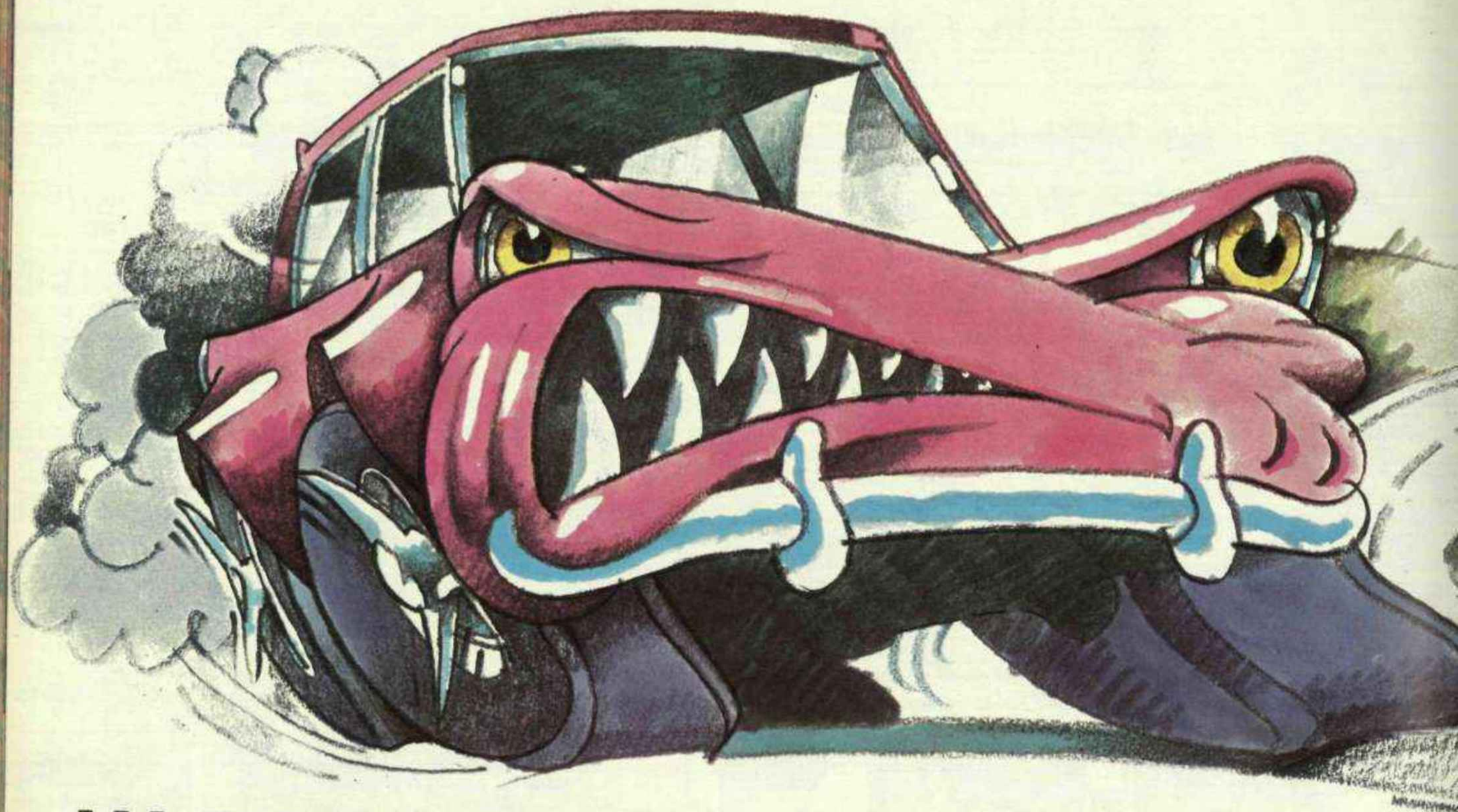
PEDRO RODRIGUEZ rounds the famous long right-handed Burnenville corner in his winning 12-cylinder Yardley BRM. The Mexican led for 23 of the race's 28 laps, while a new Formula One circuit record was set by Amon's March.

QUICK SWEDE.—Ronnie Peterson, on bail for a traffic offence on the morning of the race, flashes past a house immediately after Spa's notorious Masta "kink". Note the new guard rail.

12-CYLINDER MACHINES GOING WELL.—Jacky Ickx in the leading Ferrari flat-12 leads the Brabham of Rolf Stommelen in the early stages of the race, with Jean-Pierre Beltoise's Matra keeping station.







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CRYSTAL PALACE

HEAT WINNER.—Jackie Stewart, whose Brabham had won the Japanese Grand Prix earlier in the month, was an easy heat winner at Crystal Palace. He has just overtaken Cevert's Tecno, and the Brabham of Argentinian Carlos Reutemann follows in third position.

ALCOA BRITAIN INTERNATIONAL TROPHY.—Jackie Stewart's Brabham BT30, entered by John Coombs, gets away in company with Jochen Rindt's Lotus 69 (looking very smart in the old Team Lotus colours) and Clay Regazzoni's works Tecno. Stewart assumed the lead when Rindt had an electrical failure and Regazzoni finished an impressive second.

"...the M.D. borrowed it because he didn't want to use a company car. Came back raving. Now I daren't leave the keys in the Alfa..."



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THE VAUXHALL VIVA GT

A Good £1,125 Car For Covering the Ground



THE Vauxhall Viva GT has been considerably improved in respect of handling in its latest form and it gets along remarkably well. Having used the body shell of the latest Victor to house the 3.3-litre push-rod six-cylinder Cresta engine to form the Ventora, Vauxhall thought up the excellent idea of using the overhead-camshaft four-cylinder power unit of this Victor in a Viva body shell to make a good fast touring saloon; mainly for four people, as the back seats are contoured for two occupants.

On first acquaintance I wasn't enamoured by this compact, well-contrived car. The lift-up interior door handles were so stiff they called for two hands to open the doors. The throttle action was sticky, first gear wasn't always "in" when it felt to be, and the steering was so sticky that it tried to drag itself out of the hands on a left turn. The clutch, too, had a horrid action, but was very light.

But once away from the traffic I found this so-called Grand Touring Viva a car which devoured the miles quite effortlessly. It is docile in top gear, yet accelerates very usefully from 50 to 80 m.p.h., for example, while at the British legal cruising speed of 70 m.p.h. the 1,975 c.c. engine runs at well below 4,000 r.p.m. It says not to exceed 6,250 r.p.m. on the tachometer, but there is seldom any need to go to anything like this extreme to extract very ample performance from this quick Vauxhall. Indeed, maximum power, 112 gross b.h.p., is achieved at 5,400 r.p.m.

Road-holding is in keeping with the sporting performance until the inner back wheel lifts, the understeer being no longer unpleasantly pronounced; ordinary corners are taken "as if on rails", the adhesion in the dry being outstanding, and well taken care of on wet roads by the 13 in. low-profile Goodyear G800 Grand Prix 70 tyres. Roll is convincingly suppressed by anti-roll bars front and back and the coil spring suspension, while it can be provoked into a somewhat choppy ride, generally looks after the comfort of the occupants quite effectively. The brakes call for no comment, being up to the demands I make of the servo disc/drum system.

It is the steering which spoils this car, for to the stickiness previously referred to must be added kick-back at the wheel and reluctant castor-return. The small leather-rimmed two-spoke wheel is placed low and the turning circle is small, and this reasonably light steering would otherwise be quick and responsive.

The central gear-lever could have a nicer knob and if the change is hurried the synchromesh is over-ridden. The movements across the gate are small and reverse, forward to the right, is protected by a lift-up sleeve on the lever. Gear whine and transmission snatch are to the usual Vauxhall standards.

There is a massive central hand-brake, a r.h. multi-purpose stalk control and a horizontal console carrying the flick-switches for lamps, the Stadium auxiliary lamps, wipers and, unconventionally, the aperture for the ignition key. Some rather casual planning is noted here, because, although the wipers' switch has two positions, the wipers are single-speed, and to wash the screen the hand has to move up to the facia where the r.h. knob works powerful squirts which, however, did not prevent smearing of the glass. At times one imagines the Viva is being struck by lightning, this being the reflection in the screen in certain lights of the thin-plated trim surrounding the console. The other facia items, below the two clearly-labelled horizontal heater-control quadrants, are a pull-out choke and a cigarette lighter.

This Viva GT has comfortable front seats, with fixed squabs, neat well-placed levers on the squabs releasing the seats for access to the back of the two-door body, although these were stiff to operate. Ventilation is provided by flap-sealed vents at the scuttle extremities and fresh-air grilles below these, with a control to select one or the other. The volume of cold air admitted was excessive, but if there is no passenger in the car the driver is able to contrive comfortable ventilation by using only the n/s vents. In addition, frameless ventipanes in the front doors and opening rear quarter-windows complete the ventilatory arrangements.

Reverting to the facia, the lighting of which can be switched off separately from the lamps, the hooded sections, on r.h.d. cars, have a very shallow lockable cubby on the left (supplemented by an under-facia shelf), the instrument panel on the right, the latter containing nicely-contrived, deeply recessed dials, with clear figures and pointers. Apart from speedometer, with trip and total odometers, there is an oil gauge (normally reading approximately 45 lb./sq. in.), an ammeter, a thermometer (usually showing 80 to 85°C.), and a fuel-level gauge that was accurate except when subjected to g. loadings. The vertical part of the console contains a Kienzle electric clock.

The engine, carburetted by twin variable-choke Zenith 175 CD-28s, started readily, idled rather frenziedly at 1,000 r.p.m. and ran quietly unless really working—it has the now classic toothed-belt drive to the single o.h. camshaft and is inclined in the car at 45 deg. In give-and-take driving, including a little Motorway motoring, I obtained 28.1 m.p.g., which is excellent for a high-output 2-litre. Oil was consumed at the rate of roughly 400 m.p.p. The Exide Supreme battery is mounted well clear of the engine on the o/s and the plugs are heat-shrouded on the exhaust side of the engine. The spare wheel lives in the boot, upright on the o/s. The bonnet catches are on the Viva's nose and the lid has to be propped open. The boot lid rises on its own after the catch has been released and its interior is illuminated. The Lucas headlamps gave an excellent light, on full and dipped beams. The doors are "tinny", the push-in external buttons also carry the locks and there was an irritating wind roar from the n/s screen pillar, these pillars being something of an obstruction to vision.

The Viva is noted for stylish body lines, enhanced in the case of the GT model by the side-flashes, air-vent panels on the bonnet and Rostyle sports wheels. But the former, unliked flamboyancy has gone. The fuel tank holds 12 gallons, so well over 300 miles should be accomplished between refills; the small-bore, near-horizontal filler is awkward even for an Easi-Fill can. The bumpers lack rubbers, overriders are an extra, and there is no vanity mirror.

This Vauxhall Viva GT created a generally favourable impression and is the best of the current range of Lutonian products.—W. B.

PERFORMANCE

Acceleration:	0-30 m.p.h. ..	3.6 sec.	0-60 m.p.h. ..	11.9 sec.
	0-40 ,, ..	5.1 ,,	0-70 ,, ..	16.5 ,,
	0-50 ,, ..	8.0 ,,	0-80 ,, ..	24.3 ,,
Speeds in gears:	1st	36 m.p.h.	3rd	80 m.p.h.
	2nd	53 ,,	4th	103 ,,

Overall fuel economy: 24.7 m.p.g.
Speedometer: Over-reading by 2 m.p.h. at 30, accurate at 70 m.p.h.

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1969

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NEW CARS

TWO NEW cars were announced last month both from the British Leyland Motor Corporation, but from different divisions therein, and it would appear that Lord Stokes is keeping his promise made almost two years ago to produce a new British Leyland model every six months. Standard Triumph have announced Stag, a 2+2 sports/GT car, and the Rover Co. Ltd. the Range Rover, which is the first completely new model to be introduced by the Rover Company since it became a part of the British Leyland complex. The Range Rover is a combination of the ruggedness and durability of the ever-popular Land-Rover, together with many characteristics found in the range of Rover saloon cars.

We have not been able to drive these cars for any appreciable length of time, but initial impressions gained from both are given in this issue, and we hope to publish full road tests in full at a later date.

The Triumph Stag

The announcement of the new Triumph Stag is a significant and most welcome addition to the current range of sports and GT cars at present produced by British manufacturers which are still so very popular the world over. As can be seen from recent MOTOR SPORT editorials, and indeed the wealth of readers' letters received, it is obvious there is still an incredible amount of enthusiasts who prefer the joys of fresh-air motoring, and Stag will do much to stimulate further interest and fill a gap which previously was dominated by foreign manufacturers.

Stag is a two-door, genuine 2+2 sports car, having capacity for accommodating four adults in relative comfort, whereas a great many so-called 2+2s have only room for two persons occupying the front seats and either children or one adult sitting sideways-fashion in the rear. Obviously the amount of room for rear passengers is dependent upon the position adopted by the driver, but there is still more leg room than most other counterparts can boast. Styled by the Italian designer Giovanni Michelotti, the bodywork features an integral padded roll-bar, *a la* Targa Porsche, which runs between the door pillars, with a further arm to the windscreen header rail. Hard and soft-tops are available or a combination of both, the hard-top having a heated rear screen fitted as standard. Prices range from £1,955 17s. 6d. for the soft-top version, to £2,093 15s. 10d. for the hard and soft-top variant, which makes Stag a very competitive car indeed, cutting into the market at present occupied by the Elan +2, the Alfa Romeo Spyder and to a degree the highly-priced Mercedes 280 SL.

The power comes from a 2,997-c.c. 90-degree V8 aluminium alloy-headed engine, with a chain-driven single-overhead camshaft for each bank, delivering a reputed 145 b.h.p. at 5,500 r.p.m., and is a direct development of the 1.7 engine as supplied for the Saab 99. The short-stroke engine features a five-bearing two-plane crankshaft which offers torque at 2,040 lb. in. at 3,500 r.p.m. and as is usual with most V8s, the flexibility of this new engine is superb. Both manual and automatic versions are available, the manual having Laycock overdrive in 3rd and top gears with the Borg Warner system featured in the automatic. The gearbox is a strengthened version of the 2.5 P.I saloon box with larger bearings and different ratios.



MICHELOTTI STYLING.—The Triumph Stag features an attractive and safe padded roll-bar.

The interior is well appointed, having all the usual instrumentation one would expect to find in a high-performance car, although the omission of an oil pressure gauge was somewhat surprising. However, there is a combination "all-go" dial similar to that first seen on the Triumph 1300 saloon, which does give a warning of low oil pressure together with separate warning lights for main beam, direction indicators, ignition, choke, hand-brake, fuel level and water temperature. Reclining seats are fitted as standard equipment, with ample adjustment to meet the needs of even the most demanding type, and so a comfortable driving position is available.

As well as having Triumph's "thru-flow" ventilation system, air conditioning is available as an optional extra which will obviously be a boon in hot climates, and is the first time that such equipment has been offered by Standard Triumph. Electric side windows are also standard equipment and are operated by rocker switches located on the centre console.

From our very short time spent with the Stag in Belgium earlier this year it was not possible to assess the full potential of this car which performed admirably during the time we drove it and, although the pre-production models we drove had barely 200 miles clocked up, they stood up remarkably well to the demands imposed on them by members of the British motoring press. Acceleration is smooth, using maximum revs in all gears, and the gearshift itself is a delight to operate, being light with no notchy action; 0-60 is reached in some nine seconds, which could have been improved on had a smooth change from 1st to 2nd gear been made, and 30 miles per hour over the legal limit is reached in less than 30 seconds.

The handling is superb, with the power-assisted rack-and-pinion steering being light yet very precise without that feeling of "which way are the wheels facing" when cornering. Front suspension is by way of independent struts with coil springs controlled by telescopic dampers, with an anti-roll bar fitted, whilst the rear is also fully independent with semi-trailing arms and coil spring damper units. Belgian *pavé* encountered during the drive was taken at high speed with no adverse reaction from either driver or passenger proving the suspension was doing its job properly, and there was no noticeable roll when cornering at high speed. Having an idiotic Belgian reverse a tatty VW into the path of a Stag travelling at 90 m.p.h. was an excellent opportunity to test the brakes to the full, and thankfully enough they halted the new car before an embarrassing moment occurred. The brakes are servo-assisted, with discs front and self-adjusting rear drums, and, whilst being extremely powerful, careful use is necessary as it is quite easy to lock up the rear wheels, which is not at all desirable.

On a fast stretch of open road an indicated 121 m.p.h. was reached, but the tachometer ran wild at 5,000 r.p.m., a fault common to the manual and automatic versions driven. Wind noise at this speed was not unduly unbearable, most of it emanating from the quarter-lights, which were slightly ill-fitting, as was the hood cover which started to shift around in its recess behind the rear seats.

The great feature of most V8 engines is the inherent flexibility, and the Triumph engine is no exception, pulling from less than 20 m.p.h. in overdrive top with no shudder or transmission grab. There may be minor faults we will find when testing this car thoroughly, but I doubt it. It is not intended to replace the TR6, which will still be produced, but is an attempt to enter the highly competitive luxury grand touring class of motoring. We hope it succeeds.

The Range Rover

The second of the new cars introduced last month is the Range Rover, manufactured by the Rover Company after four years of design and development which has brought forth a model combining the ruggedness and versatility of the Land-Rover, together with handling and acceleration normally associated with high-performance saloons. This is an interesting combination which makes the Range Rover on the one hand a powerful work horse at home on a farm or a fast, comfortable station wagon cruising at speeds in excess of 90 m.p.h. on the open road.

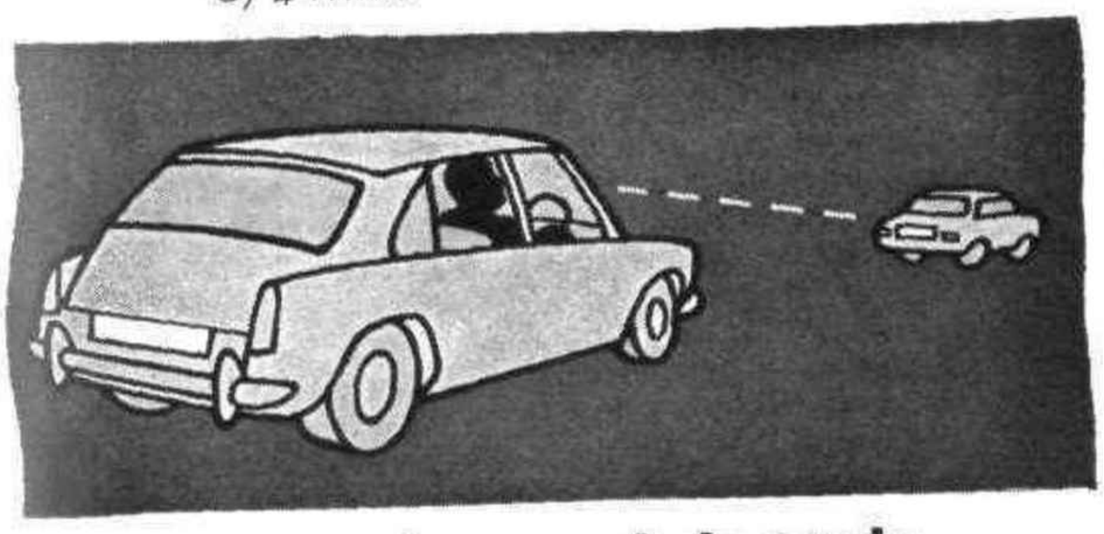
As a hard-working, cross-country-type vehicle it is excellent, as a recent test-day in Cornwall proved.

Driving the Range Rover over terrain usually associated with motor-cycle trials, it fairly ate up the rough ground it was fed with and was most impressive indeed; although conditions were dry this did not detract from its capabilities which were put to the test in a series of "special stages" organised by the Rover PR people. On a disused

A five minute quiz to help you stay alive

1. On a clear, dark night, you can see reflective safety plates at a distance of:

a) 20 yards
b) 1000 feet
c) ¾ mile



2. About how much do a pair of yellow and white reflective safety plates cost:

a) £4
b) £7
c) £13

3. If you were travelling 50 mph, how far will you go before coming to a full stop:

a) 20 ft.
b) 80 ft.
c) 175 ft.





4. What number of vehicles were involved in accidents in 1967?

a) 75,899
b) 441,110
c) 638,224

5. If you see a single headlight approaching on a dark night would this be:

a) A motor cycle or scooter
b) A car with its offside light not working
c) A car with its nearside light not working

Answers:
1)b, 2)a, 3)c, 4)b.
5) It's impossible to tell unless the approaching vehicle is fitted with a reflective safety plate.

If you would like to get a perfect score in safe driving ask your garage, accessory shop or car dealer to fit reflective yellow and white safety plates. They're durable, smart looking and quickly fitted. Do it soon—it won't kill you.

Fit 'Reflecto-lite' Safety plates

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Be safe. Be seen in the dark

MOT
Use headlamps when the light is bad
You know it makes sense



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VERSATILE.—The Range Rover equally at home on rough track or just open road.

airfield at St. Eval, on the Northern coast of Cornwall, we were able to put the Range Rover through its paces on a "handling course", which consisted of a set of continuous ess bends, followed by a run over rough ground which emphasised just how good the ride and handling characteristics were. One could throw the vehicle into the esses saloon car style without a feeling of impending doom, and on the fast run over the rough it would buck and jump but still felt very stable and capable of taking on even worse conditions.

These worse conditions, in fact, were met when part of the course used for the Land's End Trials was encountered, and even then climbing up a loosely-surfaced gradient which at times became almost vertical it was not necessary to use the centre differential lock which can be used to avoid traction being lost when either a front or rear wheel is not gripping. This was the case on more than one occasion, but, locking the centre differential quickly, we were able to escape from what would normally be a calamitous situation.

Powered by the well-proven 3.5-litre V8 engine as used by the Rover saloon, the Range Rover is no slouch when on the open road, and on one occasion an indicated top speed of 105 m.p.h. was obtained, although Rovers themselves are more modest and quote a maximum of 95 m.p.h.

As a road-car it is by no means uncomfortable to drive, although the low-speed gearbox with a combined transfer gearbox giving eight forward and two reverse ratios is a trifle too noisy and would become most irritating on a journey of any great length. The gear-shift is rather awkward to operate, having a distinctly large gate which promotes a "stirring" action by the driver, but once mastered is acceptable. Brakes are of the disc type all round which are servo-assisted with a dual braking system for added safety.

First impressions of the Range Rover are good and its potential market the world over is obvious. Many small business men, farmers, etc., are now able to purchase a dual-purpose vehicle meeting their every requirement, be it carrying heavy loads over course ground or taking the wife and children in town for dinner in a comfortable and speedy vehicle.—H. G. W.

A MAXI'S WORLD RECORD

THE Press Office of British Leyland thought it worthwhile to send us a Press release about an Austin Maxi into which 30 Loughborough students managed to squeeze "to achieve a World record". Perhaps they realise that this is about the only World record the Maxi seems likely to break.

ADAC 1,000 KMs-continued from page 734

happened. Meanwhile the Saltzburg Porsche had stopped and refuelled and Elford was back at the wheel, and he was away into the lead while the JW mechanics tried to get the starter to work. After a long time and coupling two extra 12-volt batteries into the system, giving the starter a 36-volt shock-treatment, the engine burst into life, but by this time Elford had gone by, now a lap in the lead, and was well away on his second lap. A lot of oil had been added to the Siffert/Redman car, which was ominous, and it only got a few kilometres from the pits before the engine seized and Siffert had to park it by the side of the road. The reluctance to start had not only been electrical trouble but the engine giving up the ghost anyway. This left the two Salzburg Porsches comfortably in first and second places, and though Surtees had made up an enormous amount of ground and taken third place from Muller, he was not going to climb any higher. With eleven laps to go the leading car was refuelled again and Ahrens took over for the last stint and a lap later Attwood took over from Herrmann and all was well. The works Ferrari and the Filipinetti Ferrari were still going strong but were no match for the little 3-litre Porsches and the drivers were having to work very hard just to keep the cars on the road.

With no-one to challenge them the two Austrian-entered Porsches merely had to tour round and finish, and having so much time in hand they stopped for oil on lap 37 as a precautionary measure after seeing what happened to the Siffert/Redman car. The white car of Elford/Ahrens got the chequered flag and averaged 165.0 k.p.h. for the 1,000 kilometres, setting up a new record race-average speed. The only consolation that the Gulf team had was that Rodriguez had set a new Prototype lap record in 7 min. 50.4 sec., quite a lot slower than practice times because the car was running on intermediate wet and dry Firestone tyres, whereas practice had been on the best condition dry-weather tyres.

Of the 54 starters 34 were still running at the finish, the two works Porsches completing the full 1,000 kilometres, or 44 laps, and the rest being various distances behind, ranging from one lap to 14 laps behind, but the whole point of racing is to win outright, or at least win your class, and if you can't do that then at least you can still be racing when the winner completes the 1,000 kilometres. A classic example was the battle for victory in the over-2,000-c.c. GT class for the two 911S 2.2-litre Porsches of Froilach/Toivonen and Kremer/Huber crossed the finishing line side by side, an official two-tenths of a second apart, after racing for 37 laps of the Nurburgring, and they nearly collided after getting the chequered flag. Of the private British entries all credit to those who finished, in particular to Heavons/Garton who won the Group 5 class for 2-litre cars with their Chevron-BMW and to Konig/Lanfranchi who kept the Nomad-BRM V8 going for 37 laps to finish third in the 2-litre Prototype class, two laps behind the Chevron-Mazda of Deprez/Vernaeve which had gone like one would expect a Wankel-powered car to go.—D. S. J.

RUMBLINGS—continued from page 727



Farm very sportingly opened the magnificent gardens to the Ferraris, pride of place on the lawns being taken by David Clarke's ex-works Ferrari P4, thought to be the actual car that Vaccarella crashed so spectacularly in Collesano on the first lap of the 1967 Targa Florio. With the P4 as a centre-piece roadgoing Ferraris came from all directions and were parked in a circle around the edge of the lawns, there being 23 in all, ranging from Peter Hampton's glorious Mille Miglia coupé to three brand-new Daytona coupés, the latest 4.4-litre four-camshaft V12s from Maranello. Looking a little self-conscious among all the V12-engined cars was Maurice Baring's immaculate little Dino 246GT, with transverse rear-mounted V6 engine, and wearing a small Ferrari badge under the nose cowling to show its ancestry.

The delightfully informal garden-party atmosphere of this gathering with exotic cars and enthusiastic owners was very reminiscent of the Bugatti Owners' Club gatherings in the heyday of the manufacture of the French cars, such as the early Prescott meeting when the works 4.7-litre single-seater was driven by Jean-Pierre Wimille and new 57SC models were in vogue. It was interesting that among the assembled company were numerous Bugatti owners who are also Ferrari owners and vice-versa.



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Don't be content with just a GT badge – get a car to match.

£1299* buys you in.

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Sport the real thing. MGB GT.

BRITISH LEYLAND MG

THE ACROPOLIS RALLY

GENERAL CLASSIFICATION

1st	J-L. Therier/M. Callewaert (Alpine-Renault)	108.1
2nd	J. Vinatier/D. Stone (Alpine-Renault)	385.4
3rd	O. Andersson/J. Porter (Ford Escort T-C)	387.4
4th	J-F. Piot/J. Todt (Ford Escort T-C)	943.6
5th	H. Lindberg/B. Reinicke (Fiat 125S)	1,192.9
6th	J-P. Nicolas/Miss M. Veron (Alpine-Renault)	1,406.3
7th	T. Livieratos/M. Andriopoulos (Opel Rallye Kadett) ..	2,765.3
8th	J. Psihas/E. Nomicos (Toyota Corona GSS)	3,898.4
9th	A. Sipahi/D. Zorlu (BMW 2002)	7,476.0
10th	"Daffy"/M. Vourdoubakis (Humber Sceptre)	8,027.3
11th	A. Kasimatis/N. Moshovakos (Toyota Corona GSS) ..	8,198.1
12th	A. Michailidis/T. Bosence (Sunbeam Imp)	12,336.5
13th	S. Grews/Mrs. S. Grews (Saab V4)	18,375.2

80 *starters* — 13 *finishers.*

THERE are eight qualifying events in the International Rally Championship for Constructors. The sixth of them was the Acropolis Rally organised by the Automobile and Touring Club of Greece during the last week in May.

Prior to the Acropolis, Porsche was comfortably at the lead of the championship, Björn Waldegård having won three of the previous events in a 911S. Now, they are still in the lead but not quite so comfortably for the team failed to score any points at all in Greece, the cars of both Waldegård and Ake Andersson succumbing to connecting-rod bearing failure.

Since Porsche began using the 2.3-litre engines in their rally cars in place of the 2-litre ones they have had considerable trouble with connecting rods. The 2-litre engines had titanium rods, whereas they have gone back to steel ones for the bigger engines. The answer appears to be a simple one.

The Porsches were not works-entered but, as usual, ran under the banner of Svenska Volkswagen AB, the distributors of Volkswagens and Porsches in Sweden. However, they were works prepared in Stuttgart, registered in Germany and supported by mechanics from the factory. There was an amusing incident during practice when team manager Rico Steineman attempted to pull the wool over his drivers' eyes concerning the cars' shock-absorbers. The drivers preferred Bilstein because they gave better handling, but Steineman wanted them to use Koni because they were stronger than the Bilstein and more resistant to anchorage failure. The Bilsteins used in Sweden have strengthened anchor points, but these were not available for the Stuttgart cars. Steineman had the Konis painted black so that they would resemble Bilsteins, but the drivers spotted the difference within minutes on the road. Laughingly, everyone agreed that the Konis should be used.

Two works Lancias retired, also with malfunctions within their 1.6-litre engines. It has not been a very happy year at all for Lancia. They rounded off 1969 well with Källström, Champion Driver for that year, winning the RAC Rally, but in 1970 their only real achievements in the Constructors' Championship have been a second place on the Sanremo-Sestriere Rally and a sixth place at Monte Carlo.

Perhaps the most significant feature of the Acropolis was the appearance of the Alpine-Renault team with three of the 1.6-litre rear-engined cars for their own drivers and a spare one for a promising Greek driver to borrow.

Alpine's racing activities have been curtailed this year in order that more rallying could be undertaken. They went to the snows of the Swedish Rally (but failed) and also tackled the rough Sanremo-Sestriere Rally, which they surprised many by winning. The Acropolis is another rally which has rough stages, and again they have won, only just failing (by the breaking of one clutch) to score a 1-2-3 victory. The driver of the winning car was the young Frenchman, Jean-Luc Therier, and it was he who also won at Sanremo, co-driven each time by Marcel Callewaert.

In the absence of their number one drivers on the World Cup Rally, Ford of Britain had Ove Andersson and Jean-François Piot to drive two Escorts on the Acropolis. They were fast and reliable, but they were no match for the pace of the group four Alpines.

There were no works Saabs entered, but it was surprising to find one of the Swedish firm's number one crews, Hakan Lindberg and Bo Reinicke, driving a Fiat. There were four very "official"-looking Fiats, one 124 Spider and three 125S saloons, and it was one of the latter which Lindberg drove, achieving fifth place.

It was early in 1969 when Fiat interest in rallying developed beyond the passing stage, and it was presumably due to influence by that



Fiat's rally participation is increasing, but there still appears to be a reluctance by the Turin firm to come out into the open. Four "works" Fiats on the Acropolis Rally were entered by their drivers. This was the only one to finish, driven into fifth place by Hakan Lindberg and Bo Reinicke from Sweden.

company that the heavily Fiat-sponsored Sestriere Rally (non-championship) was combined with the Sanremo Rally which was in the championship. There was evidence last year that Fiat had set up a competitions department, but it seemed that they preferred not to publicise the fact. They entered no cars themselves, being content just to help private owners. The degree of help given to the four Fiat crews in Greece was such that there can no longer be any doubt that Fiat has become competition-minded. They were works cars, with works service and crews sponsored to the degree of professionals. Sooner or later it is to be hoped that they will come out in the open and enter their own cars with all publicity attached to other factory outfits.

Perhaps it should be explained that Lindberg, a Saab man, drove a Fiat because his link with Saab allows him to drive other makes of car outside Scandinavia when he is not required to drive for the Swedish firm. He works for Pirelli in Sweden, and there are competition links between that company and Fiat.

It seldom rains in Greece at the time of the Acropolis Rally. This year heavy downpours punctuated the bright sunshine, turning smooth asphalt roads into skid pans. On such surfaces the Alpines were invincible, although Waldegård had been leading until his retirement soon after the fourth of the 21 special stages. To toughen the event even further the organisers had reversed the route. Normally it traverses Greece in a clockwise direction; this year it was changed so that the rougher special stages and the tighter road sections were at the end, when crews were at their lowest mental and physical ebb. The whole thing lasted three and a half thousand kilometres, and there were no breaks to speak of except an hour or two at each of two ferry crossings, one over the lake at Mavria and another across the Gulf of Corinth. This resulted in an abnormally high retirement rate, and only 13 cars finished from 80 starters—more difficult, by that criterion, than the reputedly superlative World Cup Rally.

After the Acropolis, Porsche still leads the championship with 27 points, but Alpine-Renault is now only three points behind with 24. No other make has a chance of winning, for the Alpine Rally, one of the two remaining rounds, has apparently been cancelled.

The Coupe des Alpes ran into trouble when the French Ministry of the Interior expressed concern over its routing through popular tourist areas at the tail end of summer. A short postponement was not possible, for then it would clash with the Tour de France, due to be held in mid-September. There was talk of running it in December—and it would have been indeed strange to have the Alpine Rally converted into a winter rally, just like the Monte—but that idea has obviously been abandoned. The Automobile Club de Marseille et Provence assures us that the rally will return in 1971.

This means that the only remaining qualifier will be the RAC Rally of Great Britain in November. The Alpine-Renault team had already said that its cars would be in Britain for that event. Now that they

The KLG GT versus boring motoring.



The KLG GT Super Plugs are the sort of plugs fast, hard drivers choose. High performance plugs. And they're just made for you, whether you're rallying or out for a fast ride.

The KLG GT has a big projecting nose to thrust deeper into the combustion chamber.

When you put your foot down GT Supers keep cool and when you're parked the nose stays snug and warm deep down in the chamber. So you get protection 24 hours a day. GT Super Electrodes are thick and tough to give the plug longer life by slowing erosion, cutting down voltage requirements and prolonging periods between re-gapping. They've been tested on race tracks for top performance and that's exactly what they give you.

And they spell the end of boring motoring forever. K·L·G

KLG GT Super Plugs. Recommended retail price 7/6.

GT

have a chance of winning the championship they will surely cross the Channel in force. It will be their first time in British forests, and the complete ban on practising will be something to which their drivers will be unaccustomed. Porsche's Swedish drivers will most certainly be sent over to defend the championship title, and they are well used to driving without notes through the forests.

With the possibilities of Saab, Lancia, Datsun, Ford and Leyland adding to the opposition, November will be an interesting month. One wonders whether Fiat could be persuaded to send its "works" team.

Current scores in the International Rally Championship for Constructors are :

Porsche	..	..	.. 27	Lancia	..	..	.. 7
Alpine	..	..	.. 24	Peugeot	..	..	.. 4
Saab ..	..	..	.. 15	Opel ..	..	..	.. 4
Ford ..	..	..	.. 10	Volvo	..	..	.. 2
Datsun	..	..	.. 9	Fiat ..	..	..	.. 2

Points are scored on the basis of 9, 6, 4, 3, 2 and 1 for first to sixth places respectively in general classifications.

WORLD CUP RALLY

SO MUCH happened during the multi-thousand-mile journey from London to Mexico City that no chronicler of events could ever hope to produce a complete record. Of the 96 starters, including hardened professionals, experienced and capable amateurs and enthusiastic but somewhat ill-prepared adventurers, there were only 26 finishers, and three of those had actually gone beyond maximum lateness before the finish.

It was tough, tiring and desperately punishing on both cars and crews, particularly on special stages which often lasted longer than several short rallies put together. The effort of concentration needed to drive a car as fast as humanly possible over rough tracks for as long as ten hours or more was tremendous, but despite the toll on cars, the retirement rate was not as high as it was on this year's Acropolis Rally, or on East African Safaris in the past.

There are several reasons for this. Firstly the survival instinct among competitors on the World Cup Rally was undoubtedly higher than it is during shorter events. It is unlikely that a car could be driven to Mexico at Alpine Rally rate throughout. The longer the event the greater is the need to save the car, and the 26 finishers obviously had this thought very much in mind.

The other reason lies in the cars themselves. For normal rallying under FIA rules, Appendix J, greatly limits the degree to which bodies, suspensions and transmissions can be strengthened and improved. This was not the case on the World Cup Rally, the regulations for which permitted modifications within very wide margins indeed. The precedent was set by the London-Sydney Marathon in 1968, which demanded that cars should have four wheels and a drive which operated on two of them, and imposed hardly any other restrictions.

For the World Cup Rally the same formula was followed with the result that the majority of competing cars resembled their showroom counterparts in general body shape and very little else. This has been criticised on the grounds that (a) it is hoodwinking the public to advertise that a Ford Escort won when it was such a very special Escort, and (b) that the rally could not possibly be as good a mobile test bed as conventional rallies because many of the modifications were so sophisticated as to have no likelihood of finding their way to the production line.

To answer the first it should be pointed out that Ford, in their advertising, have made it perfectly clear that the winning car was a very special one. As for the second, well, it was a sporting contest after all, and a liberal degree of licence had to be offered to competitors in the way of car preparation. The nature of this event was such that no showroom car could possibly have survived, within the time allowance, and I don't expect any car manufacturer to disagree with that.

All rallies are basically sporting events, although they are used by manufacturers firstly for publicity and secondly for research. Long marathons of this kind are in a special category in which the publicity angle is magnified and the development somewhat diminished, though not eliminated altogether.

The manufacturers most interested in the World Cup Rally were Ford of Britain and British Leyland, although there were works cars from Moskvitch and considerable works support for privately-entered Citroëns. Hard work, expensive hard work, paid off for the two British teams for their cars filled eight of the first ten places.

If someone were to make a list of the mechanical defects and problems which occurred to each car, the volume could well be as long as the road to Mexico itself. Some of the lesser experienced amateurs dropped out for reasons which would have made even a regular club rally driver hang his head with shame. Tiredness, navigational errors, running out of petrol and various other needless shortcomings contributed to many an abandonment. More common were breakages through hard pounding over the rough roads. This affected factory and private drivers alike, although the works people had the usual massive resources available to put matters right as quickly as possible whereas the amateurs had little more than their own ingenuity. Rallying is a great breeding ground for Bush Mechanics, and if the makers of string, sealing wax, chewing gum and adhesive tape only knew the extent to which their products are used to keep rally cars mobile, their advertising could well be as strong as that of the car manufacturers. Perhaps that is food for thought !

Despite all the planning, the careful distribution of spare parts throughout South America and the detailed itineraries given to top mechanics for their journeys from one service point to the next, things went wrong. Wear and tear was so phenomenally high that parts which had never before needed replacement on normal rallies were failing on this event. Who would have expected Rauno Aaltonen to drive his Escort so hard, for instance, that his sump protection plate just wore away ? In several cases new parts had to be flown hurriedly to various airports in South America as the hand baggage of car manufacturers' employees. An expense which no private owner could afford, but which was very little to a factory budget when compared with the overall expenditure.

After the London-Sydney Marathon the *Daily Express* said that it would run another one in 1972. Now there is talk of another *Daily Mirror* World Cup Rally four years from now. Always the publicity seekers are striving for superlatives, and each gargantuan effort must outshine all previous ones. Sooner or later the ceiling will be reached, and then such events will either become four-year perennials, with subtle differences in form each time, or fade out altogether, with perhaps the biggest surviving.

They are so expensive and complicated to organise that such trans-Continental rallies cannot possibly take the place of the regular round of events which comparison has now decided to call conventional.

Great sporting and adventurous occasions are always attractive, and these huge rallies are no exception. They capture the romantic imagination, and awards, souvenirs and other impedimenta from journeys both to Sydney and to Mexico will probably be handed down in families for generations to come. But there is still achievement in a Safari, enjoyment in an RAC, pleasure in an Acropolis, fun in a Swedish, excitement in a Circuit, adventure in a Moroccan and thrills in a Thousand Lakes. May all of them continue unabated for years to come.—G. P.

FINAL GENERAL CLASSIFICATION

		Penalty
1st :	H. Mikkola/G. Palm (Ford Escort)	09 hr. 07 min.
2nd :	B. Culcheth/J. Syer (Triumph 2.5)	10 ,, 25 ,,
3rd :	R. Aaltonen/H. Liddon (Ford Escort)	10 ,, 46 ,,
4th :	P. Hopkirk/A. Nash/N. Johnstone (Triumph 2.5 PI)	12 ,, 26 ,,
5th :	T. Makinen/G. Staepelaere (Ford Escort) ..	14 ,, 31 ,,
6th :	A. Fall/J. Greaves (Ford Escort)	19 ,, 31 ,,
7th :	P. Vanson/O. Turcat/A. Le Prince (Citroën DS21)	22 ,, 03 ,,
8th :	S. Zasada/M. Wachowski (Ford Escort) ..	23 ,, 59 ,,
9th :	R. Freeborough/P. Cooper/R. Redgrave (BMC 1800)	24 ,, 42 ,,
10th :	Miss R. Smith/Mrs. A. Watson/Mme. G. De Rolland (Austin Maxi)	30 ,, 35 ,,
11th :	K. Tubman/A. Welinski/R. McAuley (BMC 1800)	32 ,, 36 ,,
12th :	L. Potapchik/E. Bazhenov/Y. Lesovski (Moskvitch 412)	34 ,, 06 ,,
13th :	W. Bendek/D. Hubner/J. Burgoa (BMC 2002 TI)	35 ,, 14 ,,
14th :	R. Cooper/R. Channon (Ford Cortina GT) ..	36 ,, 43 ,,
15th :	A. Rees/H. Thomas/W. James (Hillman Hunter)	37 ,, 50 ,,
16th :	A. Katz/A. Kling/A. Pfuhl (Mercedes-Benz) ..	38 ,, 05 ,,
17th :	G. Holm/V. Boubnov/K. Guirdauskas (Moskvich 412)	38 ,, 52 ,,

Mme. Trautmann, J. Hemsley and P. Colteloni are all classified as finishers by virtue of qualifying at Buenaventura and embarking on *Verdi*.

Class Winners : Up to 1,300 c.c.: D. Harris/M. Butler (Ford Escort GT); **1,300 to 1,600 c.c.:** Miss R. Smith/Mrs. A. Watson/Mme. G. de Rolland (Austin Maxi); **1,600 to 2,000 c.c.:** H. Mikkola/G. Palm (Ford Escort 1,834 c.c.); **2,000 to 3,000 c.c.:** B. Culcheth/J. Syer (Triumph 2.5 PI).

Manufacturers' Team: Ford (Mikkola, Aaltonen and Makinen).

National Team: Finland (Mikkola, Aaltonen and Makinen).

Best Private Owner: P. Vanson/O. Turcat/A. Le Prince (Citroën DS21).

Ladies' Award: Miss R. Smith/Mrs. A. Watson/Mme. G. de Rolland (Austin Maxi).

LETTERS FROM READERS

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

THE MOTORISTS' LOT

Sir,

At the end of last year I was caught in a radar speed trap at Blackpool and was astounded to be asked my age and occupation. I refused to give these details, saying I was over seventeen, and was informed it would be noted I had withheld this information. The outcome, I am pleased to say, was only a £5 fine.

However, motoring through Scotland earlier this month, with a friend driving, we were stopped in a radar trap and the age and occupation question was asked again. After much argument as to the validity of these questions, he was informed it was an offence not to give his age, and so with no apparent alternative he told them. His occupation he refused to impart and they suggested that "unemployed" was acceptable (in fact he is a company director, and looks like one!).

My reason therefore in writing this letter is first to bring this matter into the open, as it is my belief that these questions have no bearing on motor offences of this nature, and second, if the motorist succumbs, who knows what other irrelevant questions they may decide to ask in the future.

Readers' comments and a police explanation would I think make interesting reading to the many others who must have undergone similar experiences.

[Name and address supplied.—ED.]

* * *

LONG-SUFFERERS!

Sir,

A certain character known in racing circles as "Jenks" is, I believe, responsible for a paragraph in the May issue in which he describes "An Historic MG". He refers to the pre-war amateur partnership of Hurst and Edmondson which raced an MG Magnette at Brooklands. He goes on to say that now the same partnership has managed to acquire "a rather special MG Midget" and that in this case they, *i.e.*, Hurst and Edmondson, have "decided to relive their youth once more in the harmless, uninhibited fun (?!) that VSCC racing provides".

Does "Jenks" ever spare a thought for their poor long-suffering wives? Can he imagine what they go through on these occasions? Mind you, I might have been warned from the start. On our wedding morning, in Delhi on September 15th, 1945, he burst into my bungalow, where I was feeling pretty rocky after a very late and somewhat alcoholic evening. He said to me: "We'll have to call the whole thing off. My big-end is broken!" In those days I was so ignorant I didn't know whether he needed the attention of a doctor or a mechanic!

What do other wives of car maniacs do about it? Any advice would be gratefully received.

Loughton. JOAN EDMONDSON.

* * *

EXPLANATION

Sir,

I was amused to read (MOTOR SPORT, May 1970, page 461) that you were once refused overnight accommodation in a hotel because you insisted on parking your car nose outwards—the manager leaping up and down, saying only nose-in was allowed!

A similar situation occurred to me, but on that occasion the manager was justified in insisting on parking nose-in only, because otherwise the cook and the cooking in the basement would have suffered. . . .

Erundall. RUDOLPH PAYNE.

* * *

THE CITROEN LIGHT 15

Sir,

I noted with interest the strong words and derogatory remarks of Mr. Wells concerning "horrible non-classics". They do not, however, apply to the Citroën Light 15.

The dictionary defines "classic" as "of admitted excellence", "cited as a model", "often referred to" and "a standard".

In 1934, when the original "Traction" was announced, it was courageous to even think of mass-producing a vehicle with so many daringly unconventional features so advanced of their time. It was thought that the public would never buy these low profile, aerodynamic, f.w.d., unitary construction cars; they were a "gimmick"—why, they didn't even have running-boards!

And yet all these features have become "standard", "cited as a model", etc., etc. (thank you, dictionary).

As you pointed out yourself, even the "august VSCC recognised them as post-vintage thoroughbreds".

I would also disagree with the inference that the Light 15 was designed for planned obsolescence—far from it; while most manufacturers think in terms of three-year model cycles, Citroën produced the "Traction" and its derivatives, roadster, Familiar, 15 c.v., etc., for some 23 years—a production run which compares favourably with the "T" model Ford, VW and, of course, the Citroën 2 c.v.

I should like to add that I do not view this car through the biased "eyes of a proud owner" as Mr. Wells might suppose, although I am familiar with the Light 15 through a fellow Citroën Car Club member who has two of these fine cars in roadster form.

Ayr. W. T. ST.J. BRUEN.

* * *

AN ALVIS PROTOTYPE

Sir,

I am just completing what has been a three-year entire rebuild of the works prototype 3-litre Alvis. This one-off motor car, built in 1948/1949, consists of a TA14 body and beam axle chassis converted to i.f.s., a Speed 25 radiator and the six-cylinder engine shoehorned in. The car belonged to Capt. G. T. Smith-Clarke on his retirement from the company in 1950.



I am anxious to get in touch with anyone who may have worked in the Experimental Department of Alvis Ltd., where the car was built, and who may recollect it, or indeed anyone who can shed any light on its sheltered history before it was taken out to Nigeria in 1957. The registration mark is JDU 674.

Hindley. D. J. CULSHAW.

* * *

THE FUTURE OF THE TARGA FLORIO

Sir,

I would like to endorse D.S.J.'s comments in your edition for May about the threatened future of the Targa Florio. For the last two years I have lived within half an hour's drive of the course and have been repeatedly impressed by the universality of interest among the local people for the race—a far cry from Castle Combe, but then this is only once a year. There is scarcely a town that does not claim to be the birthplace of "Ninni" Vaccarella, and to see him driving past their front doors, preferably with a couple of Porsches in tow, is one of the high spots of the year. Anyone who has heard a V12 screaming through a narrow street will scorn going into the country to hear the same.

Sicilians are very proud of the history of the Targa and, while the course has been changed various times in the past, the essence of a *road* race, *i.e.*, town and country, has always been there. The idea of a "safe", virtually circuit, Tourist Trophy-type version would be as much anathema to the locals as it is to your correspondent. Progress, alas, has a different meaning for politicians.

The Escort has finally met its match.

In its brief career, the Escort has made quite a name for itself.

It has won the British saloon car championship.
It has won the German saloon car championship.
It has won the Belgian saloon car championship.
It has won the South African saloon car championship.
It has won the European Rally Manufacturers championship. Two years running.

In its brief career, the racing version of the Ford 16 valve, BDA engine, has made quite a name for itself.

It has powered the winners of the European, British and French Formula II championships *every* year since the 1600 cc formula began in 1967.

Now the Escort and the 16 valve engine have come together.

The result is the Escort RS 1600, the first of a new series of enthusiast cars from Ford Advanced Vehicles.

In standard trim, the Escort RS 1600 develops a mild 120 bhp at 6,500 rpm.

It costs £1,447.

And, welcome news to all enthusiasts, a network of specialist Ford "Rallye Sport" dealers has been set up to sell, service and maintain our new car.

But let's look at each in detail.

The Engine.

Our BDA engine is built around the standard Ford 1600 cc, 5-main bearing cylinder block.

It has a twin-overhead-camshaft alloy cylinder head, with 4 valves per cylinder.

These 16 valves perform wonders for the engine's breathing.

The carburettors are twin-choke 40 DCOE Webers. And 0-60 times with the standard 3.77:1 rear axle are in the region of 9 seconds.

If this isn't fast enough, there will be a good sized list of racing and rallying options that you can order through your local Ford "Rallye Sport" dealer.

The Car.

Basically it's a two-door Escort, but with certain modifications.

The standard 5½J wheels are shod with 165 x 13 radials. The front wheel arches are flared to accommodate the tyres.

The front discs and rear drums have been increased in size.

The suspension units have been uprated.
The transmission has been strengthened.
There is an alternator. High output headlights.
And it comes in just one colour: white.

As with the engine, there is a long list of optional race and rally equipment.

The "Rallye Sport" dealers.

Now we come to the real beauty of our new car: its sales and service back-up.

Because now, there is a special group of Ford dealers to look after the Escort RS 1600. (And all future cars from Ford Advanced Vehicles.)

And if they are limited in number, it's because each Ford "Rallye Sport" dealer will have at least two mechanics who have been factory trained in the servicing, tuning and repair of the Escort RS 1600. Plus a special range of equipment, covering everything from a torque wrench to a chassis dynamometer.

Our "Rallye Sport" dealers' names are on the right.

They have an Escort RS 1600 in their showrooms now.

May we suggest you hurry along?



The Escort RS 1600. The Potent Mix.

THE PRICE OF £1447 INCLUDES PURCHASE TAX AND DELIVERY TO FORD DEALERS IN THE U.K. (EXCLUDING N. IRELAND) ACCORDING TO STATUTORY REGULATIONS, FRONT SEAT BELTS ARE FITTED. THESE ARE SUPPLIED AT EXTRA COSTS.

The Ford 'Rallye Sport' Dealers.
The only places where you can see, try and buy the Escort RS 1600.

Banbury: Youngs Garage of Banbury Ltd.
Barnsley: Service Garage (Barnsley) Ltd.
Bedford: Charles King.
Bexley: Epps Brothers (Bexley) Ltd.
Blackpool: Thomas Motors Ltd.
Bournemouth: F. English Ltd.
Bradford: W. Parkinson & Son (of Bradford) Ltd.
Brighton: Endeavour Motor Co. Ltd.
Bristol: Bryan Bros. Ltd.
Bristol: Temple Meads Motors Ltd.
Bristol: VMW Motors (Coalpit Heath) Ltd.
Cambridge: Wrights of Cambridge Ltd.
Cardiff: Godfrey Motor Co. (Cardiff) Ltd.
Carlisle: County Garage Co. Ltd.
Chelmsford: Denoon Motor Company Ltd.
Crawley: The Target Motor Company Ltd.
Derby: T. C. Harrison (Derby) Ltd.
Dunstable: Lumo Cars Ltd.
Gainsborough: Johnsons of Gainsborough Ltd.
Guildford: A. Gray & Co. Ltd.
Hull: Crystal of Hull Ltd.
Jersey: La Motte Garages Ltd.
Kendal: Skipper of Kendal Ltd.
Kidderminster: Kidderminster Motors Ltd.
Leeds 2: Tate of Leeds Ltd.
Leicester: Central Motor Co. (Leicester) Ltd.
Liverpool: J. Blake & Co.
London W.1: Dagenham Motors Ltd.
London S.W.4: Adlards Motor Ltd.
London N.12: W. Harold Perry Ltd.
Lowestoft: Day's Garage Ltd.
Maidstone: Haynes Bros. Ltd.
Manchester 1: H. & J. Quick Ltd.
Middlesbrough: Nesham of Teesside Ltd.
Mitcham: John Willment (Mitcham) Ltd.
Oxford: Hartford Motor Ltd.
Paignton (Torbay): Reed & Co. (Torquay) Ltd.
Peterborough: Peterborough Motors Ltd.
Plymouth: Vospers Motor House (Plymouth) Ltd.
Preston: Bradshaws Motor House Ltd.
Reading: Gowrings of Reading Ltd.
Retford: E. Hodgson & Son Ltd.
St. Albans: Godfrey Davis (St. Albans) Ltd.
St. Austell: Phillips & Geake Ltd.
St. Helens: J. Ashall & Son (Eng) Ltd.
Sheffield: T. C. Harrison Ltd.
Slough: Norman Reeves (Motors) Ltd.
Southampton: Percy Hendy Ltd.
Stafford: Lloyds Garage Ltd.
Taunton: White Bros. (Taunton) Ltd.
Tredegar: Gibbs Bros. (Tredegar) Ltd.
Tunbridge Wells: Stormont Engineering Co. Ltd.
Uxbridge: Norman Reeves (Motors) Ltd.
Walsall: Reginald Tildesley Ltd.
Welshpool: W. R. Davies (Motors) Ltd.
Welwyn Garden City: Godfrey Davis (Welwyn) Ltd.
West Bromwich: Guest Motors Ltd.
Witham: Doe Motors Ltd.

NORTHERN IRELAND
Belfast 15: J. E. Coulter Ltd.
Lisburn: Lindsay Cars Ltd.

SCOTLAND
Edinburgh: Alexanders of Edinburgh Ltd.
Glasgow S.1: Wylies Ltd.
Glasgow E.1: Croft Bodybuilding & Engineering Co.
Perthshire: Frew & Company Ltd.
Stirling: Mogil Motors (Stirling) Ltd.

Ford leads the way.

From the safety aspect I doubt whether cutting out the towns would really make a significant difference. The country stretches of the course are crowded by people with apparently scarce regard for their own wellbeing. The Chatham-Harvey MG that ran off this year, nearly causing a lot of injury (saved by skilful driving), was right in the mountain section of the course.

We can only hope that plans for the "People's Targa" manage to lose themselves in a Government office so that this classic race does not go the way of the RAC Tourist event.

Petralia Soprana, Sicily. PETER EDWARDS.

* * *

THE MATRA 530

Sir,

I have just read with great interest your impressions of the VW-Porsche 914 in your May issue received today.

For a French mind, this car is of course a direct competitor of the mid-engined Matra 530 coupé, and one is led to regret that this car is not better known abroad, and particularly in Britain. This might change with the Matra-Simca tie-up, but in fact this is not sure and I do not know if the car will be distributed by Rootes.

Its detachable hard-top is not a unique feature of the 914: I take it to be a straight crib from the 530. On the French car the roof, which is in two parts, can be removed and stowed in the front boot (there is a rear boot behind the engine for the luggage, and it is of very reasonable capacity). With the two panels of the top off the car retains its rear window, but this, too, of course, is removable and the car then becomes an open roadster with roll-bar.

In the way of seating space the 530 is commonly considered as a 2+2, which is probably better than what the German car achieves (am I being partial?).

As far as performance is concerned the Ford-engined car must be slightly faster than the four-cylinder VW, but there again it's all in the way it handles.

Thank you for a very interesting magazine which keeps me in touch with the way in which the British look at sports cars, and which has a great individuality.

Niort, France. JEAN-FRANCOIS CHAPIN.

* * *

"80,000 MILES IN TWO MG-Bs"

Sir,

I have just read L.A.M.'s article, "80,000 Miles in Two MG-Bs", and noted with interest his appraisal, particularly of the 1965 B. This well-renowned *marque* has been much abused recently—more so by apparent little boys playing at men—what with their £100 TR bangers!

Only quite recently I travelled from Le Havre to Rome in 17 hours and 14 minutes—not in a TR but in a 1965 B roadster, fitted with overdrive. The car returned 34 miles to the gallon and used only one pint of oil throughout the 1,100-odd miles. The present mileage is 49,000 miles, yet the oil pressure never drops below 70 lb.

I would add that I have also done this journey in just under a day in a 1960 TR3A some five years ago, and whilst admitting that it gave me a certain amount of exhilaration—albeit, fringed with some hair-raising experiences going over the Gt. Bernard, plus a broken differential on arrival—never quite afforded the comfort and confident roadholding of my MG-B.

I'm sorry, TR boys, but in my declining years I still prefer speed plus safety, and though in the past ten years I have owned seven—yes, seven TRs in all, I am now a confirmed MG-B addict—apart from the odd Dino Ferrari and Maserati, etc., I see belting up the Via Aurelia, that is!

Rome. MIKAL A'HERNE (DR.).

Sir,

I read your comments on the MG-B in the May issue of MOTOR SPORT with great interest. They broadly agree with my own 40,000 miles of experience with a "B" roadster which I have owned for the last 3½ years.

The mechanical reliability of the car is excellent when compared with many other cars of a similar age. It has never let me down to such an extent that I have had to leave it, but on maybe half a dozen occasions roadside repairs have been necessary. One such occasion occurred when I overfilled the brake fluid reservoir and caused one of the front discs to overheat severely due to a binding pad. This

seems to have caused some severe disc corrosion with consequent uneven disc pad wear.

That other favourite complaint of MG-B correspondents, exhaust system failure, has shown itself up with me on many occasions. It seems to require attention on average every two-three months. This would seem to be a design error, as every other owner I have spoken to seems to have trouble in this department. Even a relatively robust "Peco" unit failed after three months, due to front pipe flexing. Needless to say, I am now extremely skilled in removing and replacing the exhaust system.

Fuel pump trouble has plagued me over this last winter due, it would seem, to firstly the loss of the breather pipe causing water to be drawn into the body (48,000 miles), secondly (and very similarly) incorrect location of the breather pipe outlet (second replacement at 49,000 miles), and, thirdly, failure of an "o" ring on the new unit requiring attention after a further 500 miles. Again, a minor design change (relocation of fuel pump) could cure all such troubles.

An incredible testimony to the robustness and handling qualities of the car was an occurrence last summer, when having arrived in Cornwall with a laden boot and car, I discovered that all but two of leaves on the n.s. rear spring (including the main leaf) had broken. It was realised then that this explained the "clonk" which appeared every time the clutch was released from standstill *before* the 450-mile journey started! This was repaired by myself and a friend in a back street of Bristol after another long (and careful) drive.

Handbrake inefficiency, often mentioned in road tests or talks with other owners, generally can be attributed to the balance arm on the rear axle being seized on its pivot.

The rather flimsy location of the key mechanism for the door locks is another design error. They require periodic attention from inside the door to wedge them secure. This fault is perpetuated on the latest models.

I have very little complaint regarding the interior fittings of the car. I eased the confusion of the row of toggle switches by fitting a push-pull light switch. The spokes of a 13 in. steering wheel now effectively mask the oil, water and fuel gauges! This size of wheel certainly develops biceps if a lot of town parking is done. The key-locked glove compartment is irritating if one wants to open it whilst on the move if the boot lid key is on the same ring as the ignition key. The addition of a simple catch plus the key-lock would be useful here. Insulation of the body and floor panels behind the seats would seem to be worthwhile if the noise present when the battery compartment cover is missing is anything to go by. Another source of interior noise which eluded my eye for a while was the hole on the l.h.s. bulkhead where the l.h.d. steering column passes through. The plug is easily lost if passengers have big feet and increases the engine noise inside the car quite considerably. The noise from this source varies in level according to the position of the heater controls, too. These controls could be improved quite easily, too, particularly with regard to the tiresome flaps by the passenger's and driver's feet.

Needless to say, synchromesh on 2nd gear went long ago.

The boot regularly acquires a layer of water and is consequently best left empty of tools, etc. Luggage, *i.e.*, one suitcase if the spare is carried, has to be wrapped in plastic bags. This seems principally due to a badly fitted boot lid which no amount of hinge adjustment seems able to cure.

More lateral support by the seats was certainly a needed modification. I have to tie myself in very tightly with the seat belt if I am not to be thrown around.

The speedometer on my car seems very optimistic or else the indicated 7,000 r.p.m. in top gear would seem to confirm a road speed of around 126 m.p.h. It accelerates quite strongly up to this speed quite often. The lack of overdrive doesn't encourage one to maintain this speed. In spite of this sort of treatment the engine has never given me any cause to complain, routine attention to oil changes, plugs, points, etc., being all that was required. However, I intend to remove the head next week to see the ill-effects of several boiled radiators caused by lack of engine fan in traffic over the last few months.

Some time ago I fitted 165 x 14 SP41s on 5J rims, which gives excellent tyre wear—18,000 miles for the back and slightly more for the front. These wheels/tyres have caused most of the paint on the sills behind the wheel arches to be shotblasted away due to road grit being thrown up. Recent fitting of G800s on the back caused chronic oversteer and caused the car to wander wildly in cross winds and on white lines.

The body faded badly after three winters standing outside and was resprayed last summer. Two sills were also fitted.

Fuel consumption averages about 25 m.p.g. over the whole year, with oil at about 250 m.p.p.

My only regret is that the car was not fitted with overdrive and also the folding hood—well worth it in this climate! It seems to be one of the few cars on the road which has not suffered the ravages of depreciation: I paid £675 in November, 1966, and could sell now for £550.

Altogether a good, solid car which has taken me safely, quickly and reliably on many consecutive long journeys with the minimum of fuss. I would be loathe to part with such a fine machine, and would have no hesitation in recommending the MG-B to anyone who was looking for an extremely reliable long-term motor car.

South Shields. IAN P. BURDON.

* * *

IN PRAISE OF THE SCIMITAR

Sir,

I've had an awful lot of cars,
From '46 to '70,
Astons, Porsches and the rest,
It must be over twenty.

But now I've got a beauty,
Not as dear as some,
But a very nice design,
I think second to none.

It isn't another Jaguar,
Nor anything like that,
It isn't quite a fast back,
But the back isn't flat.

Well it's made of fibre-glass,
And certainly isn't shoddy,
It's a POOR MAN'S BREAD VAN,
According to Mr. Boddy.

Northowram, Halifax. JOHN H. FARRAR.

* * *

BRUCE McLAREN

Sir,

I feel I must put pen to paper, I have just heard of the death of Bruce McLaren. To say that I am sorry and to offer my condolences to family and friends would not be enough. I feel I must express my gratitude for everything Bruce and his team did for me.

To me Bruce was motor racing, he was everything that was good and great in motor racing. For seven years I have followed every move, every race, and every project Bruce ever entered into. I bought magazines because Bruce was in them, and watched races for the same reason.

In 1964 I began to write to the firm and Bruce and his colleagues were good enough to write back and send me pictures, etc.

After a few letters they were good enough to invite me down to the works.

It was there that I met Bruce, who was good enough to take time out from his Formula One project to talk to me and to express what that meant to a boy of fourteen is hard, but to say I have never forgotten is enough; it is a treasured memory and one I don't think I ever want to forget.

Bruce McLaren was and still is an idol to me, and to thousands like me.

Motor racing has lost one of its greatest ambassadors, and to me the sport will never be quite the same.

Thank you Bruce for everything.

Penhill, Swindon. PAUL BURCH.

* * *

GHOSTLY SACRILEGE

Sir,

What a terrible fate being editor of a motoring magazine. For it is well known that all motorists are one-eyed. And who of that one-eyed crowd more purblind than the driver of a vintage Rolls-Royce? So for you to enter the lists against this powerful bigoted clique shows commendable but at the same time somewhat incomprehensible disregard of personal safety and reputation. Or are you deliberately inciting irate replies to swell the correspondence columns? Regardless of reason, sir, I accept your challenge—after all my subscription helps keep you in typewriter ribbon. But as it takes a long time for MOTOR SPORT to find its way to these parts, I fear this will probably come too late and you will already have succumbed to the onslaught from local

correspondents. In that case without pity I take up the matter with your heirs and assigns.

I refer to the article "A Day With a Silver Ghost", your review of the Triplex replica 1924 Ghost. Having myself spent not one, but some 4,000 days with a 1924 Ghost I feel I can speak with a modicum of knowledge (albeit acquired and conveyed in a one-eyed fashion). And I fear these Triplex chaps should stick to their safety-glass. For surely they must have left something vital out of the engine. Or otherwise how could anyone get the impression that a touring 24 Ghost could be "sluggish" or, even worse, "pedestrian"? There is nothing leisurely about its gait—driven with the proper *elan*, panache, and haughty disregard it can show quite the nicest pair of gaitered and fully-cantilevered heels to the vast majority of lesser vehicles.

And as for the R-R governor being nothing more than "an outside hand-throttle"—this is heresy! It is one of the Ghost's most charming accessories and far more than a simple hand-throttle. In the quietest possible aside I say "the Triplex apprentices 'ave mucked it up". For the hand-governor in a 1924 Ghost is an endearing link with an earlier age—of Stevenson, Trevethyck and of Brunel; a steam-age relic in the internal combustion era. In simple terms it will maintain the engine at pre-set revolutions. So when the gentle fore and aft pitching of the car—a characteristic once described as being somewhat reminiscent of the *Mauretania* bucking a slight head-sea—rocks the driver off to sleep, there is no cause for alarm as the governor will open the throttle wide when hills have to be ascended, and close it again when the peak is reached; and of course the Spirit of Ecstasy meanwhile will do her bit by keeping the car steadily on the left of the road (but how she manages to cope with American traffic is one of those Holy Mysteries).

And as for those tricks with gear-changing on the governor, I assure you they can be done. Except, of course, you must realise you are dealing with a very superior sort of car to whom any sort of vulgar display is anathema. So obviously any driver who sets out with a fine flourish of braggadocio is very smartly put in his place by the car's complete refusal to engage gear. If he persists in his folly a very deep-throated grating (never "clashing") will act as a deterrent to further boastful display. And this of course is what happened to the unfortunate Willie in his showing-off to you. And it can only be classified as unfortunate that he so upset the car that even your no doubt respectful attempts to engage gear met with no success, and led you to your unfortunate conclusions about the gearbox. It's not difficult : it's just intolerant.

And Triplex aren't off the hook yet, for I must have a word about that photograph of the really immaculate engine compartment. The modern coil? Yes, under the circumstances acceptable. But the Bosch horn? This, I fear, is an attempt to simulate original equipment—which it ain't. A 30's Bentley fine, but not a '24 Ghost. But if you look half right from this horn you will see on the fire-wall a slightly off-centre aluminium casting with protruding from it three studs—studs which mate exactly with the holes in the left side of the backing plate of a klaxon horn, which I am sure a well-known advertiser in your pages would be only too happy to provide.

And so, Mr. Editor (if you're still around), do recant before it's too late, and do please pass on to Triplex their several sins. I would hope by now someone from the Twenty Ghost Club has bundled you off, however protesting, and taken you for a trip in proper Ghosting fashion. And so I, and no doubt many others, will all look forward to reading in due course your no doubt enraptured report and public recitation of previous error.

Kuala Lumpur, Malaysia. BILL FLEMING.

* * *

WORLD CUP RALLY

Sir,

Having followed the recent World Cup Rally with great interest I am compelled to put pen to paper and write in protest about the many modifications which are apparently necessary to the various makes of car entered in these rally events to render them strong enough and roadworthy enough to be successful.

Whilst I do not begrudge the drivers being supplied with adequate safeguards such as roll-cages, screenwashers, extra lights and plenty of good tyres, I feel that what it comes to is the stage of having to fit special engines, transmissions, suspensions, brakes, etc., right down to more comfortable seats, then I think that it does not speak very highly of the standard production car.

From what I can gather from the various motoring journals about, say, the Ford Escorts in the World Cup Rally the only standard parts on the cars were probably the door handles, and I have my doubts about even those. Furthermore, it would seem that even with all their modifications and strengthening Messrs. Ford can't have been very optimistic as they had to ship lorryloads of back axles and goodness knows what out to South America to rebuild the cars with as they dropped to bits.

Why can we not have rallies where the cars must be in virtually standard trim and where repairs are restricted to the fitting of such spare parts as can be carried in the car? The car manufacturers might then begin to prove something and the general public would then be able to identify a little more with the cars in these events, which I personally feel would result in greater interest and enthusiasm from the public.

Carlisle, Cumberland. D. I. OSBORNE.

[On proper international rallies in the FIA calendar cars have to conform to specifications laid down in Appendix J of the International Sporting Code. True that certain modifications are permitted, and these are implemented by manufacturers' teams in order (a) to give them a better chance of winning and (b) to assist in development work, the benefits eventually being passed on to the customer. But in the World Cup Rally (and in the London-Sydney Marathon before it) entrants were virtually given *carte blanche* to modify their cars as they wished. In this case, one can hardly plead development as a *raison d'etre*—Escorts will certainly not come off production lines with strengthening bars emerging from their wings and disappearing beneath their roofs. But there are plenty of rallies which cater for Group 1 cars, which are as near basic as the bounds of safety and survival will permit. There is the point, however, that a competition once started really has to keep going until its proper finishing time. If the participants in the World Cup Rally used cars straight out of showrooms it is very safe indeed to assume that there would have been no parade of finishers at all in Mexico City.—G. P.]

* * *

SPONSORSHIP

Sir,

I hope that no potential sponsor will be put off by D.S.J.'s remarks in the June issue.

The motoring journals have expressed much concern recently at the increased cost of Formula One racing, and I would think that, as enthusiasts, we should welcome any sponsor who enables such private entrants as Rob Walker to keep a competitive car in Grand Prix racing. As for "the roots of sponsorship going deep into the sport", the days of "The right crowd and no crowding" are long gone. Are we to refuse sponsorship from a firm unless the chairman of the Board raced at Brooklands?

I was amused to read of Denis's concern that sponsors are being "conned", but I assure him that firms the size of Brooke Bond Oxo, with their experience of marketing, know *all* about advertising and give money away only when they are reasonably sure of a return. Remember that the Brooke Bond Oxo Walker Lotus will be bearing the firm's name at Grand Prix races all over Europe and in Canada and the United States.

So how do these firms benefit from their investment? As an enthusiast, I changed to Gold Leaf cigarettes as soon as I learned that they were sponsoring Lotus !—and I can thoroughly recommend PG Tips !

Pontypridd, Wales. G. F. TURNBULL.

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GILBERN 1800GT, 1963. RED. OVERdrive, oil cooler, new Cinturatos. £475 o.n.o. Guy. Tel.: Dursley (Glos.) 3397. (3811

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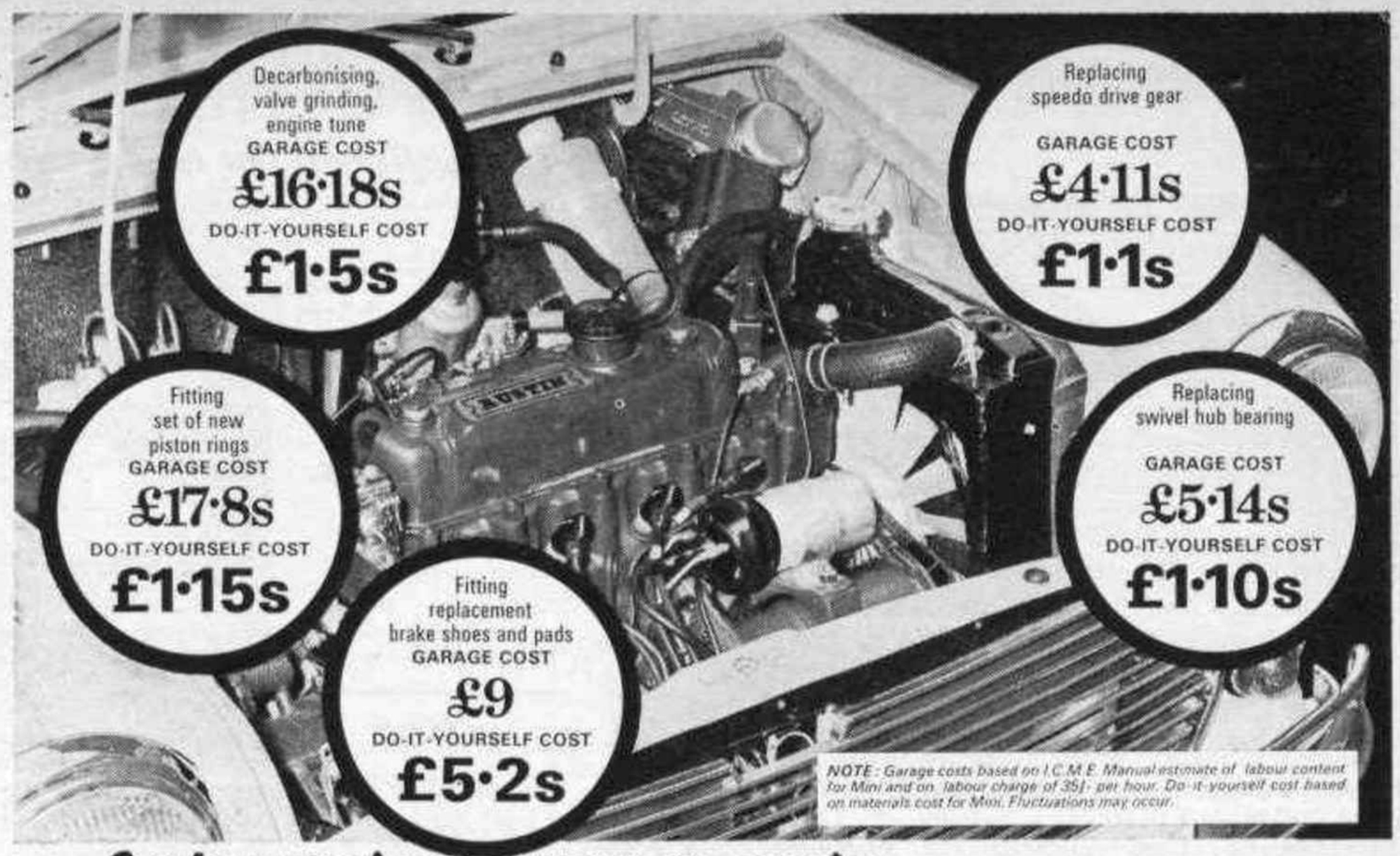
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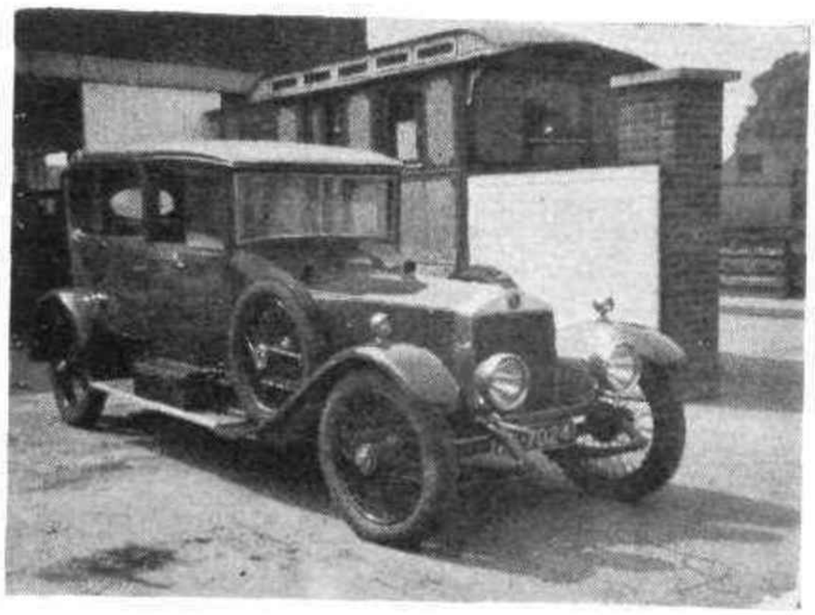


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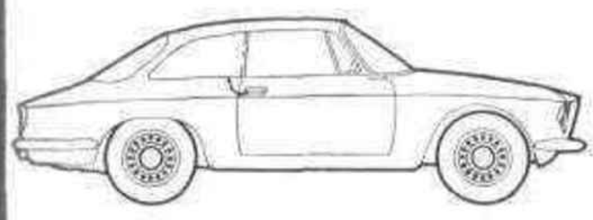
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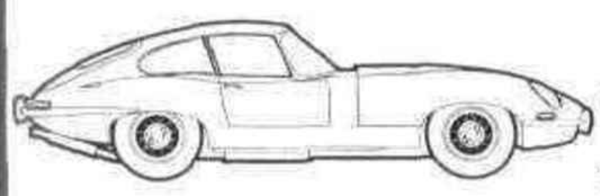
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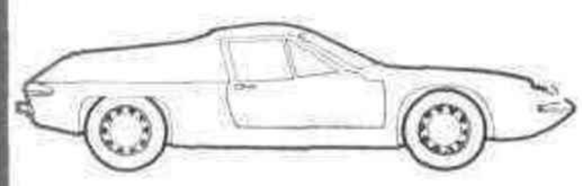
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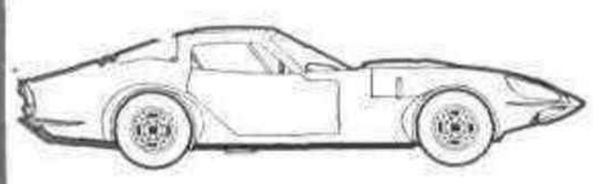
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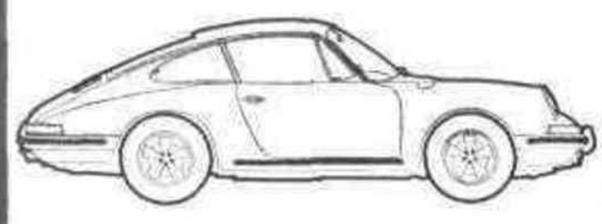
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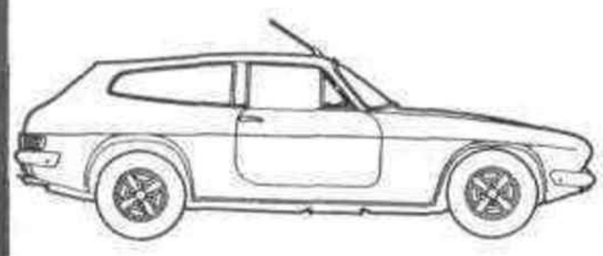
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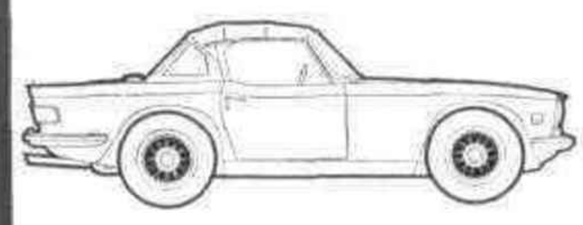
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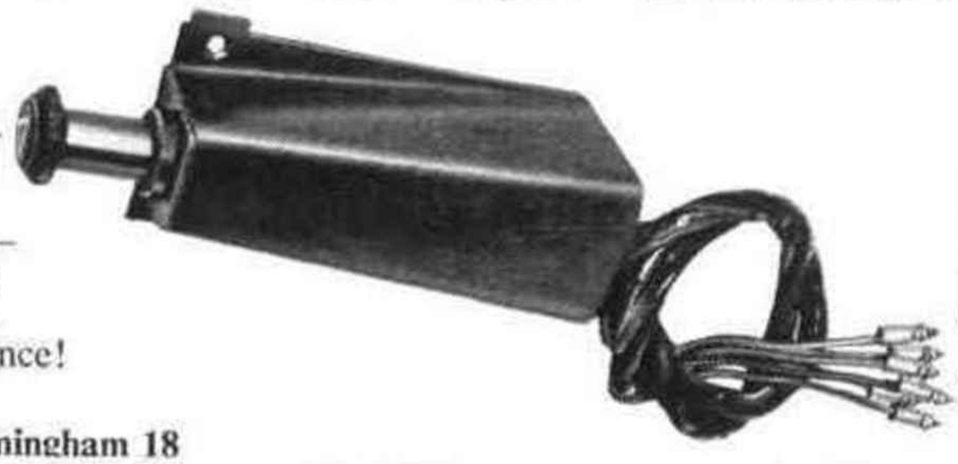
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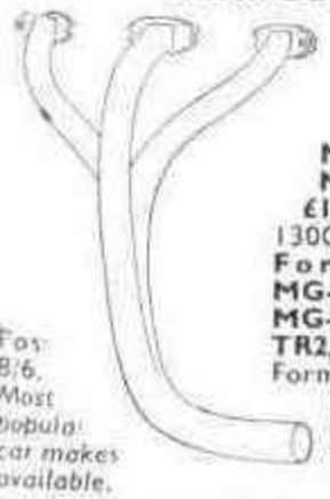


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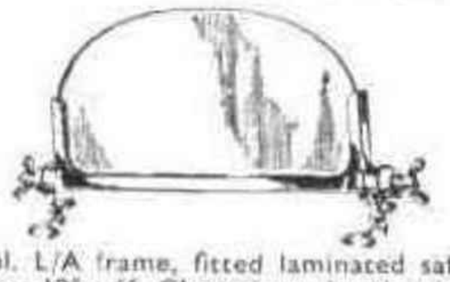
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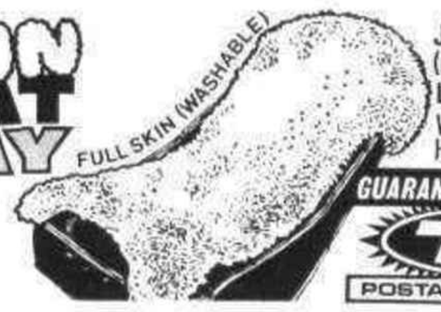
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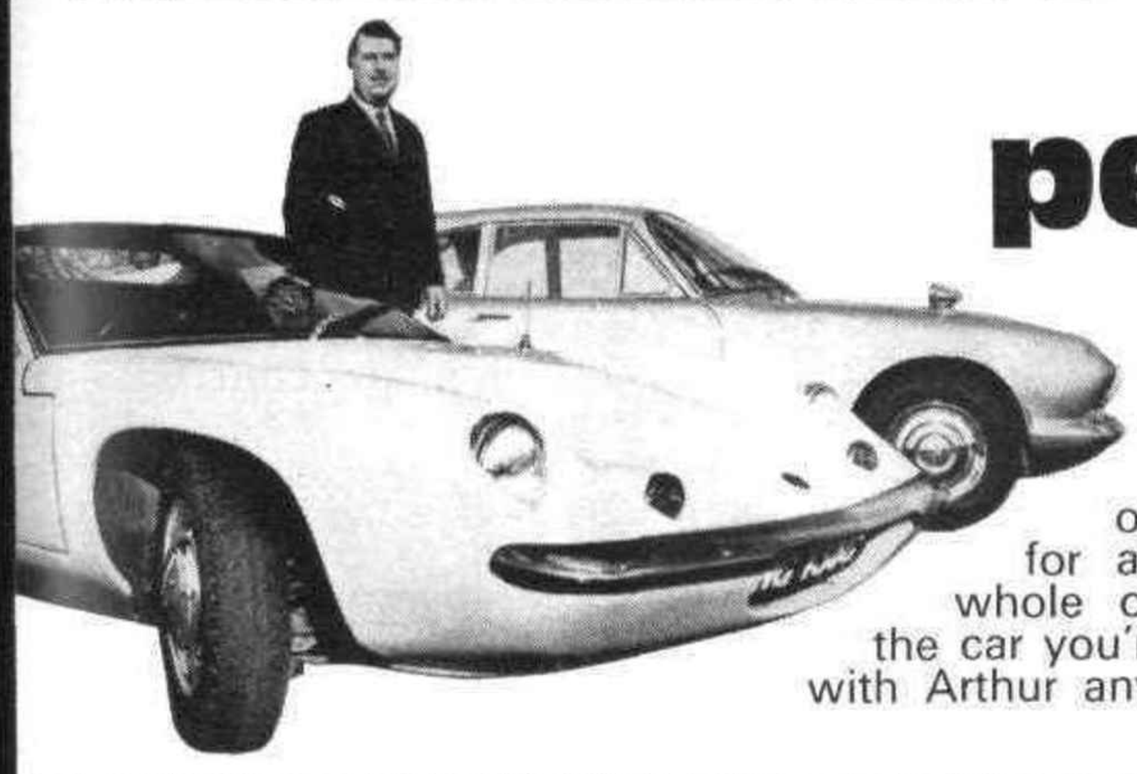


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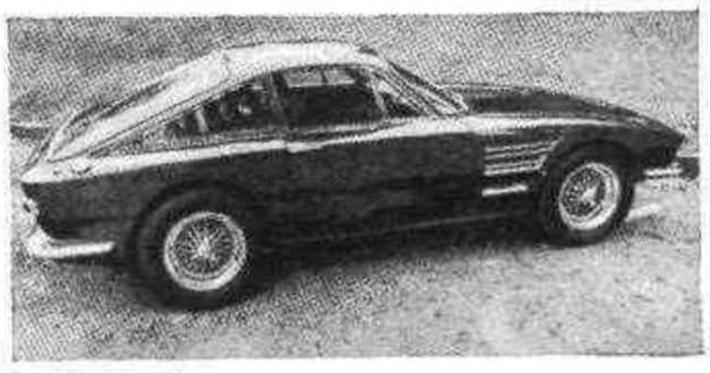
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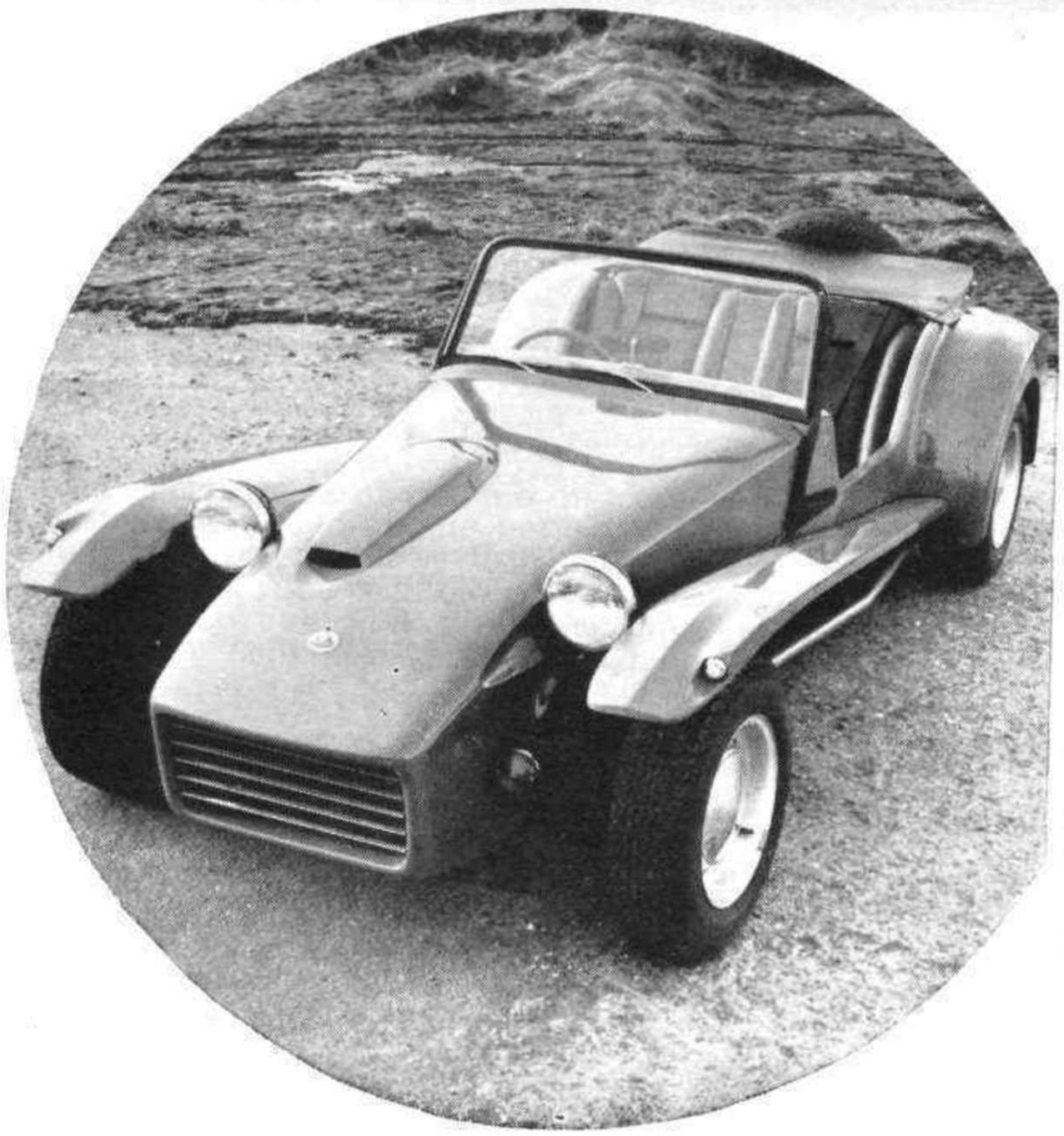
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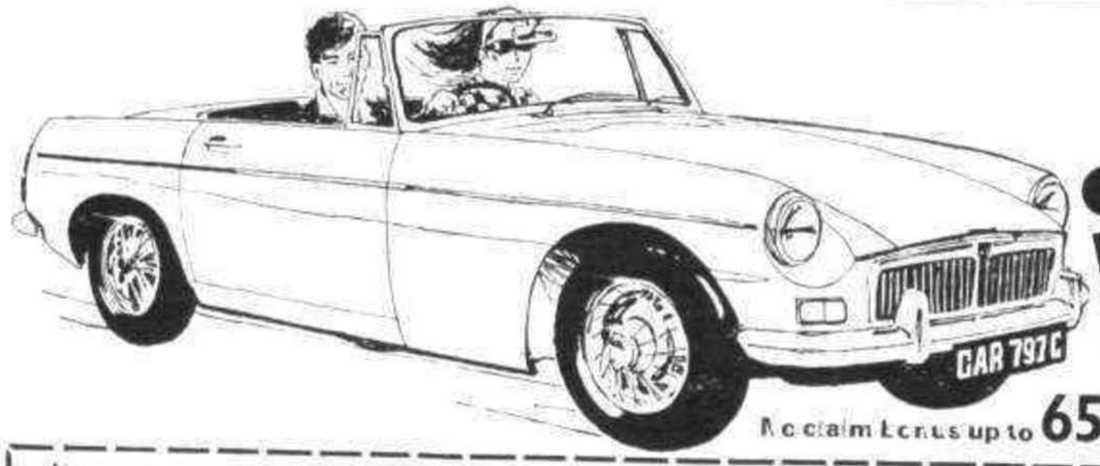
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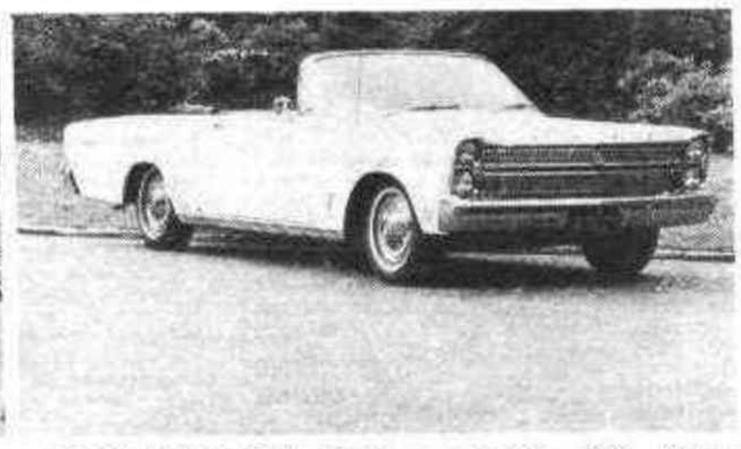
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FOR SALE—continued

DAIMLER EMPRESS, REG. NO. JDA 100, registered 1.1.51. Hooper body, good; mechanics, good. Well worth £85. Fforest Filling Station, Samlet Rd., Llansamlet, Swansea. Tel.: 71817. (3953

FIAT 1100 TV ROADSTER. RED FARINA body, hard- and soft-tops. Reconditioned engine. M.o.T. 1971. £110 o.n.o. Harper, Tel.: Brighton 736330. (3954

BENTLEY MK. 6, 1948. BODY EXCELLENT, rebored, new clutch; maintained regardless of cost, many extras. £200. Tel.: Stanford-le-Hope 2445. (3956

T.V.R. VIXEN S2, 1968. EXCELLENT CONdition. Tinted rear window, wire wheels, heater, leather rim; 23,000 miles. Offers. Tel.: East Herrington (Co. Durham) 2107 (evenings). (3957

PORSCHE 356B, 1963. CHROME WHEELS, radio; new exhaust. Dark grey, red interior. 58,000 miles. £645. Tel.: Luton 35845. (3958

LOTUS ELAN S4 F.H.C., DEC. 1968. IMMAculate, extras; 18,000 miles. £1,250 o.n.o. Tel.: Sevenoaks 56351. (3959

ROLLS 20-H.P. DOCTOR'S COUPE DROPhead, 1926. Very fine condition. Excellent coachwork, engine rebored and overhauled. New hood and tyres. History. No offers. £2,395. Box 2303. (3960

1965 AUSTIN HEALEY SPRITE. RIVIERA blue. Mileage 50,000. £460. 2 St. Peter's Park, Northop, Flintshire. Tel.: Northop 404. (3961

1936 OLDSMOBILE STRAIGHT-8. REconditioned engine, latest improvements. Privately owned, no agents. Elliotts, Bath. (3962

1934 AUSTIN 16/6 SALOON. SOUND AND original, but needs some work. Five excellent tyres, new battery. £50 o.n.o. Details: James, 140 Knotts Lane, Colne, Lancs. (3963

1950 MK. V JAGUAR 3½-LITRE SALOON. Very good condition. £90. Tel.: Thanet 42878. (3964

T.V.R. VIXEN, 1,600 C.C., OCT. 1968. 13,000 miles. Sahara yellow. £950. H.P. arranged. Tel.: 051-342 4631 (Cheshire). (3965

LOTUS ELAN F.H.C. S4, S.E. WHITE. May 1969. 11,500 miles. Tinted front screen h.r.w. Private sale. £1,350 o.n.o. Tel.: Chesterfield 75869. (3966

MULLINER BENTLEY CONTINENTAL, 1954, "C" Series, manual. Extensive overhaul in past year and in faultless condition. £2,600. Ingham, Bellwood Hall, Ripon. Tel.: Ripon 2005. (3967

TRIUMPH TR2, IMMACULATE. ENTHUsiast's dream! Completely restored, new hood and sidescreens. Original 1955; M.o.T. £250. Tel.: 01-942 9830 quick! (3968

PERFECT LEMON LOTUS ELITE, S/E, 1962. Fully rebuilt. Immaculate original trim. Previous sale fell through. Now offered at £600 o.v.n.o. Doctor Kadleigh, Tel.: 01-373 8308. (3969

1934 AUSTIN 10/4 SALOON. IN EXCELLENT mechanical order. Engine, gearbox, radiator, axles, suspension, brake system and many other parts completely refurbished. £160. Tel.: 01-997 8916. (3970

HITCHIN 3444

C. J. BENDALL LTD.

FOR UNUSUAL AUTOMOBILES

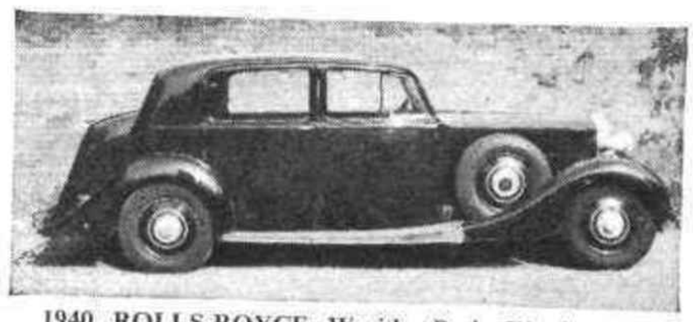
HITCHIN 3445



1950 ROLLS-ROYCE Silver Wraith Park Ward limousine, full 7-passenger with face-forward occasionals, originally supplied to the Lord Mayor of Newcastle, two owners since, very fair mechanically and on nearly new tyres, good interior in cloth and leather, black paintwork fair £775



1966 (March) DAIMLER Majestic Major, automatic and power-steering, silver grey, fawn interior, two owners, distributor-maintained, who will confirm mileage of approx. 33,000; superb performance and comfort; when produced this car cost over £2,700 and is now remarkable value at £890



1940 ROLLS-ROYCE Wraith, Park Ward owher/driver razor-edge coachwork similar to above, in running order, all-aluminium body, basically sound but needs some attention to interior and repainting; potentially a very fine and increasingly rare car, but we are too busy at present to complete the work required, hence realistic price of £590

ROLLS-ROYCE 20/25, 1934 Park Ward D-back limousine, body basically bound but rather shabby, needs paint, etc., but quite a good chassis and on good tyres. £385

BENTLEY Continental, 1958 Series (Reg. Oct. 1957), 8 : 1 compression, automatic, power steering, unusual 2-door coachwork by James Young; indicated mileage 103,000. Royal Blue with grey interior, nice coachwork. Good mechanically, brakes and steering just overhauled by us, new tyres all round. (For photograph, see last month.) £2,250

BENTLEY, R-Type, Jan. 1955, black, brown hide interior; recent work includes decarbonising, valve regrinding, etc., and we are carrying out a full service, fitting tyres as required, etc. £650

BENTLEY Mk. VI Mulliner sports saloon, Dec. 1950, black, brown hide interior, fairly recent major engine overhaul; we are carrying out a full service and any other work necessary, coachwork is very nice and completed price for this very superior coachbuilt Mk. VI will be in the vicinity of £700

BENTLEY 4¼ 1936 sports saloon believed by Mulliner, all-alloy coachwork, biscuit and beige paintwork with grey trim, one owner for many years and considerable bills extending over 16 years; not immaculate, but a very fair specimen at a sensible price. (For photograph, see last month.) £550

BENTLEY 3½-litre Park Ward aluminium bodied sports saloon, *circa* 1934, cylinder head off, but everything appears to be there and sound. Coachwork needs considerable attention, glass, paint, etc., but nevertheless at today's prices, the car is worth restoring. As seen £195

Unusual **VAUXHALL**—a 1935 14 h.p. Light 6, fitted with the very rare Whittingham and Mitchell sports 2/4-seater coachwork, disappearing rear seat and hood, fold-flat windscreen and all original lights, instruments, etc.; believed 2 owners from new and in running order (although no M.o.T.) and very fair coachwork generally, but needs new hood, minor attention to running-boards, etc. Admittedly a pseudo sports car, but nevertheless a very stylish one. £150

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.

Very rare "White Elephant"—**INVICTA Black Prince** chassis, unregistered and believed virtually new, in running order but with no coachwork. Sensible offers please.

VINTAGE:

1929 AUSTIN 7 coach-built wide door saloon; it has had a very cheap "restoration" and needs to be done properly, but it is all there and basically sound £130

Rare **1921 HUMBER 16-h.p.** tourer, side-valve engine, all original lamps, excellent bodywork, but needs paint, trim and hood.

1922 HILLMAN 11-h.p. all-aluminium 2-seater, highly original, very tidy, excellent trim and hood, and in running order. £650

Very nice **1925 RENAULT 9/15 Cloverleaf** 3-seater, all original lamps, instruments, etc., new beaded-edge tyres all round, recent repaint and new hood and trim; stored many years and believed possibly two owners from new; has just most successfully completed a Renault Rally in France. £805

1930 SUNBEAM 18-h.p. coach-built saloon, highly original, stored 19 years; fair paint and interior, good tyres, sound chassis and bodywork; running, but needs work on engine. £325

1920 VAUXHALL D-Type sedanca landaulette by Mulliner, in running order, on good b/e tyres with virtually all original lamps, instruments, etc., very sound body, needs trim and paint, but has the makings of a very fine vehicle.

MOTORCYCLES:

A very good **1925 MATCHLESS** big twin combination, coachbuilt sidecar, very original and in running order.

1932 SUNBEAM Lion 600 c.c. s.v. with "launch" sidecar, believed two owners from new, highly original and in good running order.

PAYNES PARK, HITCHIN, HERTFORDSHIRE



£7,250. MIURA to 'S' spec. R.H.D. 1970 reg., with custom interior; 7,000 miles; the finest GT in the world.



From the same stable, **Silver '66 model GT**, superb throughout, only **£2,295.**



£2,195. 330GT, only 22,000 miles rec. Finest available anywhere. Silver.



£895. MASERATI with exotic Vignale convertible coachwork, 3.7 engine, hard-top. Most delightful car. Reg. '63. Many more similar cars arriving soon, incl. **'62 Ferrari 250GTE** at **£895,** the most beautiful **DB2/4 Aston**, totally original, at **£525, '66 CV8, '67 Fiat 2300S** coupé, **'69 Lancia 1.3 Zagato,** all at **£1,395.**



R-TYPES. A few around, incl. this lovely H. J. Mulliner, duo-green; absolutely pristine and priced to SELL at **£895.**
We have several glorious historic sports racing cars, such as our famous



H.W.M.-JAGUAR, reg. HWM 1, pictured here a couple of years ago. Recent mech. rebuild, now needs cosmetic attention to body. Full 'D' engine, 45DCOE carbs., 300 b.h.p. per ton !!! Also **C-Type Jag.** and **Maserati A6GCS** nearing completion of *concours* rebuild.



ALFA 6C2500S Farina conv. Enquiries invited for this rare pre-war classic. Our stock is constantly changing, contemporary hi-performance cars, post- and pre-war classics, lots more mundane sports cars lurking around. **Let us trade up or down, buy or supply your car. Call us with your needs — David Mulvaney or Brian Classic at : 061-445-5142**

FOR SALE—continued

SILVER/BLUE MORGAN 4/4, EX-BROWN Postlethwaite. Aluminium body, hard-top, 72-spoke wire wheels, close-ratio gearbox, Cosworth 1,500-c.c. engine, two 40DCOE Webers. Complete rebuild over past five months. £800. Berry, Tel.: Nottingham 240256 (office), 43599 (home). (4124

PROTOTYPE ASTON MARTIN, WORKS experimental 2-litre. Saloon coachwork, Carl Zeiss lamps, o.h.c. twin carbs., etc. 1936. Offers to Lawson, "Elsinore", Cottagers Platt, Laceby, Grimsby. Would consider deal with Healey Silverstone. Please Tel.: Laceby 327. (4125

DAIMLER DROPHEAD COUPE BY ABBOTT. 1935 Light Fifteen. Alloy body. Requires attention, hence price £145 o.n.o. Lawson, "Elsinore", Cottagers Platt, Laceby, Grimsby. Tel.: Laceby 327. (4125

PORSCHE ROADSTER 365B 1600 SUPER. Concours condition, mechanically perfect. Superb example of rare car. Maintained in present condition can only increase in value. Private sale. Inspection invited. £785. Consider 1500 Beetle 70. Enquiries after July 10th, Tel.: 01-228 7110. (4126

LOTUS ELAN F.H.C. S3, 1967. EXCELLENT condition. Radio, p/brakes, k.o.s, XASs. £950. Stevens, 18 Parkview, 1 Horsenden Lane South, Greenford, Middx. Tel.: 01-288 1202, ext. 3719 (office). (4127

SPRITE, 1960. TWO OWNERS, 50,000 miles. Original cherry red body. Reconditioned engine and new front suspension, hood and tyres. Offers over £230. P. Ramsey, 4 Cottimore Ter., Walton-on-Thames, Surrey. (4128

1934 MORRIS MINOR TOURER. ENGINE overhauled, M.o.T. Dec. 1970; used daily. £125 o.n.o. Would p/e plus cash for Triumph roadster 2000. Dyas, 20 Grovely View, Wilton, nr. Salisbury. Tel.: Wilton 2452. (4129

M.G. TC, 1946. DARK GREEN, BLACK hood, upholstery. Good condition. M.o.T. April 1970. £295. Tel.: Welwyn 5785. (4130

FROG-EYED SPRITE, B.R.G. DOWNTON tuned, wire wheels, new hood. Taxed January. Some attention required for M.o.T. hence only £150. Tel.: Middlesbrough 37412. (4131

LANCIA B12 SALOON, SERIES II, 1955. Immaculate throughout. Tel.: Framlingham (Suffolk) 753. (4132

1937 2½-LITRE S.S. JAGUAR SALOON. Good mechanically (running) but time and love required on sound original body. £145. Tel.: Bradley 402 (Staffs.). (4133

BENTLEY 3-LITRE RED LABEL, 1927, GREEN fabric tourer, just superbly restored throughout, exceptional example. Seen Surrey. £4,000 or very near offer. Box 2318. (4134

AUSTIN-COOPER 1275 "S", BLUE/WHITE. Good condition, 1966. £460 o.n.o. Tel.: Hampton (Cheshire) 217. (4135

M.G.-A 1600 MK. II, 1961. RED. FIXED-head coupé maintained in first class condition regardless of cost. Excellent example of this model. Sound bodywork, good engine, five good ZXs. M.o.T. Several extras. Business forces the purchase of a saloon. £330. Tel.: 01-363 4055 (day), 46-63175 (evenings). (4136

T.V.R. MK. 3, 1963, M.G.-A 1,622-C.C. UNIT. Excellent condition. £395. Tel.: Beaconsfield 4003 (Bucks.) (evenings/weekends). (4137

XK150 D.H.C., W/WHEELS. RECENT work includes 3.8 engine, "E" clutch, spring, f/suspension, steering, exhausts, f/discs, radiator, battery. Smart body and hood. £340. B. Field, Tel.: Brighton 70262 (office hours), otherwise 96 Hanover Ter., Brighton. (4138

H.R.G., 1947, TRADITIONAL 2-SEATER sports, completely rebuilt, in exceptional order. Offers to Tel.: Nottingham 42933 (day or night) for this very rare breed. (4139

VOLVO 122S (B.18D), 1962. CINTURATOS. M.o.T. Beautiful condition. £325 o.n.o. Tel.: Haslemere 2411. (4146

SAVAGE 3-LITRE, SILVER FOX, 1600E. Radio, special seats. 30,000 miles, 1968. £1,050. H.P. Would like p/x TR6 o/d. Tel.: 01-952 7303 (evenings, weekends). (4140

1927 VAUXHALL 23/60 OPEN TOURER, excellent condition. £1,850. Tel.: 061-485 6802, 061-432 4927 (business). (4141

EX-WORKS AUSTIN HEALEY 3000—PAT Moss! 175 b.h.p. (600 miles). Too many details here. Also 1963 Mini Traveller, M.o.T. £1,200 o.n.o. Serious enquiries only, please. Tel.: Worthing 46671. (4142

ROLLS 20/25, 1934, SMALL D-BACK LIMOU-sine by Barker. In particularly good condition in every respect. A very pretty original car. £975. Tel.: 01-992 8488 (evenings, weekends). Ealing, W5. (4143

JAGUAR XK140 F.H.C., 1955. WIRE wheels, overdrive. Metallic blue with black interior. Excellent body/chrome, interior/mechanics. Over £300 spent on restoration. £575. Photographs available. Further details: Tel.: Folkestone 38623 (evenings). (4145

£90 ONLY O.N.O., ALPINE SERIES 2. RE-conditioned engine, brand new overdrive; hard, soft, tonneau covers; wires, tyres as new, new back hubs, new offside front wing. Bentley damage on nearside wing. Tel.: Gt. Missenden 2597 (after six). (4147

XK140 D.H.C., SHOWROOM CONDITION following restoration. £300 respray. £700. Write for full specification. Brian Heffron, 1001 Sauchiehall St., Glasgow. (4148

1932 MORRIS MAJOR SALOON. REGIS-tration No. BG 567. Requires restoration. Original handbook. Polished brass headlamps. Offers! Tel.: Wrexham 51197. (4149

ALLARD, 1949, DROPHEAD COUPE. TIDY and original. Any trial. £165. Hoggard, 210 Holme Church Lane, Beverley, Yorks. Tel.: 881029 (STD 0482). (4150

JENSEN 541, NOV. 1958. WIRES, WEBASTO, overdrive, Moss gearbox. Metallic blue. Radiomobile, spots. Any trial whatsoever. £375 or exchange XK150 or tired E-type. Hoggard, 210 Holme Church Lane, Beverley, Yorks. Tel.: Beverley 881029 (STD 0482). (4151

H.W.M.-JAGUAR OFFSET S/SEATER. Mk. V engine with starter, ZF diff., de Dion roll-bar. Ready for use. £300. Clifford, Tel.: Bentham 604 or Lancaster 3817. (4152

FOR SALE—continued

1936 AUSTIN RUBY. NEW PISTONS, bearings. Interior excellent. Good home wanted. £150. Tel.: Ringmer 730. (4153

SUNBEAM-TALBOT 90 CONVERTIBLE, M.o.T'd., taxed. Maker's O.P. Usual extras. £100. 1 Sharpe Rd., Grantham. Tel.: 4965. (4154

PRIVATE ADVERTISER WISHES TO dispose of 1946 Lancia Aprilia roadster. Realistic price. Box 2319. (4155

PORSCHE 356B, 1963/4. MINT CONDITION. Stuttgart maintained. View Central London. Tel.: 01-589 5718 (Miss Baker, 01-580 7500, office). (4156

1949 RILEY 2½-LITRE ROADSTER, RED. Excellent condition. New hood, sidescreens, exhaust system, big-ends, horns, carpets, half-shaft, tyres, brakes, wiper motor, battery; spare set of pistons. Original handbook and workshop manual also available. Body in beautiful condition. £415. Richard Topham, 3 Elm Close, Beverley, East Yorkshire. (4157

LOTUS ELAN +2, "G" REGD. IMMACU-late royal blue. H.R.W. Low mileage. Ordered new +2S. Bargain at £1,475, H.P. arranged. Tel.: 01-586 0473 (day). (4158

TR4A. W/W., O/D. 1965. GOOD CIN-turatos; radio. Regularly serviced by agents; excellent condition. £585. Tel.: 01-568 9873. (4159

1937 FLYING NINE (9) STANDARD. AVER-age condition. Offers. Tel.: Bisley 327 or 438. (4160

MORRIS 8E VAN (1946), EX-G.P.O. GOOD condition. M.o.T. Numerous spares. Offers. Tel.: Biggleswade 3264. (4161

BENTLEY FABULOUS "R"-TYPE, Manual, with most attractive 2-door sports saloon coachwork by James Young. This car is in original and near new condition with a total mileage of 49,000. Undoubtedly the finest specimen in the country. £1,475. Tel.: 01-360 2197 (London). (4195

BENTLEY "R"-TYPE AUTOMATIC, 1953. Carefully used example with excellent history which includes replacement of most major units in recent years. £750. Tel.: 01-360 2197 (London). (4195

ALFA ROMEO GIULIA SUPER. GRAPHITE grey. Recently reconditioned engine and gearbox, four quartz-iodine headlamps, electric fan, radio. 1965. £580. Austin Mini, 1963, white, wide wheels, modified head. £170. Two reliable cars. Tel.: South Benfleet 53217. (4196

M.G.-A 1600 F.H.C., 1961. EXCELLENT coachwork/mechanics. Konis, radio, l/rack. First class. £395, haggle/exchange. Bevan, Tel.: 01-863 3108. (4197

MERCEDES-BENZ 170S. FINANCIAL DIF-ficulties force sale of this rare coachbuilt beauty. Good condition, many new parts. Manual. Used daily. Best offer over £100. Tel.: Watford 31215 (after 6 p.m.). (4198

LE MANS MORGAN—COVENTRY-CLIMAX engined. Built 1939 but first registered 1946. One of six ever made. M.o.T. Body in B.R.G., excellent condition, easily made concours. Recent engine overhaul. Very unusual car, admired wherever it goes. £325. Cheshire. Box 2327. (4199

AUSTIN HEALEY 100/4. JUST OVER-hauled, new king-pins, brakes, reconditioned engine; very sound body. 12 months' M.o.T. Registration, PZ 7777. £165. Tel.: Horsforth (Leeds) 6315. (4200

JOWETT JUPITER. ONE OF THE FINEST examples remaining of these rare, appreciating cars, first class order throughout. Recent quality respray in regal red. M.o.T. Best offer over £200. Tel.: Horsforth (Leeds) 6315. (4200

ASTON MARTIN DB5, 1964. CHROME wires, tinted windows, radio, Selectaride, new tyres, clutch, brakes; five-speed box. £1,100, or exchange considered. Tel.: Formby 72778. (4201

AUSTIN NIPPY, 1936. RARE SPEEDY engine. Pressure lubrication. Completely rebuilt to concours condition. £300. Williams, Tel.: Tiverton 3249. (4202

M.G. TF—TWIN-CAM! PHENOMENAL CAR. A 1954 TF completely rebuilt 1968-70 with M.G.-A twin-cam engine, close-ratio gearbox, rear axle, disc brakes, knock-on wheels, etc. All parts new or reconditioned, including trim, instruments, hood, tonneau, chrome, Pirellis. Not yet run-in. Potential 0-60 under 10 seconds. Immaculate in black. £750. David, The Spinneys, Woodhouse, Leics. Tel.: Woodhouse Eaves 257. (4203

E-TYPE DROPHEAD. REMARKABLE condition. Red. Chrome wires and radio. Recently fitted new clutch and U.J.s. £695. Tel.: Watlington (Oxon.) 343 (day). (4204

ALVIS 12/70, 1939. RARE ANDERSON tourer. M.o.T. Mechanically completely overhauled, body excellent, needs respray. £400 o.n.o. Bromley, Tel.: 01-460 1268. (4205

1933 M.G. KB. A RARE MODEL 4-SEAT tourer. Mechanically sound. Work done includes engine rebuild, rewiring, steering box recond., new king-pins. Bodywork needs rebuilding. Usable hood, sidescreens and tonneau. £250 o.n.o. Hudson, "Nevadun", River Ash Estate, Shepperton, Middx. (4206

A.C. ACECA, 1959. GOOD CONDITION. Suspension works overhauled 1967. Rebuilt Bristol 100D2, fitted 1968. £525 o.n.o. Robinson, 1 Perring Close, Sharnbrook (Tel.: 752), Beds. (evenings). (4207

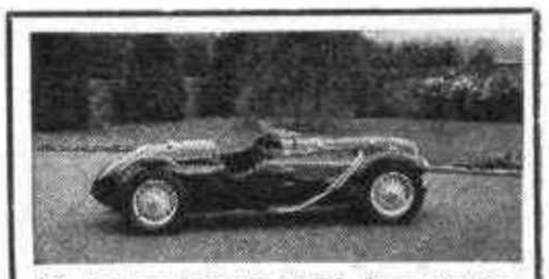
DAIMLER SP250, SEPT. 1962. NEW GEAR-box, clutch. Hard-top, soft-top, Cinturatos. Taxed, tested. £450 o.n.o. Brown, 8 Birchdale Rd., Walton, Liverpool, 9. (4208

1960 XK150 3.4, S/E. DO YOU WANT A drophead? Fitted Konis, high-ratio axle, overdrive, wireless. New tyres, heavy-duty rear springs. Good body with original B.R.G. cellulose. £475. J. T. Billson, Houndstone Camp, Yeovil. (4209

SPRITE FROG-EYE, RECONDITIONED EN-gine and clutch, new ZX tyres, sensible extras. Original condition. Taxed, long M.o.T. Tel.: Trumpington 3371 (evenings). (4210

M.G. YB 1½ SALOON, 1951. GOOD CON-dition, tested. Offers over £100. Walker, 33 Canterbury Walk, Cheltenham. (4211

LOTUS ELITE, S/E, 1962, WHITE. £395 o.n.o. Might exchange. 29 Harrogate Rd., Eastham, Cheshire. (4215



48 Aston Martin DB1 Spa winning rdster. In superb as new cond. thro'out.
30 O.M. 2.2 s/c. Zagato roadster.
32 Alfa Romeo 2.3 8c s/c. Zagato rdstr.
21 Silver Ghost 2-str. 'Doctor's coupé'.
26 25/30 h.p. spts sal., T. & M. restored.
55 'R-type' Continental D-series, HJM.
Similar cars wanted for cash or exchange.

L. Potter, Ham Mill, Newbury
Tel.: 1346

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NEW TYRES—AT LAST WE HAVE THEM IN STOCK AT £7 11s 0d. each
Lots of Lagonda's
(550 × 17 Dunlop **£7 18s. 6d.** each)
Masses of M.G.'s
(400 × 19 Dunlop **£5 9s. 0d.** each,
450 × 19 Dunlop **£6 9s. 6d.** each)
Bags of Bentley's
(670 × 16 6 P.R. T/L, **£13 7s. 9d.** each,
550 × 18 6 Ply **£10 8s. 6d.** each)
Reams of Rolls's
(650/700 × 19 Dunlop Fort,
£17 0s. 6d. each)
650/17 Dunlop Fort, **£15 14s. 0d.** each.

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Our address can be found on Page 781.



SUNBEAM ALPINE MK III 1955
Connoisseur's Specimen Example. Similar to the cars used by the Rootes Works Teams of 1953/4. Immaculate louvred coachwork in unmarked ERMINE WHITE cellulose. New interior trim and upholstery in CARDINAL RED with WHITE piping. New carpets, new chrome, etc., etc., heater, screen-wash, and all the usual Sunbeam refinements including overdrive. This must be the finest available example of this rare classic two-seater, the condition of which must be seen to be believed.
Also available: Actual **WORKS TEAM CAR,** ex-Leslie Johnson, presently undergoing restoration, and various other Sunbeams.
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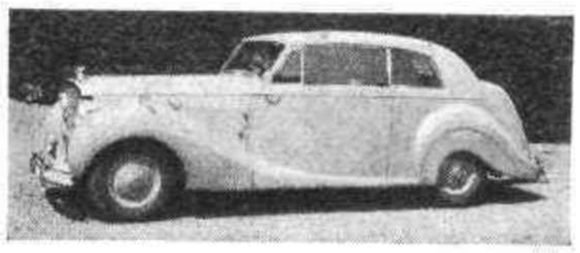
A.A. OR R.A.C. INSPECTIONS INVITED

M.G. Midget (1965) Jan. **Mark II.** Riviera blue with blue interior trim. Heater, tonneau, luggage rack, performance with economy plus civilised weather equipment. **£385.**

M.G.-B GT 1969 (March). Beige with black trim, overdrive, wire wheels, twin fog and spot lamps, reversing light, wing mirrors, 12,500 miles guaranteed, one wealthy owner, nearly as new condition. **£1,145.**

TRIUMPH Spitfire 1966 (June), finished in Conifer green with black interior trim. Fitted overdrive, nearly new Michelin XAS tyres. Safety belts, racing wing mirrors. **£465.**

MINI-COOPER 1966 (Sept.), mid-blue with white roof Blue trim, in well above average condition. Appears to have led a comparatively leisurely life. **£385.**



BENTLEY Mark VI 1950 (Sept.). James Young Razor-edge 2-door coachwork. Extensively overhauled 2,000 miles ago. Service history. Without doubt the finest example we have handled in recent years. Fullest details on request. **£845.**

A.A. OR R.A.C. INSPECTIONS INVITED

ASTON MARTIN 1939 (March) 2/4-seater. Long chassis dry sump model in exceptionally fine condition in all respects, having had approximately £600 spent sensibly in the last year. Full details and photos. **£1,150.**

HUMBER 9/28 4-door saloon, 1930 (Jan.). Maroon and black, red interior trim. Very original and in excellent condition. Two owners. Photos on request. **£395.**

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FOR SALE—continued

MIDGET, 1965. TWO OWNERS. IMMACUlate condition. Usual extras. £375. Tel.: Tawd Vale 4035 (nr, Wigan). (4259

VIVA 1600SL ESTATE. FABULOUSLY equipped for enthusiast with family. Full specification from Homer, 49 Willmott Rd., Sutton Coldfield. Tel.: 021-308 3700. (4260

M.G.-A TWIN-CAM, BLUE ROADSTER, hard-top, oil-cooler. Engine completely rebuilt in April. £350. Tel.: Edenbridge 2439. (4261

1937 FIAT 500 "TOPOLINO", R.H.D., SOUND mechanically and bodily except floor. Gift for restoration at £25. Tel.: 01-886 1653. (Seen Croydon.) (4262

XK150S JAGUAR F.H.C., 1959. RS5 DUNlop tyres almost new. Beautiful car, Cotswold blue, good chrome. New radiator and steering-rack mountings. Everything works as it should. Very reliable, with usual "150S" superb performance. Owner buying "E"-Type. £575 o.n.o. Tel.: Egham 4153 (Surrey). (4263

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1935 BENTLEY "3½" PARK WARD SALOON. Rebuilt to concours condition and finished in B.R.G. A superbly elegant and practicable thoroughbred. £875. S. D. Horne, Institute of Agriculture, Writtle, Chelmsford. Tel.: Writtle 611 (evenings). (4270



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Box No. P262

FOR SALE—continued

M.G.-B, 1966, B.R.G. OVERDRIVE, WIRE wheels, radio, seat belts, tonneau, folding hood, Cints., steering lock, etc. Available from July 4th. £650. Tel.: 01-397 6470. (4265

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ASTON MARTIN DB2/4 MK. I. HAVE PURchased another Aston, so unfortunately must sell above car to repay bank manager. Price of £500 indicates the good all round condition of this much admired vehicle. (Consideration given to refund of Buyer's travelling expenses.) Tel.: Kearsney 2722 (Dover). (4271

FIAT 850 COUPE, 1967. TAXED SEPT. 30TH. Genuine total mileage 39,000. Complete overhaul 29,000. Full I.W.R. conversion. Many extras. This car is perfect. £645 o.n.o. Tel.: Raveningham 213. (4272

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ALFA ROMEO 2600 SPRINT, OPALESCENT maroon. New "X"s, electric windows, all the trimmings. £550 o.n.o. Tel.: Hullbridge (Essex) 597. (4281

FOR SALE—continued

FOR SALE IN CANADA : AUGUST 1969 Sprite. Mineral blue. Shipped from Britain October 1969. Export model. Exhaust emission control, left-hand drive, complies with U.S. safety regulations; headlamp flasher, anti-roll bar, oil cooler, undersealed, five Cinturatos, two SP 44s. Carefully owner maintained. Sell in September before I leave for Britain for £600 or $1,560 (Canadian). Ideal for new immigrant. Willingly exchange equivalent Sprite or Lotus VII in Britain. Inspections welcome. All correspondence answered. Simon Woodhouse, 133 Lauder Ave., Toronto 174, Ontario, Canada. Tel.: Toronto 536-9819. (4280

ALVIS, 1961, TD21 AUTOMATIC DROPhead. Very smart car, good condition. M.o.T. Ex-property Group Capt. Bader. Genuine enquiries: Tel.: Hedingham 135. (4282

1956 DAIMLER CENTURY MK. II SALOON, beautiful condition throughout, maintained by Daimler Agent. M.o.T., taxed. £165. Tel.: Hermitage 530 (near Newbury, Berks.) (after 7.30 p.m.). (4283

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M.G.-B, 1968, MINERAL BLUE WITH BLACK interior, wire wheels, Cinturatos, radio, f/hood, tonneau. Immaculate. £875. Also see "Exchanges". Tel.: Luton 25451 (office), Luton 28678 (evenings). (4288

DAIMLER SP250, 1962, BLACK, H/S-TOPS, XASs. £390. Tel.: Bridgwater 2412 (evenings). (4289

SUNBEAM ALPINE, 1955. GOOD CONdition. Hard-top, tonneau. M.o.T. Spare engine and extras. £175 o.n.o. Tel.: 061-273 6341. (4290

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FOR SALE—continued

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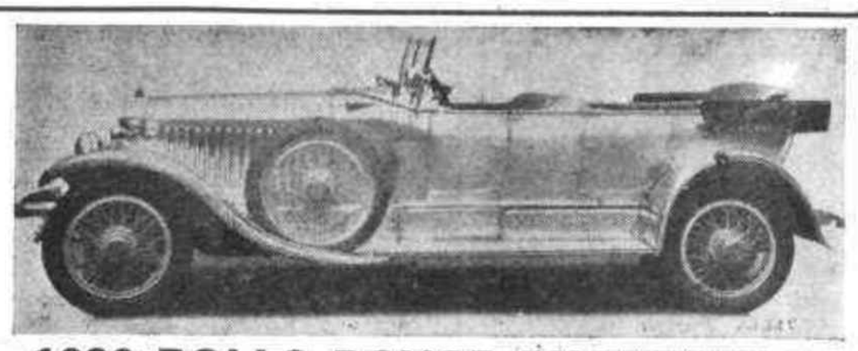
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1963 (Oct.) DAIMLER 2½-litre V8, dark green; above average for the year..... £345

1968 (Model) FORD 1600 Super 4-door Cortina, white/black; one owner, certified 16,713..... £595

1966 FORD Cortina 1500 Estate, blue/white £395

1966 HILLMAN Imp de Luxe, Loch blue, radio, heater; two owners only..... £295

1967 JAGUAR 'E' f.h.c. 2+2 automatic, maroon, chrome wire wheels; recorded mileage 33,513.. £1,465

1965 JAGUAR 3.8 'S'-type, grey/blue, overdrive, h.r.w., radio, reclining seats; two owners. We have just spent £130 engine/clutch..... £795

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1968 (Sept.) LOTUS Elan 2+2, red/black, Blaupunkt self-seeker radio, heater, servo, discs, Maserati horns, G800s; two owners only, recorded mileage 22,429; quite unmarked..... £1,395

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1966 (Model) LOTUS Elan S3 coupe, S/E, radio, heater, SP68s; red/black; recorded 37,445..... £865

1968 MARCOS 1600 GT, dark blue, wire wheels, sunroof; recorded mileage 24,575..... £995

1970 M.G.-B GT, blue royale, overdrive, wire wheels, Cints.; one owner, 5,783 miles..... £1,295

1970 ('69 model) M.G.-B roadster, red/black, wire wheels, radio, heater, tonneau, fog/spot; one owner, 11,000 miles..... £1,025

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1966 M.G.-B, B.R.G./black, wire wheels, heater, radio, air horns; two owners only. Sold by us to the last owner..... £665

1965 (Nov.) M.G.-B, white/black, tonneau, heater, belts, Cints.; rare one-owner example..... £595

1954 M.G. TF. We have dreamed about a car like this and at last we have one; one lady owner since new, fantastically low mileage of 47,354; 1,500-c.c. engine fitted at 28,000 miles; fitted wire wheels. Must be the last original TF to be offered. M.G. enthusiasts are welcome to see this car..... £950

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1966 SUNBEAM Alpine GT, dark blue, radio, heater; reputed 24,136 miles only, quite exceptional..... £615

1968 TRIUMPH Herald 13/60 convertible, white/black; one owner..... £595

1967 TRIUMPH Spitfire Mk. III, white/black, o/d., fastback GT, hard-top/soft-top, G800s; one owner. Very nice example..... £575

1966 (Sept.) TRIUMPH TR4A, green/green, Surrey hard/soft-top, wire wheels, overdrive, recent 'X's radio, heater; two owners only..... £745



1966 TRIUMPH 12/50, sun-roof saloon, gunmetal/blue, recent G800s, heater; one family owner.. £375

1968 T.V.R. Vixen 1600 GT, radio, heater, wide tyres and wire wheels; one very fastidious owner..... £895

1955 VOLKSWAGEN 1200 de luxe, blue. To clear, will suit 'Buggy' builder..... £79

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1965 ALFA ROMEO Giulia GT, white/black, radio, heater, Cints., nice example..... £775

1965 (Nov.) AUSTIN HEALEY 3000 Mk. III, green/black, wire wheels, heater, rack, overdrive, rare one-owner example..... £695

1968 (Sept.) M.G.-B, Mk. II, white/black, Bermuda hard-top/soft-top, overdrive, wire wheels, tonneau, ZX's, wood wheel, one owner, 19,696 miles..... £1,025

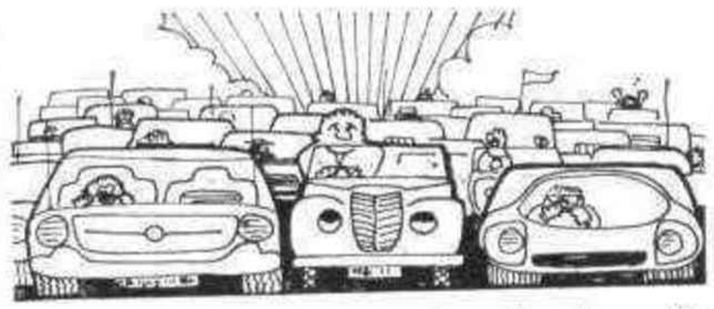
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1961 FACEL VEGA HK500 sports saloon, finished in red. Exhaust system, brakes, battery and tyres all very recent. New M.o.T. Outstanding value at **£645.**

1959 XK150 convertible, finished in red. A sound example with good hood; new M.o.T.; fitted radio. Offered at **£450.**

1965 OPEL REKORD saloon, registered in 1967. Maroon/black. Very clean and sound. Only **£345.**

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SPECIALISTS IN CLASSIC CARS OFFER:

RILEY 1½-litre, 1955, R.M.E. Series sports saloon, black with maroon hide, fine original condition throughout, **£165. JAGUAR XK150,** 1958, S/E fixed-head coupé, resprayed B.R.G., engine overhauled, investment at **£450. AUSTIN Princess** V.D.P. saloon, 1949, silver grey with red hide trim, **£95. RILEY 2½-litre,** 1949, sports saloon, resprayed, **£125. SPARES** for most **Pre-War Alvis** mods. available.

WANTED : All types of Pre-War Alvis, especially Speed 20, Speed 25 and 4.3-litre.

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FOR SALE—continued

TR3, OVERDRIVE, H/S-TOPS. EXCEPtional mechanical condition. £275. Tel.: Pontybodkin (Flints.) 341. (3994

FIAT 125, NOVEMBER 1967, "G" REGISTRAtion. Dark green. £735. John Kelsey. Tel.: Stevenage 3361 (office). (3995

M.G. TC, 1947. BLACK. VERY SOUND AND reliable. Taxed and M.o.T. Offers around £160. Tel.: Hemel Hempstead 58245 (evenings). (3996

AUSTIN HEALEY 3000 MK. III, 1965. RADIO. Taxed, M.o.T. Immaculate. £695. Tel.: Lymington 2477. (3997

1964 MK. III SPRITE, V.G.C. BLUE. GEARlock, tonneau, new clutch, undersealed. £325, or private loan at £12 per month. 31 Chatsworth Rd., Stamford, Lincs. Tel.: 4788. (3998

M.G. YB. RESPRAYED B.R.G. M.o.T. April. Renovated, re-carpeted, heater. £250 o.n.o. Exchange Morgan (Trike?), M.G. T, W.H.Y.? Tel.: Nottingham 75570. (3999

M.G. MIDGET, 1965. RIVIERA BLUE/BLACK. Two owners. Heater, tonneau, alarm. Taxed, M.o.T. Service history available. Terms possible. Banger in part exchange considered. £400. Pardoe, 4 Chelford Close, Second City Development, Cannock Rd., Penkridge, Stafford. Tel.: Stafford 3121, ext. 286 (office). (4000

SPRITE, 1965, RED. 39,000 MILES. RADIO. New M.o.T./hood. £380. Tel.: Slough 29157 (6-8 p.m.). (4001

M.G.-B, 1963. BERMUDA HARD-TOP, excellent hood and tonneau. Motorola radio, wires, radials; recent engine/suspension rebuild. M.o.T. £395. Tel.: 061-427 3410. (4002

ROLLS PHANTOM III, 1937 (V12), LIMOUsine, original condition including paintwork. Engine dismantled. Ex-funeral following car; stored many years. Offers. 10 Wolverhampton Rd., Oldbury, Warley, Worcestershire. Tel.: 021-429 2958. (4003

AUSTIN HEALEY SPRITE MK. II, 1964. White. New hood, woodrim, Cints., etc. Excellent condition. £295 o.n.o. Tel.: Chesham 4849. (4004

M.G. ZB MAGNETTE. SUPERB EXAMPLE. 46,000 genuine miles. Immaculate original duo-grey. Chrome virtually unmarked. Excellent maroon leather interior. Much preserving applied to door inners, sills, wings, underbody. G800s, radio, manuals, tools, etc. Taxed March 1971. Concours awards in M.G. C.C. Excellent clean and polished engine compartment. Offers around £500. Tel.: Grantham 61275. (4005

TR3A. GLEAMING BLACK CELLULOSE. Body, mechanics perfect. Rebuilt engine, gearbox; new clutch. Steel hard-top, wide wheels, G800s, servo discs. Oil 80 p.s.i. New carpets, washers, heater, r/lights. Taxed, M.o.T. Dec. £345. 33 Sherwood Drive, Bodmin, Cornwall. (4006

HISTORIC SPORTS RACING CAR, 1952, excellent order, very famous. About £1,100. Also Historic Racing Car, 1938, single-seater, 2-litre, about £1,250. Private sale. Sussex. Box 2305. (4007

FORD V8 PILOT, 1950, BLACK. RADIO, heater, jacks. New engine. Taxed, M.o.T. V.G.C. £100 o.n.o. Tel.: Devizes 2500 (day), 3281 (night). (4008

ROLLS-ROYCE, 1938, 25/30 LIMOUSINE by Thrupp and Maberly. Good condition, used regularly, with mascot and handbook. £750. Tel.: Tetsworth 274 (Oxford). (4009

DAIMLER 2.5 V8, 1963, METALLIC BLUE. Sound mechanically, no rot. New Cinturatos. Clean interior and good paint and chrome. 12 months' M.o.T. £385, or exchange Mini, 1100 or Vitesse, plus cash. 39 Devonshire St., Skipton, Yorks. (4010

T.V.R. GRIFFITH V8, 4.7 LITRE 4-BARREL, rare console dash. No overheating or ground clearance problems. £950. Tel.: Slough 45706. (4011

1935 RUBY. BODY GOOD, NON-RUNNER. New exhaust, etc. £17 10s. Tel.: 051-924 2049. (4012

1965 BOND EQUIPE GT4S, FOUR SEATS. Spitfire Mk. II engine. £375. Tel.: Bournemouth 40209. (4013

UNIQUE ALFA ROMEO SPORTS OPEN 3-seater, only one in the world, circa 1934. Centre steering, mid-engine. An opportunity to purchase a very rare and sensibly priced thoroughbred car, pictured in the book "Alfa Experimental Cars". Sound but needs some restoration. Investment at £1,750. Exchanges considered. Grange, 29 Beverly Rd., Fallowfield, Manchester 14. Tel.: 061-224 5878. (4014

JENSEN INTERCEPTOR SALOON, 1954. Excellent condition, aluminium coachwork. Taxed, M.o.T'd. £225. Tel.: 061-224 5878. (4014

BENTLEY, UNIQUE MK. VI, 2-SEAT ROADster, excellent condition. £975 o.n.o. Photo available. Also fully reconditioned 4¼-litre full-flow engine at cost of parts, £125. Box 2306. (4015

JOHN BRITTEN MG

Stupendous motor cars are here; workshop-checked from front to rear. MG-C roadster, new mineral blue, overdrive and disc wheels, fresh from Abingdon this week. MG-B roadsters in bronze yellow, primrose yellow and BRG, all with overdrive. New MG Midgets in blue Royale, bronze yellow, glacier white and BRG choice of wheels and extras. MG-B GT, flame red, overdrive, also in glacier white with wires and overdrive. Every sort of Mini variant there is from the Basic 850 which is quite nice in b. yellow with black trim to the snouty 1275 GT and the new Mk III 1275 'S' which is also in b. yellow. Also a 1300 2-door and a flame Maxi. If you don't want a saloon car yourself, please persuade your father/maiden aunt/grandfather to buy one from me. New TVR Tuscan V8 with overdrive in carnival red; Vixen S2s with alloy wheels in orange, lagoon blue, metallic claret, white, turquoise, marigold and silver either here now or imminent. I have just had the dubious distinction of being done for speeding in our own Tuscan, the well-known and much-feared "TVR 4". I apparently made quite a good job of it, the quoted speed being 110 mph to which the accused made no reply. The Vixen is about the best equipped GT car the £1,244 (kit form) can buy, and the price now includes Tuscan bonnet, improved wood-rim steering wheel, power-assisted brakes, Avon radials, US spec., padded dashboard with rocker switches and padded glove locker lid (by special request of JB), as well as the accessories it has always had, such as twin horns, electric screenwash, reversing light, etc. High-backed headrest type seats are now standard on all models. We have just been promoted Reliant Area Dealers, which is the same as being distributors only different, and to celebrate the occasion have laid in additional stocks of spares. The only fly in the ointment is that we don't actually have any cars at present,

Arkley back end is a copy of the Morgan ditto. If a sloping tail, separate rear wings and an exposed spare are the only design points that matter, then I agree the Arkley is a copy, and so are the Alvis Speed 20, Morris 8 tourer, Squire, MG Magnette NA, Singer Le Mans and many other ghosts from the past. Please feel free to draw your own conclusions. The Arkley SS in this and the lower picture is newly converted, and is finished in a totally succulent shade called Lagonda lime; the price is £695 complete. Other ready-built Arkleys are available from about £500 up, and our colour range also includes Brooklands green, Indy white, Bugatti blue, Hispano yellow, Jarama orange, Targa red and Monaco crimson. A mouth-watering selection, you'll agree. Arkley kits cost from £168 inclusive of five new wheels and tyres, and a new hood. We get twelve or fifteen quite long letters of enquiry about the Arkley every day, and it simply isn't possible to get

tartan red, wire wheels, radio, £595. Old but rot-free R8 Renault going inexpensively. NSU Ro80, new, black with tan interior, un-



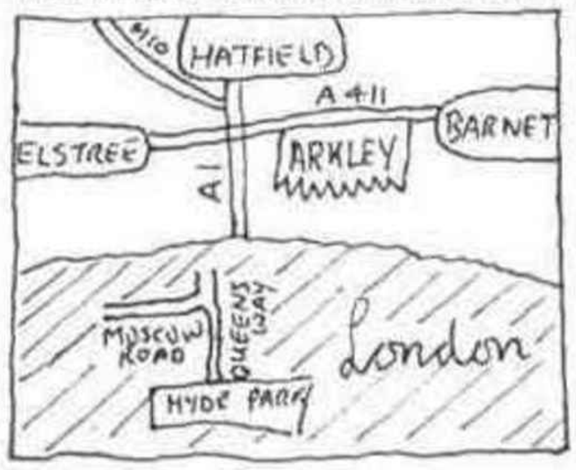


TVR RELIANT

although there are twelve Scimitar GTE-shaped bulges in our pipeline, and the only way to buy one is to reserve it before it arrives. As soon as I have concluded this copy I will be jumping into my ochre GTE and drifting down to the Costa del Sol at a cool and effortless 100 mph (a mere 3,700 rpm) in search of a less hay-fever-provoking climate. A friend of mine who is a self-appointed expert on medical matters assures me that hay-fever is caused by one's ancestors having contracted a disease which, since this column is occasionally read by my mother, had better be nameless. Anyway, I think the Scimitar GTE is a very good car, and I also have nothing but praise for the efficiency of their marketing men at Tamworth. They are meticulous about not only passing on ccupon enquiries for new cars to the local dealer, but following up a couple of weeks later for the dealer to report on each enquiry. It was therefore recently my pleasure to report

them all answered—please try and drop in or phone up if you have questions you want answered. We are agents for the new Bond Bug, and have it both in the showroom and on the road ready to demonstrate, I can only add that we would be delighted to Bug you. MG Midget, 1970, current model in bronze yellow, 4,000m, not yet priced. Austin Healey Sprite, 1968, BRG, G800s, £615. Reliant Scimitar GT, 1967, 3-litre V6 unit, Exeter green with black interior, overdrive, Cinturatos, radio, Webasto sun-roof, £1,095. MG-C, 1969, mineral blue,

wanted gift, available at a significant reduction in price. Triumph GT6, 1968G, signal red, £795. MG-B, 1967, mineral blue, hard- and soft-tops, overdrive, Cinturatos, one owner, £875. Expecting many more by July 1st, including a Plus 8 Morgan, a 1966 TR4A, 1965 TR4A and a brace of MG-Bs. TVR Vixen S1, fern green, 1968G, incredible low mileage which I would advise you not to believe, wire wheels, £960. Each car has thorough service, fresh oil and filter, worn tyres, brakes, battery, exhaust, etc., renewed before sale and a comprehensive







that, when our man called at a particular dwelling in West London, the lady of the house greeted him with the words "B***** H***, what's the b****** been up to now?" I still think the Scimitar GTE is a very good car. The Morgan and the Arkley SS are pictured partly to remind you that we are Morgan Agents (with very few cars to show for it, I'm afraid) and partly because lots of people say the

overdrive, wire wheels, radio, Motolita leather rim, £1,050. Triumph TR6, 1969, red, black interior, radio, XAs, about £1,340. MG-B, 1966, BRG, wire wheels, radio, £735. TVR 1800S, 1967, metallic mid-blue, overdrive, wire wheels, arriving late June and not yet priced. MG-B GT, 1967/68F, BRG, black leather, wire wheels, radio, £895. Austin Healey Sprite, 1964, wind-windows, SPs, tonneau, £380. MG-B, 1965,

guarantee which does not exclude "proprietary items". These can include battery, tyres, carbs, instruments and electrical equipment, or 75% of what might go wrong, so don't be fooled I beg you. Several Spridget body panels off cars that have been Arkley'd, both new and used, advantageous prices. Classic Bermuda hard-top for MG-B. 1,275cc Midget engine, USA spec., complete with carbs, manifolds, cynamo, starter motor, distributor, air cleaners and flywheel, guaranteed 1,050 miles from new and undamaged except for small crack in back-plate, £100 cash. Gearbox from the same car, requires new casing, £20. Diff. unit, 3.9 ratio, complete less pinion flange, £15. Several 450M-13 and 475/10.00-13 Dunlop racing, both 9:0 compound, at very moderate prices. Open to 7pm, closed Sundays.

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

FOR SALE—continued

BENTLEY "R"-TYPE, MANUAL, 1953. Mechanically excellent at only 112,000 miles. Bodywork superb in original black over silver, with particularly smart interior trim. £695. Tel.: 01-567 7681. (4018

RARE 2-SEATER TOURER. SUNBEAM-Talbot Alpine Mk. III. Floor change, overdrive. New tyres, battery, exhaust, tonneau and carpets. M.o.T. £235. Jebb, 36 Elm Grove Rd., Topsham, Exeter. Tel.: Topsham 4929. (4019

LEA-FRANCIS ESTATE, OCT. 1951. EX-ceptional condition. M.o.T. to May 1971. Springs, brakes, steering and woodwork just re-done. £200 o.n.o. Winstanley. Tel.: 061-228 1331 (office hours). (4021

A.C. ACECA F.H.C., A.C. ENGINE. REG. 1955. Unused and carefully stored for six years between April 1964 and May 1970. Superb condition and as original in every way. Finished in Carmen red. Extras. New Radiomobile and twin spots. 12,000 recorded miles, believed to be genuine. First £475, or would exchange for 4-seater GT Aston, 190SL or similar. Seen Cheshire. Tel.: 051-334 1351. (4022

A.C. 2-LITRE ALL-WEATHER COUPE WITH dickey, 1928. Unmodified original condition. £550 o.n.o. View by appointment only. Walker, Foxton Lodge, 12 Linkside Ave., Oxford. Tel.: 58168. (4023

LOTUS ELAN S2 D.H.C., 1965. B.R.G. Knock-ons, servo, Radiomobile, belts, air-horns. Very clean. 47,000 miles only. £750 o.n.o. Tel.: Freeland (Oxfordshire) 457 (evenings). (4024

M.G. TD, 1953, B.R.G. EXCELLENT CON-dition. New M.o.T. Original handbook and workshop manual. Superb reliable motoring. Exchange for open 4-seater or sell, £350. Tel.: Crowthorne 2867. (4025

ROVER 60, 1948, SPORTS. EXCELLENT body and mechanics, drives extremely well, no faults. Useful and reliable car. Taxed and M.o.T. Sacrifice at £85. Tel.: 01-263 1217 (North London). (4026

AUSTIN CHUMMY. VERY ORIGINAL. 1929 open 4-seater. Maroon with black. Difficult to fault, must be one of the finest available Offers. Tel.: Cuffley (Herts.) 3540. Grint, Greenlands, Halstead Hill, Goffs Oak, Herts. (4027

R.-R. CLOUD II, 1962. TRULY ROLLS-Royce in every respect. Beautiful opalescent over moss green coachwork. Contrasting hide interior, woodwork, carpets, virtually unblemished. Offset by sparkling chrome and superb mechanical attributes. Three owners, 70,000 miles. History. £2,395. Tel.: 01-690 2757 (evenings), 0362 (office hours). (4028

RILEY 9, 1936, MERLIN. BEAUTIFUL original condition. One owner for 34 years. M.o.T. Always garaged. 60,000 miles. £190. Dr. Conner, Tel.: Chelmsford 54467. (4029

"F" REGISTRATION LOTUS SUPER Seven, 9,000 miles from new. Yellow bodywork. 1,500 c.c. £595. Tel.: Drayton (Norfolk) 8228. Viewable in London during week. (4030

BENTLEY MK. VI, 1949. RUNNING ORDER. Rolls agents complete checkover, written report. Tyres good, two brand new. £295. Picture page, 1274, November. Tel.: New Romney 3343. (4031

M.G. TF, 30,500 FROM NEW. UNIQUE collector's piece, concours. £850. Consider exchange modern M.G.-B GT. Tel.: 01-886 3020. (4032

BENTLEY 3½. UNIQUE 1935 THRUPP AND Maberly sports saloon, ex-J.B. 1000. 16-in. Marchals, chrome dash, copper exhaust, sun-roof fittings. History. In daily use. £500. Tel.: Bishop's Stortford 2734. (4033

1964 DB5. ALL EXTRAS, INCLUDING stereo tape, c.w.w. Immaculate. Must sell, hence £1,200. Tel.: Bridgwater 2959. (4034

VOLVO 1800S SPORTS COUPE. SUPERBLY smart. £625. Anglia required. 45 Shirehall Park, London, N.W.4. Tel.: 202 7755. (4035

MINT AND VERY BEAUTIFUL XK150 DROP-head coupé. Mohair hood, black morocco interior, chrome wire wheels and automatic. Stored most of life. Full printed details by return of post, airmail if necessary. £2,000. No offers. Box 2307. (4036

ROLLS-ROYCE SEDANCA, 1948, BY MUL-liner, manual gearbox, 7-seater with division (electric). Finished in pearl black with yellow panels, concealed lighting, new tyres. Recent £600 overhaul by Rolls-Royce; lots of history. The whole car is in excellent condition and represents a very sound investment. £1,795. Send £2 for coloured photos. Shipping arranged. Tel.: 01-654 2254 or 01-690 0362. Address: Mr. Reader, 91 Ravensbourne Park, Catford, London, S.E.6. (4037

ROLLS-ROYCE SILVER DAWN, 1954, AUTO. Shell grey over silver. Genuine 77,000 miles only, with full history, complete tool kit (unused condition). New tyres. This car is one of the finest on offer today at £1,995. Send £2 for coloured photos. Mr. A. Reader, 91 Ravensbourne Park, Catford, London, S.E.6. Tel.: 01-654 2254. (Shipping arranged.) (4037

BENTLEY R-TYPE, 1953, MANUAL. SECOND owner. Good condition. £650 o.n.o. Watson. Tel.: 01-979 6397 (evenings). (4038

ALFA ROMEO 2600 SPIDER, 1964. ONE owner. Resprayed Alfa red. Personally maintained. Immaculate condition. £695. H.P. available. Davidson Golf Centre, Chippenham. Tel.: 3928. (4092

BEAUTIFUL 190SL MERCEDES SPORTS, 1960. Hard/soft-tops, radio. 82,000 miles from new. Very sheltered life. Excellent condition. £650. Tel.: 041-639 5198 (evenings, weekends). (4093

RILEY 1½-LITRE, RME 1954 MODEL. Present owner last 10 years. Excellent well maintained original condition; low mileage; roof as new, recent engine rebuild, etc. £250 o.n.o. Tel.: Epping (Essex) 2944 (evenings/weekends). (4094

1937 OLDSMOBILE "STRAIGHT-EIGHT" 33-h.p. saloon. One owner from new and in superb original condition. £395. A. Stephens, "West Ludworth", Lewis Rd., Neath, Glam. (4095

CHRIS STEEL — HELLINGLY 508, HACKHURST LANE, LOWER DICKER, SX.(A22)

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XK120, 1951, white, black interior. Mechanically excellent **£500**
XK150s. Various f.h.c.s and d.h.c.s available. Prices from **£395** to **£695**
"E" Special 4.2. Modified engine. Lightweight f.h.c. **£725**
Jaguar and Alvis spares cheap to clear.

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LAGONDA M45 d.h.c. Rebuilt engine, brakes. 5,000 miles **£1,695**
MASERATI 3500 GT. Black, white leather. Borranis **£1,050**
BENTLEY S.1, 1956. Silver and grey. Just serviced **£725**
CHAPMAN BUICK Special, 5-litre engine, 4.2 'E' gearbox **£425**
AUSTIN HEALEY 100 'Le Mans'. New M.o.T. Taxed **£150**

FOR SALE—continued

M.G. TA, 1938. V.G.C. BODILY AND MECHanically. M.o.T. June 1971, taxed. £275 o.n.o. Tel.: 01-546 2372 (evenings). (4299

THE INFAMOUS EDSEL FORD, 1959. PERhaps the only one in England. V8, all electric, £250. Tel.: 01-267 1211. (4300

M.G. MIDGET, 1965. RIVIERA BLUE/BLACK. Two owners. Heater, tonneau, alarm. Taxed, M.o.T. Service history available. Terms possible. Banger in part exchange considered. £400. Pardoe, 4 Chelford Close, Second City Development, Cannock Rd., Penkridge, Stafford. Tel.: Stafford 3121, ext. 286 (office). (4302

SUNBEAM-TALBOT MK. III, DEC. 1956. Excellent mechanical order. Rev.-counter, radio, heater, overdrive. M.o.T. Registration No. SNP 1. Paintwork and front wings need "doing-up". Ideal car for a restoration job. £200. Tel.: Himbleton 220 (Worcs.). (4303

M.G. TF 1500. ORIGINAL THROUGHOUT in gleaming black, with red leather upholstery. New tan hood and sidescreens. Recent new crankshaft and rebore. Cinturatos, heater, w/mirrors. Manual. Only two private owners and 65,000 genuine miles. Above average condition throughout. £595 for this rare beauty. Paul Jacobs. Tel.: Cheltenham 23239 (weekday evenings) (4304

SWALLOW DORETTI, 1957. A FAST, unique sports car with unblemished aluminium body. Excellent engine, gearbox, transmission—all TR mechanics. Reluctantly offered for sale, due to family addition, at around £375. Twelve months' M.o.T. certificate. Tel.: 01-504 3307. (4305

LOTUS ELAN; 34,000 MILES. £690. C.R. box, G800s. Blue. Quite exceptional 1964; one-owner pampered car maintained to highest standards. Tel.: Berriew (Montgomeryshire) 205. (4306

1964 LOTUS CORTINA, LEATHER WHEEL, Motorola, Flexlite, Jam. screen. 8 Copper Crt., Sawbridgeworth, Hertfordshire. Tel.: Fairgreen 325. £480. (4307

1948 ALLARD K1 2-SEATER SPORTS. 4-litre Mercury engine, excellent condition, £375. Also 1937 SS Jaguar convertible, good condition, £375. Tel.: Woodbury 222 (Exeter). (4308

MORGAN OR CITROEN? 1956 PLUS 4 4-seater, TR engine. Best offer over £200. Citroen ID19, 1960, offers. David Gilby, 22 Arundel Close, Warwick, Warwicks. (4309

MK. VI BENTLEY, 1948, SALOON. ROUGH but restorable. Cheap for quick sale. Offers invited. Tel.: Skegness 3335. (4310

AUSTIN HEALEY 3000 MK. III, 1964. SILVER grey/black. Hard-top, soft-top, wires, overdrive, iodine spots, Carello headlights, luggage rack, SP Sports, etc. One of the nicest Mk. III Healeys on the road; 34,000 miles; £595. Part exchange small sports considered. Tel.: Southport (Lancs.) 2533. (4311

OFFERS INVITED OR EXCHANGE FOR Alvis TC21/100. 1966 model Gilbern 1800, overdrive, oil-cooler, radio. Genuine 4-seater with M.G.-B mechanics. Tel.: 01-998 5587. (4312

ALFA ROMEO 2600 SPIDER, 1964, RED. M.o.T. Radio Bodywork, chrome, mechanics all excellent condition. £675, or exchange clapped S.S. and cash. Tel.: Wokingham 1353 (evenings). (4313

ROLLS-ROYCE, 1937, 25/30 HOOPER theatre carriage in fine original condition, 12 months' M.o.T. Five good tyres, mascot, handbook. £775 o.v.n.o. Mackintosh, 49 Station Rd., Studley, Warwickshire. Tel.: Studley 2614. (4314

TR3A, 1960, IN VERY FINE CONDITION. Overdrive, heater, tonneaux, Cinturatos, spots, etc. Meticulously and lovingly maintained for three years by present owner, but can't take it abroad. £325 o.n.o. Tel.: 01-622 3667 (Dawes). (4316

FOR SALE—continued

ALFA ROMEO SPIDER, 1,600 C.C., 1964 (Dec.). Engine fully rebuilt March 1970, completely new parts throughout; yet to be opened up. Excellent coachwork, spotless interior; radio; two owners, genuine 34,000 miles. Full service history. £350! Tel.: Whittington Castle 249 (Shropshire). (4315

GT CORTINA, 1965, WHITE, GOODWOOD green flash, black trim. Under 35,000. Exceptional condition. Underseal, I.S.T., five good G800s, new exhaust. Family pet, never raced or rallied. £415. Tel.: 021-353 6162. (4317

SPITFIRE, 1968, MK. III. RED, BLACK interior. Black soft- and hard-tops, wire wheels, new tyres; 20,600 miles. £680. Tel.: Chelmsford 72934 (evenings after 11.7.70). (4318

M.G. TD, 1953, IVORY AND RED. REBUILT by Agent. Many extras. Tel.: 01-242 3344 ext. 107. (4319

BOTTLE CAR ON 1924 DAIMLER CHASSIS. Restored, re-painted by Bass. Only example not in captivity—see Beaulieu for others. Offers? Carter, Charterhouse, Godalming, Surrey. (4319

AUSTIN 7 TOURER, 1926. JUST RESTORED, new upholstery, re-painted, etc., in lovely order, £450. R. King, Honeycroft, Lavant, Chichester. Tel.: Chichester 7585. (4320

ROLLS-ROYCE P. III. CHASSIS NO. 3CM95, 1937, as pictured in "Those Elegant Rolls-Royce", by L. Dalton. £2,000 o.n.o. R. King, Honeycroft, Lavant, Chichester, Sussex. Tel.: Chichester 7585. (4320

BRISTOL 405. ABOVE AVERAGE CONdition. 100D2 engine, BWCR12 gearbox. £450. Tel.: Hatfield 64848. (4321

1965 COOPER "S" 1275, £395. ENGINE OVERhauled. Twin tanks, lowered suspension, Cosmic wheels, fully instrumented veneered dash, leather rim, oil-cooler, alarm; many new parts. Immaculate condition. Tel.: 01-679 0308 (Mitcham). (4322

1924 MORS OPEN TOURER (7-SEATER), 3.6-litre. Mint original condition in every way. Very attractive coachwork with rear trunk. Potential concours winner. £2,250 o.n.o. Box 2328. (4323

ALVIS TA14, 1949, SALOON. 56,000 MILES only. Original valve radio, engine block, heater, etc. £135. Tel.: Burntwood 2712 (Staffs.). (4324

STANDARD AVON SPECIAL, 1935, 16-H.P. 2-door coupé. Reground crank, new bearings, etc. Everything works including clock. Tel.: Burntwood 2712 (Staffs.). (4324

DAIMLER CENTURY CONQUEST, 1957, 40,000 miles. At present laid up, not taxed tested or insured. Offers. Tel.: Sheffield 30192(4325

JAGUAR XK150, 1958/59. VERY GOOD condition. In daily use. £475. Barry, 1 Connaught Rd., Fleet, Hants. Tel.: Fleet 3944. (4326

LAGONDA, 1957, 3-LITRE, LIGHT METALLIC blue, 4-door saloon. Excellent body, interior and mechanics. Engine recently reconditioned. Woodhouse, 21 Padstow Rd., Leicester. Tel.: 768843. (4327

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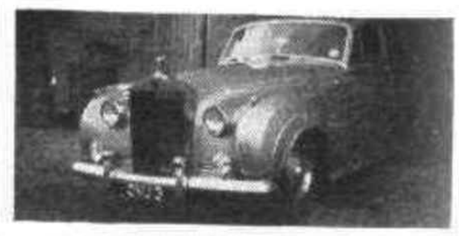
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M.G. TF. BEAUTIFUL 1954 EXAMPLE. BLUE. Good chrome, bodywork. Brakes relined, new exhaust. Excellent battery, tyres, hood. Postcard photographs available. Harper, 207 Haunch Lane, King's Heath, Birmingham, 13. (4331

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TR3A. V.G.C. PARTS THIS YEAR INclude: clutch, hood, tyres, brakes, battery, shockers. Last year: fibreglass wings, door sills, white respray. Extras: wood-rim wheel, radio, seat belts, etc. Offers over £255. Tel.: 01-650 4115. (4333

AUSTIN HEALEY 3000 MK. III, 1965. OVERdrive, wire wheels, Cints., twin spots, new battery and starter motor. First offer over £625. Tel.: 01-599 0460 (evening), or 01-928 2388, ext. 111 (day, Mr. Steggles). (4334

JENSEN 541, 1956. REPLACEMENT ENGINE 40,000 miles. Resprayed. Interior and mechanics good. M.o.T. to November. View London. £300 o.n.o. Tel.: 01-607 8031. (4336

BRISTOL 406, 1961. ONE PREVIOUS OWNER, 72,000 miles. An immaculate car. 38 Church St., Market Deeping, Peterborough. Tel.: Market Deeping 3386. (4337

M.G. TF, 1954. IMMACULATE IN B.R.G. Complete rebuild includes new chassis, beige hood and screens, seats, carpets, steering, suspension, clutch, Recond. engine, gearbox. Undersealed. Beautiful appearance. Year's M.o.T. £600 o.n.o. Tel.: Chestfield 2822 (Kent). (4338

ROLLS-ROYCE 20/25, 1936, SALOON. MECHanically good, body fair. £650. Surrey. Box 2329. (4339

M.G. F MAGNA, 1932. AS ORIGINAL. Coachpaint green. Comprehensive spares. Prefer to sell to native enthusiast capable of maintaining P.V.T. car. Offers to: G. Tapper, Kenyhill, Landsoore, Teignmouth, Devon. Tel.: 4670. (4340

1932 M.F. M-TYPE MIDGET, 847-C.C. O.H.C. engine. All steel body with canvas hood. Red with black upholstery and chrome wire wheels. As far as we know, this car has the original mechanical specifications. £750. Write to John Day, 40 Conduit St., London, W.1. (4341

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1930 M.G., 1888 MK. I 6-CYLINDER O.H.C. engine. Twin S.U. carburetters, 3-speed gearbox. Four-seater open tourer. Black metal/fabric body with red upholstery and centre-lock wire wheels. New batteries. Folding windscreen. As far as we know, this car has the original mechanical specifications. £1,500. Write to John Day, 40 Conduit St., London, W.1. (4341

GILBERN 1800 GT, 1966. GOOD CONDITION. Blue with blue interior, overdrive, radio, Cibie spotlights. £600. Tel.: 063-33 5666 (S. Wales). (4342

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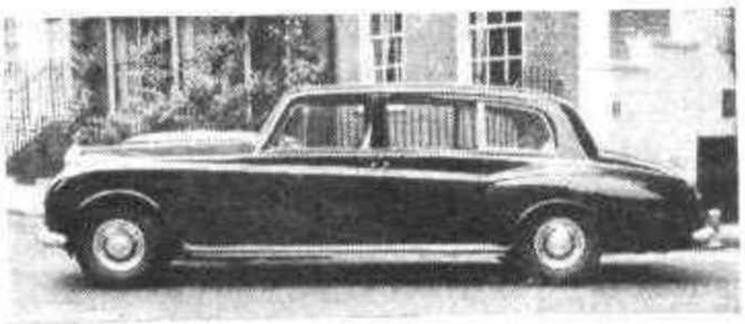
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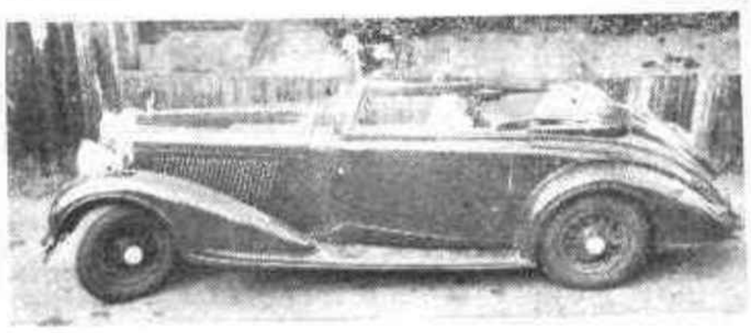
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(*Right*) **ROLLS-ROYCE Silver Dawn** sports saloon, 1954. Automatic transmission; black over silver coachwork, red hide interior. Coachwork and trim restored. Fully serviced; all tools, handbook. M.o.T. certificate. Taxed till December. Potential *concours* winner.





(*Left*) **BENTLEY, 1937, 4¼** d.h.c., coachbuilt by H. J. Mulliner, 2-door body with fully disappearing hood, recently retrimmed in tan hide, new carpet and mohair hood, full tonneau cover; all new tyres. Wheels and coachwork re-painted. Fully serviced and M.o.T. tested.

(*Right*) **BENTLEY, 1955, R-Type** drophead coupé, coachwork by Park Ward. Power hood, automatic transmission. Dove grey cellulose, red trim. Brakes and engine just overhauled.



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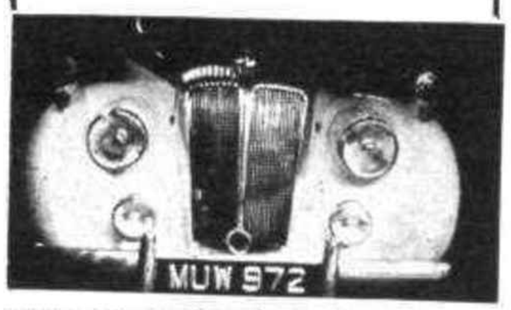
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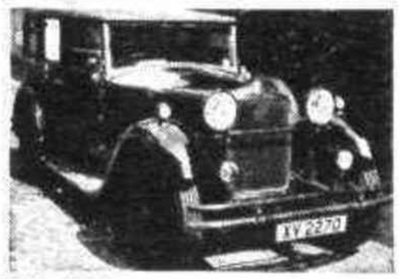
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GULL WING MARCOS, ALMOST UNIQUE model in yellow, 1,500-c.c. Cortina GT powered, twin DCOEs, high-lift cam, 4-branch exhaust. A very fast eye-catching car with exceptional road-holding. This exceedingly rare car is offered for sale at around £700. Tel.: 01-674 2363 (Streatham) (after 6 p.m.). (4212

BENTLEY MK. VI, 1951, BLACK SALOON. Sunshine roof, red leather. Over £400 recently spent with James Young on exhaust, front suspension and rear axle. Exceptional condition. £650. Tel.: Sevenoaks 51485. (4213

M.G. TC, 1949, V.G.C. RED WITH CREAM trim. New engine, exhaust, tyres, wheels dynamo, etc. One year M.o.T. £300. Tel.: Bournemouth 48891 (evenings). (4214

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M.G., 1200 DOWNTON MOTORWAY ENGINE. £100 just spent. 0-60, 10 sec., 105 m.p.h. Full instrumentation. Restall seats, wood wheel, Motorola. £400. Tel.: Hastings 392. (4217

LANCHESTER 10, 1936. ORIGINAL BODY by Mulliner, finished in black with brown leather. Two owners from new, low mileage. M.o.T. Not restored, original condition, immaculate. £165. Tel.: Portsmouth 31683. (4218

LAGONDA LG45, 1937, DROPHEAD. CENTRAL 'change. Rare model. Recon. engine and gearbox. All aluminium body, wings. Woodwork bad, hence £400. Engine, gearbox, axles, spares, 1935 LG45. Also spares Rolls Bentley, Alvis Speed 25 plus 30 years vintage hoardings. Must clear lot quickly. Nigel Stedham, Whitecliff House, Blandford, Dorset. Tel.: Blandford 2740 first. (4219

300SL MERCEDES, 1961, ROADSTER. HARD- and soft-tops. 40,000 miles. Red. Immaculate condition. £2,475. P/x considered. Tel.: Southport 65511. (4220

PORSCHE CARRERA CABRIOLET, UN-common model, good condition. Grey, tan leather; belts, fogs, spots, petrol heater. £925 only. 54 Brassie Ave., London, W.3. (4221

DEC. 1950. 1½-LITRE RILEY. 38,000 MILES only. Two owners from new. Interior perfect. Exterior very good in maroon. Good chrome. Available July when my new car arrives. £195 o.n.o. Write: 65 Longfellow Drive, Abingdon, or Tel.: Didcot (Berks.) 4111-2-3 (9-6 daily, Saturdays included). (4222

LOTUS ELITE SUPER 95. CONCOURS condition, Stage 3 Climax, ZF gearbox, alloy calipers, Cinturatos. £695. Tel.: Sedgefield (Co. Durham) 724. (4223

MORGAN PLUS 4. FULLY RESTORED model in immaculate condition. £600. For full details apply: J. S. Blessett, 17 Ivel Court, Letchworth. Tel.: Letchworth 5749 (days only). (4224

ROVER 12 SALOON, 1934. ORIGINAL coachwork in Pullman colours. Good mechanics—a beautiful car. £175. Allberry, White Cottage, Knockholt, Kent. (4225

MORGAN PLUS 4 COMPETITION MODEL, 1966. Low bonnet and cowl, 72-spoke w/wheels, 4-branch exhaust, Selectaride, h/top, s/top, h/tonneau, f/tonneau, Kenlowe fan, Konis, heater, twin spots. 36,000 miles. £850. V. L. Champness, 7 Duck End, Birchanger, Bishop's Stortford, Herts. Tel.: Stansted 2671. (4226

1932 LAGONDA 2-LITRE CONTINENTAL tourer. Good condition. Major rebuild as new 1953. Very attractive car coloured fawn with B.R.G. mudguards and chassis. Some spares. Present owner since 1954. Taxed. New M.o.T. £1,000. Martineau, Drewston House, Drewsteignton, Exeter. (4227

1966 E-TYPE 2+2. DARK BLUE WITH RED interior. 29,000 miles only and virtually as new throughout. Chrome wire wheels, Motorola radio, heated rear window, new Dunlop SP Sports. In superb state of tune. Part exchange considered, H.P. available. £1,450 o.n.o. Tel.: Tutbury 2744 (near Burton-on-Trent, Staffs.). (4228

ASTON MARTIN DB3, 1959. SALOON. B.R.G. Complete engine overhaul including new pistons, sleeves, valves, etc., and new clutch. Brakes overhauled. Servo fitted. New tyres. Year's M.o.T. £650 o.n.o. Tyrrell, Tel.: 01-437 1234. (4229

FIAT 2300S COUPE, CHIA BODY, 1967, L.H.D. Duty paid with 1970 registration. 37,000 miles. Metallic grey body, black trim. Recent brake, clutch and gearbox overhaul. Financial crunch. Must sell. £1,100. Dark, Tel.: Beaconsfield (Bucks.) 2482. (4230

JAGUAR XK140, 1956, D.H.C. MODEL WITH overdrive. Coachwork immaculate in metallic blue. All trim, carpets, woodwork, etc., recently renewed. 3.8-litre engine. C-type head, D-type cams, pistons. Equipped triple 2-in. S.U.s, oversize valves and high delivery pump. M.o.T., etc. Offers around £700. Hancock, Tel.: Edenbridge 2337. (4231

1925 AUSTIN 7, COMPLETE AND ORIGINAL, £300, and 1927 "Top-hat" saloon, £250. Tel.: 01-647 6139. (4232

ROLLS-ROYCE, 1935, 20/25 SPORTS saloon, in beautiful condition. £1,200. Tel.: 01-647 6139. (4232

PORSCHE 1600 SUPER, 1959, WHITE. K.O. chrome wheels, new tyres, sunshine roof. Good condition. £495. Terms, possible exchange. Tel.: Bristol 45645. (4241

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1936. B.R.G. Mechanically and bodily excellent and very original condition. The hood and sidescreens are new, and the car is for sale complete with aeroscreens, manual, and numerous spares.

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SUNBEAM TIGER V8, 1965. MEDITER-ranean blue. Hard/soft-tops, 5½J Rostyle, G800. Very good condition. Company car regretfully forces sale. £650. Part exchange Land Rover, old M.G. Lees, Tel.: Bolton 67212 (Lancashire) (after 6 p.m.). (4233

1964 E-TYPE, OPEN. CREAM/BLACK. One lady owner from new. Recorded mileage 47,000. In really excellent order throughout. Fitted radio. £1,045. Tel.: 021-705 1557 (Solihull, Warwickshire). (4234

P4 ROVER 95, 1963, 32,000 MILES FROM new. Grey with red interior. Excellent condition. £425. Tel.: 0702 46588 (Southend). (4235

ROLLS-ROYCE SILVER DAWN, 1954, Automatic sports saloon. Sun-roof, tinted windscreen. Bodyshell re-metalled and re-cellulosed black over shell grey, with red coachline. Interior seating retrimmed as original in red hide; woodwork re-polished. Just fully serviced. Taxed Dec. £2,150. P/exchange vintage or interesting car considered. Mike Terry, 29 Michleham Down, Woodside Park, London, N.12. Tel.: 01-445 1869. (4236

HUMBER LIMOUSINE, 1935. THIS CAR IS in excellent condition for year. One lady owner for most of its life. Has all the usual luxury appointments. Sale owing to shortage of garage space. An excellent investment at the realistic price of £375. Enquiries: P. M. Smith, Tel.: 01-437 7777, ext. 8 (day), 01-422 3267 (evenings). (4237

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JENSEN 541, 1956. VERY GOOD CON-dition. £350. Whitworth, Tel.: 061-652 2185. (4239

HILLMAN 13.9, 1929, FABRIC SALOON. M.o.T. October 1970. Offers to C. E. Hewitt, 2 Tinwell Rd., Stamford, Lincs. (4240

SUNBEAM TALBOT 90, 1951, 62,000 MILES from new, not immaculate, but very sound car. Offers to: Thomas, Heathfield, Beach Parade, Aberaeron, Cards. Tel.: Aberaeron 570. (4242

1929 ROLLS-ROYCE 20-H.P. CABRIOLET-de-ville by Windovers. Good condition. New hood, upholstery and tyres. This is a particularly attractive vintage Rolls which doubles as tourer and sedanca-de-ville. £1,850. Would exchange for nice original similar chassis with formal coachwork, and cash adjustment. Tel.: 061-224 2519 (Manchester). (4243

"CLASSIC" JAGUAR, 1½-LITRE SALOON, 1947. Good all round. M.o.T. till May 1971. 50 Rowney Croft, Birmingham, 28. Tel.: 021-SHI 4215. (4244

M.G.-A 1500, 1958, BLUE COUPE. HEATER, radio. M.o.T. £225. Tel.: Henley 2232. (4245

BENTLEY, 1949, MK. VI. GOOD CON-dition. Radio, heater. New M.o.T., taxed. £290. Tel.: Meopham (Kent) 2325 (after 6 p.m.). (4246

ARMSTRONG SIDDELEY 2.3-LITRE LAN-caster saloon, 1951. Really excellent condition both coachwork and mechanics. M.o.T. May 1971. £165 o.n.o. Tel.: Stalybridge 2273 (Cheshire). (4247

JENSEN 541R, 1960. AN EXCELLENT example in Princess grey with history and bills for £700 spent over the last three years. Sale due to purchase of C.V.8. Offers in region of £600. Tel.: Sheffield 367593. (4248

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BENTLEY "R", 1953. TWO OWNERS, 65,000 miles, history. Concours class winner Blenheim 1969. Offers over £1,000. Tel.: Walton-on-Thames 26018. (4250

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TRIUMPH ROADSTER 2000 (1949). DARK blue, grey hood. Basically good but engine needs attention. In garage since October 1965. £130 o.n.o. Hiscocks, 6 King Edward's Rd., Malvern Wells, Worcs. Tel.: Malvern 3101. (4252

1929 INVICTA 4½-LITRE NLC TOURER, completely original and in excellent order. Offers. Dr. Graham, 50 Crouch Hall Road, London, N.8. Tel.: 01-340 6110. (4253

1965 AUSTIN HEALEY 3000 MK. III. W/W, h/s tops, f/s/r lights, radio, tape recorder. A truly immaculate specimen. Reasonable offers. Tel.: Watlington (Oxon.) 343 (day). (4254

M.G.-B GT, 1967. RED/BLACK TRIM. OUT-standing condition, carefully maintained. Overdrive, wire wheels, fog and spot lamps. £915. M.G. Midget, 1970, white/black trim. Wire wheels. 4,000 miles only. £785. Tel.: Thatcham (Berkshire) 2258. (4255

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TRIUMPH GT6. Fine example in conifer green with tan interior, radio, leather wheel, G800s, etc. Late 1967. **£765**

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LOTUS Elan S4, 1969, Special Equipment drophead. Yellow with black trim, radio, HR-SPs, etc. Recorded mileage 14,000. **£1,325**

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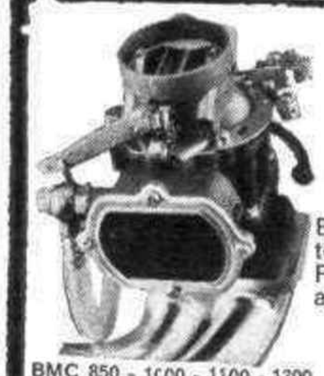
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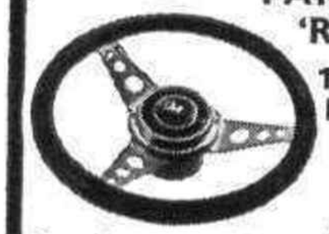
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AUSTIN HEALEY 100/4, 1955. BLUE WITH black trim. Excellent condition. Enthusiasts only need apply. Tel. (Mrs. Slough): Beaconsfield 2531 (9-5 p.m.). (4354

XK150 D.H.C., 1960 MODEL. RED, TAN interior, white coachwork, nearly new duck:kin hood, RS5 Whitesides complete the picture; overdrive, low mileage, good history; over £350 spent in last 18 months. Good investment at £595. Please telephone Mr. Mitchell, Thanet 21052 (between 8 p.m.-2 a.m.). (4380

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BENTLEY "R"-TYPE SALOON, 1955. Exceptional condition throughout. £950. Horner, Tel.: Andover 3643. (4389

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M.G. MIDGET, 1966. WHITE; V.G.C.; taxed, tested. £425 o.v.n.o. Tel.: 090 563 530 (Worcs.) (evenings). (4391

1961 FACEL VEGA HK500. B.R.G. IM-maculate bodywork; breathtaking performance by 6.2-litre Chrysler engine; Borrani wheels, Cints., discs all round, radio, etc. Nearest £500 secures. Barnett, Daglingworth Manor, Cirencester. Tel.: Cirencester 3046. (4392

M.G.-A MK. II, 1961 (RE ADVERT.). Excellent condition. Recent black respray, engine reconditioned 7,000 miles. One careful owner last three years. No time-wasters. £365 o.n.o. Graham, 62 Columbia Drive, Lower Wick, Worcester. Tel.: Worcester 23400, extension 605 (day). (4393

1947 SINGER SUPER 12 SALOON. Generally excellent throughout but some work needed on back axle. £55. Tel.: Taunton 7072. (4394

1952 M.G. TD. BLACK BODY. V.G.C. New red upholstery, reconditioned engine. £350. Mr. Lang. Tel.: 76 85533, extension 673. (4395

1962 SUNBEAM ALPINE. NEW HOOD, tyres, brakes, overdrive, £275. 8 Agaton Rd., St. Budeaux, Plymouth. (4396

1933 ROLLS-ROYCE 20/25 OPEN tourer. Running order but tatty. 1937 Rolls-Royce 25/30 Estate car, good running order. £950 o.n.o. for the pair. Tel.: Halifax 31475. (4397

SUPERB ORIGINAL SPEED 20 ALVIS saloon. Exceptional interior. £575 or exchange Phantom 2. Also Morris 1930. £95. Box 2344. (4398

SP250, 1963. WHITE. H/S TOPS, TON-neau, woodrim. £375. Pearson, 63 Home Farm Rd., Birkenhead. (4399

MIDGET MK. I. ACCIDENT DAMAGE forces sale. Front offside wing and suspension and steering damaged, otherwise immaculate, Stage I engine, gearbox rebuilt, wide wheels, new half-shafts, rear suspension, hood, tacho., uprated final drive. All bills available. Whole or broken for spares. £150. Newell. Tel.: Durrington Walls 294/5 (4400

LOTUS ELITE TWIN-CAM, 1962. BRIS-tol body, Ford close-ratio gearbox, 165 x 13 G800s; recently resprayed. £650. Tel.: Hingham (Norfolk) 254. (4401

GINETTA G15. MOONSTONE WHITE. Sun roof, alloy wheels, radials, heater; mileage under 4,500; first registered Feb., 1970; taxed to Jan., 1971. £900. Tel.: Leeds 38391 (day), Wetherby 2993 (evening). (4402

FOR SALE—continued

1939 ROLLS ALL-ORIGINAL WRAITH. Excellent condition, good running order. Beautiful-looking saloon. Black/grey. £1,500 o.n.o. Tel.: Latchingdon (Essex) 477. (4403

SUNBEAM MK. III, 1957. TWO-TONE green. Floor change, overdrive, radio; good condition; extensively rebuilt; taxed, M.o.T. Feb., 1971. Available Sept. Owner going abroad. £160 o.n.o. Tel.: 041-334 4442. (4404

XK150 DHC. WIRES, OVERDRIVE, radio. £300 o.n.o. Tel.: Darwen 71430. (4405

ASTON MARTIN, 1954, DB2/4 SALOON. Imperial red. Vantage engine, twin exhaust, Borrani wire wheels, etc., etc. Superb condition. Concours prize-winner. Tel.: Witchampton 579 (evenings and weekends). (4406

1965 ROCHDALE OLYMPIC RILEY mechanics; 30 miles per gallon; light blue, black trim. Nearest to £335. Page, 71 Witton Ave., Droitwich, Worcestershire. Tel.: Droitwich 2712. (4407

FIRST CASH CUSTOMER GETS BEAU-tiful 1964 Series Jaguar "E"-type F.H.C. B.R.G. 12 months' M.o.T.; faultless mechanics, requires £20 to pay for coachwork blemishes, hence no-haggling price of £730. Write: Mr. Lee, Back Lane, Harborough Magna, near Rugby, Warwicks. (4408

1951 TA21 ALVIS 3-LITRE SALOON. Present owner eight years; good body and mechanics, 8:1 head, twin S.U.s, light flywheel, twin spotlights, H.M.V. radio; just decarbonised. £175. M. H. Gallaher, 48 Egbert Gdns., Runwell, Essex. (4409

ALVIS TD21 SERIES II MANUAL SALOON. 1962. W/wheels, o/drive, excellent condition. £599. Tel.: Southend-on-Sea 525422 after 6 p.m. or weekends. (4410

LOTUS ELAN +2. 1969 (MOD.). RED/BLACK upholstery, a specimen motor car and a real bargain at £1,495. H.P. and part exchange welcomed. Ring "Terry", Newport (Mon.) 52594 (10-7). (4411

AUSTIN HEALEY 3000 MK. III, 1965. HARD/ soft-tops, new overdrive, wire wheels. Leather upholstery, well maintained. £625. Tel.: Bradford 73103. (4412

EXCEPTIONAL 58 MAGNETTE ZB. BLACK with recond. engine. Webasto sunroof, 2 spares taxed M.o.T. Aug. Only 56,000 miles. 3 owners, full history available. £165. Write: Garden Flat, 20 Campden Hill Square, London. (4413

D.B.4. CONVERTIBLE, HARDTOP, OVER-drive, blue. £1,000. Whitehouse. Tel.: 01-947 2837. (4414

AUSTIN HEALEY 3000 MK. III, WIRES, overdrive, radio, BRG. An outstanding example owned by a consultant engineer, (abroad from July). Owner's accountants will demonstrate to connoisseurs prepared to offer c. £1,000. Box 2345. (4415

FOR SALE—continued

FIRST CLASS WHITE MERCEDES 190 SL with radio, hardtop, foglamps, screenwasher. Absolutely superb. £540 approx. Please tel.: 01-997 5302 evenings. (4416

ASTON MARTIN DB 2/4 MK. III, DARK blue, grey interior, excellent condition. 70,000 miles. All extras. £800 o.n.o. Box 2346. (4417

FOR SALE—1960 MERCEDES 220SE. EXCEL-lent engine. Interior and soft top good condition. Bodywork needs renovation. M.o.T. April 1970. Bargain for enthusiast. £450 o.n.o. Tel.: 01-930 0493 x 34 daytime. (4418

A.C. ACE 1963, RUDDSPEED 2.6 ENGINE, one of the last made. Beautiful in white. Overdrive 2nd, 3rd, 4th. Very fast. Would prefer sell to enthusiast. Ring 0234 (Bedford) 61211 office hours. (4419

BENTLEY R-TYPE SPORTS SALOON 1953, manual gearshift, exceptional black coachwork, original brown hide trim and carpet, all tools and handbook. Just schedule serviced, a really sound example, £765. M. Berry, 29 Michleham Down, Woodside Park, London N.12. 01-445 1869. (4420

COOPER MONACO, DOUBLE WISHBONE front, radius arms, top link and wishbone rear suspension, Cooper ERSA heavy duty gearbox, Z.F. diff. Completely restored and fitted with new 3.5 litre L.A.V8, last year, since when only very low mileage as road car, £875 o.n.o. Tel.: Snitterfield 421. (4421

JENSEN 541 S 1961 SUPERB EXAMPLE OF this rustproof four-seater GT, fitted radio Cinturatos. Two doctor owners, nice genuine example in golden sand. £550. Exchange? Colnbrook 2891. (4422

FACEL VEGA FACELLIA F.2. 1961. OSCA T. o.h.c. engine by Masseratti Brothers. Completely rebuilt, bodywork in midnight blue with deep red leather upholstery. Disc brakes. All round very low mileage. A very rare and beautiful car lavishly equipped. £600 o.n.o. Stewart, Painswick 3560 (Gloucestershire). (4423

SPITFIRE, MK. III 1967F. DARK BLUE, wires, Cinturatos, extras, 17,000 miles. Carefully maintained as new £550. 01-949 4160. (4424

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XK140 F.H.C. 1956 CARMEN RED, 3.8, engine fitted. Performance as new, fully restored coachwork and interior, at vast expense, magnificent appearance, regretful sale at £450. Part exchange possible. Hockley (Essex) 4301. (4428

FOR SALE—continued

BENTLEY 1929 SPEED SIX TOURER. Offers over £4,000, quality car taken in part exchange. Barnfather, Windmill House, Brafferton, Darlington, Co. Durham. Tel.: Aycliffe 3302. (4429

RARE, MAYBE UNIQUE 1935 VAUXHALL Tourer. Fully restored. £185 or exchange. Tel.: 0244532495 (Chester). (4430

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1965 ALFA ROMEO GIULIA SPRINT. GENuine mileage 45,000. This car maintained by Alfa Romeo Agents from new. Superb bodily and mechanically faultless. A car for the enthusiast, any trial and inspection. Taylor, 6 Singertire Road, Ailsworth, Peterborough. Tel.: Castor 400. £770. (4433

1927 AUSTIN 12 WINDSOR SALOON. Most mechanics and electrics overhauled. New batteries and tyres. Coachwork and interior excellent. A very original and reliable vintage car. Offers over £500. Cornock, 33 Havitt Street, Hoole, Chester. (4434

LOTUS ELITE 1962, COVENTRY CLIMAX Stage II, Bristol coachwork. Good condition throughout. £499. Mr. Cantrell, Tel.: Carterton 551, extension 335. Exchange considered. (4435

ASTON MARTIN DB 2/4, DARK BLUE, 2,500 miles since complete engine rebuild, crankshaft reground, all bearings renewed, new valves, timing chains, clutch, etc. Almost new Cinturatos. Bodywork good. £550 o.n.o. Tel.: Gloucester 68495. (4436

BRISTOL 401 AND AC 2-LITRE. WILL dismantle for spares, or sell complete. Tel.: Pelsall 2229 (Staffs.). (4437

FABULOUS RADFORD MINI. RARE ONE-off 1275S Traveller. Black/Blue (blue leather interior, lambswool carpets, etc.) red coachlinec and mag. wheels. Every luxury fitting (electris windows, special reclining seats, Webasto roof, etc.). Immaculate condition. For fuller details, tel.: Southport (Lancs.) 67296. (4438

ROVER COUPE, 1964, GREEN BEIGE INterior, radio, overdrive, p.a.s. Excellent condition £525, or exchange sports car. Tel.: Stubbington 2588. (4439

1965 PORSCHE 356C F.H.C. GREY. ONE previous owner; 63,000 miles; four new tyres, radio; M.o.T. 1971; immaculate. £875. Hopkins, Glengowan House, Caldercruix, Airdrie. Tel.: Caldercruix 388. (4440

M.G.-B, 1965 SPECIMEN; 42,000 MILES. One owner; genuine vehicle; overdrive, Selmar alarm, tonneau, reverse lighting, new M.o.T., taxed, etc. Red coachwork and trim, belts; maintained to the ultimate; underscaled from new. She is being sold due unbeatable offer of a new yellow-gold replacement, but she is supreme for many years hence. Telephone for appointment to view and more details after July 20th, Whitchurch (Bristol) 2564. High price required! (4441

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JAGUAR XK150 DROPHEAD 2+2. A car to be proud of. Almost impossible to fault. This car has been cared for by a connoisseur of high-quality motor cars. Very smart in dark blue with white hood, wire wheels, overdrive. All the essential accessories. Absolutely original and genuine low mileage. Write: A. C. Gladwell, Lynwood, Stickenbridge, Perranarworthal, Cornwall. (4443

MORRIS EIGHT, 1934, OPEN TOURER. Very good condition. New engine and weather equipment, numerous spares. £180 o.n.o. Tel.: Penrith (Cumberland) 2545 (after 7.30 p.m.). (4444

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ROLLS-ROYCE, SILVER DAWN, 1953. SMF 54, manual. One owner to 1969. Rolls maintained; 75,232; silver and midnight blue. £2,150. Also Bentley "R", 1954, automatic. Two owners to 1968. Rolls maintained to 1968; 110,300. £950. These are a pair of privately-owned motor cars with duplicate Derby-built four-door saloon bodies (the last of the Minis!). General condition is exceptional. Would sell either or both, or part exchange for Renault 16 TS. Wells, Tel.: Winchelsea 200. (4447

1939 ROVER 20 H.P. DROPHEAD. ENgine just rebuilt; resprayed. £400. 6 Cambridge Rd., Teddington, Tel.: 01-977 5223. (4448

INTERESTING EARLY THIRTIES ARMstrong Twelve Six saloon requiring restoration. Sound and complete. Offers (two figure). Tel.: Redditch (Worcs.) 62193. (4449

SAAB MONTE CARLO, "F" REGISTRAtion; only 29,000. Never rallied; every refinement. Grey, red upholstery. Very superior car. Only £595. Cottell, Lawn Cottage, Wellington, Somerset. Tel.: 2587. (4450

1962 LOTUS ELITE. NEW PAINT INterior, mechanically sound, fine example of rare car. Best offer over £600. 8 St. Modans Place, Fraserburgh, Abdns. Tel.: 3115. (4451

TR4, OCT., 1963. WHITE. OVERDRIVE, Motorola, tonneau, belts, new hood, clutch and crankshaft; M.o.T. Excellent condition. £430. Tel.: 01-892 9989. (4452

1956 EXPORT R.M.E. ONE OWNER. New battery, clutch, respray last year. Near immaculate; 12,000 on reconditioned engine—slight fault. £145. Roberts. Tel.: 01-348 5687. 9 Dickerson Rd., London, N.8. (4453

TR4A. I.R.S. 1968. RED. OVERDRIVE, four-port exhaust, electric fan, new tyres, hard- and soft-tops; low mileage. Engineering company chairman owner. Chauffeur maintained. Immaculate. £875. Also Austin 1100. Low mileage. 1967. White. Automatic. Similar condition to above. Lady owner. £525. Terms available. Tel.: 045-382 2139 (office) or write: Hamish Gordon, Gordon Park, Selsley, Stroud, Glos. Tel.: Stroud 4470. (4454

JAGUAR XK150 F.H. COUPE, 1958. Carmen red. Chrome wire wheels, radio. A small fortune spent on this car during the last 18 months. New rear springs, reconditioned brakes, extensive bodywork. Sell or exchange, cash either way, for Morgan plus 4 or 4/4. Seen by appointment. Tel.: Hayle (Cornwall) 2298 (evenings after 6 p.m.). (4455

M.G.-B GT, 1967 (AUG.). MINERAL blue, black interior. Wire wheels, overdrive, Webasto sun roof; one owner from new; 42,000 miles; immaculate condition. Any inspection invited. £875. Taylor, 45 Brookside Glen, Chesterfield, Derbyshire. Tel.: Chesterfield 6074. (4456

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1949 MORGAN FOUR-SEATER OPEN tourer. Rebuilt and resprayed, new chrome, new hood; classic lines; excellent condition. Tel.: Uxbridge 38000. (4460

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M.G.-C, APRIL, 1968, ROADSTER; 24,000; one owner. White, black interior; wire wheels, overdrive, woodrim wheel, underseal. £925 or offer for quick cash sale. Tel.: 01-205 5252 (office). (4463

GENUINE TR4. SURREY TOPS, 1962. Good condition. Stork forces sale. £385 for quick sale. Tel.: Chadlington (Oxfordshire) 326. (4464

FASTER THAN A COOPER. IMMACUlate 1968 Victor 2000, 16,000 miles, two owners. Maroon with black upholstery, radial tyres. £750 private, but H.P. could be arranged, but TR4 or M.G.-B would be considered in exchange. Tel.: 0273 685774. (4465

1960 JAGUAR MK. IX. MANUAL GEARbox with overdrive, power steering, sunshine roof; one owner and under 60,000 miles from new. Meticulously maintained with complete service documentation and additional bills for over £250. Original B.R.G./Sherwood green with matching interior in truly immaculate condition. M.o.T. to April 24th, 1971. £400. Tim Frost, "Dellfield", Castle Farm Lane, Wickham, Hants. Tel.: Wickham 3031. (4466

OPEN TOURER. WHITE ALUMINIUM-bodied 1947 Rover 12; long M.o.T.; registered Sept. Weather equipment, six good tyres. A quality going concern. £165 o.n.o. Tayless, Baddock Hall, Stoke Bishop, Bristol. (4467

MORGAN +4, 1965. FLAME RED. KENlowe, full and half-tonneau, Lucas 700 spots, air cleaner, anti-theft device, five good SP Sports. Available London early Aug. £700 o.n.o. Full details and photo Box 2350. (4468

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M.G. TC OR PB WANTED BY AMERIcan enthusiast. Will consider any condition. Also any spares for above types. Need supercharger and fittings for TC. Can arrange shipping and all replies answered. Send photos, complete description to: Robert Wisener, 1600 Nolana, Apt 16 McAllen, Texas 78501. (3864

M.G. TC PARTS WANTED. AIR cleaner, fog lamp, side mirror, instruments. Must be original. Please send condition and price to: T. Barber, Box 826, Huntington, N.Y., U.S.A. (3865

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WANTED: PRE-1930 TOURER OR saloon, good original condition, ready to drive away, and Austin Seven till 1936. Glauser, 42 Redbreast Rd., Moordown, Bournemouth, Hants. (3867

PRE-WAR SS OR M.G. FOUR-PLACE tourer, not Concours but mechanically good, as will be used for daily transport. State condition and price, picture if available. Also Mk. IV Jaguar 1946-1948 2½- or 3½-litre to fit above description. Both cars required by English enthusiasts resident in U.S. 1802 San Bernardino, Pomona, California, U.S.A. (3868

CHASSIS 20/25 ROLLS-ROYCE WANted. Mr. G. Breistein, O. Kalfarli 42, Bergen, Norway. (3869

WANTED—continued

12/50 ALVIS SPORTS OR SPORTS tourer wanted. Thurman, "Orlandon", Hooton Rd., Willaston, Wirral, Cheshire. Tel.: 051-327 5222. (3870

BENTLEY 4¼. CONSIDER 3½ OR 20/25/30. Good overall condition but paintwork not important. Good home offered by engineer. P.R.E.C. member. Sensible price. McGee, Blackbrook, Chapel-en-le-Frith, Derbys. (3871

WANTED: REGISTRATION NUMBER RJB or ROY with low or distinctive numbers. Box 2295. (3873

WANTED: ANY REALLY INTERESTING mid-1950s sport racing car, particularly "D"-type, Frazer Nash Le Mans replica or "C"-type for a private collector. Any condition. Mr. R. Cooper, Little Court, Latton, Swindon, Wilts. Tel.: Cricklade 321. (3874

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WANTED: FIVE 16 IN. WIRE WHEELS for 1946 M.G. TC. L. W. Smith, Menwith Hill Station, Harrogate, Yorks., Box 113. (3876

REGISTRATION NUMBERS WANTED. BG or BJG. Top price paid. Tel.: Swansea 55693. (3877

TE, IAN REGISTRATIONS WANTED with any number. Write Box 2291. (3878

MORGAN +4 FOUR-SEATER WANTED, preferably 1966 or 1967. Cash immediately available. Tel.: Cardington (Bedford) 272. (3879

VINTAGE OR PRE-WAR CAR WANTED for family motoring. Exchange 1963 Sunbeam Rapier. French, 221 Scalby Rd., Scarborough. Tel.: 62967. (3880

PRE-WAR BENTLEY WANTED (OR would consider post-war) with drophead coupé, two-door saloon or similar unusual coachwork; restoration, if required, no problem; high price offered. Harper, Stretton House, Lower Stretton (via Warrington), Cheshire. Tel.: Norcott Brook 411. (3881

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BALLOT OWNER WILL PAY £50 FOR original radiator mascot (standing woman blowing long trumpet). Replies to Box 2298. (3882

M.G. VA WANTED, TOURER OR DROPhead foursome. Write: Gallafent, 8 Bartlett House, Woodside Rd., Southampton SO2 1GB. (3883

WANTED: WORKSHOP MANUAL AND owner's handbook for Triumph roadster 1800. Westall, 47 Wash Rd., Hutton, Brentwood, Essex. (3884

1967/8 MORGAN, 4-SEATER PREFERRED. Private (cash) buyer. Davies, 1E Southbourne Rd., Bournemouth. Tel.: 40209. (4013

LOW-MILEAGE TR4A. PREFERABLY white, black interior, Surrey tops. Must be good. Cash. Tel.: Merstham 3159. (4097

THREE-WHEELER MORGAN WANTED. Must be in excellent and original condition, cash. All details and price please. Box 2303 (4013

"MOTOR RACING MEMORIES" BY W. F. Bradley (1960). Baillie, Foxhills, Crowborough, Sussex. (4041

WANTED AW OR ARW WITH LOW OR interesting number/s. Reply to A. Webber, Holme Lodge, Russell Road, Rhyl, Flintshire. (4041

AUSTIN HEALEY 3000 WANTED, CASH waiting. Gravesend 64488 extension 341, Gravesend 5567 evenings. (4042

ZB MAGNETTE VARITONE WANTED. Must have immaculate interior, bodywork (no amateur resprays), uncorroded floor or underseal. Will pay up to £250 but only exceptional Magnettes should apply. All letters answered. Box 2347. (4376

GERMAN V.S.C.C. MEMBER SEEKS: VINtage or Pvt tourer or sports, such as Aston, Frazer Nash, Lagonda, Alvis or similar. Also Morgan 3-wheeler or BMW 328. All letters answered. Albert Leonhard, 211 Wasserburge, Landstr. Munich 82, Germany. (404

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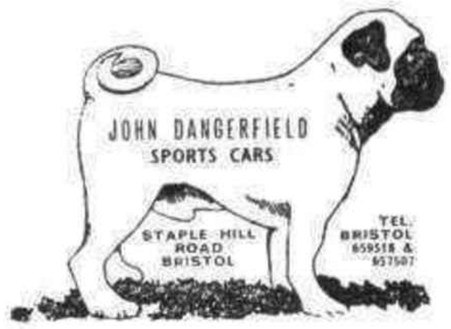
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1967 M.G.-B, mineral blue, hard/soft-tops, tonneau, radio, o/drive, Cints. **£835**

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1967 MIDGET 1100, B.R.G., tonneau, new radials, shock-absorbers, etc. **£565**

1967 (Regd.) M.G. Midget 1100, B.R.G., tonneau, new G800s, etc. **£550**

1966 ALPINE GT Series V, white, five new radials **£645**

1966 ALPINE GT Series V, Mediterranean blue, o/drive, new G800s **£685**

1966 M.G.-B, red, wires, o/drive, Lenham fastback hard-top; soft-top, radio, four new G800 tyres, leather rim wheel, spotlights, two owners, 48,000 miles **£835**

1966 Mk. II SPITFIRE, white, hard/soft-tops, radio, tonneau, SPs, etc. **£565**

1966 SPITFIRE, white, hard/soft-tops, radio, 5½Js, tonn., spotlights, etc. **£565**

1965 E-TYPE 4.2 f.h.c., metallic blue, chrome wires, Cinturatos, h.r.w., new tyres, exhaust system and clutch **£1,225**

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MANY OTHERS IN STOCK

New wire-wheel conversion kit **£40.** To suit Spitfire GT6, Herald, etc.

TC spares for sale, including chassis, bonnet assembly, recon. engine and wheels.

Hard-tops available for Spridgets and M.G.-B.

Hours 9am-6pm Monday-Saturday



MONZA
The Italian Grand Prix

This year's Italian Grand Prix at Monza promises to be the most exciting ever held, and Biss Brothers are arranging a special coach excursion to the circuit—a trip that racing enthusiasts will definitely not want to miss.

Here's the itinerary: special coaches will leave London on the evening of September 2 (returning on September 13). The trip will cover both practice and race days at Monza, and includes several other events which will be of great interest to motor sporting enthusiasts. There will also be ample free time to spend on shopping and other leisure activities in Milan and Turin, along with boating and water skiing facilities at Lake Garda. Hotel accommodation *en route* and at Lake Garda, for the duration of stay, will be in comfortable hotels of considerable charm and character.

The route taken will be via Dover-Ostend ferry, Brussels and Cologne, then along the German Autobahn to Augsburg for the transit hotel stop. From here a splendid alpine route takes us to Lake Garda a beautiful stretch of water skirted by pine forests. The coach then goes to Monza for the excitement of race and practice days, returning to the peace and quiet of the lake in the evenings.

All ferry charges, admission charges to grandstand at circuit, demi pension at Lake Garda and dinner bed and breakfast at Augsburg are inclusive. **Price 46gns.**

further information from:

BISS BROTHERS COACHES
Rye Street,
Bishop's Stortford.
Tel: 3210/8

E.P.I. CARS LTD.

ROLLS-ROYCE **BENTLEY**

1953 ROLLS-ROYCE Silver Wraith by Park Ward, owner-driver saloon in maroon and black, in fine order, and most attractive **£1,250**

1957 BENTLEY S.1, with beautiful coachwork by Hooper in black and sand, generally in outstanding condition **£1,750**

1953 BENTLEY "R" types. Three really nice ones, two manual, one automatic, overhauled, painted, fitted all new tyres, etc., and offering very good value at **£700**

1938 ROLLS-ROYCE Wraith sports saloon by Park Ward, owner-driver car with elegant coachwork just repainted **£1,250**

BATTLE ROAD SERVICE STATION
Robertsbridge, Sussex
Tel.: ROBERTSBRIDGE 241
SUSSEX DISTRIBUTORS FOR MORGAN CARS

d.c.m. auto service

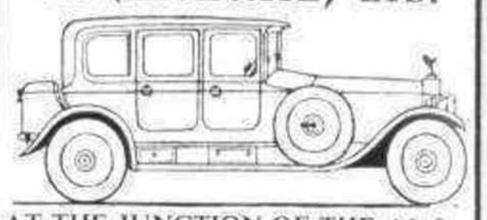
We now begin each day with a prayer and chant-in for more stock (just like the pictures). Richard and I have had to sell the same car to each other six times to stay sane. You must all be fed up with those rotten TRs you own, draughty, noisy, smelly and thoroughly uncomfortable beasts that they are. The family is expanding (or worse, the girl-friend) and you need a nice saloon, four seats, just the job. Ask us nicely and we'll buy your TR, walk to Scotland to collect it, or anything.



We are still selling new **TR overdrive units at £19 10s. 0d.** each and new **TR3A windscreens and frames at £12 10s. 0d.** each. These are incredibly cheap and we feel disappointed when certain people whine at our refusal to give them a further discount.

ALL TRs DESPERATELY NEEDED
21 Lexham Mews, Kensington, London, W.8. 01-937 1410

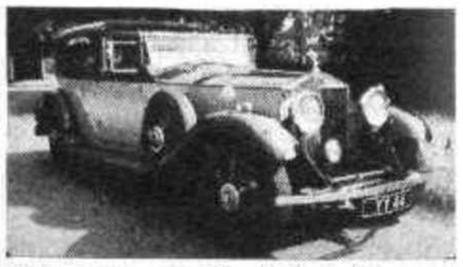
Vintage Motor Carriage
CO. (HIGHGATE) LTD.



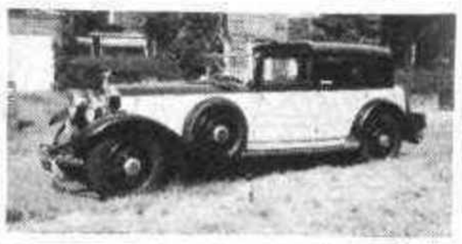
AT THE JUNCTION OF THE A1 & A1000, 10 MINUTES FROM END OF M1 MOTORWAY



The photographs we have this month are all of the same **1931 ROLLS-ROYCE Phantom II,** none other than THE very fabulous YELLOW ROLLS-ROYCE. That used and immortalised in the film of that name.



This quite magnificent Rolls-Royce is in excellent original condition having a very low mileage to its credit. It is still painted in the colours used in the film: very dark brown, black and yellow; a staggeringly imposing spectacle when seen in the flesh.



For those unfamiliar with the car, it is fitted with Barker sedanca coachwork, folding-out windscreen, twin spotlights on the sides of the windscreen, twin spares mounted in the wings and an extra spare mounted on the very attractive boot. The car even has a special registration number all in all making it one of the most unique and valuable cars in the world. Only one person can buy this car and that lucky person will have a gem. An unreasonable price is not expected for this and it will undoubtedly be sold to the first serious buyer.

Unfortunately we have very little else to offer you. The weather seems to have gone to your heads or something and we have as a result sold almost all our cars. We have some vehicles in the pipeline, however, and more will probably be here by the time this advertisement appears.

Briefly, we have the following cars available at present:

1934 ROLLS-ROYCE 20/25 Salmons-bodied cabriolet. In need of and undergoing full restoration Price probably in the region of £1,800 when completed.

1938 ROLLS-ROYCE Phantom II. £1,600, or any offers?

1922 SILVER GHOST chassis, **£1,200.**

1927 ROLLS 20-h.p. chassis.

Rough **Phantom I** chassis, **£200.**

32 AYLMER PARADE, LONDON, N.2.
Tel: 01-340 3549

Open 9.30—6.30

JK SPORTSCARS

Telephone 01-340 7487



'G' Regd. AMX, 13,000 recorded miles, looks like new. Beautiful example of this rare American fastback sports car. Fitted P.A.S., power brakes, refrigerated air conditioning, reclining seats, sculptured chrome wheels, radio **£2,295**



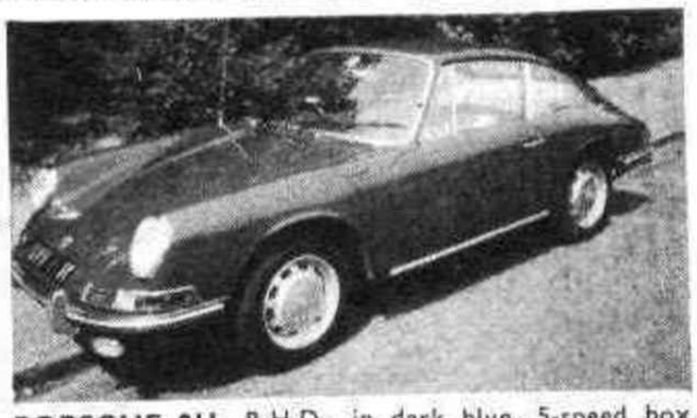
1968 **ELAN +2** in Porsche orange with black interior. Beautiful looking car **£1,395**

SPORTS CARS URGENTLY WANTED

1967 'E'-TYPE drophead, beige with red interior; one owner from new; outstanding example; 28,000 recorded miles ... **£1,495**
1969 TR6, red; one owner, 12,000 miles, looks as new; wire wheels **£1,395**
'H' Regd. EUROPA, in yellow; one owner, 10,000 miles... **£1,445**
1968 MARCOS 1600 GT, yellow; one owner, 1,800 recorded miles; sun-roof, wires **£1,295**
1966 HEALEY 3000, white, wires and overdrive; 31,000 miles, virtually one owner; outstanding example **£895**
1965 TR4A, red with leather trim, overdrive **£649**
1965 TR4A, white with red interior **£635**
1969 MARCOS 1600 GT, yellow, low mileage; electric windows. Beautiful example **£1,425**
1967 Mk. 2 SUNBEAM Tiger 4.7, blue with black interior; one of the few genuine 4.7s ever made; one owner, superb looking car, 28,000 recorded miles **£1,050**
1967 SUNBEAM Tiger 4.2, red with black interior ... **£895**
1967 ALFA GTV, in white one owner from new; very fast full four-seater **£1,095**
1969 M.G. Midget, white, wires; one owner **£729**
1968 JAGUAR 'E'-Type drophead, in white, low mileage, one owner; radio, chrome wires. Beautiful example **£1,795**
1965 ASTON MARTIN DB5, sun-roof, Dubonnet Rosso; all history from new available; speedo reading 43,000 miles ... **£1,695**
1968 M.G.-B, red, black trim, wires, radio; low mileage ... **£939**
1967 M.G.-B, B.R.G., wires, radio; 29,000 recorded miles **£839**
1967 TR4A, red, wires and overdrive; low mileage ... **£849**
1966 LOTUS Cortina, white, 37,000 recorded miles; a very original car **£635**
1967 Mk. 3 SPITFIRES, wires. Choice of three from ... **£589**
Mk. 2 GT6, 10,000 miles, red, black interior, overdrive; one owner **£945**
1967 Mk. 3 MIDGET, red, wires and safety belts ... **£539**
1968 TR5, blue, with overdrive, radio; low mileage ... **£995**
1968 ALPINE, white, overdrive, radio; one owner ... **£825**
1966 M.G.-B, red, wires and overdrive, radio, tonneau; low mileage **£735**
1969 M.G.B, red, wires, o/drive; one owner, low mileage ... **£1,065**
1967 MINI-COOPER 1275 'S', blue and white **£579**



1966 ASTON MARTIN DB6, in Roman purple with hide interior. One of the most comprehensively fitted DB6s on the road. Includes sun-roof, refrigerated air conditioning, h.r.w., chrome wires, radio, electric aerial, Sundym glass, reclining seats, Selectaride suspension, electric windows; recent factory overhaul. Truly beautiful appearance **£2,595**



PORSCHE 911, R.H.D., in dark blue, 5-speed box, radio. A well above average car **£1,995**

OUR STOCK CHANGES DAILY

For cars not advertised, please phone. All cars in our showroom can easily be seen whilst we are closed.

FOR YOUR CONVENIENCE : 24-HOUR ROBOPHONE SERVICE.

405 GREEN LANES - HARRINGAY - LONDON N4

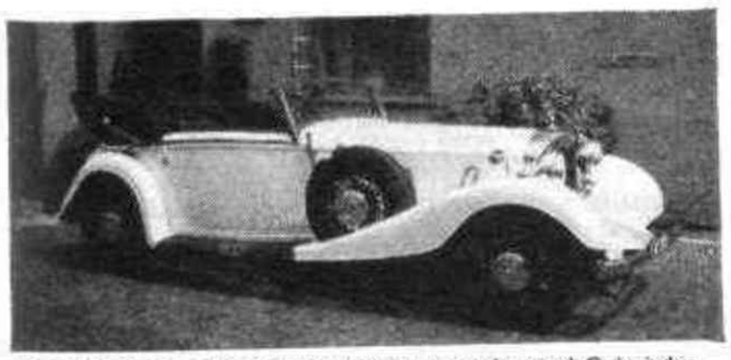
(Nearest station : Manor House Tube, Piccadilly Line)

(Location: A to Z, Page 32, Section A4)

INFORMATION

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

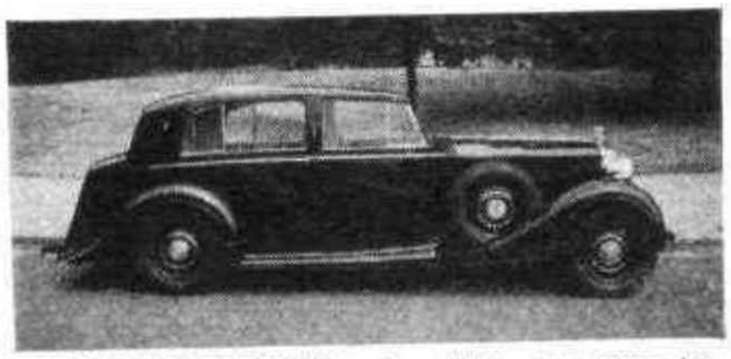
D. MARGULIES LTD



1936 MERCEDES BENZ 500K supercharged Cabriolet "B", original interior, recent engine rebuild.



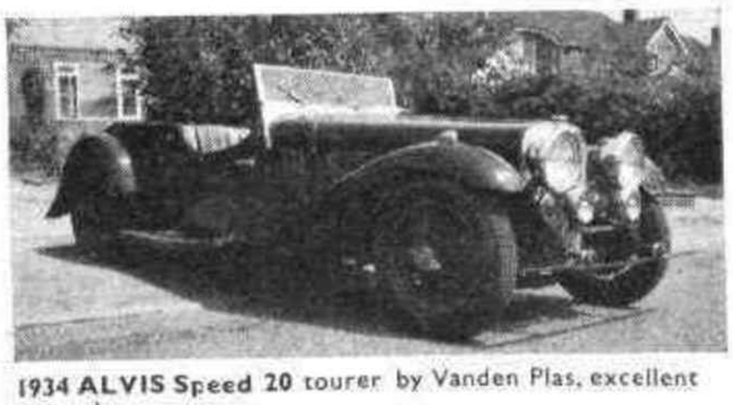
1925 ROLLS-ROYCE 20 Torpedo tourer by Barker.



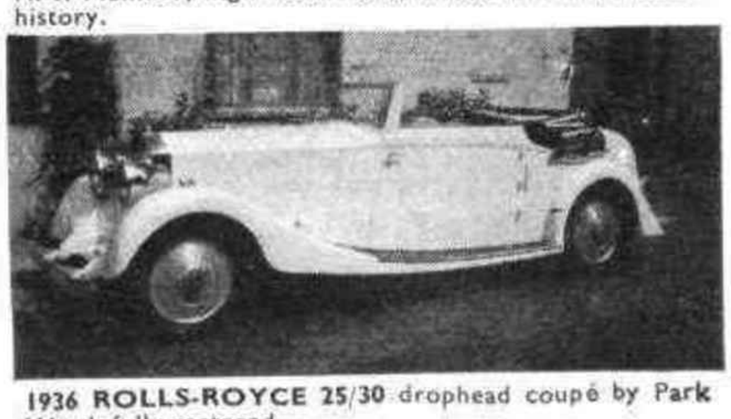
1936 ROLLS-ROYCE Phantom III touring saloon by H. J. Mulliner, high vision roof, 97,000 miles, full Rolls history.



1958 (Nov.) BENTLEY S.I Continental, coachbuilt saloon by Hooper, 71,000 miles, superb condition.



1934 ALVIS Speed 20 tourer by Vanden Plas, excellent example.



1936 ROLLS-ROYCE 25/30 drophead coupé by Park Ward, fully restored.

1954 BENTLEY Continental by H. J. Mulliner, 4,566 c.c., synchromesh gearbox, exceptionally fine order.
1955 BENTLEY R-Type coachbuilt saloon by Freestone & Webb, perspex roof panel, automatic transmission.
1950 BENTLEY Mark VI Standard Steel saloon.
1933 LAGONDA 3½-litre tourer undergoing restoration.
1926 SUNBEAM 3-litre Twin Cam tourer, undergoing restoration.
1937 BENTLEY 4½-litre three-position drophead coupé by Carlton, fully restored.
1928 INVICTA 4½-litre high-chassis 2-seater.

1922 BUGATTI Brescia 2-seater.
1953 JAGUAR C-type, actual Le Mans and Ecurie Ecosse car, mint condition.
1953 MASERATI A6GCM/250F Grand Prix car, fully rebuilt.
1931 ROLLS-ROYCE Phantom II 4-door touring car by Thrupp & Maberly, low mileage; coachwork and interior restored.
1929 ROLLS-ROYCE sports saloon by Gurney Nutting.
1920 ROLLS-ROYCE Silver Ghost open-drive limousine by H. J. Mulliner.
1937 ROLLS-ROYCE 25/30 sedanca coupé by Gurney Nutting.
1956 ROLLS-ROYCE Silver Wraith L.W.B. limousine by Park Ward.
Choice of three **ROLLS-ROYCE 20/25** and **25/30** models. From **£750**

WANTED : ALL TYPES OF ROLLS-ROYCE AND BENTLEY CARS. HIGHEST PRICES PAID FOR ALL VINTAGE AND P.V.T. CARS.

36 & 12 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 01-584 7332 / 01-584 7472

WANTED—continued

DELLOW MK. II, ANY CONDITION considered, preferably in running order. Must be original in design, etc. Please contact C. J. Smith, Tel.: 021-445 2711 (office) or 021-777 1617 (home). (3841

"MOTOR SPORT" VOL. 22 (1946) BOUND OR unbound. 3 Bean Road, Bexleyheath, Kent. (4044

ALPINE GT MK. 4, IMMACULATE. Details and price to Hunt, 40A Leicester Crescent, Atherstone. (4045

REGISTRATION NUMBER J.J.1 OR LOW distinctive number wanted. 3 Farmdale Close, Allerton, Liverpool 18. (4046

REGISTRATION NO. FC1 OR ANY OTHER Low number. Logbook only. Please state price required. Box 2310 (4047

LIMOUSINE 1950-55 REQUIRED BY SMALL man with large family. Tel.: 0904 68217 (York) (4048

CHAIN GANG FRAZER-NASH MUST BE fairly original and complete. Condition otherwise unimportant. Box 2311 (4049

MORGAN, AROUND 1960-3 OR 50, +4 FOUR seater touring, around £500. Any offers appreciated, p/x if possible. Don Best, 3849 West 171st Street, Torrance, Calif. 90504 U.S.A. (4050

HEALEY SILVERSTONE—GOOD CON-dition preferred; fair price offered. Write, Allen, 44 Westbourne Road, Southport or Tel.: 051-525-4276 (office hours). (4051

WANTED, ROLLS ROYCE POST 1946, GOOD price paid for genuine example, price, details, please. Box 2312 (4052

LEO 1 REGISTRATION NUMBER RE-quired, alternatively LEO 21 or LEO with any distinctive number. Tel.: Rotherham 4019 (4053

WANTED M.G. TC. MUST BE IMMACU-late and original. Top price paid. Tel.: Harwich 2062 (evenings) (4054

"MOTOR SPORT" PRE 1945, "MOTOR Cycle Sport" and "Speed" wanted. Loose copies, unbound or bound volumes. All years for sale, bound or unbound. Charles Mortimer, "Dewdney", Ewhurst Road, Shere, Surrey. Tel.: Shere 2511. (4055

WANTED ANY DAMAGED OR UNRENT sports car, saloons, vintage, any condition, cash. Tel.: 01-658-1005, Anytime (4056

ROLLS WANTED. WILL PURCHASE 1950 thru 1954 Rolls with James Young, Hooper, or Mulliner drophead coupé body. Motor and body must be in good condition. Send complete details, price and photo to: F. A. Werstein, c/o Phillips Drill Co. Ltd., Queenslie Industrial Estate, Glasgow, E.3. (4057

JAGUAR XK 140-150 S.E. D.H.C. MUST BE IN good condition cash buyer particulars to R. Needham, 82 The Straits, Gornal, Dudley, Worcs. (4058

WANTED TURNER, ELVA COURIER OR Reliant Sabre in good condition. No damage. Full details Box 2313 (4059

2 M.G.-A TWIN CAM ENGINES, LOW mileage, stripped for inspection, £90 each. Also Twin Cam gearbox/rearaxle+1 dismantled engine for spares plus rev. counter/carbs/dynamo, etc. David Burder, 3 Burton Walks, Loughborough. After 7 please. (4069

URGENTLY WANTED STANDARD pistons and front shock absorbers for 1½ litre Aston Martin. Tel.: Whitchurch (Bucks.) 506 (4060

1924 AUSTIN "CHUMMY" BODY, DOORS, hood frame, screen, seats, etc. Box 2163 (4061

AMERICAN SEEKS 1948/49 DROPHEAD Jaguar; 1938 Aston; 1934-39 Bentley or Rolls drophead. Reasonable price only, so no haggling. Will visit England in August, so send all details to John Edward Hogan, c/o American Express International, 6 Haymarket, London. (4062

V.C., K.V.C., J.R.C., K.E.N. WITH LOW OR interesting number required. Cooper, Abbeywood House, Newstead Abbey Park, Linby, Notts. (4063

WANTED. A.C.-T.C.-T-A-JAG-E WITH LOW or interesting number. Tel.: Darwen 74288. (4064

ASTON MARTIN INTERNATIONAL LE Mans short chassis or Riley Imp. Box 2314. (4065

WANTED ANY PRE-34 AUSTIN 7 ANY condition considered or even just body prefer pre 30 Tourer Box 2349 (4066

JAGUAR. XK.120 OR 140 SPORTS ROAD-ster, wanted. Preferably good condition. Also Mk. 5 Saloon. Tel. 01-272 9275 (4067

POST VINTAGE ROLLS ROYCE IN GOOD condition. Requiring no major overhaul. To be used at weekends. Body not important. Box 2249. (4068

NRW REGISTRATION REQUIRED WITH interesting number. Box 2315 (4070

SCOTTISH NATIONAL PARTY MEMBER wanted, who would pay £200 for registration number SNP 1 together with Sunbeam Talbot car. Tel.: Himbleton 220 (Worcs.). (4003

WANTED BY NEWCOMER, A GOOD reliable Rolls, or perhaps Bentley for daily use. All letters courteously acknowledged. Box 2236. (4371

INEXPENSIVE STORAGE SPACE WANTED for Mk. II Aston Martin, South London, for maximum of two years. Box 2337. (4372

REGISTRATION NUMBER "BVT", "BT", "RRT", "RT", "CT", "RSD", with low or distinctive number. Box 2338. (4373

A.C. ACE, PREFERABLY BRISTOL ENGINE. Must be generally sound with excellent mechanics. Box 2339. (4374

AUSTIN HEALEY 100/6, 2+2, O/D., HARD- and soft-tops, wires. Tel.: Bognor Regis 4276. (4375

FULLNOSE MORRIS WANTED EN-thusiast will pay cash for any immaculate and original model. Photographs, details and price please. Box 2308 (4039

WANTED: MORGAN 3-WHEELER, BY young enthusiast. State price, condition. Box 2340. (4377

LOW-MILEAGE MORGAN PLUS 4 4-seater. Masser, 29 Queens Rd., Coventry. Tel.: 22516. (4378

LOW OR INTERESTING NUMBER WITH: GW, JW, EMW, HLW, EW, HW, RGW, RJW, WW, DJW, SAW, AMW, AW, KNU, JEF, JON, EVE, LIL, ROB, RIK, RIC, ANN, DAV, or anything interesting. Whittaker, Mere Platt, Knutsford, Cheshire. (4379

WANTED—continued

WANTED, REGISTRATIONS LS, LJS, LOL, TR, MKE, MR, MJR. With low or interesting number. Details to Tel.: 051-428-1517 (4081

STEAM ENGINE WANTED 'O' GAUGE or larger, steam or electric. Also stationary steam engine. Bell, 1 The Square, Marchington, Uttoxeter, Staffs. Tel.: Marchington 347. (4083

WANTED, SP.250, PRIVATELY, NOT AUTO-matic, preferably 1964, in very good condition. Hard or Soft Top. Full particulars. Bell's Farm, Plummers Plain, Horsham, Sussex. (4183

ROLLS-ROYCE OR BENTLEY, 1934-1939 BY American enthusiast visiting England in July. Reply Motor Sport. Box 2322 (4179

M.G. TC. BY ENTHUSIAST £250-300 offered for exceptional specimen. Photos returned Reply Motor Sport. Box 2323 (4179

WANTED CHRYSLER IMPERIAL, EARLY thirties Model CD, CG, CP, CH or CL. Box 2324. (4184

WANTED LOTUS ELAN S2 K/ONS. MUST be perfect throughout, (S/E model preferred) cash waiting. Subject to AA/RAC inspection. Willcocks, 'Fairways' 117, Merafield Road, Plympton, Plymouth. (4185

WANTED 2 MORGANS. 3 WHEELER WITH exposed engine, to run as a hobby. Plus 4 two-seater for every day motoring. Box 2325 (4186

MORGAN 4-WHEELER. CASH AVAILABLE for vehicle in good condition. Will travel to view. Rogan, 38 Rand Street, Bradford 7. Bingley. (4187

VOLKSWAGEN WANTED WITH SUN-roof. Tel.: Hoddesdon 67403. (After 6, Waltham Cross 21202). (4188

URGENTLY REQUIRED FOR 1929 STAR 18/50. Radiator or radiator shell with side brackets. Not thermostatic shutter type. Evans, 9 Compton Drive, Dudley, Worcs. Tel.: Dudley 54768. (4189

WANTED ROCHDALE CLYMPIC FORD engine. Schofield, 81 Sheering Road, Harlow, Essex. Tel.: Harlow 29027. (4190

A. HEALEY 3000 MK. III, SUNBEAM, TIGER or XK150 D/H, only mint condition specimens considered—Details, Hodgetts, Summerhill, Penycoedcae, Pontypridd, Glamorgan. Tel.: Pontypridd 4064. (4191

WANTED MORGAN +4 OR 4/4 TWO seater, £350 cash: Webster, 1 Oakwood Place, Leeds 8. Tel.: Leeds 640131 (Office). (4192

WANTED HUMBER 2½ LITRE OPEN tourer approx. 1936. Tel.: 01-422-8502. (4193

ELAN, POST 1966, DAMAGE CONSIDERED, distance no object, cash waiting. Tel.: Wolverhampton 36302 after 6 p.m. (4194

EXCHANGES

MY S.1 CONTINENTAL (SEE UNDER "FOR Sale") for 20 Doctor's coupé. Cash adjustment either way. Box 2302. (3941

1967 LOTUS ELAN S.3. DROPHEAD COUPE, Blue, Black trim, only 12,000 miles, second car, as new, £1,050, o.n.o. May consider part exchange, nearly new Midget. Pavis, 19 Eastfield Road, Caerleon. Tel.: Caerleon Park 419. (4162

GILBERN GENIE V6. TRULY IMMACULATE throughout—Just completed £200 refit, low mileage, stereo tape player, motorola. Full details from Churchdown 2504 (Gloucester) £1,050 Consider P/X, H.P. possible. (4163

1963 'E' TYPE 3.8 F.H.C., SWOP FOR ELAN or sell. Full details (North East). Box 2320 (4164

1959 JAGUAR XK150 F.H.C. OFFERED FOR Riley Roadster. Jones, 14 Crescent Road, Selston, Notts. Tel.: Pinxton 316 evenings. (4165

JAGUAR XK150. WHITE 1959. RECONDI-tioned engine, brakes, steering, 18,000 miles £450. Exchange modern family saloon, cash either way. Lucas, 46 Hazel Road, Bell Green, Coventry. (4167

HAVE 1929 SCOTT FLYING SQUIRREL v.g.c. plus 1955 Daimler Conquest v.g.c. will exchange both for Brough Superior 996 c.c. and Steib sidecar; Or pre 1934 London Taxi, complete and original. P. Corner, Langham Cottage, West Stour, Dorset. (4168

1922 CHEVROLET TOURER 5,000 MILES only from new. £2,500 or exchange vintage Bentley. Booth, Wolfstones Farm, Holmfirth, Yorkshire. Tel.: 3445. (4169

HILLMAN SUPER MINX 1964. VERY CLEAN. M.o.T. Taxed to Feb '71. £265—or exchange good sports car. Box 2343. (4073

M.G.-B, 1968, MINERAL BLUE, W/WHEELS, radio, t/hood. Immaculate, £875, or would accept earlier M.G., Austin Healey or similar in part exchange. Tel.: Luton 28451 (office), Luton 28678 (evenings). (4288

MISCELLANEOUS

FIVE UNUSED AVON SPEEDMASTER 350 x 19 tyres; unwanted Sunbeam 14/40, Talbot 75 and Austin 7 bits. Must go. Tel.: Worcester 52592. (3905

AUSTIN SEVEN CHASSIS, WHEELS, engine, gearbox, with log book. Tel.: Sheffield 345143. (3946

M.G. TA AND J2 SPARES. S.A.E. RE-quirements. 7 Billockby Close, Chessington, Surrey. Tel.: 01-397 1826. (4020

1536 RILEY ADELPHI BREAKING, ALL spares available. Tel.: King's Langley (Herts.) 63133. (3930

SNOW TYRES: TWO DUNLOP SP, 175×13, metal studded; 60% worn, £2 10s. each. Tel.: Walton-on-Thames 26018. (4250

GRAND PRIX BY LOUIS STANLEY, NOS. 1-10, £10 inc. postage. R. Stead, 7 Broad Elms Lane, Sheffield 11. (4071

CENTRIC SUPERCHARGER, BELIEVED from pre-war 2 litre, with various (new) carbs, pulleys etc. about £25. Also speedometer from Bullnose Morris. Thornton, 9 Anderton Park Road, Birmingham 13. (4072

"MOTOR SPORT" 1964-1968 INCL., ALSO workshop manual Talbot Mks II, III; Alpine Mks I, III; Alpine Special. All good. Offers. Will separate. Turpin, 27 Waverley Crescent S.E.18. Tel.: 01-854-0214. (4074

MISCELLANEOUS—continued

SPORTS CARS FOR HIRE

Choice of M.G. and TRIUMPH sports and GT cars for self-drive hire.
All cars 1969, with radios.
Regret minimum age 25.

SPORTSHIRE LTD., 01-789 0757
4a, Deodar Road, Putney, London, S.W.15. Hours: 8.30-6.30 Mon.-Sat.

NMS 11 ON VALUELESS LAMBRETTA. Offers. NUJ 2 on valueless Jaguar. Offers. Cibie, twin q/i spot/fog, 2 months old, £7—the pair. Box 2342. (4073

4 XKE JAGUAR CHROME WIRES. IMMACU-late, Redwall G800s ½ worn. One new Redwall Tyre, £75 o.n.o. Tel.: Bath 61452 (4075

AUTOCAR SHOW NUMBERS. 1948-1959 inclusive and others. Offers ? Tel.: Kings, Langley 63436. (4076

"MOTOR SPORT" 1958-1960 COMPLETE "Album Du Fanatique De L'Automobile" issues 10-23, for sale or exchange for catalogues. Tel.: 01-689 7402. (4077

ATTENTIONS AMERICAN. ANTIQUE-Classic car owners need parts new-used send list Give make, year, ser, mod, cyl. A & C Motors, 355 Wegman Road, Rochester, N.Y. 14624 U.S.A. Tel.: (716) 458-7207. (4078

MINILITE MAGNESIUM WHEELS, SET virtually brand new, cost £179 5s. 0d., 6 in x 15 in., bought for E type, but also fit Aston Martin etc. Offers. Tel.: 01-352-4097 (4079

MGB OR (C) BERMUDA HARD-TOP, WHITE £50, also boot rack for same £4 as new. Ormskirk 75657 (Lancs.) after 6 p.m. (4080

LAGONDA ORIGINAL INSTRUCTION books 14/60,—16/65, Rapide models. Offers. Tel.: Staines 53157 (after 6 p.m.) (4082

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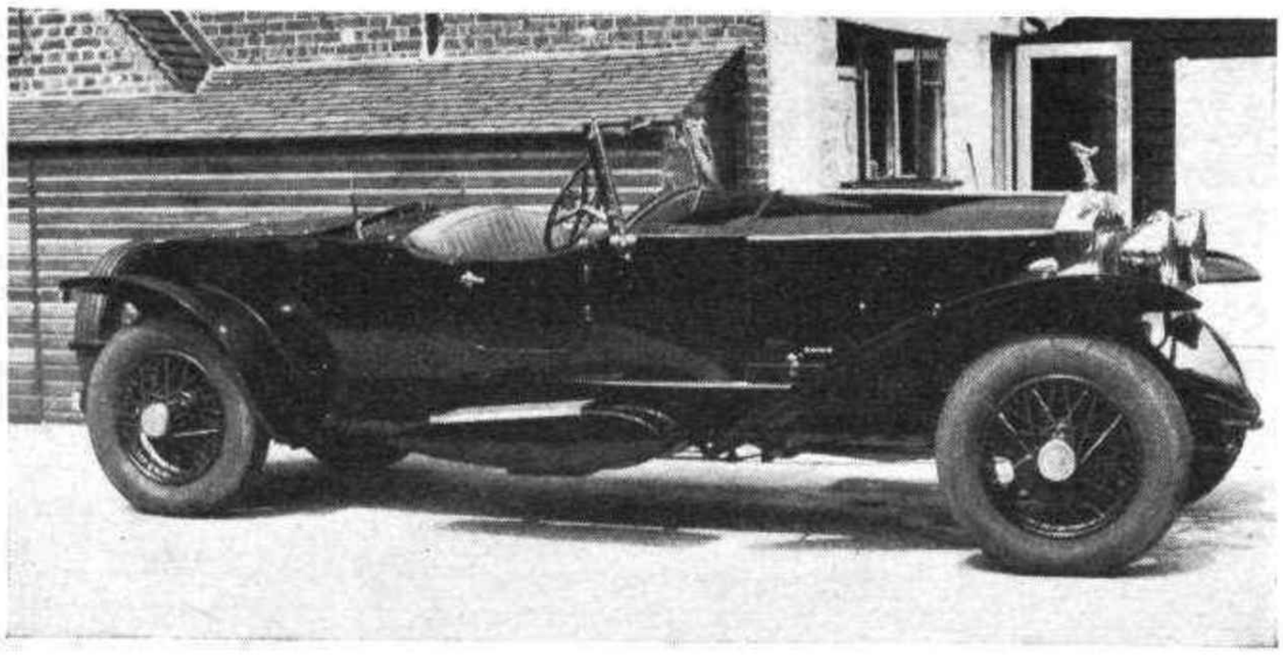
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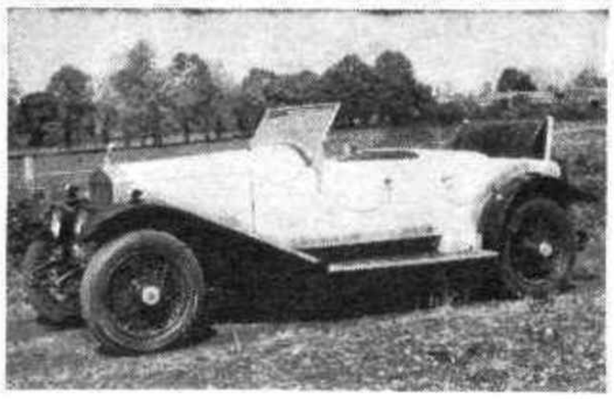
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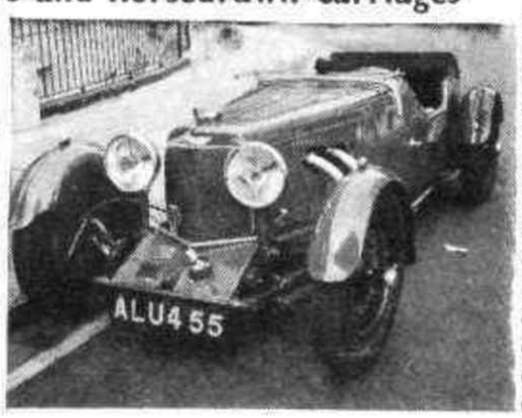
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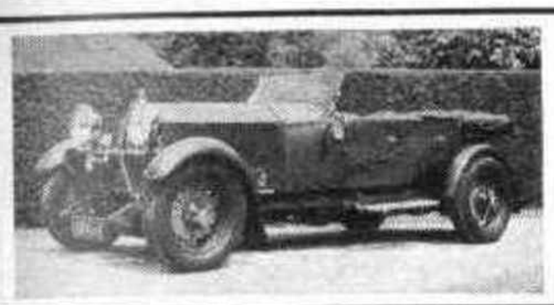
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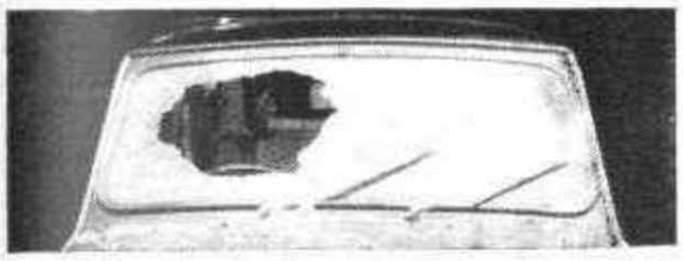


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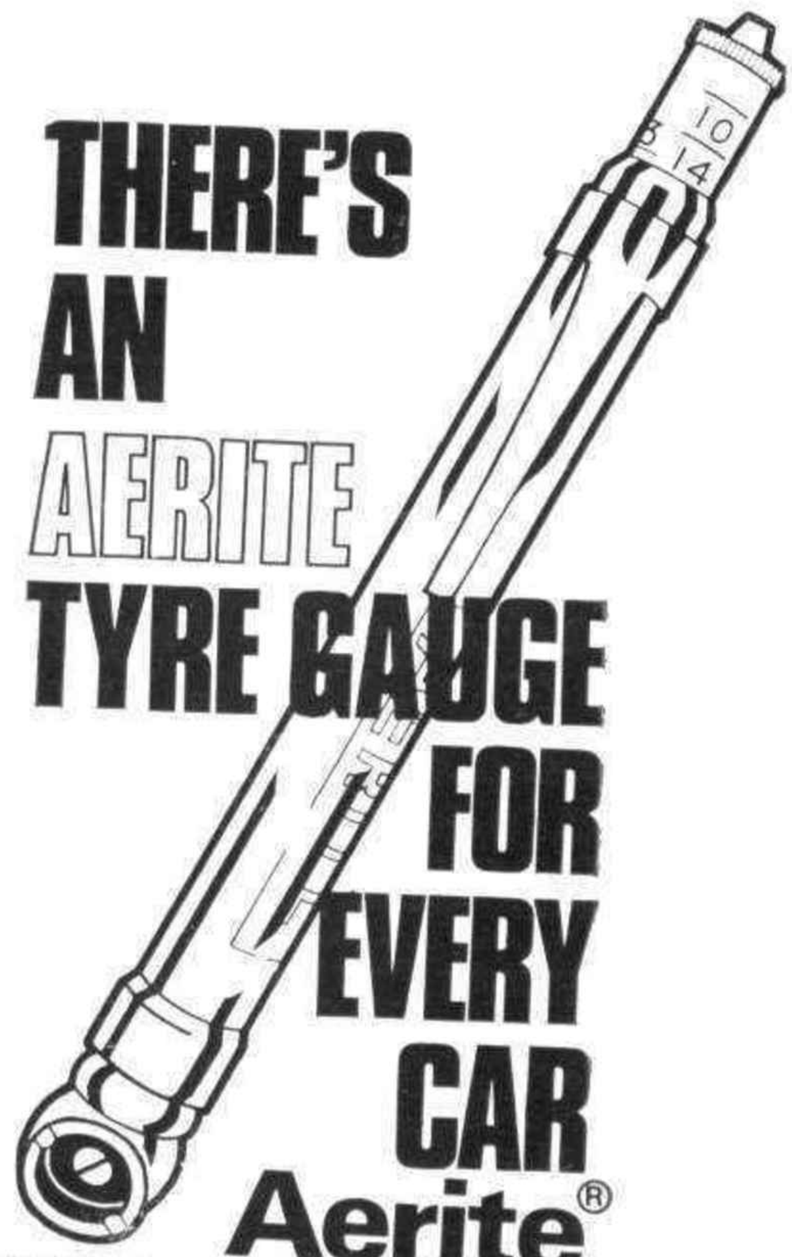
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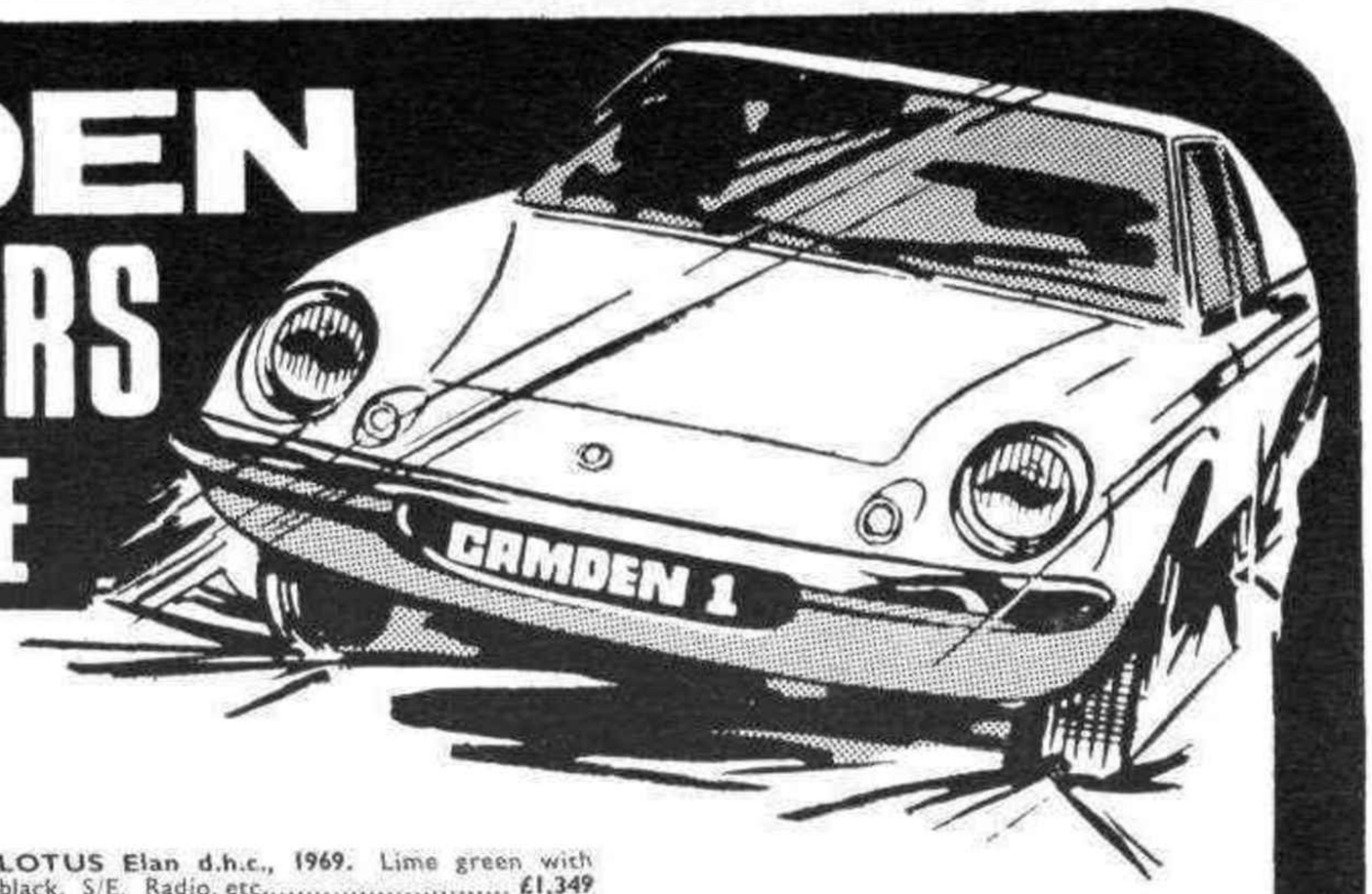
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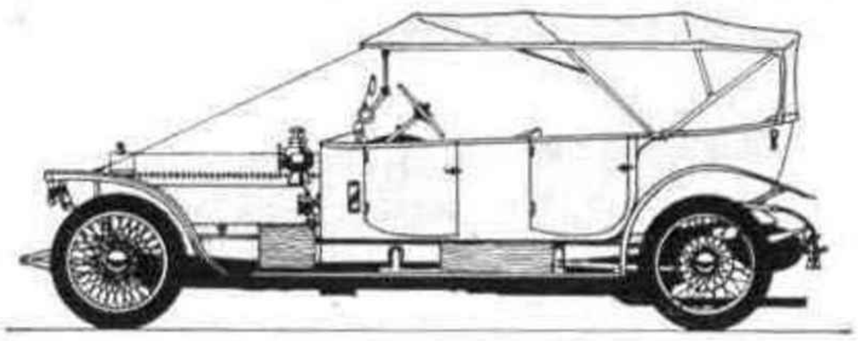
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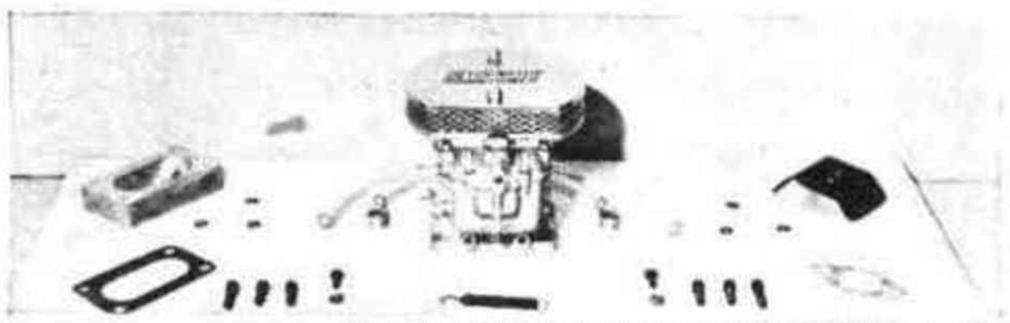
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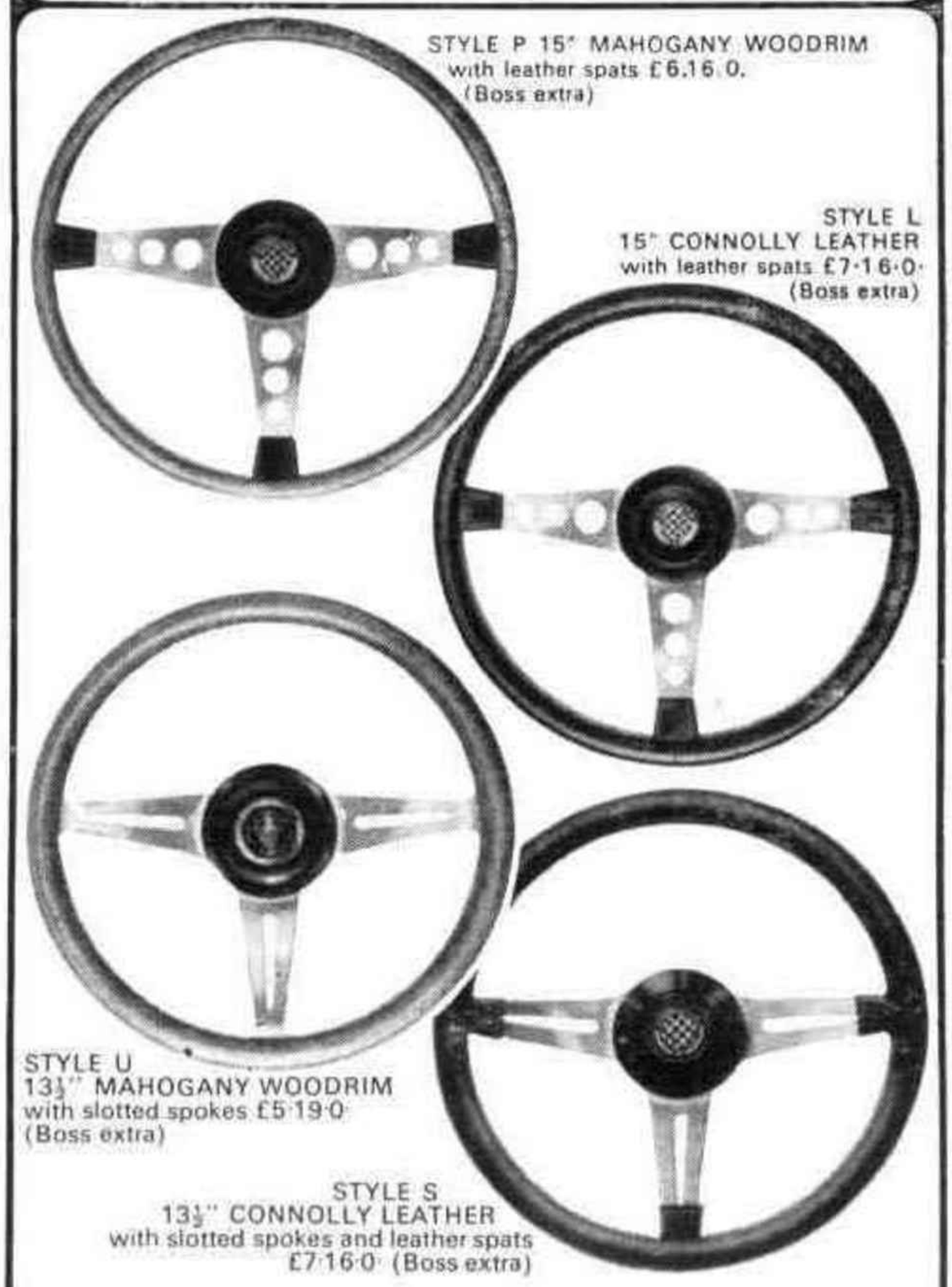


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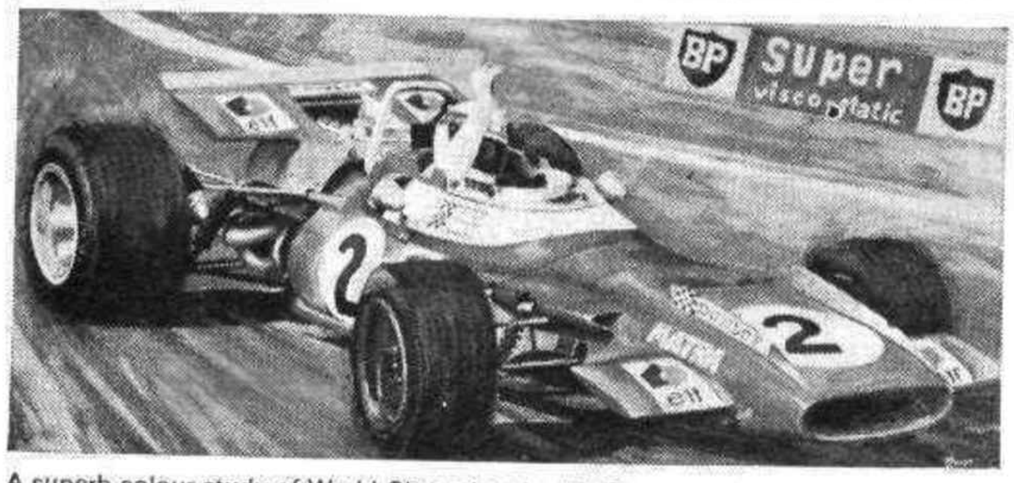
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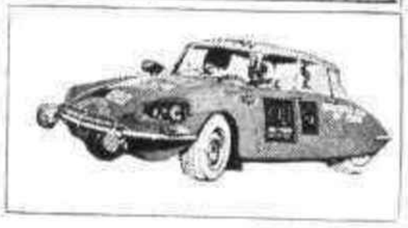
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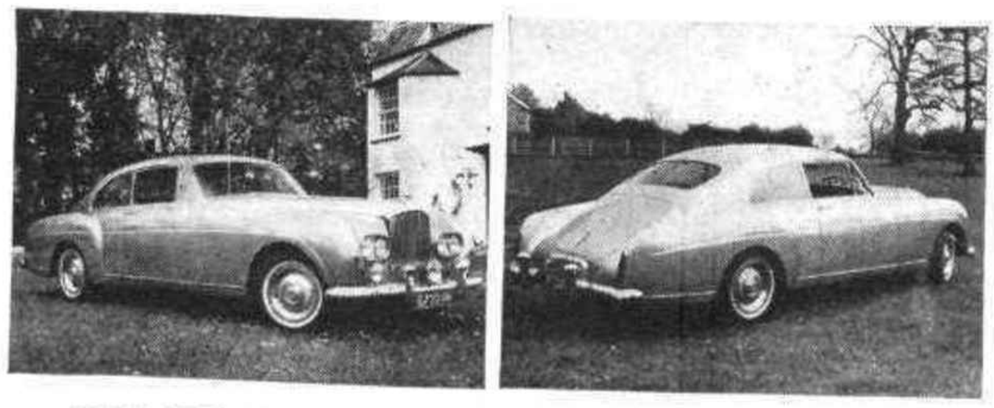
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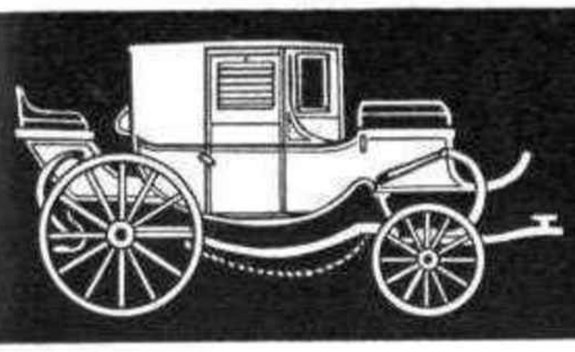
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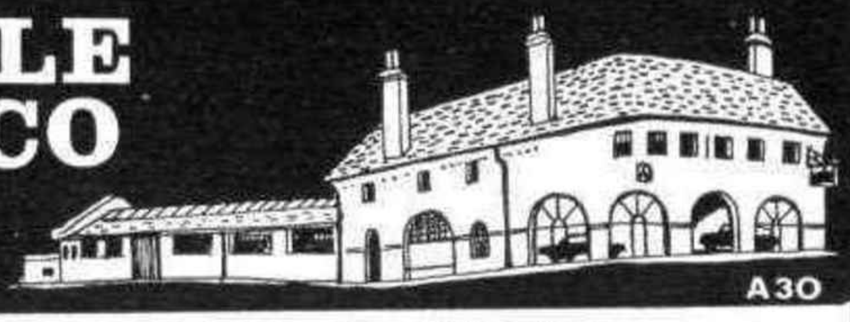
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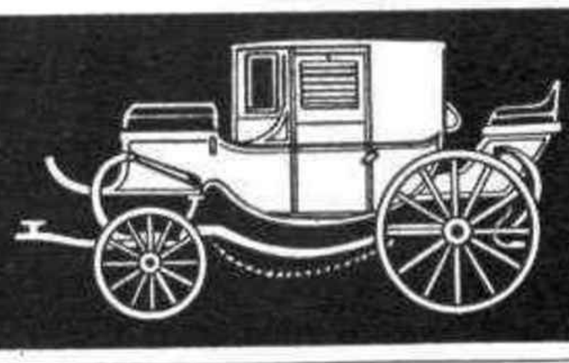
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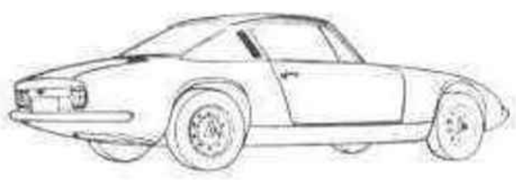


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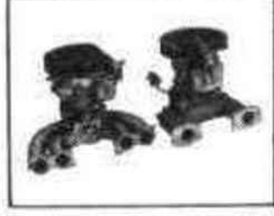
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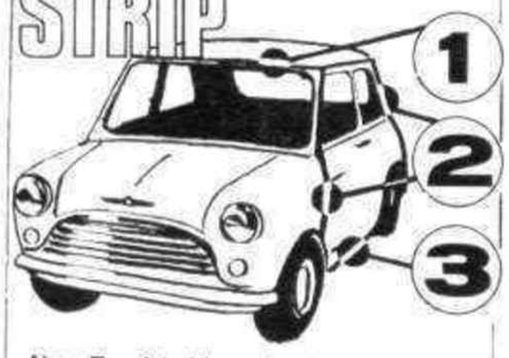
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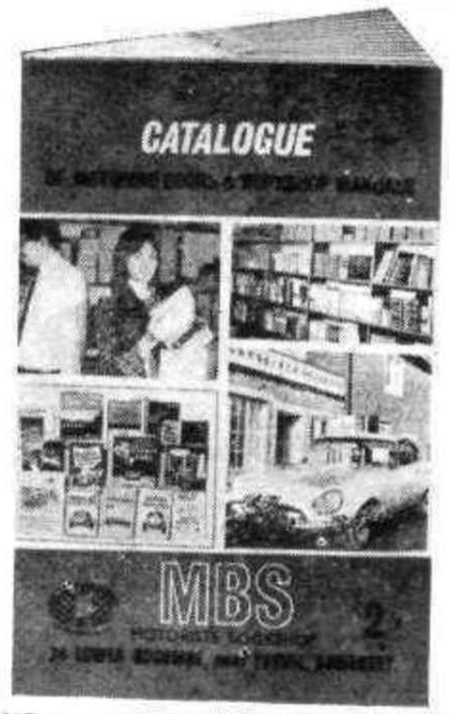
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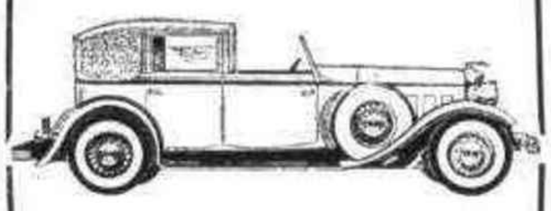
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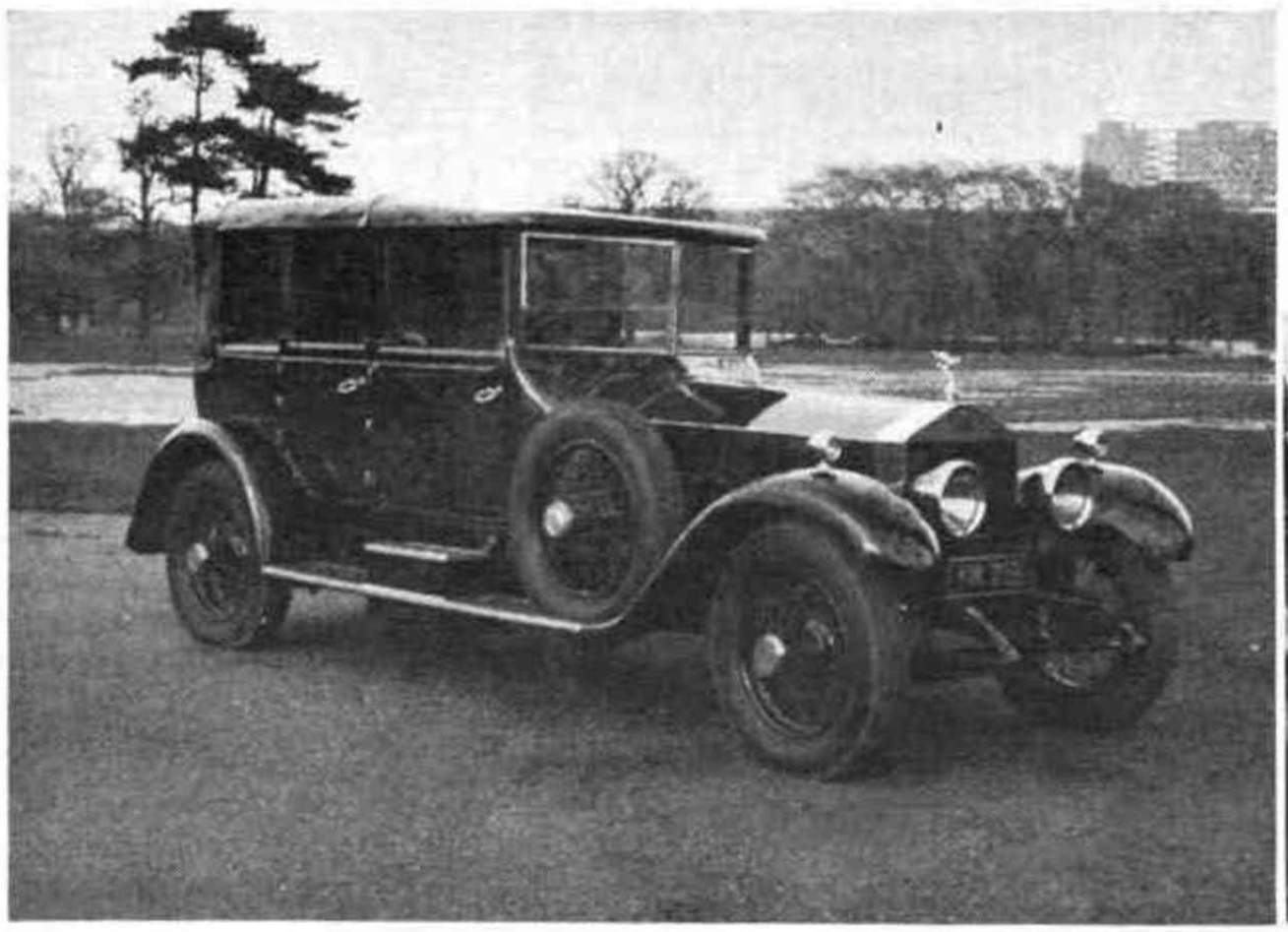
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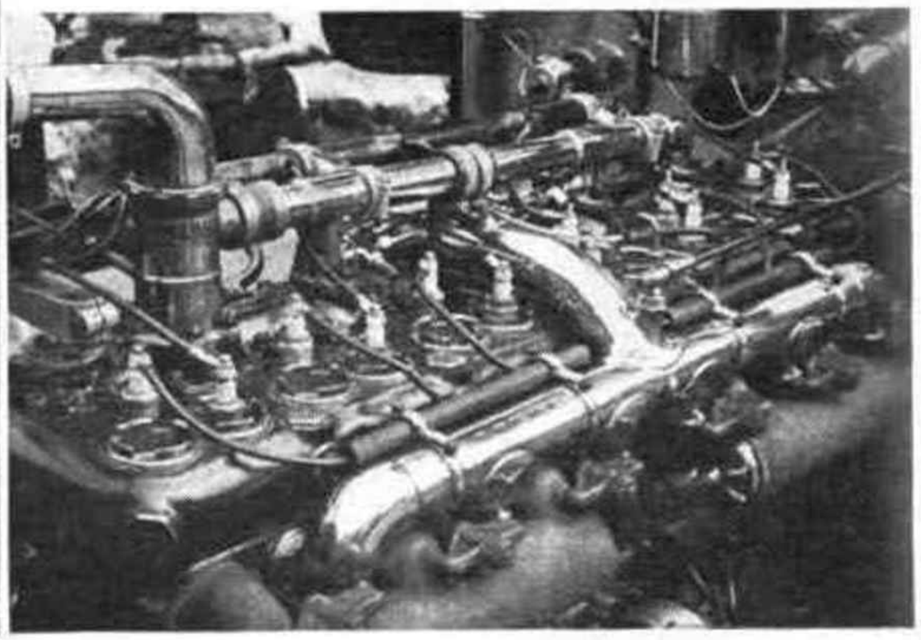
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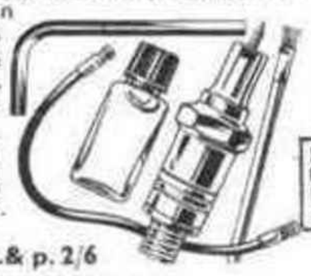


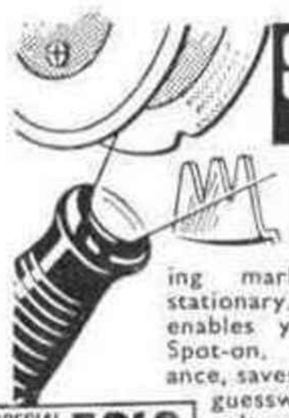
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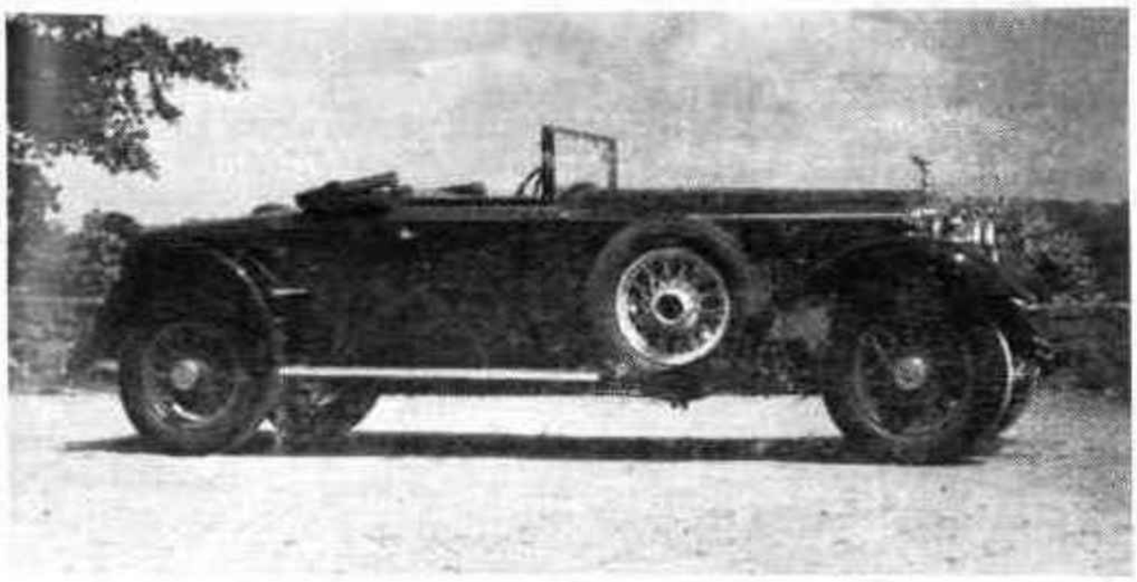
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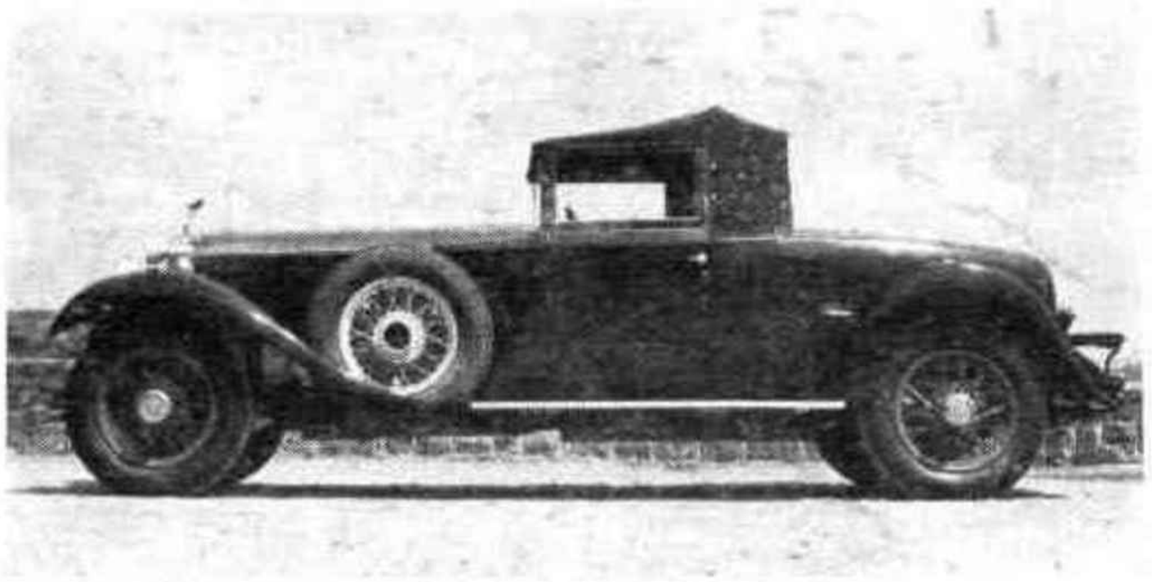
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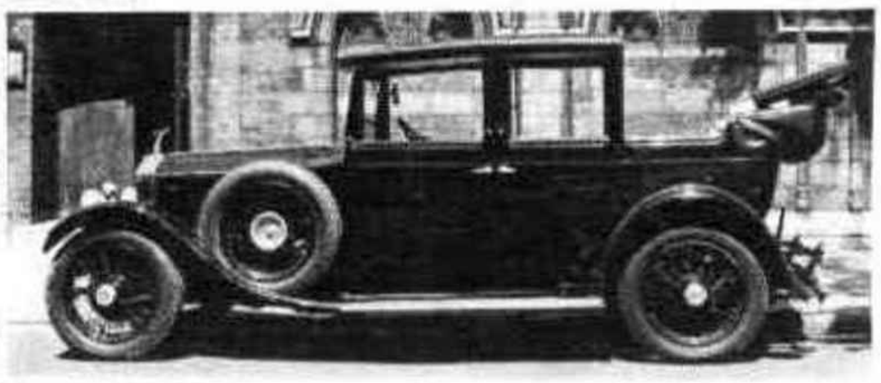
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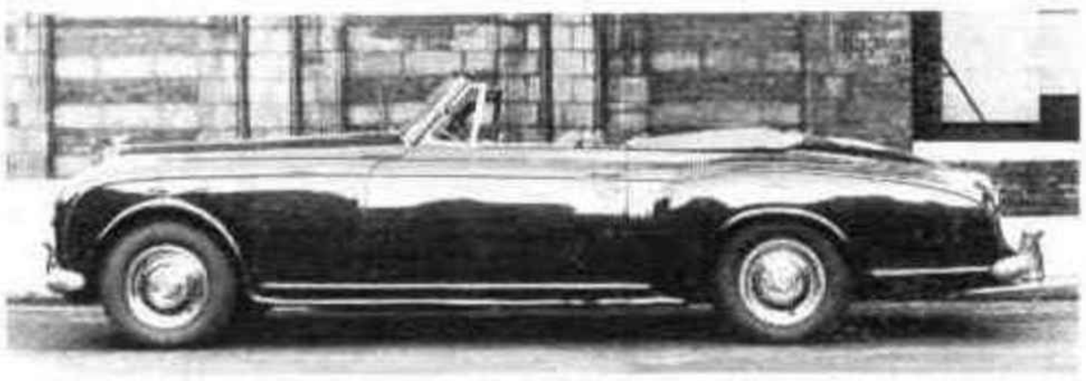
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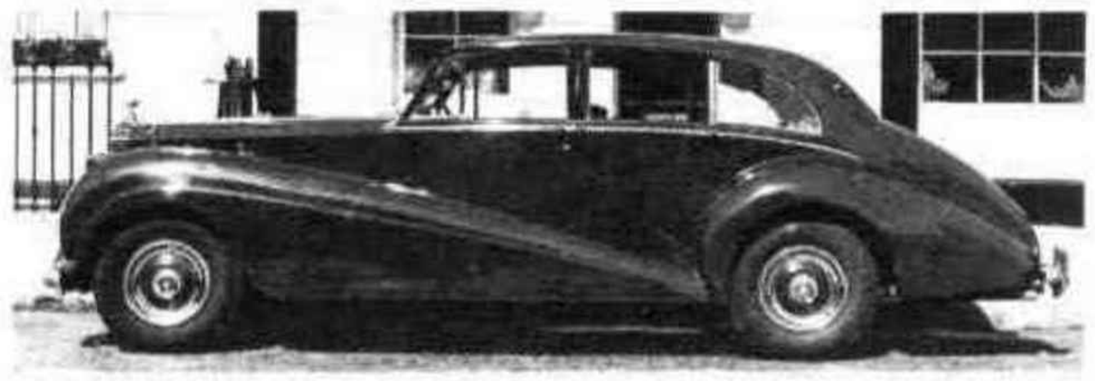


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