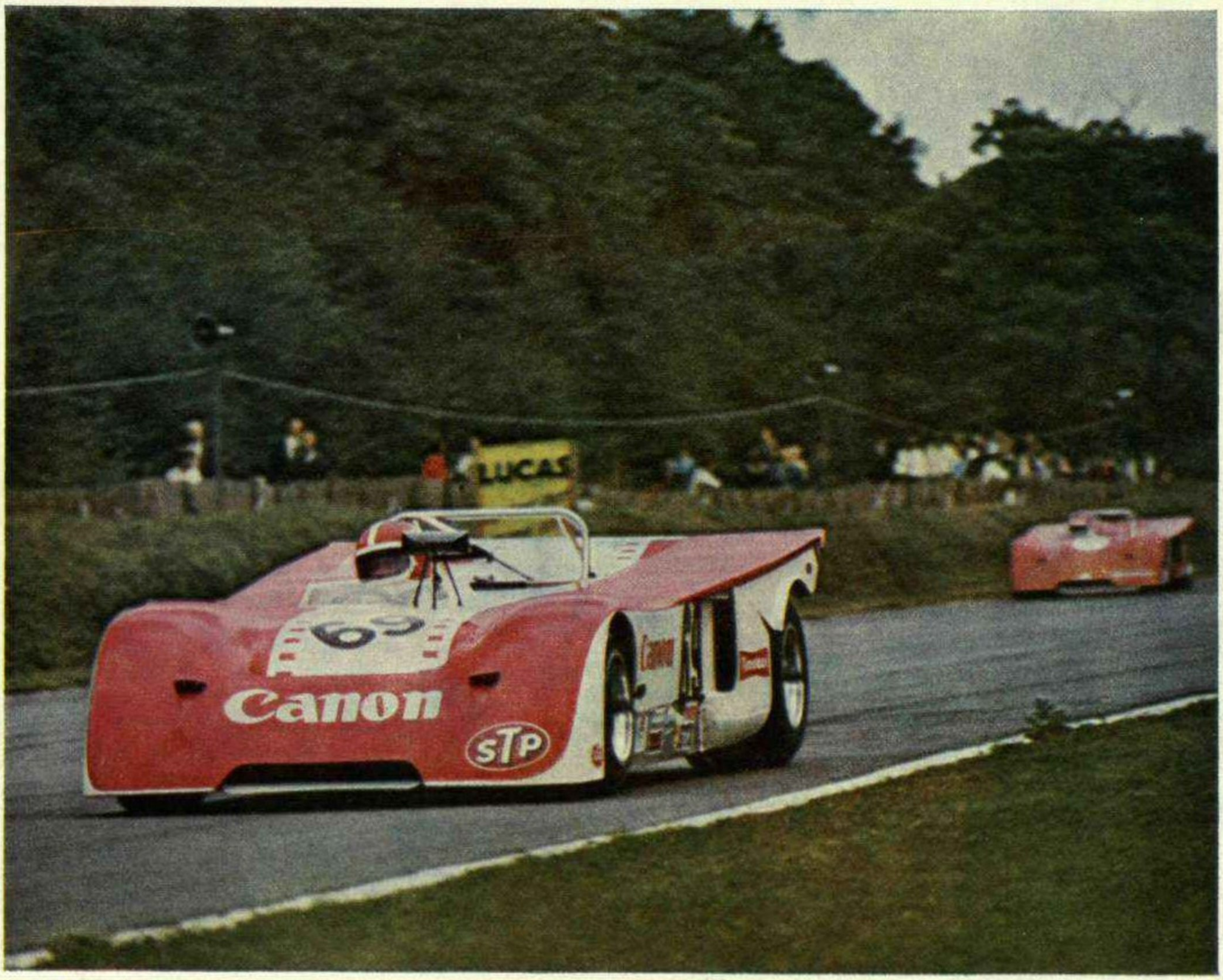
October 1971 Vol. XLVII No. 10 15p

MOTOR SPORT

Founded in the year nineteen twenty-four



Groovies Radial Yet

Ask your tyre dealer about the many Privileges

You're Someone Special with a GT Radial Club Card. Your first GT Radial gets you automatic free membership.

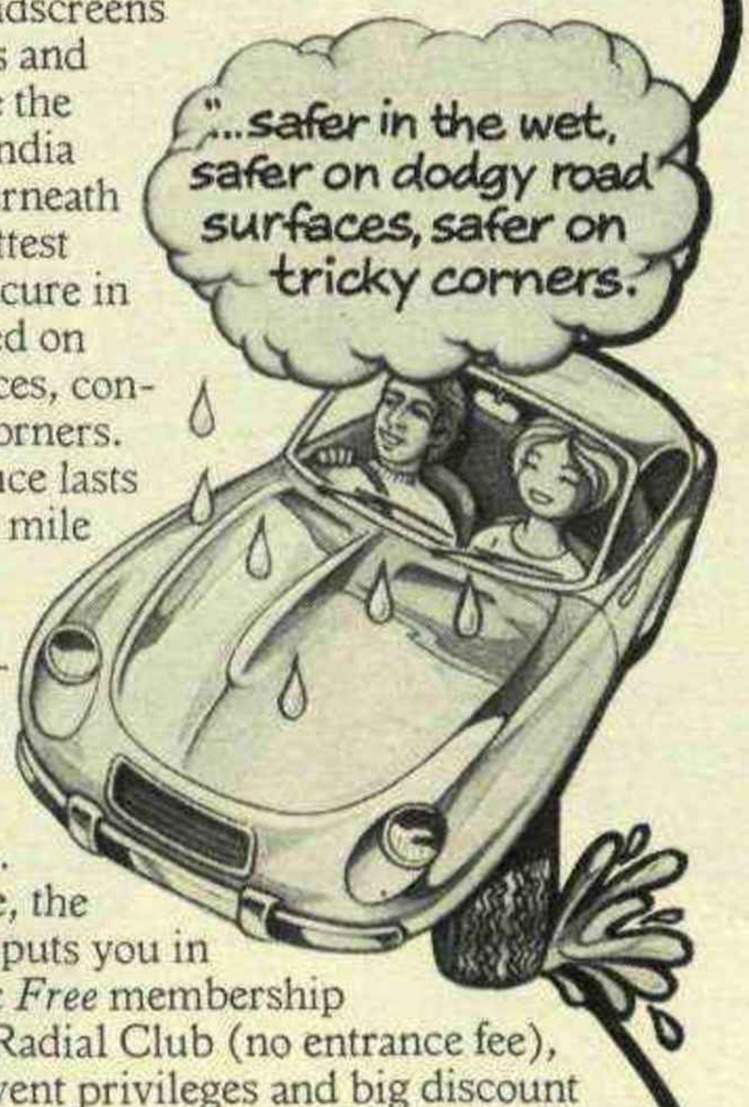
INDIA GT RADIALS

Grooviest Club Yet

INDIA GT RADIAL CLUB

The word's got around! Not only is the India GT the greatest radial tyre yet made (enthusiasm has been stupendous), but India have also set up the grooviest club in Britain for Britain's grooviest drivers.

The India GT Club badge is giving the swingingest look to windscreens wherever fast cars and trendy girls make the scene. But with India GT Radials underneath them even the hottest performers are secure in the wet, surefooted on dodgy road surfaces, confident on tricky corners. And this confidence lasts throughout every mile of the thousands built into these fabulous radials – the handsomest lookers that ever gave a car the wide groovy look.



What's more, the first one you buy puts you in line for automatic *Free* membership of the India GT Radial Club (no entrance fee), and all the Big Event privileges and big discount purchases that go with it. Super quality club rally jackets in quilted nylon. Twin air horns. Quartz halogen spot and fog lamps with covers. Handsome dashboard instruments. GT Club badges and ties. And numerous other specially selected items, all representing big cash savings to India GT Club members only.

There's an India dealer waiting to fill you in with the details, ready to introduce you to the tyre that really does make you someone special – the India GT Radial.

The wrist-computer

...an automatic wrist-chronograph.



Stops time, indicates time, controls time, compares time, totals time... all the time. Nothing on its mind but time. Never knows a dull time, nor an exciting time. Always time for stop and go-ing, to and fro-ing. Time after time. In good times and bad times. Or continuously, just as you like. All automatically. At the touch of a button. To a fifth of a second. Day and night. Gives the date, too.

The wrist-computer. A real jewel. Seventeen, in fact. Watertight and shock-protected. Most people would give their right arm for the computer you can wear... on either wrist.

The CARRERA model
Stainless Steel
ref. 1153 S

HEUER

COUPON

Please send me the complete documentation on the Heuer Automatic Chronographs.

Name: _____

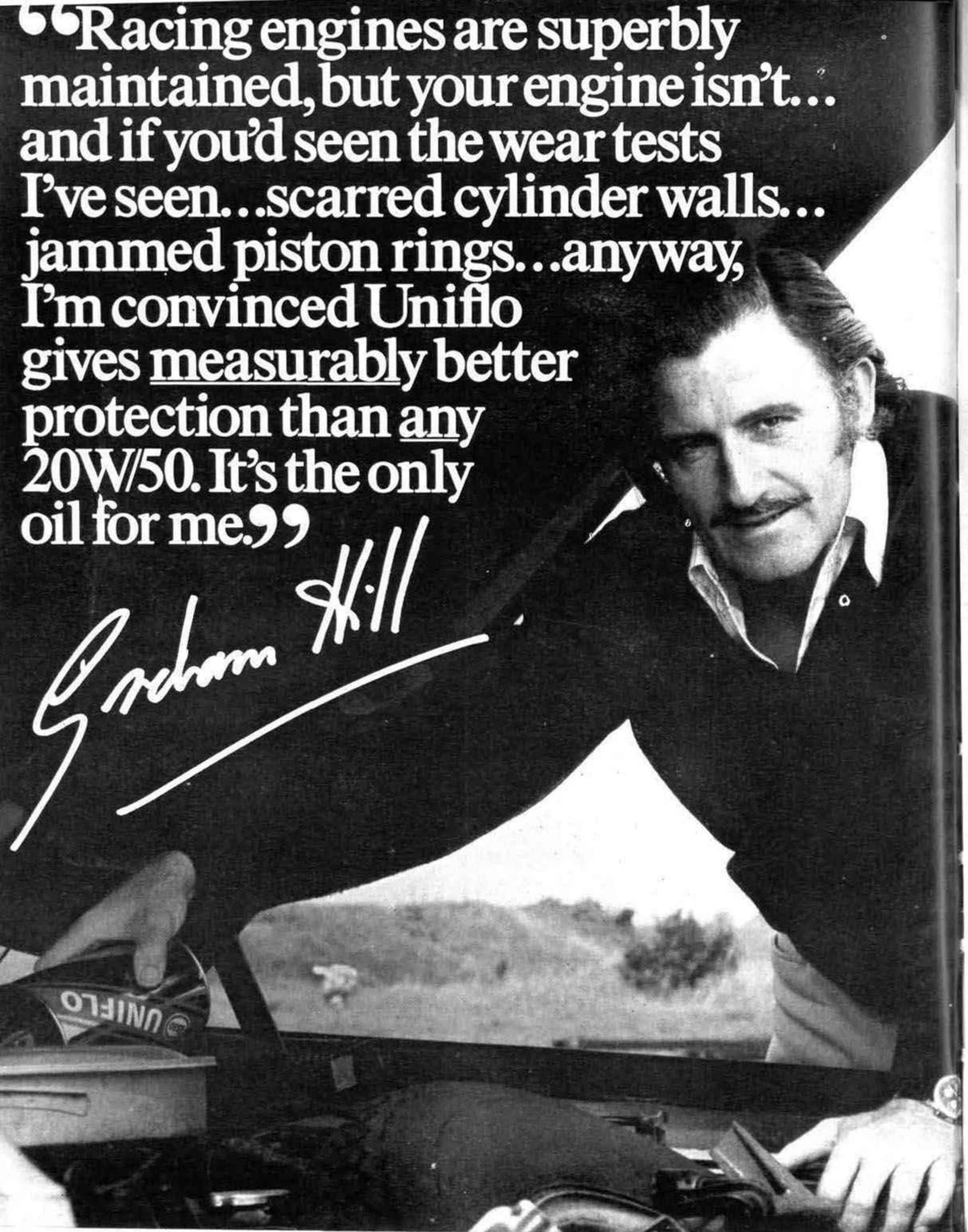
Address: _____

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Post completed coupon to the general agent for Heuer-Leonidas:
Heuer Time Limited, Victoria House, 10–12 St. Werburgh Street, Chester CH 1 2 DY, Telephone 0244-45212-3-4.

"Racing engines are superbly maintained, but your engine isn't... and if you'd seen the wear tests I've seen...scarred cylinder walls... jammed piston rings...anyway, I'm convinced Uniflo gives measurably better protection than any 20W/50. It's the only oil for me."

Graham Hill



Here are some of the many tests, carried out by Esso (the largest oil research organisation in the world) that impressed Graham Hill

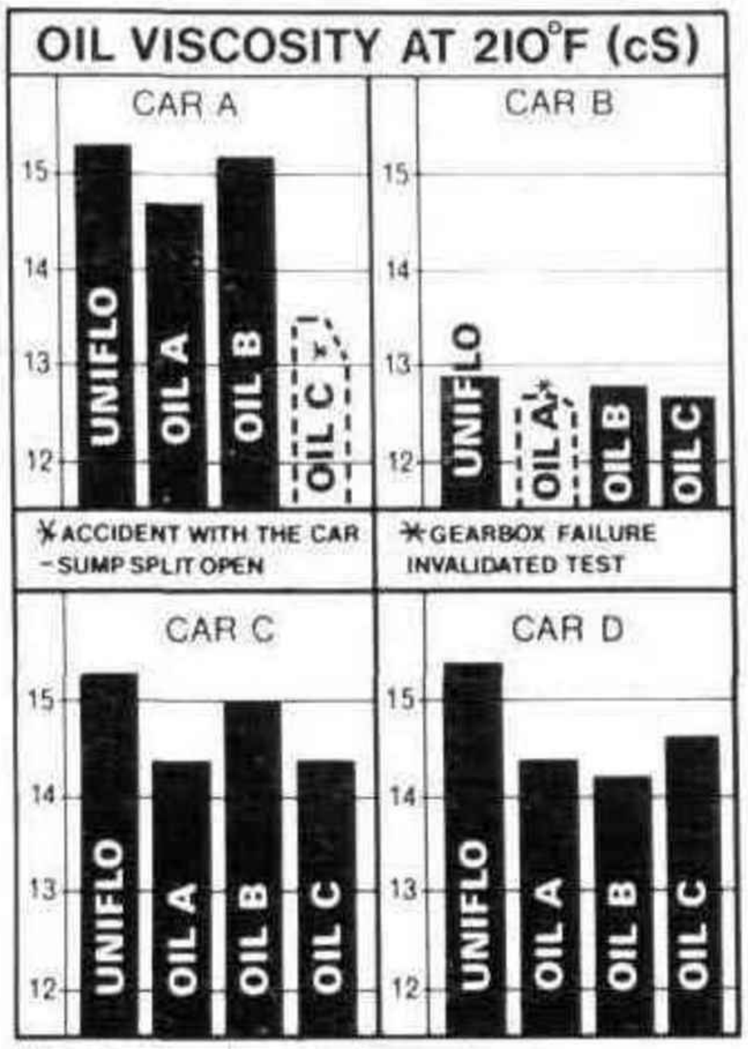
Uniflo is the outcome of a three-year research and development programme carried out by the Esso Research Laboratories. Forty-four different formulae underwent engine trials; the best of these were further tested for up to 500 hours in each of forty different car engines.

When the final choice was made we had an oil with a better hot-engine performance than any 20W/50, *and* true 10W cold-cranking characteristics. In *one* oil you now get the best hot-engine protection AND the best cold-engine protection. So if you choose your motor oil on judgment, you have no choice – it *has* to be Uniflo. Take a look at the evidence.

Uniflo retains its viscosity grading better between oil drains

Right from the start, Uniflo has the edge. For it is made from a better quality base stock than its older competitors, and thus has a higher *natural* viscosity to build on.

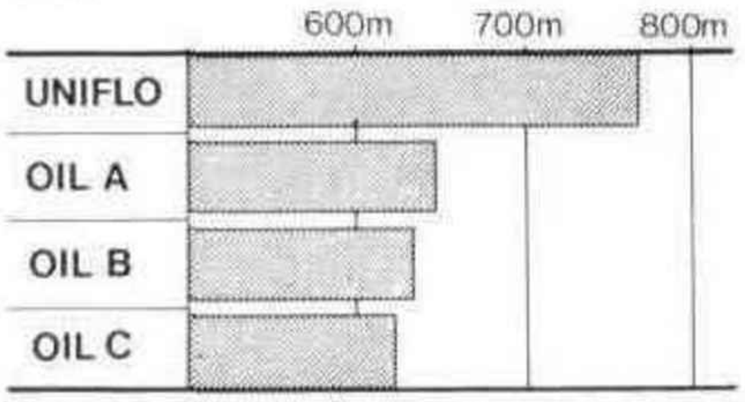
But Esso technologists have also developed an exceptionally stable viscosity improver for Uniflo, so that it suffers a notably smaller viscosity loss in service than any top-selling 20W/50 multigrade; and your engine is that much better protected. Here are the actual test figures.



Viscosity cS readings after 1,800 miles on Thruxton test circuit.

With Uniflo you use less oil

As we have shown, Uniflo remains measurably more viscous under hot-running conditions, so it resists being drawn past the valve guide seals and piston rings; this, together with its unusually non-volatile nature, which reduces evaporation, and its ability to minimise engine wear (see below), gives Uniflo a lower average consumption rate than any 20W/50 multigrade. This was conclusively proved in controlled statistical tests.



This statistically designed and carefully controlled 16-day test, at an average speed of 50 mph, shows the superior performance for Uniflo.

Uniflo is specially formulated to stand up to motorway stresses and temperatures

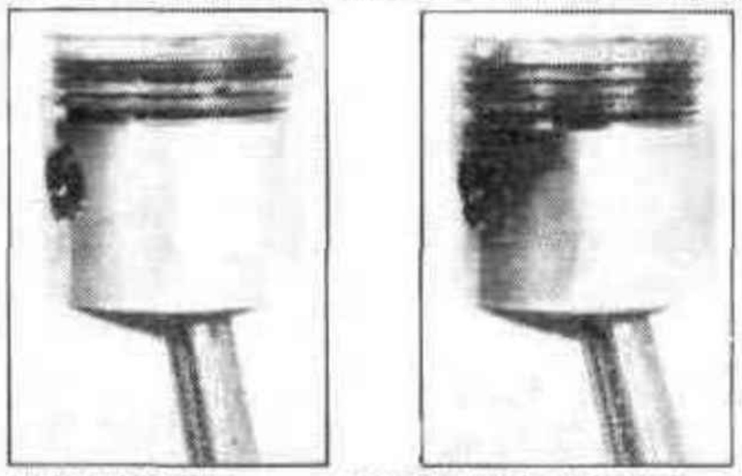
As the specific power output of engines continues to rise, and motorway driving becomes increasingly commonplace, the temperature in the piston ring groove can reach 280°C, and, at slow engine speeds, the pressure on a cam lobe can equal 10,000 kgs per sq cm. It is a ferocious ordeal for the oil to stand up to – and nowadays, remember, the average drain interval is all of 6,000 miles. A lot can happen to your oil in that distance.

Because Uniflo has been given new, different, and more effective anti-wear additives, it slows down the rate of wear positively, and on all fronts – cold running, hot running, and stop-start.

HOT RUNNING

Under high-temperature running conditions, amber varnish forms on piston skirts and undercrown, and carbonaceous deposits invade the ring grooves. Both these formations interfere with hydrodynamic lubrication because, engines being machined to very close tolerances, such deposits impede the protective oil film, and render the ring-pack inoperative – ie, the rings stick – with consequent loss of power and increased oil consumption.

Piston skirts and lands from two identical cars compared after a 35,000-mile high-speed test.



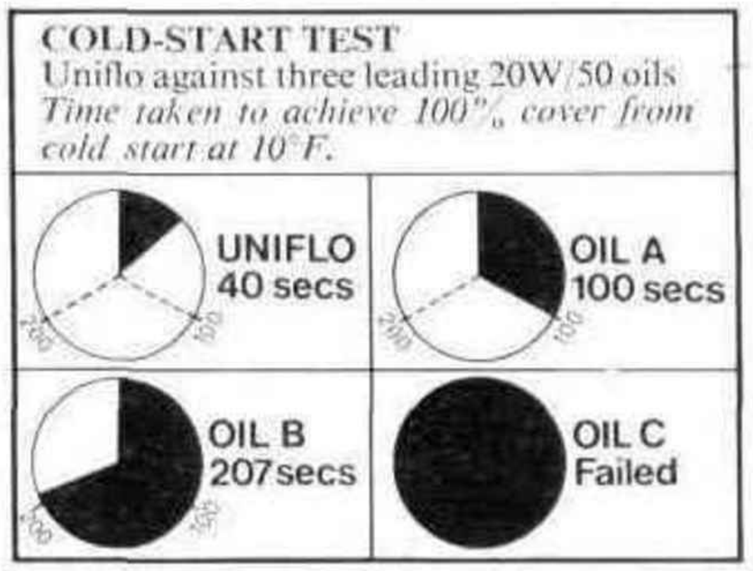
USING UNIFLO
Minimal deposits

USING WELL-KNOWN MULTIGRADE
Heavy carbonaceous deposits – danger of 'ring stick'

Uniflo's advanced new anti-oxidants and detergents give a new standard of protection against both varnish and carbon. Uniflo maintains maximum engine performance for much higher mileages *because Esso has full control over its own additive technology.*

COLD RUNNING

When an engine is running cold, water vapour and gaseous acids condense to cause rusting – on bores, valve stems, tappets, cams, etc. Uniflo neutralises dilute acids more efficiently, contains special additives which adsorb to metal surfaces, protecting them from attack by water, and also gives total lubricant 'cover' 2½ times sooner from cold-start than the next fastest 20W/50 oil. So, here again, Uniflo out-performs all its competitors . . . as you can see.



STOP-START MOTORING

When a car is driven mainly on stop-start journeys, sludge – the product of chemical reaction between petrol and lubricant – forms because the engine never becomes hot enough for optimum performance. When sludge agglomerates, oil channels and filters get blocked and starve the engine of oil. Uniflo's unique dispersant additive keeps sludge suspended harmlessly in the oil; it virtually eliminates it. Here is the proof:

AVERAGE CRC MERIT RATINGS ON UNIFLO (10 maximum)		
OVERALL SLUDGE	*Intermediate stage* (20,000 miles) **10**	*End of test* (40,000 miles) **9.9**

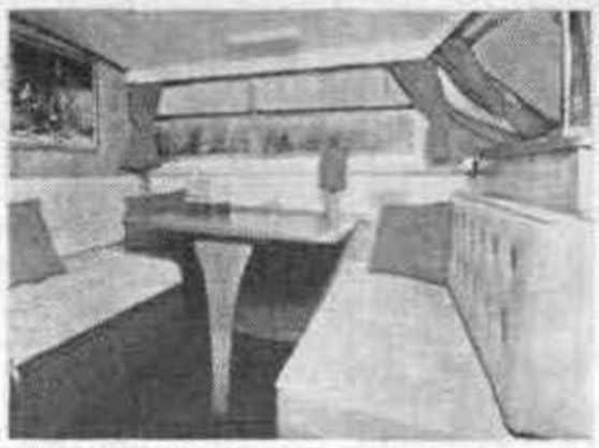


Uniflo gives better engine protection than any top-selling 20W/50

ESSO The Action Station.

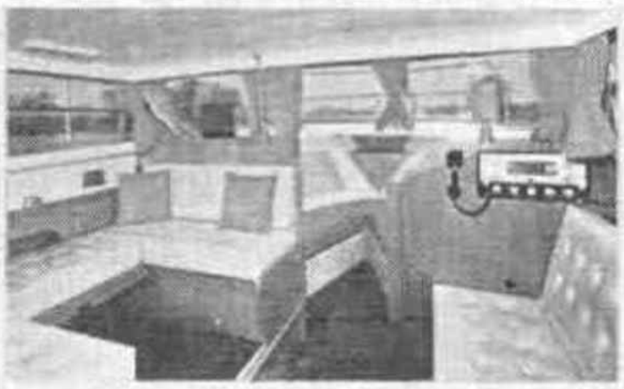
At £10,000 those unforgettable days are not only for the special few

Some people think we build the Moonraker Softrider 36 to give the loveliest lines, finest finish, and most elegant appointments in any seagoing yacht at anywhere near the price. But they're only half right. Instrumentation is comprehensive. Access to the engines easy. The superbly engineered hull, built to Lloyds-approved specification, providing that smooth, sure, softriding ability to go to sea safely.









Moonraker contains as standard many items which some manufacturers don't offer as extras. We put in controlled central heating, underlaid carpets, insulated ceilings and sides, illuminated cocktail bar, radio, TV, twin luxury flush toilet and shower suites, labour saving galley, fridge. With luxuriously comfortable berths for six or more, you don't get in each others way.

MOONRAKER softrider 36



Moonraker Marine International Limited Brundall, Norwich, **Sales Enquiries** Telephone: John Standen Brundall 3651

The Winning Streak.

We are proud to introduce the Citroen GS. It has been acclaimed by the Press and experts throughout the world and has received the highest awards attributed to the motor industry.

Voted "Car of the Year" in six countries. The Citroen GS is, in the words of the experts, establishing a new standard of motoring. Here are some of their comments:-

"It is new from end to end but that alone is not qualification enough; what counts most is that the GS is so clearly a milestone in automotive engineering, for it brings into the mundane world of the small family saloon a degree of sophistication."
'Car' March 1971

"Before your very eyes—the French leap at least 10 years ahead!" 'Evening Standard' 15 October 1970

"It's as good in town as on the open road: as good for the family man as the sporting motorist: as good for business as pleasure."
'Sporting Life' 27 August 1970.

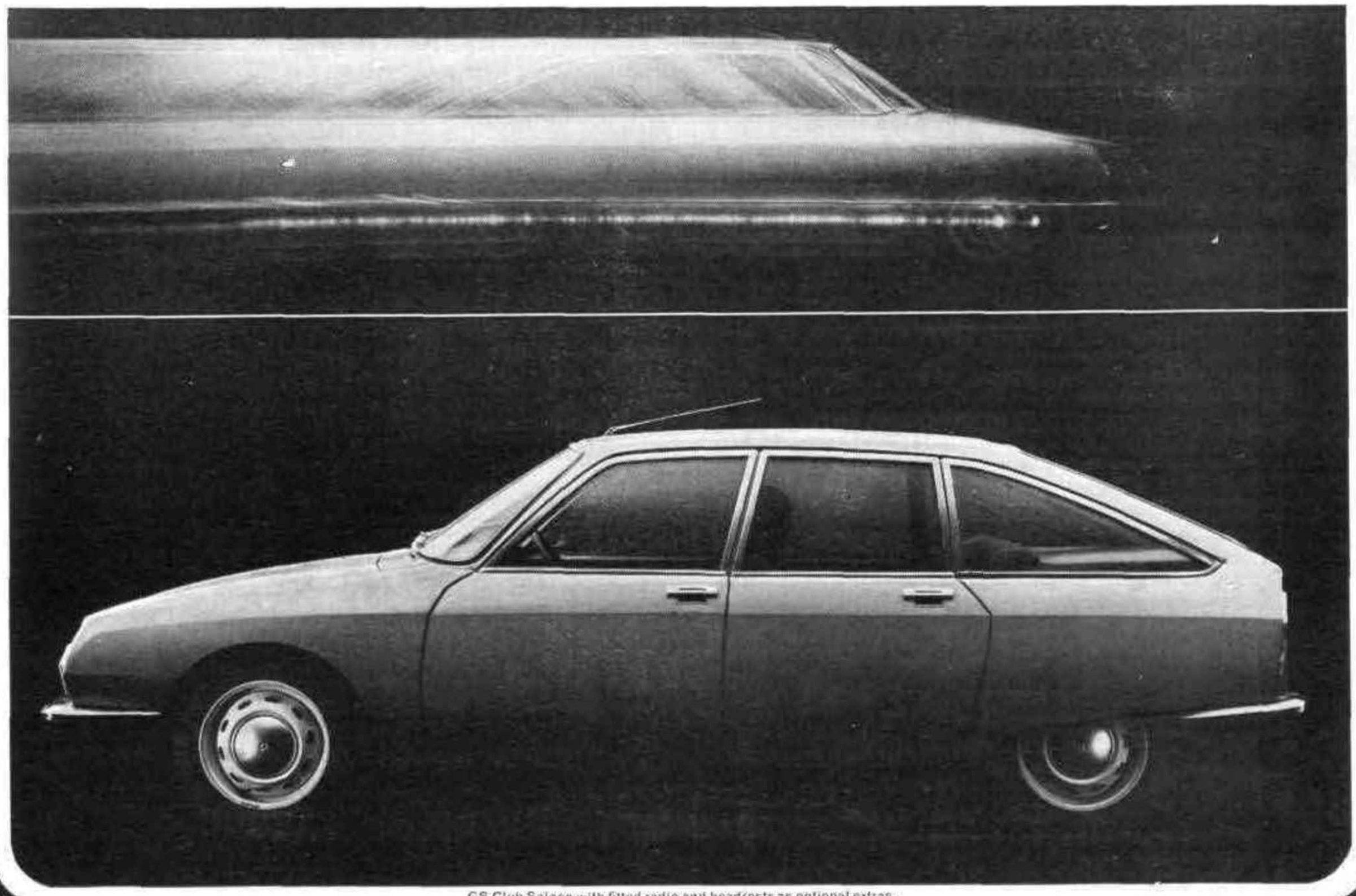
"There is something special that shines through the whole design." 'Car' March 1971

"It is an extraordinary achievement—a car of the 1980s available in the 1970s at late 1960s price levels."
'Illustrated London News' October 1970

The more you get to know about the Citroen GS the more you'll be convinced it should be your next car.

Like all good things the Citroen GS may prove slightly difficult to get hold of, but we're stepping up production, so you shouldn't have to wait too long.

Visit your local Citroen dealer or write for brochure and list of agents to:- Citroen Cars Ltd., Dept.N1, Slough, SL1 4QA.

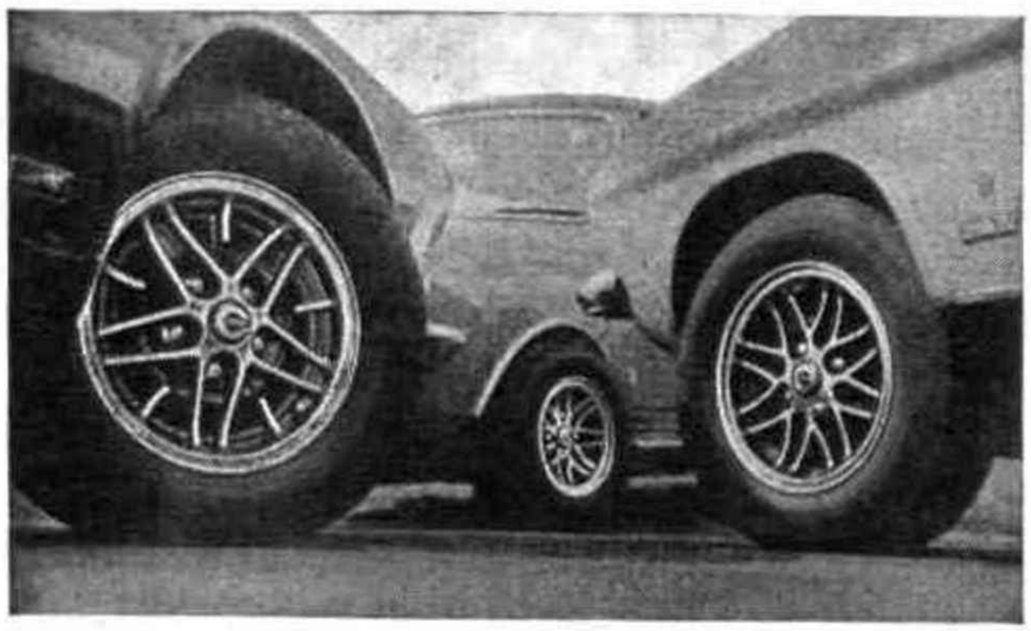


GS Club Saloon with fitted radio and headrests as optional extras.

CITROËN GS

WINNER OF 'CAR OF THE YEAR' AWARD 1971

Fit Cosmic
and you can say you've arrived



dramatically

You can go rallying, racing, or merely roaming around with Cosmic wheels. And one thing for sure — you've arrived.
You've got the best looking wheels made today. And the most respected by the people who know. Because they have the stamina to match the style. Cosmic wheels are die-cast in our own foundries. In L.M.25 aluminium alloy and heat treated to 'W' s. They've been subjected to the most exacting laboratory tests, taken past all normal limits in rallying and racing evaluation. And they're still the best looking wheels made today. And the most wanted.

Cosmic are for *your* car. It's bound to be in this list.
The biggest range of all to fit:
ALFA, AUDI, B.L.M.C., B.M.W., BOND, DATSUN, FIAT, FORD, HONDA, JAGUAR, LANCIA, LOTUS, MARCOS, MAZDA, MERCEDES, M.G., N.S.U., OPEL, PORSCHE, RENAULT, ROVER, ROOTES, SAAB, SIMCA, TOYOTA, TRIUMPH, VANDEN PLAS, VAUXHALL, VOLKSWAGEN, VOLVO.
Also for the following American cars:
Barracuda, Camarro, Corvette, Charger, Challenger, Dart, Firebird, Javelin, Mustang and Australian Ford Falcon.
Twelve Wheel Sizes from 4 x 10" to 6 x 15".
Ask also for Cosmic wheel equipment: Supatite Wheelnuts, Wheel Braces, Keynuts, Wheel Spacers, Balance Weights and Wheel Spats.

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YOU'LL BE AMAZED HOW COMPETITIVE OUR PRICES ARE !

Please rush me literature on Cosmic Alloy Road Wheels and wheel equipment and name of my nearest stockists.

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Cosmic Car Accessories Ltd.
Mount Street, Walsall, WSI 3PG Staffs. Phone: 27188



...do KONI control the other 4?



The steering of your car is in your hands, but its roadgrip and stability is controlled by the suspension and the 4 road wheels. So, if your car tends to judder and bounce and develop a steering wobble, you can accurately diagnose you've got very sick suspension. For which the best cure is a set of powerful Koni shock absorbers.

Koni are best because every Koni is works tuned to give the correct damping force and smoothest ride to each car, and Koni incorporate such exclusive features as special shaft chroming, silent-action valves, patented seal system, constant viscosity oil. Koni are also adjustable.

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

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SHOCK ABSORBERS

STAND 165, AVENUE O, at the Motor Show

To: J. W. E. BANKS & SONS LTD. (Dept. K15) Crowland, Peterborough, PE6 0JP
Tel: Crowland 316/7/8.
London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-581 1234.
Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

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

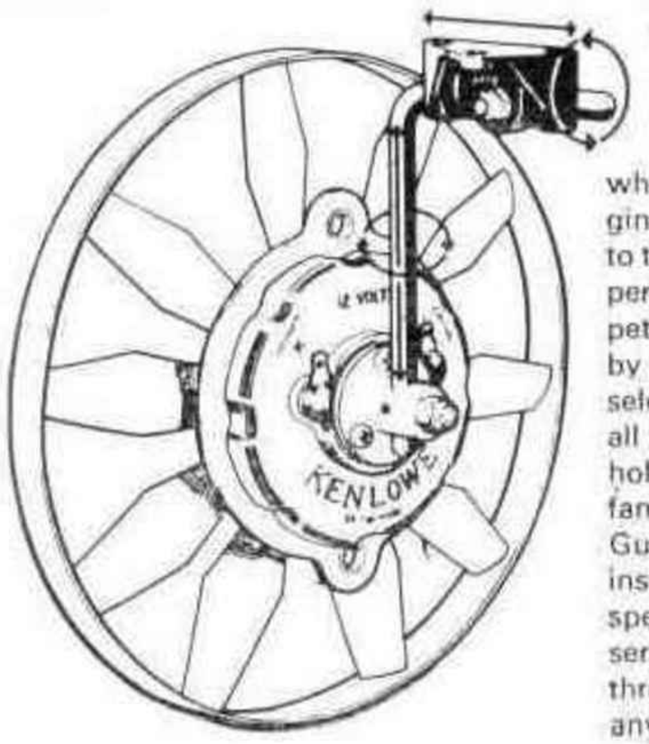
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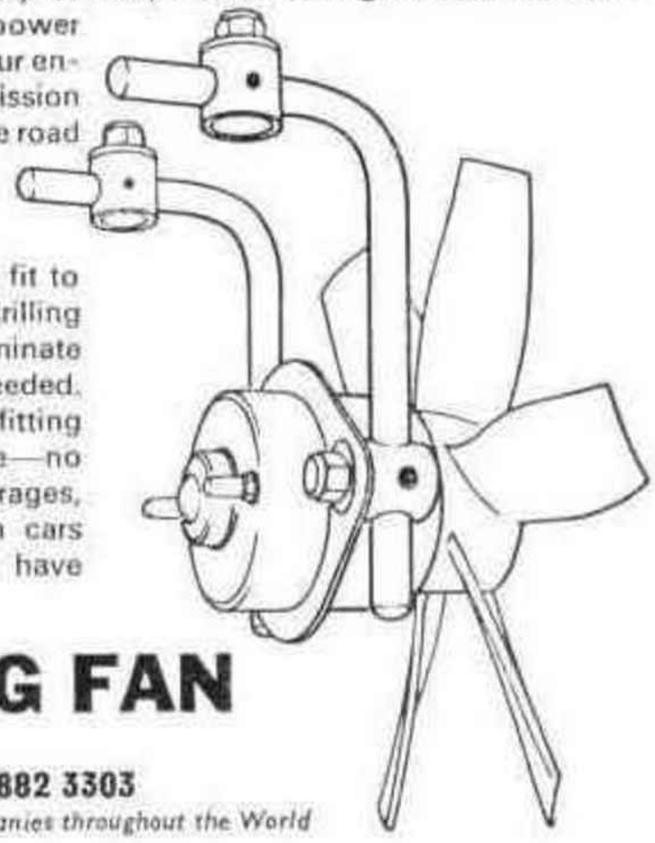
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Kenlowe in action

COOLING	POWER	MPG	NOISE	HEATER
100% control with Kenlowe	Up to 9% extra with Kenlowe	Up to 9% extra with Kenlowe	No fan noise with Kenlowe	More output with Kenlowe



With a Kenlowe Fan you gain 100% cooling control, more engine power, more miles per gallon, complete fan silence, and more heater output. Compare these gains with the ordinary mechanical fan which is power hungry, petrol thirsty, noisy and uncontrollable and which has only one advantage—it is inexpensive to produce (that's why it is original equipment on most cars). A mechanical Fan is power driven and needs a constant supply of b.h.p from the engine. But Kenlowe Thermomatic Engine Cooling Fans are electrically driven and need no engine power whatsoever. This means that if you replace a mechanical fan with a Kenlowe Fan your engine immediately gains up to 9% of the total developed power of the engine for transmission to the driving wheels. Alternatively, if the extra power is not required, the pre-Kenlowe road performance of the car will be obtained for a smaller throttle opening and so reduce petrol consumption by up to 9%. Kenlowe Fans are fully automatic and controlled by the patented Kenlowe 'Variamatic' Thermal Dial Control which gives 100% selection of engine temperatures to suit all motoring conditions. They are easy to fit to all cars and are installed direct into the water (no heat soak problems) without drilling holes in radiator or any modifications to cooling system. Kenlowe Fans also eliminate fan noise, give greater heater output, and double fan belt life. No maintenance needed. Guaranteed for 12 months. Price £16 to £18 according to the vehicle. Full fitting instructions with every Fan. Can be fitted by average private motorist or garage—no special tools needed. Obtainable direct from manufacturers or through garages, service stations and accessory shops. Fitted as standard on many production cars throughout the world. Please contact Kenlowe Accessories & Co. Ltd. if you have any queries regarding the most suitable Kenlowe model to fit your car.



KENLOWE THERMOMATIC ENGINE COOLING FAN

The only entirely British electrically driven thermostatically controlled engine cooling fan

Kenlowe Accessories & Co. Ltd., Burchetts Green, Maidenhead, Berkshire. Tel: Littlewick Green 3303 (STD: 062-882 3303

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Associate Companies throughout the World



Hand signals are coming back into fashion.

Hardly surprising–Dents driving gloves aren't just designed to feel good. They look good, too.

And they could make a better driver of you, into the bargain. That's because they give you 'grip-confidence.' Whatever the temperature, their soft-grained leather palms give a secure, non-slip grip. They're supple, too. Gloves that mould themselves to the shape of your hand allowing essential freedom of movement, with air-hole ventilation so your hands keep their cool.

The good-looking range gives you four changes of gear. Pick the Clearway, the Autocross, the Chicane or the Overdrive at your menswear store. All sizes. Even gloves for women–Dents believe great driving gloves can make better drivers of anybody!

Dents

Dent Allcroft & Co. Ltd.
Head Office:
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Functional Clothing

is for all weathers everywhere
Warm in Winter and Cool in Summer



Waterproof but free from condensation because of unique 'Airflow' construction and foamliner; insulated by layers of air between tough impermeable Dunloprufe outer and lining fabrics

Functional sell only direct to industry and individuals under warranty and a money refund guarantee

The successful Annapurna South Face Expedition proved the validity of our 'Airflow' designs. Our garments are now standard issue wherever discerning buyers recognise that the best Weather Clothing in the world is also 'best buy'—as at 'Motor Sport' and all British television companies and leading international oil companies. They are well suited to the requirement of motor sport, deep water sailing and caravanning

The 'Airflow' Field Coat has a seamless shoulder, coated seams and heavy duty nylon zips, the main zip being concealed under press down storm flap; five pockets; wind cuff closures

Field Coat is fitted to accept Contour Hood, a Belt and a Winter Warm Liner in black Borg deep pile (which can be worn separately). It contains an internal foamliner which is removable

	Small	Medium	Large	X Large
Chest size over shirt	34/8"	38/42"	42/6"	46/50"

Belt is touch'n'close, without buckle

Overtrouser has double seat with large back and front reinforcement and a fly

Leggings lengths are— 28" Small, 30" Medium, 32" Large
They suspend by adjustable elastic

Contour hood is self lined and wired to turn with head movement. It can be worn over helmet or headphones

Weather garments are in Dunloprufe 5oz & 3oz, styled for men, and available in NAVY and OLIVE

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and at

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LONDON WC1E 7EB

Item		SML £	XL £
1	FIELD COAT with FOAMLINER*	12.50	13.50
2	BELT	75	75
3	CONTOUR HOOD—universal fit	75	75
4	WINTER WARM LINER	3.50	4.00
5	OVERTROUSER	3.50	4.00
6	LEGGINGS	1.50	1.50
7	CAP—universal fit	1.00	1.00
	Handling charge on each order	1.00	1.00

*Patent

MS10/1

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Please send me by return under money refund guarantee in SHADE.....

Item	Size	Price
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2		
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5		
6		
7		
Handling		£1.00

Name .....
Address.....
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I enclose my cheque for..... .....£

MS10/1

"The car feels like a sports car, responsive and taut!" (Hot Car)



General Motors Limited, Vehicle Division, Stag Lane, London NW9.

Manta's the new one from Opel. The one that even the experts couldn't find a category for.

Manta. It looks like a sports car, low and sleek. Yet there's room inside for five and their luggage.

Manta. It responds like a sports car. 1.6 litres of pure power reach 92 bhp and a maximum speed of 102 mph – with acceleration to match. Yet there are plenty of carefully thought-out safety features to keep your passengers at ease. Like a dual-circuit braking system with discs on the front.

Manta. It feels like a sports car, taking hairpin bends in hair-raising style. And the brilliantly engineered suspension gives you a smooth ride on even the most ancient roads.

Manta – new from Opel at your Opel dealer now. At a sporting price – from £1,389*.

*Recommended retail price includes purchase tax (seat belts and delivery extra).

Manta



It's a new Opel

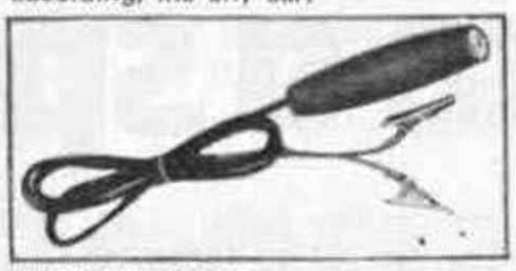
SLIP INTO THE TOP GEAR COSMIC ACCESSORIES



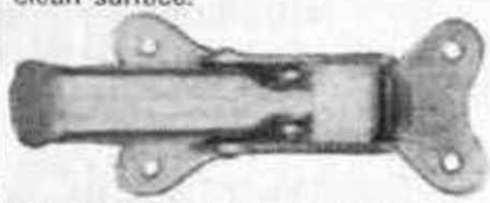
FOREMOST BACKWATCHER
Steal a lead in looks and style, fit Cosmic Racing Mirrors. Attractively finished in Black ABS (Leather Grain). Lightweight, fully adjustable, shock absorbing, fits any car.



PATHFINDER
Here's an Auto Compass designed for the motorist who wants to know where he's going — precisely! Compensating mechanism, simple to adjust, holds fast to any smooth, clean surface.



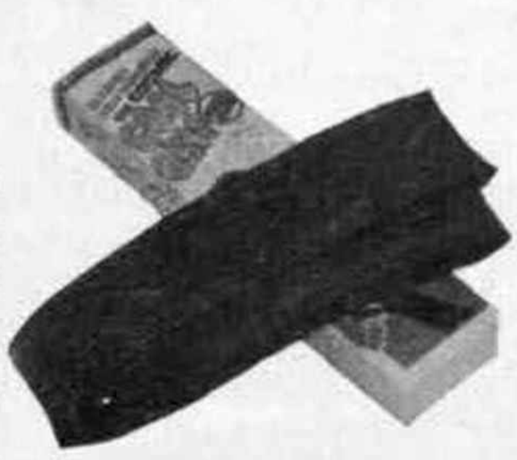
JUST IN TIME
A Stroboscopic Timing Light is the scientific answer for 'Spot-on' ignition timing, there's no 'hit or miss', it's simple to use, and pays for itself time and time again. A real must for home mechanics.



CLAMP DOWN ON LIFT OFF
Avoid nail-biting bonnet flutters at high speed. Cosmic Bonnet Clamps keep it firmly in place. Chrome-plated Toggle Clamps (*as illus.*). Also available Leather Straps, Rubber Bonnet Hooks and OR Bonnet Catches.



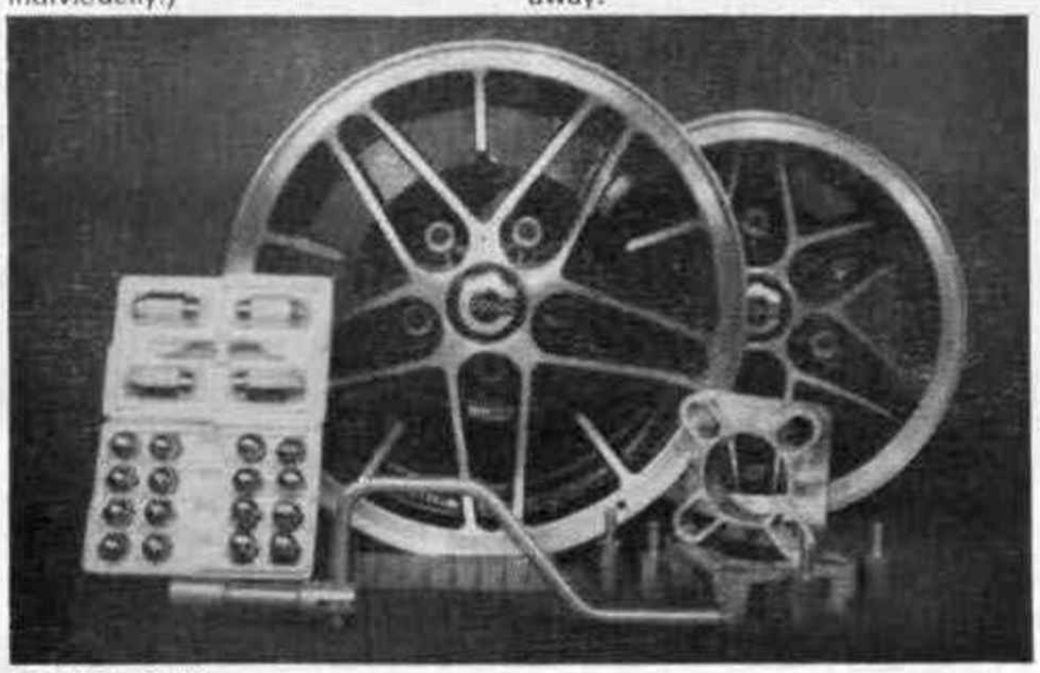
LIFELINES
Emergency breakdown kit containing High Tensile Tow Rope and set of Heavy Duty Jumper Leads. Invaluable aids for getting out of trouble — don't wait until the next time you break down! (Also available packed individually.)



A SOFT TOUCH
Driving's new sensation — Cosmic 'Coolgrip' Wheel Gloves. Highest grade leather, foam backed, aerated for all season coolness. Fits virtually all cars. Simply lace on and you're away.



GET A HEAD ON THIS
For the motorist really going places a 'Suparide' Headrest takes some beating. Fully adjustable, deep winged head support, ventilated central panel and optional lumbar pad for spinal support. Also available, 'Suparide' Junior in attractive Black PVC.



WHEEL FUN
A whole range of wheels and wheel equipment to improve the looks, performance and handling of your car.
Alloy Road Wheels. Big, bold and beautiful in die cast aluminium alloy (LM 25). The biggest range of any to fit British, Continental and American cars.
Supatite Wheel Nuts. Don't only look good but protect stud ends. Suitable for use with alloy or steel wheels.
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Balance Weights. Now wheel balancing is easy — just stick it! Self-adhesive, easy to fit, extremely efficient, ¼ oz. (14 grm) or 1 oz. (28 grm) divisions.



A GRIPPING SENSATION
Steering wheels with a stylish difference. Sleek, sensitive and a sheer joy to hold. Quality chrome spokes, steel frame, sheathed in high impact rubber, with hand-sewn leather outer. 13" diameter, fits most popular cars.

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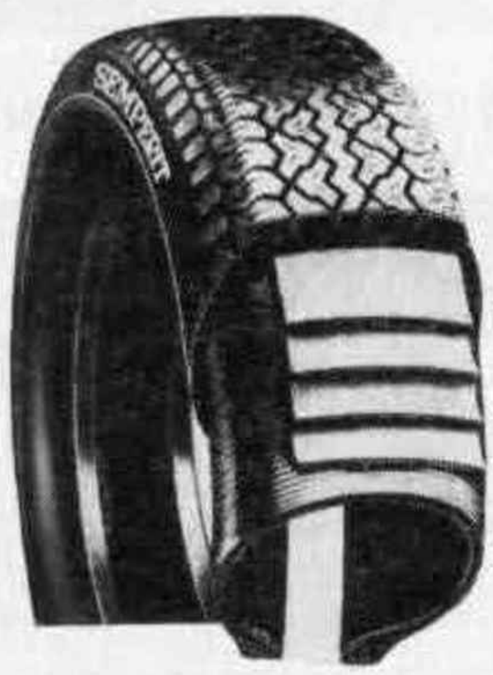
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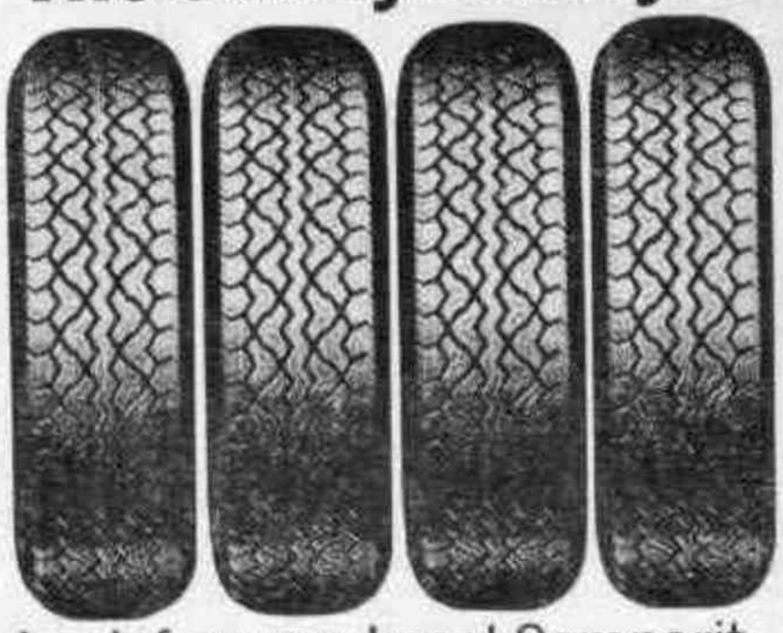
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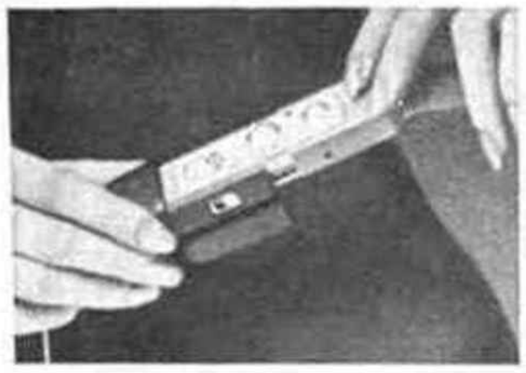
SEMPERIT
The Safety Belt Tyre

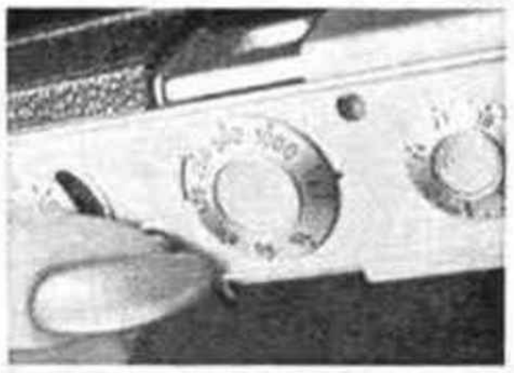


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Lotus and Firestone – for gentlemanly beasts.

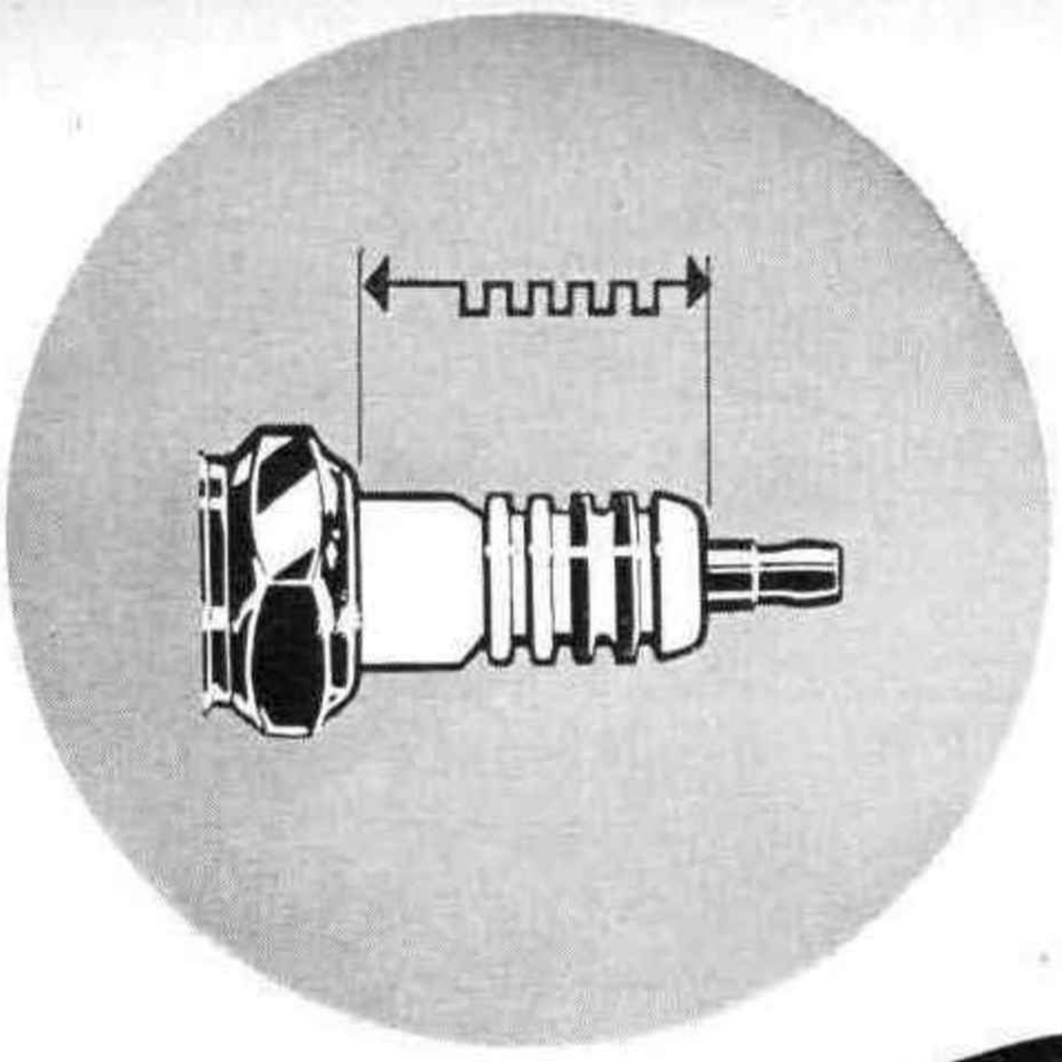


The plug that keeps

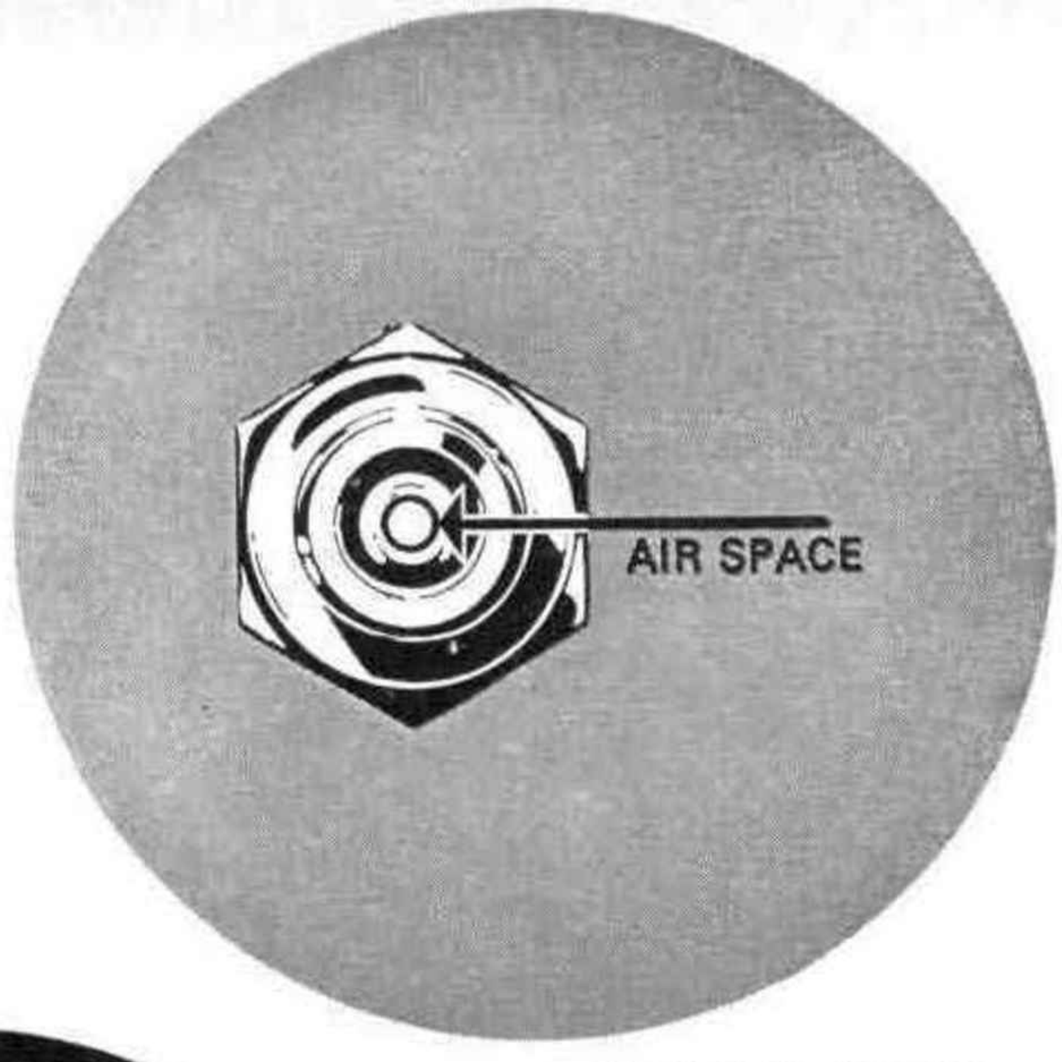
The Bosch plug has a unique feature called the CR-Electrode which gives you consistent and full efficiency of performance under all conditions, from stop-go to doing a ton. The CR-Electrode is fitted into the body of the plug with a very carefully determined clearance. This clearance allows hot gases to reach the surface of the insulator nose *inside* as well as *outside*. Thus the temperature is high enough to keep the insulator nose clean of soot, oil and carbon deposits at all times.

Bosch plugs use Pyranit III, a diamond hard insulating material and one of the most expensive in the world. It can withstand 30,000 and more volts, besides being unaffected by temperature changes, chemical attacks or the heaviest loads. On Bosch plugs it can be identified by two green rings around the insulator.

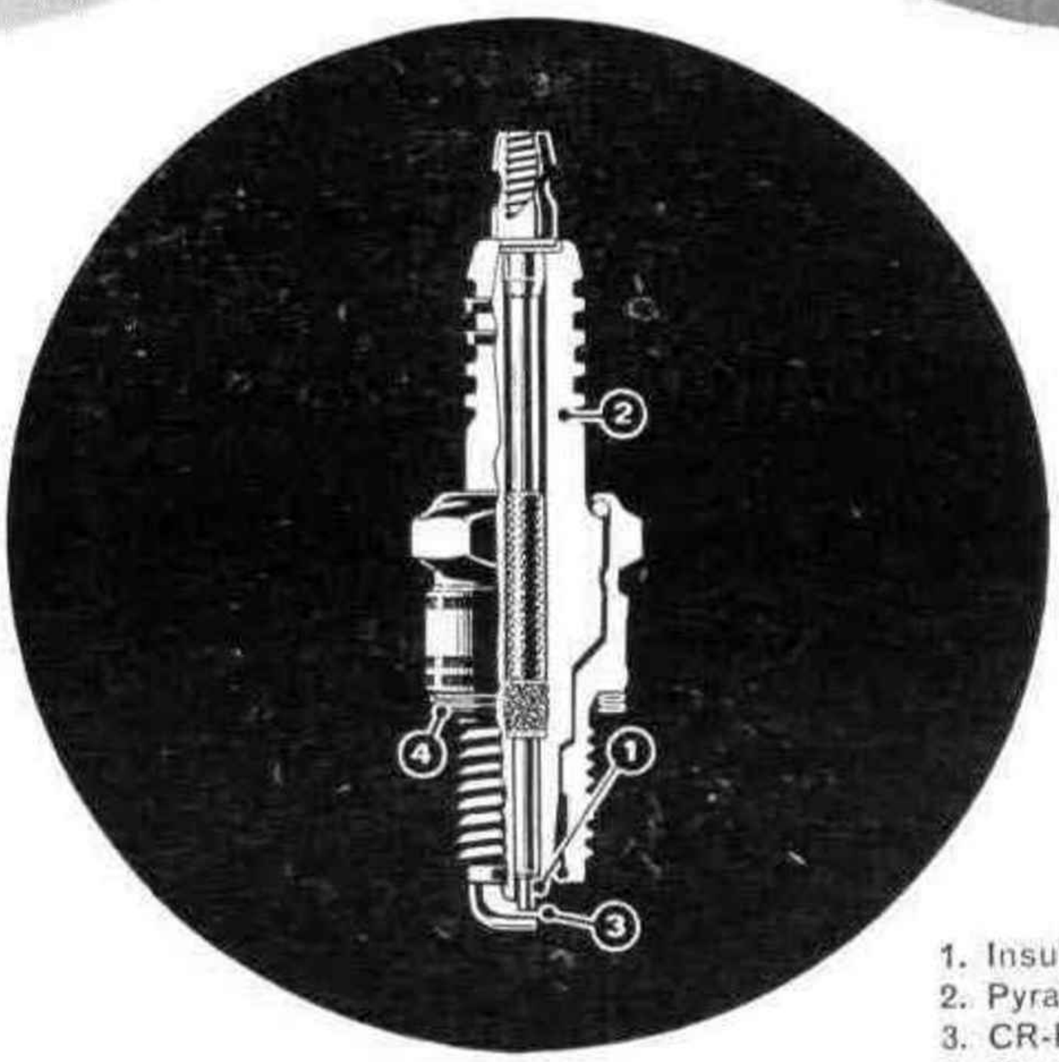
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1. New Flashbloc ribbing.



2. CR-Electrode—Bosch's unique secret.



1. Insulator tip.
2. Pyranit III insulator.
3. CR-Electrode.
4. Non detachable gasket and rolled thread.

its nose clean

Those rings are worth more than gold.

Bosch's new Flashbloc ribbing increases the tracking path from 25 mm to 35 mm without affecting the overall plug length.

To avoid corrosion the metal parts are nickel-plated.

The self-starting threads are *rolled*, not cut, ensuring easy installation and removal—even from aluminium cylinder heads.

Have a new set fitted at your next service – 30p* each. And you'll get a plug that gives a better performance – consistently.

After all, Bosch did build the first spark plug factory in the world, so that's exactly what you would expect.

**Recommended retail price for standard range.*

BOSCH make so many things. Better



This year we are doing Earls Court on a grand scale.

We have taken our first ever stand at the Motor Show to let you see our complete range of road maps and atlases. Now—you can select the style of map design, colouring and scale that suits you most. Whether it's road atlases, road maps or touring guides, you will find the largest selection at the Show on Stand No. 347—The big map stand.

George Philip











MOTOR SPORT

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

VOL XLVII No. 10 OCTOBER 1971

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

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FRONT COVER PICTURE : CANON CAMERAS are sponsoring a two-car team of 2-litre Chevron B19s this year for Dutchman Ed. Swart and British driver John Burton. Both drivers are regular competitors in the European 2-litre Sports Car Championship, and our picture shows Swart leading Chris Craft in the works Chevron at Brands Hatch, on August Bank Holiday Monday.

ANNUAL SUBSCRIPTION RATES

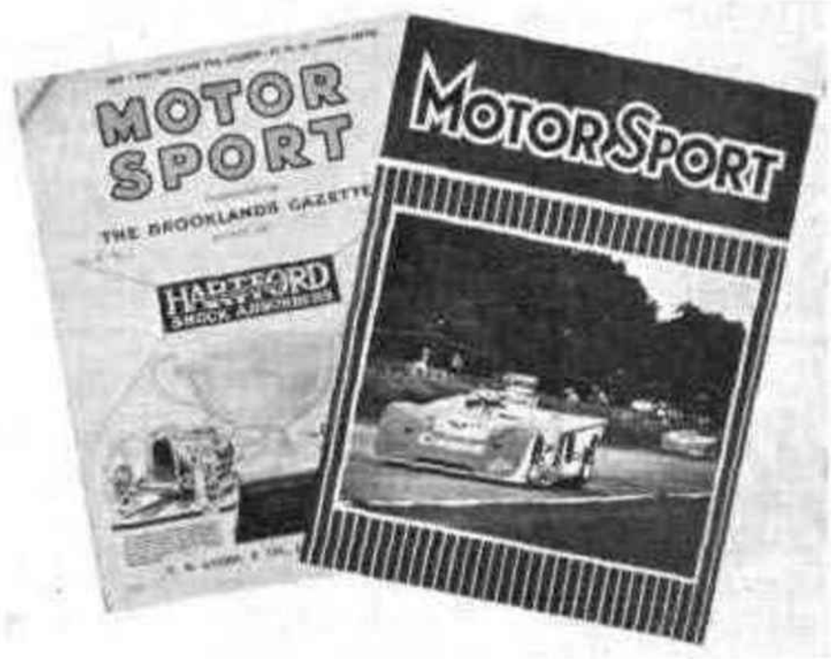
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MATTERS OF MOMENT

■ YOU, THE CUSTOMER . . .

The motoring year ends for some people with racing at Brands Hatch on Boxing Day, for others with the Brighton Run for veterans in November. Generally, however, the advent of yet another spate of Motor Shows marks the close of the season, because at this time of the year new cars are revealed, rendering obsolescent some of the previous models. Winter is round the corner, although this no longer implies carefully laying-up the precious motor-car, as once the practice. So, with Earls Court opening its doors to the motoring world on October 20th, this is a time for looking back and taking stock.



It is an appropriate occasion for saying thank you to our vast family of readers, those keen and knowledgeable enthusiasts who are generous with their praise when we please them, quick to point out errors when these creep in. MOTOR SPORT has been published since 1925 (since 1924, as *The Brooklands Gazette*), so we can claim to be rolling steadily towards our first half-century. We were not the first motor magazine but we were the first one devoted primarily to motor racing, and today we have a larger ABC-certified net sale than any other motoring journal in the country. We are proud of having come out every month without a break for so many years, including throughout the war, in spite of bombs, paper shortages, petrol rationing, go-slows and strikes. To have been first merely proves antiquity. To have become first proves merit.

In case this sounds infernally pompous and complacent we want to explain that we are well aware of the difficulties of producing a worthwhile motor journal and maintaining its readership. It is for just this reason that we wish to show appreciation of the help we derive from reading carefully the very large volume of readers' correspondence which we receive daily. Only a small proportion of your letters can be published but we would assure all those who communicate with us that the interesting information made available to us is highly valued.

We are aware of the special problems which face the publisher of a paper devoted to such a fluid field as motoring. Motor racing has undergone great change since Vol. 1, No. 1 of MOTOR SPORT appeared. A new generation of readers has arrived, with different ideas about cars and journalism from those of their fathers. Rising costs of paper and printing have to be countered. Our contents have thus changed, in order to keep pace, or a step ahead, of requirements.

For example, while the Editor defends strongly at office conferences his traditional coverage of motoring history and current veteran, Edwardian and vintage affairs, he allows that we must now cater for "souper-uppers" of already fast modern cars. While we have no intention of cutting back on the long-standing unique and authoritative reporting of Formula One racing by the Continental Correspondent we now include regular features on Canadian and American racing and International rallying, review F2 and F3 races, etc., and devote what space we can to Club affairs. Candid and detailed road-test reports and reviews of worthwhile motoring and aviation books have been important features of MOTOR SPORT since the present publishing house acquired it just before the war; in respect of this, and of outspoken reporting generally, we are happy in the knowledge that imitation is the sincerest form of flattery . . . .

News from the Continent of Europe is another regular feature of this journal but articles special to individual issues are as important to it today as ever they were, although, in order not to diminish the anticipation, we do not advertise them in advance, as some other papers do, for this is just a sales-grabbing gimmick. We also provide the best possible colour pictures of competition cars, ancient and modern and those in between.

One thing you will never find in these pages are those elaborate computerised forms which timid Editors alarmed about falling circulations ask their readers to fill in, giving in profuse detail

Continued on next page

Motor Sport Fixture List For October

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Oct. 2nd ..	BRSCC (North-Western) ..	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Oct. 2nd ..	Motor Cycling Club ..	Coventry and Manchester	—	Edinburgh Trial (*R*)	14.00
Oct. 2nd/3rd	Owen Organisation MC ..	Charles Clark Garage	Chapel Ash, Wolverhampton	AGBO Rally (*R*)	—
Oct. 3rd ..	**SCCA .. ..**	**Watkins Glen**	**Watkins Glen, NY, USA**	**United States GP (INT) (F1)**	—
Oct. 3rd ..	**RAC de Espana .. ..**	**Jarama**	**Madrid, Spain**	**4-Hr. Touring Car Race (INT)(ETC)**	—
Oct. 3rd ..	**BRSCC (East Anglian) ..**	**Snetterton**	**Thetford, Norfolk**	**Race Meeting (INT/N) (F3)**	14.30
Oct. 3rd ..	BRSCC (Northern) ..	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.30
Oct. 3rd ..	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.15
Oct. 3rd ..	Thames Estuary AC	Lydden Circuit	Canterbury, Kent	Rallycross (*C*)	13.00
Oct. 3rd ..	BARC (Southwest) ..	Gurston Down	Salisbury, Wilts.	Hill Climb (*C*)	14.00
Oct. 5/10th ..	**GCD da TAP .. ..**	**London start: Centre Airport Hotels**	—	**TAP Rally (INT)**	—
Oct. 9th ..	Shenstone & Dist. CC ..	Bull's Head Inn	Shenstone, Lichfield	Buxton Trophy Rally (*R*)	07.30
Oct. 9/10th	Morecambe CC	Promenade	Morecambe, Lancs.	Illuminations Rally (*R*)	20.31
Oct. 9/10th	Sevenoaks & Dist. MC ..	Service Station	Ross Spur Motorway	Kent Rally (*R*)	23.01
Oct. 9/10th	North Wales CC	Red Garages (N.Wales) Ltd.	Llandudno	Cambrian Rally (*R*)	21.45
Oct. 10th ..	**AC Roma .. .. ..**	**Vallelunga**	**Rome**	**Formula Two Race Meeting (INT**	—
Oct. 10th ..	Scottish MRC	Ingliston	Edinburgh	Race Meeting (*N*)	14.15
Oct. 10th ..	Maidstone & Mid-Kent MC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.00
Oct. 10th ..	Yorkshire SCC	Castle Howard	York	Hill Climb (*R*)	14.15
Oct 10th ..	British Drag Racing & Hot Rod Association	Santa Pod Raceway	Wellingborough Northants.	Drag Race Meeting (*R*)	14.00
Oct. 12th ..	**Club 600 Barcelona ..**	**Montjuich Circuit**	**Barcelona**	**1000 Kms. Race (INT)**	—
Oct. 16th ..	BARC (North West) ..	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Oct. 16/17th	**Cyprus AA .. .. ..**	**Nicosia**	**Cyprus**	**Rothmans Cyprus Rally (INT**	**14.00**
Oct. 16/17th	Chelmsford MC	Westway	Chelmsford	Britvic Rally (*R*)	19.31
Oct. 16/17th	2300 Club	Main Street	Tobermory	Castrol Tour of Mull (*R*)	16.00
Oct. 17th ..	**SCCA .. ..**	**Laguna Seca Raceway**	**Monterey, Calif.**	**Can-Am Round Nine (INT)**	**14.00**
Oct. 17th ..	**ASACIF .. .. ..**	**Montlhery**	**Paris**	**1000 Kms. Race (INT)**	—
Oct. 17th ..	BARC (Yorkshire)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.45
Oct. 17th ..	BARC	Thruxton	Andover, Hants.	Race Meeting (*C*)	14.30
Oct. 23rd ..	Dukeries MC	Bridgford Hotel	Trent Bridge, Nottingham	Dukeries Rally (*N*)	07.30
Oct. 24th ..	**BARC .. .. ..**	**Brands Hatch**	**Dartford, Kent**	**Formula One Race Meeting (INT)**	—
Oct. 30th/31st	Torbay MC	Sea Front & Festival Hall	Paignton, Devon	17th Torbay Rally (*R*)	23.01
Oct. 31st ..	**SCCA .. ..**	**Riverside Raceway**	**Riverside, Calif.**	**Can-Am Round Ten (INT)**	—
Oct. 31st ..	**—**	**Interlagos**	**Sao Paulo, Brazil**	**Formula Two Torneio Series (INT)**	—
Oct. 31st ..	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (*C*)	14.00
Nov. 7th ..	**—**	**Interlagos**	**Sao Paulo, Brazil**	**Formula Two Torneio Series (INT)**	—
Nov. 7th ..	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics	Race Meeting (*C*)	14.00
Nov. 7th ..	Veteran CC of Great Britain	Hyde Park	London	London-Brighton Run	08.00

MATTERS OF MOMENT—continued from previous page

information about what sort of contents they prefer. These are fair game for that special kind of human being who is hypnotised by the printed form. The result is that the fool of an Editor who falls for the result changes the contents of his paper to suit these form-filling cranks instead of listening to the requirements of the bulk of his readership, and then wonders why a sliding circulation slides still further. Consequently, while flattered that so many of our readers tell us to make no changes whatsoever in MOTOR SPORT, we rely on the opinions expressed in your letters when any alterations are under discussion. There is no better way for an Editor to keep his finger on the pulse of the motoring world and to assess what his paper should contain than by digesting the contents of the letters addressed to him. Analysis-forms are for kids and cranks.

Nor do the Editor and staff flatter themselves that they are sufficiently photogenic and newsworthy to warrant space being wasted by publishing their pictures specially featured with potted biographies in these pages. . . .!

The strength of a magazine is measured by how solidly its readers are behind it. We like to think that you, the customer and we, the publishers, are pretty close-knit. We want to thank you for your support in reading us, writing to us, heeding us, and chastising us when you think fit. We are truly proud of this publisher/reader relationship.

Perhaps we may be excused for feeling a little buoyed up over the manner in which MOTOR SPORT, from a humble start, has attained its present position. This could not have happened without an enthusiastic publisher to back up a motor-crazy editorial department, a loyal office and printing staff, our advertisers, whose support makes possible quality production allied to top circulation, and you, the customers, whose obvious interest and sometimes critical comments keep us on our toes.

We shall look forward to going on hearing from you and we hope we shall continue to please you, retain you, perhaps collect a few more of you, in the challenging years that lie ahead. So write to us and, if you can, call on us at Stand No. 5 at Earls Court. We shall be pleased to see you and hear your views, on motor racing, motor cars, motoring, and the world in general.

SPORTING BOOK TO BOW IN AT EARLS COURT

DURING THE SUMMER the staff of this magazine, and the weekly newspaper *Motoring News*, have produced a general motor sporting book. It is called the "Castrol Guide to Motoring Sport", contains 128 pages of indispensable information, and will sell for a mere 75p.

There are eighteen chapters within the full colour linen-style covers, subject matter ranging from all kinds of circuit racing through rallying to rallycross, and most other motorised sports. Also included in this compact publication is a unique section devoted to finding all the British circuits and stadiums, plus regularly used hill-climb and sprint venues. Not to be missed by regular MOTOR SPORT readers are some pungent comments from D.S.J. on his Mille Miglia exploits with Moss and two chapters from W.B. concerning the great days of road events and a chapter on vintage racing.

As the title suggests, Castrol have backed this new publication whilst motoring specialists PSL are the publishers. The "Castrol Guide to Motoring Sport" will be available on October 20th (the opening day of the Motor Show) and can be purchased at our Stand Number 5 at the Show, or ordered from your local newsagent or bookseller.

THE 5TH CANADIAN GRAND PRIX

MOSPORT PARK, *Sept. 19th.*

JACKIE STEWART confirmed his status as 1971 World Champion with a fine drive in the Canadian Grand Prix, held in appalling conditions and ended prematurely after only 64 of the scheduled 80 laps had been run. (*Full report next month.*)

Results :

1st : J. Stewart (Tyrrell 002-Cosworth V8)	1 hr. 55 min. 12.9 sec.—(81.956 m.p.h.
2nd : R. Peterson (March 711/6-Cosworth V8) ..	1 hr. 55 min. 51.2 sec
3rd : M. Donohue (McLaren M19/2-Cosworth V8) ..	1 hr. 56 min. 48.7 sec
4th : D. Hulme (McLaren M19/1-Cosworth V8) ..	63 laps
5th : R. Wisell (Lotus 72/6-Cosworth V8)	63 laps
6th : F. Cevert (Tyrrell 003-Cosworth V8)	62 laps
7th : E. Fittipaldi (Lotus 72/5-Cosworth V8) ..	62 laps
8th : J. Ickx (Ferrari 312B2-06—flat-12)	62 laps

24 *starters* — 16 *classified.*

Fastest lap : D. Hulme, on lap 57, in 1 min. 43.5 sec.—85.35 m.p.h.

THE 42nd ITALIAN GRAND PRIX

The Dice of the Debutants

MONZA, ITALY, *September 5th*

BEFORE the meeting began there was not too much enthusiasm among the Italian populace for the 42nd Italian Grand Prix, even though it was the 50th anniversary of the running of the first Italian Grand Prix. This was because the fortunes of the Ferrari team were at a very low ebb following defeat in the Austrian Grand Prix, the race in which they rose to the top last year. Added to this were a lot of newspaper stories that Enzo Ferrari was not going to send any cars to Monza, as a protest about something obscure, so it was not surprising that when practice began on Friday afternoon at 3 p.m. the Monza Autodromo was pretty empty, apart from the competitors. There had been quite a bit of unofficial practice going on earlier in the week, with Tyrrell experimenting with a rear-mounted water radiator layout, and Goodyear and Firestone doing tyre tests with various of their customers or clients, while Dunlop had a new footbridge inaugurated on their behalf, it being in the classic half-tyre form across the Monza track just beyond the long *Curva Grande* at the end of the finishing straight. Everything was warm and dry when practice began and Amon was first away, in the revised Matra-Simca V12, sounding as sharp and exciting as ever it did, and the driver sporting a brand-new moustache and mini beard. There was plenty of activity on this first afternoon and it was Cevert who was soon setting the pace, but there was no sign of a Lotus 72 for Herbert Muller, the Williams March 701 for Carlos Pace or the Bellasi for Silvio Moser. The Lotus 72 was to have been the ex-Robb Walker car which Siffert has bought to use as a "rent-a-car"; the Williams March was not rebuilt and the Bellasi was not ready. Schenken had to stand around for a while at the beginning of practice as someone pressed the fire-extinguisher button instead of the starter button on his Brabham and it took some time to fit another extinguisher unit and mop up the mess. The works March 711 cars looked very odd running without their nose aerofoil, although the rounded nose devoid of air-disturbing holes looked very efficient. It was a change to see that most teams had come prepared to sacrifice cornering down-thrust from aerodynamic devices in favour of lower frontal area and drag, in the search for more maximum speed, whereas in the past everyone has arrived all kitted up with aerodynamic devices and gradually discarded them as practice progressed. Surtees set off in the new TS9 with a plastic shield of deflector vanes under the wide nose and returned to the pits without them as they had been ground away under braking! Stommelen was waiting for his Surtees TS9 to be finished off in the paddock, not terribly happy with his association with Team Surtees as a customer, and less happy in the knowledge that Surtees had announced officially that the association would not be renewed in 1972. Amon did not do many laps before he was back in the pits to set off in the spare car while the water pump was changed on the best car. The Ferrari team began confusing things by sending Regazzoni out in the spare car with Ickx's racing number on it, while Siffert did a few laps in the spare BRM.

Half-way through the afternoon there was a break of approximately one hour, during which time the Lotus mechanics lowered the ratio of the central drive train on the turbine car, as it was over-geared, and a new filter system was taken out of the engine's air intake as it seemed to be short of breath. In the last part of the afternoon as the air temperature cooled there was a lot of activity and a lot of nose-to-tail running and diving into the slipstream of faster cars and in one little flurry of activity Pescarolo got himself a very quick lap. The Formula One lap record officially was still held by Beltoise in 1 min. 25.2 sec. in 1969 with a Matra MS80, and last year Regazzoni equalled it with a Ferrari 312B/1, but in practice last year Ickx had made fastest lap in a similar car in 1 min. 24.14 sec. Naturally an improvement was expected and Siffert was fastest of the afternoon with 1 min. 23.47 sec., showing that his performance with the BRM in Austria had not been a flash in the pan. However, what was surprising was the number of people who got below 1 min. 24.0 sec., for Cevert, Pescarolo, Gethin, Ganley, Peterson and Stewart were all in this select high-speed group with laps at well over 153 m.p.h. and a mere five-tenths of a second covered these seven. In the Ferrari pits there was a gloom as neither of the drivers was in the select group and the Firestone tyres were giving them trouble, so much so that approaches were made to Goodyear to try some of their tyres on the following day. As practice was finishing for the afternoon Stommelen had a lurid moment when a right rear tyre on his Surtees deflated and came off the rim, sending him spinning into the Armco barrier on one side of the track and bouncing across the road to thump the barrier on the other side rather hard, but fortunately being able to step out shaken but unscathed.

Saturday was as hot as ever with practice in the afternoon again, non-stop this time, and Ickx had a set of Goodyear tyres on his 1971 Ferrari, while one of the 1970 cars had been brought along as a spare for Regazzoni, but the Ferrari confusion continued when Ickx changed from the 1971 car to the 1970 car, taking the Goodyear tyres with him. Surtees had used bits of Stommelen's wrecked car to convert his latest car back to front radiator layout and chisel nose, while Hailwood was out again after an engine change overnight, his Friday practice stopping prematurely when his engine showed signs of blowing up. The Bellasi arrived for Moser, and Pescarolo was content to scrub in some new tyres and then rest on his fast Friday lap time. Cevert did a quick try with the old-type Tyrrell chisel-nose cowling, minus the canard fins, and Stewart seemed to spend more time in the pits with his Hewland gearbox in pieces than he spent out on the track.

The Italians' natural enthusiasm for motor racing overcame the pre-race apathy and a vast crowd poured into the Autodromo for the Saturday practice. They got themselves well and truly jammed in the foot-tunnel under the track, so that at mid-afternoon when most of the competitors were sitting around waiting for the cool of the evening to come there was more excitement and shouting in the public enclosures than on the track. Just after 6 p.m. there was a bit of a rush and some exciting nose-to-tail stuff going on, with Siffert and Amon having a bit of a dust-up, the sound of the V12 BRM and V12 Matra in close company keeping everyone happy. When Amon went back to the pits Peterson had a bit of a go with the BRM and during this time Siffert got in a fastest lap at 1 min. 23.03 sec. Marko had a brief try in the spare BRM, and then just before practice ended at 6.30 p.m. there was a mad rush and cars could be seen going down the back straight at no more than 80 or 90 m.p.h. with the drivers peering intently in their mirrors waiting for someone to go by and provide a slipstream "tow". Every now and then a bunch of cars would get together and there was some pretty hectic driving taking place as everyone tried to get an ultra-fast lap time. Most drivers got themselves confused with too many cars so that they got in each other's way, but one or two timed things right and Schenken had his Brabham in the draught of a bunch of cars so that he was gaining speed, at which point Amon caught him up and used his slipstream to waft by and get in a prodigiously fast lap of 1 min. 22.40 sec., an average speed of 251.213 k.p.h. (nearly 156 m.p.h.). The time-

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
2	F. Cevert	Tyrrell 002-Cosworth V8	1. 23.41	1. 23.84
3	J. Ickx	Ferrari 312B/2 No. 6—flat-12	1. 24.39	1. 28.51
4	G. Regazzoni	Ferrari 312B/2 No. 5—flat-12	1. 24.45	1. 23.76
5	E. Fittipaldi	Lotus T56B-Pratt & Whitney	1. 26.09	1. 25.18
6	H. Muller	Lotus 72C/R4-Cosworth V8	NON-STARTER	
7	J. Surtees	Surtees TS9/005-Cosworth V8	1. 26.47	1. 24.45
8	R. Stommelen	Surtees TS9/001-Cosworth V8	1. 27.92	—
9	M. Hailwood	Surtees TS9/004-Cosworth V8	1. 25.27	1. 25.17
10	G. Hill	Brabham BT34/1-Cosworth V8	1. 25.05	1. 24.27
11	T. Schenken	Brabham BT33/3-Cosworth V8	1. 25.34	1. 23.73
12	C. Amon	Matra-Simca MS120B/06—V12	1. 24.40	**1. 22.40**
14	J. Oliver	McLaren M14A/2-Cosworth V8	1. 26.73	1. 24.09
15	C. Pace	March 701/6-Cosworth V8	NON-STARTER	
16	H. Pescarolo	March 711/3-Cosworth V8	1. 23.77	1. 24.59
17	—	—	—	—
18	P. Gethin	BRM P160/01—V12	1. 23.88	1. 23.96
19	H. Ganley	BRM P160/04—V12	1. 23.97	1. 23.15
20	J. Siffert	BRM P160/02—V12	1. **23.47**	1. 23.03
21	H. Marko	BRM P153/07—V12	**1.** 24.82	1. 23.96
22	N. Galli	March 711/4-Cosworth V8	1. 26.19	1. 25.19
23	A. de Adamich	March 711/1-Alfa Romeo V8	1. 25.78	1. 25.92
24	M. Beuttler	March 711/2-Cosworth V8	1. 26.52	1. 25.01
25	R. Peterson	March 711/6-Cosworth V8	1. 23.46	1. 23.70
26	J-P. Jarrier	March 701/9-Cosworth V8	1. 30.65	1. 28.19
27	S. Moser	Bellasi F1/1/70-Cosworth V8	—	1. 26.54
28	J. Bonnier	McLaren M7C/1-Cosworth V8	1. 27.86	1. 26.14
29	—	—	—	—
30	J. Stewart	Tyrrell 003-Cosworth V8	1. 23.61	1. 23.49
3T	G. Regazzoni	Ferrari 312B/2 No. 7—flat-12	1. 24.18	1. 23.69
4T	J. Ickx	Ferrari 312B/1 No. 4—flat-12	—	1. 22.82
12T	C. Amon	Matra-Simca MS120B/04—V12	1. 24.33	—
20T	J. Siffert	BRM P160/03—V12	1. 23.87	no time
20T	H. Marko	BRM P160/03—V12	—	1. 26.46

keepers were working overtime at this point to record all the lap times and were so overjoyed to record 1 min. 22.82 sec. for Ickx with the 312B/1 Ferrari, on Goodyear tyres, that they overlooked Amon's fast lap. As the dust settled and practice finished the provisional results gave Ickx the fastest lap with the Ferrari, and everyone was happy and full of enthusiasm for race day. The Matra team were not content with this and challenged the timekeepers, who said : "Oh, yes, we had Amon at 1 min. 22.40 sec. but we didn't really believe it." As most of the rival teams were in agreement over the lap time Amon was given pole position, with Ickx alongside him, the starting grid due to be lined up in pairs.

STARTING GRID

↑

12 C. Amon (*Matra-Simca V12*) MS120B/06 1 min. 22.40 sec.	3 J. Ickx (*Ferrari flat-12*) 312B/1—No. 4 1 min. 22.82 sec.
20 J. Siffert (*BRM V12*) P160/02 1 min. 23.03 sec.	19 H. Ganley (*BRM V12*) P160/04 1 min. 23.15 sec.
2 F. Cevert (*Tyrrell-Cosworth V8*) 002 1 min. 23.41 sec.	25 R. Peterson (*March-Cosworth V8*) 711/6 1 min. 23.46 sec.
30 J. Stewart (*Tyrrell-Cosworth V8*) 003 1 min. 23.49 sec.	4 G. Regazzoni (*Ferrari flat-12*) 312B/2—No. 5 1 min. 23.69 sec.
11 T. Schenken (*Brabham-Cosworth V8*) BT33/3 1 min. 23.73 sec.	16 H. Pescarolo (*March-Cosworth V8*) 711/3 1 min. 23.77 sec.
18 P. Gethin (*BRM V12*) P160/01 1 min. 23.88 sec.	21 H. Marko (*BRM V12*) P153/07 1 min. 23.96 sec.
14 J. Oliver (*McLaren-Cosworth V8*) M14A/2 1 min. 24.09 sec.	10 G. Hill (*Brabham-Cosworth V8*) BT34/1 1 min. 24.27 sec.
7 J. Surtees (*Surtees-Cosworth V8*) TS9/005 1 min. 24.45 sec.	24 M. Beuttler (*March-Cosworth V8*) 711/2 1 min. 25.01 sec.
9 M. Hailwood (*Surtees-Cosworth V8*) TS9/004 1 min. 25.17 sec.	5 E. Fittipaldi (*Lotus-Pratt & Whitney*) T56B/1 1 min. 25.18 sec.
22 N. Galli (*March-Cosworth V8*) 711/4 1 min. 25.19 sec.	23 A. de Adamich (*March-Alfa Romeo V8*) 711/1 1 min. 25.78 sec.
28 J. Bonnier (*McLaren-Cosworth V8*) M7C/1 1 min. 26.14 sec.	27 S. Moser (*Bellasi-Cosworth V8*) F1/1/70 1 min. 26.54 sec.
	26 J-P. Jarrier (*March-Cosworth V8*) 701/9 1 min. 28.19 sec.

Non-starter : R. Stommelen (*Surtees* 001), 1 min. 27.92 sec.

With Ickx on the front row of the grid, and as far as the general public were concerned, having made fastest practice lap, the crowds really packed the Monza Autodromo on Sunday under a typical Italian sunny sky. From 10 a.m. to 11 a.m. there was a session of extra practice for anyone who wanted it and BRM used it for Siffert to bed in a new engine on P160/02, and Ickx tried the 1970 Ferrari on Firestone tyres, while Stewart tried a super-high fifth gear that would allow him to benefit from any slip-streaming without over-stressing the Cosworth engine in his Tyrrell. Also Regazzoni, Cevert, Beuttler, Surtees, Hailwood, Schenken, Hill, Oliver and Peterson all used this extra session, but Amon was content to stay away and take his time over breakfast. During this session Hill had his gearbox seize two gears together and Hailwood's engine had a persistent misfire, so between 11 a.m. and the 3.30 p.m. starting time Hill's Brabham had a change of gearbox and Hailwood's Surtees had an engine replacement using the one taken out of Surtees' own car during practice, the Team owner having had a new engine installed. Everyone who practised was on the grid, the line of paired cars stretching a long way down the track, and it was impressive that all but four of the entry had improved on the existing lap record and thirteen of them had improved on last year's fastest practice lap, so it was obviously going to be quite a dice for the 55 laps, the race distance having been reduced from last year's 68 laps in accordance with the CSI recommendations, though no-one seemed to know why 320 kilometres were decided as the maximum for a Grand Prix. Twelve-cylinder engines were dominating the scene, with Matra and Ferrari on the front row with two BRMs behind them, and as the cars were assembled on the "dummy grid" it was noticeable that Regazzoni's Ferrari, 312/2 No. 5 not No. 7 that he recorded his fastest laps with, was well out of line in row four, alongside Stewart. The twenty-three cars moved forward towards the start-line, Amon and Ickx brought their cars to a stop, engines screamed, the flag dropped and Regazzoni took his Ferrari down the outside of the grid line-up and was in the lead almost before the first row had got their wheels spinning. The grandstands shook with cheers and the whole Autodromo was really buzzing as Regazzoni led the opening lap of the 42nd Italian Grand Prix. There was no need to look down towards the *Curva Parabolica* to see who was leading at the end of the first lap, the tumult from the crowd spoke for itself, but Siffert had his BRM alongside the Ferrari as they crossed the line, the two Swiss drivers giving no quarter. Stewart was third, Ganley fourth and Peterson fifth, the two starting grid leaders, Amon and Ickx having been swamped by the excited mob behind them, and being sixth and eighth, respectively. The race was on with a vengeance and Siffert was not going to mess about in second place behind a Ferrari driven by a chap from the "wrong side of the Alps". Side-by-side they rocketed round the Monza track, the Ferrari leading lap two by half a car's length, while Peterson was alongside Stewart, moving up to third place in the next lap. The third lap ended with the three "foreign tearaways" almost touching one another in echelon as they crossed the line, the order being Regazzoni, Siffert, Peterson and there was no nonsense about race-tactics, it was "Harry Flatters" for all concerned. On lap four there was a big reshuffle as Peterson took the lead with Stewart following him through into second place, and this pushed Siffert back to third and Regazzoni fourth, but it was all instant stuff for they were nearly touching one another. Ickx was in fifth place, and keeping out of the scrum because he doesn't like this sort of racing, and Cevert had moved up into seventh place and took sixth place from Ganley on the next lap. Amon was in trouble with his left front tyre coming up in blisters and dropped back to watch developments so that Gethin soon passed him. Almost unnoticed Marko had brought his BRM into the pits as the engine was not running properly, but he set off again only to have the engine die completely before he could get back to the pits. Equally unnoticed Surtees started lap 4 with his engine blowing up and as he walked back to the pits to sympathetic applause from the crowd he got some consolation when the main bunch of the racers went by to see that Hailwood had the second Surtees TS9 in there with them. For the fifth lap the first five cars kept their positions, as if taking a short breather after the initial rush, but on lap six Regazzoni was past Siffert and into third place and from the back of the field Schenken retired his Brabham at the pits due to the suspension sub-frame under the gearbox breaking and Moser gave up with a broken shock-absorber mounting on the Bellasi. The leading bunch were lapping at just over 1 min. 26 sec., a speed of close on 150 m.p.h., 185 m.p.h. or more down the back straight, and still with their wheels almost touching one another. The afternoon heat was pretty severe and Ganley's BRM was running hotter than desirable and Siffert found that when close behind other cars his water temperature was rising unduly, so he dropped back slightly and Cevert moved into fourth place. For a brief moment on lap eight Stewart took the lead but on the next lap Regazzoni got his Ferrari ahead to the delight of the crowds and then Peterson went into the lead again at ten laps, with the average speed now over 150 m.p.h. and on lap eleven Cevert went by Stewart and took third place.

Prize money was being given according to the race position at 13, 26, and 39 laps as well as the finish, and the first bag of lire went to Peterson, while Cevert snatched second place from Regazzoni, who was followed by Stewart, Ickx, Siffert, Ganley, Hailwood, Amon, Gethin, Oliver and Pescarolo, but the last two were out of touch with the draught of the leaders. Galli's March 711 expired at the pits on this lap with electrical trouble and Jarrier's March 701 had already been lapped. Nothing was settled among the first four cars and on lap 15 Cevert took the lead, with Stewart behind him and Peterson down to

third place and Regazzoni fourth. Then there came a major change in the order for Ickx was clearly in trouble and Hailwood and Ganley went by the Ferrari, while Siffert dropped back dramatically to try and get his water temperature down. On lap 16 only one Tyrrell appeared out of the *Curva Parabolica,* followed by Peterson's March and Regazzoni's Ferrari; it was car number two, Cevert, for his team-leader was coasting down the back straight with a wrecked engine, the super-Cosworth having suffered a major blow-up. Hailwood went by in fourth place, followed by Ganley, Siffert, Amon and Gethin and Ickx was seen heading for the pits, his Ferrari engine having broken itself. Peterson now took the lead again and the cutting and thrusting was all over for a few moments. On lap 18 Regazzoni's Ferrari engine broke and as the second Ferrari headed for the pits the Italian crowd were not at all pleased, but this let Hailwood take the Surtees into third place, with Ganley, Siffert, Amon, Gethin and Oliver following, while Pescarolo was much further back and on his own, and Hill, Beuttler, Fittipaldi, Bonnier and de Adamich were beginning to wonder where everyone had gone. Hailwood was obviously getting into the swing of this type of racing and he not only caught Peterson and Cevert but got between them and then in front of them to lead the race on lap 25, a great moment for the ex-World Champion motorcyclist and an even greater one for John Surtees, also an ex-World Champion motorcyclist, to see his own car in the lead of a Grand Prix. At the same time Siffert's BRM had recovered its breath and the Swiss opened up again, passed all the young heroes in front of him and took the lead on lap 28.

At the end of the thirtieth lap the BRM, the March, the Tyrrell and the Surtees crossed the line almost side by side, and they very nearly ran right over Bonnier's old McLaren as they lapped it. Behind them Amon was getting used to the handling of his Matra on its knobbly front tyre and passed Ganley and took fifth place, while Gethin was running in a lonely seventh place. Pescarolo had gone into the pits as his March 711 was swooping about down the straights due to the gearbox bell-housing, on which the rear suspension is mounted, cracking, and Beuttler was having a keen race with Hill down in ninth and tenth places, the lonely orange McLaren of Oliver being in eighth place. Siffert's revival was short lived for his BRM suddenly got itself jammed in fourth gear and all the leading bunch went past him. There was no way of getting any other gear so poor Siffert had to resign himself to going as fast as he could in one gear, easing off on the straights where he should have used fifth gear and stuttering out of the corners where he should have been in third gear. This put him from the lead back to seventh place, and Cevert and Peterson continued to swap the lead with Hailwood behind them, between them and on lap 35 in front of them, and really enjoying himself leaning heavily on the two young "aces" in the corners. Not that anyone cared very much, de Adamich retired the Alfa-Romeo engined March 711 with trouble in the Alfa-Romeo port. While the three new-boys were playing games up at the front Amon decided it was time he joined in the race, the Matra-Simca being strong and healthy and fast on the straights, merely a bit odd on the right-hand corners, and in one lap he shot from fourth place straight into the lead, which he held from lap 37 to lap 41, with Peterson having a go at him on lap 40 and just failing to lead across the line, and Hailwood leading the Matra on lap 42 for a brief moment. At 45 laps, with ten to go Amon had showed that the Matra V12 had got the race in the bag in spite of the "bubbly" tyre for though Cevert, Hailwood and Peterson were right with the French car they were not going to get in front of it on speed and power. Ganley still had his BRM in the wake of the leading group but had insufficient power to get in amongst them, his water and oil temperatures running high, but Gethin's BRM was very healthy and he had been scratching away ever since lap 19 when he got rid of Oliver's McLaren down in seventh place at that time. Slowly but surely Gethin had worked his way into the draught of Ganley's car, which was always in the draught of the leading bunch, and he was using a consistent 11,500 r.p.m. in the gears, which was well over the normal limit, but the engine stood it without fuss.

With lap 50 approaching and only five to go the leading group began to flex their muscles for the final punch-up, and in readiness Amon took off his top face-visor which was dirty and oily, in order to see more clearly through the clean one underneath. Unfortunately, both came off and he was left with no face protection at all, and that was all hope of a last minute battle gone for he had to slow down and drop back behind Gethin who was about to pass Ganley. This left Peterson leading once more followed by Cevert and Hailwood as they crossed the line on lap 49, but they were swopping places all the way round the circuit, each one planning and practising his final manoeuvre, hoping the others would not see exactly what was happening. It was still anyone's race, and Hailwood led at 51 laps, just as Gethin passed Cevert and on lap 52 Gethin took his BRM into the lead. Poor Amon had fallen right back for in addition to not being able to see properly the Matra V12 engine now began to "blurp" as air or vapour-lock affected the fuel-injection system. The battle for the lead was so wide open that happenings at the back of the field went unnoticed, and both Hill and Beuttler retired, the Brabham with another seized gearbox and the March with a broken engine. Throughout the race the Lotus turbine car had been whistling round at the back of the field, not going very well as it lacked power and brakes, but at least it was running through non-stop. Siffert had been lapped by nearly everyone and it says a lot for his tenacity that he kept going in his one gear, when many other drivers would have given up and gone home.

Lap 53 saw Gethin, Peterson and Cevert in echelon in that order as they crossed the line, each certain that they knew the other's weaknesses in the sprint from the last corner and at the end of lap 54 it was Peterson, Cevert, Hailwood, Gethin. Any one of them could win and if they all made a nonsense on the last lap then Ganley could win, and none of them had ever won a Grand Prix before. It was truly the "dice of the debutants". Down the back straight on the last lap Cevert led; under braking for the last corner Peterson went into the lead, and out of the corner Gethin was leading and it was all over, the BRM led up the finishing straight, the four of them closely bunched and lapping Bonnier yet again. The BRM got to the line first by mere inches from Peterson's March, with Cevert's Tyrrell and Hailwood's Surtees only a few feet behind, and one had to realise that the 42nd Italian Grand Prix was over in 1 hr. 18 min. 12.6 sec., and the photo-finish was Formula One, not Formula Three or Formula Two or Formula 5000, though it might well have been, except that the average speed was 242.615 k.p.h. (just over 150 m.p.h.). The new generation had arrived with a vengeance.—D. S. J.

Results :

42nd ITALIAN GRAND PRIX—Formula One—55 laps—316.25 kilometres
Very Hot

1st	P. Gethin (BRM P160/01)	1 hr. 18 min. 12.60 sec.—242.615 k.p.h.*
2nd	R. Peterson (March 711/6)	1 hr. 18 min. 12.61 sec.
3rd	F. Cevert (Tyrrell 002)	1 hr. 18 min. 12.69 sec.
4th	S. M. B. Hailwood (Surtees TS9/004)	1 hr. 18 min. 12.78 sec.
5th	H. Ganley (BRM P160/04)	1 hr. 18 min. 13.21 sec.
6th	C. Amon (Matra-Simca MS120B/06)	1 hr. 18 min. 44.96 sec.
7th	J. Oliver (McLaren M14A/2) ..	1 hr. 19 min. 37.43 sec.
8th	E. Fittipaldi (Lotus T56B/1) ..	1 lap behind
9th	J. Siffert (BRM P160/02)	2 laps behind
10th	J. Bonnier (McLaren M7C/1) ..	4 laps behind
11th	G. Hill (Brabham BT34/1)	8 laps behind—Not running at finish
12th	J-P. Jarrier (March 701/9)	8 laps behind

* *Record average.*

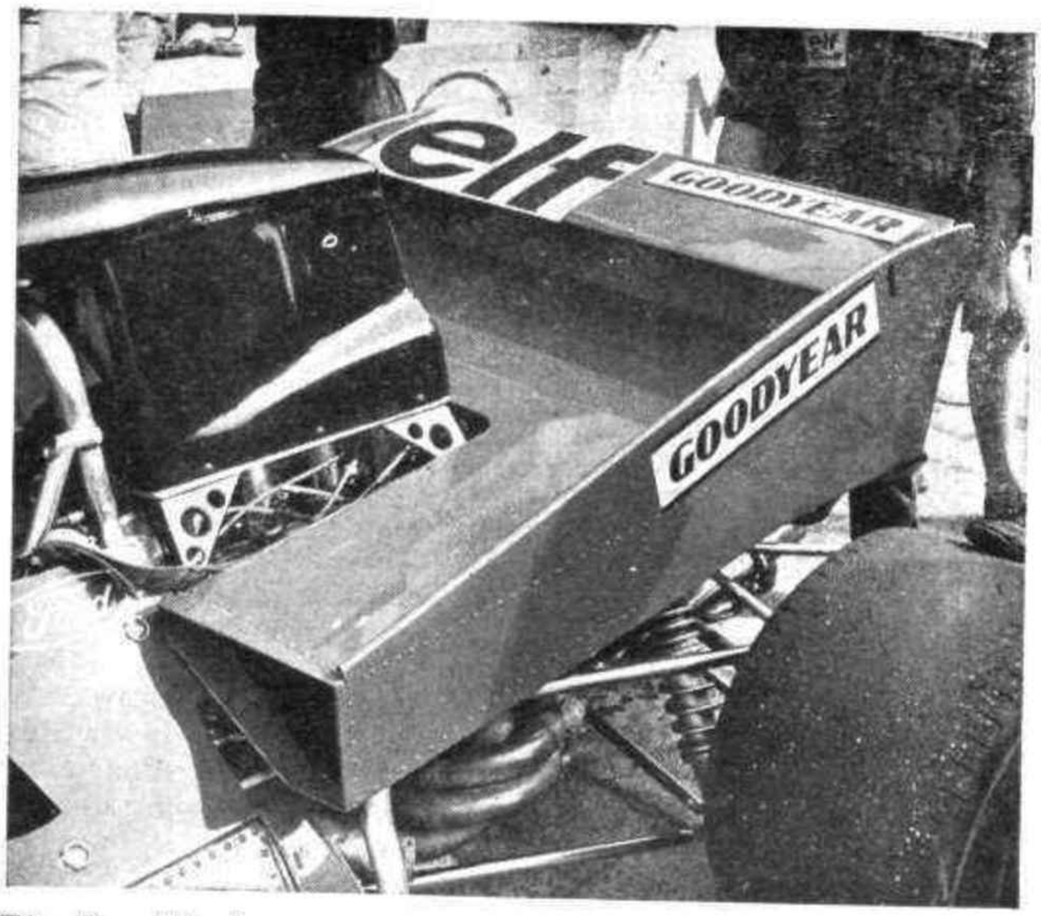
Fastest lap : H. Pescarolo (March 711/3) on lap 9, in 1 min. 23.80 sec.—247.016 k.p.h. (*new record*).

Retirements : J. Surtees (Surtees TS9/005) on lap 4, engine; H. Marko (BRM P153/07) on lap 4, ignition; S. Moser (Bellasi F1/1/70) on lap 6, shock-absorber mounting; T. Schenken (Brabham BT33/3) on lap 6, rear suspension sub-frame; N. Galli (March 711/4) on lap 13, electrics; J. Stewart (Tyrrell 003) on lap 16, engine; J. Ickx (Ferrari 312B/1—No. 4) on lap 16, engine; G. Regazzoni (Ferrari 312B/2—No. 5) on lap 18, engine; A. de Adamich (March 711/1) on lap 33, engine; H. Pescarolo (March 711/3) on lap 41, broken gearbox bell-housing; M. Beuttler (March 711/2) on lap 42, engine; G. Hill (Brabham BT34/1) on lap 48, gearbox.

23 *starters* — 12 *finishers*

NOTES ON THE CARS AT MONZA

THE Elf-Team Tyrrell had sent their original car to Canada for tyre-testing in readiness for the North American races and the fourth car was not completed in time for Monza, so Stewart and Cevert had their usual cars, numbers 003 and 002, respectively. Stewart was using his in long-wheelbase form, with the 4.3 in. aluminium spacer between the engine and gearbox, and his car also had a new rear body treatment, with an inclined rear decking from the back of the cockpit to the rear of the car, with the engine inlet trumpets and air-box sticking out of the middle, making the car look like a central-seat Can-Am car; both Tyrrells had the wide-curved nose cowlings and Cevert had one of the earlier flat-nose cowlings minus fins to try in practice. Before official practice began Stewart's car was tried with an experimental cooling layout with the radiator right at the back of the car, the new engine cover being part of this experiment. However, it did not appear during official practice or the race, the normal front radiator being used. On the curved wide-nose cowlings experiments were carried out with tiny aluminium spoilers across the front. The Ferrari team seemed to be in something of a muddle, for they had

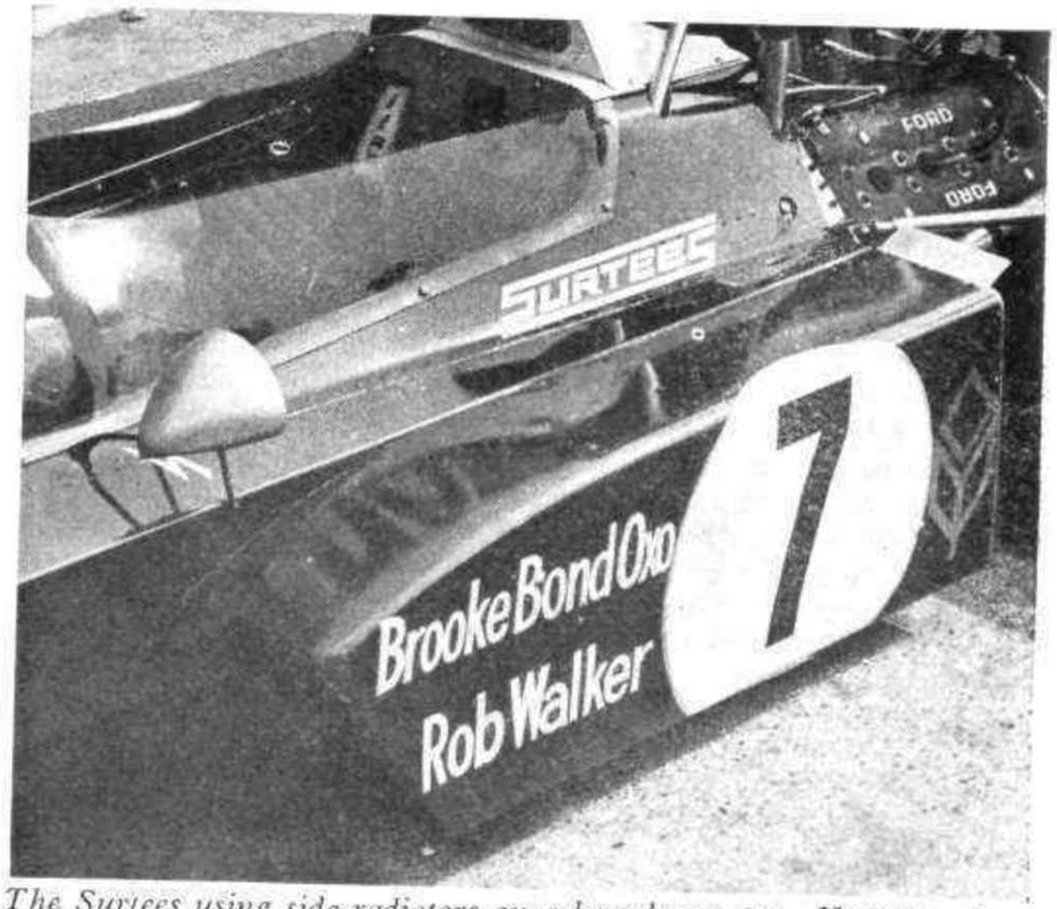


The Tyrrell had new rear body treatment, with an inclined rear deck surrounding the air inlet trumpets inside the black air box.

their three 1971 cars and a lone 1970 car for their two drivers, Ickx and Regazzoni, and though 312B/2 No. 7 was marked down as a training car for Ickx, he used the 1970 car, which was marked for Regazzoni, and the Swiss used the latest 1971 car; their official racing numbers were on the 1971 cars they normally drive, 312B/2 No. 6 for Ickx and 312B/2 No. 5 for Regazzoni. They got in such a muddle during practice that Ickx made his fastest lap in 312B/1 No. 4, the 1970 car, and used it for the race, and Regazzoni made his fastest lap in 312B/2 No. 7, but used 312B/2 No. 5 for the race; no one seemed to notice officially. The 1971 cars had very neat new rear aerofoils that were blended into the engine cover and the oil cooler ducts. The Gold Leaf Team Lotus gave Monza a miss officially as there is still some trouble brewing over Rindt's accident last year, and they did not want to risk any nonsense of having cars impounded. However, the Lotus-Pratt and Whitney turbine car was there, painted in gold and black and entered by World Wide Racing, a paper-work organisation that is connected with Lotus, and Fittipaldi drove it. Apart from the new colour scheme the car was more or less as raced previously.

John Surtees is obviously going from strength to strength and had three entries with himself in a brand-new car, TS9/005, with side radiators, a full-width front cowling and a plastic air-guide under the nose. Stommelen was driving TS9/001 which Surtees used to drive, and Hailwood was entered with TS9/004. When Stommelen had his accident during the first practice the wreck was cannibalized to convert the brand-new car back to normal specification as the experimental side-radiator layout was not considered raceworthy. The two works Brabhams had small air deflectors in front of the exhaust pipes on each side of the car and quite small aerofoils, Hill being in BT34/1 as usual and Schenken in BT33/3. The Matra team returned after missing the Austrian GP with revised porting on the cylinder heads of their V12 engines, another 30 b.h.p. being spoken of, which if true must mean the original design work was a long way off beam. With Beltoise still under licence suspension there was only Amon to represent the French firm and he had MS120B/06 with all the latest modifications and a narrower and sleeker nose cowling and a cover over the engine blending into the rear aerofoil. The earlier 1971 car, MS120B/04, was used as a training car, without the improved body-work. As there was a USAC race clashing with Monza, Hulme had decided to go to America and give Monza a miss, so there was only one McLaren entry, that being the 1970 car M14A/2, fitted with a very small rear aerofoil, for Oliver, the two 1971 cars having gone to Canada. With the Monza race being a flat-out blind where engines are more important than chassis, it was felt that the 1970 car would be good enough for Oliver. The Frank Williams team had two entries but only one materialised, that being the red March 711/3 for Pescarolo. The other entry should have been the 1970 March 701/6 for Carlos Pace to drive, but there was not time to rebuild it after Trimmer had crashed it in the Oulton Park Gold Cup race.

The Yardley-BRM team were out in full force, as they had been in Austria, with the same cars and drivers, Siffert retaining P160/02, Gethin in P160/01, Ganley in P160/04 and Marko with P153/07 and P160/03 was a spare for Siffert still using the unimpressive "short-stroke" version of the V12 engine. No major changes had been made, but there were variations of guide vanes across the rear aero-foils being tried. There were also four March 711 cars being looked after by the works organisation, three of them STP-sponsored cars and one belonging to the Clarke-Mordaunt, Guthrie trio. Peterson was in 711/6, with one of the best Cosworth V8 engines March have had this year, Galli was in 711/4 and de Adamich had the Alfa Romeo-powered 711/1, the Italian engine having a new and more robust cylinder block with only three main bearings instead of five, while Beuttler completed the foursome with 711/2. In the interests of cutting down drag and gaining maximum speed the "rhinoceros" nose aerofoils were left off and very small rear aerofoils were used, quite a few changes to the suspension geometry having to be made to keep the handling and steering satisfactory. To complete the entry there was a miscellaneous trio of private entries, comprising Jarrier with the silver March 701/9 of Hubert Hahne, the Bellasi-Cosworth V8 which first appeared last year, with Moser still driving it, and Bonnier with his old M7C/1 McLaren, now painted red with Scuderia Fillipinetti written on the side but entered by Ecurie Bonnier. In spite of FIA announcements only Bonnier and Jarrier had the regulation red rear lights on their cars.—D. S. J.



The Surtees using side radiators on a brand-new car. However, these were removed before the race as they had not come up to expectations.

Reflections in the Monza Park

THE *Autodromo Nazionale di Monza* takes up only a very small part of the royal park of Monza and apart from motor racing the park provides relaxation and amusement centres for all sorts of activities, from horse-riding to camping, so that in its overall management the Autodromo authorities do not have a very big say. For some reason there are people who want to alter the Monza track and to add some more corners but this would mean cutting into the forests of trees around the circuit and the park authorities will not hear of it, so the so-called "improvements" to the Monza track have been stopped. Quite why the people concerned want to alter things is not very clear, for there is nothing particularly wrong about the track, but it seems there are people who must change things just for the sake of change. Why they can't leave Monza alone I don't know and I just do not see what is so special about today's Grand Prix world that it requires things to be changed. The Italian Grand Prix was first run in 1921 on a circuit at Brescia, and in 1922 the Monza track was opened and the Grand Prix took place there on September 10th of that year, and with only three exceptions, 1924, 1931 and 1932, it has always been held in September, usually on the first or second weekend, and since

1922 it has always been at Monza with three exceptions. In 1937, for Fascist political reasons, it was held at Livorno, and in 1947 it was in Milan and 1948 in Turin, the last two occasions being because the Monza Autodromo was being rebuilt after suffering a lot of war damage; in 1949 the Italian Grand Prix returned to Monza and has been held there every year since then without a break. During the last 22 years the average speed of the race has risen from just over 100 m.p.h. to just over 150 m.p.h. and the length of the race has been reduced by a third from 300 miles to 200 miles. The rebuilding of the Autodromo after the war was completed in 1948, just too late for the Grand Prix to be held there, but in time for the motorcycle Grand Prix of the Nations, and I well recall how impressed I was when we arrived that year to take part in the sidecar race. After the aerodrome circuits of Britain and the temporary atmosphere of races in France, Switzerland and Belgium, the great concrete grandstand, the pits, paddock and entrance gates of Monza presented a wonderful feeling of solidarity and a feeling that racing was back to stay in Italy. And now someone wants to change it all and I bet some idiot soon suggests running the Italian Grand Prix at the Vallelunga circuit near Rome. Monza is synonymous of speed and endurance and that means the Italian Grand Prix to me, not scratching about on some "mickey-mouse" artificial road circuit. It is just 50 years since the first Italian Grand Prix was run and the Italians were very proud of the fact and it was with a feeling of pride that they spoke of this year's "Gran Premio d'Italia", unlike the French and the British this year who sold their pride to commercial interests. With 120,000 spectators at this year's race the Italian organisers were more than solvent, even if lots of people do get in for nothing.

Apart from the racing the public had a racing-car exhibition that they could go into without paying, this show now being an established part of the Italian Grand Prix scene. This year's show concentrated on cars unconnected with Grand Prix racing so that the racing enthusiast could see things that were completely new to him, such as the first rally-winning Citroën-Maserati SM. With such a large crowd it was difficult for the latecomers to see anything, and everything that could be climbed was climbed upon and they stood on roofs that were only meant as sunshades and swung from trees and advertising hoardings and almost certainly a lot fell down upon seeing Regazzoni's meteoric start. After the race the swarthy Swiss was reported as saying: "If you get away gently people say you are asleep; if you get away smartly they say you are jumping the start." Whatever they said it was the best start we have seen in a long time and must have stretched the official ruling about a race starting when a car crosses the starting line to the absolute limit. It was a great pity his engine blew up because Regazzoni is a good chap to have about in a flat-out blind like the one that went on this year. On the other hand, the retirement of Ickx was no great loss for the young Belgian lad does not like Monza racing and makes no bones about it; however, unlike some "stars" who want to change everything that they don't like, Ickx just shrugs about Monza and says: "I race there but I don't enjoy it." Apart from some racing drivers there are other people who don't enjoy Monza and after the race they could be heard moaning about it. The first four cars were covered by a quarter of a second and before the last corner any one of four drivers was a likely winner, and yet these people thought it "wasn't much of a race". They say the same thing when Stewart walks away from everyone at Silverstone or the Nurburgring; I sometimes wonder what they consider to be a good race, or perhaps they don't really like Grand Prix racing and were there by mistake. While I always enjoy Monza it does not mean to say that I want all races to be like the typical Monza ones. For me the fascination of European Grand Prix racing is the variety of the circuits used and a flat-out blind once a year keeps the engine people on their toes as well as allowing the cut-and-thrust drivers to have a real go. Just as we all enjoy the annual scratch round the streets of Monte Carlo once a year we should equally enjoy the Monza track race at over 150 m.p.h., for variety is all-important. When all Grand Prix races are run on clinical, Paul Ricard-like circuits the scene will be very dull indeed.

During practice there was a lot of "slipstreaming" and "towing" going on, some of it of use, much of it wasted, especially when four or five cars got into a bunch, for they would all get in each other's way. However, they could be useful to a lone car behind them for it could gain speed in their wake, until it caught them up. If it could gain speed down the back straight and up the pits straight and not catch them until after crossing the timing line, it could make a big difference to a single lap time, and it was just this that Pescarolo managed on Friday when he got in his fast lap, and what Schenken was doing on Saturday when Amon used the Brabham to help with his fast lap. It is difficult to manufacture such situations, you just have to keep your eyes open and watch for them to develop and to do this the drivers were cruising down the back straight at 80 or 90 m.p.h. Over at the pits the timekeepers and pit crews could have no knowledge of what was happening apart from what the stop-watches told them, and while a driver was hanging about and waiting his lap time might be as low as 1 min. 45 sec. He might do two or three laps at this pace and then suddenly put one in at 1 min. 23.0 sec. so that the official timekeepers must have had a terrible time sorting out the fast laps from the slow laps, especially as they could never know when a driver was going to dive into someone's slipstream and try for a quick lap. As Amon explained, you did not gain anything on maximum speed, you still reached peak revs in top gear, but you got up to them more quickly if you were in someone's slipstream coming on to the back straight. During the last-minute dice on Saturday afternoon I went over to the back straight to watch, for one of the March people told me Peterson was doing 200 m.p.h. and I felt I must see this. When I got there everyone was cruising by waiting for opportunities and even those who were not looked to be doing about 150 or 160 m.p.h. Then Peterson came by with the March on full song at what I would estimate to be 180-185 m.p.h. When a BRM and the Matra went by they were visibly faster and their estimates of speed was "knocking on 190 m.p.h.". I think March had got their sums wrong somewhere. With all the speed, slipstreaming and strain on timekeeping with cars so closely matched it really is time that Monza gave some serious thought to Indianapolis-type qualifying over two flying laps with cars running singly. It would make a marvellous spectacle for the crowds in the grandstands if it was stage-managed properly. The way things are at present the whole affair is a shambles and no one saw Amon do his pole-position lap, apart from the few people who happened to have a stop-watch on him, and none of them saw Ickx do his lap at 1 min. 22.82 sec.

Monza usually produces something new and interesting mechanically as a prelude to the next season, but this year was an exception and it was depressing how many 1970 cars appeared again, Ferrari and McLaren using old cars, while Tyrrell, Surtees and March seemed to take a 1971 backward step. In spite of this, lap speeds were much faster and this can only be attributed to tyre development, for I am sure none of the regular drivers were any more skilled or any braver, and there has not been all that much increase in power outputs. Tyres could improve cornering on the fast *Curva Grande* and the *Lesmo* corners and could also improve braking for the *Parabolica*.

At most of the other races this year the number 1 in the entry list has been left blank as a tribute to Jochen Rindt, the posthumous 1970 World Champion. The Milan Automobile Club omitted to do this and gave Stewart number 1 in the programme, so that when he arrived he was very upset that his friend and neighbour should have been forgotten so soon, and at the track on which he was killed. As a gesture Stewart elected to forego the number 1 and take number 30, at the end of the list, which is why Cevert headed the entry list with number 2 and Stewart was at the end of the list behind Bonnier.

After the race it was interesting to listen to Cevert and Peterson explaining why they did not win, when they started the last lap each confident that he had got it all worked out for victory. During the closing laps Peterson's March split an exhaust pipe and he told how he was 300 r.p.m. down on maximum due to this. However, he explained that he was able to stay with Cevert by braking harder and later. (Who asked why he was not braking at the maximum before the exhaust pipe split?) He had it worked out that he could pass Cevert's Tyrrell between the last corner and the finish if necessary, as he had tried it a number of times during the last 15 or more laps. Cevert counteracted by saying that he had a much more powerful engine than Peterson and could pass the March any time he wanted to, but did not intend to show Peterson this until the final sprint (and I thought they were racing "Harry Flatters"!). Cevert's plan was to lead down the back straight, let Peterson lead into the last corner and pass him on the run-in to the finish by reason of his superior engine. He did not want to lead at the last corner in case Peterson got in his slipstream and "jumped" him at the line. At this point Peterson asked Cevert why he braked so late into the last corner, because it forced the Swede to brake even later and go sliding wide. Cevert insisted that he had not braked late, and in fact had braked early to lure Peterson by. Seeing the March in a full-lock slide on the outside of the last

Continued on page 1020



Ronnie Peterson scored his fifth Formula Two victory at Tulln Langenlebarn, near Vienna, extending his European Trophy lead in the process.

AFTER an absence of exactly four years, Formula Two cars reappeared at Brands Hatch on August Bank Holiday Monday when a fully representative European field arrived at the Kent circuit for a non-championship race. Motor Circuit Developments' director John Webb, who for so long has been a staunch supporter of Formula 5000 and relentlessly promoted it for the past three seasons (despite the fact that it has seldom lived up to the publicity it received), took a leaf out of the Continental organiser's book and realised what a crowd-pleasing spectacle the highly-tuned Cosworth-Ford-engined single-seaters provide. Unfortunately a dull day brought out a depressingly low crowd of some 12,000 people, but those who attended could hardly fail to be entertained.

To start with, Ronnie Peterson put on an astounding display of motoring during practice and gained pole position with a lap of 0.2 sec. faster than the Grand Prix circuit outright record, held by Jack Brabham's Formula One BT33 and set during the 1970 Race of Champions. This was some 1.4 sec. faster than Graham Hill could manage in the fastest Rondel Racing Brabham BT36, although when the race started the popular Londoner led away from the line while Peterson fluffed his getaway.

At the completion of the first lap Peterson lay fifth behind Hill, Emerson Fittipaldi (Lotus 69), Wilson Fittipaldi (March) and Gerry Birrell (Lotus 69), but any battle for the lead was all over by lap 4. Peterson sailed round the outside of Emerson Fittipaldi on the uphill left-hand corner at South Bank, relieved Graham Hill of his first place at Westfield and drew comfortably away to victory by nearly 15 sec.

After both the Fittipaldi brothers retired, Emerson with a blown cylinder head gasket and Wilson with a broken engine, the second place dispute was played out between the three Brabham BT36s of Hill, Carlos Reutemann and Peter Westbury. This trio never actually swapped positions but the excitement was sustained as the Argentinian Reutemann, who was making his first visit to Brands Hatch, made gallant attempts to wrest second place from his more experienced rival. He just failed by 0.4 sec., although he managed to get alongside Hill one lap from the end when the Rondel team leader fumbled a gear-change. Westbury stayed in fourth place, took the new Formula Two record and lost his oil pressure on the run-in to the chequered flag.

A fortnight later European Trophy points were at stake in Austria, the venue being the bleak, wind-swept airfield at Tulln-Langenlebarn, near Vienna. Although practice was conducted in sunny weather, rain fell unceasingly throughout race day and huge puddles built up all round the makeshift circuit which is lined with rows of straw bales.

Split into two 35-lap heats, the race proved that Peterson is also a very accomplished wet-weather driver for he won the first part by a clear 11 sec. from Tim Schenken (Brabham BT36) and Dieter Quester (March-BMW). Schenken chased hard in the second heat and actually got past, although Peterson shadowed him closely all the way (he was certain of aggregate victory) and re-passed on the final corner when the Australian went wide, hit a straw bale and spun. Schenken recovered to finish second ahead of Quester, while the next three places were filled by Wilson Fittipaldi's March and the Brabhams of John Watson and Bob Wollek.

Thus, after an unsuccessful start to March's second Formula Two season, Ronnie Peterson is virtually assured of winning the European Trophy, for to stop the Swede so doing would mean either Schenken or Reutemann winning the next three rounds (at Albi and Vallelunga) with Peterson gaining no more than one fourth place. Although many 712M chassis have been sold by the Bicester constructor this year, Peterson's car has received very special attention (not merely development work for next year's car), while Cosworth FVA motors prepared by Brian Hart Ltd. have provided him with reliable winning power in four of the five consecutive races.

There has been little consolation amongst the opposition. The Elf-financed Tecno team, for which Cevert started the season on a high note with wins at Hockenheim and Nurburgring, have now no chance of winning the title. A variety of problems have bugged Pederzani's BDA-based motors. At Thruxton blown head gaskets reflected wrongly calculated head-torquing loads, quickly followed up by failures attributed to meshing metric jackshaft gears to BSF ones, heads coming off pistons when acceleration of the Hepolite components was exceeded, and finally a batch of sub-standard valves accounting for the failures at Imola and Mantorp Park. At Tulln-Langenlebarn the car never showed its usual turn of speed and after a distant fourth place in the first heat, dropped way out of contention in the second with a flooded motor.

Carlos Reutemann's broken clutch in Austria reduced his chances of giving Peterson a run for his title over the last two races, while Schenken is another looking for his first F2 win. Nevertheless Rondel Racing's well turned out team have enjoyed an encouraging first season, particularly as they have been preparing three fully competitive cars ever since Rouen. In contrast, Frank Williams, an experienced Formula Two entrant, who has operated a Motul oil-sponsored team of March 712Ms, for Henri Pescarolo, Derek Bell (when his car wasn't being loaned out to local heroes) and latterly Carlos Pace, has had a season which he would probably rather forget.—A. H.

Results :

ROTHMANS INTERNATIONAL TROPHY—Brands Hatch (August 29th)
40 laps—170.40 kilometres

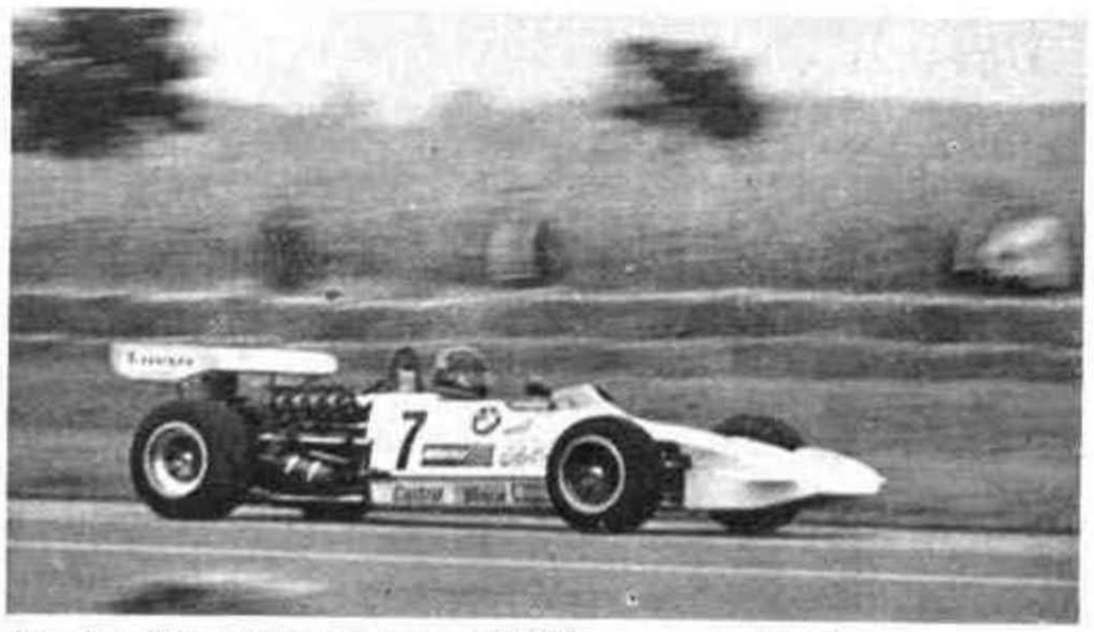
1st	R. Peterson (March-Cosworth 712M) ..	58 min. 41.6 sec.—174.33 k.p.h.
2nd	G. Hill (Brabham-Cosworth BT36)	58 min. 56.4 sec.
3rd	C. Reutemann (Brabham-Cosworth BT36) ..	58 min. 56.8 sec.
4th	P. Westbury (Brabham-Cosworth BT36) ..	59 min. 01.2 sec.
5th	G. Birrell (Lotus-Cosworth 69)	59 min. 02.4 sec.
6th	R. Wisell (Lotus-Cosworth 69)	59 min. 05.4 sec.

Fastest lap : P. Westbury (Brabham-Cosworth BT36), 1 min. 27.0 sec.—176.44 k.p.h.

6th FLUGPLATZRENNEN—Tulln-Langenlebarn (September 12th)
70 laps—200.20 kilometres

1st	R. Peterson (March-Cosworth 712M) ..	1 hr. 24 min. 32.2 sec.—142.20 k.p.h
2nd	T. Schenken (Brabham-Cosworth BT36)	1 hr. 24 min. 59.9 sec.
3rd	D. Quester (March-BMW 712M) ..	1 hr. 25 min. 12.9 sec.
4th	W. Fittipaldi (March-Cosworth 712M) ..	1 hr. 25 min. 44.2 sec.
5th	J. Watson (Brabham-Cosworth BT30) ..	69 laps
6th	B. Wollek (Brabham-Cosworth BT36) ..	69 laps

Fastest lap : T. Schenken (Brabham-Cosworth BT36), 1 min. 10.7 sec.—145.18 k.p.h.



Austrian Dieter Quester uses a BMW engine in his German-sponsored March 712M. He put on a good show at Tulln Langenlebarn, finishing third in front of his home crowd.

The results of the European Trophy race at Mantorp Park, Sweden, which were omitted from last month's MOTOR SPORT are included below.

MANTORP PARK GRAND PRIX—Mantorp Park (August 8th
72 laps—273.20 kilometres

1st	R. Peterson (March-Cosworth 712M) ..	1 hr. 45 min. 45.8 sec.—153.24 k.p.h
2nd	T. Schenken (Brabham-Cosworth BT36) ..	1 hr. 46 min. 43.7 sec.
3rd	C. Reutemann (Brabham-Cosworth BT36) ..	1 hr. 46 min. 50.1 sec.
4th	W. Fittipaldi (March-Cosworth 712M) ..	1 hr. 47 min. 25.3 sec.
5th	J. Watson (Brabham-Cosworth BT30) ..	1 hr. 47 min. 50.6 sec.
6th	G. Birrell (Lotus-Cosworth 69)	1 hr. 47 min. 57.7 sec.

Fastest lap : R. Peterson (March-Cosworth 712M), 1 min. 27.1 sec.—169.60 k.p.h

Continental Notes

Tecno Grand Prix Engine

ONE OF THE interesting happenings last month was the news that Tecno had got their 3-litre Grand Prix engine running, in fact it had been hoped to have the car at Monza, and at the time of writing there are hopes that the first car might be at Brands Hatch for the F1 race on October 24th. Now, in Formula One circles anyone would be justified in asking "Who are Tecno?" In Formula 3 and Formula 2 circles there would be no need to ask, for the small Bologna firm run by the brothers Luciano and Gianfranco Pederzani, is extremely well-known by reason of the results gained by their Ford-based engines and their own chassis. Although they started with Ford and Cosworth engines they were soon rebuilding them to their own ideas until the Cosworth F2 engine was virtually a Tecno engine. They have now designed and built a 12-cylinder 3-litre engine for Formula One racing, which is quite a big step forward for a small firm. It is a horizontally-opposed engine, on the lines of the 312 Ferrari, with four camshafts, four valves per cylinder, and down-draught inlet ports, Lucas fuel injection, Marelli ignition, and will be joined to a Hewland gearbox/final drive unit. While the appearance of a new name and power unit in Grand Prix racing is always welcome it is with some reservations that I view the 12-cylinder Tecno. For many years Italy has produced exciting engines, but few have ever worked, apart from those that emanated from Alfa Romeo, Ferrari and Maserati. It is not difficult to recall the flat 8-cylinder de Tomaso engine, the V8 A.T.S. and the V8 Serenissima, none of which really got off the ground in Grand Prix racing. It is one thing to build one engine, or even six engines, but something else to make them work and make them raceworthy. Whether Tecno will be as successful with this 12-cylinder engine of their own, as they have been with their modified Formula 2 Cosworth engines, we shall have to wait and see, but one thing they have on their side is quite a few years of competitive racing in the smaller Formulae, and successful years at that.

Porsche Can-Am Engine

While on the subject of engines it is amusing that Porsche have now done an about-face over the matter of their horizontally-opposed 16-cylinder 5-litre engine. Earlier in the year details of this engine were released, accompanied by a sob-story of how the engine was being put on the shelf and labelled "an interesting experiment", because the nasty men at the F.I.A. had decreed a 3-litre limit for sports car engines in 1972. Added to this was the statement that for 1971 the 12-cylinder 5-litre engine in the 917 would be adequate in view of the lack of any serious opposition to the Porsche 917. At the Austrian 1000 kilometres race there was a thinly-disguised works Porsche entry, accompanied by more Porsche technicians than we have seen for a long time, and though the car was a fairly straight-forward 917 coupé it was fitted with a very special anti-lock braking system. Although the mainstay of Porsche racing has been left to the J. W. Gulf team this year, the people at Stuttgart have never lost touch with racing and it is their intentions to have a go at Can-Am racing in 1972 with the 16-cylinder 5-litre horizontally-opposed air-cooled engine. In spite of having put the 16-cylinder "on the shelf" it has done sufficient test-running to develop valve trouble and this has been overcome by the English firm of Aitcheson whose colloidal-graphite is well-known. They have treated the 32 valves by a special process of their own which has overcome the valve-stem sticking problem, and were so pleased with the results that they told the world about it at a time when Porsche people were saying "16-cylinder engine? What 16-cylinder engine?"

In an official Porsche statement the firm's number one speaker, Rico Steinemann, said in connection with Porsche not taking part in 3-litre sports car racing in 1972, "the development of a new 12-cylinder 3-litre engine would force us to use small cylinder capacities of only 250 cc. The present and future stiffer emission regulations make construction of cylinders of under 350-c.c. displacement an ill-considered technical dalliance, that can in no way find positive expression in the series car." It is gratifying that someone is still viewing motor racing as a technical exercise and not idol-worshipping and a bally-hoo public entertainment, but my sums tell me that a 16-cylinder 5-litre engine has individual cylinder capacities of 312.5-c.c. So either the projected Can-Am engine is going to be enlarged to over 5-litres or Porsche are going to do some "technical dallying."

It is difficult to decide who gets my prize of a full-grown raspberry for bare-faced lying, but ELF team Tyrrell, Gold Leaf team Lotus and Porsche Engineering are high on the list, closely followed by Ferrari. In the running for the evasiveness prize" of a lemon, are March, Team Surtees, Matra and BRM, while the "orange prize" goes to Bruce McLaren Racing. A firm built up on the character of a man like Bruce McLaren cannot be anything else but straight and true.

New Circuit

Last year when there was a bit of a "shin-dig" over the Francorchamps circuit by certain people whose names I get tired of mentioning, the Royal Automobile Club of Belgium made noises about building a new artificial circuit at Nivelles, just south of Bruxelles. This circuit has now been completed, or nearly so, and the first club-type meeting was held there last month. It is one of those flat complicated autodromes or stadiums, rather like a three-ring circus and the aim is to ring the changes on the variations available to accommodate everything from Formula Vee to Can-Am, and no doubt somewhere within the complex the R.A.C.B. will run the 1972 Belgian Grand Prix, and I hope the young and not-so-young starlets of the Grand Prix world enjoy themselves. We could all name one or two drivers who will not enjoy it, but the controllers of the sport say progress must come before sentiment or personal enjoyment. Eric Carlsson was so right when he said that he wondered if drivers would find Grand Prix racing rather dull and unexciting when all the hazards have been removed and it's all neat and tidy, clean and clinical, and safe and sound. I suppose they will take up croquet to get the adrenalin going, though if the 1971 top points scorer in Formula One (World Champion to the masses) is to be believed, he never gets his adrenalin glands working and doesn't intend to, though I find him hard to believe. I have a feeling we are about to bury the Belgian Grand Prix the way the French Grand Prix has been buried, and substitute a pathetic event called the Belga Grand Prix (Belga being a Belgian cigarette manufacturer, for the information of non-smokers). I wonder when someone is going to wake up to the fact that the British Grand Prix is not only still run on a disused airfield every alternate year, but the average speed has risen by 50% in its short history. It really is time it was held on a properly constructed circuit and slowed down. When we join Europe how about the British Grand Prix at Lydden Hill, down in the corner of Kent, so that visitors can get to it easily from across the channel. Sounds daft, doesn't it? But it is as logical as some of the changes that are going on in Europe.

You may get the idea that I am against any changes, or anything new, if so you are quite wrong. I am against the mediocre in what is supposed to be the top class of motor racing. I am not against new circuits either, for I think the *Osterreichring* in the middle of Austria is superb and that is newer than most. The old airfield circuit at Zeltweg was terrible, and the Austrians had no choice but to use it so they made the most of it. Everyone who went to those races until 1969 only did so because the organisers were so pleasant, the people were so enthusiastic and the whole atmosphere was so agreeable. They always said they would have a proper circuit of their own one day and now they have brought their dream into reality with an artificial circuit cut out of virgin soil that is so good that a number of drivers who visited it for the first time this year found it hard to believe that it was brand new and felt that the track of the circuit must have stemmed from an old motorcycle mountain-grass track or a super Autocross course or something. Having seen the hillside before the Austrian club even purchased the land I was able to convince them that it was laid out by a group of enthusiasts who walked the fields and said "Let's take the circuit up that hill; round that group of trees; down that dip; over that brow", and so on. It was not laid out with ruler and compasses, protractors and curves, on a drawing board, and that is why it is such a natural circuit. Of course, it is not perfect, and it is not finished, the paddock is rough, the grandstands are primitive, the lavatories are crude, but it will all be finished in time. The important thing is they have a circuit that is enjoyable to drive round, a chal-

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LETTER FROM EUROPE

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

Dear W.B.,

There are many ways into and out of Italy, most of them involving crossing mountains, either by the road passes, through the road tunnels or on the special car-carrying trains that go through tunnels. When I go to Monza I am usually in a bit of a hurry and find the Mont Blanc road tunnel one of the best ways into Italy, but after the Italian Grand Prix I have a little more time and like to leave Italy by way of the Mont Cenis pass, or Monte Cenisio as it is called in Italian. I enjoy this pass for many reasons, it is fairly traffic free, has a good surface and some super hairpins and you can always enjoy a thrash up to the top. However, it's main fascination is that it used to be used for an International mountain hill-climb that was called the Susa-Monte Cenisio, for the start was in the main-street of the small town of Susa, at the very foot of the pass. The finish was right at the top in the French part of the pass and for the event the Italian and French frontier barriers were fixed open and the competitors blasted across the frontiers flat out. In the days when movement about Europe by road was still fairly severely controlled it was sheer joy to sit on the grassy banks at the top of the Monte Cenisio, in the French sector and watch a works Ferrari or works Maserati cross the Italian frontier post at 130 m.p.h., heading towards you and the last series of sharp hairpin bends before the French frontier post, for there used to be a large stretch of No-man's land between the two barriers. In recent years the French have built a vast electricity complex on the top of the pass, making a huge reservoir by building a dam across the plateau, with a new road running higher into the mountains round the edge of the artificial lake and it affords a splendid panorama as you motor along. It always intrigues me to think that down at the bottom of the lake is the old road and the old frontier post where the finishing line of the Susa-Monte Cenisio hill-climb used to be. Also down there is the small frontier village and a vast military barracks through which the old road used to run, though I never saw it occupied by soldiers and the whole area always looked a bit desolate and derelict.

When leaving Italy by this route the simplest way is to take the Autostrada from Milan to Turin and then join the road up the Susa valley. With Alfa Romeo at Milan and Fiat and Lancia at Turin, that Autostrada is bound to be interesting, for along it you pass *Balocco* where Alfa Romeo have their private test-track, and near to Turin is the new Lancia proving ground. This year on the Monday after the Monza race I was negotiating the fly-over system to join the Autostrada when I saw Nanni Galli threading through the traffic ahead of me in a red Alfa Romeo Montreal, the 2-litre V8 coupé that is beginning to appear on the roads. Moments later I saw him going in the opposite direction, having made a U-turn before joining the Autostrada. I was not awake enough to think anything of it, until I was on the Autostrada and in a depressing blockage. Galli had obviously seen the signs, having local knowledge of Milan and its suburbs, and gone off in another direction. I sat in a creeping queue for nearly 30 minutes due to that mistake. It was very hot and I was glad to be in an open car, for I could sit in the sun and read the newspaper while others were trying desperately to get some air into their saloon cars. After years of fastback coupés I am now really enjoying an open roadster and wish I had made the change earlier. Sitting there I wondered what would happen to a Dino Ferrari if you took a tin-opener to it. The blockage was caused by a Swiss girl in a "Banana Yellow" Porsche 911 who seemed to have been struck on all sides by Fiats. I suspect someone was not looking where he was going, for she looked very attractive standing forlornly by her battered Porsche. It had all been at very low speed by the look of it and no-one seemed to have been hurt. When I eventually got going I was bowling across another fly-over to the west of Milan when a small orange car rocketed out of the feeder road and ran door-handle to door-handle with me for quite a way. It looked like a Citroën GS by its general appearance, but obviously wasn't, and when I got in front I looked in the mirror to see that it had a grille like a BMW, which puzzled me a bit so I slowed down and let it come by, to find that the driver was smiling and waving. It was our old friend Consalvo Sanesi, the Alfa Romeo works test-driver and 159 Alfa Romeo Grand Prix driver, and he was on his way to *Balocco*. It looks as though Alfa Romeo have joined the small family car league, for this little orange four-seater bore no resemblance to any known Alfa Romeo.

The Milan-Turin Autostrada is one of the oldest in Italy, long since modernised and enlarged to three-lanes in each direction, and at the moment a centre barrier is being erected. They are not using the ubiquitous and unsightly double-Armco barrier, but are building what I can only describe as a full-length concrete window-box. This concrete trough is about three feet high and four feet wide and is filled with earth and plants and grass, and shrubs are planted in it. Consequently it serves two purposes, it provides a solid centre barrier as effective as any steel wall, it looks very pleasant and relaxing and when the vegetation has grown up it provides a very effective anti-dazzle screen for night driving. I have never believed that Armco barriers were the complete answer, and have always felt that big-business in the steel world has forced them on us without allowing thought for any alternative. Trust the Italians to come up with an alternative that is not only better but in good taste as well. The idea was probably encouraged by the Italians' love of concrete and that cement in Italy means Fiat and Fiat means Italy. Anyway, I think it is a jolly good idea. Before leaving that Autostrada I had a sad thought as I passed the fork at *Santhia*, where you turn off to the right to head for Aosta and Switzerland. Exactly two years ago, after the 1969 Italian Grand Prix, I ran in company with a BMW 2002 at 105 m.p.h. as far as that fork. It was driven by Jochen Rindt, with his wife beside him, and in the back was Piers Courage and his wife, and they were on their way back to Geneva and waved happily as we parted company, they to leave Italy by the *Monte Bianco* while I was heading for the *Monte Cenisio*.

I was interested to read last month the letter from the Fiat Register about the various Ballila sports cars and the mention of the *Berlinetta aerodinamica* because there used to be one of these standing outside a garage on the road down to Aosta from the Mont Blanc tunnel. Whereas the *Spyder* was a pretty little car I always thought the so-called streamlined coupé was hideous. It was too short, too narrow and too high. About as attractive as the funny Morgan coupé that appeared at Earls Court a few years ago.

Coming across France recently I detoured out of Reims to visit the old Grand Prix circuit and everything is still there, but it seems like a different world to recall the French Grand Prix races that took place there, and the 12-hour sports car races. Racing at Reims was when French racing circles were still thinking in the Grand Manner, before the new Federation took over, and the last Grand Prix on the fast triangular circuit was in 1966, when Brabham won with a Brabham-Repco V8 in the first year of the 3-litre Grand Prix Formula. It's staggering how the years go by so quickly.

Just in case you get the impression that all roads in Europe are motorways lined with steel barriers I am sending you a photo taken last month of a French *Route Nationale* with no yellow lines, no barriers, no signs, just pleasant open road motoring. I won't tell you where it is in case someone feels the trees should be protected by Armco barriers!

Yours, D. S. J.



". . . just pleasant open road motoring! . . ."

CAN-AM — Revson draws away

LEXINGTON, OHIO. *August* 22

VIRTUALLY IDENTICAL half-shaft breakages eliminated Team Gulf McLaren from the fifth Can-Am round at the Mid-Ohio Sports Car Course, 70 miles south of Cleveland, and paved the way for Jackie Stewart to cruise to his second victory of the year in the Johnson Wax-sponsored Group 7 Series in America. Half of the World Champion's opposition was dramatically ousted on the opening lap when Denis Hulme had his right drive shaft snap a U-joint under braking for the very first turn, generating instant chaos throughout the 17-car field. Hulme's ensuing gyrations gathered up several first division contenders, including the McLarens of Motschenbacher, Brown, Adamowicz, and Dutton. Dave Causey dealt the works M8F a death blow amidships with his T222 Lola, and the later retirements of both Motschenbacher and Brown may well have been caused by their having taken to the grass verge in a frantic series of phenomenal avoidances.

But the race was almost overshadowed by events which took place during practice. Appalled at the atrocious condition of the tight and narrow 2.4 miles that make up the mid-western US circuit, Stewart threatened to withdraw rather than risk what he termed a "heartrending incident". And Tony Dean added considerable weight to cries of "unsafe" and "dangerous", when he spun off in the same spot that Hulme was to make famous. Dean was unhurt but the McLaren's tub was badly bent and must undergo an extensive re-build before its return to the Cam-Am wars. In addition, various suspension breakages on both Stewart's and Revson's cars prompted Carl Haas and Teddy Mayer to petition the Stewards of the Meeting to have the race distance shortened from its intended 80 laps (192 miles) to a reported 50 to guarantee *some* finishers, but after consideration they announced that 80 laps it would be. Stewart reversed his decision not to run, but revealed later that he had agreed with Haas to drive for a finish only.

After the first-lap incident, Revson took the lead for Team McLaren and had little trouble staying in front. He pulled steadily ahead to where there was a secure 20-second interval before the Lola passed by, when his right half-shaft let go at the back of the course near the Valvoline bridge. Only 8 laps remained at the time, and, with his 2-lap edge over Siffert in the STP Porsche-Audi, Stewart simply stroked his way to the chequered flag. Adamowicz was third in the Jerobee Industries McLaren, Herbert Muller followed in his 512M Ferrari, Chuck Parsons was fifth in the Overhauser T160 Lola, and Milt Minter sixth in Vasek Polak's 917 Porsche Spyder.

Statistics show the race completed in a time of 2 hours 16.763 sec. at an average speed of 95.777 m.p.h., and Revson was awarded f.t.d. honours for his performance on lap 49—a time of 1 min. 28.0 sec. (98.18 m.p.h.).

The Mid-Ohio race marked the end of the first half of the 10-race schedule, and, with drivers permitted to count only their four best finishes out of five, the top ten were as follows:

1st: Peter Revson, 67 pts.; **2nd**: Denis Hulme, 65 pts.; **3rd**: Jackie Stewart, 40 pts.; **4th**: Lothar Motschenbacher, 32 pts.; **5th**: Tony Adamowicz, 30 pts.; **6th**: Jo Siffert, 27 pts.; **7th**: Chuck Parsons, 18 pts.; **8th**: Milt Minter, 17 pts.; **9th**: Bob Bondurant, 10 pts.; **10th**: Mario Andretti, 10 pts.

Results :

CAN-AM—Round 5—Mid Ohio—80 laps—192 miles

1st	J. Stewart (Lola T260-Chevrolet)	2 hr. 00 min. 16.76 sec.	—95.78 m.p.h.
2nd	J. Siffert (Porsche 917-10)	78 laps	
3rd	T. Adamowicz (McLaren M8D-Chevrolet)	77 laps	
4th	H. Muller (Ferrari 512M)	76 laps	
5th	C. Parsons (Lola T222-Chevrolet)	75 laps	
6th	M. Minter (Porsche 917PA)	75 laps	

Fastest lap : Revson, 1 min. 28.0 sec.—98.18 m.p.h.

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ELKHART LAKE. *August* 29

PETER REVSON won his third Can-Am race for Team Gulf McLaren at beautiful Road America in a smooth, trouble-free run, after having been forced to start from the back of the field since he had been unable to set an official time. The reason for this strange occurrence was that the Kiwis' number two could not qualify as planned for USAC's second annual California 500 at Ontario Motor Speedway due to engine trouble, and, consequently, had to forfeit much-needed track time at Elkhart Lake to place a McLaren car in the 33-car field at OMS.

Denis Hulme had taken the pole station to start the second half of the Johnson-Wax Series, with only a feeble reply from Stewart in the L & M Lola. There had been no familiar Gulf orange cars at the opening practice session, since both Hulme and Revson were in California. Hulme, however, returned to Road America on Friday night, disgusted with his USAC car's performance, and after arrangements had been completed to have the American Gordon Johncock take his place. Until the dying moments of Saturday's time trials it appeared as if the Wisconsin race-goers would have to choose between watching Revson carve his way through the field, or Hulme and Stewart battling it out for the edge from their front row starting positions. Jackie Oliver, however, took a hand in upsetting things. The Bryant-Nichols Shadow Mark II returned to the Series, after giving the Mid-Ohio event a miss, and Oliver pushed his way past Stewart in his qualifying session to partner Hulme at the head of the smallest field to date—22 cars.

Somewhat unexpectedly, it was Hulme and Stewart who set the pace from the green flag, but most knew this would not last. The World Champion had cooked his 8-litre Chevrolet engine during the pre-race warm-up, and no one expected him to be around for long. Stewart retired after only 11 laps due to severe engine overheating, but the surprise was Hulme's departure after 5 more, with a broken crankshaft. Revson, meanwhile, after having picked up 12 places on the opening lap, vaulted into second place on lap 13, only to lose his stable-mate soon after. Ever mindful of his suspension breakage at Mid-Ohio one week before, Revson drove with great discretion for the rest of the afternoon, and had little to fear when Oliver ran into a pair of punctures at the rear, and both Motschenbacher and Elford slowed with handling trouble and overheating tyres respectively.

Entirely unopposed, Revson completed the 50-lap, 200-mile race in 1 hour 50 minutes 4.758 seconds at the new record average speed of 109.012 m.p.h., while Hulme set f.t.d. on lap 11—2 min. 8.137 sec. (112.377 m.p.h.)—to erase yet another mark.

The non-finishing of the L & M Lola was most discouraging for the works-backed crew, as every conceiveable method is being employed to make the unusual newcomer handle with sufficient authority to continue applying pressure to the 1970 champions.—J.M.

Results :

CAN-AM—Round 6—Elkhart Lake—50 laps—200 miles

1st	P. Revson (McLaren M8F-Chevrolet)	1 hr. 50 min. 4.76 sec.	—109.01 m.p.h.
2nd	J. Siffert (Porsche 917-10)	49 laps	
3rd	V. Elford (McLaren M8E-Chevrolet)	49 laps	
4th	L. Motschenbacher (McLaren M8D-Chevrolet)	49 laps	
5th	H. Kazato (Lola T222-Chevrolet)	47 laps	
6th	D. Causey (Lola T222-Chevrolet)	47 laps	

Fastest lap : Hulme, 2 min. 08.14 sec.—112.38 m.p.h.

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DONNYBROOKE, *September 12th*

TEAM McLAREN were right back on top at Donnybrooke finishing in a customary one-two formation. Again it was Peter Revson who took the top honours with Denny Hulme finishing second. Jackie Stewart who started the L & M Lola from the second row led for the first three laps before being headed by Revson. A couple of pit stops towards the end of the race dropped Stewart to an eventual sixth and it was Gregg Young who took third place in the second Motschenbacher McLaren formerly raced by Bondurant. Full report next month.

Results :

CAN-AM—Round 7—Donnybrooke—70 laps—210 miles

1st	P. Revson (McLaren M8F-Chevrolet)	1 hr. 45 min. 45.64 sec.	—119.14 m.p.h.
2nd	D. Hulme (McLaren M8F-Chevrolet)	69 laps	
3rd	G. Young (McLaren M8E-Chevrolet)	69 laps	
4th	V. Elford (McLaren M8E-Chevrolet)	69 laps	
5th	J. Siffert (Porsche 917-10)	68 laps	
6th	J. Stewart (Lola T260-Chevrolet)	67 laps	

Fastest lap : Hulme, 1 min. 27.86 sec.—122.92 m.p.h.

WHOEVER it was first had the idea that car manufacturers could make some useful publicity for themselves if they advertised the quality of their products when one of them happened to be successful in a rally, sowed the seed from which sprouted factory competitions departments. It was natural that a manufacturer would sit up and take notice if one of his cars was driven to victory in a worthwhile event. And if it did not win the following year it was equally natural that steps should be taken to remedy that.

Thus competitions departments were created. They were rather crude at first, devoting time to such mundane problems as finding the optimum blade size for a snow shovel, but as the importance of winning increased so the departments were developed into efficient success creators, and there are now some which have very sophisticated organisations with links in the marketing field

It wasn't long before the best drivers were being persuaded not only to drive for the companies concerned, but not to drive for rivals in succeeding events—the contract was born.

In the years which followed, the top echelon of drivers picked up good rewards for the risks they took, and the tyre, oil, lighting and accessory trade followed car manufacturers into competition. By the time the late sixties came along, there was indeed a boom in the small but select automotive competition industry (which it could be called at that level). But there was also a huge spending spree on the go; particularly during the London–Sydney Marathon and the World Cup Rally, expenditures were enormous as rally people flitted here, there and everywhere, all over the World.

Eventually, the accountants had to catch up with the situation, and several departments closed down. Some operated on a shoestring and virtually in disguise, and others ceased their own participation but continued to supply competition equipment to all those who wanted to buy it.

With this apparent reversal of the metamorphosis came an insecure feeling by contracted drivers and co-drivers. There were many more of them available than there were cars for them to drive, a situation which played right into the hands of team managers. Why should they stick to three contracted drivers for a whole year when they could so easily have a rally-by-rally choice of two or three times that number ?

This is precisely the thinking of Ford of Britain. The rally driver market (and I don't liken these skilled people to cattle by the use of that expression) has been recognised by Boreham as being heavily in favour of the buyer, so there will be no annual contracts signed for next year. Ford, with a very limited rally programme compared with that of previous years, will instead sign up drivers for individual events. Such a system has the advantage of widening the choice, but it also means that drivers will lose their feeling of being part of a permanent team. Roger Clark, for instance, has been a fine ambassador for Ford, having been associated with that company for many years. In 1972 he will be able to accept any Ford offers which come his way, but he will no longer be barred from accepting other offers, so who can blame him if he drives another make of car in an event in which Ford is not taking part ? The continuity will be gone and with it much of Clark's value to Ford as a public relations commodity—assuming of course that he will get, and accept, an opportunity to drive outside the Ford team.

The situation is certainly not confined to Ford. Porsche has no apparent rally programme for next year, so that drivers like Björn Waldegård are open to offers. With such people available, what chance has the young star with ambition ? There are always the permanent teams of Scandinavia, of course, like Saab, Volvo Finland and the Opel teams of both Finland and Sweden. But these are concerned very much with their own national championships as well as with International rallying, which means that they must have a regular team of drivers from their own countries.

The trend seems to be towards private teams. Already this year various works and ex-works drivers have driven in several International and National rallies for individual dealers. They are offered the drives and they accept them. But they are really reducing the demand for their services as contracted professionals for the factories. For instance, Roger Clark and Henry Liddon drove an Escort BDA in the International Manx Trophy Rally last month. They formed part of a team of Escorts entered by J. C. Withers of Winsford, Cheshire. They won the rally, and were followed in the general classification by two other Escorts. The comment from Ford's Stuart Turner was "When dealers and private entrants are winning rallies in our cars, why should we bother ? An Escort is an Escort no matter who drives it".

In a way he's right, but what happens when Escorts stop winning ? Will the whole process start all over again ?—G. P.

PILE-UP PREVENTION

FOLLOWING the multi-vehicle accident in fog on the M6 last month, ITN screened an item dealing with various mechanical and electronic means of preventing such disasters. Some relied on the radar principle whilst others involved automatic speed control. The very thought of handing over one's destiny on a motorway to a cluster of wires buried in the concrete fills us with horror, so we will ignore that suggestion in the hope that our legislators will treat it likewise. The apparatus shown had one thing in common; they were all comparatively expensive.

A Kentish electronics engineer, Mr. David Bodman, of 58, Acorn Grove, Ditton, near Maidstone, has taken patents on a device which, if adopted, would reduce motorway dangers in bad visibility whilst costing very little. We agree that human lives should not be measured in terms of money, but the fact remains that governments are essentially cost-conscious in such matters, and Mr. Bodman's safety measure does have the advantage of being cheap.

The device is simple; it consists of a very small, fixed-frequency radio transmitter capable only of giving out a pulsating bleep, and an equally small receiver capable of picking up such signals. If a motorway is obstructed by stationary vehicles, for whatever reason, the drivers switch on their transmitters, the signal then being picked up by approaching vehicles long before the obstruction becomes visible to their drivers. Of course, the usefulness of the device depends on its being fitted to all vehicles, and on the receivers being turned on during bad visibility. It is cheap, easy to manufacture and install, and it does not turn drivers into cretins by taking complete command of their vehicles. Certainly it is something which Whitehall and the vehicle manufacturers should take a look at.—G. P.

REFLECTIONS FROM THE PARK—continued from page 1015

bend Cevert decided to pass on the inside but at that moment saw his right-hand mirror full of BRM with Gethin really standing on the brakes and also heading for the inside. Thinking he would get run into he moved to the left, nearly collecting Hailwood's Surtees in the process, and Gethin nipped through to lead the sprint to the finish. Normally he used third gear on the BRM for this corner, revving to 11,500 r.p.m. in third and fourth up the finishing straight. This time he used his very high second gear, which got him out of the corner quicker and helped him to hold the others off in the acceleration match.

After all the explanations by the Frenchman and the Swede I suggested to Gethin that he had been a bit unruly on the last corner. He grinned and said : "They left the door open and there was room for my BRM so I went through." Then he added : "It was a bit tight, but isn't that what racing is all about ?" My only comment was "good on you, mate". I may be wrong but I got the impression that neither Peterson nor Cevert fitted Gethin into their calculations, which is strange considering that he appeared from way behind to lead on lap 52 and 53, so they must have known he was about the place. Later when I mentioned to Gethin that Cevert said he had had to move over to avoid an accident, saying (righteously, I thought) that he would rather settle for second place than risk an accident, the Londoner looked all innocent and said : "I thought he'd move over when it got tight." That last corner fracas was really rather interesting for in it you could see the characters of the three drivers concerned. Peterson is a charger, with not too much racing intelligence, Cevert is a beautiful young man who is timid and doesn't want to get hurt, and Gethin is a tough little Londoner who has obviously grown up the hard way. Poor old Hailwood, who was there on the spot, didn't get a look in, apart from nearly being struck by Cevert's Tyrrell.

The timekeepers gave a new lap record to Pescarolo in the Williams March 711 in a time of 1 min. 23.8 sec. on lap 9. At this point Pescarolo was in 13th place and dropping back. There is no comment to make except that the timekeepers gave Oliver a lap record in similar circumstances in 1968.—D. S. J.

CONTINENTAL NOTES—continued from page 1017

lenge to drive round fast, has a splendid view for spectators, (remember 130,000 turned up for the Austrian Grand Prix), has character and everyone who drives on it seems well satisfied, from Stewart to Ickx. I think the Austrians have got their priorities right and the *Osterreichring* is new and good, and I am with them all the way. With certain groups in France, Germany and now Belgium, I am in complete opposition, but I am in a minority and occasionally feel like a voice crying in the wilderness.—D.S.J.

FORMULA 3 REVIEW

THE PRINCIPAL event on the F3 calendar last month was the European Nations F3 Trophy held at Thruxton on September 20th. In fact the main event was slightly more than a European Cup, for teams from Australia, New Zealand and Brazil were in the huge field. France's "B" Team won the day with the promising Pierre-Francois Rousselot scoring a thoroughly deserved victory in his Brabham BT35 ahead of compatriot Patrick Depailler in a works Alpine Renault. The highest placed British finisher was Barrie Maskell driving Rodney Bloor's Chevron B18, while Jacques Coulon's Martini helped the "B" Team to victory with an overall fourth place. Depailler and his eighth-placed team-mate Jean-Pierre Jabouille formed the French "A" Team which finished second in the overall results.

In addition to the team race the Iberia Airlines sponsored programme included a non-Championship Formula Three event which comprised two heats and a final. South African Jody Scheckter won his heat, and then went on to pip David Purley's new Ensign and the Brabham of Alan Jones in the final after a hectic last lap scramble. Purley had in fact been disqualified by the stewards in his heat for some thoughtless driving past the scene of an accident at the *chicane*. Maskell took first place in the other heat.

Elsewhere on the Club scene Roger Williamson, who was out of luck at Thruxton, retained his lead in the Lombank Championship after a third place at Oulton Park over the Bank Holiday. He went on to snatch a well earned victory at Brands Hatch in a side-by-side finish with Colin Vandervell's Castrol-backed Brabham BT35.—A. H.

British Hill-climb Championship

AS MENTIONED in last month's MOTOR SPORT, mid-season favourite for the Shell/RAC Hill-Climb Championship was David Hepworth and so it came as a surprise to no one when Hepworth, driving his 4WD Hepworth FF, or Guyson Shotblast Special as it is now known in deference to its new sponsors, took the title with a second place at Prescott behind a very on form Roy Lane (McLaren M10B).

Although he was able to clinch the title with three rounds still to go, thanks mainly to some supreme climbing in mid-season, Hepworth has had to fight for his points. In fact his five victories (four of them record-breaking) came over a period of eight rounds, and the latter part of the season has really been a close tussle for the next three places between Sir Nicholas Williamson (Brabham-FVC BT35X), Mike MacDowel (Palliser-Repco) and Lane. Williamson failed to add to his two early season wins but kept scoring heavily even though his engine was badly in need of a rebuild by Gurston Down. Second place at the final round at Doune just made sure of second place in the Championship although it was not so easy as it seemed to be earlier on in the year.

The man who came to within one point of catching him was Mike MacDowel, whose F1 Repco engine was rebuilt by John Judd of Race Engine Services to 4.2 litres just before the second Shelsley. However, it was only at the penultimate round at Harewood that MacDowel found the answer to his season-long handling problems with stiffer springs at the front of his car and variable rate suspension at the rear. He really went quickly at the Yorkshire meeting but Roy Lane was equally fired up, for the two were level at this stage in the Championship, and on his second run turned in an even quicker time to take his second victory in as many weeks (his first being at Prescott where he had won earlier on in the year). As both had scored at more than the necessary eight rounds they were both discarding points by this time and as Lane had to drop a higher score they were still level, with one round to go and both of them in with a chance of catching Williamson.

However, the final round was at Doune, Macdowel's best hill, and he was able to score his fourth successive win here, his time almost two seconds faster than his old record. Williamson secured his Championship placing but Lane was only able to make fourth, which therefore became his place in the Championship.

Fifth place man overall was Tony Griffiths who, maybe not as quick as the above four, was able to turn in some very creditable performances in his 5-litre Repco-engined Brabham BT35X which included his first Championship win in his many years of hill-climbing when he proved quickest Championship contender at Craigantlet in Ireland following a class run crash by Hepworth. Local Brian Nelson, though, proved that, once again, he was fastest man on that particular hill in his F2 Crossle when he tood FTD.

Sixth and really in a class of his own not being quick enough to catch the top men—yet, was Yorkshireman Richard Thwaites, who in only his second season of serious hill-climbing flung his ex-David Good Packmail McLaren M10B about with a gay abandon. Thwaites could well be the man to watch in the future once his style has matured a little. Other sizeable totals somewhat lower than Thwaites came from such drivers as Bob Rose who didn't travel too far afield with his scruffy McLaren M10B, Mike Hawley who joined the Championship again at mid-season and who was somewhat lacking in power in his twin-cam Brabham BT35 and yet proved to be very quick (he was timed as fastest through the Esses at Shelsley during the second meeting there), Malcolm Eaves who drove steadily in his Brabham-Buick BT21C after a long lay-off and Tony Harrison who was easily the fastest sports-car driver in the Championship in his McLaren M12 (Reg Philips, a Shell leaders entrant, purchased a Chevron B19 late in the season and this did prove to have the legs on the unwieldy McLaren). Mention, too, must be made of 11th place man Peter Voigt although he only scored 12 points, for these were gained at the wheel of a tiny Imp-power Ginetta G17B, his finest hour coming when he pipped Hawley at Doune for sixth place, his highest score. It is also noteworthy that apart from Harrison only one other point was scored in a sports car, 20 out of the 22 Championship points scorers having driven single-seaters.

Thus a very exciting and challenging season has come to an end with Hepworth taking his second title in three years. Yorkshire hill-climb men were particularly successful for another one, "Spotty Smith", took the Shell Leaders' Championship which is based on class success, driving primarily a TVR Tuscan but also the ex-Liddell and Cuthbert Ford GT40. At the time of writing it is also certain that the BARC's Championship, which is sponsored by Castrol, will go to another northerner for in the lead is Blydenstein Viva pilot Jim Thomson, who is, however, being very closely pursued by Bob Speak (Escort) with one round, Scarborough, to go.—I. R. W.

Final Championship Positions: 1st, D. Hepworth (Hepworth), 83 pts.; **2nd,** Sir N. Williamson (Brabham), 77 pts.; **3rd,** M. MacDowel (Palliser), 76 pts.; **4th,** R. Lane (McLaren), 74 pts.; **5th,** A. Griffiths (Brabham), 68 pts.; **6th,** R. Thwaites (McLaren), 48 pts.; **7th,** R. Rose (McLaren), 30 pts.; **8th,** M. Hawley (Brabham), 29 pts.; **9th,** M. Eaves (Brabham), 28 pts.; **10th,** A. Harrison (McLaren), 27 pts.; **11th,** P. Voigt (Ginetta), 12 pts.; **12th,** G. Mickel (TechCraft), 8 pts.

MINIATURES NEWS

WE have not reviewed many commercial miniatures recently, because these seem to have departed for the time being from covetable replicas of desirable private cars or commercial vehicles. When Lesney, Corgi and others resume the old-style miniatures we shall hope to refer to them.

Meanwhile, it is pleasing to learn that Tim Ely, who is a great Riley enthusiast, had added to his stable the miniature Brooklands-model Riley built originally for Percy Maclure's young son. This little Riley was powered by a 147-c.c. Villiers two-stroke motorcycle engine driving through an ingenious two-speed gearbox consisting of chains and sprockets and dog clutches, apparently made in the Riley factory. The wheelbase measures 48 in., the track 26 in. and the little car is 6 ft. 2 in. in length. Peter Maclure's son, then aged nine, drove the model Riley in a manner which befitted the son of a successful racing driver. At a pre-war Lea Bridge Speedway meeting he took it round in 37 sec., a speed of 27 m.p.h., broadsiding the corners in the dirt-track style. I remember that he opened a 1936 Riley MC Lullingstone speed hill-climb with it and it was demonstrated at Donington, etc.

After the war Bob Gerard got hold of it and later a garage had it, but engine and clutch have long since disappeared. Tim Ely, noted for immaculate restorations, can be relied on to put this right, so that in due time his son, recently born, can enliven Riley Register and other appropriate meetings with this real little miniature.—W. B.



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THE 1972 PORSCHE 911S

THERE ARE few cars that make one stop and stare, yet whenever I see a Porsche 911, I stop and think there goes a man of means who has a superb choice in motoring. Such a man, in fact, is also a member of an esoteric group for last year just over 300 new Porsches went through the hands of their enthusiastic concessionaires, Porsche Cars Great Britain Ltd., who are part of the AFN Group.

In the coming year the number is expected to rise for there is no shortage of customers and the present economic crisis in the USA means that a few more cars should come the way of British dealers. The 1972 model Porsches include several changes which further add to their desirability.

The main change is to the engine, which has been enlarged from 2.2- to 2.4-litres (2,341 c.c. to be exact), and also has various internal changes which give more torque at a lower compression ratio. Internally the engine has a different crankshaft with longer throw, a new camshaft, different pistons and modified fuel injection on the E and S models. This drives through a redesigned gearbox with a new gate pattern which puts fifth in a separate plane by itself. Previously on Porsche five-speed boxes fifth was in line with fourth and first was opposite reverse.

Other changes include repositioning of the rear shock-absorber locations for increased roadholding and driving comfort, the re-location of the dry sump oil tank behind the driver's door for easier access and better weight distribution and the use of black anodised metal for the grilles and Porsche lettering, etc. On the 911S model there is now a modified anti-lift front spoiler. Otherwise the cars remain unchanged.

There are also a few modifications to the 914 and 914/6 range which are only available in left-hand-drive form. The passenger seat is now adjustable, there are fresh-air swivel outlets on either side of the facia and there is steering column control for windscreen washers and wipers.

The Porsche 911 comes in three models, the T, the E and the S, differentiated mainly by engine power but also by other extras. Basically in DIN horse-power the T comes at the lower end of the range with 130, the E has 165 and the S has 190 b.h.p. The engines are similar, although the T has cast-iron cylinder barrels and runs on carburetters whereas the other two models have alloy barrels and use Bosch fuel injection.

These figures show increases over the 2.2 models of respectively 5, 10 and 10 b.h.p. with a very considerable increase in torque, while the lower c.r. makes the use of cheap two-star petrol possible. Even the S engine only has a c.r. of 8.5 to 1.

All models imported into Britain are fitted with five-speed gearboxes (Sportomatic is an optional extra) and the 911T is available in standard or Luxe version, the 911E comes only as a Luxe and the S has all the gear anyway. The Luxe includes leather steering wheel, oil pressure gauge, oil tank level gauge, 6×15 alloy wheels, electric windows and extra trim.

The popular Targa models which allow fresh air motoring are still only made in left-hand-drive form but are available in Britain for an additional £400. The Porsche 911 is not a cheap car and the range starts with the T at £3,970, including tax, through the E Luxe at £4,827, to the top of the range which is the S retailing at £5,400. Sportomatic is an additional £88. These prices are only provisional at present.

Trip around the Porsche factory

Last month we were invited to join a party of British dealers on a trip to Germany to learn of the model changes for 1972 and see something of the factory and its workings. Readers may remember that some 18 months ago Volkswagen and Porsche, who had worked together on design and development contracts for some time, decided to form a separate company called VW-Porsche Vertriebsgesellschaft mbH (the VG for short) mainly to sell and market the Porsche-designed Volkswagen sports car which we now know as the VW-Porsche 914.

This new public company has blossomed tremendously since then and the VG now handles all sales and spare parts for the complete Porsche range from its brand-new headquarters at Ludwigsburg, just outside Stuttgart. The interesting point is that the VG is a publicly quoted company with two directors from Porsche, two from VW, under the chairmanship of Dr. Porsche. The Zuffenhausen factory is completely a family business wholely owned by the Porsche and Piëch families and this is now known as the "KG" in deference to the company's official title Dr. Ing h.c. F. Porsche KG. In September of last year the capitalisation of Porsche KG was increased from 3 to 20 million DM and 1970 sales showed a new all-time high.

The Porsche factory in Zuffenhausen is perhaps a little cramped but a tour round impressed us tremendously and one can soon see why you have to pay that extra for quality. The amount of time and effort spent making sure that the bodyshells are perfect is amazing. Occasionally, when Porsche are under pressure, bodies are sometimes produced by Karmann, but the great majority are built in the factory, some of the larger pressings coming from outside. Porsche also spend a great deal of time making sure their engines run well and every power unit is brake-tested for almost an hour before it is installed in a car. A full set of torque and power figures is obtained from each engine and any that do not come up to the specification are rejected. This testing is carried out in a shop with almost 20 test cells each with a Schenk dynamometer.

Once the cars are complete every single one undergoes a road-test and again any with snags are rejected and have to be rectified.

We were greeted by Rico Steinemann, the former journalist and racing driver, who is in charge of the company's large competition programme. Unfortunately we were not allowed to look through the experimental shop which is at present in the process of being transferred from Zuffenhausen to new premises some 20 miles away. Steinemann promised to let us look over this new department, once it is complete, which should be in December.

For the record Porsche's turnover for 1970 was a cool 420 million DMs, some of this coming from the development contracts and long-standing franchise agreements. For instance, for every VW Beetle that is made Porsche earns 1 DM.

Just under 4,000 people work at the KG and last year produced 16,800 cars to bring the total of cars ever produced by Porsche to 157,375. Presently the production is split 83% Porsche 911s and 17% Porsche 914/6s. Of the 911s about 32% are produced in the Targa form. Before the recent crises in the States, over 40% of Porsche production was sold in the USA, 31% to other countries and 29% were home sales.

The formation of the VG at Ludwigsburg has brought a new and much more commercial aspect to the Porsche sales and spares organisation. In the latter department a former VW man has organised into smooth efficiency what in the past was a very hit-or-miss system and all the spares are now housed in a brand-new warehouse which utilises the very latest techniques of storage. On the sales side I was able to sit in on a dealer meeting where another ex-VW man was giving the British dealers a pep talk in the best American techniques of salesmanship. It was noticeable that the new sales force at VW-Porsche are particularly impressed with the way the British concessionaires handle their business.

So, despite the recession in the States, Porsche look like maintaining their lead in the prestige sports-car market and may even come up with a new model before long. The whispers were very quiet but perhaps it could be in the Ferrari/Lamborghini category. However, the new Porsche 911s with their increased capacity and performance become even more desirable than ever.—A. R. M.



The 1972 Porsche 911 range is headed by the S which features a distinctive front spoiler as well as the 2·4-litre engine which improves the model's impressive performance even further.

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AMERICAN COMMENT

"SEE MY AGENT" is fast becoming the catch-phrase in the motoring world as driver after driver is taking a long, hard look at exploiting his goods and services in the best Madison Avenue tradition. And one of the companies that is taking advantage of the increasingly great marketing potential surrounding today's racing drivers is the Mark McCormack group of corporations in general and its affiliate, Motor Marketing International, in particular. H. Kent "Bud" Stanner is one of McCormack's chief executives, and he has become a familiar figure on the circuits of North America with regular bi-weekly appearances in the wake of World Champion Jackie Stewart.

There are many who either fail to appreciate or entirely denigrate the current trend toward personal exploitation, but what they fail to (or won't) understand is that the career of this generation's front-line driver is precarious indeed. And few have either the know-how or the inclination to promote themselves into a solid retirement situation when their competitive days are over. Under the McCormack scheme of things a total management package is offered the individual, including financial planning, merchandising, licensing, marketing, publicity, and overall career planning. In our discussions with Stanner the direct fee issue was side-stepped, but it evidently is connected with and related to a person's performance tied in to a forceful promotion programme aimed at putting the man's identity before the public where it will do the most good, while, at the same time, naturally, increasing the take of McCormack's varied enterprises.

Among the drivers who have signed on with the world-wide organisation, of which Stanner is a Vice-President, are Stewart, Mark Donohue, Graham Hill, Jo Siffert and, more recently, Peter Revson. MMI is also involved with the United States Auto Club in radio and TV promotion along with some areas of merchandising. Personalities in other sporting areas who have tied themselves into the far-flung McCormack empire are the skiier, Jean-Claude Killy, and the Australian tennis ace, Rod Laver. And a concerted effort is currently being made to put some added international prestige into the Grand Prix of Monaco. What that will entail heaven only knows!

Though there are many former driving stars who are reasonably content with their present lot, much more could have been done had their activities been properly and professionally directed when their star was at its zenith. One of the still active competitors who could have done with such a promotional arrangement is the 1968 Indianapolis 500 winner, Bobby Unser. Probably no one in the 50-year history of the fabled Brickyard has made less out of his 500-mile win, and one only has to recall how the pride of Pike's Peak seemed to fade into oblivion almost immediately to appreciate what might have been.

It is an easy matter today for people to get their backs up when the "hard-sell" approach is used—no matter in what area. But we tend to forget that our day-to-day businessman is forever involved in self-promotion. It therefore seems unfair to put down a race driver for wanting to advance himself through the only means he has available—his present and highly transitory success.

* * *

The Sports Car Club of America, in its current scheme of trying to inject a continued professional element into its organisation, has recently announced that a permanent Public Relations Director has been appointed, following the trend established by the former Director of Professional Competition, Jim Kaser. Named to the important post of merchandising the SCCA image is Del Owens, former Editor of the US weekly motoring newspaper *Autoweek*.

Owens' task will not be simple. The premier road-racing-oriented group in America seems to have been taking a series of retrograde steps during the past year or so. For example, there are those who will say with considerable enthusiasm that stagnation has set in in no uncertain terms. But progress is being made—each of the three pro series now has its own permanent Chief Steward—and Owens' appointment will add considerable strength to the publicity side. The image of the club has never been in more need of improvement and some means must be found—and quickly—of reconciling the divergent views of the club racing element with the professional. At the moment neither wants to hear about the other, and part of Owens' job will be to attempt to put some semblance of order into chaos.

His first important item will be the injection of some life into the Continental 5000 Series, sponsored by the makers of L & M cigarettes. Since inception it has taken a decided back seat to the more prestigious Can-Am and the almost defunct Trans-Am saloon schedule. The latter is on the brink of disaster, what with the departure of the factory teams and the trend among the major manufacturers to eliminate 5-litre power plans from their production schedule. Owens therefore will arrive at his desk in the new corporate headquarters in Denver, Colorado, with a full plate. One can only hope that he has the stamina to persevere.

* * *

Almost as soon as it began the highly-touted programme of televising the remaining Can-Am races has collapsed. The elimination of the bi-weekly telecasts can be directly attributed to the withdrawal of several class A sponsors and, though no one has named names, it is understood that Datsun wasn't too enamoured of the project after viewing the first offerings.

The reaction of the public to the Watkins Glen and Mid-Ohio races can best be described as mixed, though we did get an opportunity to view the latter and were not overly impressed. Part of our adverse reaction can, of course, be laid down to intimate involvement with the sport—somewhat like the case of a professional stage manager viewing a secondary school production of "Hamlet". But no one could miss certain obvious deficiencies. Much better liaison should have been created between the various commentators—all of whom should have been professionals. After reading the early season manifesto of Arutunoff Enterprises, the prime contractor for the enormous undertaking, it came as somewhat of a shock to see announcers cutting each other off, overlapping commentaries and, worse still—contrary to what had been promised—the constant sight of Revson and the works McLaren lap after lap at Mid-Ohio.

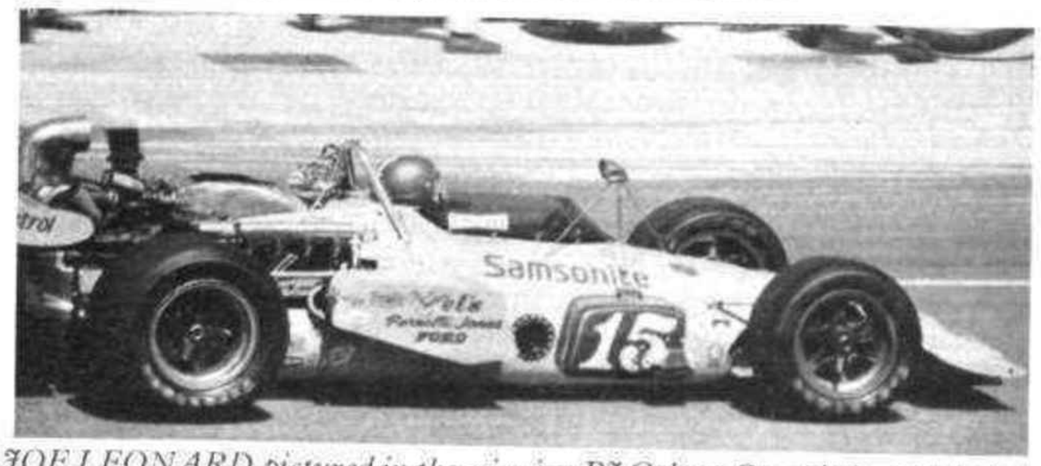
We have always felt that the secret of a successful road-racing telecast was a knowledgeable producer—one who could select the various monitors with precision to give the viewers back home a complete picture of the goings-on. Admittedly, two events may not offer sufficient opportunity to pass a full and final judgment, but no one could avoid the feeling that more than one member of the production had not done his homework. If the Sports Car Club of America, in contracting with the Arutunoff group, were only concerned with bargain basement rates then they got what they paid for. So much needs to be done to get the Can-Am message across a 3,000-mile-wide continent. We know that the deal was completed with a minimum of delay, but it should have been masterminded by professionals.

* * *

Well founded yet unconfirmed rumour suggests some interesting changes on the USAC front. Apparently Lotus chief designer Maurice Phillipe has been approached to join the Vel's Parnelli team to design and develop a car for next year's series of oval races. The team has previously run very successfully cars called PJ Colts based on a Lola design and this year they won the Indianapolis 500 with Al Unser at the wheel and the recent Ontario 500 when the team's number two, Joe Leonard, was the driver.

Further intrigue is added by the fact that Mario Andretti is suggested to be joining the team as number one driver. Andretti is known not to be unhappy with the McNamaras provided for him by STP and also is known to get on well with Phillipe. A split with Andy Granatelli and his STP Corporation has been rumoured for some time.

The Vel's Parnelli team is a joint venture between former Indianapolis winner Parnelli Jones, who has a chain of Firestone tyre dealerships across the States, and Vel Miletich while sponsorship comes from the Johnny Lightning toy firm.—J. M.



JOE LEONARD pictured in the winning PJ Colt at Ontario in September.

AROUND AND ABOUT

Comment on the Racing and Club Scene

Formulæ Progress

AT THE START of the year this column told readers of two new single-seater Formulæ being introduced to the British calendar. One was the Motor Circuit Developments-backed Formula Atlantic and the other the Volkswagen-sponsored Formula Super Vee. Now with the season drawing to an end it is perhaps time to assess the progress of the two rivals.

Firstly, Formula Super Vee is in the middle of a big publicity push culminating in a test day at Silversone recently when journalists and interested drivers were invited to try some of the cars. As it turned out there were too many people and too few cars—at least ones with owners who were willing to let the Press try their hand anyway. A couple of colleagues went home in disgust without ever driving, but I was perhaps a little more persistent and tried both the Hawke DL5 and the Royale RP9.

Super Vee has grown from Formula Vee and, whereas the earlier cars did tend to lend themselves to asides about ugliness, this latest breed of VW-powered single-seaters look, feel and are every inch a racing car. Various VW suspension parts (including rear brakes) have to be used, but nevertheless the designer has enough lassitude to use the latest racing suspension techniques and geometry. Another interesting rider to the rules is that the maximum width for the road wheels is 6 in., although racing tyres can be used.

The glory of Super Vee is that it falls somewhere between Formula Three and Formula Ford in cost and thus enables drivers who want to make a step out of FF but feel they cannot afford a full F3 season to find a happy compromise. So far Super Vee has made a rather slow start here in England with only about ten regular competitors because Formula Ford has such a stranglehold on the British scene. FF is a known and established rung up the ladder of success, as Tim Schenken, Emerson Fittipaldi and Colin Vandervell have already shown, and thus the aspiring youngster hardly dare stray from this rung to the next one which is Formula Three. But on the Continent the temptation is far stronger and Formula Super Vee has caught on very well indeed.

The focus of attention is on the Volkswagenwerk Gold Cup, a series held all over Europe, with excellent prize money to attract successful competitors. Such a round was held at the German GP and it produced an exciting and well-contested preliminary to the main event. Although the rewards for winning are higher than in Formula Three the cars cost around the £2,000 mark compared with over £3,000 for a good F3 and running costs are probably lower, too. Furthermore, the 120-b.h.p. Super Vees do not give much away on top speed to the F3s and at the Silversone test day Brabham Grand Prix driver Tim Schenken lapped a Lola Super Vee in 1 min. 38.0 sec. to compare with the F3 slipstream record of 1 min. 25.8 sec. At the end of the day up and coming Steve Thompson, who usually drives the Contac 400 Ensign F3, also did a 1 min. 38.0 sec. on his fourth lap in the Royale.

Right now there must be quite a few more British drivers considering Formula Super Vee for next season. For the driver who wants to take in European motor racing in a single-seater with the opportunity of making a financial success out of it this would seem to be the way. Further details from the Formula Vee Association Great Britain, Volkswagen House, Brighton Road, Purley, Surrey CR2 2UQ.



TIM SCHENKEN tries the Lola T250 Super Vee for size at Silverstone.

Formula Atlantic is the British version of Formula B as run in the States. Throughout the season varying fields in Britain have battled out points in the well-promoted Yellow Pages Championship. At times the racing has been tremendous, the 200-b.h.p. cars making the Formula Threes sound flat and uninteresting. The main problems have been ones of unreliability and high cost. To be competitive it was thought that one had to use a Ford BDA-based engine, but these have proved to be fragile in racing trim and all too often a potentially good dice has been spoiled by engines going off song. This looks like changing now that Broadspeed have got their BDA going well in a single-seater. Meanwhile, Australian Vern Schuppan has remained faithful to a two-valve-per-cylinder BRM-tuned Ford twin-cam in his Palliser and presently leads the championship.

The two races over the August Bank Holiday weekend both produced good fields full of smart and competitive cars, but again Atlantic is out of the mainstream of the road to success and the capability of the drivers varied considerably. People like Ray Allen (who was driving the works Royale), Cyd Williams in the Graham Eden Chevron and Schuppan in the Palliser are obviously very talented drivers but too many of the others are unfortunately chaps who never really made it in Formula Three or Formula Ford. At present the financial returns for success are minimal and even Schuppan is finding it exceptionally difficult to make ends meet.

Personally I consider Formula Atlantic to be a far better stepping stone between Formula Ford and Formula Two than F3 both for the experience of power it gives the competitors and the potential it has for spectators. But it needs a big influx of money and it needs more competitive drivers.

● As the season nears its end comes the news that Leo Mehl, the popular Manager of the Goodyear European Racing Division, is to return to the company's headquarters in Akron, Ohio, to take up a senior appointment in tyre development. Before he left Europe he gave us an enlightening interview, during which he discussed many aspects of his four-year stay. This will be featured in next month's issue.

● Castrol, long-time supporters of a keen competition programme, will be making cutbacks in the coming year. In future each Castrol company throughout the world will be responsible for all competitions activities within its own area. Previously the programme has been conducted from Britain and this season has seen the Castrol colours on a plethora of racing cars. In the UK the present Competitions Department will be merged with the Club's Liaison Department. The combined department will be headed by Alan Sewell and the competitions side will be in the hands of Roger Willis. The emphasis, according to a statement from the company, will be "more on assisting motor sport at the club rather than at International level".

● Despite Castrol's recent policy changes their very successful Motoring Quiz series enters its third year but this time without a co-sponsor. Run on the lines of University Challenge, the quiz has provided a tremendous fillip to motor clubs' social activities during the winter season. This year no fewer than 380 clubs will take part initially within the 12 areas but later at area final level. The 12 successful clubs then go forward to meet in four three-cornered inter-area finals and by the end of March to the National semi-finals and the grand final.

Winners for the last two years have been the Liverpool Motor Club but their star performer, Ian Titchmarsh, a solicitor and part-time motoring scribe, is to become one of the 12 area chairmen so their chances are reduced. The competitions make interesting entertainment for the audience and competitors alike and this year the prize fund will be similar to previous years but more clubs will benefit.

● The Lotus Seven Register continues to thrive and the monthly meetings held on the third Thursday of every month now alternate between the White Hart at Godstone in Surrey and Pub Lotus which is situated in Regent's Park Road just north of London Zoo. Last month's talk was by GLTL Lotus F3 ace Dave Walker, who told not only of his racing experiences but also of his virtually one-man drive in the London-to-Sydney Marathon.

● The British Automobile Racing Club's Gold Medals awarded since 1955 have two new recipients. They are Jackie Stewart and Ken Tyrrell, who the club feel have fulfilled the citation of making an "outstanding achievement in motor racing by British subjects". Neither have won the solid gold specially-minted medals in the past.

—A. R. M.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



THRICE CORNERED.—Neil Corner, winner of this year's MOTOR SPORT Brooklands Memorial Trophy Contest with his ERA R4D, drinks the victory champagne before the Editor snatches it away. On Corner's right, Martin Morris (ERA R11B), on his left Bob Alexander (4½-litre Lagonda) who tied for second place on points. Corner has now won this contest three times in succession.

VSCC THRUXTON RACE MEETING (September 11th)

THIS WAS an important occasion for the Vintage SCC, marking as it did the retirement of Tim Carson as Secretary of the Club and the final of the 1971 MOTOR SPORT Brooklands Memorial Trophy Contest. In the latter Corner was out of luck, although still the winner. In practice a big-end bolt broke on the ERA R4D and a rod came through its crankcase. The V12 Sunbeam was not running and when Corner elected to drive his P3 Alfa Romeo in the last race instead of Waller it refused to start. But Corner had top points before the meeting and no one scored more. So the Trophy was presented to him by Margery Carson and he won the first prize of £75. That he won with the ex-Raymond Mays 2-litre ERA is very appropriate, as it was a prominent Brooklands car. It runs on Dunlop tyres, Newton racing fuel and Duckhams oil. Equal second with Alexander was Martin Morris, that determined driver of 2-litre ERA R11B, who was third in one Thruxton race, thus scoring the same points as Bob Alexander had before this meeting. Again this is appropriate, because the ERA was successful at Brooklands, driven by Aitken and Tongue, and, although Alexander's 1933 4½-litre Lagonda started life as a saloon, bought for £15, its present fast-tourer replica body is just the kind of thing it could have been endowed with for the Track. Its owner says it is quite standard, apart from a sump air scoop, and is used daily. He had to strip the engine after a gudgeon-pin came loose at Prescott. Both cars use Dunlop tyres (the Lagonda RS5s) and Castrol oil and the ERA is on Smiths-KLG-Lodge plugs. With this second-place tie there was no third prize but for the record Crabbe and Moffatt would have tied for third; the only Brooklands' link with the W125 Mercedes-Benz is that Neubauer is believed to have asked for the silencer regulations with an eye on the Mountain Championship, but the cars were never entered. The Moffatt cars, however, have pre-war BARC associations. After the Trophy had been handed to Corner the VSCC President, Philip Mann, made a presentation on behalf of the members to Tim Carson, who was surrounded appropriately by vintage Vauxhalls. The splendid weather set off this very happy occasion, and however much the vintage movement may suffer from rising prices, owners who invest-in instead of *drive* their old cars, prolific auction sales to encourage this, a paucity of "new" vintage entries and the withdrawal into countless museums of usable old vehicles, none of this mars the sheer pleasure of a VSCC race meeting.

* * *

The big query at Thruxton was whether Crabbe's Mercedes could beat the "moderns", in the form of Wilks' Lotus 16 and Cottam's A-type Connaught. The answer was that the Lotus led for six of the 10 laps of the All-Comers' Scratch Race, then with Wall's Bugatti between them they emerged from the *chicane* with Crabbe in front. A lap later Wilks out-braked Crabbe at the same point and remained ahead to the finish, wheelspin out of this corner of no avail as the Mercedes did its best to close the gap. Wilks won by 0.6 sec. and lapped at 88.35 m.p.h., 0.55 m.p.h. or 0.6 sec. faster than Crabbe. Pre-war honour was upheld by the courageous Martin Morris, who brought his ERA home a second in front of the Connaught, which he had taken on lap six. This cold-print description does no justice to one of the most exciting VSCC races of all time. Apart from these four, furious duels were fought lower down the field, notably between Bill Morris (ERA) and Lockhart (Rover). Schellenberg, until he drew in, was another duellist, the Barnato Hassan leading, but only just, Potter's ERA-Delage, until the latter boiled over.

The Melville and Geoghegan Trophies 6-lap-class handicap had no non-starters and was neatly won by Farquhar's ex-Dixon Riley Nine, from Stewart's fast 4½-litre Bentley, another class winner, Elwell-Smith's Aston Martin, finishing third. The winning Riley built up a vast advantage but Binns' "cooking" Riley Nine tourer came in with only 5 lb. oil pressure and Bianchi's Alvis with clutch trouble. The 8-lap Spero and Voiturette Trophies Race was interesting because the issue lay between Coles' J4-type MG and the Farquhar Riley. On the third lap the long-tailed Riley went past the slab-tank MG but two laps from the finish the Riley ran a big-end and Coles won comfortably. Only 0.2 of a sec. separated the Lagonda Rapiers of Fletcher-Jones and Batt as they raced to the line for second place.

The other long-distance event (eight laps) was the Holland Memorial Trophy Race for vintage racers. Moffatt led all the way after the first lap, in Wall's 35B Bugatti single-seater, compensation for suspected valve trouble on his ERA in an earlier race. The great thing was that the intrepid Schellenberg wrestled with the 8-litre Barnato-Hassan to such effect that he took second place, five seconds in arrears of the Bugatti. Footitt in the AC/GN could do nothing about this, although he caught Kain's 35B Bugatti. The Vauxhall Villiers stalled at the start and soon retired but Clutton's big Delage went well.

The usual 4-lap handicaps made up the programme. The first of these included the vintage light cars, much speculation being aroused as to whether Denis Jenkinson in an immaculate white and blue Amilcar could see off Mitchell's 1914 GN, as both were reputed flat-out at 40 m.p.h.—in the event the French sports car managed about 50. Cooper's 1929 Austin Seven won from Charmian May driving Clarke's Singer Ten (best light car), Gledhill's 1928 Chummy Austin third. Offley's boat-bodied Delage was black-flagged for a flapping bonnet, Mrs. Arnold-Forster for reputedly taking a short cut in her GN after a brief breakdown. Blight was set a stiff task in Talbot BGH23 in the next handicap, having to give 80 seconds to the aforesaid Delage and the Edwardian Mercedes and Napier. By lapping at 76.14 m.p.h. he contrived to finish third, with only Jones' open 3½-litre Bentley and Mann, Junr., in the GP Mercedes ahead of him. Bianchi's Alvis, its clutch now holding up, was next home, but March's odd but fast Alvis ran a big-end when lying fourth. Lagonda Rapiers filled the first three places in the third handicap, in the order Batt, Fletcher-Jones, Crocker. Edmondson ordered in Hurst, who was driving his ex-Bellevue MG C/R-type at half-distance, Hurst racing for the first time in 32 years, which excused his earlier spin. Chant's ex-Blishen Alvis Speed 25 split its fuel tank. The Riley handicap was won by de Cadenet's determined 1½-litre, which took Andrews' Brooklands-model on the last lap. Knight, from virtual scratch, came through to third place. The final four-lapper was won by Venables-Llewelyn's ERA from Howell's blown 3-litre Sunbeam, the AC/GN third in spite of a 10-seconds penalty for jumping the start. The ERA-Delage was fourth, its coolant able to cope with four laps.

(Results on next page)

Results :

Allcomers' Scratch Race :	**1st** : W. E. Wilks (Lotus)		86.62 m.p.h.
	2nd : C. B. Crabbe (Mercedes-Benz).		
	3rd : M. H. Morris (ERA).		
Melville and Geoghegan Trophies Race :			
	1st : A. N. Farquhar (Riley)		71.94 m.p.h.
	2nd : R. M. de C. Stewart (Bentley).		
	3rd : D. Elwell-Smith (Aston Martin).		
Spero and Voiturette Trophies Race :			
	1st : G. V. Voles (MG)		72.38 m.p.h.
	2nd : D. F. Fletcher-Jones (Lagonda).		
	3rd : J. A. Batt (Lagonda).		
John Holland Trophy Race :	**1st** : H. F. Moffatt (Bugatti)		78.44 m.p.h.
	2nd : K. Schellenberg (Barnato Hassan).		
	3rd : G. R. Footitt (AC/GN).		
First 4-lap Handicap :	P. M. Cooper (Austin)		61.80 m.p.h.
Second 4-lap Handicap :	H. Jones (Bentley)		64.60 m.p.h.
Third 4-lap Handicap :	J. A. Batt (Lagonda)		70.12 m.p.h.
Fourth 4-lap Handicap :	A. de Cadenet (Riley)		72.43 m.p.h.
Fifth 4-lap Handicap :	J. Venables-Llewelyn (ERA)		80.97 m.p.h.

Fastest lap of the day: Wilks (Lotus), 88.35 m.p.h. *(new Pre-War Historic lap record).*

MOTOR SPORT Brooklands Memorial Trophy Contest :

1st : E. N. Corner (ERA)—54 points.
2nd: M. H. Morris (ERA) and W. R. Alexander (Lagonda)—47 pointseach.

Thruxton Things

There was some consternation in practice when the new RAC requirement that each driver had to produce a photograph of himself was remembered. This resulted in some fine non-likenesses being submitted and much work for a Polaroid camera. Told that the picture must be securely attached to the form, one competitor fastened his with a nut and bolt. The Mitchell GN was told to tie its push-rods to the engine with bits of string, because if they flew off they would be dangerous, and bare arms had to be covered when racing. Wouldn't it be better to ban wheels and have done with it?

* * *

Elliot-Pyle towed his racing Lea-Francis to Thruxton behind an Ace-of-Spades Lea-Francis saloon. He also has a post-Vulcan-engined twin-cam Lea-Francis.

* * *

Twydell produced a yellow metal-panelled MG Midget labelled "12/12 Brooklands 1930", to indicate that it is of Double-Twelve-race type. It was enthusiastically timed each lap, at around 2 min. 28 sec.

* * *

While owners of twin-cam 3-litre Sunbeams everywhere go in fear of cracked heads, Howell races one, and with a dirty great Roots blower into the bargain, with apparent nonchalance.

* * *

Whittaker's Chrysler ran a big-end. He still uses the gearbox but we are assured that this is rendered prudent because it is a four-speed one from a Chrysler 77 and that 60 m.p.h. is possible in third.

* * *

Churcher's blown MG PB stopped with clutch slip, Mrs. Fleming's Firebird-engined Alvis was in a mild shunt, and Evans, who was saying his Chawner-GN is almost dull these days, it is so reliable, had the clutch disintegrate in a big way!

* * *

Clifford is racing his second V8 Riley Special (why does it remind us immediately of the ERA "Hanuman"?). Mrs. Drake's Amilcar was absent, due to a split head, but Merriott was taking precautions against this happening to his Speed 20 Alvis, with an electric cooling fan installed.

* * *

In the Paddock Milligen's SSK Mercedes-Benz caused excitement and over it Bianchi, when not racing his Alvis, performed some very advanced aerobatics.

* * *

If all racing cars were as quiet as Drake's impressively quick replica Light Sports Railton there would be no complaints about noise from Thruxton.

Thruxton momentarily took on the mantle of Lyons, as Ch. stopher Mann drove under the footbridge in his father's 1914 GP Mercedes, its exhaust booming deeply, as no doubt it did throughout the longer French race 57 years earlier.

* * *

Barry Clarke had both a good and a bad Thruxton. His Ulster Austin was oiling plugs and got nowhere, coming so late to the line for its second race that it was allowed to join in from the pits road. But Mike Eyre, using one of Clarke's engines, won the Voiturette Trophy in his Ulster Austin and Mrs. May, driving Barry's fleet Singer Ten, the Light Car Award, from Gledhill's Austin Chummy. Another Austin in trouble was Peter Moores' blown Ulster, which couldn't hold its water.

* * *

Corner was modestly apologetic about winning the MOTOR SPORT Trophy for the third year running.

* * *

In wishing Tim and Margery Carson the warmest of good wishes in their retirement, we would also welcome Peter Hull, the new VSCC Secretary.

V-E-V Odds and Ends.—Jeremy Bacon is back in this country with an interest in a vintage Rolls-Royce and still in possession of his Palladium light car. We hear that a replica of the Felix Scriven racing Austin 20 "Sergeant Murphy" may be ready for VSCC events next year, built by a family which has restored a number of now immaculate vintage Austin cars. At Christie's recent auction sale the most important item was a 1910 Type XI Bleriot monoplane, the only known example still flying regularly anywhere in the World. Joseland's Frazer Nash which we described last month as "Terror II" is in fact "Terror III". *Blackwood's Magazine* for September contained a reference to the Dynasphere at Brooklands in a semi-fictional piece by Norman Hinton and a splendid account of test flying Gloster Gamecocks and other aeroplanes at Farnborough by Air Vice-Marshal R. L. Ragg.

VINTAGE POSTBAG

An ERA Conundrum

Sir,

According to my records, the only time the four drivers, shown in the photograph on page 810 of the August issue, appeared in the same race driving E.R.A.'s, was in the 1935 British Empire Trophy at Donington. Possibly the dated quoted above the photograph is incorrect, also I believe that Zu Leiningen drove R1A and Cook R2A in the above event so it appears that the cars are lined up, from left to right (in the old photo), R3A, R1A, R2A and R4A.

If I am wrong I would be very pleased to hear, in order to correct my records.

Luton — DAVID J. S. ROWLANDS

The Neve Rolls-Royce

Sir,

On the subject of the Rolls-Royce Silver Ghost restored by Mr. Kenneth Neve, I found Mr. de Montfalcon's letter a welcome change from all the eulogising about this car. It was, I understand, found as a bodiless wreck, incomplete mechanically and built up using some parts from another car. The only evidence that it is the so-called "Brooklands Ghost" is the fact that it is underslung and it has since been discovered that other Ghosts exist with this type of springing in Australia.

Nevertheless since the car's discovery we have been subjected to what looks very much like a Public Relations Campaign in the form of letters and articles about the car in all the influential journals such as your own and the R.R.E.C. Bulletin. In this way rumour soon becomes accepted as fact, to the extent that the car was billed as "The Brooklands Ghost" to appear at the Blenheim Rally, although in fact it did not turn up. Tempting as it may be to do so, one cannot invent a "History" for a car on such slim evidence. At the moment it is nothing more or less than a very pleasant replica-bodied Ghost.

Rainford. — R. H. LARKIN

A SURVIVING MAYBACH

A READER, Mr. P. A. Durley, of Poole, has kindly taken the trouble to photograph a 1939 Maybach saloon which he encountered in Bournemouth during the summer. He says language difficulties made it impossible to obtain details of the car but that it is in beautiful condition. It seems likely that it is the one we used to see occasionally, many years ago, near the MOTOR SPORT offices. It was perhaps once a German Embassy car, as it is equipped with a flag-staff for a ceremonial flag. It is no longer so used but retains German number plates and "D" plaque. One interesting point is that in most of the photographs the elaborate filler-cap badge, with "M" superimposed on a wider "M", is missing, but a head-on picture depicts this. Presumably the driver wisely removes this when parking, as Rolls-Royce owners pocket their "Silver Ladies", although in the case of the Maybach this does not entail taking off the radiator cap. The same badge is on radiator shell and boot-lid.



It would be exciting if this turns out to be one of the 8-litre twelve-speed V12 models but I think it more likely that it is one of the straight-eights, perhaps a 5-litre DSH.—W. B.

THE RICHARD AUTOMOBILE

ONE of the pleasant aspects of editing MOTOR SPORT is the unending flow of interesting letters and material which enthusiastic readers very kindly go to the trouble of sending me. Although it isn't possible to publish more than a small proportion of this correspondence, it is all assimilated with interest and enjoyment. Among the more intriguing documents to appear on my desk recently was a catalogue donated by Spencer Quinn, a reader of 23 years' standing, concerning the Richard car, described by its Cleveland, Ohio, sponsors as "the automobile sensation of 1915".

This was particularly interesting because the Georgano Encyclopaedia devotes but four-and-a-bit lines to this make, stating, incidentally, that its abnormally long-stroke engine "necessitated a bonnet considerably higher than the rest of the body". The Richard certainly had this exceptionally long stroke, its T-head four-cylinder engine being of 4 in. × 8$\frac{15}{16}$ in., to give a capacity of 7.3-litres. An illustration does not show an unduly lofty bonnet but as no windscreen is depicted it is presumably a drawing, causing one to wonder if the car had been made by 1915. The Richard was described to prospective agents as belonging to the 3,500-dollar class, so the easiest car to sell at 1,850 dollars! They were told that it was the work of the French designer Francois Richard, of whom "probably no man is better known in the automobile world of America and France—he stands among the foremost in the great army of men who have devoted their entire lives to the furthering of the greatest industry in the World, the Automobile". The achievements of this presumably elderly engineer were then enumerated. In 1900, it was claimed, he built the first French two-stroke engine, which won him a gold medal. In 1904, in St. Louis, he won another, for his gasoline/kerosene carburetter. This Richard carburetter, described as "practically three carburetters in one", yet with "complications eliminated", was used on the Richard car, the only one able, it was claimed, to run on either petrol or paraffin, thanks to three jets and seven air-intakes. After building a 250-h.p. eight-cylinder car in two months 26 days, which was the "fastest in the world" (*sic!*), M. Richard turned to a 5$\frac{1}{8}$ in. × 10 in. single-cylinder car said to do 82 m.p.h. and 42 m.p.g. and then built a 90-h.p. four-cylinder model guaranteed to do 75 m.p.h. and 30 m.p.g. which, three days after completion, we are told, was doing 98 m.p.h. and 26 m.p.g.—on gasolene.

M. Richard seems to have been a quick worker, although alleged to make all his own drawings and supervise all pattern work, casting and machinery, because he apparently took only three weeks to design and build a 12-h.p. Only car, which beat every runner at the 1910 Port Jefferson hill-climb, except a 200-h.p. Fiat, which clocked 20.48 sec. to the Only's 40.29sec., this 800-dollar car vanquishing a field which included Lancia, Maison, Velie, Cutting, P S Six, Oakland, Thomas, Everitt, Buick, Ford, Jackson, Hupmobile, Corbin and Knox cars.

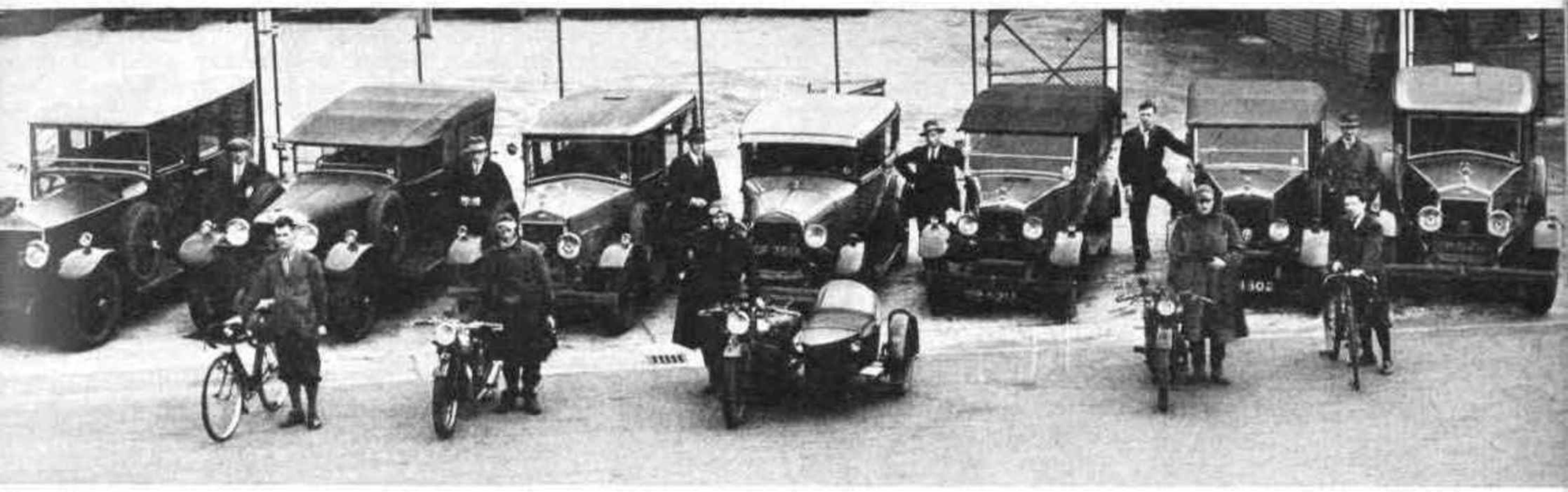
Reverting to the 1915 Richard, which was claimed to do 80 m.p.h. and 26 m.p.g., it was rated at 25 h.p., developed 96 h.p. and had a three-speed transmission stressed for 120 h.p. The 114-lb. crankshaft ran in two babbit and one ball-bearing, the pistons were cast-iron, two magnetos were possible, the valve heads measured 2$\frac{3}{4}$ in., thermo-syphon cooling sufficed, with a 1,800 sq. in. radiator, there was a cone clutch, final drive was 3.5 to 1, the wheelbase measured 10 ft. 6$\frac{1}{2}$ in., RIV supplied the bearings, the fuel tank held 29 gallons, and there was a pre-engaged electric starter. The standard colour was grey with blue stripes. The catalogue lists weights of components, from 850 lb. for the engine and 175 lb. for the gearbox to 305 lb. for the back axle and 112 lb. for the "shoes". A touring car with a piston stroke of almost 230 mm. deserves to be remembered. Does anyone?—W. B.

"BABS'" GEARBOX

FROM time to time we publish progress reports on "Babs", the disinterred Liberty-engined Thomas Special which Owen Wyn-Owen is restoring, from which it is apparent that very good progress is being made. When we first saw the dug-up car the 1907 Benz gearbox looked impossible to retrieve, its alloy casing almost entirely corroded away by sea water.

Consequently, it is interesting to discover, from Ciba-Geigy's "Technical Notes" for last April, that, in fact, Araldite has come to the rescue. Although there was almost nothing remaining of the original casting, new patterns were ingeniously and painstakingly built up in Araldite epoxy resin by the pattern-makers of the J.100 Die Shop at Garringtons in Bromsgrove, using what fragments of the old gearbox/differential Wyn-Owen could give them. Kent Alloys Ltd., a GKN Castings Sub-Group, were able to make castings from these patterns, which were then machined by GKN's Transmissions Sub-Group and Vandervell Products Ltd. So this complicated gearbox has been fully restored. Other vintage car rebuilders with similar problems may find Araldite of similar assistance. Incidentally, the GKN Corrosion Laboratory has been closely studying "Babs" in connection with the manner in which certain aluminium alloys have corroded to disintegration point, but, in so doing, have protected the steel components, as with "Babs'" gear wheels and shafts.—W. B.

V-E-V Miscellany.—We hear of some Model-T Ford axles and wheels and a scrapped BSA Scout for sale in Norfolk, where a 1931 Singer Six is rotting in a village garage. For the record, the winners in this year's Riley Register Coventry Rally were: Vintage, I. C. A. Leonard's 1930 Monaco; Open PVT, G. R. Middleton's 1938 Sprite; Closed PVT, M. B. E. Theobald's 1937 Monaco; Maher-Muller Trophy, S. McQuire's 1934 Imp; Clifford Stanley Trophy, P. S. Weaver's 1932 Gamecock; Stanley Burville Trophy, G. R. Middleton's 1936 Sprite; Muller Trophy, P. Aspinall's 1930 Biarritz; J. Gibson Trophy, M. Theobald's 1932 Monaco. Best lady driver in the tests drove S. Rowland's 1937 Nine Touring saloon, best male drivers being J. A. Corah (1933 Lynx Nine) and C. Rowland. A 1934 Nine Lynx won the Navigation Rally. Edward Tamplin, of Tamplin cyclecar fame (it is said that 1,896 were sold between 1919 and 1924), has died, aged 84, at Hove. After his retirement at the age of 48 Mr. Tamplin became an organist and lay preacher at Brighton's Elim churches. The front-wheel-drive Alvis mentioned in these columns last month as being in a Gloucestershire breaker's yard turns out to be a four-cylinder model in a private garage. It was bought in Cardiff and towed home behind the present owner's 1938 12/70 Alvis drophead. As the two-seater body is unoriginal a rebuild is contemplated. Rumour has it that a straight-eight front-drive Alvis may be hiding in the same county.



Part of Dunlop's test fleet in 1928, from l. to r. Rolls-Royce, Sunbeam, Wolseley, Ford, a couple of Morrises and another Wolseley — see paragraph below.

DUNLOP TEST FLEETS

WE have referred previously to the Sunbeam and Alvis racing cars used in vintage times by the Dunlop Rubber Co. Ltd. for testing their tyres. Now Mr. Ian Norris, of Fort Dunlop, has sent us two old photographs of test fleets maintained in those days by Dunlop. They appear to have been in use about the time when the three-square-stud tread replaced the famous herringbone tread at Fort Dunlop—I remember that those splendid model tyres which Dunlop made for the Meccano system changed their tread pattern at the same time.

The older fleet, posed for the camera, has two solo motorcycles, a motorcycle combination and two drop-bars bicycles, their riders in knee breeches, in the front row. In the next row are three bull-nose Morris cars, two probably Oxfords, both tourers, and a Cowley two-seater, all four-wheel-braked, backed up by a flat-radiator Morris-Cowley tourer, which dates the picture as 1927 or probably a bit later. In the row behind, a Sunbeam tourer, probably a 25, keeps company with one of those early sv Humber two-seaters having its headlamps faired into the front mudguards, a Model-A Ford tourer and another tourer hidden from view. Besides these, there are two Daimlers, both vee-windscreen closed models, one quite an early example, *circa* 1923, the other a later model, a Hillman 14 saloon, a flat-radiator Morris saloon and a Vauxhall tourer which is probably a 25 h.p. or a 23/60, used, one supposes, to test beaded-edge tyres which Dunlop must still have been supplying as replacements. Then there are the commercials—a Morris Commercial truck, full of tyres, a Leyland canvas-topped truck and a Guy of similar type. The drivers of these vehicles are standing beside them in a variety of clothing and in the background a man holds a hose—his task was to wash the fleet, I suspect, rather than to lubricate a skid-pan. Some, but not all, the vehicles have AA badges and the registration letters differ, probably because the cars were supplied by agents.

The other picture, taken in 1928, shows presumably the same cycles and motorcycles but a single line of cars consisting of a Rolls-Royce Silver Ghost saloon (VC993), this having both RAC and AA badges and a cloth-capped driver, the Sunbeam tourer, a Wolseley saloon, presumably a 21/60, a Model-A Ford saloon, two flat-nose Morris tourers, and a smaller Wolseley saloon, probably a 13/32. The commercials now comprise the Morris Commercial, a Dennis and Leyland Cub with van bodies which may be converted 'buses, both with forward drive cabs, a Chevrolet canvas-topped truck, a Leyland ditto and what I think is a Thornycroft, with similar body to that on the Chevrolet. Interesting !—W. B.

A FURTHER FRAGMENT OF BROOKLANDS' HISTORY

I CAME by chance the other day on a letter from the Hon. Mrs. Joan Chetwynd, (who still, by the way, takes an interest in motor racing and who lives in N. Wales) written in 1932, apologising for having been misguidedly talked into taking part in a rather unfortunate race at Brooklands. Shortly after this I read that Barbara Cartland had been responsible for this race. As I like to discover as much about what went on at Brooklands as possible I investigated the matter.

It appears that Miss Cartland overheard a remark made at a party to the effect that women could not drive so well as men. So she called upon a number of Society ladies to stage a race at Brooklands to prove what they could achieve.

This seems to have taken place in November, 1931, when much of the Track was undergoing winter repairs. It appears that eight MG Midgets were assembled, three of them supercharged. The girls taking part were the Hon. A. D. Chetwynd, Princess Imeretinsky, with Lady de Clifford as her passenger, Mrs. Wardrop, Miss Meynik, Miss Dean and Mrs. Makins. It was stated in a Cartland hand-out that none of these females had driven in a previous race, apart from Joan Chetwynd, and that a most exciting handicap race took place over three laps, won by the Princess's blown MG, by a matter of feet from Joan Chetwynd, third place going to Paddy Naismith, who was said to "often drive the Prime Minister". Whether or not she drove the PM at racing speeds, Miss Naismith went on to win a proper Ladies' Handicap in her supercharged Salmson the following year.

It was "Grand Vitesse" of *The Motor*, still, incidentally, writing for *BARC News* and now residing near Tewkesbury, who debunked the thing. He said that the girls were all given white coats and posed before a British Movietone camera. They then lined up on the Railway straight, with no semblance of handicapping, and rushed away, crossing and recrossing one another's path in a highly dangerous manner. The Members' banking being under repair, single-file was necessary here and the Princess trod on her accelerator in mistake for the brake and spun completely round. After this exhibition a fake close finish was staged in the Railway straight, more fake filming was done on the banking, with the Chetwynd MG as high up as it could go at 75 m.p.h. or so, and even pit stops were photographed. So now you know, but what Dame Ethel Locke-King thought about it we shall never know!—W. B.

THE GOODYEAR CONCOURS D'ELEGANCE (August 30th)

ONE of the better recent old-car *Concours d'Elegance* was that which formed part of the Goodyear Air Races and Air Display at Halfpenny Green aerodrome on the Late Summer Bank Holiday, organised by the Stourbridge Pre-War Car Club, albeit one believes that they had to work hard and speak loud before the airfield authorities, White Cross Air Services Ltd., could be convinced that a public which had come to see aeroplanes would also like to look at aged motor vehicles.

In the event an informative programme, a large roped-off and properly marshalled enclosure, classes conforming to accepted definitions (except for deleting *thoroughbred* in the case of post-vintage cars) and an excellent entry added up to a worthwhile event, which was a credit to Messrs. Pratt, Parsons, Grimmett, Jones, Dorsett and Brough who organised it and at which Goodyear's Sales Director, Mr. Smethurst, presented the awards. There were some very fine challenge cups to be won, presented by local trade organisations, with the Goodyear Trophy for the Car of the Show. The Judges were Messrs. R. Taylor, A. Lazenbury, A. Wilks, F. Shoebridge and W. Boddy. There was a Morgan 3-wheeler class, in which all the entrants were driven to the arena, except Duncan's Aero-model, and that only because of stripped timing gears *en route*, which is more

than could be said of several of the prize-winners. The premier award winner, Cook's all-black r.h.d. Ford, came on a trailer from Bristol, and was quite immaculate and so thoroughly polished that the Ford script on its radiator has been almost obliterated. An Issigonis eye-brow raiser was Carmichael's 1911 Phoenix with transverse twin-cylinder engine, although it drove the back wheels by chain. The class-winning Riley Imp was owned originally by J. Lamb, of cricket fame.

Results:

The Goodyear Trophy (Car of the Show): A. Cook (1924 Model-T Ford tourer).
UK Petroleum Trophy (best veteran): R. A. Hampson (1904 Turner-Miesse steam car).
E.& M. Challenge Cup (best Edwardian): W. H. Accock (1911 Darracq).
Stan G. Turner Trophy (best vintage): A. Cook (1924 Ford).
J.E.B. Trophy (best post-vintage): W. D. J. Lamb (1934 Riley Imp).
E. Hickman Trophy (best Morgan 3-wheeler): A. P. Keene (1926 Aero Morgan).
Lex Commercials' Cup (best commercial): L. T. Shaw (1932 Ford truck).
Woman's Award: Miss Wilkins (1913 Renault).
Best Austin Seven: J. Wilcox (1928 Austin Chummy).
Distance Award: H. Landin (1932 Hillman Minx saloon from Suffolk).

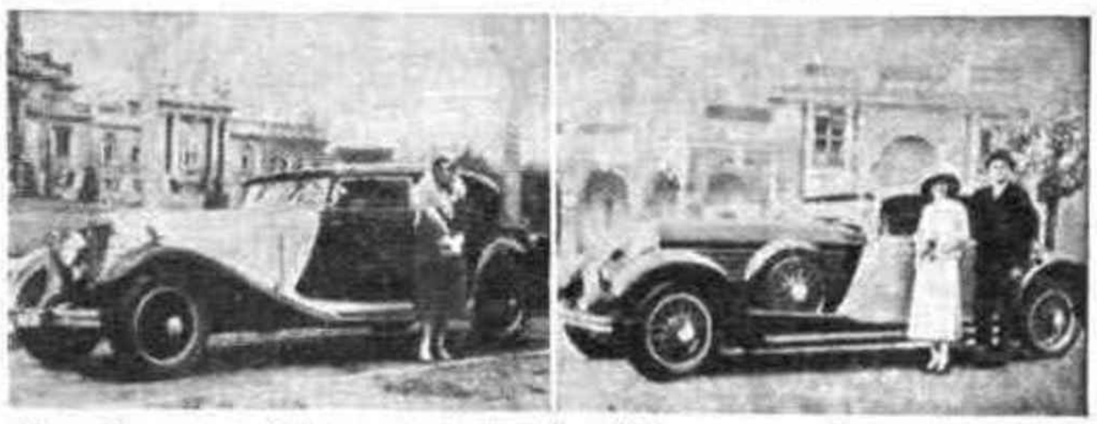
THOSE "CONCOURS D'ELEGANCE"

THE *Concours d'Elegance* has departed forever from its original role of a contest in the Mediterranean sunshine to decide which near-millionaire had contrived the most elegant individual example of the coachbuilder's art, on the latest Rolls-Royce, Hispano-Suiza, Isotta-Fraschini or similar chassis, the Judges being encouraged in their task by the presence of the entrants' ladies, as exotic as the motor cars, who posed beside them. Then there was no question of originality, because all the cars were new. Nor was there any question of cleanliness—if a car wasn't absolutely immaculate its chauffeur would have sacked immediately the second-chauffeur or groom!

Today such competitions, although taken very seriously indeed by many participants, are simply displays of old vehicles, which by a combination of age, originality, polish, rarity and cleanliness, carry off such awards as are offered. Some clubs realise that when entries are apt to range from Trojan and Model-T to Rolls-Royces and Bentleys "elegance" can be a decided misnomer, so they invent new titles like *Concours d'Etat*, "Pride-of-Ownership", etc. Most of it, however, boils down to a Pretty Cars frolic. . . .

Mark you, it does no harm to have such events, providing the Judges know sufficient to prevent the more horrid cars from getting into the public eye and thereby distorting the better motives behind veteran and vintage vehicle preservation. But things have tended to get out of hand with the present multiplicity of such gatherings, as distinct from race, rally and other driving activities on the part of old-vehicle owners.

For example, too many *Elegance* entrants trail their cars to venues. Apart from the main purpose of owning and caring for a motor vehicle being to enjoy motoring in it, a car which isn't driven to the field is apt to keep far cleaner than those which have arrived on their own wheels, which gives an unfair advantage. Not only are more and more old vehicles arriving on trailers and transporters but some of them have engines which haven't smelt petrol for years. Vintage motorcycles, which are comparatively inexpensive to run, are notorious offenders, judging by recent minor beauty-shows we have attended. One cannot see the point of meticulously rebuilding and painstakingly refurbishing a machine without ever starting it up. This smacks of pot-hunting in preference to riding and in that case you might just as well enter for the biggest-vegetable prize as bring a motorcycle you cannot start—at least the vegetables are edible and thus more genuine than a machine which is never run. Even at Crufts the doggies are required to walk round the show-ring. . . . The solution could be for beauty-show Judges to pass over all entries the engines of which cannot be started by the owners in, say, 30 seconds, and for prize-winners to be asked to drive up to get their awards. Judging to set rules is often advocated but on the contrary we think varied approaches to this difficult task should be encouraged, if only to scatter the chances of awards over a greater expanse of entrants.



How Concours d'Elegance *used to be. The cars are Austro-Daimlers.*

Clubs usually provide Judges with elaborate score cards, on which marks for originality of engine and bodywork, cleanliness, age, and so on are entered, sometimes elegance or desirability in the eyes of the Judges being included. Yet we have known one Judge, a Chief Constable, to concentrate instead on efficient servicing, looking for neglected oilers and grease-caps, frayed brake cables, low battery acid level, incorrect tyre pressures, etc., and another Judge, an Army Commandant, to simply stand and watch the cars driven past, deciding which he would most like to have owned. These variations seem to us permissible, whatever purposeful pot-hunters may feel about it.

Another grouse we have is over the casualness of many entrants. Whereas we condone less-than-pristine pre-war cars which are used regularly on the road or in active competitions, indeed, tend not to care for too-immaculate examples tarted up to look better-than-new, if the contest is for static vehicles under the misleading *elegance* heading, at least some attempt should be made to clean off surface dirt, finger-marks and road dust, which are an insult to public and Judges alike. Originality often quite rightly outweighs showroom-appearance, so bonnets should be opened to the Judges' gaze. One veteran Humberette encountered recently had an apparently hermetically-sealed engine cover but, by lying beneath it, the absence of a chain on the water-pump drive became apparent. Plastic plug leads and "crinkly" water hoses mean deduction of marks difficult as it is to obtain correct ones, as does a magneto converted to coil ignition, seen on a certain Edwardian Star, and those incorrectly "brassed" fuse-boxes, etc., on a number of vintage Austin Sevens, and other makes. More than one impressive veteran and Edwardian has been spoiled because of a non-period copper exhaust tail-pipe, which looks even worse on a post-vintage product. We have encountered a very nice Riley Imp with the inserts to its friction shock-absorbers, its spring clips, its petrol piping, etc., of polished brass or copper and have wondered if this could be authentic, away from a Motor Show stand.

The cost and scarcity of gas and oil lamps notwithstanding, a Judge is apt to be put out on encountering impressive much-brassed head-lamps which do not match, an oversize rear oil-lamp and particularly acetylene lamps unconnected to adjacent gas generators—and how many such lamps would light, anyway? Originality is another matter, remembering that no mechanical device will remain that way for life, unlike human beings. When upholstery is found to have lasted without too much evidence of wear for some 60 years it is very satisfying but Judges must sometimes regard "original" as covering new leather fitted with correct buttons as originally located, new paint brush applied. If true originality is the criterion, engines would cease to run because of worn-out carburetters, pistons sloppy in oval bores, etc. Rebuilding such components with the right materials to conform to original specification must soon, if not already, be a frequent conception of originality. Another aspect is whether Trade entries deserve as many marks as private ones. At first sight, no. But the owner of a small garage employing one grease monkey does not necessarily have any better facilities, financial or workshop, than a wealthy amateur using professional services to rebuild that 57S or P2. But the non-removal of advertising matter is vexatious and the very plaques awarded at these contests, together with Brighton Run souvenirs, present a problem, because displayed, however discreetly, on an entrant's vehicle they undermine authenticity of appearance. Finally, few if any Judges are competent to decide all originality conundrums in a field of mixed makes, which pin-points the wisdom of getting experts to deal with one-make classes. The writer still suffers pangs of conscience when he recalls marking down a Trojan as having impossibly large tyres, only to have the owner confront him *years* later with a catalogue proving that these were fitted to certain Colonial models. Even Judges can't always win!

It is unduly casual to present a car from which the plastic bags over the lamps have not been removed, even if the Trade Plates have,

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THE THINGS THEY SAY . . .

"The only signs of real affluence are the two cars (a Mercedes-Benz and a Roll-Royce) and he has them, not for their value as status symbols, but because he believes simply that they are the best cars in the World."—Barry Norman writing in *The Observer Magazine* of a visit to the Geneva home of Alistair MacLean, the best-selling novelist reputed to make hardly less than £200,000 a year.

* * *

"A long row of Fiats and Volkswagens were lined up outside both houses."—Jilly Cooper writing in *The Sunday Times Magazine* of a visit to New York. Wot, no Pintos?

BMW 3.0 CS

The latest and fastest from Munich

THE GROWTH of the German firm of BMW over the past decade has been a major success story of the European motor industry and with its increased range BMW continues to make progress. This is particularly reflected in Britain where SMMT figures show that, in the first seven months of 1971, BMW increased their sales from the 1,500 units in the same period last year to a new record of 2,443. Significantly, BMW sales overtook Mercedes-Benz along the way and are now the fourth largest exporter of German cars to Britain—just behind Audi.

Quite a number of these increased sales can be attributed to the fairly recent decision to break out of the four-cylinder, 2-litre market and, in addition, produce a range of larger but still compact machines with six-cylinder engines of 2.5 and 2.8-litre capacities. The most recent addition in this family has been an increase to a full 3-litres for both the saloon and the handsome coupé body built by Karmann. It is the 3-litre coupé, designated the 3.0 CS, which we recently tested in an extensive run which took the car back to its land of manufacture, and in particular to the Nurburgring, for the German Grand Prix. Three Standard House staff members found this £5,000 motor car almost ideal transport for the journey, thanks to its effortless touring at two miles a minute and plus.

The 3.0 CS was only introduced this July and, according to the Press release issued at the time, is "the flagship of the BMW range" and is "a trans-Continental tourer that is perfectly tractable in city traffic"—a statement which to our mind sums up the machine perfectly.

The main features of the 3.0 CS, which were not available on the 2800 CS other than the increased engine capacity, are a change of gearbox from a ZF to a new Getrag box (which allows faster changes), better steering, improved handling and ventilated disc brakes all round to increase stopping power—a feature which was criticised on the earlier models. In fact, it doesn't seem so long ago that ventilated discs were talked of in hushed tones in the motor-racing world. So don't be fooled when you hear that technological feedback from motor racing no longer exists!

The earlier six-cylinder BMWs seemed to be remarkably elusive to the staff of this magazine and, while our managing director was able to purchase a 2500 saloon, the Editor almost found himself stranded over the Easter holiday when a 2800 coupé failed to materialise. However, the efficiency one would expect from an organisation like BMW and its British concessionaires returned and our road-test BMW 3.0 CS appeared only a month after the announcement. It was a little disappointing that the car had not been cleaned and even the ashtrays were chock-a-block with sweet papers, but the machine was undoubtedly in fine mechanical fettle, having just over 4,000 miles on the speedometer.

The coach-builders' art still lives at Karmann, who have produced a proud, beautiful and efficient body set off perfectly by the smart alloy road wheels which are standard. The side windows of the car are pillarless and thus there is a considerable expanse of glass which adds to the all-round visibility of the cars. These windows are operated electrically and were about the only aspect of the car to give trouble, the right-hand rear glass refusing to lower itself with any regularity.

Those drivers not used to German cars, and in particular BMWs, would probably be somewhat surprised upon sitting in the car at the relative lack of instruments in a car of this price. BMW engineers are quite convinced that the array of instruments provided by Jaguar, for instance, are unnecessary. Instead BMW provide just a rev.-counter, speedometer, clock and water temperature and fuel gauges, plus the usual warning lights. However, the seats and the rest of the interior exude real luxury and the creature comforts are of a very high order. Upholstery is in a form of blue velvet, while the driving position was excellent and, being rather small, I have not found this so in smaller BMWs. It should be recorded that some of the larger members of the staff found the seat belts a little awkward to wear.

The six-cylinder engine gives the car a very large heart and on



FUELLING UP in Germany during the trip to the Nurburgring. The local Aral petrol firm were giving away very nice vintage racing car prints.

lifting the forward-hinging bonnet one sees a cam cover bearing a close resemblance to that of the 2-litre engine only longer. The straight-six continues the BMW tradition of a single overhead cam and the crankshaft is supported by seven main bearings. The extra 200 c.c. over the earlier 2800 model has been obtained by simply increasing the bore from 86 mm. to 89 mm. and this gives a claimed increase to 180 very smooth (din) b.h.p. at 6,000 r.p.m. Carburation is provided by two big progressive choke downdraught Zeniths which are hidden under a big air cleaner.

It has always been a BMW policy to let their tremendously well-engineered power units rev hard and thus they do not go in for high gearing *à la* Citroën or even bother to provide the car with an overdrive. But the 3.0 CS proved that it would cruise for hours on end on the autoroutes of Holland and Belgium close on 6,000 r.p.m. with 120 m.p.h. on the clock, very little noise and minimum of effort. Nevertheless, the engine is completely docile in traffic and in town. The car will rush from rest to 100 m.p.h. in about 23 sec., while the 0-60 m.p.h. figure can be achieved in second gear within 8 sec. The top speed came out at just over 130 m.p.h., while 120 m.p.h. is, as we remarked earlier, a happy cruising speed and, in fact, I personally slept in the car while the chief photographer maintained this speed in Belgium for well over an hour. Fuel consumption is around 21 m.p.g. and oil consumption absolutely nil.

The gearbox is operated from a centrally-mounted stubby lever which fell easily to hand, the change itself was trouble-free and the synchromesh on all gears works perfectly. Like the smaller BMWs, reverse can be engaged if one grabs quickly for first.

Another good characteristic of the car is its fine handling which we were able to explore on the twisty road from our hotel to the Nurburgring. The handling is well up to the power of the car, being fully independent front and rear. Coil springs are used at the front with a system of struts and wishbones and, in fact, there is a system which allows for wheel setting with castor displacement by adjusting the angle of spring strut axis and wheel steering axis in relation to each other. This sounds all very complicated but it certainly works well. At the rear coil springs are used with trailing links and all the suspension is mounted in rubber, which provide extra springing. Double telescopic dampers are used at the front and single at the rear.

The car we tested was fitted with the option of power-assisted steering at an extra cost of just over £100, which is manufactured by ZF. As in all such systems (except that exceptional one on the NSU Ro 80), this gave a light feel which took some getting used to but once mastered it proved to be of a high standard.

The brakes were perhaps a trifle disappointing having read all the blurb about the all-round ventilated discs. They pulled the car up straight and true but somehow did not have the bite expected, particularly over the last 30-40 yards. Very probably they were out of adjustment or someone had previously glazed the pads. In fact, our colleagues on *Motoring News* tested a different 3.0 CS and reported the brakes to be tremendous.

Once we got to know the car we found the minor controls to be generally fumble-free. The rather complicated windscreen wiper control necessitated using two separate knobs, one on the end of a

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Here's how to tune-up an engine with one easy kit

You'll know your car needs a tune-up when starting it becomes a chore, when overtaking is an effort, when somehow it doesn't seem the car you used to know and love.

Chances are that a simple ignition tune-up will put things right. But that means more than just fitting a new set of spark plugs.

To do the job properly, the contact points and condenser also need renewing. So Mister Motorcraft has put all these parts into one kit and added a feeler gauge and some specially formulated grease as well.

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Next time your garage mechanic is tuning-up your car, he can collect a Motorcraft kit at the parts counter and



have everything he needs, in one trip.

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It takes five different parts to give your car a complete ignition tune-up. Motorcraft put them into one easy kit.

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Motorcraft Ford



Quality parts to make cars run better

TUNING TOPICS

The cross-country sprinter —a 1.4-litre Cooper S

SINCE 1963 a young man from Shakespeare's west country region has nearly exclusively devoted his talents to Mini derivatives and how the best can be wrung from the ubiquitous box in British club rallies. During the last two years his efforts have become so successful that 26-year-old Will Sparrow has become the only Mini-Cooper S driver to consistently beat the Ford Escort RS and TC models that have now established such a competitive edge in home events. In 1970 he became RAC Rally Champion, among other titles, whilst at the time of writing he had scored four outright wins in 1971 to lead the *Motoring News*/Castrol series by 9 points.

We have been fortunate enough to not only briefly try the 1,340-c.c. Clubman S-type which scored those victories, but also allowed to take away the 1,390-c.c. Mk. 2 Cooper S that Sparrow and his wife use for normal road transport. The latter car basically consists of the enlarged engine which, complete with a fresh camshaft and exhaust manifold, Sparrow is planning to market through his business as a routine item at £100.

To find out if the 120 thou. overbore that gives this extra 115 c.c. is a practical idea we were entrusted with the beautifully turned out red Mini-Cooper S for the best part of a week. Customers who present themselves at Sparrow's small but neat garage will find that the work on an existing S-type engine (the normal Austin/Morris 1275 can be used, but there is a greater risk of porous bores) consists of Hepolite big bore pistons, BL Special Tuning 731 camshaft and long centre branch exhaust manifold, the latter item connected up to a standard exhaust system restored to the less restrictive earlier S-type specification. The larger Hepolite pistons are as manufactured for a normal production Triumph, having the advantage of lowering compression ratio to 9 to 1 so that four star fuel can be used regularly and the engine actually stops when the key is turned; usually the biggest of the S engines is prone to running-on after a hard thrashing.

To ensure that the new engine performs reliably a copper asbestos head gasket, now sold only as a competition item from BL, and new crankshaft bearings are included, as is the labour involved in stripping down and reassembling the most powerful of the A-series units.

Hydrolastic suspension was fitted, mainly because this car was built up from a basic shell and fitted with whatever parts Sparrow could lay hands on at least expense. However, he obviously has the best contacts for the Mini's ride was very well controlled as if competition displacers had found their way in along with Aeon bump stops at the rear. Wide rim alloy wheels manufactured by the Mill Accessory Group (which appropriately abbreviates to MAG) carried broad 165 section Goodyear Grand Prix radial tyres for our test, nestling under neat Cosmic alloy arches which carry the standard chrome trim. Thus the effect is as if the Mini had been designed for such generous tyre and rubberwear, so unobtrusively do these spats blend into the standard bodywork. As a matter of interest the car can be lifted by the spats, should you visit a ditch.

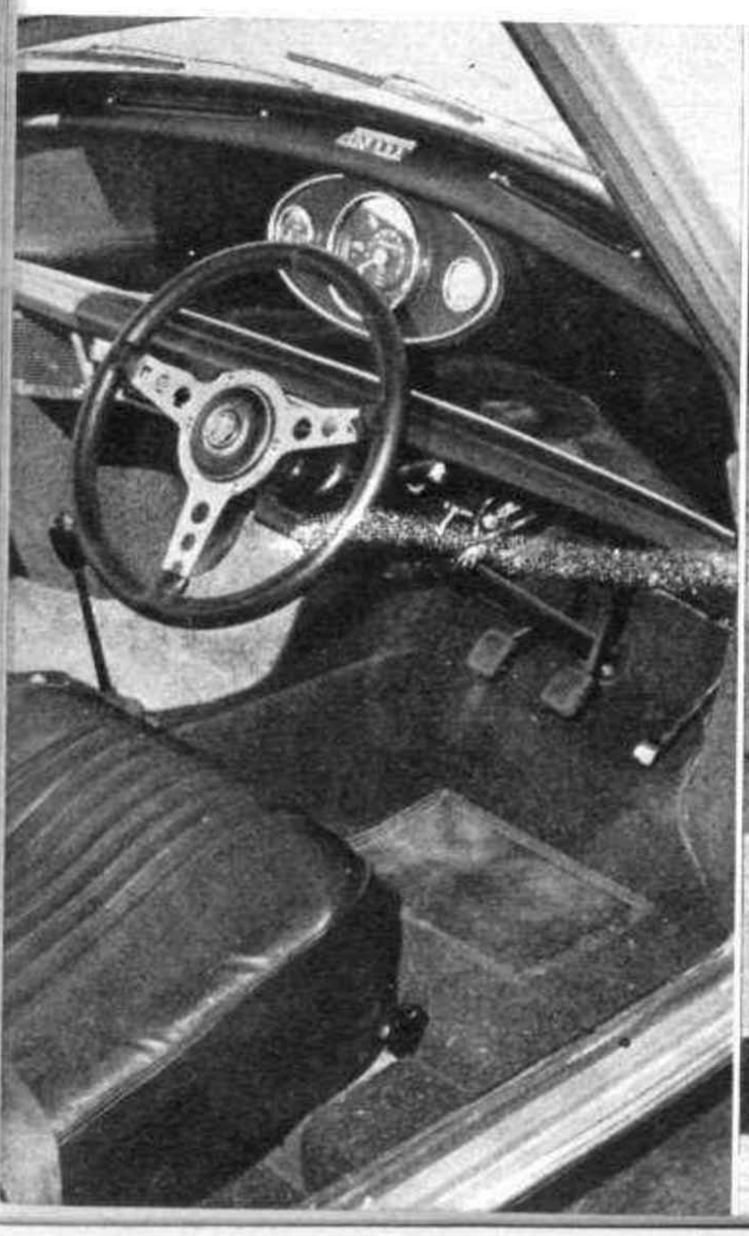
Looking round the car before the test, it almost seemed a shame to drive it away for the paintwork gleamed and the whole machine conveyed the air of being brand new. In fact the mechanical parts had covered many miles on various other Minis, some in competition, For example the front and rear subframes had already worked hard for 30,000 miles, yet the diminutive S also felt as though it had just emerged from the showroom when we set off for London.

Apart from a brief but exhilarating whirl in the rallying Clubman, it had been some time since this tester had driven a Mini at all. The result was that he gradually remembered all the old strong points and snags that any Mini-owner knows so well.

In production form the S-type was popularly reckoned to be the fastest way of getting around this crowded island, so long as the driver could stand the vigorous engine and transmission noises and the lumpy standard seating. Sparrow's converted car obviously has its roots in the characteristics which made the S so popular that it became a lot more than just a "homologation special", though the strong points of the 1275 S are even more strongly emphasised in this large-bore car. Outstanding road performance is provided because the increase in bore has allowed the engine to develop real power lower down the range, thus one finds that third gear is just the job for roundabouts and overtaking, whilst the modest exterior dimensions and terrific roadholding make both frustrating town and main road travel a joy.

In fact people who did buy a Cooper S (it's now been axed of course, and enthusiasts are fobbed off with the far more docile 1275 GT,) did so because they wanted to have some cheap fun, or because they were seriously interested in competition. The idea of Sparrow's conversion is to boost the already strong points of the S, and thus one finds that the engine responds best to gear-changes well before the maximum r.p.m. allowed by the valve springs, whilst the wider wheels and tyres, together with the roll-free suspension, provide enough roadholding and handling to keep even the most youthful enthusiast on his side of the road!

Somehow I cannot imagine a Cooper S with the standard "tiller" that is fitted to the 850s as a steering device, and Sparrow's car was no exception, the compact leather-rimmed wheel controlling a machine





that has the reactions of a supercharged Go Kart. Obviously there is plenty of "straight-on" understeer pull when powering into a corner, but the wider wheels and tyres hitched to this bigger engine enable the car to be cornered in the same tail-out manner adopted by Sparrow in the rally car, and so beloved by the hotter Ford Motor Co. products. Really exuberant driving, especially with this 1.4-litre conversion, is going to send one's tyre bill sky-high for the 10-in. diameter wheels are spinning frantically when power is applied to straighten the car out of an oversteer stance.

The extra torque shows up when taking acceleration figures too, the wheels spinning hard in 2nd gear as the gear-lever is whipped sharply back into that gear at just over 30 m.p.h. On paper the figures are not particularly impressive, 60 m.p.h. still occupying over 10 sec. (compared to 11, or thereabouts for the production model), whilst from rest to 90 m.p.h. will take 30.5 sec. using the gear speeds shown in the table. In top gear the acceleration compares favourably with much bigger-engined cars, 50-70 m.p.h. in 4th being recorded in 8.9 sec. For comparison we have established that the BMW 3-litre coupé accomplishes the same task in 7.5 sec., whilst the only comparable BL model in current production, the 1275 GT Clubman, needs marginally over 13 sec. for that top-gear speed increase.

All-out speed is not a strong feature of the Mini in its original form and it needs a lot of horses to pull the Issigonis creation over 100 m.p.h. Sparrow's car could just nudge into the over-100-m.p.h. bracket, but the engine was far, far, happier at an honest 85 to 90 m.p.h. It seems to the writer that it might be as well to forget about having a hotter camshaft in favour of a thorough balancing job, for the standard camshaft would suit the torque characteristics of the engine rather better.

The above remark does not mean that we suffered from the awful "wild cam splutter" in traffic, quite the contrary for third would pull the little car strongly forward from under 30 m.p.h. without so much as a hiccup from the oversize power unit. The water temperature never strayed far beyond the N-mark even in thick London traffic, but the oil pressure soon went down to 50 lb. if the engine was revved hard for any length of time.

So far as the Mk. 2 Mini itself goes we thought that the seats were their usual back-breaking selves and, though the interior looks a lot smarter, we found that the wind-up windows were not as effective in allowing the cool breeze one could enjoy in the earlier machines and those valuable storage bins are lost as well. Against those remarks one must face the fact that the runners of the old-style windows often become tatty after a few years, and ventilation can be very easily arranged when travelling solo in the later models by winding down the passenger's window, thus avoiding a side blast of air.

Thus Sparrow achieved his object in having a speedy yet easy to drive Mini. The only improvement we would make to the car is to fit a numerically lower final drive than standard. This would be thoroughly worthwhile, reducing cruising noise levels, suiting the engine's character and cutting oil consumption to a more reasonable figure than our thrashing of 200 m.p.p.! However, if you want the sort of neckbreaking 128 b.h.p. performance that the rally Mini enjoys, or any stage between, a trip to this rally driver's garage at 2 Redditch Road, Studley, Warwickshire, should be well worth while.—J. W.

PERFORMANCE

m.p.h.		*Sec.*
0-30	..	2.8
0-40	..	4.7
0-50	..	7.3
0-60	..	10.5
0-70	..	14.6
0-80	..	20.9
0-90	..	30.5

Gear speeds used:	
First	32 m.p.h.
Second	52 m.p.h.
Third	74 m.p.h.
Fourth	101 m.p.h.
Standing ¼-mile:	17.9 sec.
Overall fuel consumption	23.7 m.p.g.

Converters: Will Sparrow Ltd., 2 Redditch Road, Studley, Warks.
Price: Engine, as described, £100.

A sore subject

ALTHOUGH our performance pages are mainly devoted to cars that travel faster than the manufacturer originally intended, a tuned or converted car these days is liable to consist of a lot more than just the improved engine. Over the years in which specialist firms have made man's four-wheeled friend a more lively proposition in a straight line the people concerned, and their customers, have found that with each corner that rushes up to meet a car moving rather more rapidly than the designer could foresee, so new demands are placed on stopping, cornering, and the driver's ability to comfortably control what is going on. In the case of the latter need, a number of concerns have prospered by ensuring that the intrepid conductor, and his passengers if the driver is not entirely selfish/impecunious, are securely seated on something other than the plastic production perch so beloved of British mass-production cars.

For example the Mini in all its forms (save when fitted with a BL reclining option) is quite the most uncomfortable car on the road for anyone over 5 ft. 9 in., whilst many of the Ford range, particularly the Escort, are nearly as bad, positively impressing upon sporting owners that some new form of location is needed, even if that means sacrificing some back seat space.

British Leyland, Ford and Chrysler all recognise the shortcomings of the standard seating in their best-sellers when hard driving over long distances is envisaged. Ford offer better than average seats in the Cortina Mk. 3 and Capri models, while AVO at Aveley look after the needs of enterprising Escorteers. BL cars are among the worst offenders, but again the company's own conversions division, Special Tuning, offer seats of the type discussed here, or one can buy the reclining type. The Chrysler Competitions Centre are currently evaluating some very comfortable cloth/Ambla reclining seats suitable for the Avenger, whilst the Imp is already well catered for, though, as with the Mini, decent seats turn these small saloons into virtual two-seaters.

The trouble with the manufacturer's offering seating alternatives is mainly that of expense. A reclining seat from these three car manufacturing offshoots is likely to be in the £25 region. BL have the cheapest range with a competition and road version of a fixed back bucket similar in outline to the Maxi model we have installed in our Capri! The Special Tuning seats also come in an Ambla-sided, cloth centre sectioned style, prices starting at £16 and ranging up to £19. From personal experience we can vouch for the rigidity of the fibreglass shell, and the fact that you don't necessarily need a BL car in order to fit this secure resting place. Also from personal experience we can report that the Contour reclining cloth seats (as fitted to W.B.'s

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From l. to r.: ONE OF CORBEAU'S latest models is this GT6E with reclining back and ringlet trim: the seat can also be ordered with a stripey cord covering. RESTALL Type 8 Mk. 2 recliners served well on the Broadspeed Bullit Capri. NEW CONTOUR seating and a sturdy leather-rim wheel seen in an Escort RS modified for comfort and good handling manners by David Brodie. TERRY HUNTER'S reclining seat is very good value, providing a comfortable resting place in the Janspeed Toledo.






ROAD IMPRESSIONS

THE CHRYSLER 180

An Unusual Anglo-French Car which Exudes the Indefinable Quality of Dependability to a Marked Degree



NOW YOU, TOO, CAN HAVE A CHRYSLER!—The £1,434 overhead camshaft 180 *seen here working for its living towing one of Piggy-Back's four-wheeled trailers carrying a* 1924 *Calthorpe.*

THERE ARE so many new models and fresh permutations of older ones being announced that I neglected to attend the Press release of the Chrysler 180, the first new car from Chrysler UK to bear the well-established American make-name. However, when John Rowe, that quietly efficient PRO whom Chrysler have been so fortunate in inheriting from the Rootes Group, asked whether I would like to try this 180 for rather longer than the customary week or fortnight, I concurred, and am glad I did so. Because, apart from this spacious blue saloon arriving at a most opportune time, when the faithful Rover 2000 TC, now 4½ years old, had discarded part of its silencing system and the enjoyable Ford Mexico had eliminated itself in an accident which wasn't its fault (but which endorsed dramatically the strength of its rally-bred bodywork), it is a rather unusual and therefore interesting car.

Designed in Britain, with a flavour of Avenger about it, it is built in France and sold through the vast Chrysler UK dealer network. When I was asked what car I was driving at present by those who never know what they will find me in next, the reply "a Chrysler" caused their eyes to scan car-parks for some vast trans-Atlantic gin-palace of an automobile. But the Chrysler 180 is no scaled-down Newport or New Yorker. In the past we have seen possible merit in such things, testing, for instance, the Chrysler Valiant and Ford Falcon Compacts. But the 180 is not as these. It displays no more Americana, apart from perhaps a trace of the trans-Atlantics about its stylish radiator grille and steering wheel, than a Dagenham Ford or a Lutonian Vauxhall. Indeed, it is more individualistic and European than these and the antithesis of American thinking, inasmuch as it is very fully-equipped instead of many "extras" having to be specified for it or choice having to be made between a number of variants, apart from deciding whether to have 4-speed manual or Torqueflite 3-speed automatic transmission.

Chrysler UK do not exactly indulge in "knock" advertising but they do state that their new 180 is very close in price to the Ford Cortina 2000GXL and Vauxhall Ventora, yet is equipped to rival cars such as the Rover and Triumph 2000s.

Before I drove this Chrysler 180 I was told I might find it claustrophobic. This seems to stem from rather high door-sills and facia, but after I had removed the rather crudely plugged-in head-rests from both front seats I was soon able to discount this aspect of the low-roofed four/five-seater saloon. There is much of interest about the 180. It has an 87.7 × 75-mm. (1,812-c.c.) four-cylinder canted-over engine with inclined o.h. valves, operated by a chain-driven o.h. camshaft, in an alloy eight-port cross-flow hemi-head. This is fed by a dual-choke Weber ADS carburetter, cooled by pump and electro-magnetic fan, and started with the aid of an automatic choke. This is inspiring, for a start, and is backed up by servo, load-compensated disc brakes front and back, and by coil-spring suspension, using front MacPherson struts (with anti-roll bar) and a back axle located by four trailing links and a Panhard rod. Another excellent feature is a fuel tank holding nearly 14½ gallons, giving a range of some 360 to 390 miles.

Instead of having the expected "handed" facia, usable for both l.h.d. and r.h.d. cars, the Chrysler 180 has instruments and gimbal-type fresh-air vent before the driver, cubby-hole and lever-controlled fresh-air grille on the passenger's side, although the bonnet release is on the wrong side for r.h.d. cars. The deeply-recessed instruments comprise four matching Veglia dials—electric tachometer, speedometer with total and decimal-trip distance recorders, a vaguely-calibrated heat/fuel gauge with warning lights for charge, oil-pressure and low petrol level, and a Kienzle clock (which gained). The tachometer is badly blanked by the left hand on the 3-spoke steering wheel but is not really needed for an engine which gets to its power peak (97 DIN b.h.p.) at 5,600 r.p.m. but doesn't enter the orange warning belt until 6,300 r.p.m. or go into the red until it is doing just over 6,600 r.p.m. Below these dials on the right of the steering column are switches for crash-warning and rear-window heating with, between them, a vertical, recessed, knurled adjuster for controlling the intensity of the facia lighting, which got alarmingly warm. Incidentally, the catalogue as well as handbook contain a chart of the controls, which have been slightly re-arranged since the earliest 180s. The heater controls occupy the facia centre with another vertical knurled knob for fan speed, a Chrysler Radiomobile radio, and ash-tray with lighter. The minor controls are extremely well contrived, with reservations. A long l.h. stalk turns to put on side- or headlamps (powerful rectangular SEV-Marchals), moves up and down for dipping/full beam, pulls inwards for flashing. This is fine, except that it also works the horn, but as its arc is not excessive this is not much of an inconvenience. Casual handling can, however, plunge the night driver into darkness, and it goes *up* for dip. A short l.h. stalk operates the turn-indicators, but tends to self-cancel too early. A r.h. stalk works the efficient 2-speed screen-wipers and washers but it isn't possible to wash without wiping, although the powerful electric jets to some extent excuse this. The illuminated cubby-hole is very roomy but its tinny drop-lid, which locks, needed slamming shut.

The aforesaid shut-in feeling is alleviated by big windows, the vented body dispensing with quarter-lights; wing-mirrors were provided on the test car, and the screen pillars are decently thin. At oblique road junctions, however, the view rearward is blanked by the rear quarters. When I first drove the Chrysler 180 I thought it too high-geared, 3rd gear being preferable to top at anything much below the town speed limit. The engine is also quite noisy and sounds diesel-like pulling away from low speeds—perhaps emanating from the timing chain. The first impression was countered by reasonable acceleration in the 3.72-to-1 top gear, the noise isn't really troublesome, but a "clonky" transmission is a debit feature. The front seats are big and nice to sit on, with lever-adjustment of the squabs. Detail work, too, is well done—good pull-out interior door handles, inside slide-locks and rubber-knobbed window winders, carpeted floor, plenty of sound insulation and so on. There is rather casual central oddments stowage, partially obstructed by the sensibly-placed central hand-brake, but a big rear shelf. The front doors possess pockets and the self-locking boot is not only huge and unobstructed, except for the covered spare wheel mounted vertically, but is lit even when the car lamps are not in use—Jaguar and others, please copy!

In performance, handling, ride and cornering, the 180, while not pretending to be an enthusiast's car, is about average by family car standards. It covers the ground very effortlessly and pleasant. A 0-60 time of 12½ sec. may not sound particularly exciting but this quite large 8 ft 9 in. wheelbase saloon can cover a s.s. ¼-mile in well under 19 sec., reach over 80 m.p.h. in 3rd gear, and go on to better 100 m.p.h. in top gear, all without feeling any more "wound up" than when rolling along a 70-m.p.h. Motorway at under 4,000 r.p.m. The central gear-change works effectively without being memorable—the spring-loaded lever tended to hang up somewhat, even going into top gear, but generally the changes go through well, though in rubbery fashion. The rack-and-pinion steering has almost the lock of a Triumph Herald, causing the 13 in. Michelin ZX tyres to scrub a little if the tightest turning circle was used. Castor return is mild, the whee

Continued on page 1043



1. The Navitimer
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THE INSTANT MOTOR RACER

The Assistant Editor tries his hand in an Escort Mexico



THE FLAG dropped, the revs screamed and there I was fighting to get to the first corner ahead of the other chaps. After ten years of weekly motor racing spectating, reporting and team managing I was out there having a go myself and, by some strange quirk of nature, feeling a lot less nervous than I usually do when at the start of a race in which I am only on the sidelines.

One should not get the impression that MOTOR SPORT's Assistant Editor has gone out and blued all his savings into becoming a full-time racing driver—that is an ambition I passed over some good few years ago—but due to a culmination of circumstances I found my way into the hot seat of a Ford Escort Mexico at Thruxton. This was obviously a cue, not only for an article on Group 1 racing, of which the Editor has already written enthusiastically earlier in the year, but also an ideal opportunity to go through the well-trodden path of the actual mechanics of finding oneself on the grid. This is one of the most regular posers we receive from readers and, though there have been a great number of previous articles on the subject, the letters continue to flood in.

The story really starts with MOTOR SPORT's conversions and tuning contributor Jeremy Walton, whose tasks at Standard House also include writing for the weekly motor-racing paper *Motoring News*. J.W. has long been a racer at heart and enjoyed considerable success in Autocross with an Imp. So when the first Group 1 saloon car racer was scheduled for last May he saw this as an ideal opportunity to have a go on the race track. Not surprisingly the management were not at all keen on the Editorial Capri taking to the circuits and so J.W. hustled up a Hillman Avenger from Janspeed. He thoroughly enjoyed the experience and when news came of two more Group 1 races in late August he was seen rushing around trying to find a suitable car.

The enthusiastic management at Ford's Advanced Vehicles Operations came up with an offer of a machine they call "the purple passion", which was, in fact, the first-ever production Ford Escort Mexico which had already seen some active racing service. This was duly entered for the race at Brands Hatch and a week later at Thruxton. Then Janspeed phoned up and announced they had entered J.W. at Thruxton in the Hillman Avenger. Our man just could not see a way he could drive both cars at once, so he offered me the Mexico drive. Somewhat taken aback that the chance to race had actually come, I forestalled a decision until over a weekend but naturally I was mad keen.

The race was to be the last on the programme at the Chevron Oils 100 km. race meeting at Thruxton on August Bank Holiday Sunday and was scheduled as a seven-lap handicap. First we dropped a line to the organisers to inform them of the change of driver and I reimbursed J.W. with the £4 he had paid the organisers as an entry fee. This covers the paper work and so on and is an average figure, although, of course, at higher level they pay you to race. Normally an entry for a meeting would have to be made something like a month beforehand and at that stage the driver would have to be in possession of certain documents.

The most important is a racing licence issued by the RAC from their Motorsport division which nestles amongst the embassies at 31, Belgrave Square, just off Hyde Park Corner. We called in (although you can write) to find that there are various categories of licence and the one we wanted was obviously the Restricted Track, which in effect is a provisional licence which only allows you to take part in club racing. As the season is now tailing off, this only takes four days to come through (even quicker if a special 50p extra rush fee is paid) and at £1.50 seemed excellent value. As well as the licence, which is thoughtfully provided with a plastic cover, came a copy of the RAC Blue Book, which is a mine of racing information and rules plus the regular motor-racing bulletins issued by the RAC. Further, the licence entitles one to discounts with various companies. On the back of the licence is a space to be filled in, each time one races, by the stewards of the meeting and if one behaves in six meetings (*i.e.*, doesn't spin dangerously or crash) one receives a signature from the steward of the meeting which leads to upgrading from restricted to national status. After a further probationary period one can then obtain a full international licence.

The idea of all this is to stop a chap who has just won the pools rushing out and buying the spare Tyrrell Formula One car and entering it in the British Grand Prix for his debut race. Personally I think the system with regard to novices could be tightened up further, particularly in respect to single-seaters, but that is another subject.

With the Competition Licence comes a medical certificate which has to be filled in by a doctor. The RAC would prefer one's regular medico to do this as he knows a patient's history, and the form draws special attention to the prospective racer's cardiac condition as well as eyesight. Also one is expected to have full movement of all limbs. If there is any doubt a special medical panel sits every so often to discuss border-line cases. The fee for the doctor's inspection depends entirely on the man himself, although don't expect it to be done on the National Health.

Thus with a licence to race, and a medical card duly signed, the final paper work to overcome is club membership. Many prospective racers may already be members of a motoring club but, of course, only some of them organise race meetings. The Thruxton meeting was being run by the British Automobile Racing Club of Sutherland House, 5-6 Argyll Street, London, W1 (next door to the London Palladium). Although I used to be a member I let it lapse and I had to join up again. With an entry fee, and the addition of competition membership, this came to a total of £6, for which, of course, one receives various other benefits. The BRSCC also organises a great number of meetings and is also worth joining. Membership of these two will enable one to enter the great majority of race meetings in Britain.

With the paper work complete I was obviously well on my way to becoming a racing driver, but there was still the problem of the special clothing and crash helmet. There has been a great deal of progress in recent years, particularly with regard to fire protection, so I decided to go along and investigate the prices of the equipment. The firms run by Gordon Spice (such as the City Speed Shop) or Les Leston's Racekit firm are probably the best known and have the largest selection. It has long been a desire of mine to own one of those spacemen-like Bell Star helmets, although obviously this is not necessary for a saloon car but I rashly parted with £30 of hard-earned cash. In fact, one can obtain a good open helmet for half that price.

Having been so extravagant I decided against any special fireproof clothing, knowing that I could borrow some for the day. Racing regu-

lations in Britain only oblige you to roll your sleeves down and do not insist on racing overalls but for anyone who intends to race regularly I feel these are essential. Apart from the protection they offer, they are tailored for the job, look smart and give one an air of professionalism. If one has real talent and starts to do well prospective team managers will start to take note, and if it comes to the choice of one driver who wears a beat-up old helmet, dirty jeans and a pullover and another chap who very much looks the part in freshly-laundered racing gear and his Bell Star, the choice is fairly plain.

At the moment there are various firms claiming to produce overalls that offer the greatest protection against fire. Having investigated these my personal opinion is that overalls made from the new TT wool is the best. I found that Racekit did not have any readily available but will have soon and the price, at around £40 for the full garb, is cheaper than some of the synthetic fibre overalls from America presently on the market. One last point on the subject of race wear and that is that a pair of specially-made driving shoes without welts are a worthwhile investment, not just for the track but also for day-to-day driving. The Edward Lewis ones have a particularly good name, although, in fact, I raced in some thirty bob cord shoes from "Marks and Sparks".

Race day seemed to approach with considerable speed and the weekend was decidedly busy for the Thruxton meeting was sandwiched between reporting assignments at Oulton Park on the Saturday and Castle Combe on the Monday. J.W. had raced the Escort the previous weekend and, although he spun it wildly at one stage, it was delivered to me a couple of days later without a scratch. It was pretty well a standard Mexico apart from some Koni inserts in the McPherson strut front suspension which stiffened it up (these are allowed in Escort Mexico racing) and mods to keep the scrutineers happy. Racing tyres are not allowed in Group 1 and the Mexico was fitted up with some low-profile Dunlop SP radials.

Motor racing is a sport in which one seems to have to get up halfway through the night, spend hours waiting around and return cold and hungry after all the pubs are shut.

I decided to get to Thruxton as early as possible in case there were any problems but thanks to the new M3 arrived even earlier than expected. The Mexico seemed in fine tune and once at the circuit I was allocated a spot in the paddock where I taped up the lights and checked the car over. Obviously the Escort was basically a road car and needed little attention but a full racing saloon can take nights of preparation.

Then I joined the long scrutineering queue, in which RAC-appointed officials check the safety (and sometimes eligibility) of the competitors' cars. It seemed hours before it was my car's turn and by then I had numbers painted on the side and had the appropriate licences, etc., checked. I told "the scroot" that I was writing this article about how to start racing and rather laconically he replied that my time would be better put to use writing an article on how to stop motor racing rather than start! However, he was very thorough with his check, paying particular attention to fire walls between the engine and passenger compartments which had been added by Ford, the fact the car had laminated windscreen, an oil catch tank for the rocker cover filler and breather, an external throttle return spring, and so on. I hadn't taken the hub caps off so their removal was requested, while I think he was somewhat staggered to find the boot packed with cases when he investigated the fixing of the battery.

This ordeal over, and a ticket to prove the check had been done dangling from the heater control, it was just a matter of clearing all the rubbish out of the car and waiting for the 30-minute practice session. In fact, on J.W.'s advice, I added some more oil and thanks to the generosity of Chevron, who were sponsoring the meeting, put in the least amount of petrol necessary.

I lined up in the marshalling area in plenty of time and I was soon to be joined by a strange collection of Group 1 cars—in fact, the rules were not too strictly applied. There were three other Mexicos, four Porsche 911s, several Cooper Minis, a Triumph 2.5 PI, two BMW 2002s, a Jaguar 3.8, the Janspeed Hillman Avenger, a Vauxhall Firenze and even a Fiat 500. The great majority of the drivers were regular racers, including some with quite impressive records, although there were others, like me, with the novice X on their boots to indicate their lack of experience.

I was trying to remember where the circuit went, for I did about five laps of Thruxton at a Press day before it was reopened, when suddenly a man started to wave me out, and along with 22 others I accelerated on to the circuit. I was a racing driver!

Soon I was rushing round trying to sort out the right lines through corners, pick braking points and generally hustle round as quick as I could and I was pleased to notice that my lap times, shown to me from the pits by grinning friends, started to fall. I had intended to follow J.W. but never saw him, but when Brian Cutting came by in his Escort Mexico he was obviously a good man to follow as he is one of the instructors at the Thruxton saloon car school. After two corners he had disappeared into the distance so I contented myself with lapping on my own. I found that Allard Corner after the pits was flat out but the right-left-right at the Campbell, Cobb, Segrave complex was very difficult indeed and, in fact, I am sure that this is where I lost most of my time. After that Kimpton Bend is flat out and, once one plucks up courage, so is the long Village Curve and Church Corner which has a nasty bump on the apex, and I probably lost a little time by lifting off occasionally when the excessive understeer of the Escort looked as if it was getting the better of me. After Church came the long haul down to Club—that Armco *chicane*—and before braking the Mexico was showing about 105 m.p.h. Braking for the *chicane* is difficult for it is on a curve and one then flicks right, left and right and past the pits once more. Thruxton is a good beginners' circuit and very enjoyable to drive on and I was undoubtedly pleased that my first race was not going to be at Brands Hatch, which would give me the shivers. After about 12 laps I was getting very hot and sweaty and pulled in for a rest only to find the session about to finish.

The practice times were duly issued on a duplicated sheet and I noted I had lapped in 1 min. 57.2 sec., an average speed of 72 m.p.h., which made me about 14th fastest out of the 22 who practised. However, because this was a handicap event, some competitors had obviously been playing it canny and not going full speed while I reckoned I did not have much in reserve.

To put my time in perspective Bill Tuckett, who normally drives a Chevron B16 in long-distance events, had lapped his Porsche 911S in 1 min. 47.4 sec. to head the list, Brian Cutting was the quickest Mexico at 1 min. 50.8 sec. and Gerry Marshall, who usually drives the Blydenstein-prepared racing Viva GTs, lapped his Vauxhall Firenze at 1 min. 51.8 sec.

My heart sank when the handicaps were announced. Naturally Tuckett was scratch man and the three other Porsche 911s were either with him or 5 sec. ahead. Then off 20 sec. came myself and three other Escort Mexicos (one which had lapped in a similar time to mine), while people like Marshall and another Mexico (illegally on racing tyres) which had practised quicker than me were to start before me. The handicapper explained afterwards that the whole thing had to be done in a huge rush during the lunch hour and as Cutting had lapped his Escort Mexico quickly we were reckoned to be about the same. Previous experience was just not taken into account at all and obviously this gives very little incentive to the novice. With only the four Porsche 911s behind and great chunks of time to catch up on the rest I had no chance of a decent placing. Perhaps this was one reason why I sat on the grid quite impassionately when the time came.

The meeting had run off smoothly when it came round to Event 6—The Adlards-Contour Saloon Car Handicap race. I lined up in the marshalling area in car number 212 in plenty of time, strapped myself in and waited. After what seemed hours we were all waved out on our warming-up lap to find the rain starting to spot down—something I just dreaded. Fortunately the threat relented and once on the grid the sun peeped out from behind the clouds and there were sighs of relief. In handicap events the cars are flagged off in groups and, of course, our group of four Escorts were almost last to go. In fact, I made the best start of the four (it's all those 0-60 m.p.h. road-test runs) but decided discretion was the better part of valour and let Brian Cutting take Allard ahead of me thinking I might be able to hang on to him and pull away from the other two. In fact, I was so intent on this that I almost went straight on at Campbell and a youngster called Ian Deevin, who was racing his own Escort Mexico, overtook me. By now I was well out of my stride and it wasn't until two laps later that a chap in a Mini-Cooper caught me up and I started to drive half-properly again. All the Porsches had gone by at this stage while the Mini man had started 10 sec. behind but with a lap credit. For the rest of the race we had a really enjoyable dice and he passed me into the *chicane* on one lap when I so nearly had an accident. The next lap I re-passed him when he went wide coming out of the *chicane* while all the time we had another Escort hot on our tails. Finally the Mini man got the better of me and I was tucked

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PIGGY-BACK TRAILER-HIRE

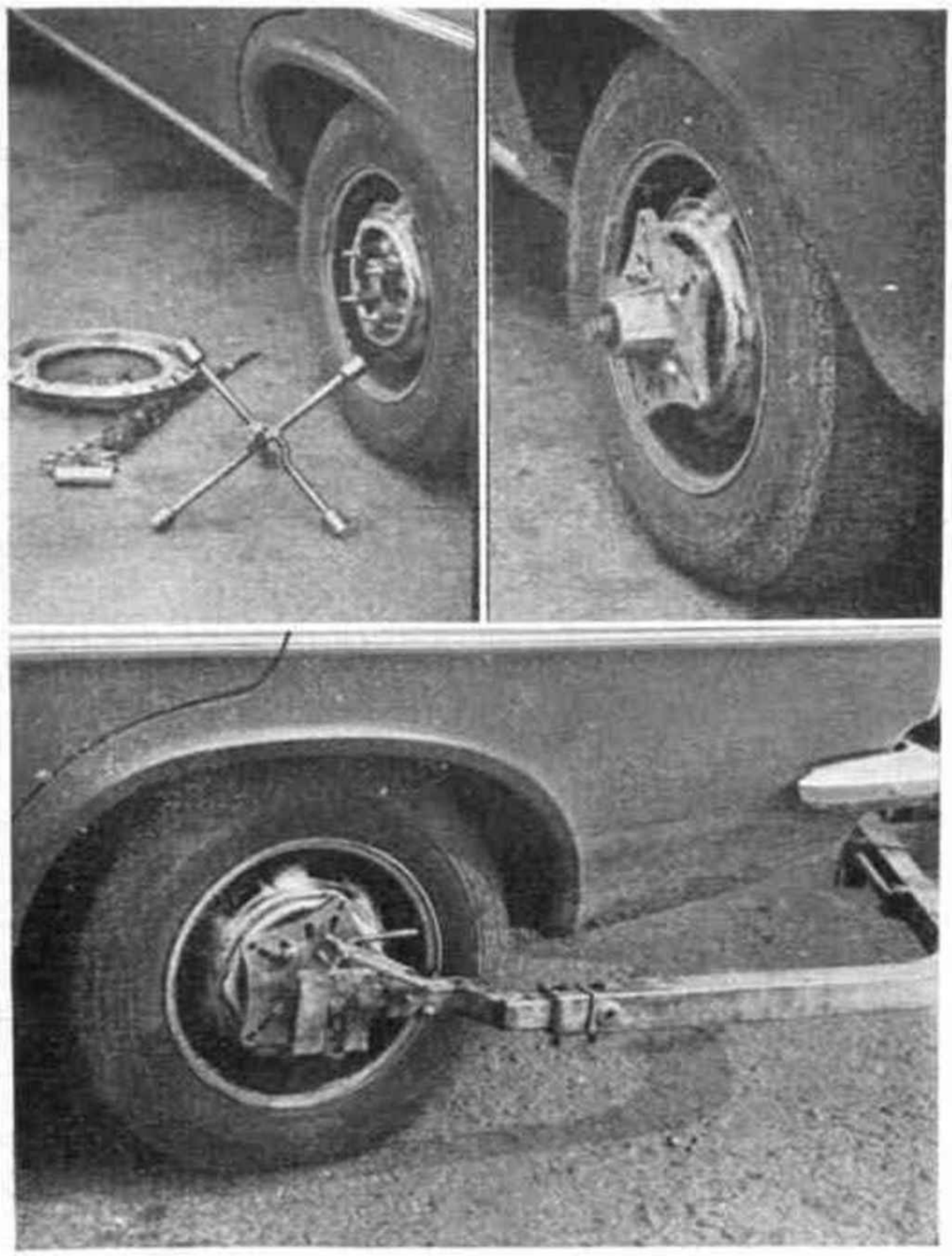
MOVING on its own wheels an unlicensed car or uninsured vehicle is now illegal, unless for the short journey to the nearest MoT-testing place for test purposes, yet enthusiasts frequently need to transport such cars, whether a racing car being taken to a meeting, a new purchase on its way home, or an uncompleted vehicle *en route* to workshop or body-builders.

Van hire can be expensive, so some time ago we drew your attention to Piggy-Back Trailer-hire. Regulations governing the use of trailers are pretty complicated and likely to be more rigidly enforced, as rally driving Chief Constable Gott has seen fit to remind us. So even those who possess their own trailers will find it prudent to take them off the road at times, for servicing and re-equipment. The advantages of hiring a legally viable, as-new, insured trailer from Piggy-Back need no underlining.

Since we first mentioned this ambitious hire scheme we have had an opportunity to put it to a practical test. The largest Piggy-Back four-wheeled trailer, of 17 cwt., 33 sq. ft. capacity, was booked and three vintage cars of average wheelbase effectively transported on it over a total distance of some 350 miles, one at a time, naturally. The clever aspect of Piggy-Back towing is the use of a universal yoke which enables most cars, providing they do not have wire wheels, to be rapidly equipped for towing, as a conventional tow-bar is obviated. This yoke rides on bearings contained within plates which bolt to the car's back wheels after the nave-plates have been removed, using extensions of the wheel-retaining studs or bolts. The yoke has square-section sliding arms which are adjusted to the required width and then locked. A trailer rides better attached thus than from a tow-bar. It can be detached from the car by releasing simple catches

Continued on page 1048

HOW THEY DO IT.—Top, left: The wheel trims and nave plates of the tow-car's back wheels are removed and the standard wheel studs replaced by extended studs. Top, right: Special plates with bearings to accommodate the arms of the towing yoke are fitted to the extended studs. Bottom: The adjustable towing yoke couples car to trailer.



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* **45% have stocks and shares** (National Average: 8%)
* **30% have hi-fi/stereo equipment in the home** (National Average: 14%)

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discovered about Barclaycard holders.



Vivian Tonkin, from Swansea, a remedial adviser. "I do use Barclaycard for purchases like clothes, for instance – it's very handy when you have three children – but my main use is for drawing cash to meet heavy outgoings when they arise and to pay back on extended credit over a few months. I'm keen on gardening and there are obviously certain times of the year when you need to lay out a good deal of money. And if I pay my TV rental for the year in advance I get £5 off – by repaying this through my Barclaycard over three months, I can save £2, or so. I find it a very flexible system."



Norman Mosby, of Wakefield, partner in a firm of solicitors. "I had my pocket picked in Calcutta many years ago and I've never liked carrying money since, so it was a relief to me when credit cards in general – and Barclaycard in particular – came into being. My wife and I find ours very useful for chance shopping as we're able to get things while we happen to be there.

"I sometimes use extended credit, but usually because I forget to pay! I find my Barclaycard extremely useful and the fact that there's a bank I know behind the operation gives me confidence."



Jeffrey Thomas, a work-study engineer from Swansea. "I use my Barclaycard mainly for clothes and also for travel and I find it very useful for drawing cash. I used it once to settle a hotel bill when I was short of money too. Yes, I do use the extended credit facilities – they're less formal than ordinary HP and you know just how much interest you're paying, whereas interest is difficult to work out in most HP agreements. I bought my washing machine on extended credit – it is useful to pay what you want when you want."



Mr. D. Kirby, director of a building firm in Leicester. "I first got my Barclaycard when Martins merged with Barclays. I began to use it to entertain clients. The full receipt is a handy record.

"I usually pay off about £10 a month. I have bought clothes with my Barclaycard, but I'd say our chief use is when we stock up our deep freezer – we make good use of that. I'd use it abroad on holiday, for a present, or something that caught my eye; and I'd always carry it as a standby when travelling.

"I have a son of 19. When he's settled down I dare say he'll have a Barclaycard, too. It's the coming thing – I'd say that in five or six years we'll all wonder how we got on without them."



Mrs. E. Towndrow, a school secretary from Abingdon. "I first got my Barclaycard in December 1969 and I used it straight away to buy Christmas presents.

"I use it for petrol and large items of school clothing. I have found it very convenient on holiday, especially for drawing cash as and when I need it. It is very valuable for shopping – in London, for example, when you suddenly see a bargain and haven't enough cash to pay for it. We are all keen campers and have used the card to buy a good deal of gear.

"I make use of the extended credit facilities from time to time, particularly over Christmas and the January sales period.

"It certainly makes life a lot easier for me as I can seldom get to a bank to cash a cheque."



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BOOK REVIEWS

"The Overtype Steam Road Waggon", by Maurice A. Kelly. 147 pp. 11⅜ in. × 8½ in. (*Goose & Son, 23, Davey Place, Norwich.* £3.98.)

The steam waggon was part of the road transport scene in Edwardian and vintage times, so those who study motoring history should not exclude these heavy-weight commercials which were then encountered quite frequently, not only in towns and at docksides but on country roads, sometimes to the discomfort of car drivers trying to pass them or encountering them in narrow lanes. The steam traction engine has been very fully chronicled but some people, myself included, find the rarer steam waggon of equal or greater fascination.

Although the most successful steam waggon in terms of production life and ultimate efficiency was the Sentinel undertype, in various forms, the best-known waggon was the Foden from Sandbach. Indeed, many people were wont to call all overtype waggons Fodens. In fact, the less complicated, originally thermally more efficient overtype steamers came from many manufacturers. All followed the general layout of the pioneering Foden, with engine above the boiler, two- or three-speed transmission by sliding gears between crankshaft and countershaft, final drive by lengthy roller chain and centre-pivot, or Ackermann stub-axle, steering.

Because all these overtype waggons were, generally speaking, so similar, it is fascinating to try to discover what their differences were. That is what Kelly's elaborately-illustrated book enables us to do. At first I was disappointed that it wasn't a complete coverage of the subject, with details of the 1898-1901 Liverpool steamer trials, the War Office tests of 1901, *The Commercial Motor* steam-waggon contest of the 1920s, information about how road legislation down the years affected this branch of the commercial vehicle industry, and so on. I had also expected the text to deal with the evolution of the steam road vehicle, comparing different makes as it went along.

The book could have been tackled in this way. Instead, it is more a catalogue of all the known overtypes—Allchin, Aveling & Porter, Burrell, Clayton, Danks, Foden, Foster, Garrett, Mann, Naylor, Ransomes, Robey, Alley & McLellan, Straker-Squire, Tasker and Wallis & Stevvens—even Pecard from France, Buffalo-Springfield from Illinois, and Langbridge—but this treatment does disclose the subtle differences between outwardly alike engines, and one marvels at the data provided, which covers lists of owners against vehicle numbers, notes on restored waggons, specifications, and a few tit-bits about the shortcomings, the defects, of some of the different makes and models. There are plans and detail drawings, as well as photographs, 180 in all, and a bibliography.

It would be unfair to the author to divulge the aforesaid tit-bits in this review but those who are avid for every scrap of information about steamers will relish them. Moreover, the book will tell you which steam waggon had front-wheel-brakes, which a chain oil-bath, which makes invested in expensive loco-type Belpaire boilers, and how Foden chassis patents were circumnavigated, etc., etc.

Apart from the make-by-make lore which unfolds in fascinating detail, with pictorial support invaluable to would-be model makers, especially as types of valves and valve-gear, badges, makers' colours, etc., are quoted, there is a brief introductory history, much information on how to operate and maintain overtype waggons, even a facsimile of the letter sent out by The Coal Utilisation Council in the summer of 1934 to try to encourage the retention of steam on British roads, which, alas, fell mostly on deaf ears due to the tax imposition imposed on coal-burners.

Incidentally, the author chooses a Robey for the colour frontispiece, fittingly, as this was the most advanced and refined of the overtypes. It is rather depressing to be told that in all the World only about 25 steam waggons remain—let Maurice Kelly's book be their memorial. Someone should now do the same for the undertypes!—W. B.

"Jochen Rindt: The Story of a World Champion", by Heinz Pruller. 207 pp. 8¾ in. × 5⅝ in. (*William Kimber & Co. Ltd., 22a, Queen Anne's Gate, London, SW1.* £2.25.)

Racing driver biographies form a staple part of almost any motor sporting enthusiast's reading diet and therefore this new book by Pruller will no doubt be in considerable demand and a must for Rindt fans.

Heinz Pruller was probably closer to Rindt than any other journalist, having met him in his very early racing days. In 1966 Pruller wrote Rindt's biography and when Rindt died he was in the process of ghosting an autobiography as well as working regularly with Rindt on the Austrian's weekly television programme. Pruller has therefore turned the autobiography into a posthumous biography with excellent results.

All too often books of this kind become a race-by-race account of the driver's career which one could find just as easily by turning up back copies of MOTOR SPORT. This book steers clear of that format and its easily read style tells the stories behind the stories, which is undoubtedly its great attraction. Particularly fascinating was the chapter regarding Rindt's teenage pranks on wheels, many of them with present Martini Porsche 917 driver Helmut Marko. Pruller does tend to bring himself into the book a little too frequently, sometimes giving his own personal opinions on a subject or person rather than Rindt's. This at times was rather annoying and was our only concrete criticism of the book.

Pruller has painted a true picture of Rindt and his contribution to motor racing and for this he is to be congratulated. The translation was by Peter Easton and we understand that William Kimber decided to leave out some passages of the book, particularly those relating to the tragic accident in which Rindt lost his life. Therefore any German speaking readers may prefer to obtain a copy of the book on the Continent which also contains the text of several letters Rindt received and wrote, and which are significant to the story.—A. R. M.

"Polish Aircraft—1893-1939", by Jerzy B. Cynk. 760 pp. 8¾ in. × 5½ in. (*Putnam & Co. Ltd., 9, Bow Street, London, WC2.* £7.50.)

Anyone who owns every aeronautical book published by Putnam's can count on an incredibly complete library on the subject. The ability of this publishing house to find authors who have an intimate knowledge of aeroplanes of all ages, types and sizes, and sources of photographic and drawing-board illustrations of them, is one of the wonders of consistent publishing.

The admiration expressed in the preceding paragraph is enhanced by the latest, and one of the biggest, of these books which covers the history of flying in Poland and of Polish aeroplanes. I am not particularly interested in Polish aeroplanes myself and I am not quite sure who is. But it is comforting to know that if ever I need to know, for instance, the maximum permissible diving speed of a Bartel BM6a or to discover what the experimental Walter Major-powered RWD20 with nosewheel landing gear looked like, it is between the widely-separated covers of this remarkable and beautifully produced book by Cynk, together with other facts and figures and pictures innumerable. I am not surprised that it took 25 years to research. Interesting that Skoda aero-engines figure in it.

As an aside, will someone tell me roughly how many flying machines have been built since the World began!—W. B.

"Landscape with Machines", by L. T. C. Rolt. 230 pp. 8⅛ in. × 5⅛ in. (*Longman Group Ltd., 74, Grosvenor Street, London, W1.* £3.25.)

Tom Rolt is well known in the world of vintage motoring as an Honorary Member of the VSCC, the discoverer of Prescott (the origins of which as a hill-climb course are described in this book), and the enthusiastic owner of two 12/50 Alvis motor cars. He is known in literary circles as the author of books about canals, narrow-gauge and otherwise unusual railways, ghosts, motoring and engineering history, philosophy and the biographies of Brunel, Telford, the Stephensons, Trevithick, Watt and Newcomen.

Now "L.T.C." has written his autobiography, and very fascinating it is! It is a conflict, as the title is intended to convey, between his interest in machinery and his love of the countryside which machines are destroying—and so say many of us! Rolt is happiest in remote places—how frequently that adjective is used I didn't count—and he brings alive to us from the printed page the delight of out-of-the-way backwaters, old customs, primitive but enduring machines.

There is no evidence that the author has ever been out of his native Island, except for a visit to the 1935 Dieppe GP, but his love of this land, particularly of the Welsh border-country of Kilvert's time, is clearly portrayed. His lonely childhood, his farming friends and experiences are a delight, and his account of what it was like to serve

an apprenticeship in a locomotive works is vividly and splendidly written. Those who love steam will enjoy these chapters excessively.

Rolt writes with an admirable balance between much fascinating detail and not too much verbosity. From the motoring aspect "Landscape with Machines" covers the advent of the first diesel lorries at Kerr-Stuarts, with the author as road-tester, graphic memories of his father's motoring ventures, from Williamson motorcycle combination to a TE 12/50 Alvis tourer bought off the Alvis stand at the 1925 Motor Show, and just enough of Rolt's own motorcycles and cars, BSA, 2¾-h.p. AJS, two 1922 GN Populars, Belsize-Bradshaw and the more exciting vehicles he owned while at the Phoenix Green Garage, Hartley Wintney ("The Home of the 30/98"), to whet the appetite without constituting a "cars I have owned" item more appropriate to magazine than book.

There is nostalgic reference to summer evening runs between Hungerford and Wantage (and Brighton Runs) in Rolt's 1903 single-cylinder 5¼-h.p. Humber in the days before the veteran car cult became a deadly serious social attainment. There is a whole chapter devoted to "The Phoenix", headquarters of the VSCC, when Rolt/Carson/Passini ran the garage, the first time light has been allowed to play on this venture, which is especially appropriate as this year marks the retirement of Tim Carson after 34 years as the VSCC's competent and imperturbable Secretary. Rolt recalls the denizens of the pre-war "Scuderia Carsoni"—his £10 duck's-back 12/50 Alvis, a GN made into a single-seater and later into the supercharged Brescia Bugatti-engined Phoenix Special, the 1908 GP Itala, SAVA, 25/70 sleeve-valve Vauxhall which succeeded the £10 1911 Rolls-Royce Silver Ghost as a tow-truck, Karslake's Sizaire-Naudin, Windsor Richards' 100-m.p.h. 38/250 Mercedes and 30/98 Vauxhall saloon, etc., etc. This chapter alone makes the book worth its price. Interesting that Rolt describes the 22/90 RLSS Alfa Romeo as "a not particularly good car" and comments on the petrol thirst of the early Overlands, which were popular transport in Wales in the early 1920s.

Rolt was once summonsed by a County Police Force for an illegible front number-plate on one of his GNs, since when, he says, "I am emphatically not one of those who subscribe to the view that our policemen are wonderful". To show how intimately I read this excellent book, shouldn't the Model-T Ford truck mentioned on page 72 be referred to as a 7-cwt. or tonner, *not* a 10-cwt. vehicle, and the Lorraine-Dietrich on page 183 as having a 15-litre *not* a 15½-litre engine? Also, it was Col. G. M. Giles, not his brother Eric, who owned the Bugatti "Black Bess", Shelsley Walsh is run by the Midland, not Midlands, AC, and surely the Mills 1907 Renault was bought from Marcus Chambers? But enough of such carping criticism! The book is far too pleasing to justify such intrusions into this review. Rolt sentimentally says that whereas drivers of steam ploughing engines habitually referred to them as "her" or "she", no-one, so far as he knows, refers to a computer as "she". He obviously believes the most exciting of all motor racing was when the German teams came to Donington in 1938 (he spells the place with two "n"s), he refers to a home-brewed, Villiers-engined device with various kinds of crude automatic transmission, aping in turn a similar device someone tried out in a Gwynne Eight and Constantinesco's arrangements, and remarks that Angela Rolt's racing Horstman vanished during the war—as I well know, for I combed Basingstoke in search of it.

"Landscape with Machines" contains some surprises—Rolt's comments on sex, confessions about reading Shakespeare's Sonnets behind closed doors at "The Phoenix", his first love affair, his difficult courting of his first wife, Angela. . . . It is thus a far-ranging book, yet typically "L.T.C.". I predict that it will soon be sold out, if only because it is compulsive reading for all older members of the VSCC and most steam and old-car enthusiasts, apart from lovers of the countryside.—W. B.

Batsford have published "Veteran and Vintage Cars in Colour", with introduction and notes by Michael Sedgwick. It deals with 64 of the cars in the Danish Raben Motor Museum and costs £1.50.

A third edition of Leslie Hunt's "Veteran and Vintage Aircraft", listing over 5,000 such machines with their locations, and picturing many of them, was published last November by Garnstone Press, 59, Brompton Road, London, SW3, at £2.50, UK price. It is not entirely up to date—the Hereford Spitfire XVI vanished at the time of the "Battle of Britain" filming. Why?

CARS IN BOOKS

HAVING last month posed the mystery of a Sunbeam lorry which figures in a book by Ronald Duncan, I came upon it again in his "All Men Are Islands" (Hart-Davis, 1964). This time the author refers to "my old Sunbeam", and from his description of farming materials carried in it, suggests that it may well have had a lorry body. The period is again WW 2, the place his community farm in Devon. So it can be reasonably surmised that the Sunbeam lorry Duncan saw run backwards down his local hill and overturn was either already his, driven by his wife or a farm-hand, although he didn't admit to this, or that he acquired it after the accident.

What is presumably the same vehicle is described in this second book as able to "carry half a ton up the hill", which makes me think it was actually a private car converted into a truck. That its tank held at least eight gallons of fuel does not contradict this, because vintage Sunbeam cars have big petrol tanks—this arises from a chapter about Duncan finding a drum of petrol in the sea and being arrested and gaoled for using it, later to be exonerated because he had Manorial Rights to the beach on which it foundered, a fact which might please the Human Rights campaigners, or would it? Anyway, the STD Register had better set a well-known Devonian member on to searching for this Sunbeam, whether genuine Wolverhampton commercial or converted private car!

From that most entertaining book "An Evergreen Garland" by the late Vyvyan Holland (Cassell, 1968) I see that one of his diary entries read "Today, walking along Piccadilly, I counted more motor cars than horses in the road". The year was 1911 and the author cites this as one advantage of a diary, saying there is no official record of when cars out-numbered horse-drawn vehicles in Piccadilly.

Finally, for this month, and I hope it will not be misconstrued as a means of padding out this feature, my wife tells me that "In France It Was Spring", by Ida Treat (Faber & Faber, 1959) quotes the only woman other than the authoress to be seen driving a car in Sentein to be Mme. de Saix, wife of a Paris *antiquaire* with a house in the locality, driving "a gray Voisin at top speed over the mountains". There is also a reference to a pre-war Ford with dubious tyres in St. Fiacre and being nearly run over in Paris by "an underslung Voisin", either actually so or the impression given by this low-slung car, which dates the period as between the wars.—W. B.

A DAVENPORT VERNON CENTENARY

D. R. DENNE, the Joint Managing Director of Davenport Vernon Ltd. of High Wycombe, the Buckinghamshire town now by-passed by the M4, sent us a copy of an elaborate illustrated history of his Company, remarking that he thought it might cheer us up, at a time of so many mergers or bankruptcies, to hear of a small Company beginning its second 100 years in a good state of health.

We associate his father with an Edwardian 12/16 Sunbeam which used to grace STD Register rallies and the Company is now a Chrysler International Main Agent, still selling Sunbeams. To bicycles were added motorcycles, at the turn of the century, the first meeting of the High Wycombe MCC being held outside the firm's premises in Corporation Street in April, 1904. The Vernon family were keen motorists and acquired an agency for the Allday car; their own car was a Beeston Humber. Before the first World War the Rover agency was added, and Crossley was secured. In 1926 all other interests were abandoned, in favour of the motor side of the business, and the premises at 15, High Street and the garage behind it devoted to this cause. A year later Lee Motor Works almost opposite was purchased and became the commercial vehicle depot. Incidentally, at this time cows were still turned into High Wycombe High Street at night.

The Company expanded the old Lee Works between 1927 and 1931, pictures in the History showing Rover 8, Model-T Ford van and 11.4 Standard cars in the early depot, a Commer breakdown truck bringing in a crashed Commer lorry and a Lanchester 10 outside No. 32, High Street. They repaired Wellington bombers for Brooklands Aviation Ltd. during the second World War and in 1946 forsook Austin, BSA, Daimler, Rover, MG, Wolseley and Lanchester agencies to become Rootes Main Dealers for most of Bucks.

New premises were opened by Lord Rootes in 1967 and the Wycombe and Bletchley branches are Chrysler Main Dealers, Risborough dealing in Austin, Rover and Land Rover.—W. B.

DUNLOP SP SPORT
'BE A RALLY MANAGER'
Win the performance car

START

1. 50 miles of Motorway followed immediately by 30 miles on unsurfaced track through mountains. Time allowed 1 hr 20 minutes.

2. 38 miles across country on muddy farm tracks.

3. 12 miles of steep up-gradient on twisty unmade road.

4. 120 miles on main road through mountains, 70 miles of which is snow covered. Time allowed 2 hr 30 minutes.

5. 15 miles down grade with many tight S bends. Tarmac road surface.

6. 47 miles of unsurfaced road, smooth except for occasional loose stones and boulders. Time allowed 1 hr.

7. 45 miles of very smooth, high speed Motorway, in the wet.

8. 14 miles on unsurfaced forest tracks.



9. 43 miles twisty tarmac Main Road. Severe ice patches and freezing fog cover 18% of the distance.

10. 15 miles country road, blind corners with cattle crossing road.

FINISH

RADIAL COMPETITION!

of your choice!



st Prize. Choose your top erformance saloon from Ford scort Mexico, Avenger GT, Morris arina 1.8 TC, Viva SL90. 50 nner-up prizes of a Dunlop Rally acket (worth £12 each).

our chance to be a rally anager. Imagine yourself as team anager of a top works team entering very important International Rally. The competition is very tough. Your choice of tyres for the fferent sections of the route could mean the difference etween winning and losing.

ll you have to do. Study the map of the rally route. his shows the 10 places where your service crews will be ationed and describes briefly the road conditions following ach service point. At 6 of these points you would fit Dunlop P Sport as opposed to other tyres in the Dunlop range. It's our job to decide which these six points are, bearing in mind the advantages of the P Sport tyre – * High cornering control * 'Aquajet' tread design * Safety shoulder at shrugs off bumps * Road holding at speed * Shorter stopping distance.

When you've decided the 6 stages on which your team would fit SP Sport tyres, tick x of the ten boxes in the coupon. The numbers on the boxes correspond to the numbers n the map. Then answer the simple question and complete the sentence in the coupon.

on't forget to fill in your name and address.

Important – For your entry to be valid you must get it stamped by your nearest Dunlop re dealer, in the place indicated on the coupon.

To Roger Clark, Fort Dunlop, Erdington, Birmingham 24.

Tick the six special stages of road here–

1
2
3
4
5
6
7
8
9
10

Now answer this question—At 50 mph on a moderately wet road how much water per second does an SP Sport tyre pump away from the road contact area? (Informative SP Sport leaflet available from your Dunlop Dealer.)

Answer _____

NOW complete this sentence (in not more than 12 words)

"Dunlop SP Sport Radials are _____

_____

_____"

Rules of entry 1. Anyone can enter except employees and their families of the Dunlop Group of Companies, their distributors, stockists and advertising agents. Entry is free. 2. All entries must be stamped by an authorised Dunlop tyre dealer to be valid. 3. Entry closing date. All entries must be received or post-marked not later than 30th November, 1971. Proof of posting cannot be accepted as proof of delivery. 4. Winners will be notified by mail. A list of winners will be available from the competition address.



Meet the judges Stuart Turner, Timo Makinen and Roger Clark, among the world's top names in rallying, will choose the winning entry. In the event of a tie the judges will base their decision on the most original and appropriate completion of the sentence. The judges decision is final and no correspondence will be entered into.

NAME _____

ADDRESS _____

_____

_____

DUNLOP TYRE
DEALER STAMP HERE

DUNLOP SP SPORT RADIAL 'BE A RALLY MANAGER' COMPETITION!

MS

BMW ROAD TEST—continued from page 1033

stalk and another (which controlled the actual wiper speed) on the central console, but did include a pause control. Incidentally, Tudor Accessories have just put such a device on the market for lesser cars, and we are expecting one for test in the near future. The headlights are twin Hella tungsten-halogens which have an excellent range. The electric windows only move when the ignition is on and we lost count of the number of times we wanted to lower, and particularly raise, them when the ignition was not on. Definitely a minus point, this. Leg room in the rear seats is not vast but is quite adequate, particularly if the passenger has his seat in the forward position.

In this enlightened age of in-car entertainment, as it is now called, I was surprised to find that there wasn't a radio included in the over-£5,000 price tag, while a colleague who likes to be selective about his musical choice was definitely chastened to find no slot stereo. Perhaps we are all being spoilt too much by British Leyland who seem to fit such equipment in some quite mundane road-test cars.

It is difficult to find a car to compare with the 3.0 CS unless one counts other BMWs, including the much less expensive 2800 which retails at £3,347 compared with the 3.0 CS at £5,118. Undoubtedly one has to pay very dearly for the Karmann body. Conversely those who like to buy British and have £5,000 to spend on a motor car may decide that a £2,700 Jaguar XJ6 is a better idea and still have some change to buy the wife a very nice car, too. On the subject one would add that BMW's record for reliability and dependability is undoubtedly well founded and that any (and particularly this BMW 3.0 CS model) must be considered in the light that it will probably be just as efficient and trouble-free in three years or more.—A. R. M.

ROAD IMPRESSIONS OF THE CHRYSLER 180—

continued from page 1038

needs 4¼ turns, lock-to-lock, in spite of which parking calls for strong biceps.

This Chrysler is an instant starter and fuel consumption, checked over a considerable distance in ordinary family-car conditions, averaged 27.2 m.p.g. using 4-star petrol (9.2-to-1 c.r.). Oil consumption was 2,800 m.p.p.—negligible. There are no lubrication points and the 180's servicing intervals occur every 5,000 miles, so it really is a commendable long-term vehicle, in which the user gains much confidence. The prop-up bonnet concedes an accessible dip-stick, Duellier distributor and small Tudor 2HN battery, but the plugs are buried above the exhaust manifold on the o/s. Altogether, this prolonged test suggested that this unusual and likeable Anglo-French car will find a ready sale and do as much for Chrysler UK as has the popular Hillman Avenger. It is somehow a very "obliging" car and has generous equipment—reversing lights, roof grabs, seat safety-belt fasteners, rubber bumper tips, anti-dazzle mirror, folding, rear-seat arm-rest, vanity mirror in n/s vizor, cloth seat inserts, painted waist-lines, steering-lock, etc., as well as those aforementioned—at a price of £1,434, p.t. paid, so that its makers call it "rather exclusive". There are ten metallic gloss finishes available and the bodyshell is bitumastic treated. I used the willing 180 for nearly 4,000 miles, including some effortless towing of a 17-cwt. trailer, in which nothing whatsoever went wrong, apart from the demise of a stop-lamp bulb.—W. B.

PIGGY-BACK TRAILER HIRE—continued from page 1042

at the wheel-pick-up centres and lifting clear. The use of this patented yoke enables Piggy-Back to adapt 90% of modern cars for trailer towing, whereas to fit them with a tow-bar would cause much delay and possibly damage.

We presented a Chrysler 180 to them and, although it took rather longer than the advertised "matter of minutes" before we got away, due to electrical conundrums, the process was quick and efficient. The car's wiring is tapped within the boot by self-piercing connections to give brake lights, flashers and rear lamps on the trailer, the wiring being instantly detachable by a pull-out connection on the main lead. The registration number on your car is painted on the trailer's number-plate, and off you go.

The trailer we used had retractable nose-wheel and rear legs, over-run brakes and hand winch, and easily dropped loading ramps. It had been newly painted but had a "flat" on its nose-wheel's solid tyre which made hand manoeuvring difficult, and a frayed winch-cable. These are scarcely valid criticisms, however, because brand-new low-loaders were being added to the fleet at the time. The trailer, laden or unladen, towed extremely well even at 10 m.p.h. above the legal speed limit, and its rear lamps were reassuringly bright. Ropes for lashing down the load were provided. An inadvertent test convinced us of the strength of the axle attachments and yoke linkage. It was on paired Dunlop and Avon tyres; a spare wheel is provided if requested.

Full instructions are provided for hirers and other types of Piggy-Back trailers available include little 7 cwt. and 8 cwt. open utilities and runabouts, a 9 cwt. 105 cu. ft. luggage van and a four-wheeler lockable Apartment van to carry 15 cwt. in 170 cu. ft. of loading area. Details of how much household furniture you are likely to be able to get into these different-size trailers are issued and low-rate contract hire is available. Rates normally range from £2 to £4.25 per day, "our" low-loader being charged at £3.75 per day. The Piggy-Back headquarters are at 107, Mortlake High Street, London, SW14 (01-876 4441). They normally close at 6 p.m. and are not open at week-ends but arrangements can be made for returning trailers at a somewhat later hour. There are depots at Manchester and Birmingham and probably, in time, delivery and collection at clients' addresses will be possible. Although the racing season is coming to a close MOTOR SPORT readers will no doubt still have plenty of occasions to use trailers and we expect Piggy-Back to be quite busy around the time of the Brighton Run ! It is advisable to ring the obliging and charming Mrs. Preston at Mortlake and book well in advance of requirements.—W. B.

INSTANT RACER—continued from page 1041

in behind him when, with a lap to go, he got the chequered flag—in theory he had a lap start. So it was all over and we slackened our pace and were all beckoned back to the grid for the presentation. In fact, the chap in the Mini had exceeded his practice time by too large a margin and thus fooled the handicappers so he was disqualified, as was a BMW 2002 driver. So I was really cheated out of an extra lap.

There was considerable deliberation by the officials while we all talked excitedly about how we almost had accidents and J.W. told frightening tales of his throttle sticking open at the *chicane*. The winner turned out to be Formula Ford driver Richard Leach driving one of the just-announced Toyota Celicas, but J.W. upheld Standard House honours by finishing an excellent third. I was placed down in 19th spot, which I suppose is a start if nothing else, while Cutting had worked his Escort up to sixth place off the same handicap. Anyway, I received a consolation of a Contour long-playing record for my efforts, the car was in one piece and I had really enjoyed myself. The aftermath included legs, and particularly arms, which ached for about two days after and a very nice mention in the race report in *Autosport* which said I was cheered on at the *chicane* by a band of enthusiastic followers, apparently mainly the F3 boys, who I know well. Actually I was trying so hard I never saw them.

Naturally I want to have another go and see if I can go faster next time, for I can assure everyone there is a world of difference between track and road driving. It looks as if Group 1 racing has a big future in Britain, although the present handicap system is not very satisfactory. What could happen, however, is that Group 1 will become big business and the novices will not stand a chance. I would advise those wanting to start racing on a limited budget to buy a car primarily for racing rather than attempt to use a road car as I had done. The advertisement columns of the racing weeklies have plenty of quite competitive second-hand cars at under £750, particularly smaller-capacity saloons, modified sports cars (Sprites, etc.), or Clubman's cars. One can then learn the ropes fairly quietly over a season and then decide whether to carry on into single-seater racing and/or more professional classes. Incidentally, MOTOR SPORT is always willing to offer advice to prospective racing drivers.

The day after Thruxton I went to Castle Combe to report and there was a race in the Escort Mexico Challenge series. I was sorely tempted to try for a late entry but as Ford had no prior knowledge decided I had better not. Escort Mexico racing is decidedly hairy and there have already been multiple pile-ups. The great majority of the drivers are very experienced and all determined to do well and I consider it to be far from a beginners' class as was originally intended.

So I have made my racing debut and maybe I will have a chance to try again. Thanks should go particularly to AVO, first for lending us the car but second for producing a machine which makes a terrific road car yet far from disgraces itself at club race or rally level.—A. R. M.

AUSTRIAN GRAND PRIX

TWENTY CARS get under way at the start of the Austrian Grand Prix, led by Siffert's Yardley-BRM P160. Not even a determined effort by Tyrrell drivers Stewart (11) and Cevert (12) could match the BRM's 12-cylinder power and Regazzoni made a fruitless attempt to get past on the outside in his Ferrari (5). The start came as a surprise to many because the dummy grid had not stopped before the flag dropped : sorting themselves out behind are Fittipaldi (2), Ickx (4), Hill (7), Schenken (8), Wisell (3), Hulme (9), Peterson (17) and Stommelen (24).







ROTHMANS INTERNATIONAL BRANDS HATCH

FORMULA TWO made its reappearance at Brands Hatch after four years' absence on August Bank Holiday Monday with a tremendously exciting 40-lap race which thrilled everyone except the circuit owners, who were disappointed by the rather poor public turn-out. Ronnie Peterson, on his usual exceptional form, proved an easy winner in his Vick-sponsored March (16) and added spice to the early laps as he went past his rivals following a slow start. First he picked off Gerry Birrell's Lotus (29), and then went on to pass the Brabhams of Graham Hill (1), Carlos Reutemann (4) and Peter Westbury (6), all of whom battled strongly in the last half of the race, eventually finishing in that order. Westbury, who had taken a new lap record, coasted across the line as the result of an engine seizure just before the last corner. Before the race, Peterson and Emerson Fittipaldi (who retired when holding third place) share a joke with veteran Hill.



THE BLUE Chevron B19s of the Dobbie Auto Racing Team (DART) held first and third places during the opening laps of the 2-litre sports-car race which accompanied the F2s at Brands Hatch. The similar blue car entered by Red Rose Racing for John Hine (65) was sadly wrecked in a sensational accident when Wilson Fittipaldi (67) tried to overtake, and John Miles (68) was left with a convincing victory. Following here are Terry Croker's Lola T210 (78) and John Burton's Chevron B19 (70).





When it was first suggested we make 12 of these cars a day, some of us felt it was 11 too many.

It took us two long years to build the winner of the London to Mexico Rally.

Then we were asked to build 12 winners a day.

No wonder some of us at Ford's Advanced Vehicle Operations were worried.

But Ford management isn't stupid. If they thought we could turn out 12 cars virtually identical to the first Mexico, who are we to argue?

Exactly.

Each Escort Mexico has a 1600 GT engine uprated to 86 bhp at 5,500 rpm, close ratio gearbox, stiffened and lowered suspension, servo assisted brakes, 5½" J wheels with radius arms, stone deflector plate, heavy duty body, the ability to reach 60 in 10.5 seconds and 100 easily.

A Ford Rallye Sport dealer will sell you a Mexico for only £1179.

He'll also service, tune, and, at your request, run your Mexico through his diagnostic testing equipment. And he'll explain the race/rally parts and options you can have which include the Clubman Pack for competition and the custom Pack for luxury (special seats with cloth trim, etc).

There are 66 Ford Rallye Sport dealers in Britain. One of them is yours. To get his name and address, see below.

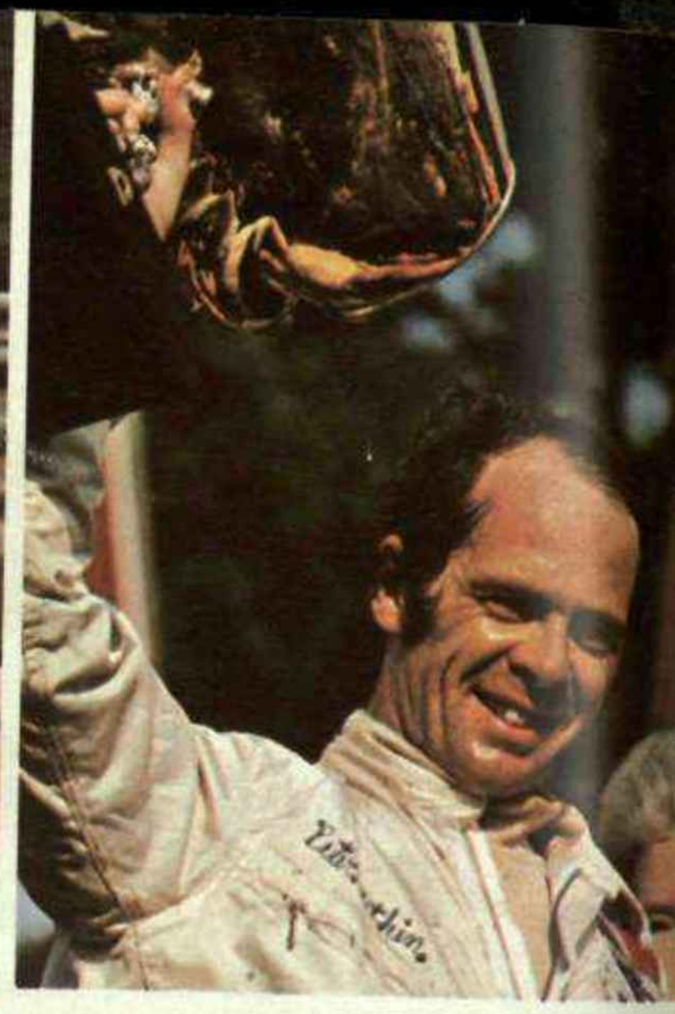
As for those of us at AVO who didn't exactly agree with the policy of making 12 Mexicos a day, the experience has proved rewarding.

So rewarding, we're now making almost twice as many.

Ford Rallye Sport

Send your name & address freepost (no stamp needed) to Ford Motor Co. Ltd, (MS2) Advanced Vehicle Operations, 24/801 Freepost, South Ockendon, Essex, RM15 1BR

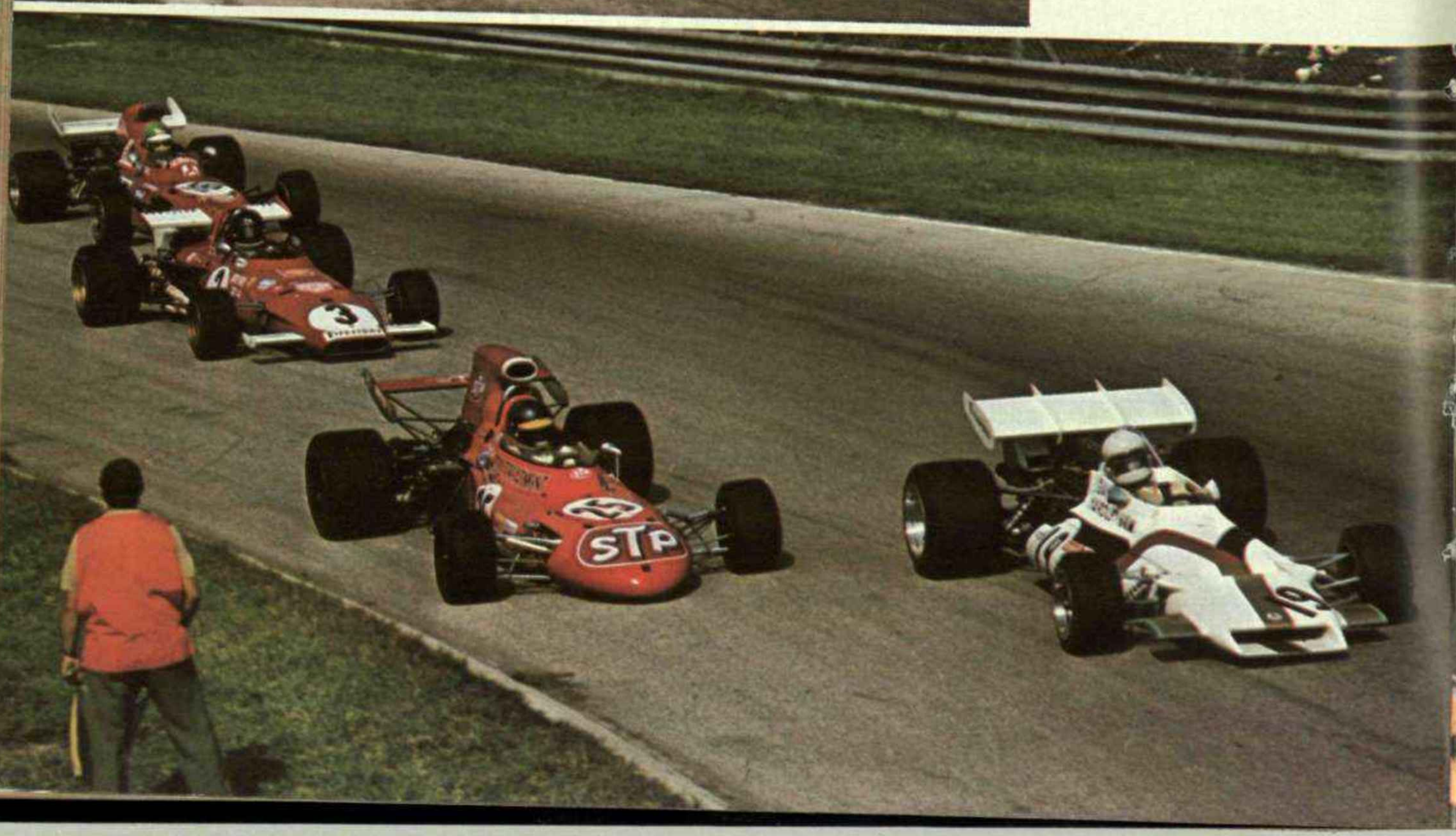






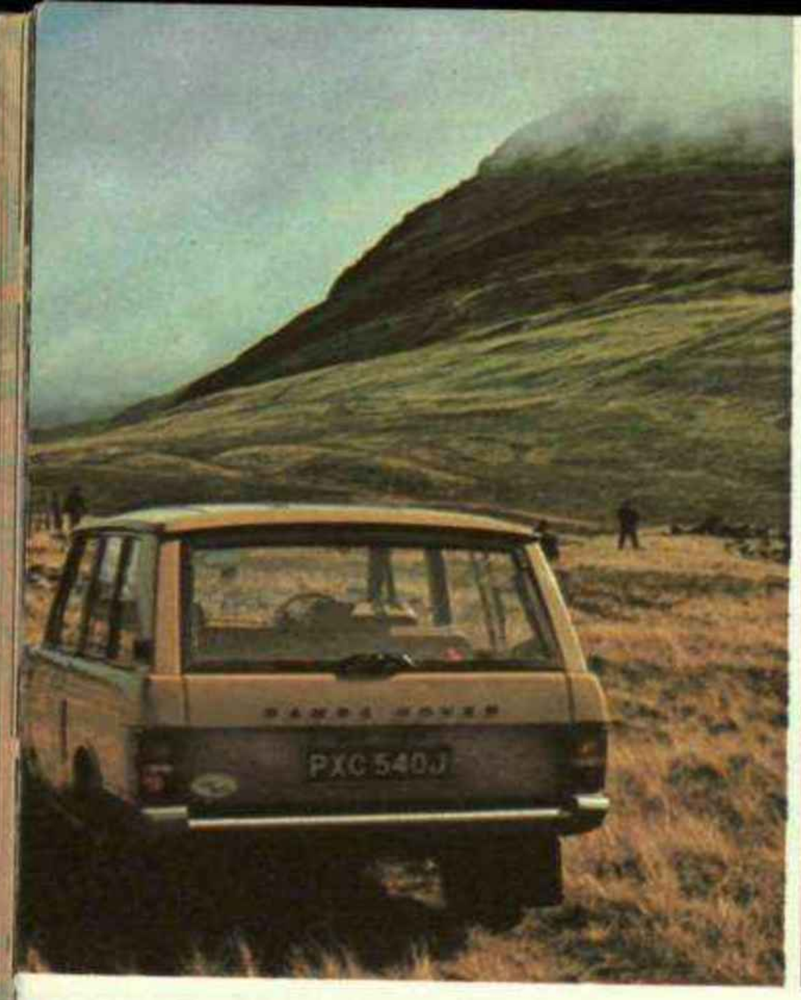
ITALIAN GRAND PRIX

PETER GETHIN was the delighted winner at Monza, making it two in a row for Yardley-BRM in Championship events. Leader for 23 of the race's all too short 55 laps was Ronnie Peterson, whose STP-March only just failed to catch the winner, with F1 returnee Mike Hailwood (Surtees TS9) keeping well up. In the early stages, Ganley (BRM) leads Peterson, Ickx (Ferrari B/1) and Pescarolo (March) through the Curvetta Parabolica.



MATRA AHEAD.—When Chris Amon started to get involved with the leading group towards the end of the race, his revised Matra-Simca proved well able to lead Peterson, Hailwood and Cevert. When Amon unwittingly tore away his helmet's plastic vizor he was forced to drop back, finishing sixth. Here he glances in his mirror at a closely-following Peterson.

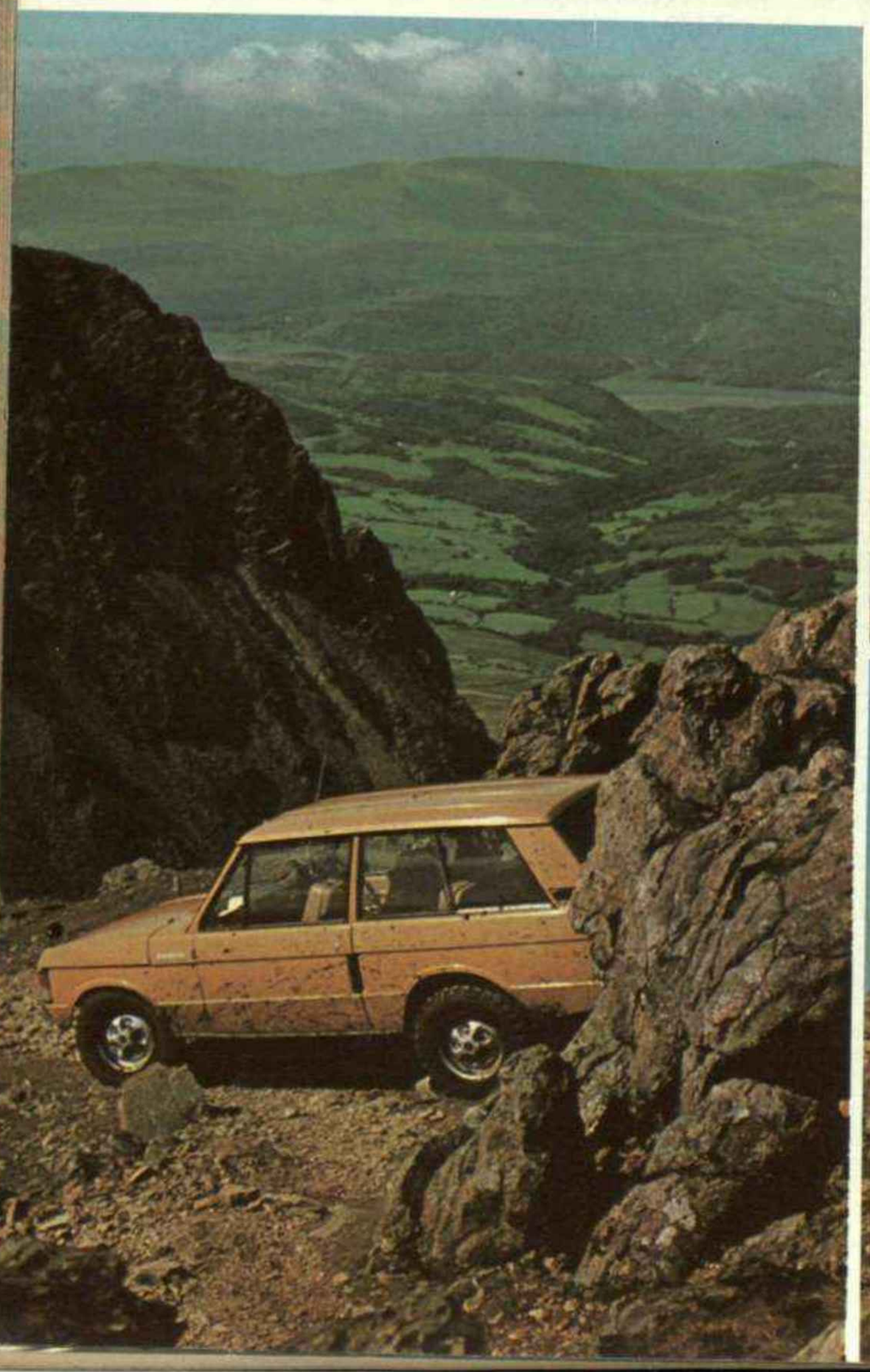
CLAY REGAZZONI surprised everyone at the start of the Italian GP by out-accelerating the three rows in front of him and seizing an instant lead. Regazzoni was the only Ferrari driver to lead the race at any time, retiring after 15 laps when his engine broke. Team-mate Ickx lasted only two laps longer, to the derision of the partisan crowd.





CADER IDRIS CONQUERED BY RANGE ROVER

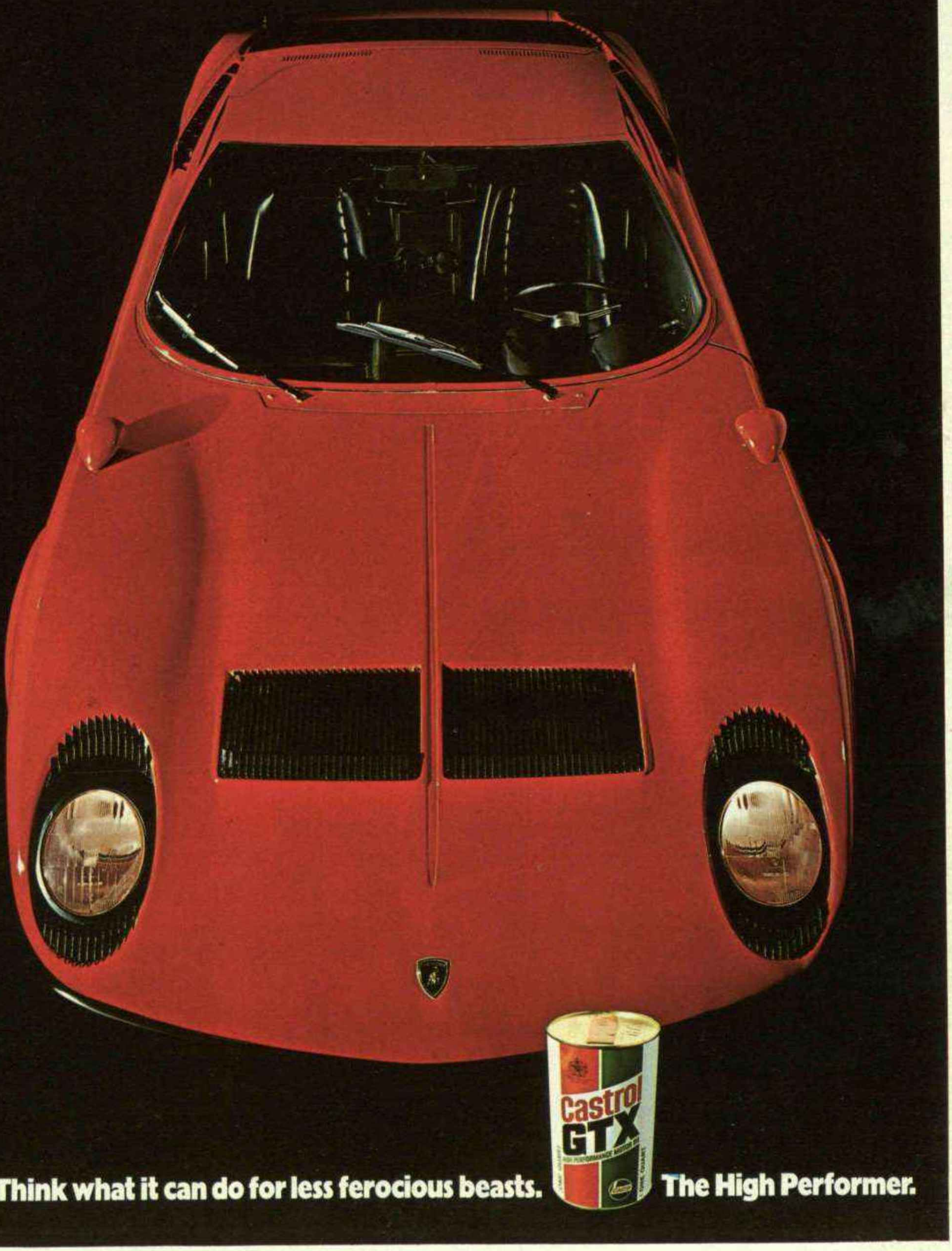
Top, left: Starting off from a friendly farm. *Right:* Within 117 feet of the summit, as far as a motor vehicle can be driven. Those who accompanied the Range Rover were (*from l. to r.*) John Connor and Ken Twist of the Rover Co., W. Boddy of MOTOR SPORT, "Tom the Shepherd" who showed the driver the route, Brian Sperring, the Rover Press Officer, and Ray Thomas, Rover's Paintshop Foreman. *Below:* The Range Rover on its way up—see story on page 1057.







GTX can take a bull by the horns.



Think what it can do for less ferocious beasts. The High Performer.

1971 4·4 litre Ferrari Daytona

GETTING TO THE TOP — A RANGE ROVER UP CADER IDRIS

"No sensible person will remain content with motoring round Cader: he will insist on climbing to its summit."—W. Watkin Davies, M.A., F.R.Hist.S., Barrister-at-Law, Minister of Edgbaston Congregational Church, in "A Wayfarer in Wales" (Methuen, 1930).

AS A RULE getting to the top calls for some effort, whether in mountaineering, personal betterment or on the sales charts of the Motor Industry. Here it applies to altitude. I became involved in this last Christmas, when I read in a weekly contemporary that its Assistant Editor had been unable to climb Cader Idris, which he described as the second highest mountain in Wales, in a motor vehicle. He had chosen Cader (2,927 ft.) for his attempts because Snowdon (3,560 ft.), it was explained, had been vanquished long ago by a Ford Ten driven up the railway track and students had manhandled an Austin Gypsy to the top of Scotland's Ben Nevis (4,406 ft.). With a longer memory I recall AC and BSA light cars getting to Snowdon's summit up the narrow-gauge railway in the 1920s and Ben Nevis being conquered by a Model-T Ford in 1911, and in vintage times by a Model-A Ford, although when Sydney Allard had a go in later days he overturned. Incidentally, Cader isn't the second highest Welsh mountain—the Arrans, for instance, being 43 ft. higher.

The weekly journal's first onslaught on Cader was with a Steyr-Puch-Haflinger alleged to "climb anything", which soon stopped with wheel-spin. They then made two visits with an Amphicat but failed again. An Argocat Professional was used next but suffered defeat within some 500 yards of the summit. Rumour had it that the Army tried with a Land Rover but got nowhere and that 19 years ago the local driver of a Jeep failed to clear the final stages when taking up material for a Coronation beacon. The challenge was irresistible.

Having been very favourably impressed with the Range Rover when I road- (and off-road) tested it last winter, the idea occurred that to get one up Cader would be useful publicity for this paragon of road-going/cross-country vehicles. Brian Sperring, Rover's enthusiastic Press Officer, was so intrigued with my suggestion that things got out of hand, in more ways than one. In the first place, he decided to make it an exercise for their Engineering Department, whereas I had visualised merely a private attempt with a borrowed Range Rover; not to grumble, however, for this meant that all worry at my end immediately evaporated. Secondly, in sending out a memo. of these plans my copy was inadvertently addressed to the publishers of the weekly from which the idea originated, which was about as bad as MI5 selling information behind the Iron Curtain! Because this publisher has someone of the same name as mine working for them the letter was justifiably opened, to be sent on to me eventually by their Michael Bowler. On receiving it I rang Rover Publicity and suggested how the secretary-bird concerned should be dealt with. However, there were no untoward noises at the other end of the line, so perhaps she is stronger than her boss. . . .

The outcome of all this crystallised when I was instructed to report to the Dolmelynllyn Hall Hotel at Ganllwyd in Merioneth, where the Rover party would be based. Packing gum-boots and Castrol oilskins into the Chrysler 180 but scorning mountain-climbing gear, for the simple reason that I haven't any, I set off in light rain under a sky like dirty cotton-wool, the mist right down on the Radnorshire foothills. It seemed that we would have to call the whole thing off. Fortunately the September Saturday we had chosen was to turn out sunny and warm. I dined alone on the Friday but the rest of the motor-Hillarys soon arrived, in the persons of Brian Sperring, Ken Twist of Rover Engineering, John Connor of *Rover/Alvis News* and Ray Thomas, Rover's Paintshop Foreman. It seemed cruel to include Thomas, in view of what was to happen on the morrow to the Range Rover's body panels! The assault was to be made with a standard Range Rover shod with 7.50 Dunlop Trakgrips and equipped with a front-mounted Warn-Belleview electric winch. This American winch will probably soon be made available to Range Rover owners. It can be operated from a switch within the vehicle's cubby-hole or from outside using a plug-in flex, has its own battery which is charged automatically from the Rover's alternator, and gives a 4,000-lb. horizontal pull (we were using a 200 ft.-long ⅜ in.-dia. cable). Its position ahead of the radiator grille reduces rather than increases engine temperature.

At the south-west side of Cader Idris, where permission had been obtained from the two farmers over whose land we had to pass, we picked up "Tom the Shepherd", who was to show us the route to the summit and without whose help we should surely have floundered. We were joined by Brian Pickup of the Pennine Land Rover Club and his 1948 short-wheelbase Land Rover which has a Rover 60 cylinder head and a rear-mounted Brandon capstan, while Sperring had a modern petrol Land Rover, also on Dunlop Trakgrips, with a front-located Mayflower mechanical winch. The owner of a six-cylinder long-wheelbase Land Rover who has an intimate knowledge of the area rendered us much voluntary help but wisely left his vehicle at the bottom of the mountain, although he has taken an Austin Gypsy up as far as the first rock outcrop.

The approach to adventure was up a grassy track with occasional water-splashes, which in itself would be regarded as a difficult trials' hill. Then we came to long stretches of undulating open fields, boggy in places, the track scarcely visible, the summit of Cader still far away and as yet unheeded. Here the two Land Rovers stuck frequently but the Range Rover, carrying five, motored quietly and confidently upwards, its 3½-litre engine possessing eight-cylinder torque paying dividends. When we did drop deeply into a bog it would either pull itself out after the passengers had dismounted or it was winched out with the excellent Warn extricator. We had left the farm just before 11.15 a.m. and by 2 p.m. the soft terrain had been defeated and a hard track loomed up. Brian Pickup had already destroyed a new tyre on a projecting rock and now the Range Rover had to prove the value of four-wheel-drive and that locked centre differential over tougher going. In places loose rocks had to be used to build clearance as it climbed over the seemingly impossible outcrops, at others the winch or the support Land Rover had to lend aid, but gradually all three vehicles got closer to the summit, to the astonishment of walkers, from a 4½-year-old child to healthy-looking girls in shorts and sun-tops, who were also aiming for the peak.

The rocks finally converged and appeared to bar all further progress, except on foot. But a good deal of effort saw the Range Rover over them and motoring even further upwards. Where the track became so blocked by rocks that, short of dismantling it, the Range Rover could go no further, an altimeter reading showed 2,810 ft. We were within 39 yards of the summit. . . .

With this we were well satisfied, especially as the view, like the altitude, was quite breath-taking. Peak upon mountain peak rose against the blue skyline, with distant storm clouds forming a backdrop. Below, far below, light and darker green fields extended to the coast, the sea just visible. Civilisation had been shaken off for a space. . . . So it was understandable that one astonished walker, coming upon the triumphant Range Rover on its precarious perch, should remark, but quite kindly, that he had come up Cader to avoid the traffic, only to find the Solihull product most unexpectedly in his path.

The ascent had taken less than three hours and used roughly the same gallonage of petrol. The Range Rover had acquired a few honourable scars but was mechanically unconcerned. Moreover, it had proved a most comfortable form of mountain transport. Pickup pretended to scorn our achievement and got his ancient Land Rover some twenty yards higher, by winching it up backwards. That accomplished, we started on the downward trek, in the course of which the ever-cheerful Pickup had his rear prop.-shaft come adrift, carrying with it the brake-pipes. Undaunted, he came on down, tied to Sperring's Land Rover when in danger of running away into the valley below.

We were back at the first farm, where we were hospitably given tea, by early evening. Thus another day's motoring was concluded, this one a credit to the Range Rover, which had shown itself to be not only a fast luxury car but a mountain-stormer of the highest order. The expedition had been well worth while (at least, I hope Rover's thought so!) if only to obtain the colour pictures on page 1054. It also seemed a reasonable human accomplishment, although the two sheepdogs and a friendly hound who had stayed with us all the way were obviously not at all impressed. . . .

In conclusion, it must be emphasised that permission has to be obtained before taking a motor vehicle up Cader Idris and that the going is unsuited to unplanned assaults. Apart from which, too-frequent visits by motorists would be unfair to those walkers who go there to escape us. Nevertheless, if that weekly journal, which said it would one day return to Cader, manages to get as far as we did, especially without winching, we will spare them a few hand-claps. To get any higher, if possible at all, would seem to be merely a stunt, involving much man-handling of some lightweight freak vehicle.—W.B.

LETTERS FROM READERS

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

RUNNING COSTS OF A GILBERN GT 1800

Sir,

Disregarding the advice of friends who said it would put me off motoring for ever, I sat down the other evening to work out the running costs over the last three years of my 1964 Gilbern GT 1800.

The car was bought in August 1968 from the Ace Motor Co. of Kensington with 25,174 miles on the speedometer.

It has now covered 46,269 miles, the intervening mileage of 21,095 including three Wiscombe hill-climbs, a Valence School hill-climb and three Curborough Sprints.

In the winter of 1969-70 it was decided to fit a close-ratio gearbox and lower axle ratio and, whilst the engine was out, a new clutch and starter ring were fitted, dynamo overhauled, rear brakes re-lined, etc. In May 1970 an exchange prop.-shaft was fitted and an Ace Motor Co. stainless steel silencer (£21.50) which shows no signs of corrosion as yet. Then in May this year the clutch gave up and at the same time new rear trailing arms were fitted. Also in May of last year, the boot was sealed off from the passenger compartment to comply with R.A.C. regulations; this was a time-taking and probably expensive job.

Anyway, the figures are as follows:

Routine servicing and tuning	£152.71
Overhauling gearbox, converting to c/r., overhauling overdrive, fit new clutch, etc., etc.	207.06
Fit lower ratio diff., etc., etc.	60.15
Fit exchange prop.-shaft, stainless steel silencer, etc., etc.	78.56
Fit new clutch, new trailing arms, etc.	43.08
	£541.56
New battery	6.33
Four Dunlop SP Sport tyres and tubes (at 45,800 miles)	36.13
Petrol (26 m.p.g. approx.), 5-star	268.00
Oil approx. (apart from oil changes)	15.00
Tax, three years	75.00
Insurance, three years, named drivers only	108.00
	£1,050.02

Which works out at 5 new pence per mile, which surprised me.

Considering that all the maintenance, tuning and repairs are done by the Ace Motor Co.—I hardly ever put a spanner on the car myself—and that it is kept in trim for mild competition work, I think that these costs are remarkably low. You may ask, what about depreciation? Well, I was offered £75 more for the car this year by the Ace Motor Co. than I paid them in 1968! So I have put depreciation in as nil!—as a fair average.

The old Pirellis lasted over 20,000 miles and I am hoping that the Dunlop SP Sports just fitted will do at least as well.

Perhaps not shoe-string motoring but certainly very satisfying and exhilarating motoring at moderate cost.

Without the modifications and the extra wear and tear of competitions, the running costs would probably have worked out somewhere nearer 4p per mile. But it wouldn't have been so much fun.

Totteridge J. CLASSEY.

* * *

A SOFT-TOP CENSUS

Sir,

I couldn't help smiling when I read D. J. Dees letter about the drivers of soft-topped cars who persist in driving in blistering heat-waves with hoods up and, sometimes, windows firmly shut. For reasons of finance, I run a trusty Morris Minor convertible, but I've noticed that my hood is down a damn sight more than the majority of "sports' car owners" (one wonders what the "sports" refers to!).

I decided, just for the hell of it, to conduct a soft-top census yesterday, a day of bright sun and beautiful views, after two days heavy rain. As usual, unless it's *too* cold or wet, I had the hood down on the Morris, but out of 11 soft-topped cars I saw, only two others were of similar inclination. Five Spridgets, three Spitfires and one Alpine all spurned the fresh air and sun for their smoke-filled compartments. The two with hoods down were a very nice white Morgan and a fellow Minor driver. Both were middle-aged and had their ladies with them, obviously enjoying every minute of it.

It makes me feel as if I'm a very old 22, or a very crazy one!

Newcastle-upon-Tyne. STEVE RUSSELL

ANOTHER INEXPENSIVE ONE

Sir,

Having just read your article on "Buying (a 2½-litre Riley) Casually", I feel moved to put pen to paper and relate my experience of buying in such a way.

I first saw my present car, a Daimler Conquest, in a front garden whilst going to work one morning. Although there was no indication that the car was for sale, I couldn't resist having a look, being a Daimler fanatic.

Accordingly, that evening, I called on the home, and found that the owner was thinking of getting rid of it, but had not bothered to advertise it. The body was very tatty, the exhaust blew, but the engine was sound and commenced on the starter immediately. It was also M.o.T. for 10 months and taxed for 2 months. So I bought it for £40 and "raspberried" my way home.

A second-hand exhaust system and two remould tyres later, I was on the road. That was seven months ago. The rear axle has a growl in it, but I have had 11,000 trouble-free miles in it to date, including trips to Goole in Yorkshire and to Haslemere in Surrey, during which I have had only one involuntary stop on the road, due to a battery terminal breaking.

The car will cruise at 70, does 20 m.p.g., is reasonably quiet and very comfortable. What else does one want from any car?

Solihull. D. EDWIN STEPNEY.

* * *

THE COST OF SPARES

Sir,

I recently required a starter motor for a 1967 Fiat 600D and was flabbergasted when the dealer's invoice showed one starter motor priced at £14.85. I took this up with Fiat (England) Ltd. and they advised as follows : "We regret that this starter motor is now only supplied as a new unit under Pt. No. 4060919 priced at £14.85."

The price of an exchange starter motor for a Mini is, I am told, £6.82. It would appear that not only food is more expensive in the Common Market.

Meadfoot Cross. D. J. ASHFORD.

* * *

AN INSURANCE BROKER REPLIES

Sir,

Every day I travel to the old established and quite large Insurance Brokerage which I now own in my Triumph TR3A. I believe this might qualify me to comment about Insurance with a reasonable lack of bias (other than maintaining that the TR3 is the best sports-car ever made!).

You published two letters in May and June under the heading of the "Muddled World of Motor Insurance" and an editorial comment by you sir, offered to publish any constructive information from the Insurance world and also referred to Insurance as "legalised robbery bordering on the criminal". I do not know what sad experience you yourself have had of Insurance to cause you to form this view of the Industry which probably attracts more overseas custom than any other. There are 52,000 Insurable risks but it is clearly Motor Insurance which causes all the problems. The law at present requires the owner of a car to be Insured against any injury he may inflict on another person. With effect from next year, the other persons will have to include his passengers. To cover against this risk known as "Road Traffic Act" is really very cheap but virtually everybody quite voluntarily elects to buy a fully Comprehensive Policy including damage to their own motor car. So often people feel they are being pressurised by the law into taking out expensive cover. This is not the case.

The predicament in which Mr. G. R. Simpson found himself in your May issue, revolved around the matter of damage to his car in an accident where he was entirely innocent. He passed the matter over to the Legal Department of an Association and, at the time of writing, they had not been able to recover his damages for him. I must assume that your correspondent did not have Insurance cover on his own vehicle or else he would clearly have asked his Insurers to produce the

cover he had paid for, repair his car and then encourage them (which they would certainly have done in any case) to seek recovery against the guilty party since if they were successful, he would not lose his Bonus.

We can, therefore, hardly blame your correspondent's own Insurance Company for their lack of interest in a risk against which he had not Insured. All claims for uninsured losses, whether they consist of the entire damage, as in this case, of a voluntary Excess or of incidental expenses such as hiring an alternative car, are dealt with entirely as a legal, rather than an Insurance matter and the claim is controlled by Common Law. There is absolutely no legal or moral or any other sort of claim which you can make against the other person's Insurance Company. It is the driver who caused the damage who has been negligent not his Insurance Company and it is against him that you must claim using the normal machinery of the Law. The advice given in the second letter by a Mr. Rushbridger who claimed direct against the Third Party himself is excellent and this clearly was highly successful. It is, of course, highly probable that the person against whom one is claiming will be Insured against such claims being made on him and it is in this capacity that his Insurance Company enter into the fray acting entirely on his behalf and not unnaturally attempting to resist the claim being made on him. It is only when you are the claimant that this action becomes so irritating, the driver against whom the claim has been made is normally delighted that his Insurance Company are acting on his behalf and resisting the claim being made on him which is precisely what he paid them to do.

Your August issue contains another letter about Insurance with the provocative title, presumably again given by yourself, sir, "The Insurance Racket". This came from a motorist who wrote to six different Brokers for quotations. To his surprise five of them quoted the same Company for cover. There are 140 Member Companies of the British Insurance Association offering Motor Insurance. (There used to be approximately 24 non-Member Companies also operating but 17 have become insolvent). A Broker's job is to select which of these numerous Companies will be best for the particular needs of their Client. I would have thought the fact that five of the six Brokers came to the same conclusion and recommended the same Company was a considerable accomplishment rather than a matter of criticism! Unfortunately, the fact that the five Brokers quoted different premiums for the same Company is not such a matter for satisfaction! There are only three possible reasons:—

1. One premium was correct and the other four Brokers were misreading their Underwriting/Rating Guide for the Company concerned.
2. (Much more likely). They had insufficient information to quote correctly. There are so many factors taken into account that it is normally almost impossible to quote these days without a completed Proposal for quotation purposes. In this case it would have been better if they had said so.
3. It could be that the quotations are not as identical as they appeared—for example, one might have been with a Voluntary Excess, another with voluntary restricted driving.

Your correspondent says that he ignored all the quotations and arranged the cover with a local well-established Office and this is undoubtedly the best course of action since over a desk they could find all the relevant information. He did include in his letter the most ill-informed remark in your correspondence columns about Insurance, namely that it might be "the cut price Broker who is making all our Insurance Companies go bankrupt at his profit". It just does not work like this. The Broker is paid commission by the Insurance Company to whom he sends the business. The average commission paid is 12½%. This commission figure is built into every premium and exactly the same premium would be quoted whether one went direct to an Insurance Company or through a Broker or Agent. There is only one correct rate for any particular risk from any one Company and this is to be found by correctly reading the Rating Guide. This figure cannot and never does change. So if a Broker quotes too high, the Policy will come through at the correct premium and since he must send the Policy to his Client, even if he did not send his cheque for the over payment, his Client would very properly immediately apply for the refund. If he under-quotes then the Policy will still come through at the correct higher premium and, in this case, he must pay the Company the balance out of his own pocket. There is no way in which a Broker can obtain more than the correct commission on the correct premium. There is no such thing as a 'cut price Broker'. The Broker can only quote the selected Company's premium and cannot make any charge other than the commission included in that premium. The Broker may well help to hold premiums down since Companies know that most business is now transacted through Brokers and it is for this reason that if their own premiums are too high they know they will not get any business and must be as competitive as possible. In this respect I would suggest the Broker is unconsciously carrying out a considerable service to the motoring public.

Finally, it is a little unfair to refer to "all" Insurance Companies going bankrupt. Seventeen non-B.I.A. Companies have become insolvent. This was entirely predictable and no reputable Broker would have been dealing with any of them. One B.I.A. Company has gone bankrupt. This was a shattering blow to the Industry which I think confidently was a quite exceptional case—the Rolls-Royce of the Insurance world. I think I am unbiased when I say that the British motorist is still getting an excellent deal from the Insurance Companies compared with his overseas counterpart.

The basic premium in my own Town for a BMC 1100 is £37. In Madrid it is £138—in Brussels £186—in Rome £210—in Montreal £212—in New York £217 and in Paris £238.

Wallingford. MICHAEL J. MORTIMER, A.A.I.B.

* * *

REAL ROAD RACING

Sir,

With reference to the article in this month's issue on the Birmingham road race circuit, I would like to draw your attention to what I think is the last road racing circuit that goes on in these Isles, namely the Phoenix Park Races. (Sept. 11/12). To hear and see a formula II car with its screaming engine echoing through the trees of "the park" is something beautiful. A fabulous true Road Circuit with safety facilities that would shock even D.S.J. You and your readers would be fascinated and if all goes well you could have the same thing in your country too, namely the Birmingham Circuit.

Dublin 14 M. O'Reilly

* * *

NEW BRIGHTON TRACK

Sir,

In your article, "The Motor Tricycle" you refer to the banked track at New Brighton, and query whether it survives.

Not only does it survive, it flourishes fortnightly to the unsilenced music of Hot Rods (usually modified Anglias, Imps, Minis) mod stock cars and bangers. The entrants are mainly from Merseyside and the Midlands and crowds exceed 10,000.

The old cycle track is used on both straights and at the banked westerly end, but at the River Mersey end it has been replaced by new banking inside the original banking, which is precluded from view by the pit area and trees. The existing track is ¼ mile in length, and there is ample viewing area, both covered and open. New Brighton association football team (The Rakers) practise their art on the pitch inside the track.

At present the local council is awaiting a hearing, on environmental grounds, concerning the health hazards, caused by the noise of the racing. One can only hope that the "Do-gooders" are defeated and the fun continues. New Brighton which has been called the "Last Resort" needs support of this kind if it is to survive as a place of entertainment.

May MOTOR SPORT continue as evidence of great British men and machines of the past, present and future.

Wallasey C. W. HALL.

Sir,

Referring to your very interesting article on the Motor Tricycle I am pleased to enclose an advertisement from the local press giving details of a recent Motor Race Meeting on the ¼-mile Banked Track at New Brighton, which is still very much in existence.

Regular meetings take place throughout the summer months on Sunday afternoons. This meeting was my first experience of this type of motor racing; for hair-raising thrills this is the ultimate. The track is in excellent condition and has withstood the elements over many years showing very few scars and giving one the impression of a miniature Brooklands, on reflection, it would be very interesting to see the performance of those 750 c.c. racing cars of yesteryear on this track.

Chester. W. R. CHAPMAN.

F3 *v.* THE GP

Sir,

The 1971 Woolmark British Grand Prix has come and gone, providing Jackie Stewart with yet another runaway win. He left the rest of the field behind and romped home, giving a superb display of fast driving. Yet to me the whole thing was rather an anti-climax.

The motoring press had, quite rightly, built up this race to be the showdown of the season between the V12s and V8s, and on paper any one of half a dozen drivers stood an excellent chance of victory. The vast crowd that arrived at Silverstone were all, no doubt, anticipating a really great race. . . .

The day got off to a tremendous start with the 30-lap Formula Three race. With valuable Shell Super Oil/MOTOR SPORT points at stake all the top F3 boys were present, and we were treated to a first-class motor-race. The lead changed at least once in any one lap and at the end of a breath-taking race, any one of four drivers might have won. They were followed home by the next bunch which comprised of seven cars all fighting for fifth place.

Couple this with a low retirement rate and you have success. Tremendous stuff; the sort of thing that makes people come back again.

Then we came to the main event of the day. By the end of the second lap three cars were already out, and as if it were doomed, the race never really recovered from this disastrous start.

The Ferrari challenge never materialised and eventually both Ferraris retired. The BRM challenge unfortunately faded after a good start, while McLaren, Matra and Surtees were never really in the hunt. The last scrap was the Peterson/Fittipaldi/Schenken battle which unfortunately faded as the race progressed and finally died completely when Schenken had to retire. (He must rate highly as motor racing's Mr. Unlucky 1971 if some of his recent F1 and F2 results are anything to go by.) At the end of 68 laps most people must have been quite glad that the chequered flag was hung out to terminate what had turned into a high-speed procession.

The patriotic crowd were obviously delighted that Stewart had won the home Grand Prix; but to the enthusiast the race seemed to lack a certain keenness, hence, in my mind, the anti-climax.

It might not be a bad idea to run the next Grand Prix to be held at Silverstone over 30 laps; we might find more cars will be able to last the pace. And while we are about it, put the Formula Three race on as the main event, run over 68 laps. At least we would be assured of a far more competitive race and I would think with fewer casualties into the bargain.

Poole. D. M. CHURCHOUSE.

* * *

FIAT RATTLE

Sir,

I have read with interest the comments by Bill Boddy on the Fiat 124 Sport in your September issue.

I have owned the 1,483-c.c. version of this well-engineered model for some time, and concur with the remarks made, especially the oil pressure.

The statement that the engine sounds rather rattly at 500 r.p.m. is true, this I must add is not the engine, but the gearbox. Fiats are rather cagey about this and it is obvious they have as yet not overcome this irritating symptom which spoils an otherwise excellent car. Their only comment is to increase the tick-over revs to 1,000 r.p.m. plus but can offer no other cure!

Loughton. J. E. GOODMAN.

CONCOURS d'ELEGANCE—continued from page 1032

and although there may be nothing in the regulations of the contest to prevent a pot-hunter from winning two premier awards in as many days by trailing the winning vehicle to events, might he not have had more fun, and earned more appreciation from the purists, by spending some of the time *driving* his immaculate possession to one of the contests?

The so-called *Concours d'Elegance*, 1970s style, helps to maintain old cars in presentable order, draws the attention of their owners to what is, and what is not, mechanically and structurally original, and enhances the movement in the eyes of the public. Which is all to the good. And as a reasonable-size entry is desirable, one would not wish owners of the less worthy, the not entirely pristine cars, to become discouraged and stay away. But organisers, judges and entrants might do worse than give this class of old-car event some concentrated thought, concerning much overdue improvement.

Unless the proud recipient of the Car of the Show Award is able, and willing, to drive his vehicle at least as far as the prize-giving dais before getting it back onto its trailer, the whole thing becomes a farce. Although, as with all aspects of the game, taking things too seriously can be a perversion of the pleasure it undoubtedly gives.—W. B.

TUNING TOPICS—continued from page 1037

loaned Mexico and every pukka works rallying Ford the writer has seen) are exceptionally luxurious and sweat-free for long arduous trips: again this style of seating can be fitted to practically any popular car by the adoption of new runners.

Looking outside the motor-makers we have tried seats made by Car Hood Company (though ours came with a John Sprinzel label), Restall, Corbeau and Terry Hunter. The Car Hood Co., based at 73 Southern Row, Ladbroke Grove, London, W10, are one of the companies who list bucket seats for less than £10. For this sum of money one is unlikely to get seat runners (anything from £1.75 to £3 extra) and the covering will be black leathercloth with ventilated PVC panels, but you will be held painlessly and in greater security than before, with the chance of using the steering wheel as a direction finding device, rather than a vital prop to the art of brisk cornering. In fact, as we were writing this, a telephone conversation established that Car Hood Co. have set up Rally Marketing Ltd., 22-28 West Row, W10, to concentrate exclusively on selling seats ranging up to £14.47. One of the beauties of this company, apart from the remarkable value they offer, is that they seem to be able to adapt to customer's whims in finish (cord covering and some pretty dramatic colours can be specially ordered) and often style as well. We tried one of their seats mounted in a Sprite, and the transformation into an arms-out posture really added to the practicality and desirability of BL's small sports machine. A two-year spell with a cord and leathercloth bucket design from the same company, but designed to fit a Mini, really made us into specialist seat converts, especially in hot weather when it was pleasant to relax on cord whilst the poor travelling salesman in the Mini alongside boiled, and drove in similarly heated manner.

Whilst the Car Hood part of that company still make useful hoods and tonneaux from the Southern Row address, Corbeau, operating near the coast at Dukes Terrace, Silverhill, St. Leonards-on-Sea, Sussex, are more single-minded in their approach to seating. Corbeau's products tend to be spot-on in terms of what younger drivers want their car seats to look like, rather surprisingly as it turns out, for the designer (and owner) is one Colin Folwell who draws up the seats entirely by instinct. His latest wares are the GT6E and S, plus a GT8 version with slots cut in the side for full seat belt harness to pass through. The 6-series seats look very attractive indeed, costing £29.50 complete with runners and reclining backs, the GT8 bucket being under £25 complete, as it is rather more simply constructed, primarily for competition use.

Restall prices start at £15.50, but the famous Midlands concern are justifiably better known among enthusiasts for their more expensive offerings, especially the efficient racing model (Type 5) with its very high sides, whilst the more recently announced Type 8 Mk. 2 recliner model in knitted Bri-nylon and smart expanded PVC is an excellent all round seat providing reasonable access and remarkable ease, even in fraught circumstances.

The Terry Hunter range of seating is a very wide one, the former rally driver having moved onto the Industrial Estate, Mildenhall, Suffolk, where he produces seats priced from £13.50 to nearly £20. We have tried the Recliner, vinyl and brushed nylon covered, which offers much the same comfort as any other fabric or cloth finished seat. There are six seats in the Hunter line-up, all with steel tubular frames, and having the option of real leather finish.

That concludes the seats which we have tried. Of them all the Restall and Corbeau have proved themselves to the author's satisfaction in competition, but a MOTOR SPORT reader should find any of the models we have written about give a great improvement over the standard fitments in most popular cars.

In the case of the Capri we found that our new-found luxury and security turned attention to the steering wheel. There are so many of those on the market (and so little space left!) that it is sufficient to say that, after personal matters of taste have been resolved in the appearance of a new wheel, make sure that—as with a seat and its mountings—the structure is sound. Not only does this rigidity make one's driving more enjoyable, it can also save needless harm if you are unfortunate enough to have an accident.—J. W.

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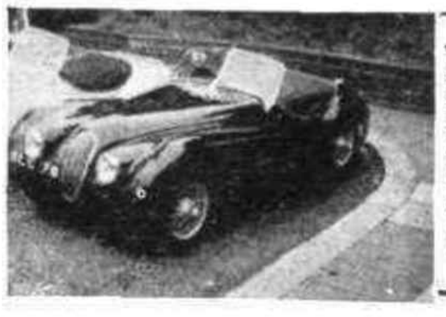
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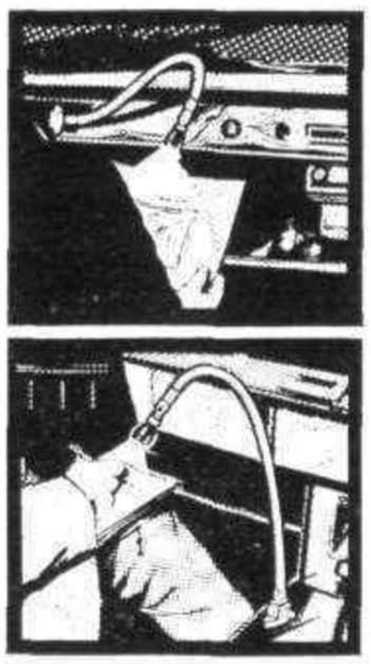


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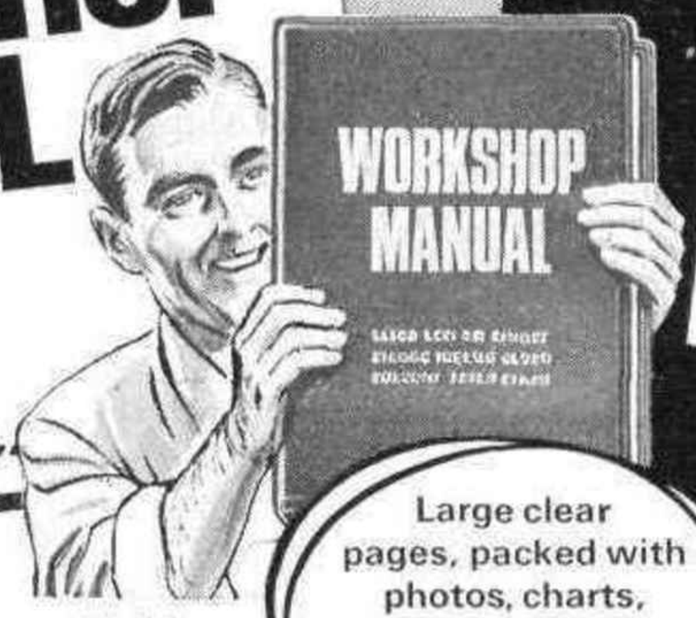
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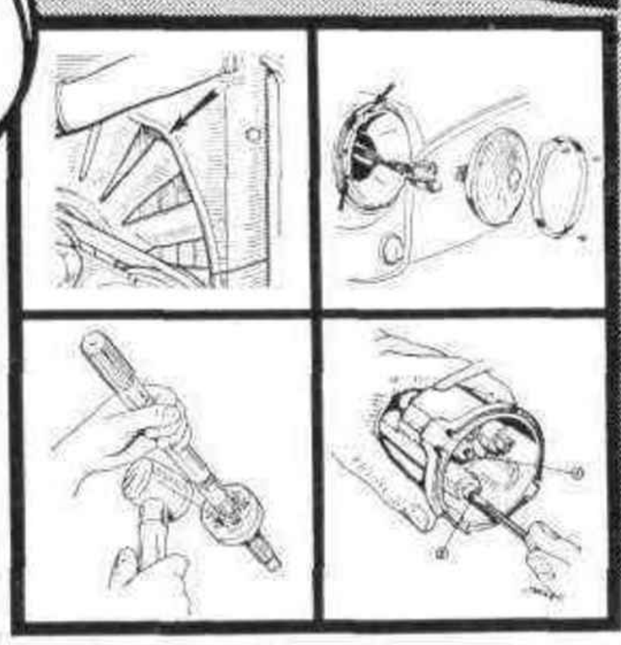
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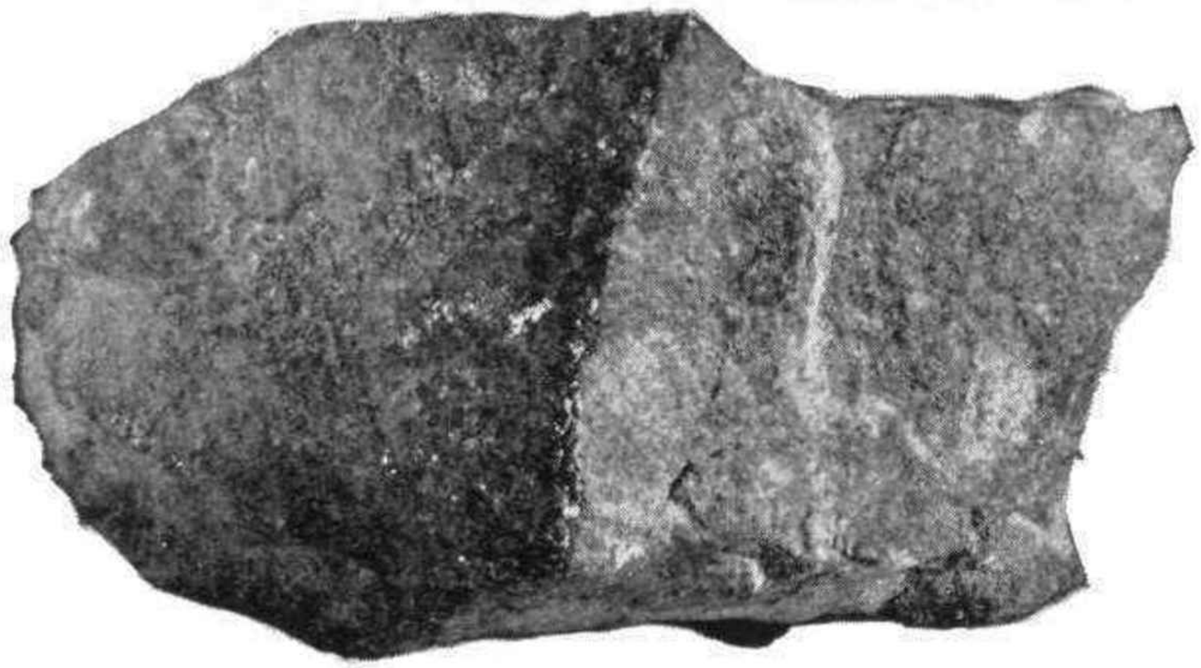
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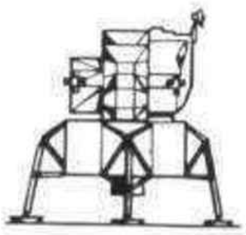
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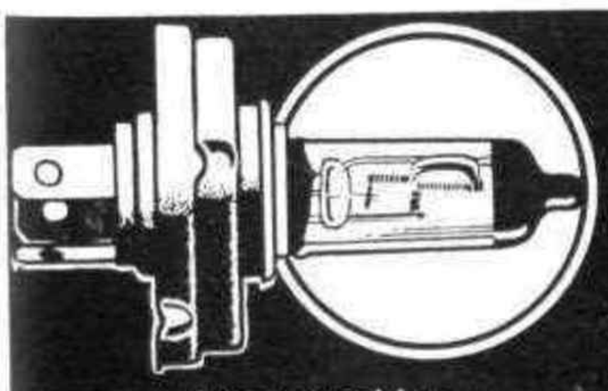
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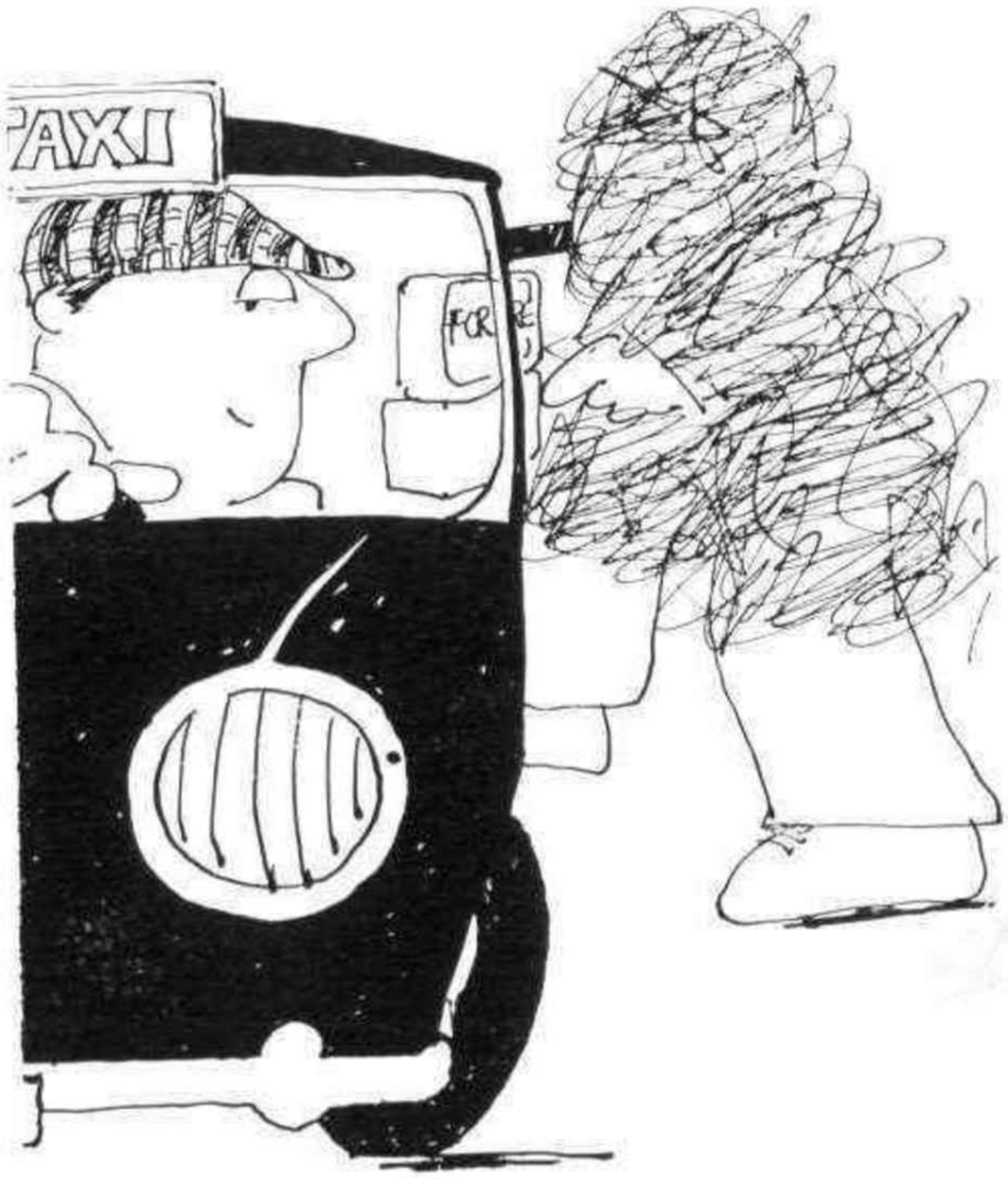
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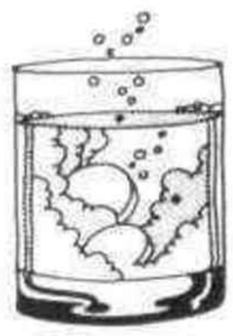
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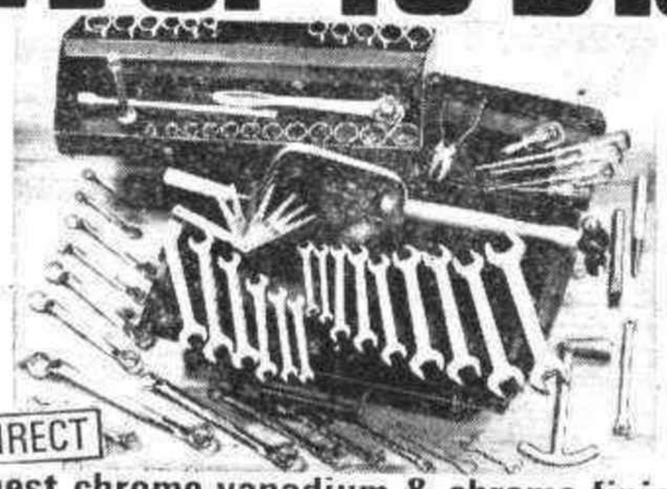
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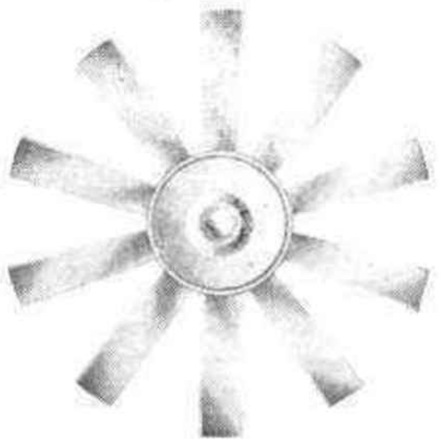
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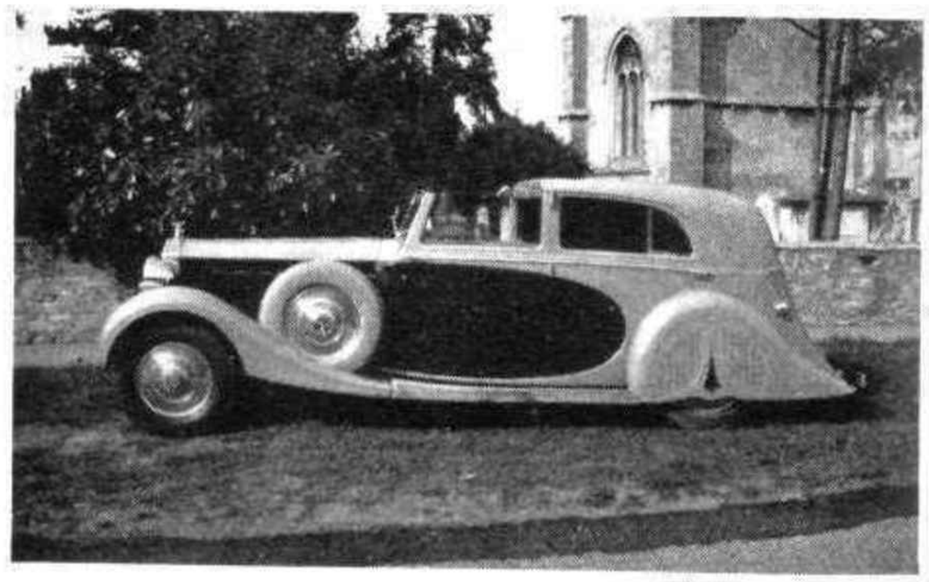
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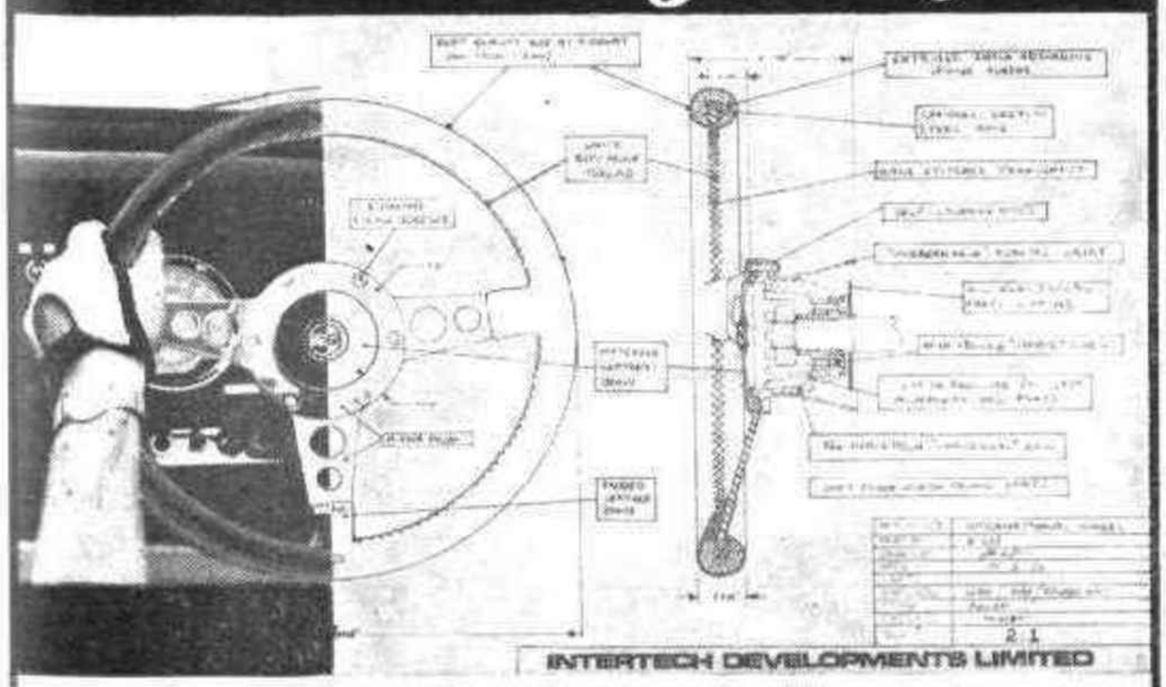
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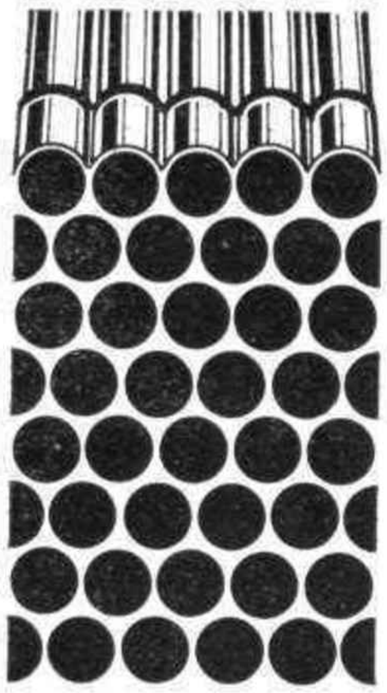


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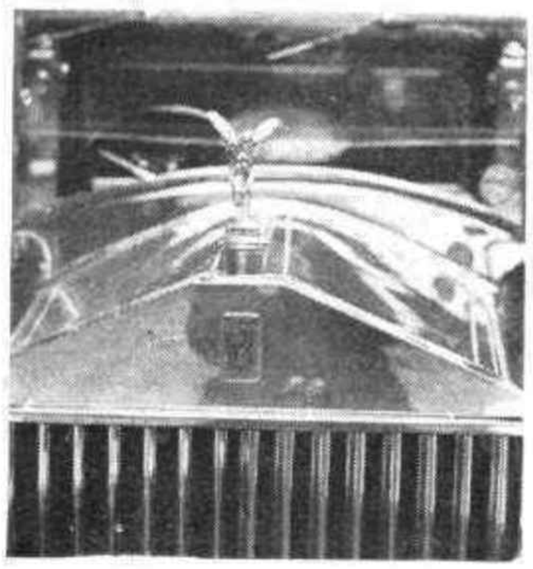
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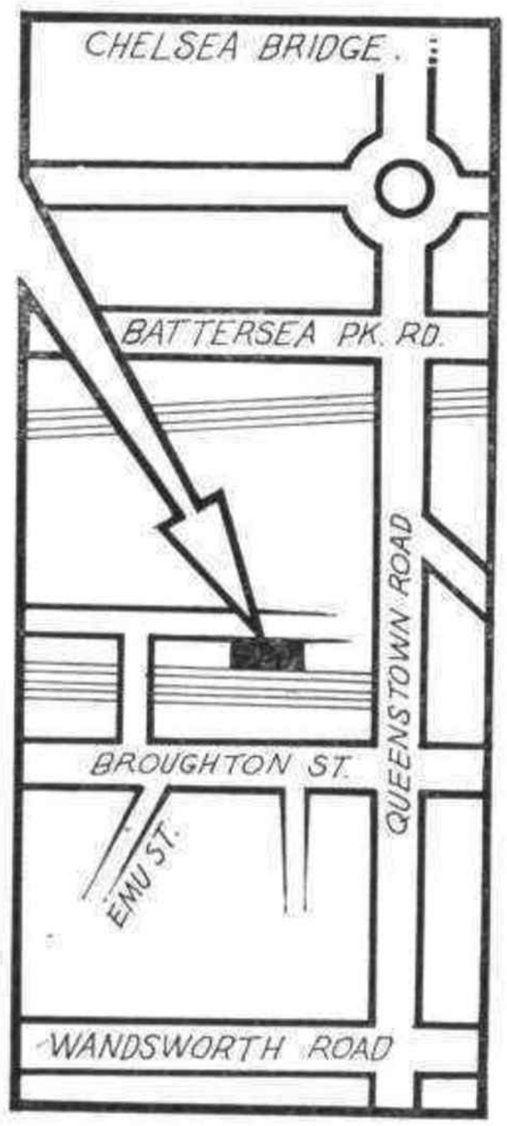
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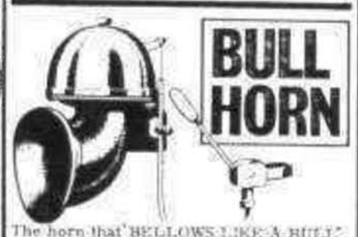
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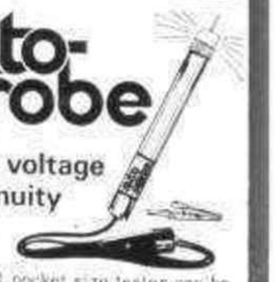
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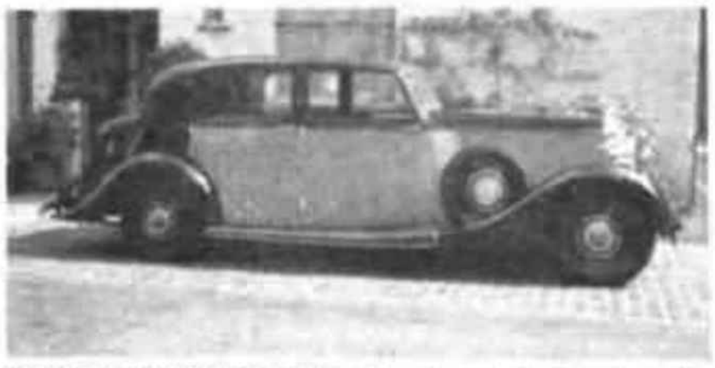


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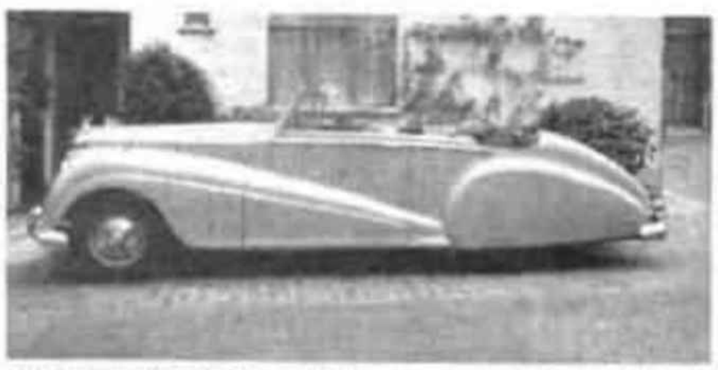
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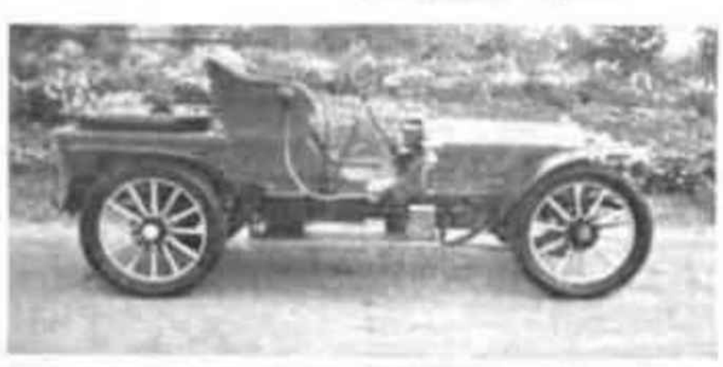
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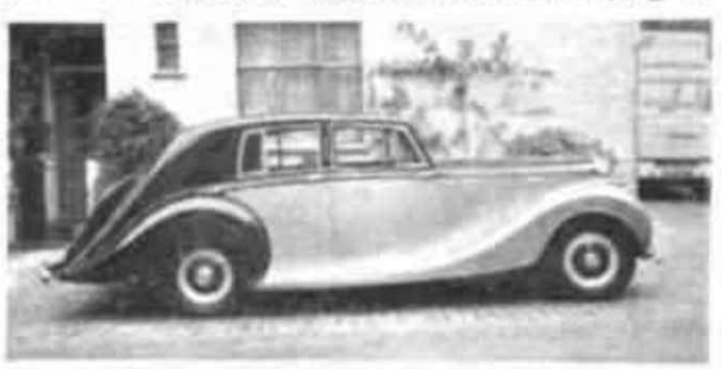
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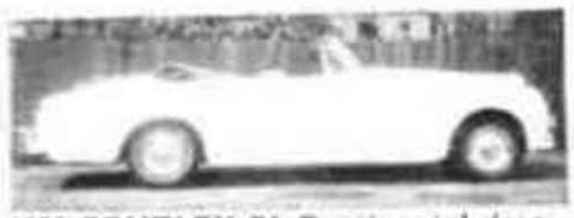
1932 ROLLS-ROYCE 20/25 sports saloon, Thrupp & Maberley, undergoing restoration.

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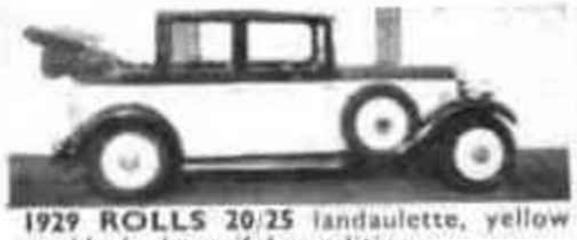
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1965 ALPINE GT, h/t, blue, w/w **£445**
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1970 TR6, radio, one owner..... **£1,395**
1969 ALFA ROMEO 1300 GT, one owner, full history, Positano..... **£1,375**
1969 LOTUS Elan d.h.c., S/E..... **£1,245**
1970 M.G.-B, o/d, Rostyle wheels **£1,095**
1967 AUSTIN HEALEY 3000, o/d, w/w, radio, B.R.G..... **£1,045**
1969 M.G.-B, o/d, w/w..... **£995**
1970(H) TRIUMPH Spitfire, one owner, powder blue..... **£795**
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M.G. PA, 1934. Interesting car; fitted cycle wings; original mechanics in very good order, with long M.o.T. £245. Tel.: Hathern 270. (5457
FOR SALE: 1934 Austin Nippy, concours condition. £350 o.n.o. Tel.: Portland 2156 (evenings). (5458
BENTLEY, 1956, S. Continental fastback by Mulliner; rare model with spare wheel mounted on rear. £2,000. Riley, 1954 R.M.E.; excellent. £150. Mitchell. Tel.: Kirtlebridge (Dumfries) 312. (5459

FOR SALE—continued

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1969 'E'-Type FHC, Mk. II, 1 owner, fitted chrome wire wheels, heated rear window and radio **£1,895**

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1969 AUSTIN Mini Cooper 'S' 1275 Mk. II. The practical convenience of a Mini with very high performance. Blue with white roof and grey upholstery **£679**

1967 AUSTIN HEALEY Sprite Mk. IV. Finished in blue with black upholstery. Popular and economical small sports car. Fitted with radio **£429**

1969 AUSTIN HEALEY Sprite Mk. IV, with 1,275 c.c. engine, fitted with wire wheels and hard top. B.R.G. with black trim **£679**



1971 BOND Equipe 2-litre Convertible. Good performance, and rust-proof bodywork with reliable Triumph mechanical parts. Finished in golden yellow with black upholstery..... **£1,049**

1968 BOND Equipe 2-litre fixedhead coupé. 13,000 recorded miles. Very nice conition, red with black trim **£749**

1966 FIAT 1500 Cabriolet convertible. Lovely lines and smart appearance in pale blue with black hood and beige trim. 5-speed gearbox and radio **£699**

1969 FIAT 124 coupé. Roomy 4-seat f.h.c. With 5-speed gearbox and o.h.c. engine. Red with black upholstery **£1,239**

1970 FIAT 125 'S' sports saloon with 4-door bodywork and family accommodation. Green with black interior. h.r.w. **£1,099**

1963 GILBERN 1800 GT. 1,800 c.c. M.G. engine and good looking fibre glass bodywork make this a very attractive 2+2. Dark green with black trim, wire wheels **£599**

1964 GORDON KEEBLE 2 + 2 GT. Rated amongst the best high performance luxury GT cars of its day, and still with up-to-date appearance. 327 cu. in. V8 engine. Radio, electric widows. Red with black trim **£1,299**



1952 JAGUAR XK 120 d.h.c. with Regn. No. EXK 120. Outstanding car in pale grey. Recent new hood in black. Whole car in quite remarkable condition and the subject of expensive restoration. Classic Collector's item..... **£1,099**

1965 JAGUAR 'E'-Type 4.2 f.h.c. With overdrive, wires and radio. Blue with grey interior trim **£999**

1967 JAGUAR 'E'-Type d.h.c. Lovely 2-seater soft-top sports car with shattering performance and lavish appointments. Primrose yellow with black trim **£1,399**

1968 JAGUAR 'E'-Type +2 f.h.c. Chrome wire wheels, radio and automatic gearbox. Coachwork in B.R.G. with green trim..... **£1,549**

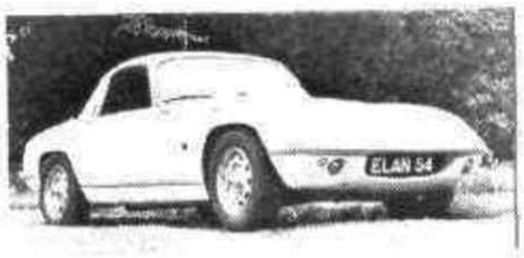
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NEW LOTUS Europa. Kit form, mid-engine GT. Yellow with black trim.

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1967 LOTUS Elan d.h.c. in green with black upholstery. Fitted with detachable hard top and elec. windows **£899**



1969 LOTUS Elan f.h.c. S.4. One-owner car in very good condition, fitted with radio and usual electric windows. Yellow with black trim **£1,169**

1968 ELAN + 2 in silver grey with black upholstery. A true GT in miniature with all the performance of more expensive cars. Beautifully finished interior **£1,069**

1970 LOTUS Elan + 2S. All mod. cons. including elec. windows, radio and h.r.w. in its comprehensive spec. Also fitted sun-roof. Red with black upholstery **£1,999**

1970 LOTUS Europa in pale blue with black trim. Luxurious mid-engine GT developed from racing experience. Come and try it yourself..... **£1,199**

1971 LOTUS Europa. Specially finished in metallic mauve, and fitted with wide rim wheels and flared arches. Very impressive road-holding ... **£1,399**

1969 MINI MARCOS. Mini-size GT car with attractive lines and rust proof bodywork in glass fibre. Red with black trim. Dunlop alloy wheels..... **£549**



1969 MARCOS 3-litre f.h.c. Long, low, and very rapid. Fitted with overdrive. Dark blue with black upholstery **£1,399**

1965 M.G. MIDGET Mk. II, A pretty and economical 2-seater, equipped with radio, twin spots, tonneau cover and wood rim wheel. Red with black trim **£359**

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1966 M.G.-B sports, with wire wheels, overdrive, radio and tonneau. B.R.G. with black trim..... **£629**

1967 M.G.-B sports roadster in tartan red with black interior trim. Fitted with overdrive, radio and luggage rack **£739**

1968 M.G.-B roadster. Overdrive, wire wheels and hard top. White with black interior trim..... **£869**

1969 (H Regd) M.G.-B sports, with extras including overdrive and Q.I. spots. Fitted with Rostyle wheels and finished in blue with black trim..... **£1,099**

1967 M.G.-B GT. Wires, radio and sports performance with fixedhead comfort. Beige with black interior **£849**

1968 M.G.-B GT with wires, radio and slot stereo. Really nice lines and strongly built. Blue with black trim..... **£979**



1969 M.G.-B GT. Similar to above in red with black upholstery, reclining seats, wire wheels. Servo brakes and radial tyres **£1,139**

1970 M.G.-B GT. Good looking example of this practical sports coupé. Beige with black upholstery. Overdrive **£1,299**

1969 MORGAN + 8. Classical appearance with hairy performance from its V8 engine. Indigo blue with black trim **£1,499**

NEW RELIANT Scimitar GTE models for early delivery. Our stock includes : Manhattan blue, black trim, Automatic. Mexican red, black trim, Manual with overdrive. Caribbean green, black trim, Automatic.

1967 RELIANT Scimitar 3-litre GT coupé. Manual with overdrive, radio, wire wheels. Green with black interior trim **£879**

1969 RELIANT Scimitar GTE. Manual with overdrive. Caribbean green coachwork with black trim. Radio and sun-roof **£1,599**

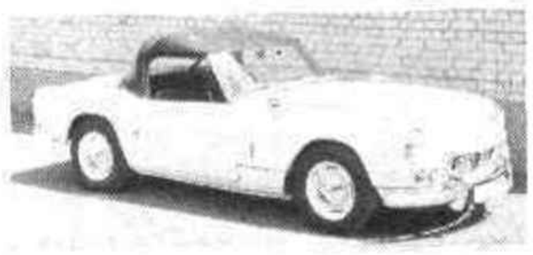
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1965 SUNBEAM Alpine GT. Unusual colour finish in duo-tone black and brown, with red upholstery. Distinctive and good-looking car. Overdrive **£599**

1967 SUNBEAM Alpine GT coupé, with overdrive and wing mirrors. Lively performance from 1,725 c.c. engine. Dark blue with black interior **£699**

1968 SUNBEAM Alpine with overdrive and hard top. Good appearance in green with black. Nice condition for the year **£719**

1965 SUNBEAM Tiger sports. Aggressive and luxurious sports car of compact size with V8 engine power. Hard top, radio. Red with black **£699**



1966 TRIUMPH Spitfire (similar to above). Attractively finished in blue with matching trim. Radio and hard-top **£499**

1967 TRIUMPH Spitfire, in green with black interior. Small sports car with room for tall driver. Hard top.... **£529**

1968 TRIUMPH Spitfire with wire wheels, radio and hard top. Red with black interior trim **£649**

1969 TRIUMPH Spitfire with overdrive and wire wheels. Attractively finished in pale primrose with black interior **£699**

1965 TRIUMPH RT4A d.h.c. in white with black interior trim. Fitted with overdrive. Nice looking car..... **£699**

1967 TRIUMPH TR4A, with wire wheels, overdrive and radio. Dark blue bodywork with black upholstery **£849**

1968 TRIUMPH TR5 P.I convertible. Fitted with overdrive and radio, and finished in red with black trim... **£969**

1969 TRIUMPH TR6 roadster. Very attractive in pale blue with black trim. Fitted wire wheels and hard top **£1,229**

1970 TRIUMPH TR6, P.I engine for impressive power, fitted overdrive, radio and tonneau. White with black trim **£1,369**

1970 T.V.R. Vixen S2. White with black interior. 1600 GT engine. Alloy wheels, tinted rear screen..... **£1,149**

1968 VOLVO P.1800 S coupé. Comfortable coupé with Volvo quality and reliability. Radio, heater and overdrive. Grey coachwork with read leather upholstery **£1,399**



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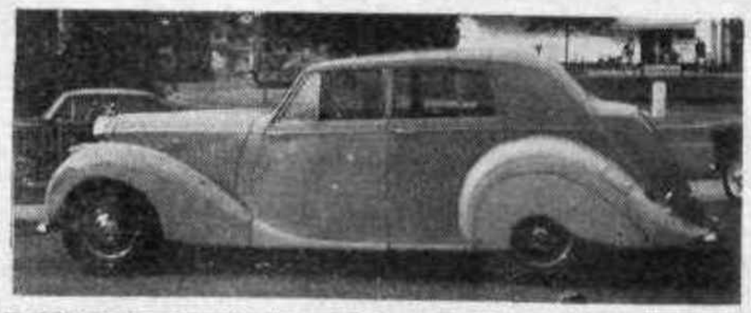


(*Left*) **ROLLS-ROYCE Phantom III Hooper** full 7-passenger limousine, 1936, excellent general order and particularly *nice interior, but fitted with Austin* engine, hence realistic price to allow for reconversion, but present engine very well installed and connected to all existing R.R. controls and gearbox. £775

(*Right*) **BENTLEY Mk. VI**, 1948, 4-dr. James Young saloon coachwork finished in grey with light fawn leather interior; bodily sound but paintwork requires attention and interior trim and carpets show signs of age, good chrome, first-class tyres; mechanically sound with full-flow unit. £350

(*Left*) **HWM-JAGUAR GT** coupe, built 1961 by George Abecassis; space-frame, de Dion-type rear end, "D"-type head and camshafts, triple Webers, oil-cooler etc., Alfin drums, engine just overhauled, differential unit rebuilt by makers; blue with blue and grey leather trim, electric windows and aerial, chrome wire wheels. £2,750

(*Right*) **S.S JAGUAR**, 1939, 1½-litre saloon, in exceptionally fine condition for its year. Black with silver wheels, excellent chrome, green hide interior and carpets in first-class and original condition, nearly complete set small tools still in boot tray. Recorded mileage 40,000. Extremely good value at £275





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

ROLLS-ROYCE Phantom I — all-aluminium light-weight 2/4-seater coachwork built *circa* 1947 and never completed; needs glass, trim, hood and painting; chassis is very sound with a new exhaust system, new tyres and a rebuilt radiator; also a very fine pair of Grebel headlamps; this is *not* a "replica" but a well-proportioned and distinctive "one-off" of excellent construction.

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

Rare BENTLEY S.1 Continental by Hooper, reputed Show Model, reg. May 1959, automatic, power steering; my own car for the past two years; much work done on chassis, engine overhaul including rebore just completed, recent repaint in deep burgundy, grey interior. A very fine car. £2,750

BENTLEY Mk. VI standard steel saloon, 1949, grey, grey interior, excellent tyres and a very fair car for its year and price. £295

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

M.G-A 1600 Mk. II fixed-head coupe, 1962, mechanically very good with good brakes, excellent steering and first-class tyres, body untidy and some rust, interior trim quite fair and sound. Recent work includes wheel bearings and brake shoes all round, king pins and bushes. An opportunity for the enthusiast at £135

VINTAGE:
Rare FIAT Type 502, *circa* 1924, l.w.b. 6-seater body by Garavini, excellent trim and paint, very fair mechanically; we are fitting a hood and correct wheels and tyres, instruments etc. (*For photograph, see last month*) £850

1926 VAUXHALL 14/40 saloon, f.w.b. and 4-speed box, coachpainted black on peacock blue, good brown hide interior; highly original and practical car in good running order. £950

Immediate Hire Purchase and Insurance facilities can be arranged.
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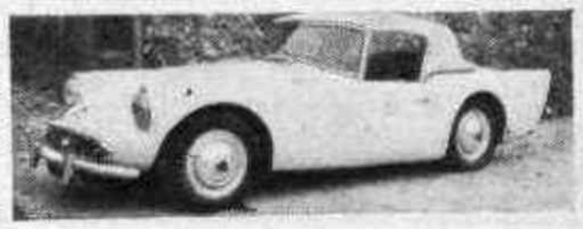
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FORD Mustang convertibles, 1966, 4/5-seaters. 4.7 V8. Choice of two outstanding cars from **£995**
HEALEY Sprite Mk. IV, 1967. Superb specification, incl. hard-top, spec. wheels, tuned engine .. **£515***
HEALEY Sprite Mk. I, 1958/59. Two delightful Frog-eye examples, one with hard/soft-tops **£235**
HEALEY 3000 2/4-seater, 1960. Overdrive, etc. **£395**
(Illustrated) **HEALEY 3000 Mk.III**, 1967, 2/4-seater. A magnificent car and an investment at **£980***
LOTUS Elan convertibles, 2 delightful cars, '67 S3 **£935** '66 S2 **£820** hard-top available.
TRIUMPH TR4, 1962. Overdrive, wires, etc. .. **£425†**
TRIUMPH TR3A sports roadsters. Overdrive, wire wheels. Two examples of this classic model .. **£335**
TRIUMPH Spitfire Mk. II, 1965. Det. hard-top **£395***
TRIUMPH Spitfire, 1963. Not our high standard **£195**
PEERLESS 4-seater GT, 1959. 2-litre TR unit, sun-roof, o/d., fibreglass body, steel chassis **£345**
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TRIUMPH TR4A, M.G.-B, 1965; **CORTINA GT Mk. I.**
JENSEN 541 R 1958, 4-str., GT, w/wheels etc.
M.G.-B roadster, 1967. Wire wheels. Appears to have been extremely well looked after **£780***
M.G. Midget Mk. III, 1969. 1,275-c.c. unit, etc. **£710***
M.G. Midgets, 1963. Two most attractive cars, 1,098-c.c. engines, disc brakes, radio, etc., from **£325†**
SUNBEAM Alpine, 1961. Wires. Really nice car.
(Illustrated) **DAIMLER SP250 Dart, Series B**, 1961. Highly sought after and must appreciate .. **£595**



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LOTUS ELAN S2, 1966. Carmen red, v.g.c., Radiomobile; knock-ons; Sebring mirrors; air horns; two owners; good oil pressure/consumption; bills and service history for last two years. £695 o.n.o. for quick sale. Tel.: Bourne End 22027 (near Maidenhead). (5842
M.G. TA, 1938. Completely restored at considerable time and expense. Receipts for over £500. M.o.T. 1972. 15 in. and 19 in. wire wheel options; leather bucket seats; engine reconditioned under 2,000 miles. Serious offers over £550. Tel.: 01-698 5064. (5843
ALVIS TC21/100. Engine now using oil, car is otherwise in magnificent order; full history to serious enquiries. £375 o.v.n.o. Tel.: Woburn Sands 2683. (5844
GINETTA G15, 1969. Orange; excellent condition; low mileage; Cosmic wheels; taxed Feb. 1972. £800. Tel.: 01-524 0783. (5845
GILBERN 1800 GT. "D" registration, sunshine roof; recent engine change; new clutch; gearbox overhauled; Damask red. £700. Eagle 8 Broad St., Staple Hill, Bristol. Tel.: 653755. (5846
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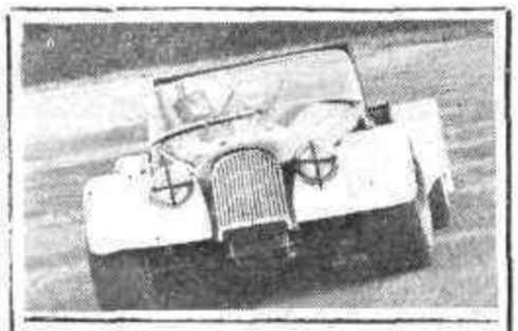
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"E"-TYPE F.H.C., 4.2, 1965. Regency red; chrome wire wheels; h.r.w.; seat belts; 44,000 miles with service history; exceptional condition. £995, H.P., part-exchange Mr. Goodge, J. G. Cars, Rayleigh, Essex. Tel.: 73218/3132. (5864
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AUSTIN LIGHT 4, 1936. "Iris" close-coupled Gordon saloon; no dents; little rust. M.o.T., licensed. £125. Photo 15p. Illingworth, White House, Penrith. (5866
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M.G., 1939, TB. New king-pins, springs reset, good tyres, requires body from bulkhead. Seen Leigh, Lancs. Removal forces sale. £75. Box 3023. (5898
LOTUS ELAN f.h.c. S3, June, 1968. Pale yellow/black trim; SP Sports, knock-on wheels, servo, oil cooler. £975. Greenwood, Elsmore House, Napton, Warks. Tel.: Southam 2595. (5899
LANCIA AURELIA, 6th series, registered 1964; excellent condition all round; M.o.T., taxed, £495. Tel.: Luton 592635. (5900
TRIUMPH TR4, 1964. Red, black interior; excellent condition throughout; recent M.o.T. £425. Brown, 4 Dolphin Way, Bishop's Stortford. Tel.: Harlow 29531, extension 346 (office hours). (5901
WARWICK HEALEY enthusiast wanted to buy my 1952 Abbott Healey; very good engine, wood frame good; M.o.T., tax; quick sale. £195. Please telephone 01-460 2477 (Bromley). (5902
M.G.-B, NOV., 1966. Tartan red; wire wheels, radio, Cinturatos, luggage grid, undersealed, hard-top, new exhaust. £600 o.n.o. Prosser, 45 Norton Green Lane, Knowle, Warks. Tel.: KNO 3188. (5903
FIAT 2300S coupé, 1964. New engine 1969; electric windows, etc.; silver grey metallic; M.o.T. £630. Tel.: Wrexham 2756 (days), Chester 40006 (evenings) (5907

FOR SALE—continued

DELAHAYE 135 tourer. Elegant and rare car with coachwork by Gillori; 100 m.p.h. in reverse!; three carburetters, right-hand drive; rechromed; excellent hood and a joy to drive; part-exchange Ferrari or Aston DB5 convertible. Tel.: 061-330 1113. (5906
RARER TF M.G., 1955, 1,500 c.c.; excellent runner; very handsome coachwork requires more attention finer details; M.o.T., taxed; HNV 1, £600; pair interesting mechanically good Austin Sevens, restoration started 1932, front-tank model, *£120; 1933/1934 requires little interior* attention, £140. "Pinfield Lodge", Twatling, Barntgreen, Birmingham 445/2551. (5908
TR4A SPORTS coupé. Hard/soft-tops, Nov., 1965; taxed, M.o.T. This car is in most excellent conditon; must be seen to appreciate. £550 o.n.o. Part-exchange considered, H.P. possible. Tel.: 061-790 3426. (5909
SUPERB ASTON MARTIN DB2/4, 1954, 2.6. B.R.G. History, near concours throughout. £600 o.n.o. Dudley, 31 Park Lane, Basing, Hampshire. Tel.: Basingstoke 26261 (Office) (5910
T.V.R. GRIFFITH. One owner; 20,000 miles only; fitted with high-performance Mustang engine, T.10 gearbox, Powrlok differential and many extras; near new all-round condition. £1,300 o.n.o. Tel.: Bamford 508. (5911
SCIMITAR 3-LITRE, 1967F. White. Overdrive, radio, h.r.w., excellent GT, poor maternity vehicle, hence reluctant sale. *£845 o.n.o. Tel.: Coventry 411414.* (5912
LOTUS ELAN SE, 1970, "J", fixed head coupé; Lotus yellow; heated rear window; 6,000 miles. £1,295. 39 Lodge Lane, Hyde, Cheshire. (5913
1954 TALBOT Alpine; floor change. Ermine white with black trim; soft-top, hard-top, luggage rack; exchange Hotchkiss or similar; reasonable cash offer considered. Tel.: 061-330 1113. (5914
1923 SIZAIRE-BERWICK chassis. Very rare, great potential when re-bodied, sound mechanically; stored many years; must go as space must be cleared by Nov.; other items, including 1951 Daimler d.h.c., Rolls spares and general accumulation of the years. Tel.: Corbridge 2100 for details. (5915
ALFA ROMEO, 1964. Giulia Sprint GT. Red, grey interior; radio; M.o.T.; five new Pirellis; showroom condition. £575. Tel.: 01-866 6661 (Pinner). (5916
1936 RILEY Lynx. Simply superb in every detail; to be sold with a vast quantity of spares for £700. Tel.: Waddington (Lincs.) 586. (5917
1966 HEALEY 3000. Excellent condition; low mileage; B.R.G.; all usual extras; must be sold quickly so I can buy a house, so only £840. Tel.: 01-428 2626 (Harrow) (evenings). (5918
M.G.-A 1600, 1960. This car is above average condition £300. Tel.: Halfway House 483. (5921



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ALVIS Firebird, 1935, Holbrook saloon. Original black with good brown hide upholstery. Excellent mechanical condition and complete with original mascot, **£225. M.G. VA 1½-litre** saloon, 1939, good mechanical condition; requires coachwork restoration, **£60.**

WANTED: ALL TYPES OF VINTAGE AND CLASSIC CARS especially ALVIS Speed 20, Speed 25 and 4.3-litre, in any condition. SPARES for most pre-war ALVIS models in stock.

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1903 HUMBER, 5 h.p. single-cylinder, 2-seater, authentic and original in almost every respect. Entered for Brighton and will get there. £4,000. E. P. Shannon, 9 Hill Close, Leamington Spa. (5502

ALVIS TA14 saloon. Above average condition, potential concours winner. £350 o.n.o. Also 1930/31 rare Austin 7 Mulliner saloon, restored. £375. Valuable spares with both cars Jacklin, 7 Linda Cres., Louth, Lincs. (5503

PORSCHE 1956; 356A Cabriolet; M.o.T. 1972; taxed. Reg. 3HMP; rare model in good condition. Offers. F/O Waterman, telephone Cranwell 201, ext. Whittle 227. (5504

1937 M.G. T.A., 35 Ainderby Rd., Romanby, Northallerton, Yorkshire. Tel.: Northallerton 4828. (5505

JAGUAR XK150S. Immaculate condition; stored for most of its life, full history; genuine 50,000 miles only, full M.o.T.; H.P. available. £995 o.n.o. Please contact John Sutton, Gunton Hall Country Club, Lowestoft. Tel.: Blundeston 288 (daytime). (5506

BENTLEY MK.6, 1951. Full-flow 4½ engine; 64,000 miles; good mechanics/electrics; sound dentfree body; excellent interior; new tyres; battery; overhauled steering/braking for recent M.o.T.; bumpers rechromed. £375. Tel.: Wantage 2317. (5507

M.G. P.A. 1936. Part rebuilt, original, all parts available. Offers Whitaker. Tel.: Stroud 3745. (5508

HEALEY SILVERSTONE for sale. 1950 rare 2-seater. long M.o.T. £825 o.n.o. Tel.: 01-948 0610. (5509

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M.G. MAGNA, 1932. 2-seater; original except engine and gearbox; immaculate condition; taxed. M.o.T. December. £350. Tel.: Sedgley 71778. (5511

XK150 1958 3.4 d.h.c.; white; red interior; unusual automatic investment. £600. Tel.: Doncaster 56469. (5512

AUSTIN RUBY, 1935. M.o.T., bodily very fit; good (1929 Seven) engine; interior untidy but original; also complete seven chassis; spare engine. £100 o.n.o. Tel.: Bollington 3405 (Macclesfield). (5513

MORGAN PLUS 4, 1968. Crimson; wires. Cinturatos, bucket seats; heater; tonneau, etc. Immaculate hence £920 o.n.o. Tel.: Southport (Lancs) 89195 (6 to 7 p.m.). (5514

ALPINE HARRINGTON Coupe 1961, series II. Extensive rebuild including new engine; 5,000 miles back; paint dull and partially prepared for spray. £200. Payne. Tel. 01-493 1451 (working hours). (5518

BENTLEY 1950, Mk. VI. Superior condition, tools, handbook etc. Enthusiast owned. £475 o.n.o. Tel.: 061-764 3770. (5515

TR3A 1961. Opalescent Silver blue; wire wheels with Cints; overdrive; hard-top, soft-top; tonneau; heater, radio plus usual extras. Recent extensive overhaul including reconditioned gearbox, new carbs.; calipers, exhaust, etc. £475. Tel.: Sutton Valence 2292 (near Maidstone). (5516

"J" REGISTRATION SPITFIRE, Mk. III ovedrive. White, black soft-top. Abingdon 1½ inch SUs; competition exhaust; oil cooler; Keniowe tan; radials; radio; immaculate and fast; offers over £825. Tel.: 01-946 2999 (evenings) or 01-852 9712. (5517

M.G.-B 1963. Good condition; radio; new tyres, hard/soft-top plus extras. £375. Tel.: 01-467 2176 (Chislehurst). (5559

CHRYSLER "WIMBLEDON" 1936. One owner until six years ago and mine since. Reliable clean car, excellent mechanically. Lots of spares, engine; axles; wheels plus trailer to take them all away, taxed Dec., M.o.T. Sept. 72. £225. McClure, 35 Frensham Rd., Lower Bourne, Surrey. (5560

JOWETT JAVELIN 1953, taxed, M.o.T.; most spares. Offers around £270. Iles, 58 Celyn Ave., Cyncoed, Cardiff. Tel.: 0222 397731 (office hours). (5561

1967 MORGAN super sports. Numerous sensible items of extra equipment fitted making a superb road car. Lord, 7 Blackmoor Court, King Lane, Leeds 17. Tel.: 0532 680501. (5562

1926 AUSTIN seven "Top Hat" saloon. All original throughout; M.o.T., £450. 1927 Austin seven "Chummy" tourer. £400 spent on rebuild, cadmium plated, stove enamelled throughout; as new; taxed/tested £550. Tel.: 01-693 6550. McKay, 367 Lordship Lane, Dulwich, London, S.E.22. (5563

AUSTIN SEVEN racing special, 100 m.p.h. Weight 5 c.w.t., 1934. Mechanics, attractive professional finish. £80 just taken on mechanical overhaul; M.o.T. £250. Tel.: 01-699 5557. (5564

FIAT 2300, Ghia sports coupé, twin Weber carbs., Dec. 1964. One owner since 16,000, carefully maintained; good condition. £750 or near offer. Pegler, Costards, West Lavington, Midhurst, Sussex. Tel.: Midhurst 2524. (Sceable London West End). (5565

M.G.-A MK. II, 1600, Coupé de-luxe 1962. Disc brakes; Cint; tyres; radio; spot light; twin carbs. Very good condition, investment value. £400 open for offer. Tel.: Wimborne 3903. (5566

BENTLEY, 4½ radiator; good chrome; 3-litre steel rockers, complete set. Tel., Weston-Super-Mare 25622. (5567

ALVIS, TA21, 1952. New exhaust system, radiator. M.o.T. April 72; spares included. £245. Tel.: Blythe Bridge (Staffs.) 2962 (after 6 p.m.). (5569

M.G. Y SALOON, 1951. Black; sun roof. M.o.T. to March 1972. Full service history since 1954. Best offer. Tel.: Oadby (Leicester) 4832. (5567

M.G.-A 1600, coupé. Radio; gleaming red; black cockpit; immaculate. £325 o.n.o. or exchange. Tel.: Stamford (Lincs.) 4312. (5570

FACEL VEGA, HK500. Good condition bodily and mechanically, recent overhaul to suspension and steering; new M.o.T.; radio. £650. Flat 5, 29 Prideaux Rd., Stockwell. Tel.: 01-733 8454. (5571

ALVIS TD21, 1959. Metallic blue, chrome wires; white leather interior; new tyres; good engine, radio; excellent condition; taxed and M.o.T.; h.p. arranged, part exchange considered. £450 o.n.o. Write (all replies answered), "Bill", 31 Elmfield Gdns., London Rd., Worcester. (5572

ALVIS SP20, 1934. V.d.p. aluminium sports saloon; good mechanics; M.o.T., clean car. £500 o.n.o. Tel.: Northampton 32154 (evenings). (5573

XK 120S, DROPHEAD, Reg. **RYB 1.** Excellent rust-free example; dual exhaust; wire wheels, etc.; M.o.T., taxed. £435. Tel.: Woburn Sands 2651 (day), 3578 (evening). (5574

LAGONDA, 2 LITRE; blown engine, no accessories. £250. Buyer to arrange collection. Tel.: Thornbury (Bristol) 2346 after 6 p.m. (5575

BENTLEY "R"-TYPE, 1953. Manual gearbox. Body excellent two-tone green with tan interior; mechanically sound, recent new exhaust system. £450. Tel.: 074-784 305. (5576

RILEY, 1934. 2/4 seats; 1633-c.c.; 6-cylinder; resprayed B.R.G., wheels re-stoved; rechromed; engine rebuilt; 5,000 miles. Genuine offers only please. 221 Annesley Rd., Hucknall, Notts. (5577

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BENTLEY Series I. 1959. Reg. No. 1GUR; black with original beige interior; complete engine and gearbox; brake overhaul. £1,300. P.X. for S1 Rolls. Tel.: Rainham (Essex) 55876. Mr. Jones, 58 Philip Rd. (5579

1966 M.G.-B GT. Blue/black interior; sunroof, overdrive, wires; radio; centre console many extras; absolutely immaculate. Going abroad, reluctant sale at £815. Full details, Weybridge 45700. (5580

MERCEDES BENZ, rare 170VA. Exceptional mechanically; upholstery tatty, some spares; taxed, M.o.T. 1953, reg. UYD 7. £200 o.n.o. Tel.: Ruislip (Middlesex) 39251. (5581

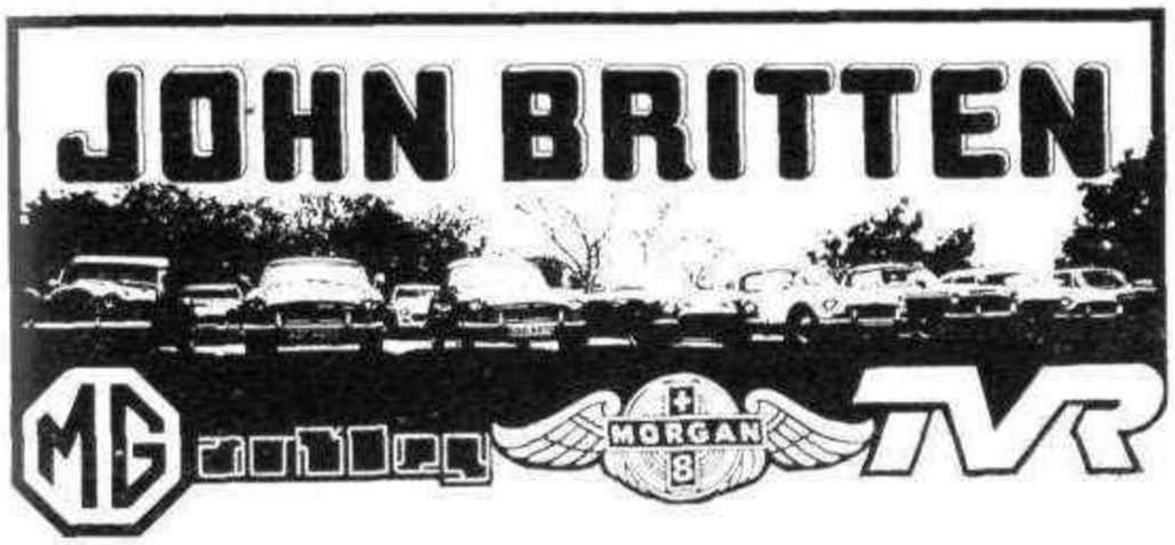
LOTUS EUROPA, Ford. Road tested in last months "Car" magazine; Elan performance, Europa luxury. £1400. Tel. Brentwood 216195 (day), Ingatestone 2570 (evenings). (5582

ROLLS-ROYCE, 20/25, 1935. Hooper body, bills for £120, stored last four years. £725 or exchange pre-war Aston Martin or W.H.Y. Tel.: Durley 307, The Thatched Cottage, Sivlers Lane, Lower Upham, Soton. (5585



A Virtually Brand New 1924 GERMAN WANDERER. Chassis shipped to Australia 1924, and only unpacked in 1965 when replica original body fitted. Mileage less than 700, and in perfect ex-factory condition. At present in Melbourne, Australia, priced **£2,330** F.O.B. Melbourne, crated. Estimated sea freight cost £150. Spares included in price. **F. R. Martin, William Sandover & Co. Ltd., 136, Minories, London, E.C.3, has photographs, and represents the owner.**

JOHN BRITTEN



Down in Arkley's rural setting, we give our cars a thorough vetting. MG Midget, 1969, Primrose yellow, honeysuckle trim, wire wheels, price not yet defined but a little over £700. MG-B, 1969, mineral blue, sterophonic sound, radial plies, wooden rim, £995. Lotus Elan S3 drophead, 1967, red, centrelock wheels, p/button radio, leather rim wheel, SP Sports, excellent history, quite good at geography too, £960. Morgan 4/4 competition 2-seater, 1971, orange chrome, leather interior, latest Plus 8 type bucket seats, 4000 miles, numerous other extras, much cheaper than a new one, £1,445. MG-C, 1969, Snowberry white, overdrive, wire wheels, radio, six cylinders straight and true, £1,095. TVR Vixen, 1968, Sherwood green, black trim, wire wheels, owned from new by BBC TV producer, thoroughly screened, £895. Triumph TR4A convertible, September 1966, singal red, black trim, many handy fitments including wire wheels and overdrive, £775. Lotus Seven Series III, 1970, polished aluminium body, metallic orange nose, Jim Russell green wings, 5½J fronts and 7J rears, very fully equipped, late property Swiss motoring fanatic, this is a real Lotus 7, not to be confused with the current vacuum-formed version, £895. Triumph GT6, 1970J, laurel green, overdrive,



radio, haunted rear window (sorry, I mean heated rear widow), wishbone rear suspension, £1,145. MG-B GT, 1967/68F, BRG, black leather, overdrive, wire wheels. I had a strange dream about this car last night, must be a good omen, £880. MG Midget, 1967F, tartan red, black interior, hard and not-so-hard tops, radio, £560. MG-B, 1968/69G, primrose lady owner with black leather, Classic Bermuda hard-top with tinted panels, overdrive, wire wheels, radio, softop, £985. Morgan 4/4 2-seater, built 1970 but to 1967 spec., blaze, wire wheels, £1,020. Arkley SS, Indy white, black trim, 7J wheels, Rally Specials 195/70-13, special seats, cutaway doors, full weather equipment, 12in. radio in his old car unlike some I could mention, £930. Arkley SS, Brooklands green, black trim, 1,098cc engine with 2in. dia. mains, wind-up windows, just completed in our workshops, LHD, new hood, new Motolita, 7J rims, Rally Specials, £670. MG Midget, 1969, mineral blue, wire wheels



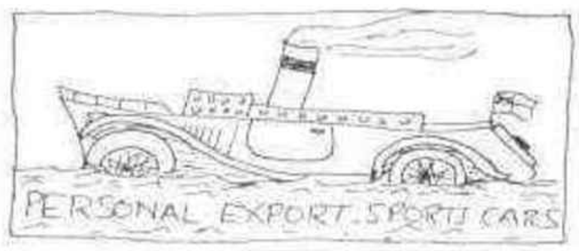
together with the anti-roll bar that always goes with them, radials, one owner, £735. Morgan Plus Four Plus, 1966, regal red, cream interior, bucket seats, wire wheels, TR engine, chrome grid, spotlamps, £875. Morgan Plus Eight, 1969, white, black interior, dipping Ql headlamps, one of our Plus 8s has the rare distinction of having been owned by a, but not the, Mr Morgan and I think its this one, £1,450. MG-B, 1966, BRG, overdrive, wire wheels, £560. MG-B, 1969, Snowberry white' overdrive, one private owner, £1,040. Morgan 4/4 Competition 2-seater, 1969, Westminster green, wiry wheels, Goodyear's best, one owner, £1,160. MG-B, 1969, red, broken-hearted previous lady owner, wire wheels, leather rim, imperious air horns, £1,015. Austin Healey Sprite, 1966, British Racing, Ashley fastback hard-top with its own little boot lid, softop, wire wheels, Cinturatos, radio, leather rim, £510. MG-B, 1966 Olde Englyshe



Motolita, needs a little mechanical work but necessary parts included at £45 (and it's M.o.T'd), see pic., if someone doesn't buy it soon we will do the work but then the price will go up a bit. MG Midget, 1965H, BRG wire wheels, Cinturatos, one owner, a good year for Midgets as they introduced the high final drive and discreetly muted exhaust in '69, £760. Morgan Plus Eight, 1969, Westminster green, black trim, alloy wheels, Plus 8s will be as sought-after in 1995 as vintage Bentleys are today, suggest you lay one down now, £1,470. Lancia Fulvia Rallye Coupe, 1970 registration but first drew breath of Turin air in '67, twin o.h.c., two twin-choke Solex, discs all round, front wheel drive, alloy block, 100mph with mpg well in the thirties, red with black interior, £795. MG-B GT, 1969, Tartan red, black leather, overdrive, wire wheels, pushbutton radio, one owner, £1160. MG-C, 1968/69G, mineral blue, black leather, overdrive, wire wheels, SP68s, one owner who has maintained the breed by purchasing new M.G from us, has been decent enough to leave the white, red leather, wire wheels, no price yet but far from cheap. Morgan 4/4 Comp, 1970/71J, orange chrome, wire wheels, Cinturatos tonneau cover, has only done a few yards, £1,395. Austin Healey Sprite, 1967, this was the year the lion-hearted 'A' series engine huffed and puffed itself out to 1275cc, BRG, wire wheels, Cinturatos, one owner, £550. Triumph Spitfire, 1968, conifer green, radio, five new tyres (a good sign; cheese-paring owners fit only four), two lady owners £655. Morgan Plus 4 Coupe, 1968, a sort of mossy silvery green, black leather and carpets, wire wheels, radio, courtesy lights, glass windows, oil cooler, air horns, Selectarides, spotlights, all. Still waiting for our proper demonstration Morgan but you can try any of our 2nd hand ones, join queue if satisfied. Brochures on all models. Arkley SS kits stocked including alloy and wide steel wheels, tyres to suit, pleasant winter task, will keep you out of the pubs, you need a fatty or slightly crumpled Spridget '58 to '71, no need to be an expert, we'll help with the difficult bits anyway, drop in or write for detailed price list,



Autocar road test reprint, colour pictures. Radial tyre bargain list ready Oct. 1st. Some at ½ price. Few wings etc off Arkleyed Spridgets, 948 Sprite engine complete with carbs, manifolds, runs on 3 but good bottom end, £14. MG-B works hard-top £35. 1968 Mini £375. Last few JB 6-shift gearknobs 50p post free state model. Set new 14in. wires for MG-B ½ price. Nitrided crank 1275 Midget, new, list. LHD MG tonneau covers, by special courtesy of the Abingdon computer, no reasonable offer refused. Sports car servicing and overhauls, wheel balancing (inc. wires), electronic engine tuning, must ring for appointment. Open to 7pm, closed Sundays. Bring your rich uncle.





Rural dept: JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

Town dept: JOHN BRITTEN GARAGES, 31 Moscow Road, Bayswater, London W2. 01-727 2707

FOR SALE—continued

RILEY ROADSTER, 2½-litre, 1950. Black with white interior; absolutely original; superb example of this rare model; excellent bodywork; no rust, reconditioned engine, only 2,000 miles; M.o.T., taxed. Emigrating shortly, telephone Sycresham 697 (evenings). (5736

HUMBER, Super Snipe, 1955. With aluminium coach-built limousine body; partition; occasional seats, etc. Ideal for weddings, funerals, pop-group or large family. Magnificent motoring for £140. Tel.: Bristol 40811. (5737

JAGUAR XK140, fixed-head coupé, 1955. Metallic grey; red interior; wire wheels; discs. XK Cavalcade car 1970; restored throughout to Concours condition. £875. Clifton (Beds.) 516 (evenings). (5739

DAIMLER BARKER, 2½-litre special sports coupé. One owner February 1952 to February 1970. Beautiful condition all round. £475 o.n.o. Tel.: Bournemouth 65397 (after 6 p.m.). (5740

PORSCHE. Rare Roadster, April 1961. Genuine 37,000 miles; service record; tools; hood cover; tonneau all as new. Finest example extant. £1,250. Tel.: Ormskirk (Lancs.) 72106. (5741

M.G.-A 1600, 1959. Sale due to increase in family. £220. Ridge, Tel.: Limpley Stoke (near Bath) 2558. (5742

MORGAN PLUS 8; WAB 453G. Genuine 23,000 miles; works tuned and maintained; innumerable mods gives startling acceleration and improved handling for competitions but in daily use as a road car.; to be sold to someone in the Midlands who wishes to continue development with present mechanic. Price includes eleven road/race wheels/tyres. £1,500 or less to competent driver. Smedley. Tel.: 021-454 6666, 021-705 6514 (home). (5743

M.G.-B, 1970. Mineral blue; overdrive; wires; tonneau; excellent condition. £1,050 or exchange with 1970 Cortina 1600E. Tel.: Guisborough (Yorkshire) 4406. (5744

DAIMLER 1947, DB18. 18 months M.o.T., taxed; in daily use; some spares. Offers? Tel.: 051-632 1473. (5745

XK120 ROADSTER, 1954. B.R.G., new clutch, sills and floor, good original condition; 12 months M.o.T. Must sell, best cash offer. Tel.: Rochdale 79281. (5746

VINCENT BLACK Shadow, Series C, 1950. As new; reputed 16,000 from new; taxed, tested. Perfect in every way. £650 o.n.o. Tel.: Whitby 2648 (work) or 3376 (home). (5747

LOTUS 7, S3 (Jan. 1970). Twin-cam engine; maintained by engineer/owner since new; reliable (Rome and back 1971) and very fast; yellow; SP sports; QH lights. £900. Tel.: David Galloway Dublin 800825 (office 6) to arrange inspection in U.K. (5748

TR2 OVERDRIVE; wires; A1 condition. £290 o.n.o. Write 2/Lt Z. Watts, Graduate course, R.M.A. Sandhurst, Camberley. (5749

LOTUS ELAN S4-SE, 1969, d.h.c.; radio; tonneau; air-horns; burglar alarm; knock-on-wheels, etc. £1,225 o.n.o. Tel.: 01-578 1925. (5750

SUNBEAM MK. III, 1957. Black and olive finish; sun-roof; radio, etc. Full tool kit; workshop manual a fine example of this famous model; no expense has been spared in 3 years of ownership. Knee injury forces sale. £325 or exchange automatic. 39a The Green, Southall, Middlesex. Tel.: 01-574 7428. (5751

MK. X JAGUAR. Taxed, M.o.T., new clutch; tyres. Must be sold. First £150. Tel.: Bolton 21488. (5752

STANDARD FLYING V8, 1938. Only three known examples; running, original. Requires renovation. Immense performance and investment potential. £190. Box 3005. (5753

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(Right) **1970 (Nov. 'J') LOTUS Elan S4,** S/E, d.h.c., white; one owner; expensive radio, servo. Quite unmarked **£1,365**

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(Left) **1966 JAGUAR 3.4 'S'-Type,** grey, overdrive, radio, heater, RS5s, reclining seats; beautiful (garage kept) **£795**
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FOR SALE—continued

ALFA-ROMEO 2600, Sprint, late 1965. Aerated upholstery; years M.o.T.; steering column lock; radio; seat belts; reclining seats; electric windows; stainless steel bumpers; impeccable white bodywork, excellent chrome; beautiful black interior; excellent mechanics and tyres. A lovely car to own and a marvellous one to drive. £760. Cheap, part exchange considered. Tel.: 01-940 8516. (5634

ROCHDALE OLYMPIC, phase II, October 1969. Basically Cortina 1500, GT and Weber. For full details, telephone Felling 692667 (business hours). (5635

M.G. TD II, 1953. Exceptional condition, wood hood; tonneau; excellent mechanics; heater; resprayed red; M.o.T.; in daily use, owner Australia bound, £345. Paul. Tel.: 01-723 7930 (evenings). (5636

TRIUMPH 2.5 PI. Registered September 1970, one director/owner, 16,000 miles; white with red leather upholstery; overdrive; new radials; in first class condition throughout. Offers over £1,500. Tel.: Taunton 81199. (5637

MORGAN +4, 1968. Sport tyres, special manifold, re-built; Quartz spots; roll bar; brater wathers, r.c.; B.R.G. £900. Mr. Taylor. Tel.: Whitehaven 2461 (office hours). (5638

MORGAN +4, 1952. 2196-c.c. TR4 engine; close ratio gears; oil cooler; 15 in. wheels; disc brakes; negative camber, Konis; hard-top/soft-top; tonneau. A successful competition car well equipped for road use. £450. Tel.: John Binns at Earl Shilton 2171. (5639

RILEY 1½, 1951. Superb example; M.o.T. Spare engine. £200. Tel.: Bristol 650577. (5641

"E"-TYPE, 2+2, c/w/w; radio; new SP tyres; regal red; genuine 31,000 miles; immaculate. £1,250. Tel. Maryport (Cumberland) 2154. (5642

LOTUS PLUS TWO. £240 overhaul bills available, includes new disc pads; new engine (running in), still under agents warranty; usual refinements; superb condition. £1,300 or exchange 1969-70 Elan. Tel.: David Harris 01-387 0577 (day), 01-866 5959 (evening). (5643

MERCEDES 190SL, 1960, "J" registration. Bills for £250 this year. First-class condition. Nearest £1,000. Box 3002. (5644

1932 M.G., "J2 Midget", 2-seater sports. Ford engined. Requires wiring attention, silencer etc. £150. Tel.: 01-656 0772. (5646

ARMSTRONG SIDDELEY, Sapphire limousine, 1955. First registered 1963. Attractive car finished in black; exceptional condition after extensive engine overhaul; 4-speed manual gearbox. £250. Tel.: Clitheroe 2846 (after 5 p.m.). (5647

TR3A, 1960, Red, hard/soft-tops, new Cints; excellent condition; M.o.T./tax February. £350. Telephone Kinver (Worcs.) 2696. (5648

PORSCHE 1961, Super 75. Blaupunkt radio; requires work to underside and body; full mechanical history; would consider selling as spares. Offers. Mitchell, 119 Vine Rd., Stoke Poges, Bucks. Tel.: Farnham Common 3955. (5649

M.G.-B ROADSTER, 1964. Gold seal engine; 3000 miles; wire wheels; hard/soft-top; tonneau; radio; radials. £495. Tel.: Pulborough (Sussex) 2713. (5650

ELSE LOTUS, Europa. Nov. 1970, as new, 9000 miles. £400 Elan conversion, 45 DCOE Weber; cam; exhaust; close-ratio gearbox; 5½J alloy Cosmics; Avons; Spax shockers; dual petrol tanks; perrofoil; 125 m.p.h.; bright yellow, black interior. Fantastic performance yet tractible. Financial crisis forces immediate sale. £1,400. Tel.: East Grinstead 22661 (evenings). (5651

RILEY LYNX, 1936. Sports 4-seater. Completely original genuine P.V.T.; excellent mechanically; good oil pressure; aluminium body; Scintilla magneto; new king pins; brakes overhauled. Carefully stored many years. Owner retiring. £325. Tel.: 01-399 5079 (after 5.30 p.m.). (5652

COLLECTOR'S PIECE, Lea-Francis 2½-litre two-seater roadster, 1951; exceptionally fine order throughout and a constant pleasure to drive; taxed July, 1972; long M.o.T. £385 or possibly part-exchange interesting car. Tel.: 01-960 1550. (5653

M.G.-A TWIN-CAM roadster, 1960. Looks and goes as a twin-cam should. Old English white/red interior. £365. Tel.: 01-960 1550. (5654

OWNER of two attractive Jaguar roadsters (XK120 and XK140). Must sell one. Tel.: 01-969 5186. (5655

1933 LANCHESTER 10 h.p. Mulliner body; excellent condition throughout; could deliver. £135. Lovell, 48 St. John's Rd., Driffield (Tel.: 2232), Yorks. (5656

M.G.-B GT, Dec., 1966. Undersealed, oil cooler, Motorola radio, wire wheels, Webasto roof and deflector; runs and looks like new. £765. Tel.: 01-428 5419. (5658

1955 PARAMOUNT four-seater roadster, rare British sports car, taxed, tested. £145 o.n.o. Bizzell, Tel.: Ashford (Middlesex) 51984. (5659

IMMACULATE SPITFIRE Mk. III, 1968. Taxed, M.o.T. 1968. 18,000 miles, Valencia blue, tan interior, five magnesium Minilite wheels, Motorola, push-button radio, leather wheel, rear seat, wing mirrors, truly a nice car. £650 or highest offer above. David Sloan, Royal Wells Inn, Tunbridge Wells. Tel.: 0892 23414. (5660

A.C. ACECA Bristol. Change of job necessitates reluctant sale at £625 o.n.o. Immaculate specimen. H.P. available. Tel.: Rattlesden (Suffolk) 420. (5662

FOR SALE—continued

ROLLS-ROYCE Silver Cloud, 1962. Extremely elegant in shell grey over steel blue; 69,000 miles; history; new tyres, exhaust system and shock-absorbers recently fitted, electric windows; a fabulous Rolls for £2,750. Terms, exchanges, export. Tel.: Holmewood 649. G. Vickers, 124 The Hill, Glapwell, near Chesterfield, Derbyshire. (5661

RILEY 1½ R.M.E. Good condition, tyres, new exhaust, sound roof; M.o.T. April. £145. Tel.: Shrivenham 450. Write: Kenton Wood, Mortens Close, Shrivenham, Wilts. (5663

ASTON MARTIN DB2/4, 1953. Show car. Replacement 3-litre engine with twin exhausts, body in very good condition. £450. Spare 2.6 engine and gearbox. Tel.: 01-656 1969 (Croydon) (evenings). (5664

DAIMLER SP250, 1964, automatic. Maroon, beige hood, maintained by Hoopers; rare car, superb condition. £1,000. Tel.: 01-286 9646 (Sunday, Monday, Tuesday). (5665

SUPERB FACEL Vega II. One millionaire owner until last year; one of the last made; this most beautiful 140 m.p.h. V8 is r.h.d. and under 25,000 miles from new; it has a "J" registration and a long M.o.T. £1,695. Tel.: 01-549 4092. (5666

MERCEDES 230 saloon, f.h.d. Maroon. 1966; automatic, p.a.s.; one owner; well cared for. £700. Jensen Interceptor, 1968. Blue; 11,000 miles only; really superb. £2,800. Would accept part-exchange of vintage Rolls-Royce. Captain Gordon. Tel.: Milton Abbas 411. (5667

T.V.R. GRANTURA Mk. II. White with black trim; beautiful car. M.G.-A engine, wire wheels, new M.o.T. £275. Tel.: Lye (Worcs.) 3640. (5668

M.G.-B GT, June, 1967; 28,000 miles; mineral blue; wire wheels, radials, fog and spot; M.o.T., taxed Jan. £900. Tel.: Crosshills (Yorkshire) 2886 (evenings, weekends). (5669

STUDEBAKER Big Six saloon, 1922; one owner; need: complete restoration. Offers. View by appointment only J. N. Gilby, Compton Pauncefoot, Yeovil. Tel.: North Cadbury 362. (5670

M.G.-B GT, 1970, "J" registration. Midnight blue; extras include overdrive, radio, heated rear window, twin spots, radial tyres on 5J Revolyc wheels; British Leyland employee's personal car, works maintained. £1,325. H.P. arranged. Consider part-exchange cheaper car. Tel.: 021-474 2596 (Birmingham). (5671

SUNBEAM SUPREME, 1956. Alpine sports saloon, Mk. III, 2⅓-litre. Overdrive, sunshine roof, two owners from new; regular maintenance and in showroom condition; only reason for sale "loss of vision". Any trial by appointment. Must be seen to be appreciated. £395. H.P. can be arranged. S. Beer, 2 Underwood Close, College Rd., Maidstone, Kent. Tel.: Maidstone 57125. (5672

LOTUS CORTINA, 1968. Lotus colours and matt black bonnet; a fully competitive rally car; the only thing it has not got is wings; serious offers of over £750 as the owner is leaving for Nigeria in Oct. For a list of extras telephone (089-44 2490. (5673

1968 SPRITE. White Lenham body, wire wheels; 23,000 miles. £700. Buch, 84 North Rd., Hertford. (5674

1956 ASTON MARTIN DB2/4 Mk. II drophead coupé, Tickford body; original Vantage engine, Girling power stop, Pirelli Cinturetos, engine just reconditioned; maroon; a very rare car. £695 or reasonable offers. Tel.: Thanet 53687 (days) or Thanet 54070 (evenings). (5675

HEALEY ABBOTT. Very reasonable example; recently advertised at £275, now must be sold therefore the first £175 takes. Tel.: Loxwood (Sussex) 797 (evenings). (5676

LOTUS 6, Number 048. One of few fitted with M.G. engine and in superb condition; potent and now historic car. £285. Tel.: Wymeswold 880067. (5677

1961 M.G.-A 1600 roadster. Old English white, black trim; high-compression engine, wire wheels, new Michelin Xs, push-button radio, new hood, tonneau; taxed March, 1972, M.o.T. June, 1972. This car is in outstanding note; original condition and must be seen. Baby forces this reluctant sale. Price £385. Tel.: Aughton Green (Ormskirk, Lancs.) 422555. (5678

SPITFIRE MK. III, 1967. White. Many extras; M.o.T. and tax; low mileage. £495. Tel.: Crawley 30950. (5679

LOTUS SUPER Seven S2/3, 1,340-c.c. rebuilt 1968 to very complete specification; full weather equipment; many extras; recent bill; genuinely excellent condition. £520. Tel.: 01-769 0185. (5680

"K" REGISTRATION FULVIA for £695! In fact, an earlier model which nevertheless has done only 22,000 miles from new. This is the 100 m.p.h. coupé, r.h.d., radio belts; M.o.T. and taxed, in lovely condition. For sale privately to best offer over £695. Dr. English. Tel.: 01-549 4092 (evenings). (5681

1925 BULLNOSE Morris tourer, attractively restored. Offers over £850 to: Pearce, 31 Trevu Rd., Camborne, Cornwall. Tel.: Camborne 3294. (5682

PRIVATE COLLECTOR offers two genuine motor cars to persons of adequate resources—1939 Daimler 3½-litre Charlesworth touring saloon and 1950 Armstrong Siddeley Whitley saloon. Both cars under 7,000 miles, original tyres and log books, documentation; M.o.T.s; condition commensurate with mileage; probably unique in their originality. Concours winners. £1,600 and £800 respectively. Tel.: Eastling (Kent) 439 (after 9 p.m.). (5683

FOR SALE—continued

TR6, JULY, 1969, Royal blue; 19,000 miles; immaculate condition. £1,225. Tel.: Sunbury-on-Thames 85367. (5683

ALFA ROMEO, 1967, Giulia Sprint sports coupé 2+2. Monza red; fitted new radio, tyres; immaculate condition. £880 or exchange for 1966/1967 "E"-type Jaguar 2+2 and cash balance. D. Makin. Tel.: Nottingham 71757 (daytime) or 284187 (night). (5685

COOPER 1275S, 1965. Twin 1½ in. S.U.s, servo-assisted discs, competition manifold, twin tanks, air horns, radio, sun-roof; M.o.T. 1972. House purchase forces sale. £325. W. Hedley. Tel.: Watford 26451 (day). (5686

VELOCETTE THRUXTON, 1966. An exceptional specimen in traditional black and gold. £250. View by appointment. Rogers Flat, Unit, 2359 Coventry Rd., Sheldon, Birmingham 26. (5687

B.M.W. 2002, 1969. White/blue trim; Webasto roof, Motorola radio, halogen headlights; taxed July; immaculate. £1,295. Also five J. A. Pearce 5½J magna wheels with SP Sports. £50. Tel.: 061-439 2045 (evenings). (5688

ALVIS TA14, 1949. Thoroughly sound, first-class condition; taxed, M.o.T. £160. J. Wick, Derring Lines, Brecon, Wales. Tel.: Brecon 3111, extension 272 (evenings). (5689

1966 LOTUS Cortina; one owner; long M.o.T.; many extras; very good condition. H.P. and part-exchange possible. £555. Tel.: Brixworth (Northants) 696. (5690

XK150S 3.8, immaculate, f.h.c., sunshine roof; grey, all extras, bills available. M.o.T. £750. Box 3003. (5691

MORGAN THREE WHEELER, 1939, 7 Super. Rebuilt, overhauled, retrim, painted, near concours. Best offer secures. Birks, 43 Hazelwood Rd., Streetly, Sutton Coldfield. (5692

1928 HUMBER 9.20 four-seater tourer. Original equipment; last taxed and used 1964; requires extensive renovation. Offers. Ingall, Stain Lane, Withern, Lincolnshire. (5693

ALFA ROMEO 2600 Bertone Sprint, Sept., 1965; radio, electric windows, five new Michelin XAS. £600. Tel.: Horwich 66478 (evenings). (5694

1948 MK. VI BENTLEY, Poor interior, otherwise magnificent. £275. Tel.: Steeple Aston (Oxfordshire) 606. (5695

SUNBEAM TIGER, 1965, V8. One owner, well maintained, soft-top/hard-top, tonneau; excellent condition. £595. Tel.: 021-705 6429. (5696

ARMSTRONG SIDDELEY 234, 1956. New brakes, battery, exhaust; M.o.T.; very sound body, mechanics. £125. Kingston, Northlands, Fishguard, Pembs. Tel.: 2808. (5697

COMPLETELY ORIGINAL 1½ Riley R.M.E., 1954; taxed, M.o.T.; two previous owners. £148 overhaul this year (bills to prove); 46,000 since new; almost concours condition. £295. Also Daimler, 1954, Conquest. Excellent runner, good condition; long M.o.T. Registration number OOL 8. £50 o.n.o. Tel.: Royston (Herts.) 43774. (5698

JAGUAR 2+2 "E"-type, Aug., 1966. Radio, Webasto sun-roof, dark blue; mechanically superb. £1,075 o.n.o. Tel.: Dursley (Gloucestershire) 2659. (5699

DAIMLER SP250. Registered 1962. Red, new hood, discs, steering; some spares. Best offer over £525. Lee, 21 Church Rd., Church Lawford, Rugby. Tel.: 020-335 3320. (5700

DAIMLER DART SP250, "C" specification, 1963. Excellent condition; low mileage; M.o.T. May, 1972. £575. Tel.: Havant (Hants.) 2529. (5701

LOTUS CORTINA, 1969. One owner. White with black interior; fitted Marchal spots, oil cooler, long-range tanks; additional instruments; no race or rally work; used only long-distance motoring; engineer maintained; quick sale due to emigration. £850. Tel.: Didcot (Berks.) 3033. (5702

1964 A.C. Ace 2.6, Stage II. Low mileage; dark blue; superb condition; possible exchange. £975 o.n.o. Tel.: 01-622 1830. (5703

1954 RILEY 1½-litre R.M.E. Original engine recently overhauled, brakes relined, resprayed B.R.G., roof re-covered, long M.o.T.; good condition. £150. Tel.: 061-928 7128 (day), 061-973 7901 (evenings). (5704

MORGAN 4/4 competition, 1970. Flame red. Extras include wires, spots, tonneau, heater, rack. Offers. Tel.: 061-427 1635. (5705

TRIUMPH ROADSTER 1800, 1948. Unblemished cream coachwork with blue interior; recent complete engine overhaul, floor-change gearbox professionally rebuilt, steering box, suspension joints, road springs and much else renewed; cared for meticulously and enjoyed on frequent long journeys; extras and spares, view London or Cambridge. Offers over £350. Tel.: 0223 66583. (5706

TRIUMPH TR3A, 1961. Overdrive, hard-top, heater; mechanically excellent; year's M.o.T. £200 o.n.o. Tel.: Lymington 2473. (5707

LOTUS ELAN fixed head S3, 1966. White. Knock-on wheels, Radiomobile. 49,000 miles; very good condition. £775. 37 Dunraven Rd., Weston, Wirral, Cheshire. Tel.: 051-336 3348. (5708

MAGNIFICENT ivory Jaguar Mk. VII, 1953, manual gearbox; stored 1956 to 1971, hence genuine 21,000 miles and immaculate condition; new twin exhaust systems, Michelin radials, reconditioned starter, generator, fuel pumps; has now been taxed and tested. Offers over £600. Phillipson, 1 Grasmere Ave., Thornton, Blackpool. (5709

FOR SALE—continued

ALVIS TA14, 1948. Large shooting brake; in good original condition; engine recently completely overhauled; very practical and majestic vintage-style motor car for everyday use. £95. Royal Oak, Pontrobert, Melfod, Montgomeryshire. Tel.: Melfod 248. (5710

1968 JAGUAR "E"-type f.h.c. (open headlight model. Series 1½). Metallic blue, navy trim; 31,000 miles; many extras, including Pearce magna alloy wheels, radio, h.r.w., Fiamm horns; serviced by Jaguars since new; superb condition throughout. £1,665. Sims, Tel.: 01-979 1746 (Hampton, Middlesex). (5711

ASTON MARTIN DB5, 1964. Usual extras. £1,250. Tel.: 0782 720137. (5712

1934 ROLLS 20/25 fixed head coupé. One of the most beautiful Rolls ever produced. Advertised in this magazine in 1968 at £2,650. To be sold to first applicant offering £2,500. Tel.: Ipswich 51373 (during business hours). (5713

1955 CITROEN Big Six. Hydropneumatic suspension; full history and bills for the last 10 years. M.o.T. June, 1972; v.g.c., no rust. £140. Tel.: 01-995 1943 (evenings/weekends) or 01-995 6093. (5714

LOTUS, VERY SUPER Seven. Immaculate. Must be seen to be appreciated. Only £645. Investors telephone 051-625 7775 (Cheshire). (5715

1800S, APRIL, 1971. British Racing Green. Heated rear window; 4,750 miles only. £1,095 o.n.o. Owner bought Scimitar. Tel.: 021-429 1708 (weekends). Penmaenmawr 3296. (5716

1948 H.R.G. 1500, Concours condition; rebuilt to a very high standard. £1,120 o.n.o. or exchange for historic single-seater with cash adjustment. Ashcroft. Tel.: Chew Magna 896 (after 6 p.m.). (5717

SUNBEAM SHELBY Tiger, 255 b.h.p. Shelby-engined ex-racer, just rebuilt, resprayed and converted into sensational road car; 0-60 5 secs., 145 m.p.h.; excellent handling, new suspension, carpets, exhausts, rollover bar, 7½Js; unique car in immaculate condition. £975 o.n.o. Tel.: 021-777 7289. (5718

LANCIA LAMBDA, eighth series, Weymann fabric saloon; v.g.c. Offers. Box 3004. (5719

JAGUAR. A unique 1960 Mk. IX, 40,000 miles only!; two owners; manual; B.R.G.; Koni; Motorola, new clutch/exhaust; M.o.T./tax spring 1972; concours condition throughout. £375. Tel.: 01-504 6968. (5720

HONDA S800 coupé, Mk. II 1968. 31,000 miles. Grey with sun roof, new XAS tyres. £499 or exchange 3.8 XK 150, f.h.c. or s.w.b. diesel Landrover. Tel.: The Lee 444 (Bucks.). (5721

FOR SALE, rare 1928 Morris Oxford, de luxe; "D"-back; 4-door fabric saloon; 5,000 miles since complete rebuild in 1967; superb condition; lots of spares, some new. £500. Tel.: Ferndown (Dorset) 5765. (5722

1947 2½-LITRE JAGUAR, Excellent condition, bodily and mechanically. £270 or exchange Mk. IX. 17 Foulds Ave., Bury, Lancs. (5724

ASTON MARTIN, DB4,1960. Supercharged, 3700-c.c., d.o.h.c., 6-cylinder; B.R.G.; white hide; excellent condition. Maintained Aston specialist; new clutch; rear axle; exhaust; rev-counter, shockers, bills shown. £800 o.n.o. Tel.: 01-954 1871. (5725

DAIMLER SP250. Mountain blue, hard/soft-top and tonneaux. Believed one of last six made (November 1964); near faultless condition. £745 o.n.o. Tel.: Offley (near Luton) 295. (5726

ROLLS-ROYCE, Silver Wraith sports saloon by James Young; reg. Aug. 1952, 4566-c.c.; original Velvet green. Excellent history and original condition. £1,995. John Lott, Springside House, Lyminge, Folkestone, Kent. Tel.: Lyminge 62588. (5727

2½-LITRE DAIMLER Consort, 1952, taxed, M.o.T.; used daily. £75. "Crossways", Stinchcombe, Dursley, Glos. (5728

GILBERN 1800 GT, 1966. One satisfied owner and 40,000 miles only. Overdrive; oil cooler; spot; fog; Cintermatic; M.G.-B machinery with a rotproof body. £725 o.v.n.o. and well worth it. See it—Worcs., Hants or in between by arrangement. Tel.: Crosthorne 459. (5729

1953 R-TYPE BENTLEY. James Young, 2-door Clubman, engine bored to 4,887-c.c., now being run in; new clutch, new through exhaust systems, tyres (6,000 miles), S.I. headlamps, radio, Velvet green over smoked green, beige upholstery, green carpets, recorded mileage 83,000, taxed, M.o.T. £850. Tel.: Brampton (Cumberland) 2155 (STD Code 069-77). (5730

HILLMAN GT 1970. 18,000 miles, red, overdrive, interior comfort pack; oil gauge; ammeter. Excellent fast cruising car. £885. Tel.: Hemel Hempstead 58733. (5731

M.G.-A 1600 roadster. Very low mileage from new in sunny Jersey, absolutely superb specimen. £450. Tel.: Northwood 25435. (5732

XK 120 S.E., f.h.c. Stored last eight years, 50,000 miles. Absolutely original, basically rot free. Requires respray. £200. Tel.: Northwood 25435. (5733

UNIQUE OPPORTUNITY to purchase 1953 Alpine (ex-Hartwell) fully restored to superb condition, no money, time, blood spared. Complete stock of spares, virtually priceless personal circumstances enforces sale. £475 o.n.o. Full details A. Sime, 3 Sussex Road, Hove. (5734

M.G.-A TWIN-CAM, 1960. F.h.c., fitted 1500 B.M.C., new ZX's. Offer or exchange. Tel.: Dereham 2782. (5735

TR5 PI G, royal blue. Overdrive, w/wheels, undersealed, SP sports, Motorola. 30,000 miles, lady owner. £995. Tel.: Winchester 63746 (after 6). (5738

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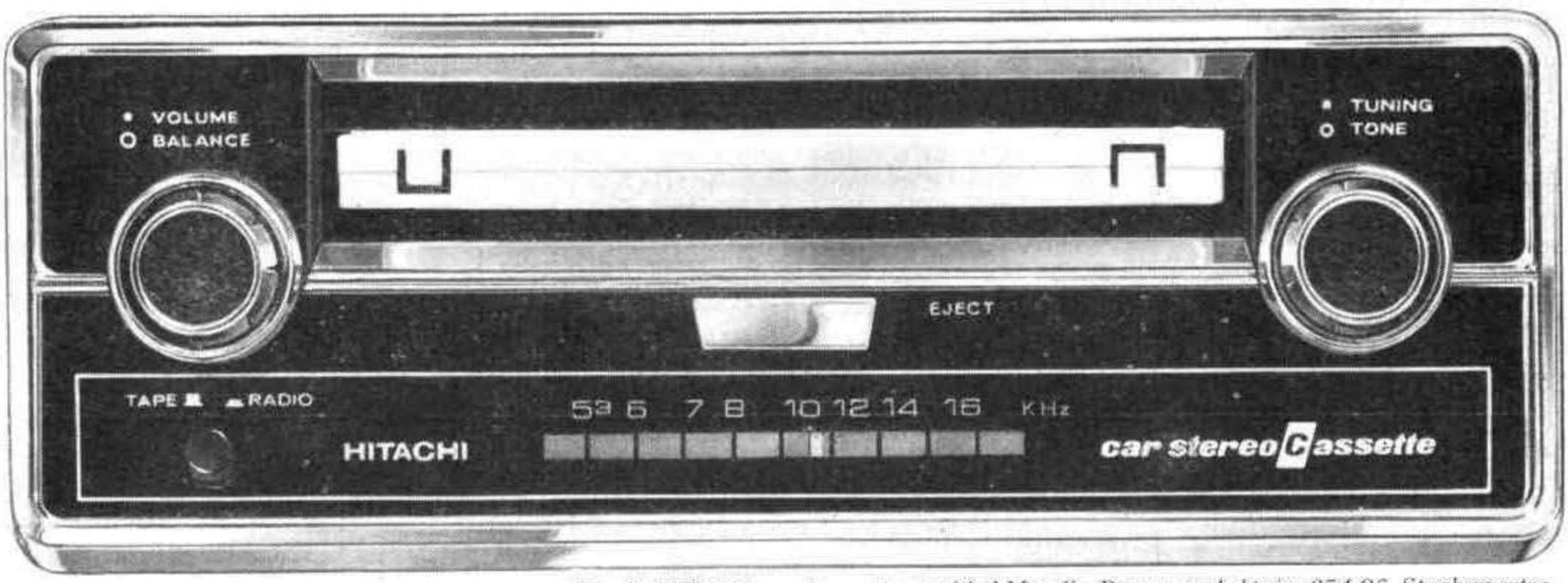
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FOR SALE—continued

MINI 1000, Mk. II. Engine transmission, gearbox complete, most accessories; five wheels, 2 almost new 3 part-worn; Dunlop hub caps; un-rcd 1275 GT Cam; MGTC chassis; fibre-glass wings; radiator grill (re-chromed); five wheels; almost new Dunlops, many others. Holland-Bosworth, Mitchen Hall, Snackleford, Godalming, Surrey. Tel.: Puttenham 218. (5583

ORIGINAL KENT registration number, D31 on 1959 Standard 10. Offers? Tel.: Ulcombe (Kent) 674 (evenings). (5584

COOMBS 3.4 Jaguar, Mk. II; lowered; stiffened; Motolita; comfortable winter performance car. Offers over £300. Tel.: Godalming 6913. (5586

BENTLEY R-TYPE, 1953. Manual. New M.o.T.; new tyres; new brakelinings. Recent 10,000 service. £525 o.n.o. Tel.: Pleshey (Essex) 213. (5587

MERCEDES BENZ 300 SE, Convertible 1963 automatic with power steering; radio and all usual refinements; finished in blue with red hide upholstery; low mileage indicated and in truly wonderful condition. Very rare and distinctive with effortless performance. Cost around £5,300 new. Right-hand drive; taxed and M.o.T. of course. Offers around £1,350. Box 2999. (5588

BRABHAM, Mini Cooper S. Metallic blue, "J" registration; one of the fastest in the country; extras include special interior with reclining seats; negative camber lowered suspension; Servo brakes; Cosmic wheels; rear windscreen wiper. Private sale but H.P. and part exchange possible. £675. 9 Highliffe Drive, Quedgley, Glos. Tel.: Hardwicke 416. (5589

1934 ASTON MARTIN Ulster; little used since complete rebuild in 1962. £1,500 o.n.o. Tel.: Cheltenham 53624 or Titchfield 3042. (5590

DAIMLER SP250 Dart. Nov. 1962. "B" special. Hard and soft-top; 61,000 miles; taxed 1972; M.o.T.; Golden Sand; red trim; immaculate condition. £675. Fox Farm, Brook Lane, Timperley, Cheshire. Tel.: 061-928 2922. (5591

1937 SUNBEAM TALBOT. Long M.o.T.; gearbox needs attention, hence only £75. Tel.: Bury (Lancs.) 4242. (5592

CONNOISEURS ACE. Due to breakdown in earlier negotiations my 1963 2.6 AC Ace is again for sale. Number 33 of 36 built. Fast stage II, engine with triple SUs; overdrive 2nd, 3rd and top; complete brake overhaul; new Cintura os on re-enamelled wires; immaculate in beautiful metallic green with black leather trim; fast, reliable and very lovely 1935. Tel.: North Crawley 230. (5593

HUMBER 1933, 6-light saloon; twin-side mount; wheels very fine order. Offers. Tel.: New Mills 3360. (5594

FOR SALE—continued

JAGUAR "E"-TYPE, 3.8, 1962. Immaculate. Midnight blue; wires; radio; good mechanics; tyres; hood poor. £595 o.n.o. Tel.: St. Albans 56500. (5595

HISTORIC RACING car 4/CLT, 48 Maserati 1605; 1½-litre, 2-stage blown. Mechanics professionally rebuilt. Completely original car; 90 per cent of the work done, requires finishing only. £5,500. Tel.: 01-940 2752. (5596

1956 JENSEN, 541. Engine 15,000; new King-pins; brake linings; carpet; Q.I. headlamps; Spots; radio; well maintained middle-aged owner giving up serious motoring; no dealers, no time wasters. £395 o.n.o. 3 Washington St., Northampton. (5597

BENTLEY S1, Oct. 1956. Grey; 75,600 miles. Full history, mechanically good body reasonable for age; taxed, M.o.T. Dec. £725. Tel.: Farnborough (Kent) 52800. (5598

AUSTIN HEALEY 3000, Mk. II, 1963. 2/4 seats; hard/soft-top, tonneau cover; overdrive; mint condition; no rust or rot. £475. Tel.: Sheffield 78811. (5599

SPITFIRE MK. IV. Feb. 1971. signal red, 3,250 miles; tonneau. £890. Tel.: (Croydon) 01-681 1097. (5600

DIRECTOR'S 1967 Austin Healey 3000. Minilite wheels; overdrive; hard/soft-tops; many other extras; superb. £1,150. Tel.: Boughton (Kent) 444 (evenings). (5601

DAIMLER SP250 in B.R.G. with cream hard-top and excellent tan interior; soft-top, tonneaux; new clutch; Cintureros and battery. Offered at a realistic £385, due to pending mortgage commitment also Gazelle d.h.c., 61,000 miles. Offers? Tel.: 01-866 6849 (evenings). (5602

COMPLETE FOUR-SEAT open tourer body (by the Grosvenor Carriage Co.) as fitted to the 1913 Ghost depicted in "Those Elegant Rolls-Royce" on page 282. Includes hood, wings, running boards, upholstery and windscreen. All in very good condition. Moss, Colmworth (Beds.) 220. (5603

1924 FIAT 501, open. Requires respray or tidy up. Unusual car, good mechanics. £675 o.n.o. Russell, Northampton 43329 (evenings). (5604

1966 FIAT, 1500 estate car, grey with maroon upholstery; beautiful condition throughout; very practical with economy and sporting performance; taxed, M.o.T. and ready to please. £455. Box 3000. (5605

M.G.-B, 1964. Bahama yellow; overdrive; wide wires; oversize tyres; hood; tonneau; really good; must sell. £450 o.n.o. Tel.: St. Albans 56500. (5606

DISTINCTIVE REGISTRATIONS for sale: FP17 on Motobi; L70 Raleigh; M833 Austin; GH81 Scooter. Tel.: Cobham (Surrey) 4066 (evenings). (5607

FOR SALE—continued

BUGATTI. Private collection for disposal including types 35 and 57. Box 2984. (5608

ATLANTIC SPORTS saloon, 1951. Metallic grey; licensed; tested; handbook. Magnificent original specimen. £295. Tel.: 01-856 0772. (5609

INTERESTING OLD cars often for sale. Telephone your requirements Wymeswold 880619. (5610

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RILEY 1½-LITRE, R.M.E., Sept. 1953. Black with beige interior; a magnificent example in every way, chauffeur driven most of the time, and low genuine mileage. Mechanically and bodily superb. £265. Tel.: New Milton 613848. (5612

M.G. MIDGET, Mk. I. V.g.c., extensive overhaul just completed; new clutch, shockers, many extras. £185. Mr. Livings, telephone 01-681 0811-6, ext. 15 (Balham). (5613

1600 MARCOS, "G" registration; white; Minilites; sun-roof; radio. £1,150. Tel.: Chipping Sodbury 313853. (5614

JAGUAR XK150, d.h.c., 1959. In Carmen red; very good condition; with many extras. £550 o.n.o. Tel.: Kelso 2504. (5615

MORGAN 4/4, 1600-c.c. Crossflow, competition, 1968. Taxed, M.o.T. April 1972; low mileage. Banana yellow; winner numerous Concorde; never raced or rallied; heater; bumper overriders; stone guards; chrome luggage rack; full tonneau; new tyres; new exhaust system; suspension rebuilt; paint as new. £890. Chas. Nash. Tel.: Guildford 62360. (5616

MINERVA 1929, Charlesworth limousine/private ambulance, 8-cyl., 5-litre, o.h.v. Needs paint job and head gasket; rare vehicle. £550 o.n.o. 30 Coventry Rd., Burbage, Leics. Tel.: Burbage 262. (5617

M.G. ZB Magnette, 1957. Superbly maintained by one owner for past five years; twilight grey/maroon; new radials, new carpets; belts. £150. Tel.: East Hendred (Berks.) 424. (5618

"E"-TYPE, 4.2, fixed-head coupé. 1966. Opalescent maroon with biscuit interior; heated rear window. Motorola push-button radio; white-wall tyres; seatbelts; heater. £1,250. Has to be seen to be appreciated. Tel.: Kenilworth 53578 (evenings). (5619

1967 ALFA, GTV. Red; highest bid 2-7th October. Tel.: Marlow 5046. (5620

SUNBEAM TIGER, hard/soft-top, tonneau; Minilites; radio, extras. £675 o.n.o. 1932 Austin Seven, restoration half completed, £150 o.n.o. Tel.: Furnace End (Warks.) 395. (5621

FOR SALE—continued

PORSCHE 912, 1968. Perfect condition, fitted radio; new tyres; battery; moderate mileage; high performance with economy and utter reliability. Owner must sell. £1,740. Tel.: Ascot 23018. (5622

LANCHESTER 11, 1938. Very round, but needing and deserving renovation. £120 o.n.o. Tel.: Cobham (Surrey) 4066 (evenings). (5623

1967 M.G.-B, B.R.G., works hard-top and hood; wire wheels; Motorola; very well maintained. £700. Tel.: 061-432 7115 (Stockport). (5624

V12 "E"-TYPE, 2 plus 2 manual. Extras, 1800 miles. £3,750. Tel.: Exeter 73774 (private)/54310 (business). (5625

ALVIS 4.3-LITRE, saloon. Early 1937. Four owners since new; very nice condition; work during last two years includes respray (light blue) and professional interior trim; M.o.T. to May 1972. £950 o.n.o. important engine spares available; some unused: crank, block, pistons etc. Details from Adams, The Villa, Regent Terrace, North Shields, Northumberland. Tel.: North Shields 70765 (after 6 p.m. or weekends). (5626

AUSTIN HEALEY, 3000 Mk. III, 1964. Convertible; excellent condition; ice blue; o/d, w/w, recently reconditioned engine, H.P. and part exchange arranged. £645 o.n.o. Tel.: Ripponden 2473 (Yorks). (5627

TRIUMPH GT6, 1968. W/wheels, navy blue; 25,000 miles; M.o.T., H.P. available. £710 o.n.o./Apply Soakens, Tel.: 01-520 5280 (dcy). (5628

LOTUS ELAN, plus 2, May 1970. 12,000 miles. "S"-type reclining seats and spots. £1,600 o.n.o. Tel.: Lewis, Northwood 23968. (5629

1962 M.G.-A, Mk. II roadster. Immaculate original condition, only two owners; genuine reason for sale. £425. Tel.: Ruislip 32372. (5630

TRIUMPH SPITFIRE, Mk. III, 68 "F". Royal blue, soft/Ashley, GT fastback hard-top, white; tonneau; w/w, undersealed. Excellent condition, one owner; 24,000 miles. £670 o.n.o. Tel.: Gerrards Cross 82109 (day), Egham 2271 (evenings). (5631

1904 HUMBER, Brighton runner; v.g.c. dated; 4-cylinder, 4-seater, swing seat, tonneau body, all original; all immaculate condition. Tel.: Leeds 0532 620321 (day), 0532 681074 (evening). (5632

1969 BOND, Equipe, Bahama yellow, convertible, 2-litre, in excellent condition, one lady owner, wireless, wind horns, tonneau cover. £800 secures. Tel.: Whitmore (Staffs.) 309 or Stoke-on-Trent 25681. (5633

1969 "H" BOND, Equipe, 2 litre, overdrive, radio, 20,000. £825 or exchange Lotus Cortina. Tel.: Wix 456. (5640

FOR SALE—continued

DAF 55 de luxe car Aug., 1970. First class, £750. Tel.: Bracknell (Berks.) 21717. (6020

M.G.-B, 1966, Special Rolls metallic opal finish. Overdrive, nearly new Avon radials, luggage rack. 30,000 miles; immaculate. M.o.T., Sept., 1972. £675. 6 Woolden House, Connaught Ave., Chingford. Tel.: 01-529 6594. (6021

ASTON MARTIN DB4 saloon, 1962. White, 94,000 miles; recent £260 overhaul. £965. 26 Chancellors Close, Birmingham 15. Tel.: 021-454 6890. (6022

ALVIS TD21 saloon, 1961. Grey; twin-speaker radio, overdrive, spots, etc., new radials, exhaust and ignition systems, two wire wheels rebuilt; mechanically sound and well maintained bodywork; good condition and appearance. £450. Tel.: Watford 33269. (6024

RELUCTANT SALE of a very dear friend. Vintage Austin 7 Chummy, complete but needs restoration. Also loads of spares, including another Chummy chassis, wheels, engines, axles, etc. What offer? Tel.: 03274 426. (6025

LOTUS ELAN, 1966, S2SE. Recent extensive mechanical overhaul. Tel.: 021-454 6922 (evenings). (6026

AIL 40 on Cortina GT, 1966, four-door. White, black interior; G800s; M.o.T., etc. This car has not been "tarted-up" and is in lovely condition. Offers around £400. Tel.: 061-432 4556. (6027

ARMSTRONG SIDDELEY Hurricane coupé, 1946. Generally good condition. Ivory and maroon. £100. Apply: Fenton, "Burn Brae", Glen Vine, Marown, Isle of Man. (6028

JAGUAR XK150 f.h.c. Metallic green. Overdrive, disc brakes, sun-roof, wires; taxed, M.o.T.; fast and attractive. £450. Tel.: Richmond (Yorkshire) 2460. (6029

VOLVO 123 GT, 1967. Red. Overdrive, many extras. £810. Hayman-Joyce. Tel.: Toddington (Glos.) 334 (evenings). (6030

1932 AUSTIN Heavy 12/4 two-seater/dickey. £300 o.n.o. For further details please telephone Bromesberrow (Worcestershire) 239. (6031

SP250B, 1963, now "C" specification; immaculate; midnight blue; all fittings; two owners; 61,000 miles. £665. Tel.: Aston Abbotts 353. (6032

UNIPOWER GT, 998 c.c. Original Racing Car Show model; 19,000 miles; Renault blue; tinted screen, radio, cassette, sun-roof. £895. Tel.: 051—Hightown—2753. (6033

TRIUMPH RENOWN, 1950. Sound, attractive car; outstanding condition; enthusiast owned last eight years; few left as good as this. £235. Tel.: 01-989 5869. (6034

M.G.-B, 1963. Flame red roadster. Wire wheels, radio, folding hood; M.o.T. and taxed; exceptional condition. £425. Tel.: Gravesend 2196 (evenings). (6036

FOR SALE—continued

1959 ACECA A.C. engine (CLB), recent £100 overhaul, including new pistons and bearings; excellent all-round condition. £690 o.n.o. Field House, Garsington (Tel.: 266), Oxford. (6035

TREMENDOUS TIGER, 1965 4.2 V8. Red. Hard/soft-tops, tonneau, adjustable shockers, new tyres and exhaust. 42,000 miles only; excellent throughout. £695 o.n.o. Taylor. Tel.: 01-639 5911 (office times). (6037

DAIMLER CONSORT, 1952. Good mechanics; tatty body; 55,000 miles; used daily. Offers E. Livesey, 9 Johnson Brook Rd., Newton, Hyde, Cheshire. (6038

M.G. TC. Excellent condition; rebuilt, reconditioned, rechromed, etc. £500 or offer. Cooper, 62 Corby Park, Ferriby, Yorks. Tel.: Hull 631786. (6039

M.G.-B, MARCH, 1969. One owner. Red. Overdrive, tonneau, SP68s; taxed Feb., 1972. 36,000 miles but regularly serviced and £125 gearbox repairs at 28,000. Best offer over £900. Tel.: 01-267 2234. (6040

M.G.-B, 1968F, Black. Wire wheels, new hood, etc.; emigrating. Offers around £870. Tel.: Leicester 707403 (after 6 p.m.). (6041

LOTUS CORTINA Mk. II, Silver fox; first-class condition; a specimen car. Tel.: 061-428 4139. (6042

ASTON MARTIN DB4, 1963. Damaged by fire, being dismantled for spares. A. B. Price Ltd., Hardwick House, Studley, Warks. Tel.: Studley 2377/8. (6043

FOR SALE—continued

JAGUAR XK150 d.h.c. Midnight blue; taxed, M.o.T. June, 1972; very good condition; resprayed, new hood, exhaust, clutch, brakes, etc. £450 o.n.o. Tel.: Derby 53084. (6044

CAPRI 3000E automatic, 1971. Tawny/black; 6,000 miles; radio, sun-roof, h/d suspension; many extras; immaculate condition. £1,400. Hire purchase and insurance arranged. Tel.: Hull 25177 (office hours). (6045

M.G. TC. Rebuilt bodily and mechanically, rechromed, retrimmed, beautiful. £495. S/Lt. Barton, H.M.S. Vernon Tel.: Portsmouth 22351, extension 2413 (evenings), 2214 (day). (6046

RILEY 1½ RMA; 65,000; near mint; new M.o.T. £225. Tel.: Sevenoaks 58628. (6047

DAIMLER SP250, 1960. Green. Wire wheels, soft-top, tonneau, envelope; one owner five years. Best offer by Oct. 31st. Captain Hollinshead. Tel.: Nantwich (Cheshire) 65506. (6048

1953 RILEY 2½-litre. Fast, gracious motoring; excellent gleaming condition; grey; new roof, new M.o.T., Cinturatos; fastidiously maintained. £175 or any offer. Tel.: 01-584 1869 (office), 01-946 6037 (home). (6049

ARMSTRONG SIDDELEY enclosed landaulette, first registered 1937; Wilson pre-select box; complete and in running order. £225 o.n.o. Tel.: 061-432 6970, 061-432 1906. (6050

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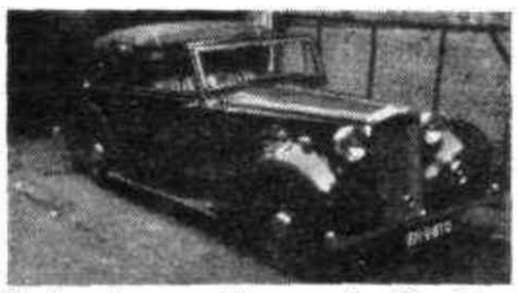
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1971 JENSEN Interceptor (*similar to above*), finished in Frisco blue with black upholstery. Automatic. Power-assisted steering. Air conditioning, Sundym radio, stereo, h.r.w.; 7,000 miles. Pristine condition throughout... **£5,650**



1971 (regd.) MERCECES 280SL roadster with hard-top. Fully automatic with P.A.S. Special metallic blue paintwork with cream upholstery. Fitted radio, Sundym, occasional rear seating. 7,000 miles. As new..... **£4,750**



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1970 JAGUAR 'E'-Type roadster, finished in dark blue with matching blue trim. Fitted radio, slot stereo, chrome wire wheels. Low mileage..... **£2,295**

1967 ASTON MARTIN DB6, 5-speed Manual with power-assisted steering, finished in dark green with red trim. Fitted chrome wire wheels, radio, h.r.w. One owner. Recording 30,000 miles. Superb example..... **£2,495**

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1961 MORR'S 1000, fitted Riley 1.5 mechanics no structural alterations, excellent condition, £150. 34 Mount Crescent, Brentwood, Essex. (5763

M.G.-B GT, 1969 "H". Blue overdrive; wire wheels; heated rear window; 18,000 miles. £1,100. Tel.: 01-876 7049 (evenings). (5764

MERCEDES 300B, 1954. Excellent throughout; spare engine; gearbox available. Must sell, hence £325 o.n.o. Tel.: Sheffield 52740. (5765

LANCIA, 1.3 Fulvia coupé rallye, 1967. Italian red, black interior. Excellent condition fabulous performance and around 33 m.p.g.; radio and other extras. M.o.T. June 1972; taxed. Offers around £900. Tel.: Mawdesley (Lancs. 669.) (5766

VIVA 2000 GT, 1968 "G". Excellent example of this very fast sports saloon. £575 o.n.o.; H.P.; P.X. possible. Tel.: Ruislip 73621. (5767

OFFERS WANTED. Original 1923 Rolls Handbook, Silver Ghost handbook, July 1914. Both excellent condition. Tel.: 01-828 0515. (5769

MASERATI Quattro Porte. Unmarked in dark Sherwood green; electric windows; Sundym glass; air conditioning; recorded 32,000 miles; radio; every possible extra. 5-speed gearbox; fantastic performance; reg. April, 1970. Really beautiful. £1,500 or p/x Rolls or Bentley or w.h.y. Box 3006. (5770

ROLLS, Silver Cloud, 1957. Dark green, small mileage; elderly owned; splendid mechanically; bodily. Reasonable price, please discuss. Tel.: Sidmouth (Devon) 5477. (5771

AUSTIN HEALEY 100/4, BN2. Louvered bonnet and front wings; Dunlop disc brakes all round; new hood; rebuilt gearbox. £220. Tel.: Mr. Anderson, Bristol 292270 (office hours) or Cardiff 757450 (weekends). (5772

ALVIS, "Grey Lady", d.h.c., 1954. Superb condition throughout. £330. Tel.: Almondsbury 2019 (evenings). (5773

CHEVROLET CORVETTE, Stingray-back; "F" registered, 1962; resprayed white with ruby flash; 5.3-litre; new triple-barrel Holly racing carburetter; new clutch; tyres; brakes; exhaust; chrome and electrics; possibly the fastest accelerating road car in England. £1,295 o.n.o. Mr. Martin. Tel.: 01-790 5955 (daytime), 01-959 6287 (E/weekends). (5774

TVR GRANTURA. Tartan red; wires; heater; extras. M.o.T. 72. £265. Tel.: Prescot (Lancs.) 4857. (5775

ASTON MARTIN, DB Mk. III, 1959. Bronze;black interior; radio; M.o.T.; taxed. Engine reconditioned 3,000 miles; numerous new parts; resprayed; excellent condition throughout; much admired car at local A.M.O.C. £795. Part-exchange considered. Tel.: Ashford 23668 (day), Hamstreet (Kent) 739 (evening). (5776

1935 SINGER, Le Mans 2+2 saloon. Sunshine roof; outstanding condition; one of three known surviving examples; speed special engine. £300. Woodland, "Greenfield", Smeeth, Ashford, Kent. Tel.: Sellindge 3234. (5777

ALVIS SPEED, 20 model S.D., 1936 Charlesworth saloon; good body and chrome, excellent mechanically with four new tyres. £375. 10, Milton Rd., Bentley Heath, Solihull, Warks. (5778

JIM CLARK raced this works Lotus Cortina, 1965. It can be yours for £395. Tel.: South Chard 339. (5779

XK140 D.h.c. Concours 1st prize winner and Jaguar Challenge trophy winner, 1971. Absolutely original, 27,000 miles from new in 1955. Enquiries: telephone Mr. Edwards, Doncaster 65374 (office hours). (5780

1953 M.G. TD2. Good condition, new hood and tonneau; long M.o.T. Tel.: Burley (Hants.) 2306. (5781

FACEL VEGA, excellence 1959, 6-litre V8. Original bodywork tested, best offer secures. Tel.: Sheffield 53877. (5782

"E"-TYPE ROADSTER in exceptional condition. 1962 model (registered December 1961); 50,000 recorded miles; used as second car during the summer only. Metallic blue; chrome; w/w; radio; unblemished chrome work. Makers oil pressure. Rear suspension and brakes overhauled and renewed. Serviced frequently and maintained in first class order. Realistic offers invited for this fine example of the marque. Colour photo on request. Tel.: Snainton 471. (5783

1600 GT ESCORT, 1969, 51/2 Rostyles; rally specials; Servo/Discs; 4 cibies; excellent condition. Offers. Tel.: Bath (0225) 2545-7. (5784

ROLLS-ROYCE 1924, 20 h.p., open 4-seater tourer by Hooper. Original in all respects, fine running order. New tyres; good weather equipment. Offers and P/E suggestions considered. Tel.: Ascot 23018. (5785

190SL MERCEDES Sports. Resprayed. Starter requires attention. Bargain investment at £295. Tel.: 051-426 4857. (5786

V8 PILOT, 1950. Genuine low milcage; new tyres; exhausts; M.o.T.; very good condition. Offers? Tel.: Bookham (Surrey) 3957 (after 7 p.m.). (5787

M.G. MAGNETTE, 1966. 2 owners; 30,000 miles; long M.o.T.; short tax; smart blue and white; must be worth seeing at £400; evenings, weekend or write, 9 Wetherby Rd., Knaresborough, Yorks. (5784

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DAIMLER CENTURY Roadster. Private sale of above average condition; 3-seat alloy bodied car. £650. Full details from Box 3007. (5788

ESCORT 1600 (originally 1300 GT). Broadspeed stage II conversion; total mileage of car since new 22,000—9,000 miles since new 1600 GT engine and new 3.9 axle fitted; modified and lowered suspension; underscaled; many extras; beautiful red-silver-gold paint finish; new 165X13 SP Sport tyres; used only as wife's shopping car; no competition use; only reason for sale; large dog necessitates estate car. £775. Jameson, The Glade, Dukeswood Drive, Gerrards Cross, Bucks. Tel.: Gerrards Cross 85776. (5790

JAGUAR XK140 f.h.c.; genuine 55,000 miles; three owners only; outstanding condition throughout; basically original; taxed and M.o.T. £650 or exchange "E"-type, SP250, Aston or W.H.Y.? Tel.: Waddington (Lincs.) 695. (5869

M.G.-B, OCT., 1969. "H" registration. White. Wire wheels, tonneau, overdrive, new exhaust; 24,000 miles. £995 or will exchange Escort GT 1600, cash. Beaumont, 6 Marlwood Rd., Bolton. Tel.: Bolton 45282, 061-832 6318 (office). (5870

M.G. LI MAGNA four-seater tourer; stripped with most parts rebuilt; needs reassembling to complete; almost 100 per cent. original; over £350 spent. Best offer over £350 or will exchange for tidy, reliable, running o.h.c. M.G. Write: M. Morland, 4 Church St., Westbury, Wiltshire. (5871

BENTLEY MK. VI, 1951; genuine mileage 116,000; engine changed 6,000 miles ago; entire condition without fault; S series flashes; recently recellulosed to Bentley standard in smoke green, original tool kit. This unique and unbeatable car will be sold to the first realistic bid. Also available full range of Mk. VI spares. James Musson. Tel.: Irthlingborough (Northants) 407. (5872

LOTUS ELAN d.h.c., 1967. Yellow with black trim; in excellent condition after only 28,500 miles by sole owner; radio, tonneau, new tyres and Waso steering lock. £888. Please telephone 440 2801 or 606 7147, extension 50 (office). (5873

JENSEN CV8, 1966, Mk. III; one recorded owner; nominal milcage; indigo blue, beige hide interior, Webasto roof, radio and cassette; taxed, M.o.T. tested. Probably the best example offered at £1,395. Terms possible. Tel.: Chapel Brampton (Northampton) 3120. Box 3014. (5874

1934 AUSTIN Seven box saloon; restored, immaculate; M.o.T. Offers. Tel.: Plymouth 76868. (5875

M.G. TC, 1947, B.R.G. Good condition; M.o.T. one year. £350. Doctor Schetrumpf. Tel.: Bristol 656291. (5876

LANCIA FLAVIA, 1964, 1.8 coupé with Farina body. Blue-grey. Well looked after; Motorola radio; may be seen in London by arrangement. £680. Tel.: Cambridge (0223) 63947 (evenings or weekend). (5877

1925 RENAULT NN four-seater tourer; running order; very original; needs retiming; excellent body condition. £425. Baldock, Sycamore Cottage, Ightham, Kent. Tel.: Borough Green 2606. (5878

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A.C. JAGUAR, 1949. Buckland sports, fitted 3.4 engine; M.o.T. April; running order but needs work; good hood and tyres. Offers around £80. Tel.: Rugby 810057. (5881

T.R.4, Nov., 1964. Red with black trim; hood, tonneau cover; wire wheels and overdrive. £525 o.n.o. Tel.: Guildford 65398. (5882

BOND EQUIPE GT 2-litre convertible. Red. "H" registration; one owner; well maintained. £775 o.n.o. Tel.: 051-424 2127. (5883

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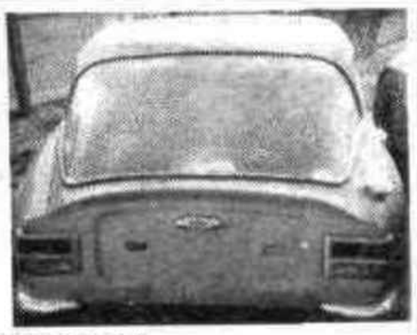
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1970 SPITFIRE III, one owner. Primrose **£845**
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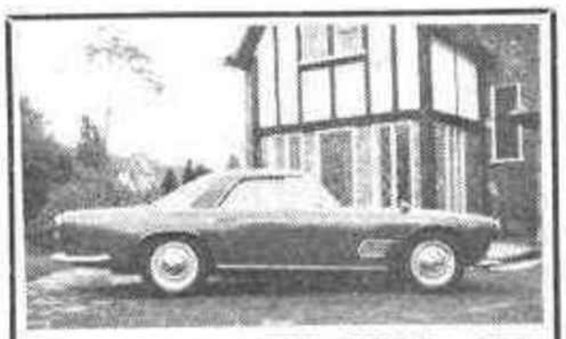
1968 ELAN S.4, S/E, d.h.c.	...	**£1,125**
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1968 TR5, o/d., white ...	...	**£995**
1968 TR5, o/d., blue ...	...	**£965**
1967 TR4A, o/d., wire wheels	...	**£785**
1966 TR4A, alloy wheels, h/top		**£695**
1967 SPITFIRE Mk. III, h/top, o/d.		**£725**
1966 SPITFIRE Mk. II, blue	...	**£465**
1965 SPITFIRE Mk. I, red	...	**£325**
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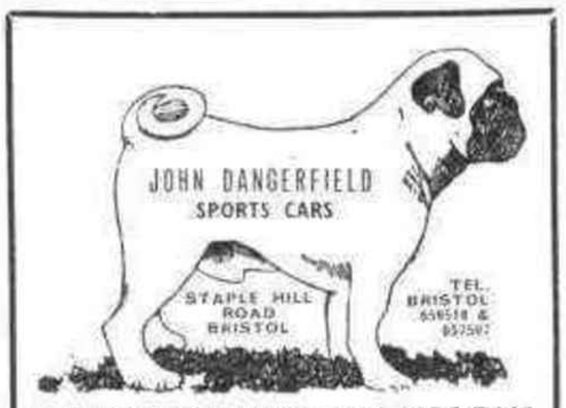
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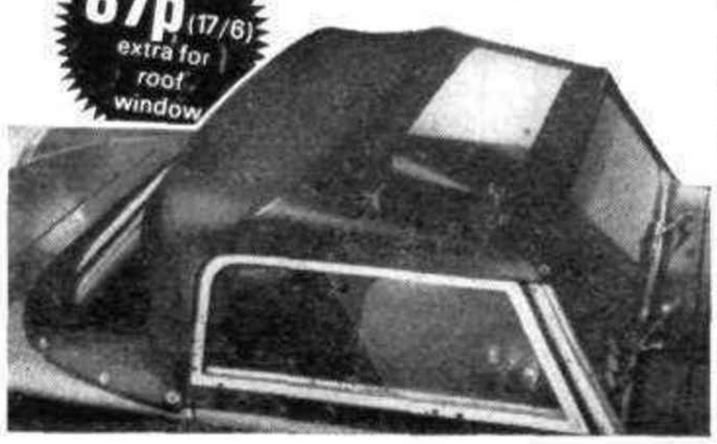
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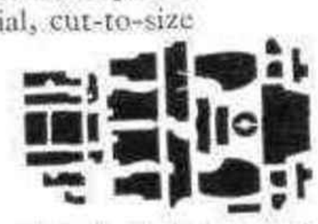
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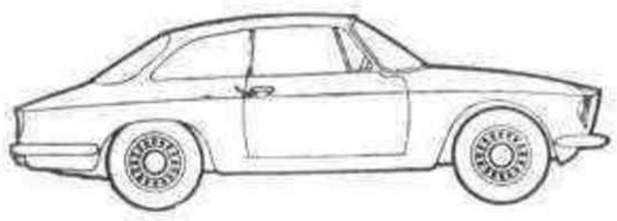
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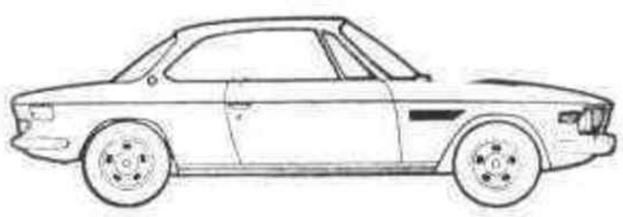
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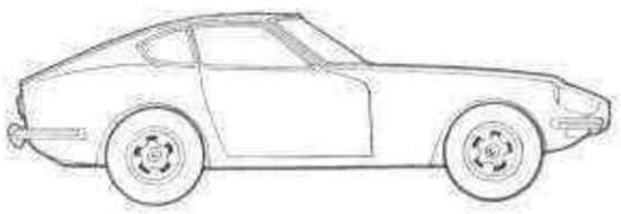
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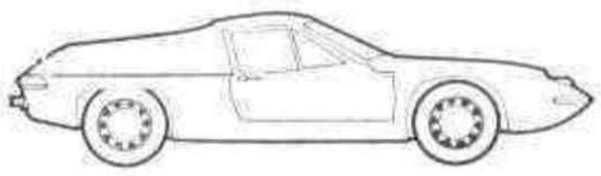
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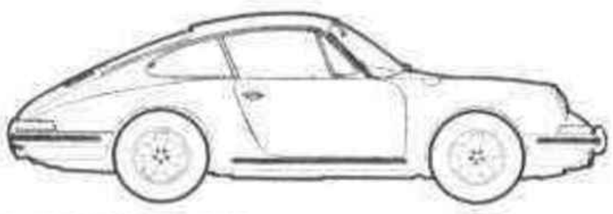
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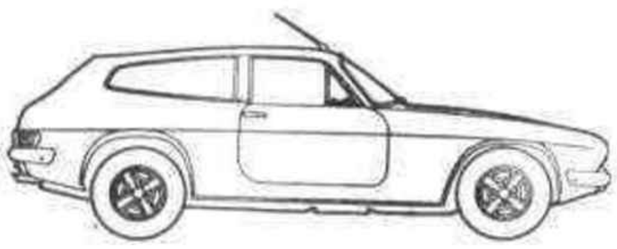
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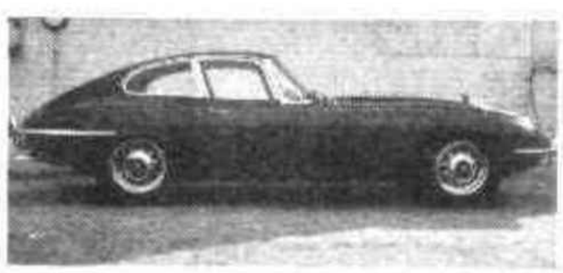
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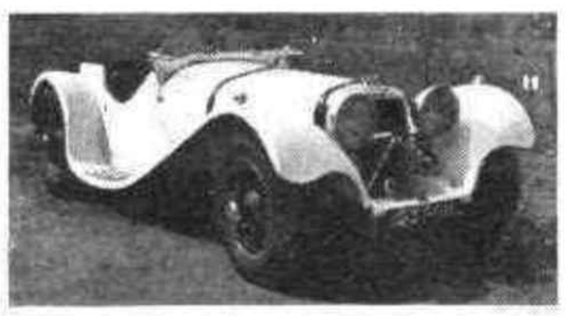


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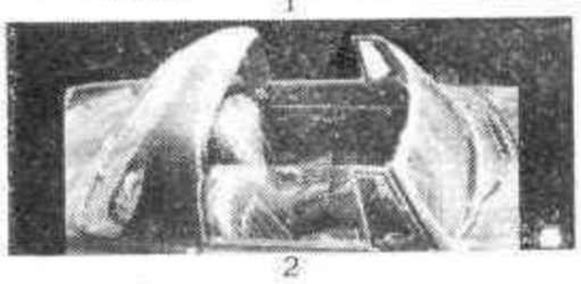
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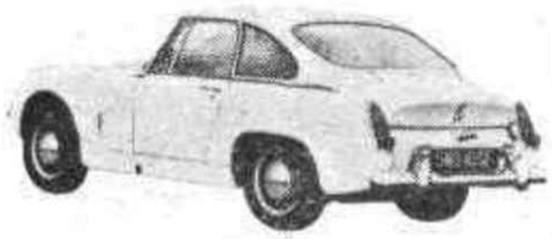
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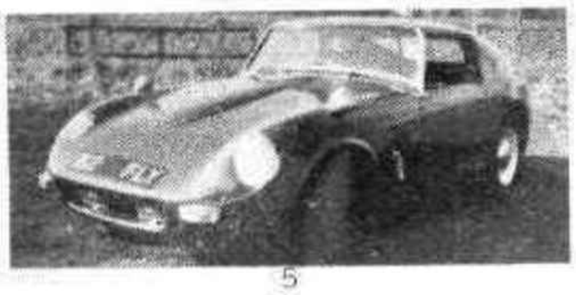
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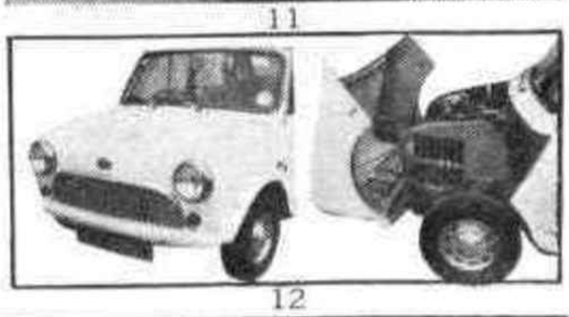

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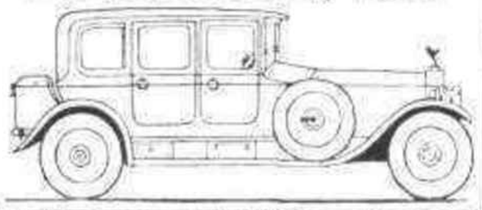
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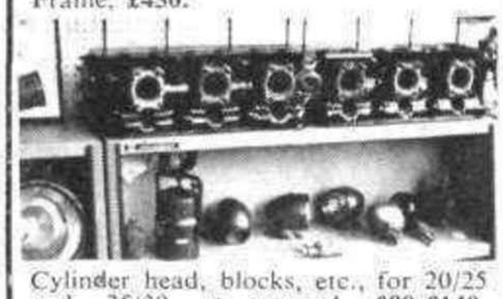
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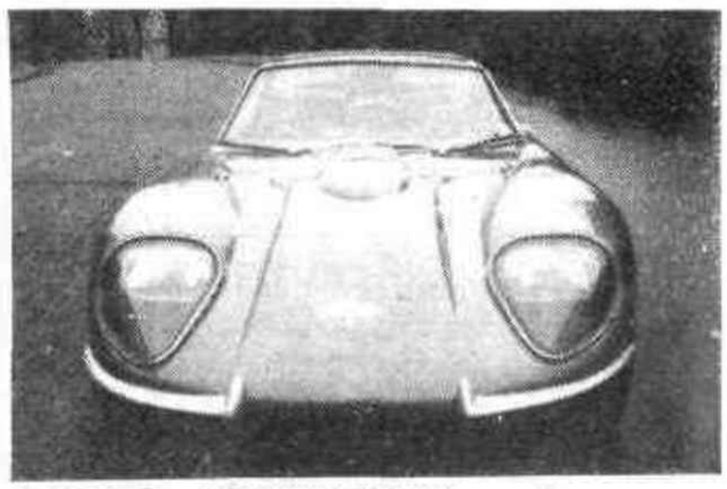
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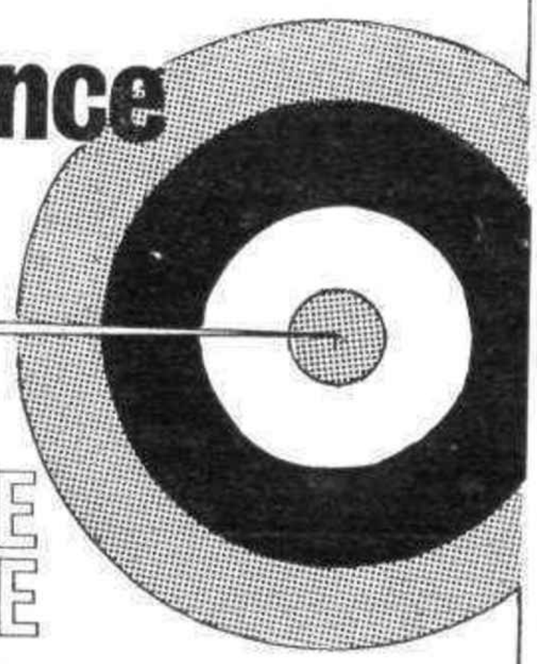


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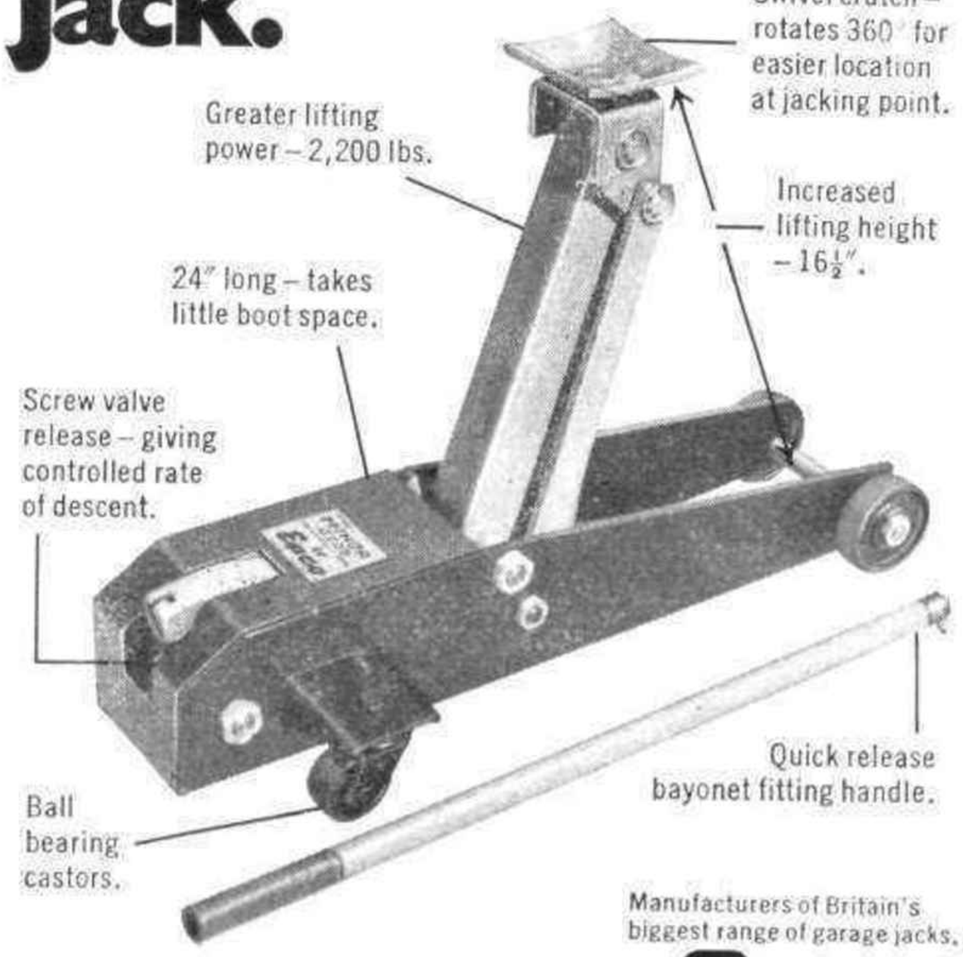
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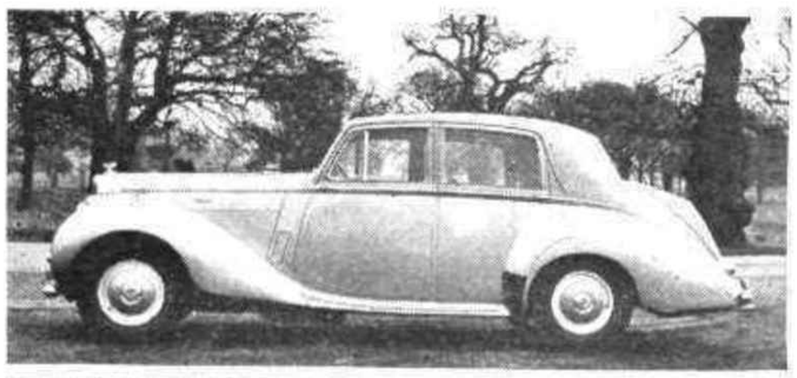
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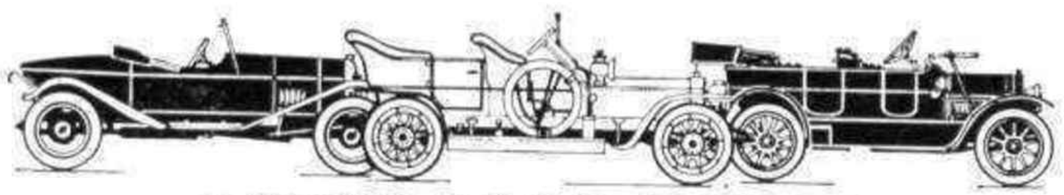
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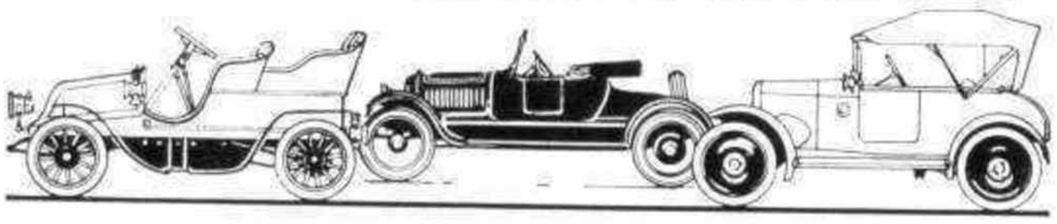
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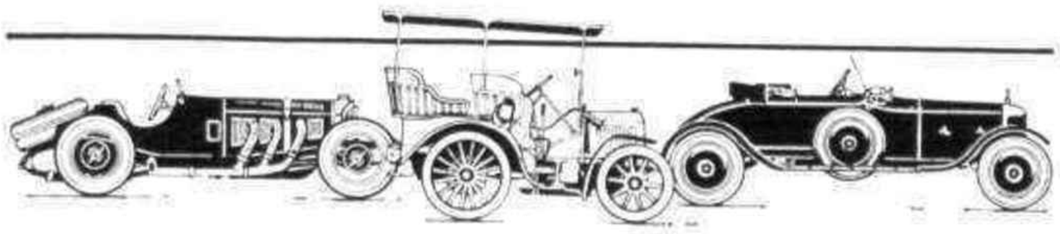


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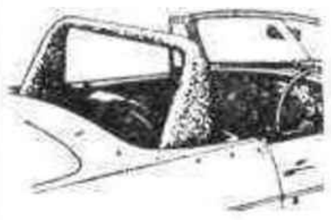
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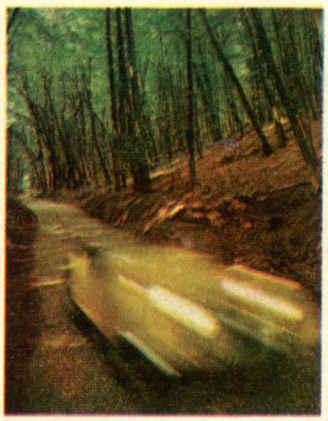
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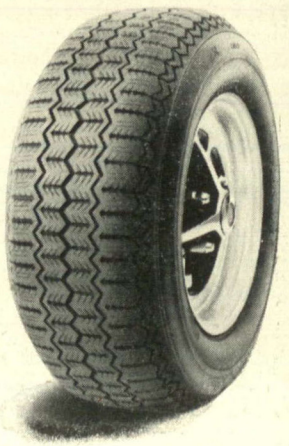
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