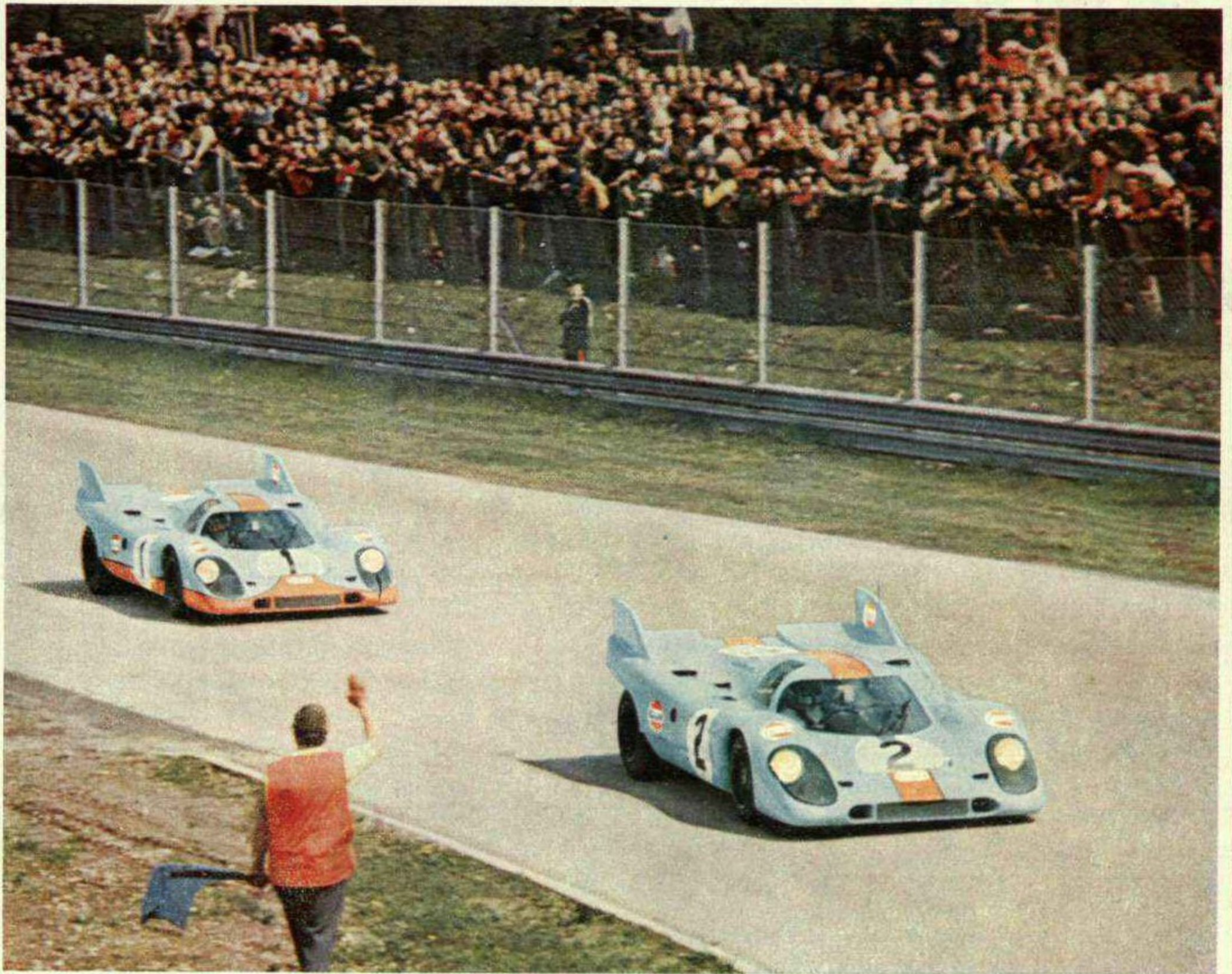


MOTORSPORT

Founded in the year nineteen twenty-four





THE LATEST CAR ACCESSORY ISN'T FOR YOUR CAR.



The new Philishave 90 Super Car Shaver is for your face. It plugs into the cigar lighter socket in your car, so you can have the best shave possible where ever you happen to be driving.

The Car Shaver has all the famous Philishave features, such as rotary action and the unique floating heads

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The Philishave 90 Super Car Shaver could be the only car accessory that improves your appearance instead of your car's. £8.50



PHILIPS



We want you to have the best.

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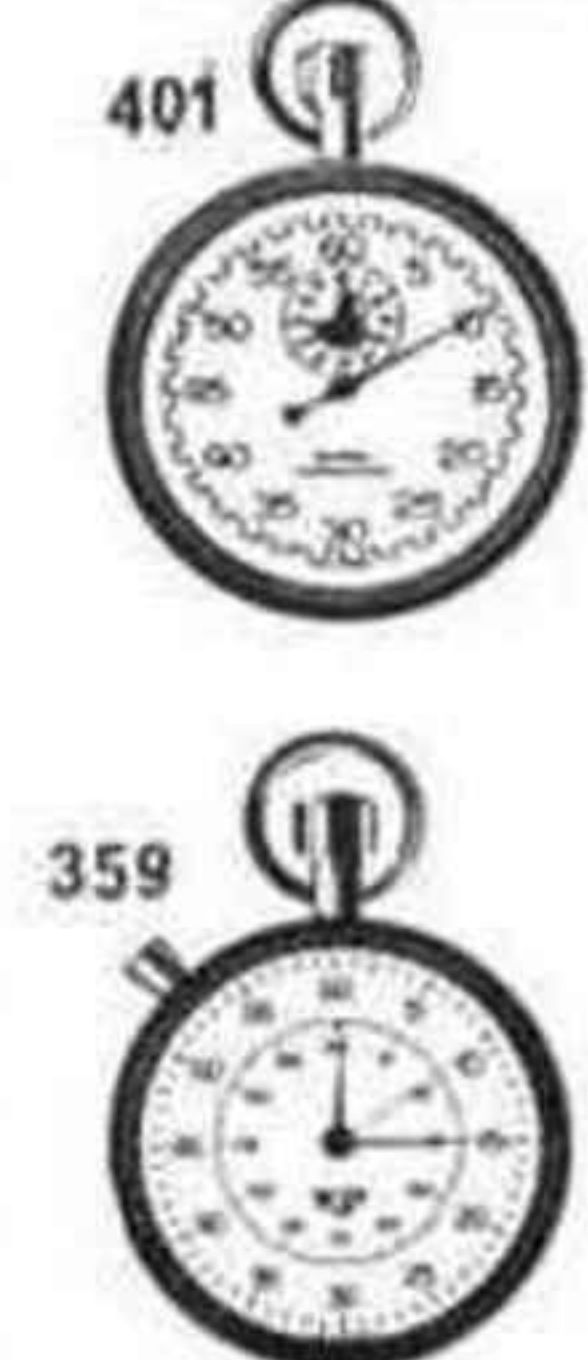
ON THIS TOP GRADE RACING CHRONO.



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

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

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



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

MORE HOT WATCHES

The following chronographs are all offered at prices well below retail. Compare these hot prices:

Seiko Automatic Day Date	£38.95	(retail £42.50)
Heuer Monaco	£75.95	(retail £83.87)
Breitling Navitimer	£51.95	(retail £57.75)
Heuer Autavia 12	£44.50	(retail £49.00)
Enicar Sherpa Graph	£35.95	(retail £45.15)
Breitling Chronomat	£44.50	(retail £49.50)
Heuer Carrera Automatic	£63.95	(retail £71.50)
Enicar Sherpa Jetgraph	£39.95	(retail £52.50)

Plus over 30 specialised sports watches priced below £10. Over 100 different watches to choose from, every one fully guaranteed. Immediate delivery direct from Europe's largest stock of special watches.

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

FREE

TIME-DISTANCE SPEED.



USUAL SHOP VALUE £10.75 **£8.95**

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

COMPUTER SLIDE-RULE



USUAL SHOP VALUE £9.40 **£7.95**

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

RALLY CHRONO.



USUAL SHOP VALUE £10.50 **£8.95**

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

RACING CHRONOGRAPH



USUAL SHOP VALUE £23.00 **£16.95**

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

EVERY WATCH SUPPLIED WITH WRITTEN GUARANTEE · MONEY REFUND GUARANTEE.



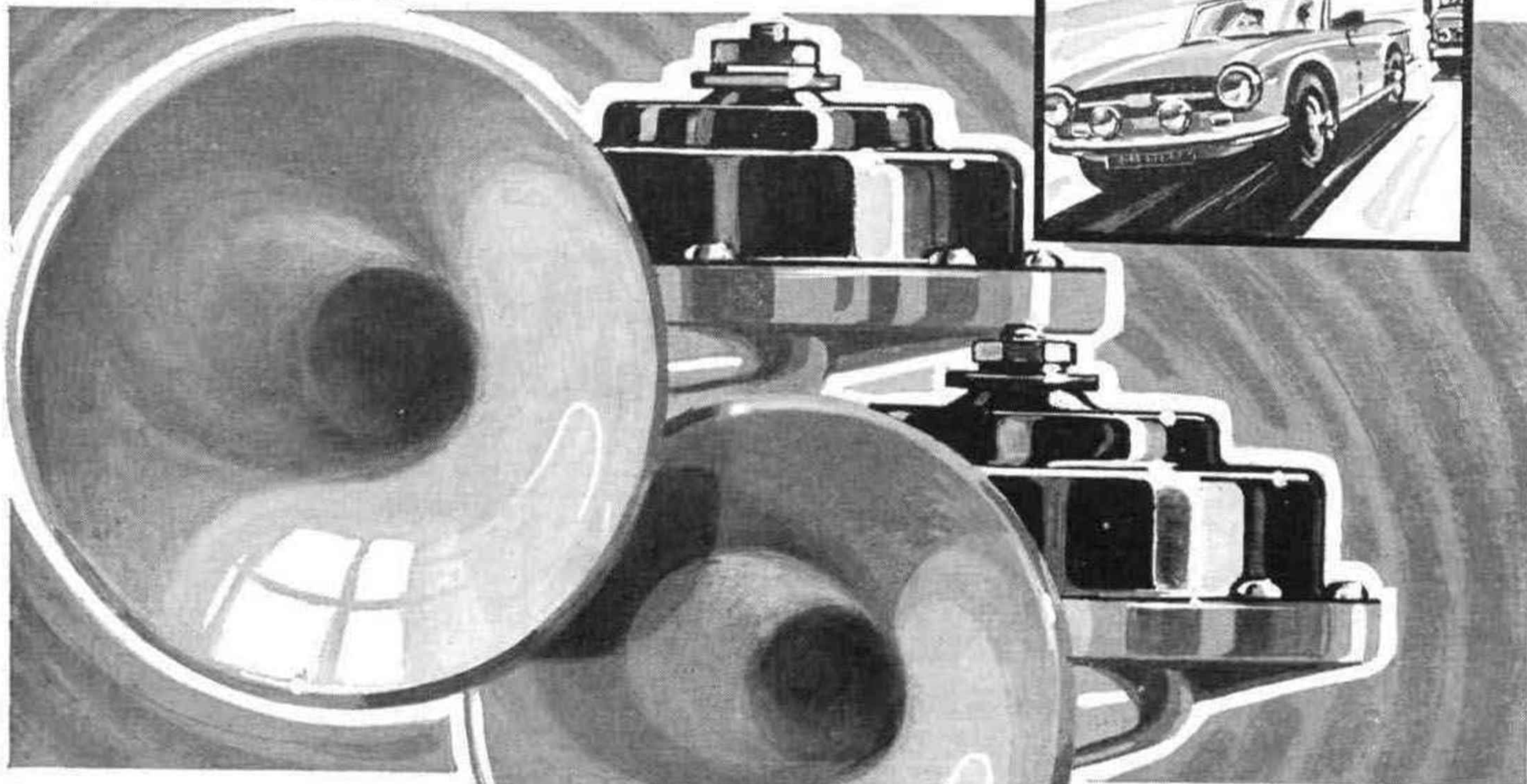
MAIL WATCH REFERENCE No. | ENCLOSE (incl. 25p post etc) £

NAME
 ADDRESS

Mail me your Catalogue & Free Timing Manual. I enclose 15p. M3

CHRONOSPORT 21, OLD BOND ST, BATH

Make yourself heard - with Bosch Sports Fanfare Horns.



How often do you get a clear road these days? Bosch Sports Fanfare Horns ease you through congestion and bunching.

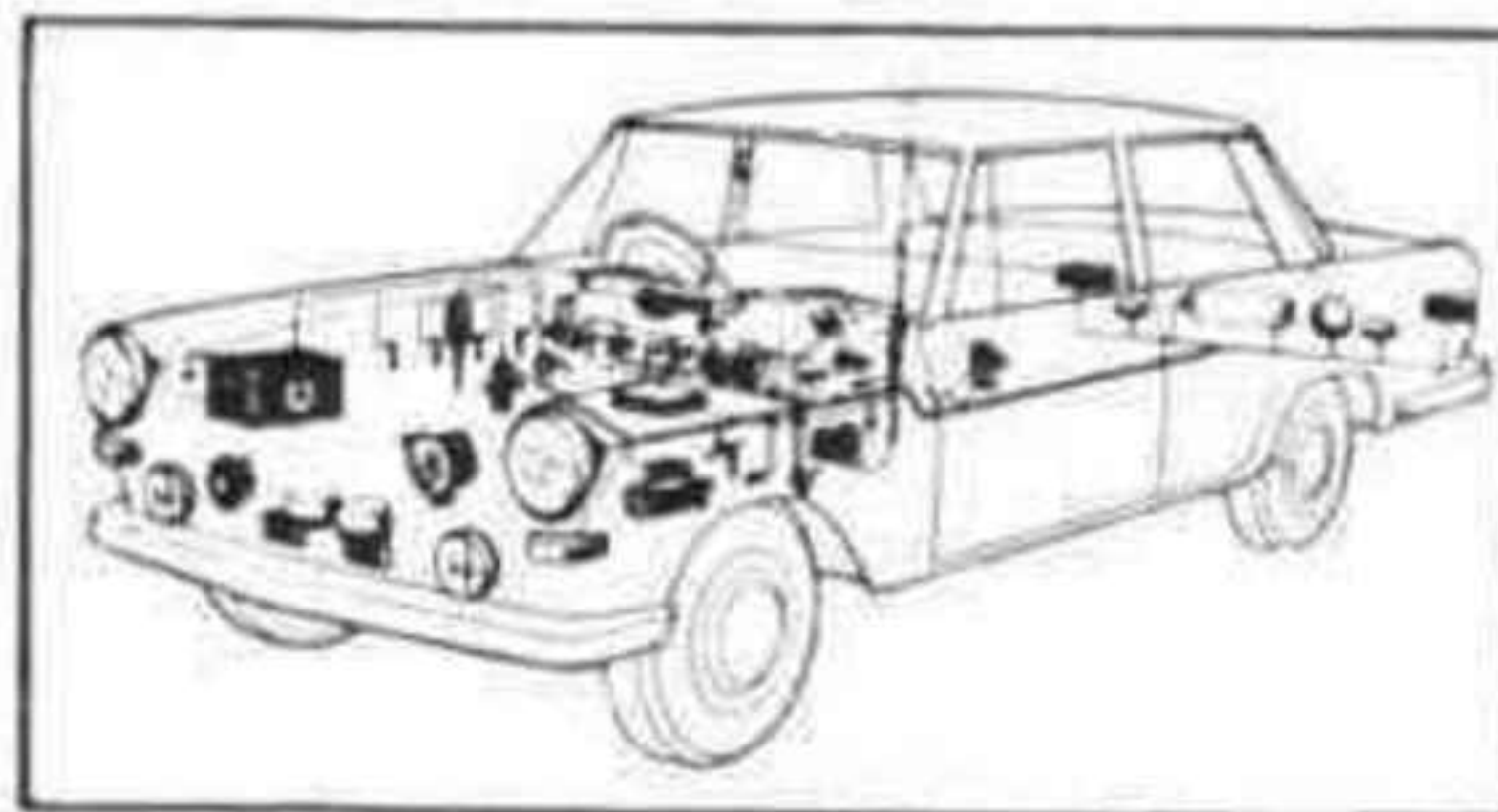
The unique twin fanfare tone penetrates cleanly and clearly through the worst traffic din.

You'll be noticed that little bit earlier. Gain that little extra time that means safety.

Although they look - and sound - like compressed air horns, Bosch Sports Fanfares need no maintenance. They are all-electric, yet still deliver 105 decibels at ten feet.

One simple fitting operation and Bosch Sports Fanfare Horns are ready for action. Sold in pairs, complete with relay, for only £5.50.

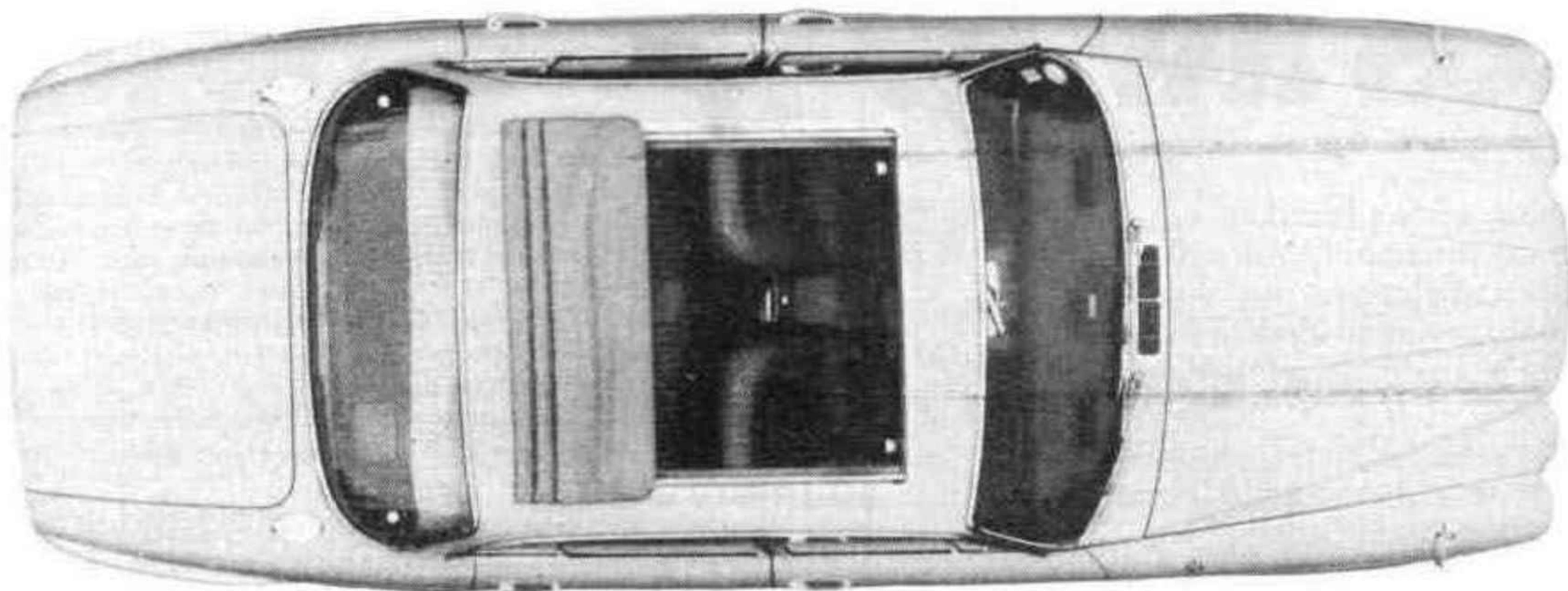
**With Bosch Fanfare Horns
you come through loud and clear.**



**Auto electrical
equipment**

BOSCH

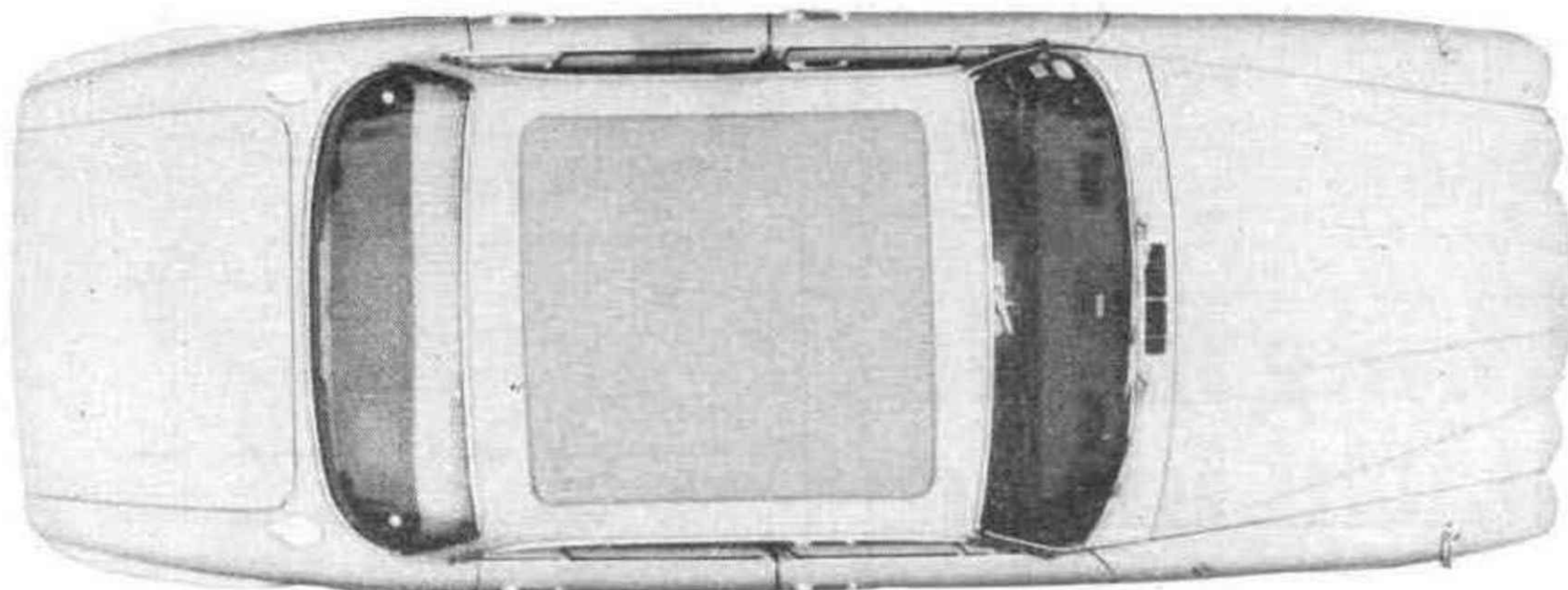
Here's an open and shut case for the Tudor Webasto Sun Roof



When it's open, whether fully or partially, The Tudor Webasto sun roof gives you

Open

all the benefits of sports car fresh-air motoring. Skilled craftsmen make sure of that.



When it's shut it's completely weatherproof. And insulated to keep the warmth in. It looks good too, open or shut.

Shut

The new flush-fitting recessed handle provides complete safety, and the new aerofoil deflector operates automatically.

Please tell me where I can get a Tudor Webasto Sun Roof fitted, and how much.

My name is _____

Address _____

MS3

Make of car _____ Model _____ Year _____

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By the makers of the famous Tudor motoring accessories range.

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

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

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

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

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

Motoring music is Hitachi In-car entertainment.

Model CS1100 8 track cartridge stereo tape player.



See Hitachi In-car entertainment at your Hitachi dealer, or write for an illustrated brochure on the complete range to: Hitachi Sales (U.K.) Ltd, Park House, Coronation Rd, London NW10

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London Sports Car Centre Ltd., Edgware. Tel: 01-952 6171
Victor Raysbrook Motors Ltd., Watford. Tel: Watford 41281
Len Street Ltd., Chelsea, S.W.10. Tel: 01-370 4114
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Cambridge Sports Cars, Cambridge. Tel: Fulbourn 711
Camden Motors Ltd., Leighton Buzzard, Beds. Tel: Leighton Buzzard 2041
Grange Motors (Brentwood) Ltd., Essex. Tel: Brentwood 216161
Hammonds & Oakwood (Sales) Ltd., Beckenham, Kent. Tel: 01-650 3570
Kingfisher Motors Ltd., East Molesey, Surrey. Tel: 01-979 2195
Mike Spence Ltd., Henley. Tel: Henley 4115/3219/32555/6/7
Normands (Gatwick) Ltd., Horley, Surrey. Tel: Horley 2257
Tollgate Engineering (Rye) Ltd., Rye, Sussex. Tel: Rye 3105
Frost's of Shoreham, Sussex. Tel: Shoreham-by-Sea 3584
Sandersted Court Service Station, Sandersted, Surrey.

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Lola Motor Exchange, Nr. Barnstaple, Devon. Tel: 0271-812469
Sparshatts (Clifford) Ltd., Southampton. Tel: Southampton 27051
Hi-Way Garage Ltd., Redruth, Cornwall. Tel: Redruth 6473
Plough Motors (Stroud Valley) Ltd., Stonehouse, Glos. Tel: Stonehouse 2382

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Clarkes Garage (Narborough) Ltd., Leics. Tel: Narborough 3638/9
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Grose-Westonia Ltd., Weston Favell, Northants. Tel: Northampton 41141
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NORTH WEST

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Hallamshire Motor Co. Ltd., Sheffield. Tel: Sheffield 25048
Normand (Bradford) Ltd., Bradford 1. Tel: Bradford 33077
Northern Sports Cars (Scorton), Richmond, Yorks. Tel: Catterick 402/613

SCOTLAND

Dicksons Motors (Perth) Ltd., Perth. Tel: Perth 22192
Sports Tune Motor Co. Ltd., Longniddry, East Lothian. Tel: Port Seton 711/2
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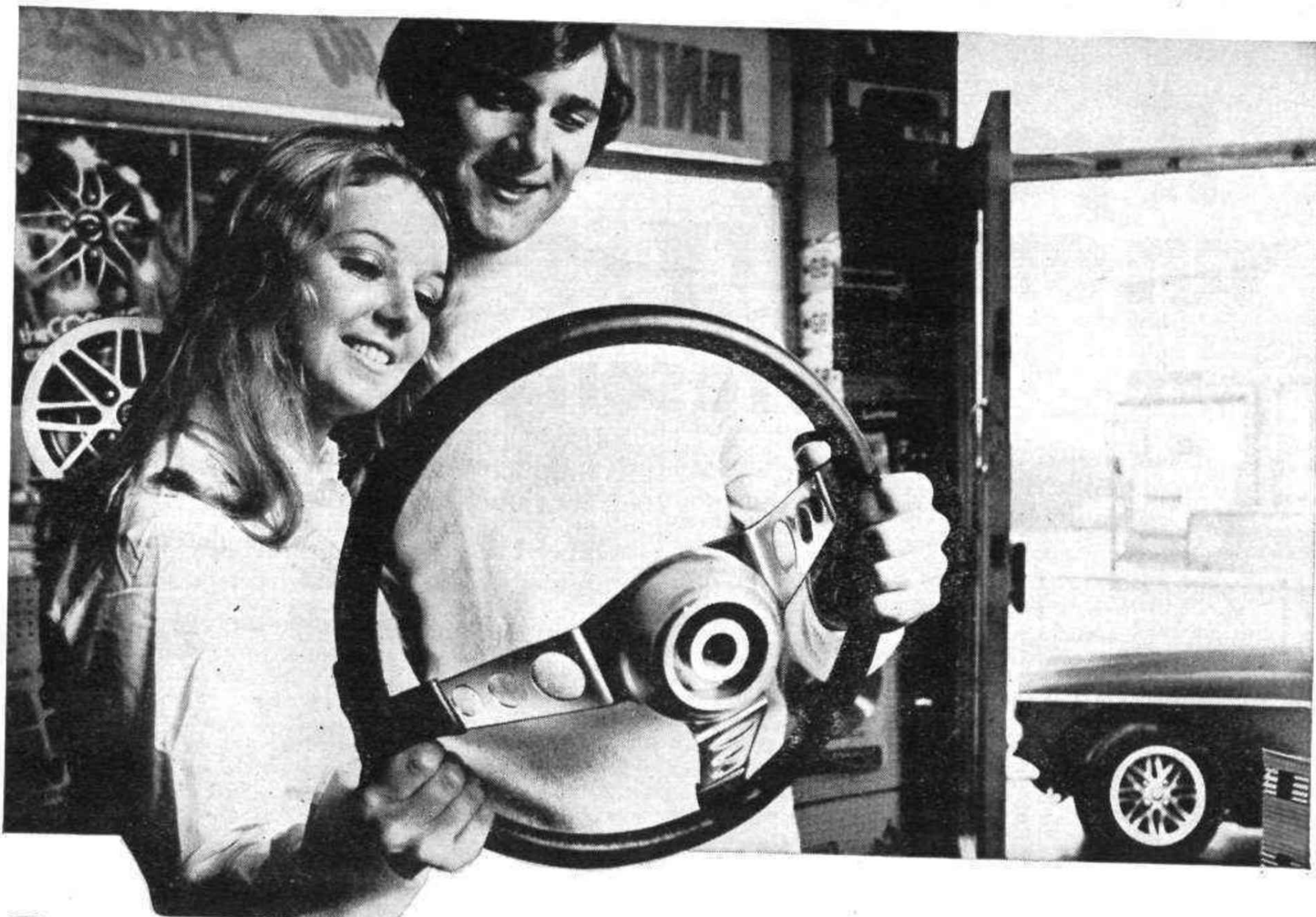
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£1,460



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Cosmic for cool customisers



1 Rallye Flags (also available matching Gear Knob and Key Fob) 2 Two and three spoke steering wheels 3 Wheel spacers 4 Big bore tail trims 5 Throttle/Dipswitch pedal 6 Mini door handles 7 Mini mechanical door stay 8 Steering rake adjusters 9 Door handles/pulls/window winders 10 Alloy road wheels 11 Headrest 12 Wheelnuts and Keynuts

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Dents

The necessary accessory.

Dents super-grip driving gloves.

Designed to grip the wheel in all conditions at all speeds. Ventilated and elasticated for maximum comfort and fit. Choose from 4 super styles—Clearway, Chicane, Overdrive and new Autocross. Sizes to fit both men and women.

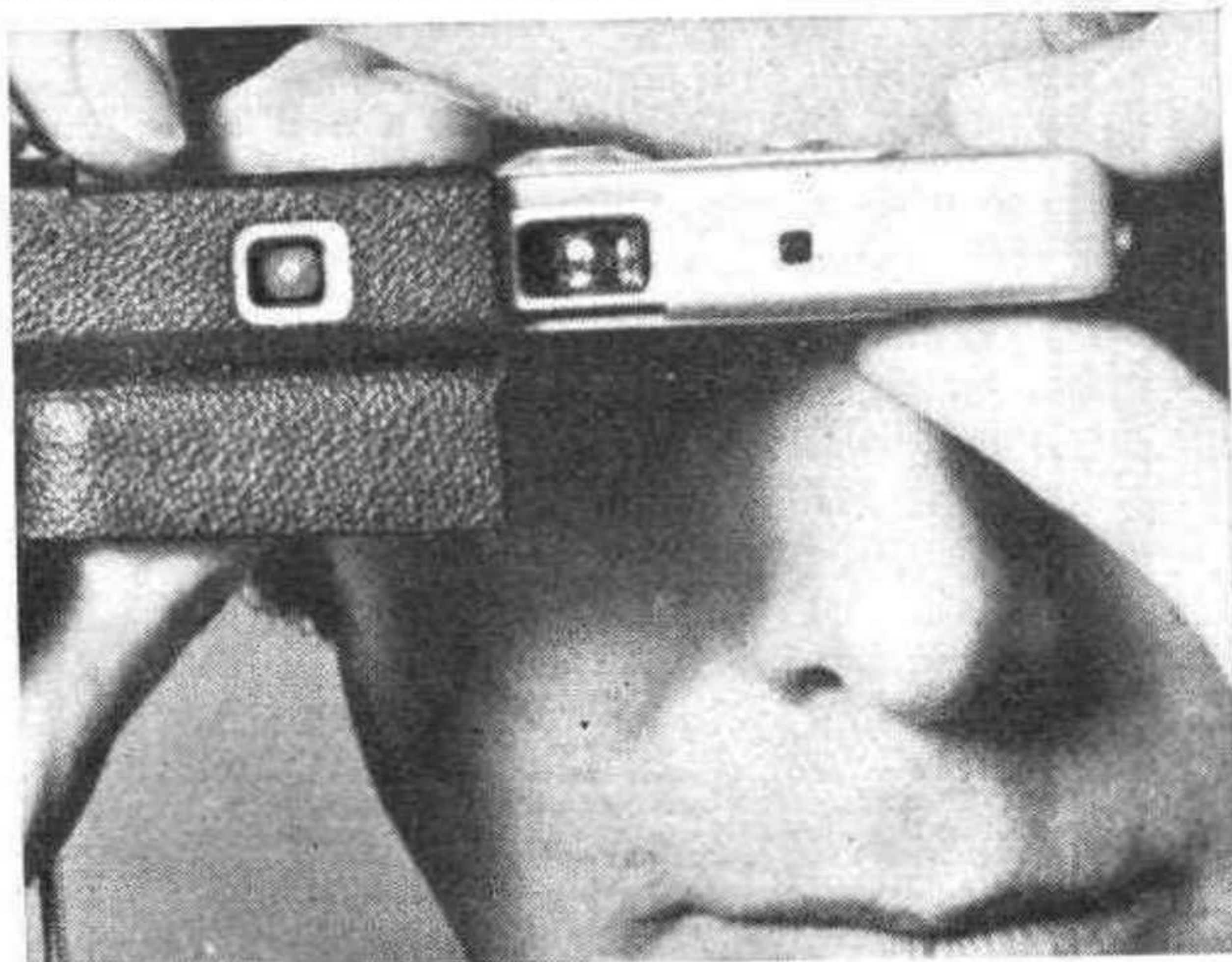
Recommended retail prices from £2.18. Pop in and see our range of fashion gloves too. Over a hundred styles at prices to suit every pocket.

Dents Non slip driving gloves

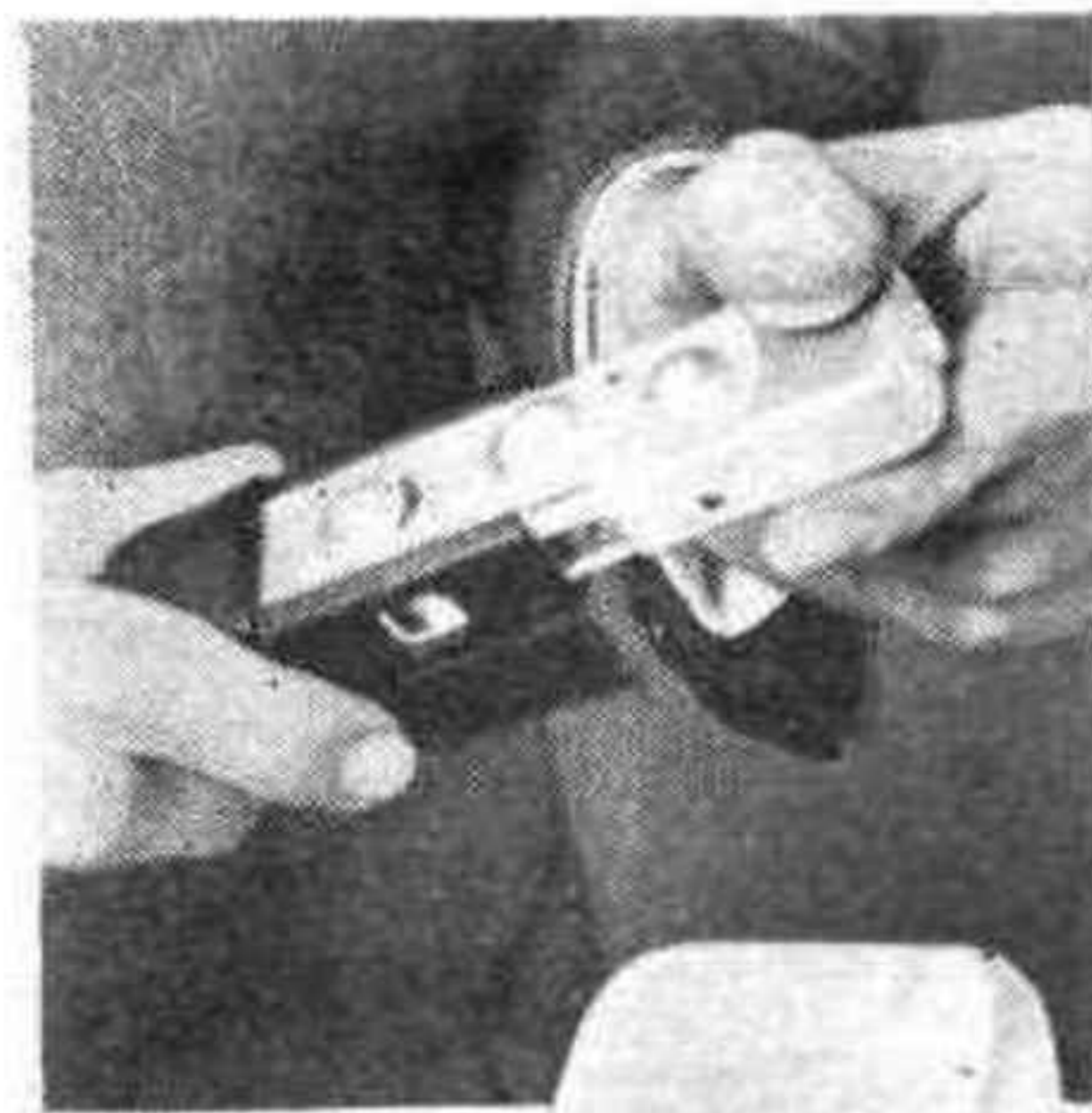
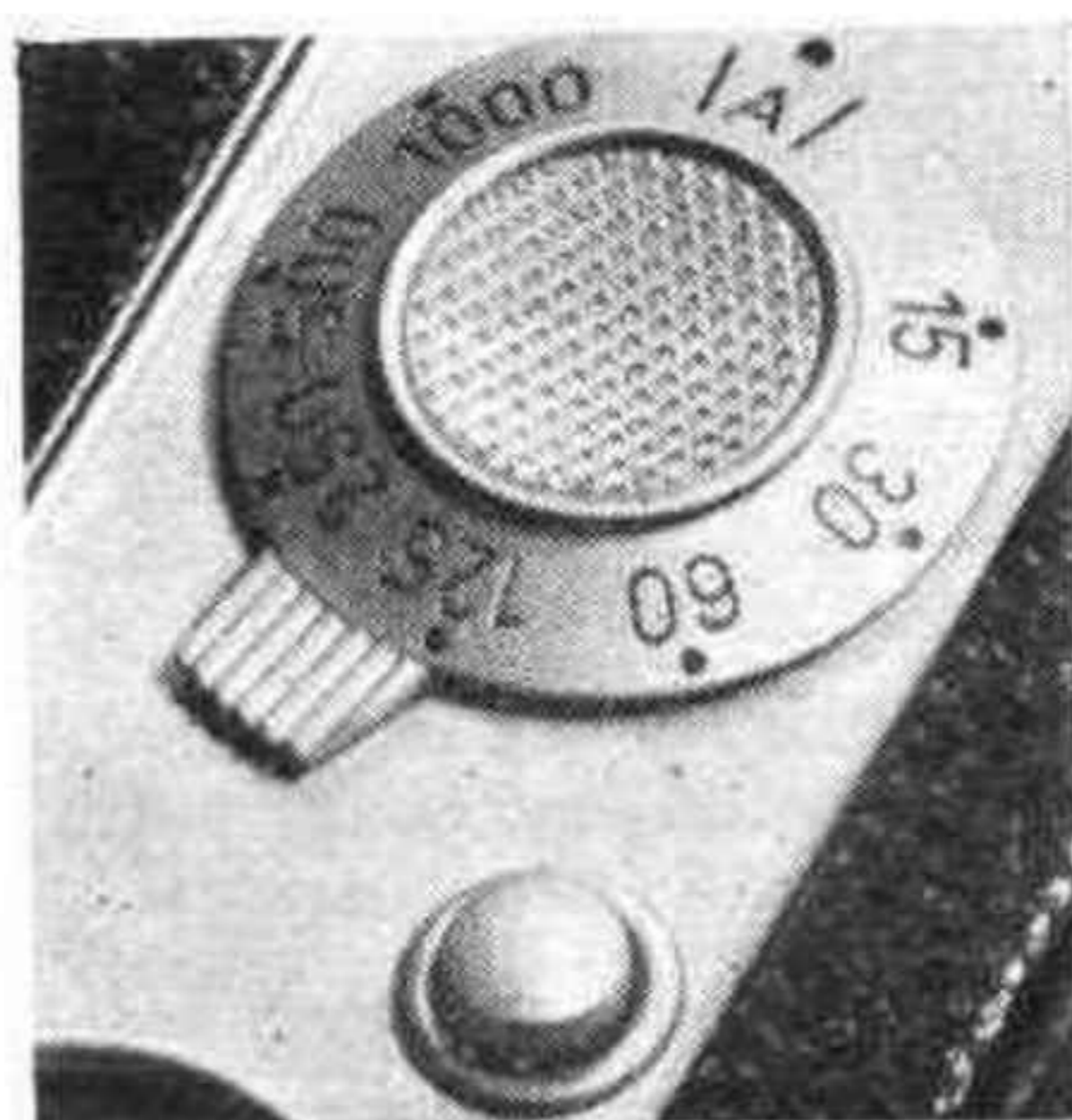


CHICANE GLOVE £3.30.
Recommended retail price

**This is a very small,
very fast, and
very expensive camera
with electronic automation**



It's a Minox C



The gross loaded weight of the Minox C is only 4oz. That includes film and battery. The mechanism is over 3000 times faster than a racing car. The blades of the shutter system accelerate from 0 to 30mph in 1/2000 of a second.

The mini computer operates electronically with some of the smallest diodes, transistors, condensers, electro magnets and light metering systems you could find. So you can only take good pictures—the Minox C sees to that. Unless you forget to put the film in. But then, you're only human.

MINOX

*—the camera you
never leave at home.*

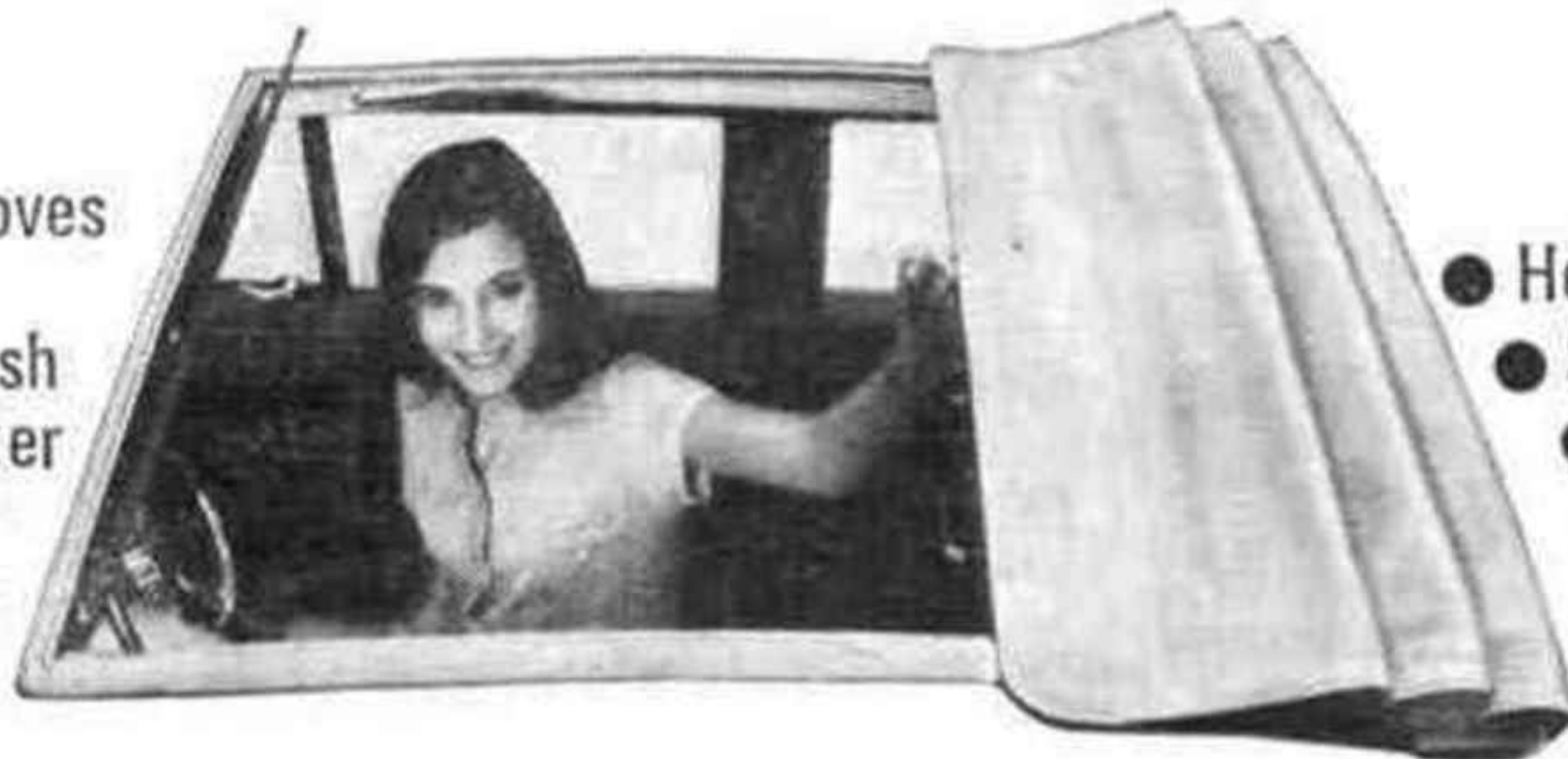


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But how will you be feeling later on...?

You start out full of vitality. Ready for a wonderful day. But you tend to feel jaded as the hours go by. The reason may simply be that driving a car involves more physical exertion than you might imagine.

Dextrose and energy: the facts.

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

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

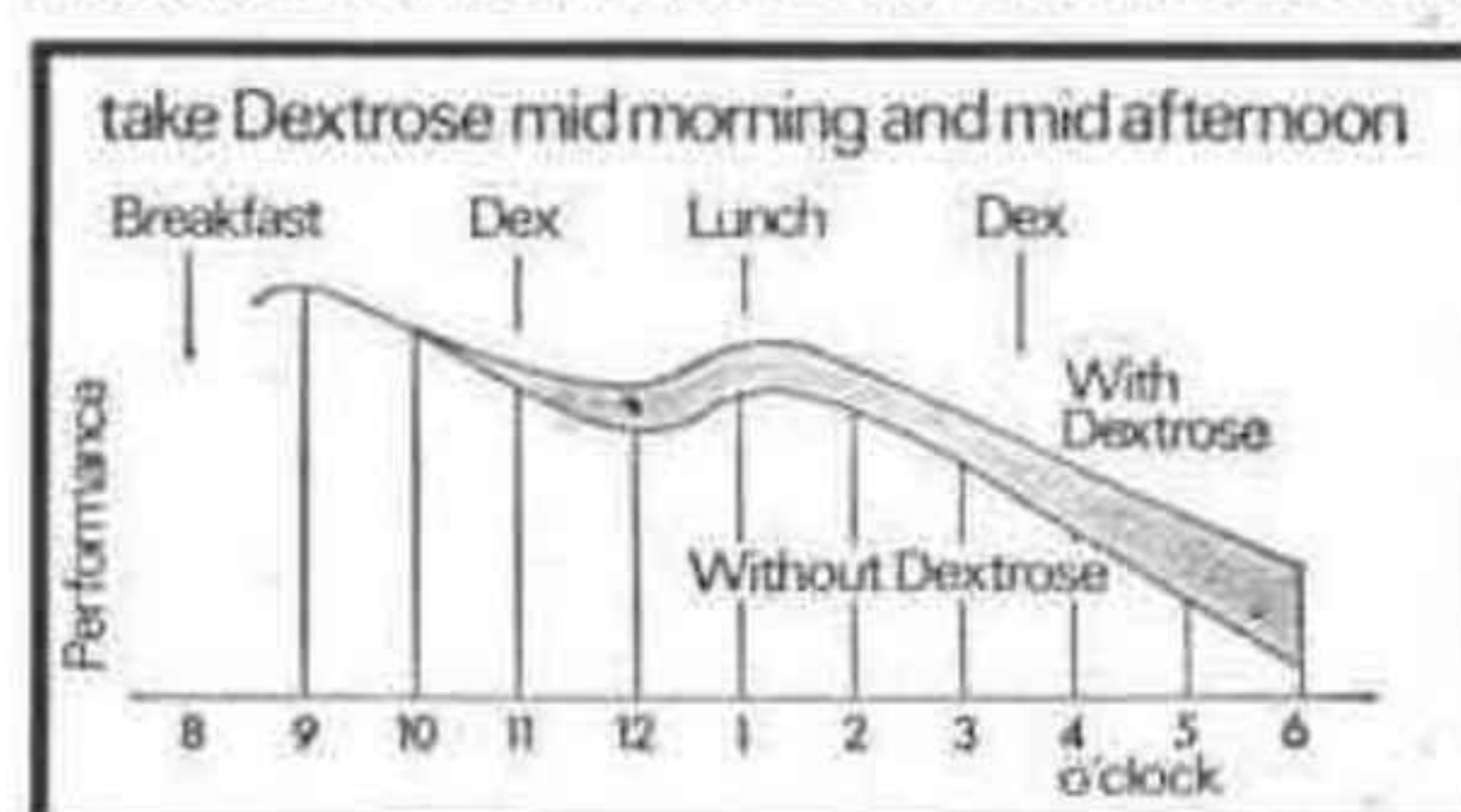
And it's often just when you need extra energy most that you begin to flag.

A direct boost.

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

energy reserves. It's easily done with Dextrosol tablets: the pure dextrose goes straight into your blood.

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



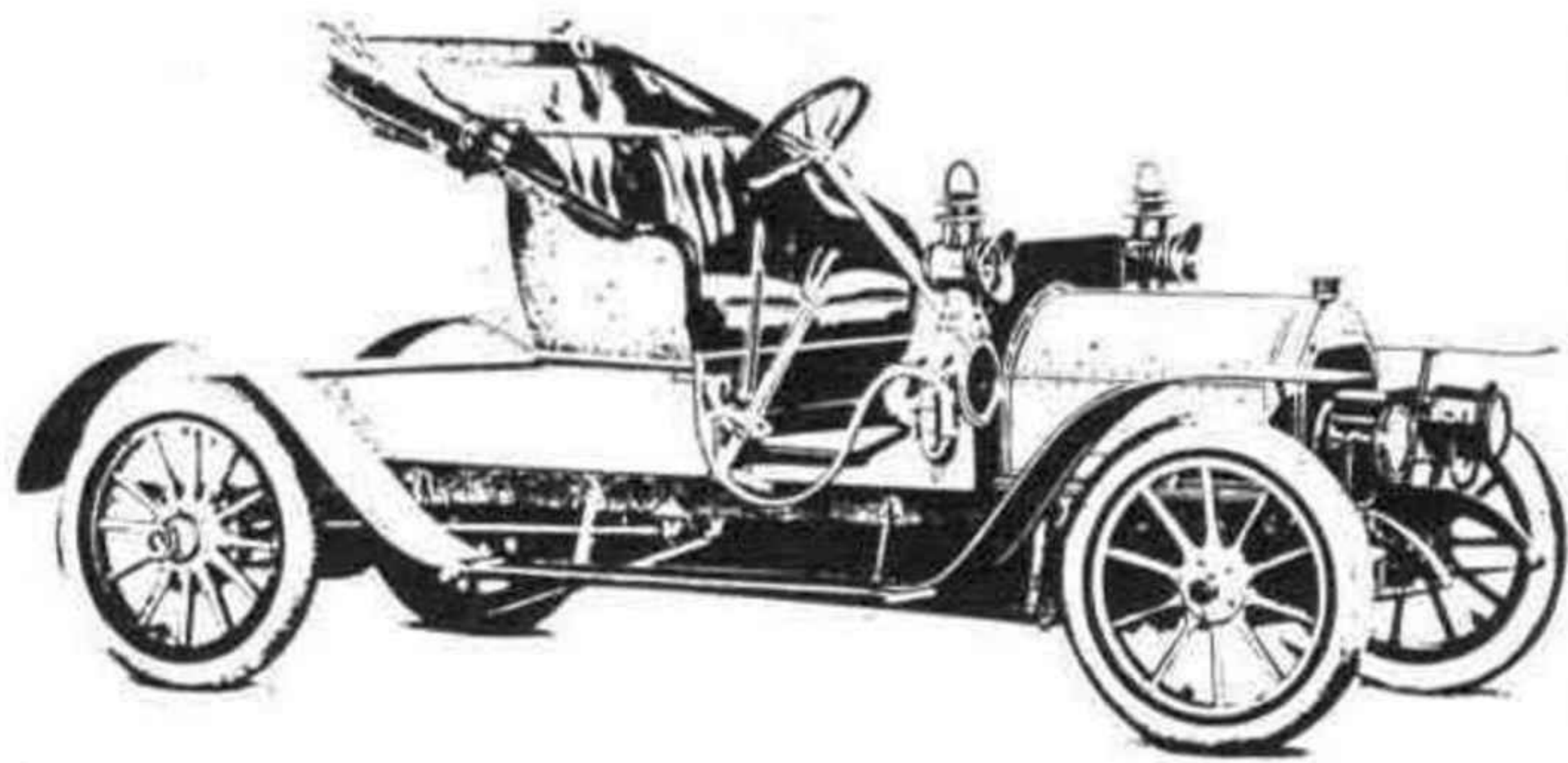
The chart shows how.

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



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

Dextrosol—the energy booster



**Its suspension
is terribly rough.**

IS YOURS?

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

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

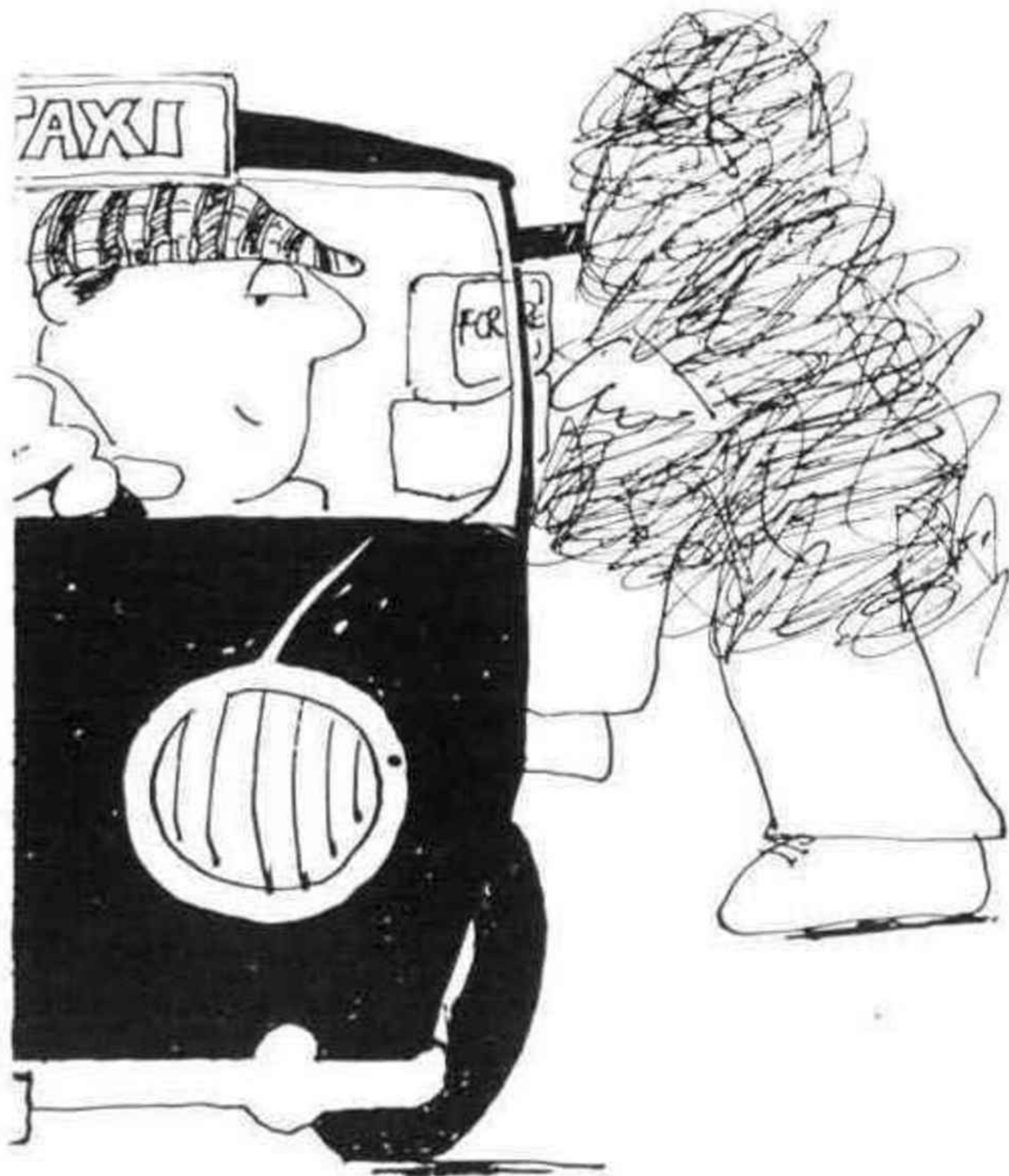


KONI
SHOCK ABSORBERS
give 4 wheel stability

To: J. W. E. BANKS & SONS LTD. (Dept. K15), Crowland, Peterborough.
Tel: Crowland 316.
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Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

Make of Car _____ Model _____ Year _____
Name _____
Address _____

**Alka-Seltzer
-fast!**



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

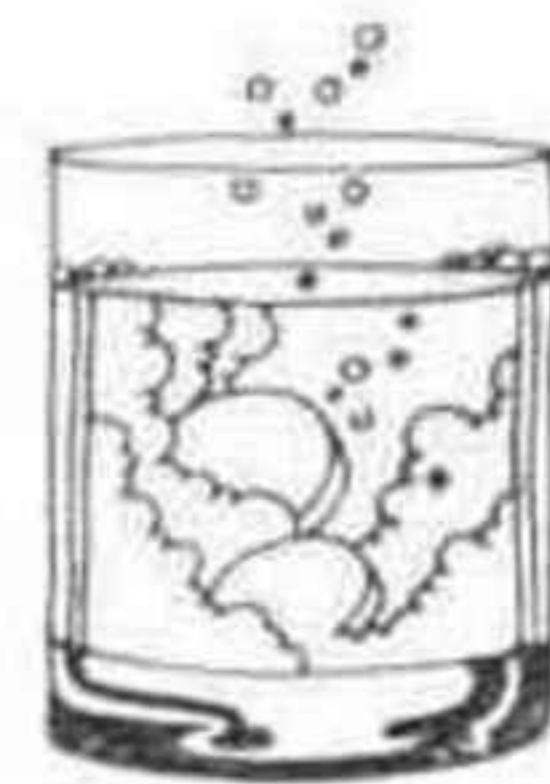
So take a tip, and don't be left stranded without Alka-Seltzer.

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

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

**Alka-Seltzer
unfuzzes you fast**

Alka-Seltzer Reg. Trade Mark



All tyres are equal. But some tyres are more equal than others.



Fitted as standard equipment on Audi, British Leyland, Fiat, Ford, Mercedes, Opel, Saab, Vauxhall and Volkswagen.

If you're one of the many people who think that all tyres are the same, we've got something to change your mind.

And that's the Semperit Safety Belt Tyre.

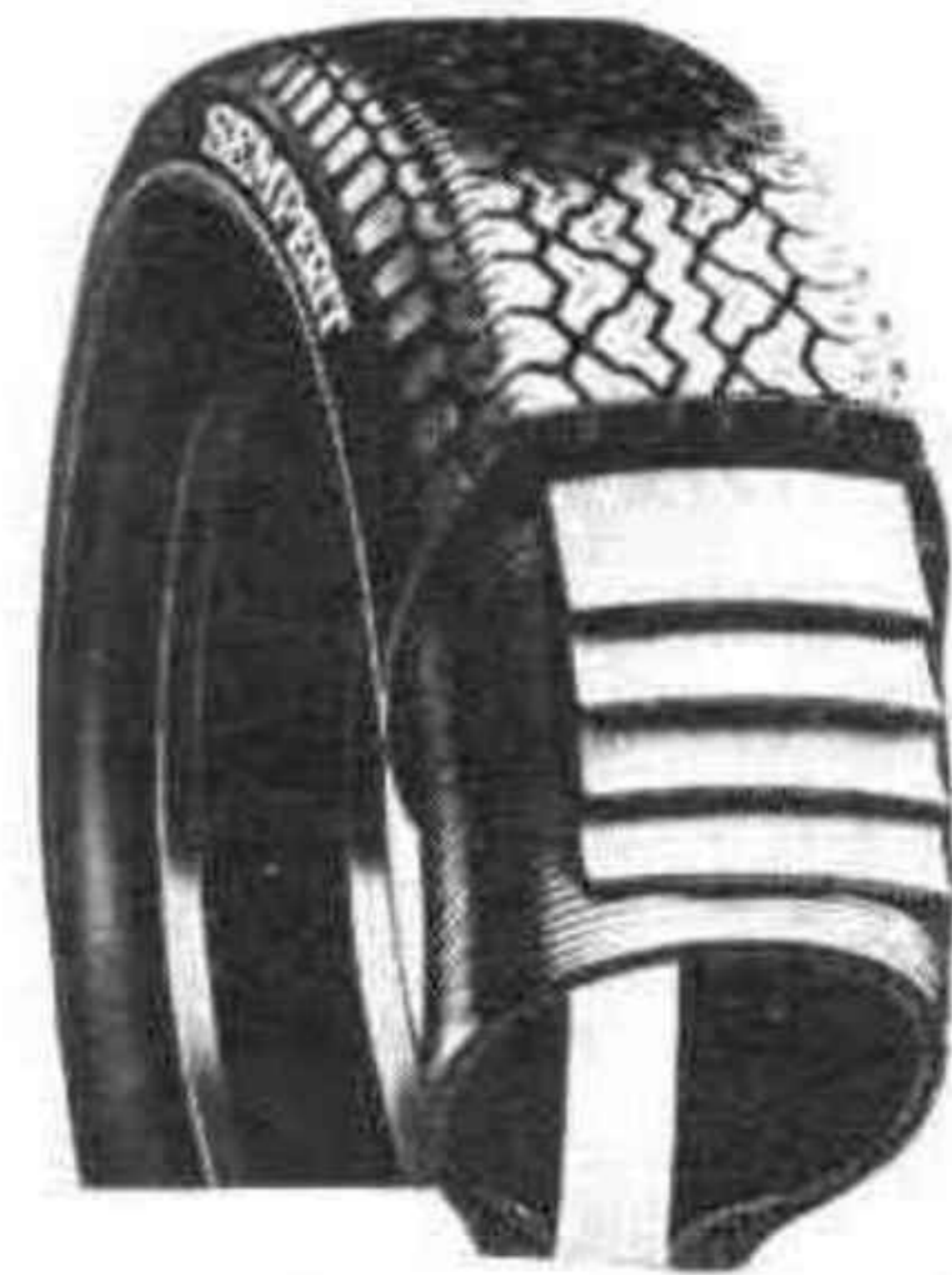
It's got a built-in belt. Four layers of the toughest fabric that brace the tyre and reinforce the tread so there's the minimum of distortion.

Even on narrow bends, the whole tread width stays in contact with the road.

It's got a big, chunky tread, the kind that gives you better grip, better traction—and better wear.

It's got a brute of a carcass that makes blowouts virtually impossible.

It's tested by the factory, in



Built-in Safety belt of tough, interlocking fabric bands grip the tyre keeping all of the tread on the road, all of the time.

It's what's inside that counts.

laboratories, on proving grounds, on a 200 mile Alpine Circuit. Then it's tested by eight of the best known car manufacturers who use Semperit Tyres for original equipment.

All in all there's only one thing that is ordinary about the Semperit Safety Belt Tyre.

The price.

SEMPERIT The Safety Belt Tyre



Look for your Local Semperit Dealer. If you can't find him, call Slough 31737



It's not every tyre that's tested in the Alps.

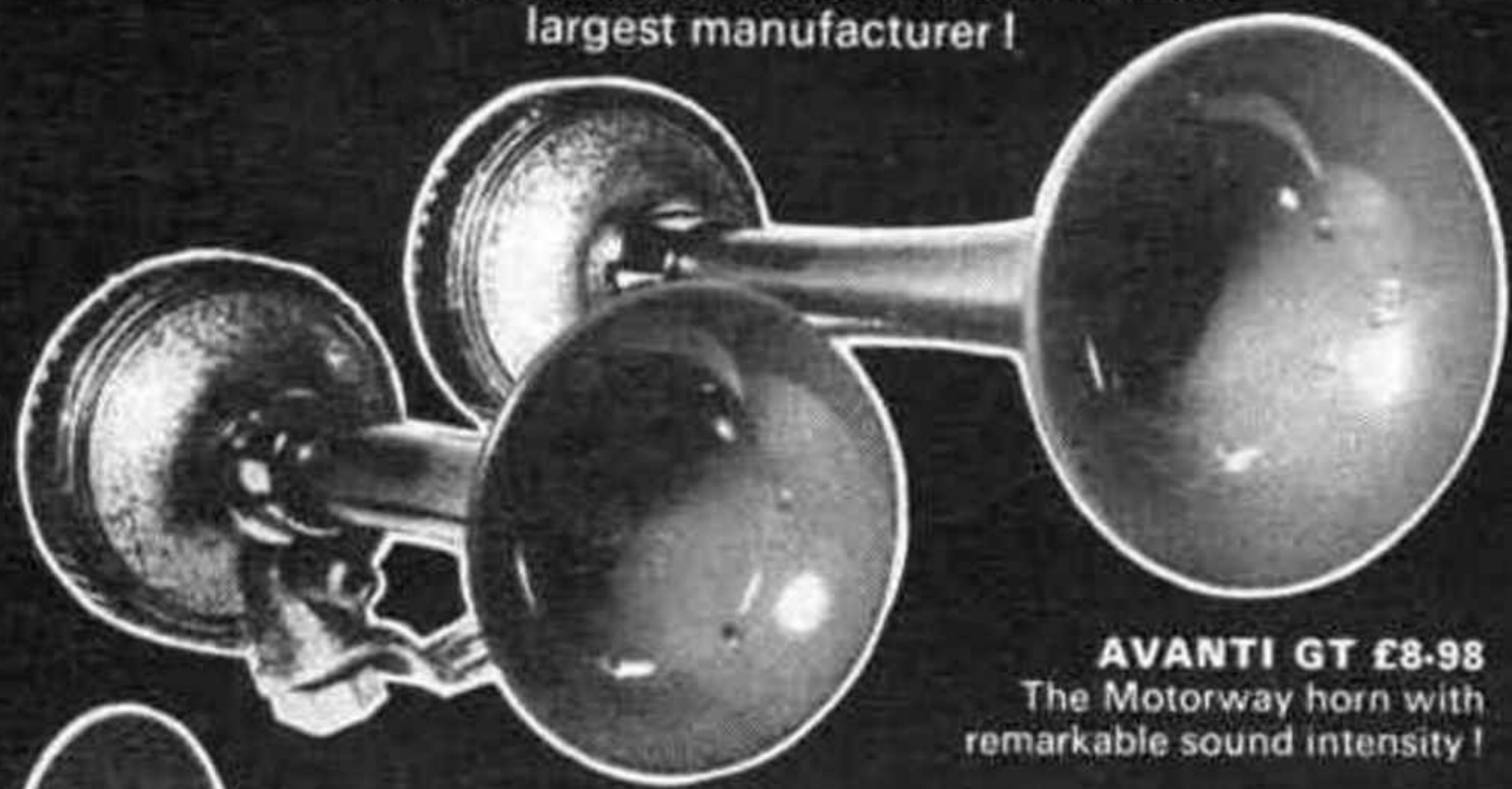
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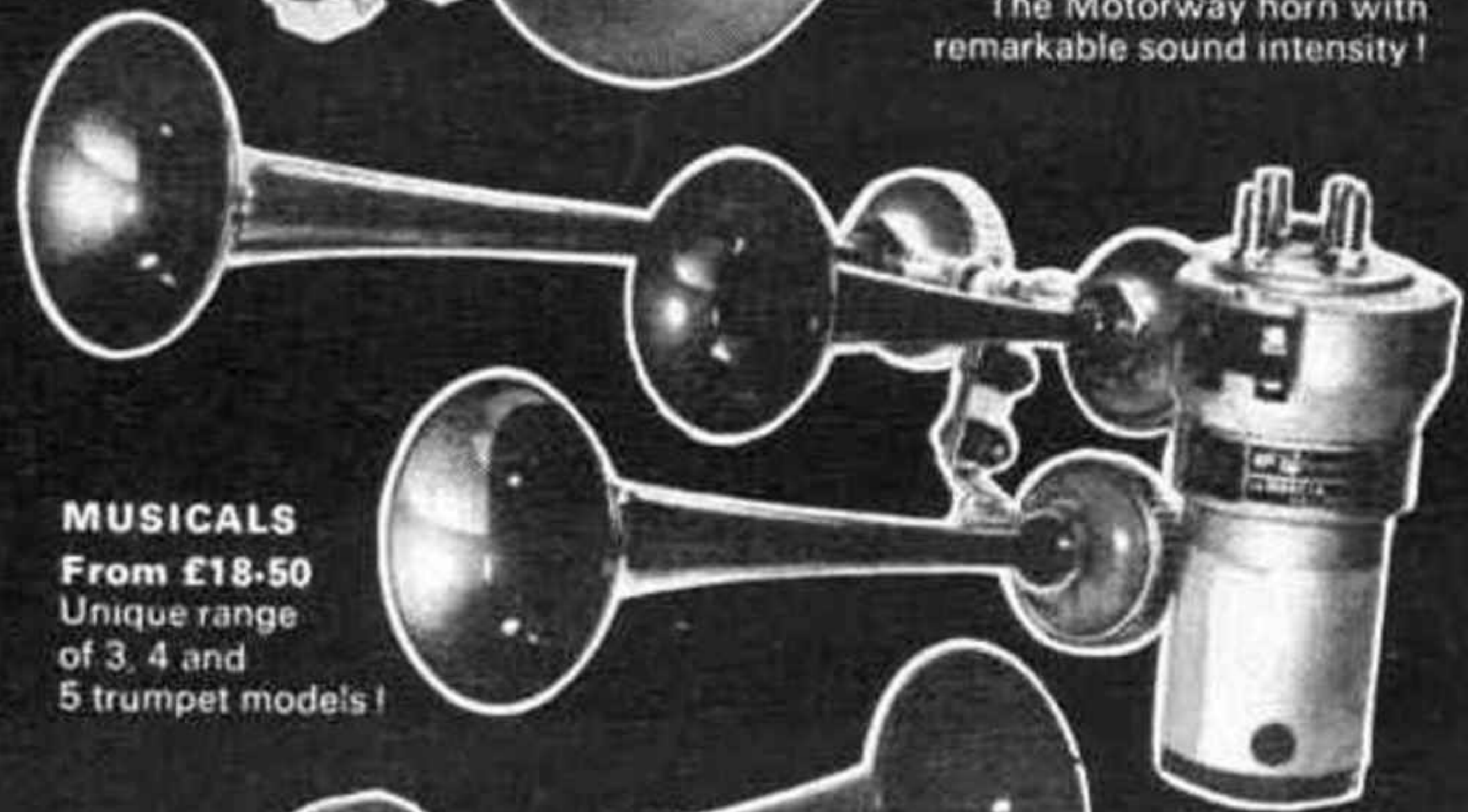
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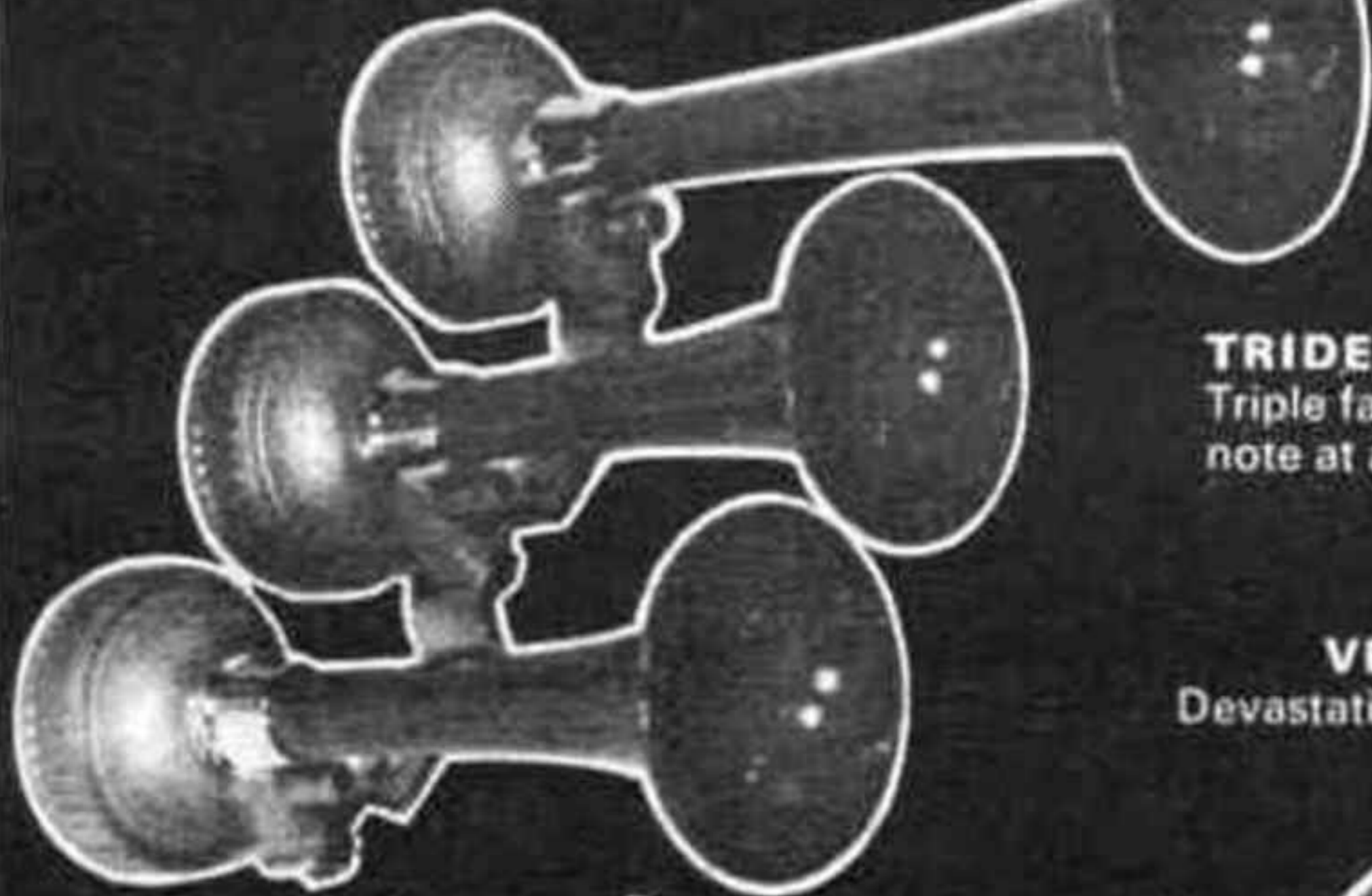
A superb range of twin, triple & musical, metal trumpet air horns from the world's largest manufacturer!



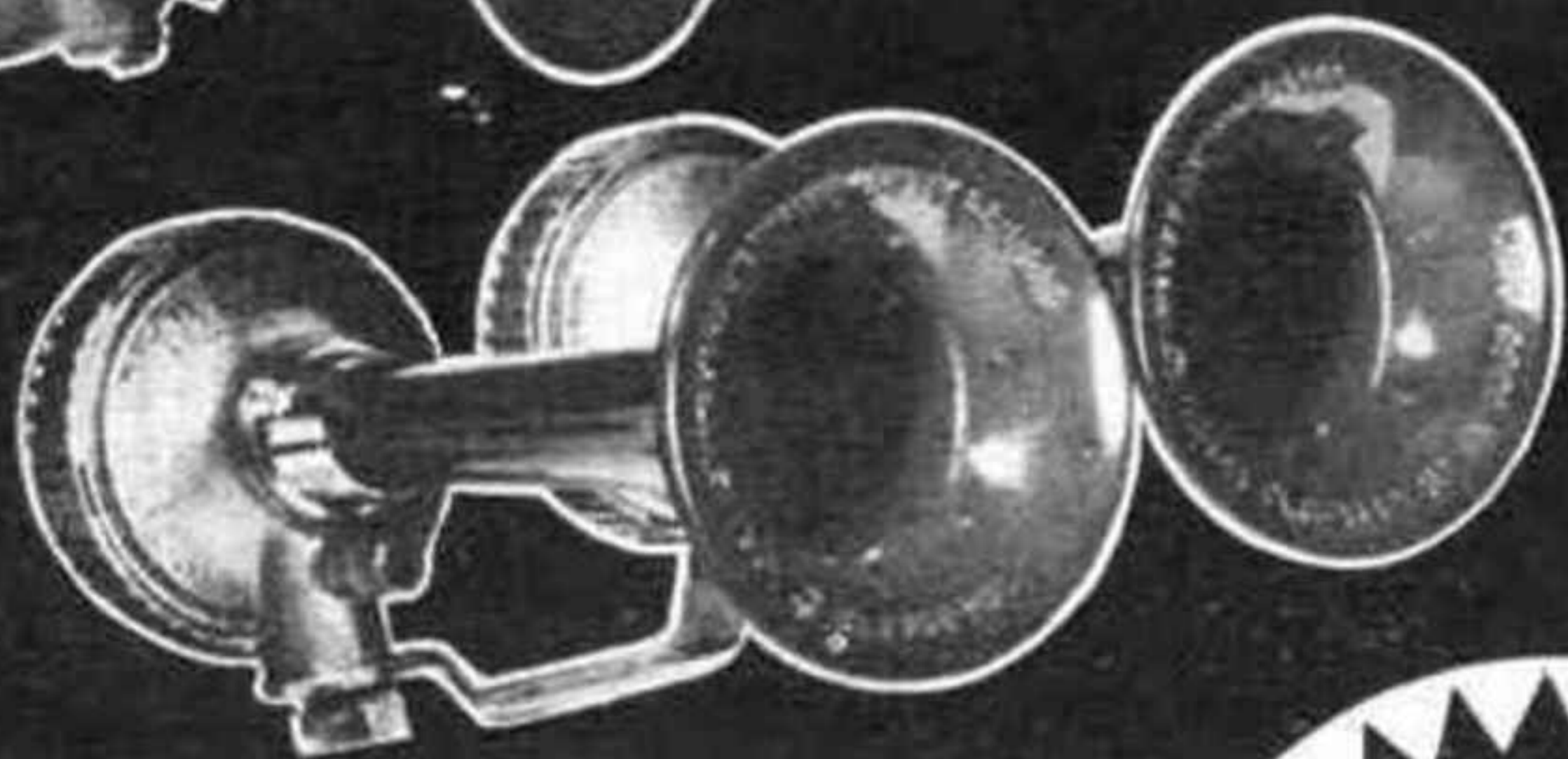
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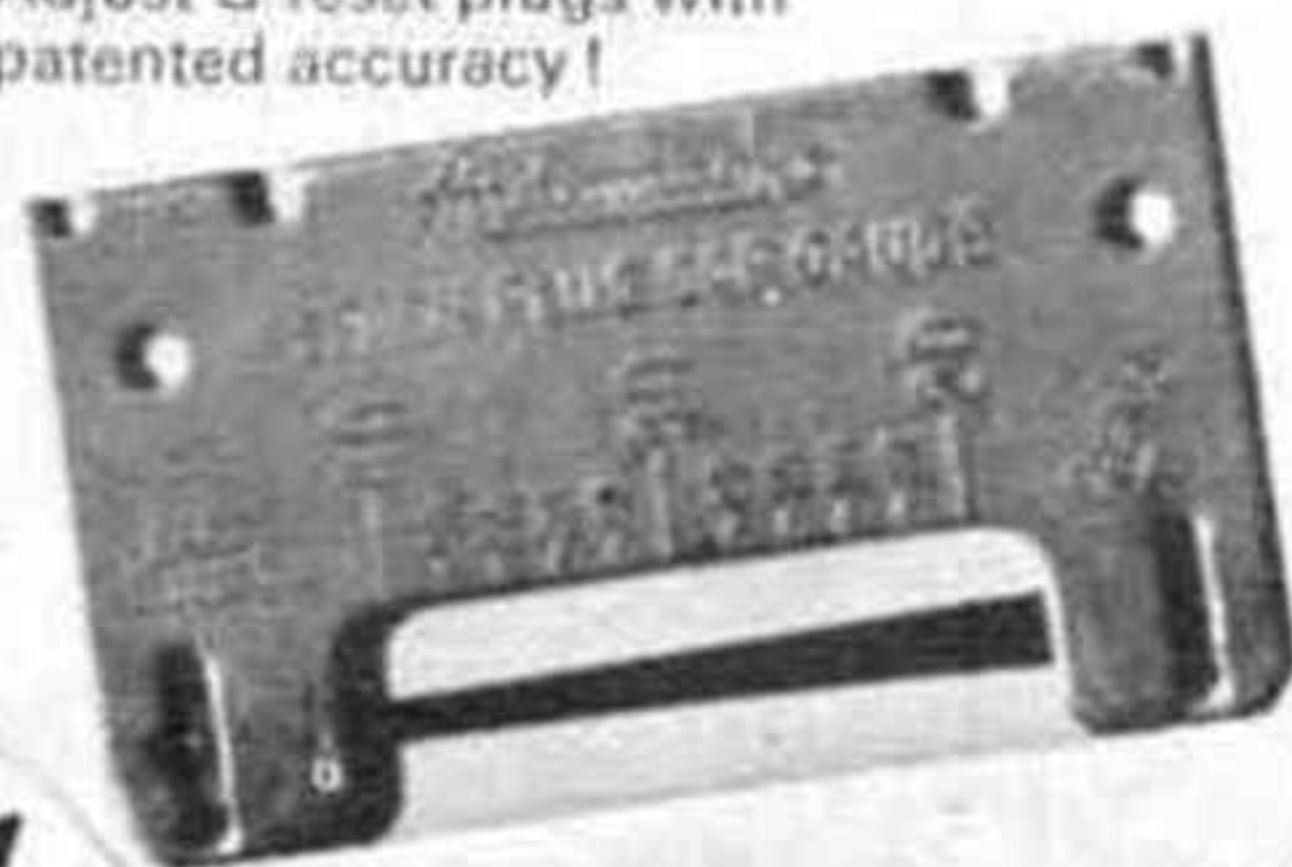
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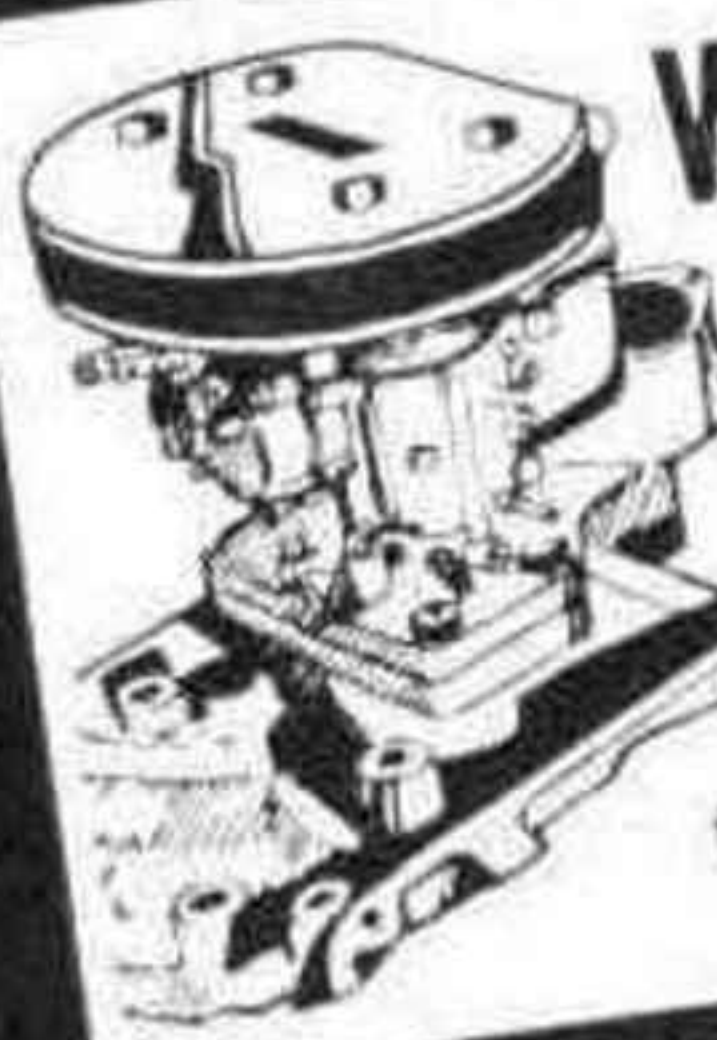
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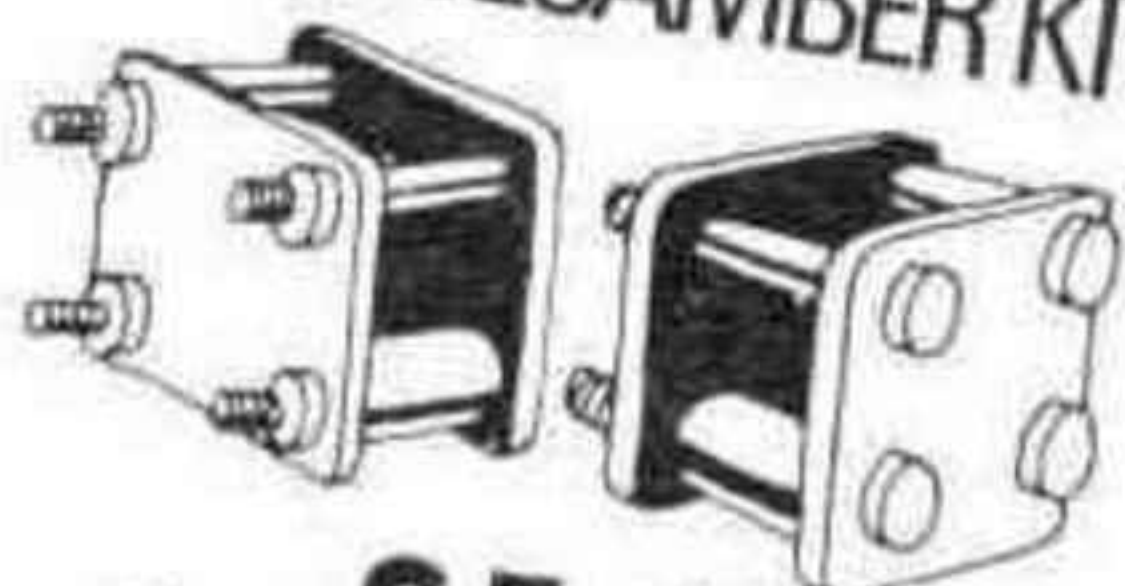
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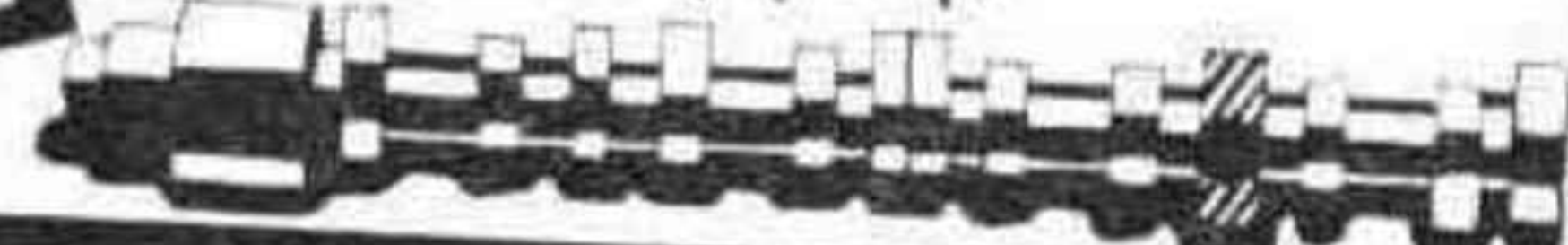
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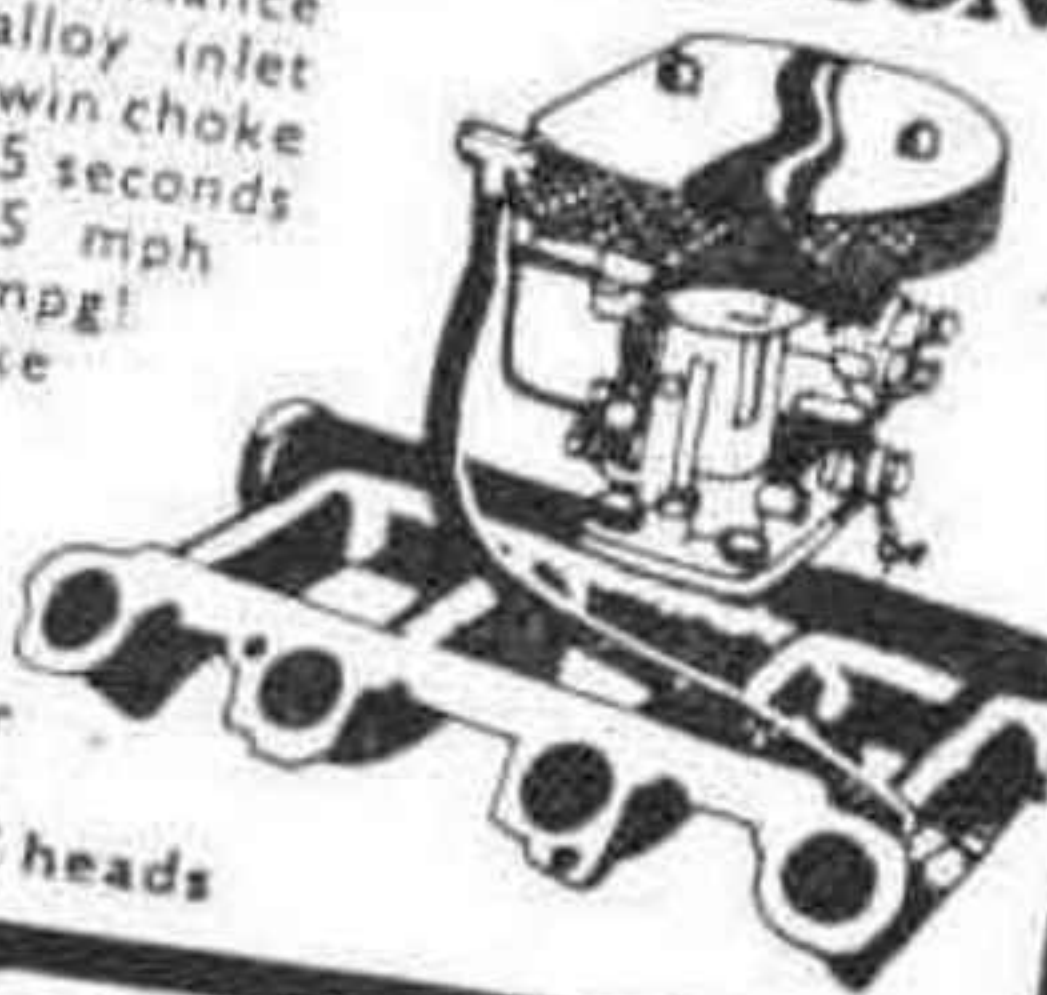


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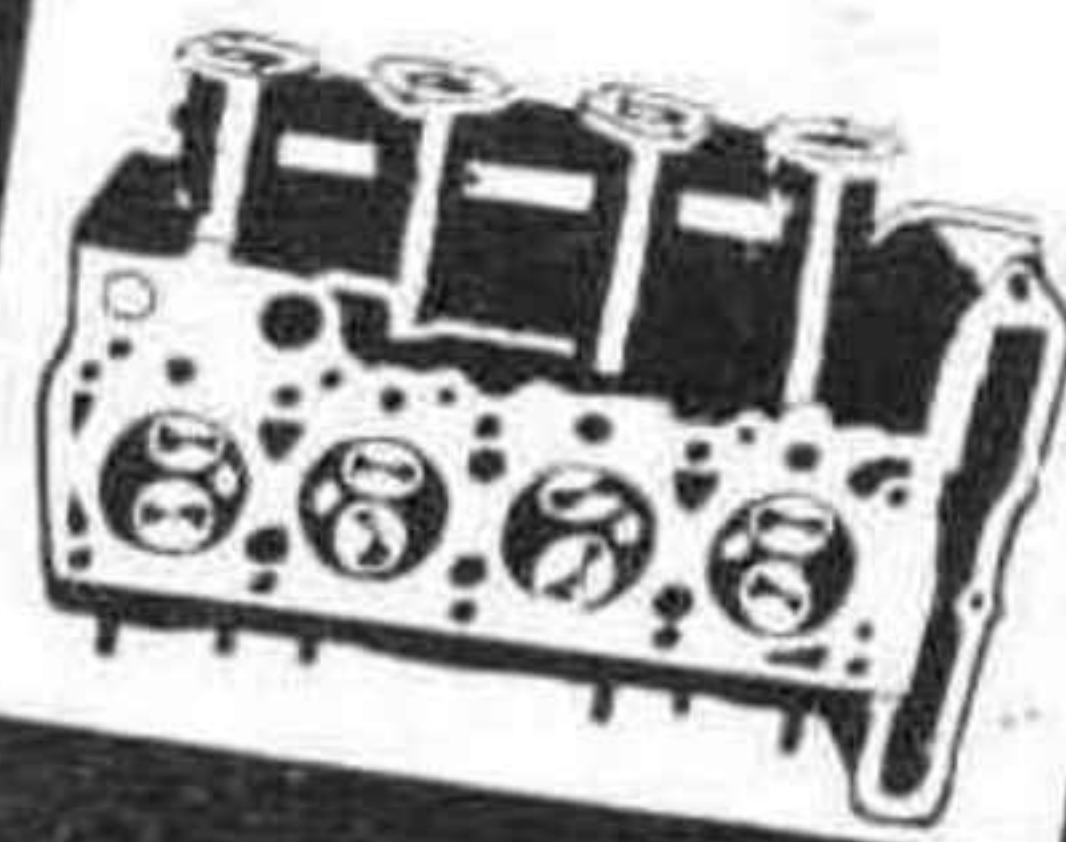


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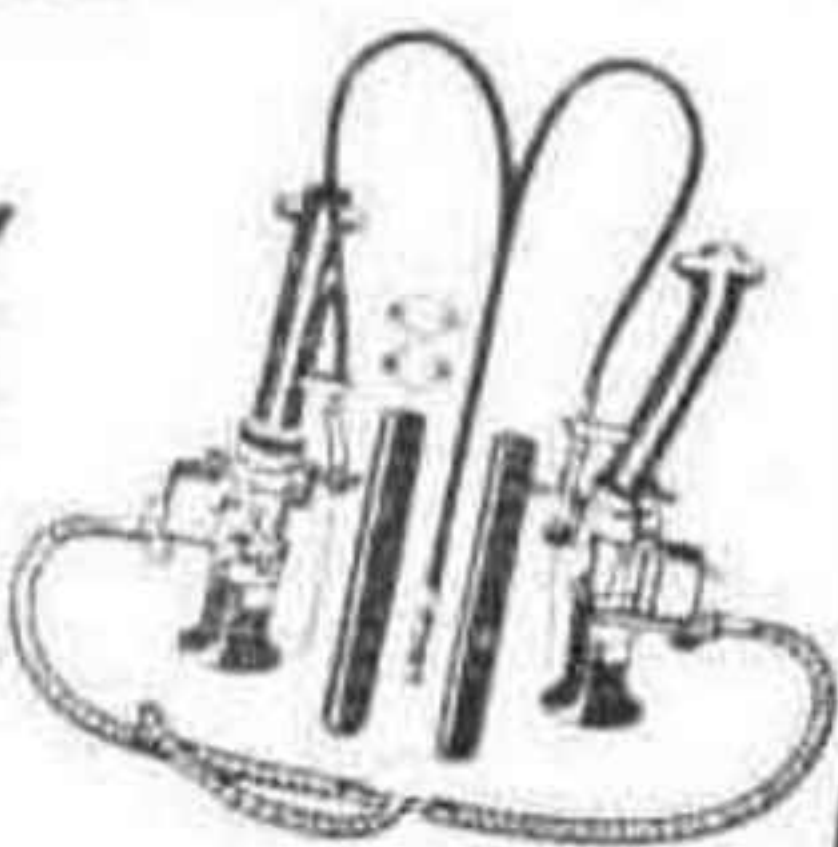
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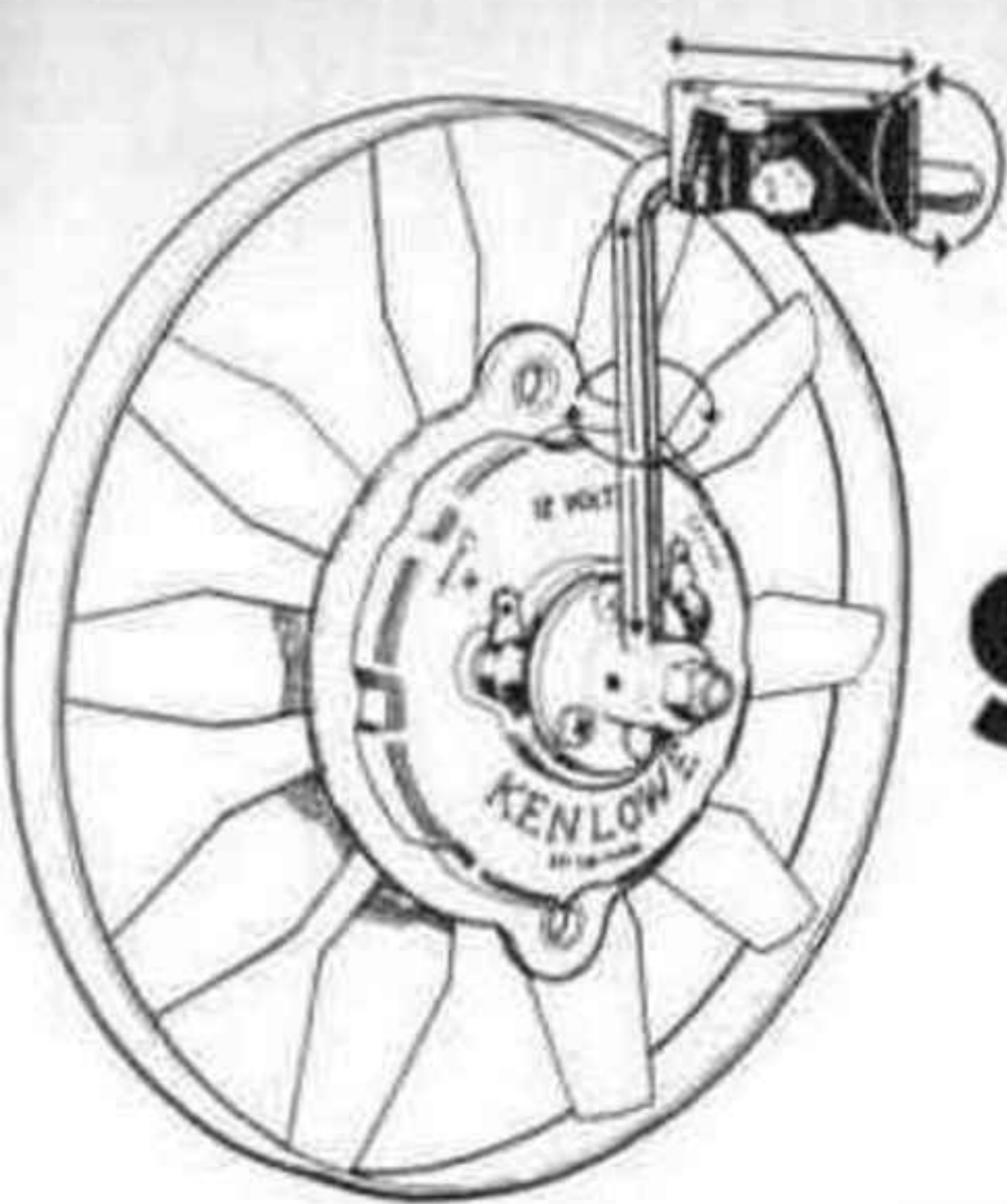
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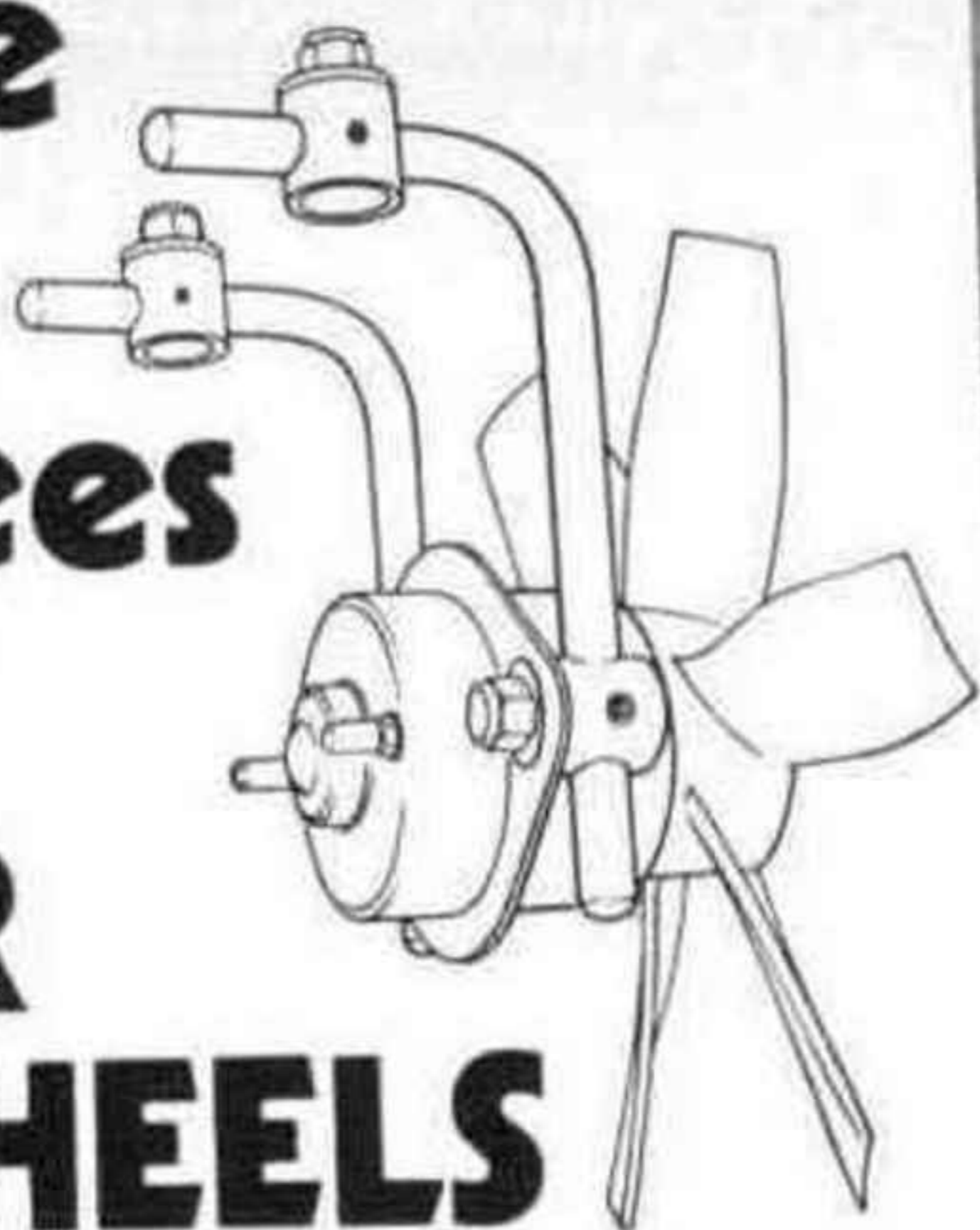
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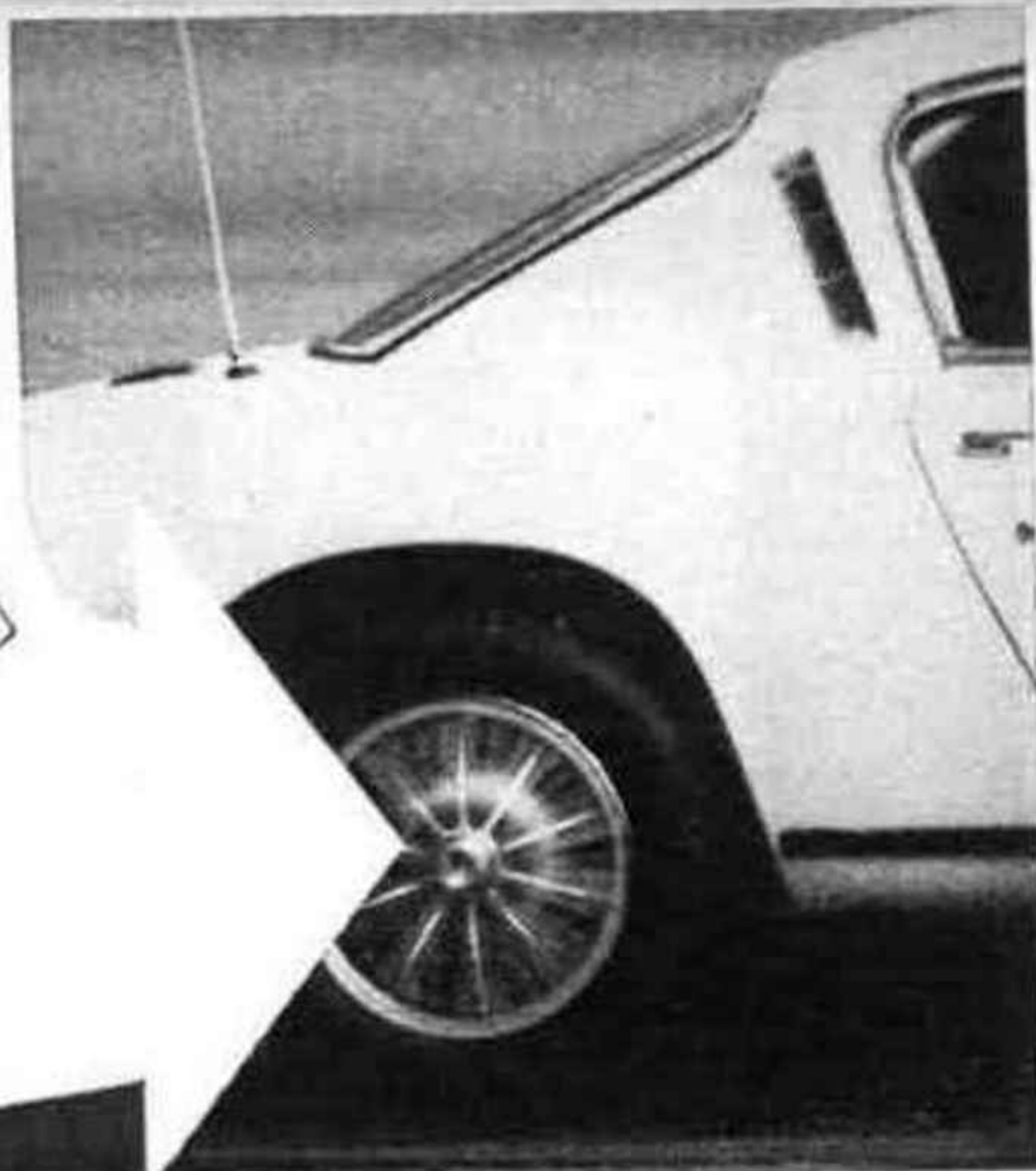




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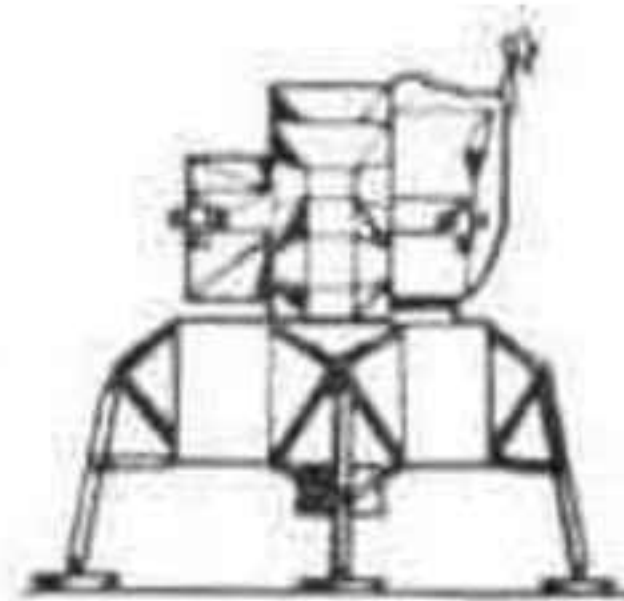
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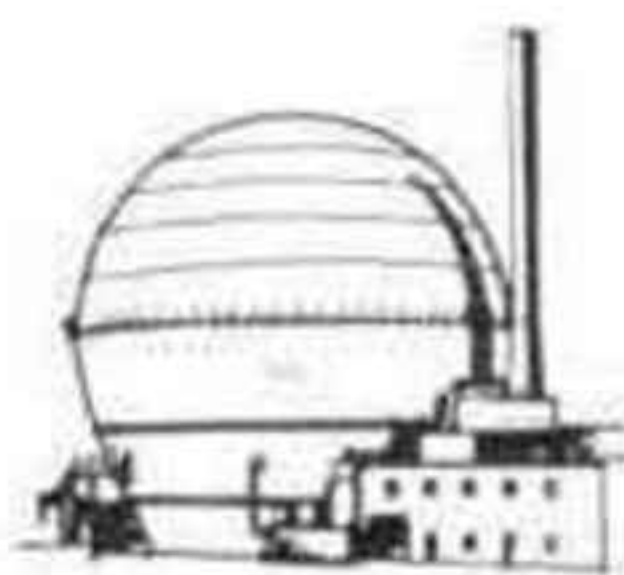
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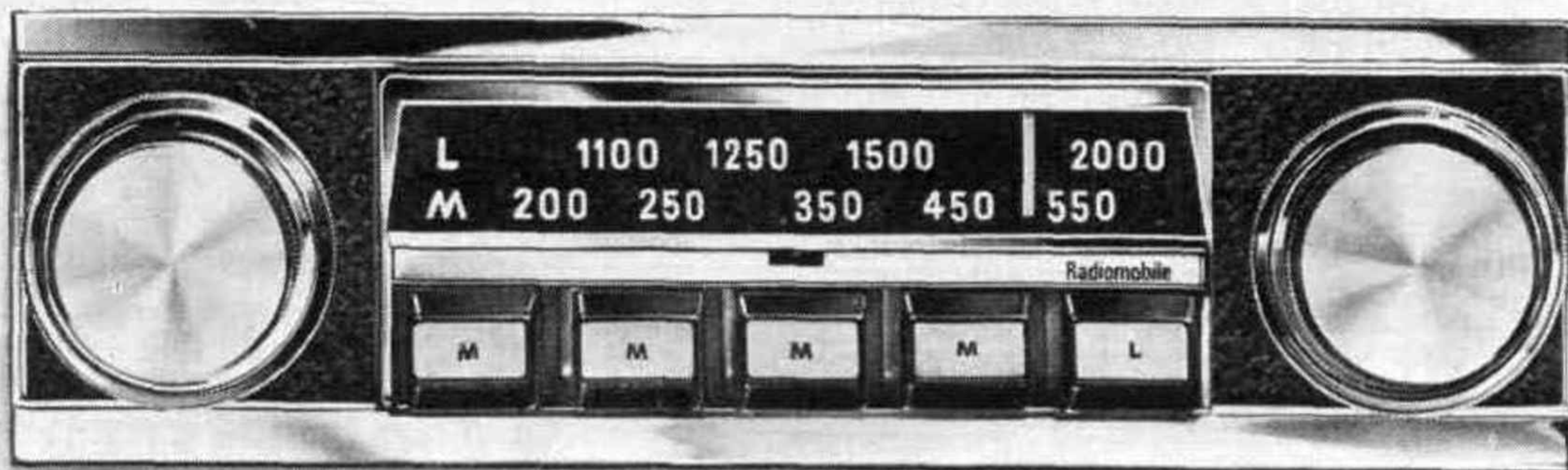
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FRONT COVER PICTURE: WITH revised 5-litre engines in their Porsches, John Wyer's drivers assumed a commanding lead in the Monza 1,000 kms. Here Siffert follows Rodriguez into the Parabolica, on the way to a 1-2 victory.

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MATTERS OF MOMENT

■ THE IMPACT OF THE EAST AFRICAN SAFARI

Once again the East African Safari Rally, reported in MOTOR SPORT last month, has been an unqualified success and has left its considerable impact. With the World's motoring customers becoming increasingly aware that, exciting though they are, the majority of International rallies are won by highly specialised and costly cars relying on almost as elaborate support vehicles and the instant-services of skilled mechanics, the Safari gains in interest, not because support vehicles and resuscitation by welding torch and spares availability are absent, but because such organised assistance is far less effective on a high-speed thrash over 3,800 miles of some of the most difficult motoring terrain in existence.

Consequently, winning the Safari means a great deal, collecting the Team Prize even more. It sells motor cars to those who follow the fortunes of the different makes which compete in this unique and punishing event. The impact of the Safari is reflected in long editorial leaders in its favour in the *East African Standard* and the *Daily Nation*, a total of more than 22 prominent column inches, and by the presence at the start of President Kenyatta—as if the RAC Rally occupied the main editorials in *The Times* and the *Daily Mail*, and Prime Minister Edward Heath flagged the contestants away!

A correspondent tells us that he was not particularly interested in rallying until he went to Kenya and watched a Safari, after which he became enthusiastic, especially about a Peugeot 504 contriving to finish third against costly special cars, perhaps because the Safari is, as this correspondent puts it, "one special stage, allowing works-teams only a limited time to keep re-building their machinery, so that a strong, fast and reliable saloon has a chance."

All credit to Ford, Porsche, Saab, Lancia, Peugeot, BMW, etc. for entering this tough, closely-watched rally and the highest praise to the Datsun 240Zs for finishing first and second and taking the coveted Team Prize, in an event which eliminated 75 of those who started in it.

There was a time when MOTOR SPORT was reluctant to give publicity to Japanese cars, on the grounds that Britain would have enough to do to stem the invasion from Europe, let alone that from further afield. But the outcome of the 1971 Safari Rally will go strongly in Datsun's favour. As the *East African Standard* has said, "Datsuns will score heavily out of their fantastic successes". The writing is on the wall for the British Motor Industry to read, as a result of a rally which ordinary car-buyers find of the greatest interest. It is to be hoped that next year we shall field effective opposition to competition from the inscrutable East and from a certain highly-individual French manufacturer. . . .

■ GROUP ONE RACING

Just as the Safari Rally appeals to those who like to see reasonably normal cars stand a chance against expensive works entries, so there is something to be said for racing Group One saloons. We are aware of the scrutineering problems which "catalogue-car" competitions cause and the argument that ordinary cars are too dull to arouse interest, too frail to survive, in modern races and rallies.

We are not advocating Group One racing as a substitute for the faster established races for specialised saloons. But we commend the Castrol Challenge Series of races for Group 1 cars as an attempt to return to the sort of saloon-car events once current, wherein Minis out-cornered 3.8 Jaguars driven by the great names, and when seemingly improbable makes sometimes put up unexpectedly interesting performances. At present the Castrol Challenge Series is the preserve of virtually standard examples of that excellent little motor car, the Ford Escort Mexico, with Brian Williams' British Vita Racing Mexico currently in the lead, writing before the third round, which was held at Llandow on May 31st.

Occasional events for simple, closely-competitive Group 1 saloons are worthwhile, particularly if they could extend to other than Ford-Aveley products, thus adding make-against-make interest to

Continued on next page

Motor Sport Fixture List For June

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
June 4/6th	ASAC d'Antibes	Antibes	Antibes, France	Rallye des Roses (INT)	—
June 5th	Aston Martin OC	Silverstone	Towcester, Northants	Martini Trophy (G5/6) (INT)	11.00
June 5th	BARC (Yorkshire)	Ruiforth Airfield	York	Autotest (C)	Noon
June 6th	Bugatti Owners' Club	Prescott	Cheltenham, Glos.	Members' Hill-Climb (R)	11.00
June 6th	Lea-Francis Owners' Club	Stanford Hall	Rugby, Warwicks.	Autotests/Concours	—
June 6th	Folkestone & East Kent CC	Great Everden Farm	Hawkinge, Folkestone	Autocross (R)	14.00
June 6th	BARC (Yorkshire)	Olivers Mount	Scarborough, Yorks.	Autotests (C)	13.00
June 6th	Wey Valley MC	Dolley's Field	Worplesdon	Autotests (C)	10.30
June 6th	Shenstone & Dist. CC	Curborough	Lichfield, Staffs.	Sprint (R)	14.00
June 6/10th	Royal Scottish AC	Excelsior Airport Hotel	Glasgow	Scottish Rally (INT)	08.00
June 12th	BRSCC (North-West)	Oulton Park	Tarporley, Cheshire	Race Meeting (R)	14.00
June 12th	BRSCC (South-West)	Castle Combe	Chippenham, Wilts.	Race Meeting (C)	14.00
June 12/13th	ASAC de l'Ouest	Circuit de la Sarthe	Le Mans, France	24-Hour Race (INT)	16.00
June 13th	CASC	Mosport Park	Toronto, Canada	Can-Am Round One (INT)	—
June 13th	Badischer MSC	Hockenheim	Mannheim, Germany	Formula One Rhine Cup (INT)	—
June 13th	Midland AC	Shelsley Walsh	Worcester	Hill-Climb (N)	Noon
June 13th	Longton & Dist. MC	Promenade	Blackpool, Lancs.	Sprint (N)	13.30
June 13th	BARC	Thrupton	Andover, Hants.	100 Kms. Trophy Race Meeting (C)	14.30
June 13th	Thames Estuary AC	Scotts Hall Farm	Canewdon, Essex	Autocross (R)	14.00
June 13th	Borough 19 MC	The Washneys	Farnborough, Kent	Autocross (R)	14.00
June 19th	Vintage SCC	Oulton Park	Tarporley, Cheshire	Race Meeting	12.00
June 20th	SAR Nederland	Zandvoort	Haarlem, Holland	Formula One Grand Prix (INT)	—
June 20th	ASAC d'Auvergne	Circuit de Montagne d'Auvergne	Clermont-Ferrand, France	Two-litre Race Meeting (INT)	—
June 20th	AC Milano	Monza	Milan, Italy	Formula Two Race Meeting (INT)	—
June 20th	ASAC Vauclusien	Mont-Ventoux	Avignon, France	Hill-Climb Championship (INT)	—
June 20th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (C)	14.30
June 20th	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.15
June 20th	Lothian CC	Doune	Carse of Cambus, Perth.	Hill-Climb	14.00
June 20th	BARC (South-West)	Pontypool Park	Pontypool, South Wales	Hill-Climb (R)	14.00
June 20th	Renault Owners' Club	Hampshire Centre	Bournemouth, Hants.	Autotests (C)	11.00
June 20th	Billericay MC	Southminster Hall	Burnham-on-Crouch, Essex	Autocross (R)	14.00
June 20th	Quinton MC	St. George's Barracks	Sutton Coldfield	Autotests (C)	11.00
June 21st/26th	AC de Marseille et Provence	Marseille	Marseille, France	Coupes des Alpes BP (INT)	—
June 26th	750 Motor Club	Castle Combe	Chippenham, Wilts.	Race Meeting (R), Austin 7 Rally	13.30
June 26/27th	ADAC-Gau Mittelrhein	Nurburgring	Cologne, Germany	24-Hour Race (INT)	—
June 27th	STMSC/Knittelfeld	Osterreichring	Graz, Austria	1,000 Kms. Race (INT)	—
June 27th	CASC	Mont-Tremblant St. Jovite	Montreal, Canada	Can-Am Round Two (INT)	—
June 27th	BARC (Yorkshire)	Stockton Farm	Harewood, Leeds	Hill-Climb (N)	12.30
June 27th	BRSCC (North)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.30
June 27th	Thames Estuary AC	Snetterton	Thetford, Norfolk	Race Meeting (R)	14.00
June 27th	Chess Valley MC	Meadow Croft Farm, Askett	Princes Risborough	Autocross (R)	14.00
June 27th	BARC (South-West)	Gurston Down	Salisbury, Wilts.	Hill-Climb (R)	14.30
July 4th	FFSA	Paul Ricard	Nice, France	Formula One Grand Prix (INT)	—
July 4th	GP Circuit Vila Real	Vila Real	Vila Real, Portugal	500 Kms. Race (INT)	—
July 4th	AC Trento	Trento-Bondone	Trento, Italy	Hill-Climb Championship (INT)	—
July 4th	Sevenoaks & Dist. MC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
July 4th	Thames Estuary AC	Lydden	Canterbury, Kent	Race Meeting (R)	14.00
July 4th	Nottingham SCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.30
July 4th	Four Ways CC	Southminster Hall	Burnham-on-Crouch, Essex	Autocross (R)	14.00

MATTERS OF MOMENT—continued from previous page

the keen driver competition, using cars much the same as you can buy for a reasonably small sum of money and drive on the road. This the BARC has organized at Thrupton, for instance, on a handicap basis, which seems to appeal.

ENDORSEMENT

Last month's Editorial on the ADO 28 Marina has resulted in interesting comment from MOTOR SPORT's readers. Some take the line that we were unduly pessimistic and that if the latest Morris is what the multitude wants, British Leyland have been right to supply it, especially if it will earn them money to devote to further developing their V12 Jaguar, V8 de-Dion-axled Rovers, fuel-injection Triumph 2.5s, and their commendable range of British sports-cars.

The opposite view agrees with our own opinions and as it is nice to receive endorsement of editorials we publish one of many letters received:—

Sir,
 Having disagreed previously with your outspoken article on British Leyland and the Triumph Stag, my views remaining unchanged, it gives me great pleasure to agree with every word of your editorial concerning the "new" Marina.

British Leyland have themselves been guilty of one of the worst offences, i.e., advance publicity, and had built up great hopes in the heart of most people involved in motor cars as either dealers, users or onlookers and for such a mundane product to appear after this is bitterly disappointing. (I used this very expression to describe it before reading the article!)

Mechanically we expected, and I feel, with such an outlay, deserved, something really good and advanced, instead of this "mixture as before". Stylingwise the Avenger, Viva and Cortina (Mk. 2) have all managed to get in and even the coupé is just like the little Opel!

Having had fourteen Ford Cortinas for business use (in addition to various sportier cars for pleasure) I was thinking that if BL had something good to offer I might give them a try, but having had a Mk. 3

Cortina for just over two months (6,000 miles) I feel that the price difference is more than cancelled by the finish, the roadholding and the room, to say nothing of the styling which I find most pleasing. I have had no faults either and the car starts first time every time. The Marina gearbox is, as you say, not up to Ford standards!

I wonder how much BL paid some joker to think of the name!
 Walton-on-the-Wolds

N. M. STRUTHERS

THE VSCC AT OULTON PARK

ON June 19th the Vintage SCC has its Oulton Park Race Meeting, perhaps the best of its four annual circuit events. The programme includes the Richard Seaman Memorial Trophy races for vintage and pre-war historic racing cars, in which Corner and Morris can be expected to challenge each other strongly and in close company in their 2-litre ERAs, and the *Cheshire Life Concours d'Elegance*, with a parade of beauty and rarity round the course. The race entries include Crabbe's Mercedes-Benz W125, the Hon. P. Lindsay's Multi-Union and a "new" 4CL Maserati. Cheshire Car Circuits Ltd. charge £1 admission for each adult, 30p per child, paddock transfers and grandstand seats costing £1 per person. Car parking is free. This is an opportunity to see pre-war-style racing in a Donington atmosphere and during the afternoon a number of existing ties in the MOTOR SPORT Brooklands Memorial Contest should be resolved.

MINIATURES NEWS

LESNEY'S recent "MATCHBOX" miniatures include a 48-to-1-scale 4½-in.-long fluorescent-yellow Dodge dragster, priced at 40p, a Daf platform truck laden with builders' materials, to a scale of 66-to-1, making it 5⁹/₁₆ in. in length, which sells for 55p, and a Seabird boat in plastic, on a die-cast trailer, a 6-in.-long outfit, scale 44 to 1, priced at 35p. The respective Ref. Nos. are Speed King K-22, Super King K-13 and Super King K-25.



"... the grass-flanked Paddock road reminiscent of many such venues in the 1920s and 1930s"—if you shut your eyes to the modern towing vehicles. In the picture are the Vauxhall Villiers and (No. 74) Rippon's Bugatti.

THE Vintage SCC ran its annual speed trials over the 900-yard Shenstone & Dist. CC course near Lichfield in fine weather. The out-and-back ex-aerodrome road is somewhat artificial, inasmuch as marker-drums line the acute corners, hitting any of which carries a heavy penalty, whereas wumping the bank at other speed events does not necessarily result in the addition of precious seconds. But it is otherwise an excellent setting, the grass-flanked Paddock road reminiscent of many such venues of the 1920s and 1930s. The spectators apparently like it—422 cars attended and some 650 programmes were sold.

Bill Wilks in his Lotus 16 made f.t.d. in 37.4 sec., beating Cottam's 1966 Connaught record by 1.2 sec. but lost time understeering at a corner on his second run. Corner in his ERA R4D was next fastest, 38.2 sec., taking the award for fastest pre-war car, but sent a drum spinning, going into the first corner on his second run, which was slower anyway. Pilkington (Cooper-Bristol) improved, on his second run, doing third best time, in 38.7 sec. In the Paddock Kirby was reputed to be improving the extractor efficiency of his 1930 Austin 7 by sawing bits off its four exhaust pipes, Winder was seen to have accommodated a belt-driven Wade supercharger outside the bonnet of his already-potent Alvis-engined Lea-Francis, blowing at up to 10 lb./sq. in., which the small SU carburettor found it difficult to live up to, and R. Perkins produced a kind of latter-day-Chitty, in the form of a Riley Nine powered by a 2,762-c.c. Alvis Speed 20 engine supplied with petrol from a mauve bolster tank—even on the straights it looked exciting! The luckless Waines, father and son, had broken first the gear-lever extension, then the crankshaft, in their Riley Nine.

Basil Davenport shared the original GN Spider with Sant, who did 46.2 sec., Tony Brooke had the elusive Vauxhall Villiers going well, using new cylinder heads and 14/40 front wheels, the latter apt to shimmy, causing him to lift-off a trifle early (43.0 sec.), and G. Smith had his Alvis-Nash motoring fast (40.6 sec.). Black's Monza Alfa



STILL GOING STRONG.—Basil Davenport, on left of picture holding cup, drove his original 1923 GN "Spider" at Curborough.

Romeo was quickest sports car (41.2 sec.). This time it was Davenport who used his right hand to keep the dogs on their chains and the Chawner-GN, driven by Evans, was faster (43.0 sec.). Kain's Bugatti was 0.1 sec. faster than Rippon's and Neve's lone Edwardian Humber clocked 49.7 sec.

The rest of the story is reflected in the results :

Standard Sports Cars up to 1,500 c.c. :			
Vintage :	R. M. A. Andrews (1928 Brooklands Riley 9)	49.1 sec.
General :	W. B. Fowler (1933 Aston Martin)	45.4 sec.
Standard Sports Cars over 1,500 c.c. :			
Vintage :	J. W. Rowley (1925 30/98 Vauxhall Wensum)	47.6 sec.
General :	W. R. Alexander (1933 4-litre Lagonda)	44.7 sec.*
Modified Unlimited Sports Cars :			
Vintage :	R. A. Collings (1928 4-litre Bentley)	44.6 sec.
General :	W. D. A. Black (1931 Monza Alfa Romeo)	41.2 sec.
Racing Cars up to 1,500 c.c. :			
Vintage :	P. J. Evans (1925/30 Chawner-GN-JAP)	43.0 sec.*
General :	H. Moffatt (1934 ERA)	40.3 sec.
Racing Cars over 1,500 c.c. :			
Vintage :	B. W. Kain (1926 Type 35B Bugatti)	40.4 sec.
General :	W. E. Wilks (1959 Lotus 16)	37.4 sec.*

* New VSCC class record.

DAIMLER/LANCHESTER BEAUTY PRIZES

THIS year's Daimler and Lanchester OC *Concours d'Elegance* was won by a non-vintage car, A. King's 1952 Barker-bodied Daimler Special Sports, bought from its original owner in 1969. The runners-up were an unusual 1963 Daimler Majestic Major chassis endowed with a 1958 Hooper Daimler 104 body by Daimler's Willesden Service Depot and now owned by A. Norman, and G. N. Bromfield's 1932 16/20 sleeve-valve Daimler saloon. The 1970 winner, Mrs. Sawyers' 1934 Lanchester Ten, sportingly stood down to give others a chance.

Hyper Lea-Francis Items

Sir,

Many thanks for your excellent magazine.

The May issue was of particular interest since the Hyper Lea-Francis which Pat Driscoll drove in 1930 is the one which I now own, and still race regularly. I would be most grateful if you could let me have Mr. Driscoll's address so that I may contact him and try to establish some of the facts about the car which have been lost.

It was very interesting to read that he had troubles with the roller-bearing crankshaft, and particularly in that these components were virtually "disposable". Having had mine refurbished a few years ago I discovered that it had worked about 13 thou. out of true in two seasons. They are rather uncommon nowadays, so to prevent irretrievable damage and a recurring expense it has now been relegated to a shelf in the workshop and I race on a Laystall crank made to the Frazer Nash pattern of the mid-thirties. Contrary to Mr. Sedgwick's statement in the "Profile" on the Meadows-engined LeaFs, some 50 of these cranks were made by a firm called Bauer in Germany. Very few exist now due to the fact that LeaFs merely changed the crank as soon as it went out of true.

It is also interesting to note that for real high-speed events methanol fuel was used. I only learnt of this about three years ago from Rob Walker, who cut his motor racing teeth on a Hyper. Despite my present use of methanol I am quite sure that she could not achieve the maximum speed in excess of 120 m.p.h. required to lap Brooklands at nearly 113 m.p.h., although on some of the longer straights I have seen 5,000 r.p.m. briefly in top gear, which represents 115 m.p.h.

In a car as original as mine it is not unreasonable to expect history to repeat itself. I first heard about the trouble Driscoll had with the exhaust system during the "Double Twelve" from his mechanic, Mr. Lacy. I have just returned from Italy where I took part in the Rievocativa della Mille Miglia with the Hyper, the first leg of which, from Padua to Rome via Brescia and the Futa Pass, was virtually a straight race through the night. I drove back, staying overnight at Geneva, in two days, and the only breakage was the exhaust system, which collapsed about 20 miles short of Dunkirk when the car had covered nearly 3,000 miles altogether! However, it was cobbled together enough to reach the ferry in time and get home. The car averaged 50 m.p.h. and about 27 m.p.g., which rather puts the lie on the commonly held assertion that supercharged cars are uneconomical.

Finally, one can hardly blame the machinery for the rupture of the key holding the supercharger drive dog 150 yards after the start of the Itala Trophy race at VSCC Silverstone considering the car's efforts the previous weekend.

Battle.

ROBERT ELLIOT-PYLE.

THE GRAND PRIX SCENE

NOW THAT the dust has settled after two World Championship Grand Prix races and five non-championship Formula One races (this is being written and printed just before the Monaco GP), it might be as well to take stock of the situation. The remarkable thing about 1971 so far is that we have had five Formula One events not part of the World Championship series, and these have allowed new drivers to cut their teeth with a Formula One car and Lotus to experiment with their turbine car. Unfortunately, three of these events, South America, Ontario and Silverstone were what I call "non-races"; that is, events in which the winner is not known until after the time-keepers have done some sums, for there were two heats in which everyone could take part and the results are worked out from aggregate times or points scored. I have never liked this sort of event and could never see the logic behind the idea. If you have a large entry and split it into two heats with a final for the first 10 or a dozen in each heat, that makes sense, but to let everyone start in the first heat and restart in the second in the order of finishing the first one seems to me rather like starting a full-length race, stopping it half-way through and restarting it again. The Silverstone event must surely have been the perfect example of how this strange system works for Gethin finished sixth in heat one and fourth in heat two and was classified second overall! Race organisers seem to think this two heat business is a good idea and that it is what the public want, but it is not what I want.

However, more important was the fact that the South American race and the Ontario race were organised as "test-runs" for World Championship events in 1972 and at the moment both have been accepted, the Argentine event in January and the Californian one in April, the latter unfortunately putting paid to a repeat of the event held at Oulton Park this Easter. Strangely little has been said about the Ontario event, it having been held at the brand-new Super Speedway outside Los Angeles, and using part of the banked track and a sort of "mickey mouse" infield roadway. The Formula One circus were taken there *en masse*, the way they are taken to Watkins Glen and Mexico, but since their return to Europe there has been a relative silence about the whole operation. Usually the circus comes back either bubbling with enthusiasm about a new venture, full of funny stories about the event, or praising the whole thing, or they come back complaining bitterly about all sorts of things that were wrong or they did not like. About the Questor Grand Prix at Ontario there has been hardly any noise at all, good or bad, but it does seem that nobody was unduly impressed but they all got paid so well that they put the money in the bank and kept quiet. For better or worse the event next year will be in the World Championship, but the Watkins Glen event will still be the United States Grand Prix. As the two races will be six months and 3,000 miles apart it is felt that the calendar can support both events.

Before leaving the question of circuits, it never ceases to amaze me that everyone seems to enjoy the Montjuich Park circuit in Barcelona. I know I enjoy it, for it is my sort of circuit, a real challenge to skill and accuracy and the nearest thing to street racing. When I first went there in 1949 and rode passenger in the winning sidecar outfit I thought it was terrific fun and a most satisfying circuit. One small mistake and we would have been end-over-end into the trees or in amongst the public. That to me was the essence of racing, you had to be spot-on with no margin for errors. I found airfield circuits a complete bore, but people are nowadays telling me I am all wrong and I am muddled in my thinking. Today, one small error round the Montjuich circuit will put you into a guard rail and smash a wheel or suspension and put you out of the race. Yet the Formula One circus race there and appear to enjoy it and Stewart drove the race of his life. If I were to suggest that someone should take a piece of ground and build a replica of the Montjuich circuit, with tightening-radius corners, downhill braking on adverse cambers, blind brows where all four wheels will leave the ground, absurdly tight hairpin bends and so on, there would be a great outcry to have me put in a lunatic asylum, but in all truth it could be done with modern earth-moving machinery. If you built such a circuit out in the middle of nowhere all the Unions and Associations would scream their heads off. My guess is that the reason everyone likes and accepts the Montjuich circuit is because it is in Barcelona, the city is enjoyable and friendly, the organisers treat everyone in royal fashion and there is a strong social standing about the event.

This means that the drivers' wives and girl-friends are happy, so that means the drivers are happy, so that makes everything all right. After all, drivers are only human and are paid workers, and if a worker's homelife is all right then his work-life will be all right.

With all the teams finally sorted out in line for the Spanish GP we can take stock of the situation. Without doubt Ferrari has the most solid combination of cars and drivers. His 1970 car, with up-rated engine is more than competitive on all counts, and he has a set of 1971 cars for when they are needed, the main change being in the rear suspension with better control of the spring movement. The 1971 engines do not necessarily produce more power from the combustion chamber, but they avoid losing so much of what they have, in friction and pumping losses, one move being the use of a mixture of plain big-end bearings and roller main-bearings so that more of the horse-power produced can be taken out of the end of the crankshaft. Of all the current Grand Prix cars the Ferrari is certainly the neatest and most compact to look at, and would have won all its races this year if it was not for the brilliance of Stewart's driving in the Spanish GP. Not that Ferrari lacks drivers, for his trio of Ickx, Andretti and Regazzoni would be hard to better, and for once Enzo Ferrari must be very happy with his men. Andretti won in South Africa and at Ontario, using a 1970 car and Regazzoni won at Brands Hatch in the first of the 1971 cars, while Ickx was a very worthy second at Barcelona.

Stewart's win in Spain, driving the latest Tyrrell-Cosworth V8 in its first race, was not only a personal triumph for the little Scotsman, but a worthy triumph for Ken Tyrrell and his designer Derek Gardner and the very small team of chaps who build the cars. Tyrrell is continuing to "go it alone" with money from Goodyear Tyres and Elf petrol, and compared with Ferrari or Matra the ELF Team Tyrrell, as it is called, is a very small back-yard affair, relying of course, on Cosworth Engineering for engines and Hewland Engineering for gearboxes, as well as all the specialist people who supply springs, shock-absorbers, brakes, electrics and so on. Stewart and his number two driver, Francois Cevert, both have 1971 Tyrrell cars, with the one-off 1970 model as a stand-by.

A problem that confronts most Grand Prix teams is that their drivers are not content to drive in Formula One races only but want to take part in other forms of racing. Some people will say that this is purely mercenary and greedy, but that is not really the reason. Most drivers feel they must race on every possible occasion to keep their eye and hand in, feeling that if they miss a couple of weekends they might not be 100% on form when they start again. This is probably true, but the real reason is that the overall standard of top flight driver is at a bit of a low ebb at the moment and most of them have got to keep working away at the business of being a racing driver in order to maintain a reasonable standard. We lack a super driver on the scene today, and this is never more evident than during practice for a Grand Prix. The last great driver we had was Jim Clark, and practice was invariably livened up when you saw Chapman and Clark talking quietly together. Then as Clark got into his Lotus, Chapman would murmur "he's going to do a quick one" and it was really exciting to look at the stop-watches and see a Master Driver in action. One lap to look at situation, one more to get in the swing and then the fast one, and it was invariably the fastest lap of the day. Then Clark would stop, knowing almost to a fraction of a second what lap time he'd done. This sort of performance was not luck, it was all calculated, Chapman would have been satisfied with the adjustments of the car, Clark would have sized up the conditions of the circuit and which cars and drivers were out on the track, that might baulk him, and would have summed up just where he could afford to have another car to overtake, and between driver and designer there was such a splendid mutual understanding that it was exciting to watch it all happening. Before Clark there was Moss, doing similar things, setting the pace with 100% confidence and before him there was Fangio who considered pole position to be his as a matter of pride. You would see Fangio sitting quietly in his pit and when the loudspeakers announced that a new fastest lap had just been made he would slowly get up, put on his crash hat, climb into his Maserati or Ferrari in a most laboured manner, for he seldom moved quickly, and then "wham", a new fastest lap; it was the time to be watching closely if you wanted to enjoy seeing a Master Driver at work.

Nowadays we lack this sort of excitement, everyone seems to thrash round endlessly, seemingly hoping for some miracle that will give them fastest lap. In Barcelona, Amon must have covered the full race distance during practice and others like Hill and some of the newer drivers seem to go on for ever, without any real improvement being visible. Even Stewart, who is undoubtedly the best driver we have at present, does not seem able to produce super-fast practice laps to order, but goes round until he feels satisfied and during that time usually manages to scratch a quick lap, but more by luck than genius. The lack of a Master Driver in Team Lotus has been very noticeable since the loss of Jim Clark, and even the "press-on" Jochen Rindt did not inspire Chapman the way that Clark did. Today with two newcomers forming the team Chapman does not have his heart in it the way he used to. He hopes that Fittipaldi will rise to great things, and Wisell has talent, but that is all; and though the Lotus 72 is still the mainstay of the team and they keep making small modifications to gain speed, or braking or road-holding, they are very conscious that they lack a driver who can get the ultimate from their car. The turbine-powered Lotus is one of those things that had to be done, sparked off by Chapman's association with Andy Granatelli on the Indianapolis turbine cars, and it is a possible insurance against Cosworth suddenly stopping making any more Grand Prix engines, which could easily happen overnight, as it did with Coventry-Climax a few years ago.

I started the last paragraph by mentioning the problem of Grand Prix teams having their drivers taking part in other forms of racing. With Ferrari it is all part of the contract, apart from Andretti doing USAC racing, and Ferrari provides his drivers with Grand Prix cars and sports cars, so his problems are few, and the McLaren Team have no problems for Hulme drives the 1971 McLaren M19 in Formula One, the McLaren-Chevrolet V8 in Can-Am racing and the M16 McLaren-Offenhauser at Indianapolis, so the orange cars from Colnbrook give him more than enough racing. Second-string Gethin is kept busy with Formula One, with an up-rated 1970 M14A McLaren, and an M19 later on, and general test driving, for Peter Revson acts as number two to Hulme in Can-Am and Indianapolis. With BRM it is a different story, for their two leading drivers, Rodriguez and Siffert, are primarily contracted to the JW Automotive Team to drive Gulf-Porsche sports cars, and they drive the 1971 BRM P160 cars as a secondary activity. BRM are very conscious that a sports car accident could deprive them of their leading drivers, but equally the Gulf team are not really content about risking their leading drivers in Grand Prix cars. Tyrrell has this dual-role problem as well, for Stewart is due to do some Can-Am races with a Lola and Cevert drives regularly for Tecno in Formula Two. The Team Lotus drivers are also racing in Formula Two, but at least they are in Lotus cars, and the STP-March team have a similar situation with their leading driver, the Swedish Peterson, and so far this season he has been having Formula One and Formula Two March cars fall apart under him resulting in some very narrow escapes from serious injury. Their second driver, de Adamich, is rather in the Rodriguez, Siffert situation, whereby he drives in the Alfa Romeo sports-car team primarily and joined the March team secondly, taking a V8 Alfa Romeo engine with him. For a long time the March-Alfa Romeo never seemed very competitive, just as the McLaren-Alfa Romeo last year seemed a dead loss, but Peterson drove the March-Alfa in the International Trophy at Silverstone and it suddenly came alive. Last year I enquired whether the McLaren-Alfa had ever been driven by a really fast driver and the answer was negative, although Hulme tried it for a few laps at Goodwood or somewhere. Two more drivers in the Alfa Romeo sports-car team are allowed out to drive for other makes in Grands Prix, these being Pescarolo, who drives the March 711 for Frank Williams, who is supported by the French Motul oil company, and Stommelen, whose personal backers have bought him a place in the Surtees organisation, driving number two to John Surtees. Whether Alfa Romeo are risking their drivers in March and Surtees cars, or whether March, Williams and Surtees are risking their drivers in Alfa Romeo sports cars is a matter of opinion. At the moment the Matra team seem able to keep their two drivers, Amon and Beltoise, fully occupied with Formula One races in the 1971 Matra-Simca MS120B single-seater cars, and in testing the Matra-Simca 660 sports car in readiness for Le Mans. Ron Tauranac's Brabham team of Graham Hill and Schenken seem busy enough at present with Formula One, and Formula Two with the Rondel team of Brabham cars, which is closely tied with Tauranac anyway. BRM and March have third-string runners who are in reality customers, the former team having New Zealander Howden Ganley, thanks to the financial backing of Barry Newman and his

associates, and the latter team have the rich Spaniard Alex Soler-Roig, but neither of these are really committed like a fully-paid team driver is. Some people seem to object to this business of buying a place in a Grand Prix team, and think that it is a new development, but I can assure them it is not. In 1956, as just one example, Maserati had the Spanish Francesco Godia and the Italian Luigi Piotti on similar terms. There will always be rich people who will buy a racing car and join in, or if they don't want to drive themselves will lend the car to an aspiring young friend, and in some of the non-championship races so far Mike Beuttler has been driving a new March 701 owned by his wealthy friends. There have been other young drivers who have influential friends among race organisers who arrange financial deals with teams or individuals in order to give promising newcomers a chance, and the non-championship events are ideal for this sort of thing. Tony Trimmer has had races with Team Lotus, but never really got off the ground, Ray Allen made a first-class impression with the Frank Williams team and Cyd Williams blotted his copybook in the same car, wrecking it badly at Oulton Park and very nearly doing himself a serious mischief. Allan Rollinson did a neat job of work in a March 701 that Siffert owns, and could well get another chance, while Siffert has ideas for lending the car, on a financial basis of course, to various European drivers for their National Grand Prix event, as, for example, Gerard Larrousse for the French GP or Gijs van Lennep for the Dutch GP. All this activity at the lower end of the Grand Prix world is a very good thing, for newcomers are always needed in the ranks and in recent years it has been absurdly difficult for anyone to join in Grand Prix racing at the back of the field. At one time, not so long ago, Grand Prix racing became a terrible "closed shop", with a minimum of events, no non-Championship events and no encouragement for the newcomer from the "establishment" who had it all sewn up nicely to their own advantage. Remember the late Bob Anderson, who persevered with a private Brabham-Climax against appalling "closed shop practices" and fought bravely to keep a place on the back of the starting grids? He never aspired to becoming a works driver, but he wanted to race in Formula One Grand Prix events. A lesser man would have been crushed and dispirited by the antagonism of the "establishment" at the time. That he should die in a private testing accident was a tragedy.

While the Grand Prix scene looks pretty healthy from the overall activity angle, it is not terribly healthy from the technical angle, there being little in the way of innovation or trend that looks like making a landmark in progress. Engine development with the 3-litre power plants has been struggling along now for over five years and we are still not at the sort of power outputs that should have been achieved within the first 18 months. Tyre development, on the other hand, has gone ahead at an enormous pace and suspension development is struggling to keep up. It could be that the effort required to keep up with the "World Wide Travelling Circus", which Grand Prix racing has become, prevents much serious technical development work, or it could be that the overall standard of technical design brilliance in Grand Prix racing is at a low ebb like the driver standards, which could explain why Gianclaudio Regazzoni can hold a place at the top of the tree with less than 12 months' experience of Grand Prix racing and why virtual schoolboys can step from Formula Ford into Formula One and appear to be quite competent. Last year there was a period when Grand Prix racing appeared to be very sick. I am glad to say that I think it has recovered from its sickness, but it is still weak and I hope convalescing prior to full recovery.—D. S. J.

THE BENTLEY DC AT GHENT

AT "Rusty" Russ Turner's excellent high-speed day at Ghent in Belgium, John Goddard's turbo-supercharged 3.8-litre Bentley did 126.59 m.p.h. over the two-way kilo, but a piston burnt out as the boost rose to 24 lb., spoiling the overall time. A Maserati 350 GT was timed at 126.24 m.p.h., Barry Eastick's new Bentley Mk. VI Special did 121.70 m.p.h. although still in process of being run-in, so not fully extended, a two-way speed equalled by Wilcock in his 8-litre Bentley, in spite of incorrect carburettor needles. Russ Turner's return run in the ex-Birkin blower 4½-litre Bentley single-seater was ruined when one of its electric fuel pumps ceased to function, but he averaged 116.14 m.p.h. and Mrs. Patricia Gooda was timed at 114.8 m.p.h. in her husband's Bentley S3 Continental. The weather was kind.—W. B.

RALLYE RENAULT

(May 15/16th)

RENAULT LTD. have staged seven successful Rallye Renault meetings in the past, at Woburn, Blenheim, Mallory Park, Harewood House, Acton and Blenheim, and this year, to celebrate the 70th year of this popular make in the UK, they organised this well-supported event at Penschurst Place.

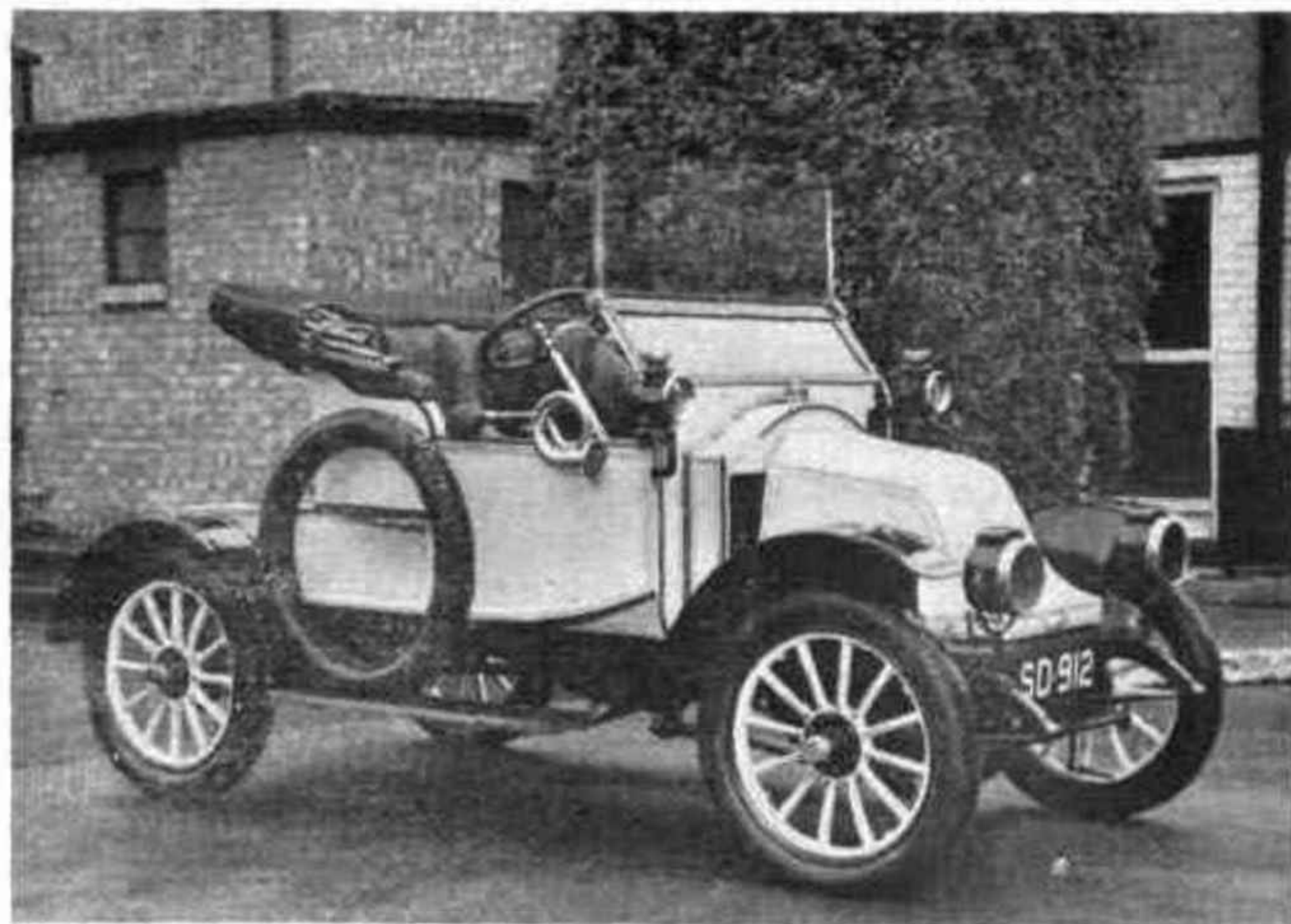
This involved a 50-mile Commemorative Run from the British Renault headquarters in Acton to Kent, in which I was invited to drive Renault's 1911 Type AX twin-cylinder 6.9-h.p. two-seater (see picture). On the Saturday we set off, in company with a fine cavalcade of splendid Renaults of all types, the Company having such faith in our collective ability to control back-wheel-braked ancients that the somewhat disenchanting route went round Marble Arch and Hyde Park Corner in the thick of the afternoon cut-and-thrust. I found myself in the care of a couple of Champion plugs, a Zenith carburetter, the faithful and beautifully-made 75 x 120-mm. Renault engine of taxi-of-the-Marne fame, and 710 x 90 tyres, English-made Goodyear Pathfinders on the front wheels, BTR Cords on the back wheels, although had I punctured, the spare was just a 28 x 3 Dunlop Cord cover. It was highly unlikely that I would need lamps, but the little car was equipped with gas headlamps fed from a "Best English Make" H. & B. generator, and Lucas "King's Own" oil sidelamps.

It is well known that for many years Renault considered two cylinders sufficient for economy motoring, along with Jowett, and Rolls-Royce in an earlier era, and after driving SD 912 I am in entire agreement. The effect is relaxing (at all events on level, uncongested roads), economical, and devoid of complication. Especially the latter, because after the year 1910 or thereabouts the Billancourt engineers had such confidence in their twin that no oil-gauge or other indication of whether the lubricant is circulating was deemed necessary. Indeed, I had absolutely nothing to distract my attention for apart from a big tumbler ignition-switch on the dashboard and a serrated advance-and-retard control which was inoperative, observing dials and moving minor levers has no place in the curriculum of a 7-h.p. Renault driver.

I concentrated on feeling-in the gears with the r.h. quadrant lever, apt to skin one's hand as it was drawn past the push-on brake lever, taming a fierce clutch, operating the piano-type pedals, and checking speed with the transmission foot-brake. The forward view is of a characteristic brass-bound Renault dust-excluding coal-scuttle bonnet far below the steering-column surmounted by a traditional five-spoke wood-rim wheel, with the filler-cap of the scuttle radiator just visible. These lines of the little Renault twin are well remembered—at a traffic-halt in the Vauxhall Bridge Road an elderly van driver dismounted, and walked back to ask whether the car was a one- or a two-cylinder, saying he worked on Renault taxis after the First World War, and 'bus drivers occasionally gave us a smile.

Having by now mastered the downward changes of speed with leisurely double-declutching I was enjoying this mode of progression, at maybe 35 m.p.h. once the highest speed was engaged, fresh air gently wafting past the tall Capital Screen Co.'s windscreen, a strap-down hood at the ready in case of rain. The little Renault picks up speed gamely after a halt, to the accompaniment of lawn-mower noises, but can hardly be said to *accelerate*. . . . Alas, in a horrific traffic jam at Lewisham (caused by road works, *not* the Commemoration Run), the modest power passed away. No sparks! Fortunately Mr. Atkinson, in his much-travelled 1912 AX, still on its original pistons, stopped, produced a spare Watford magneto, and very kindly devoted much time to getting me going again. Thereafter the myth that Kent is a flat county was dispelled, as the resuscitated Renault crawled up one long rise after another on the A21 in middle speed, so that we arrived at Viscount de L'Isle's stately home too late for the champagne reception—and unfortunately competitors' tickets did not gain free admission on the Sunday, although the cars had attracted visitors to Penschurst Place!

Space precludes a report of that day's activities, except to say that a magnificent assembly of Renaults, from Kemsley's 1901 single-cylinder to a 1930 Viva Sport convertible, took part in the usual beauty contests, driving-tests and Grand Parade. Late on the previous night the Viva Sport accompanied by 1900 single, 1908 AX and 1911 AX had arrived from France, delayed by a breakdown at Lewes. Malamatenios was out for the first time in his beautiful 1914 EE 26.9-h.p. landaulette, Beaulieu sent the 1906 20/30 MMM landaulette, Sharpe drove a 1912 CB 12/16 coupé de ville, and later Renaults were well represented by Woolley's 1925 45 tourer, Williams' 8.3 tourer, Mills' Mona six saloon, a 9-15 tourer, a Vivastella truck, and a 1937 BCF1 saloon, etc. Maurice



Smith's 1895 Lawson steam tricycle, an Amilcar and an Armstrong Siddeley, etc., represented Lost Causes and 78 post-1940 Renaults were entered. Renault's special display included a Rallye Alpine, while three Renault Paris 'buses were present. The old-car movement is appreciative of Renault's support, at a time when they are notably successful at selling their modern products, with these admirable rallies, conceived and organised by Tony Ronald and compered by the hard-working inimitable PRO Alan Dakers, aided by his wife Sarah. I was lent one of those willing, spacious, well-sprung, rear-engined Renault Ten-1300 for the return to London but, time permitting, would have got there just as enjoyably in the 60-year-old twin.—W. B.

Results :

RALLYE RENAULT

Concours d'Etat Winners :

Billancourt Trophy, Best Pre-1940 Renault: J. Malamatenios (1914 26.9-h.p. landaulette).

Results up to 1918 : S. M. Tidy (1908 20/60 landaulette).

Renaults, 1919 to 1940 : E. D. Woolley (1925 45-h.p. tourer).

Lost Causes : M. A. Smith (1895 Lawson steam tricycle).

Modern Renaults :

Class 1, 750s, etc.: Mr. and Mrs. R. J. Smith (1963 Dauphine Gordini).

Class 2, R4s and R6s : C. P. Yardley (1969 R6).

Class 3, R8s, Gordinis, etc.: Mr. and Mrs. Hipkiss (1969 R8).

Class 4, R10s : D. Davallon (1969 Ten-1300).

Class 5, R12 : B. J. Stibbings (1970 12TL).

Class 6, R16s : J. E. Smith (1969 R16TS).

A New Vauxhall Fast-back

EVER since the Capri became a big success for Ford, various manufacturers here in Britain and in Europe have been trotting out "fast-backs" in an attempt to catch a share of the market. Now General Motors, through their British Vauxhall concern, have just announced the Firenze range.

These new Vauxhalls are very much fast-back Vivas and though styling is a matter of personal choice we found the general effect a success. The Firenze name is a rather nasty Americanised derivant of the Italian word for Florence, of which the less said the better. Nevertheless, we were impressed by the cars, if not their name, when we drove them briefly just before announcement day.

The Firenze comes in three engine sizes, 1,159 c.c., 1,599 c.c., and finally, 1,975 c.c. As sporting motorists, the 2-litre is the one that creates the most interest, for it fills the gap left when the Viva GT was left out of the latest Viva range.

We were able to drive a Firenze around the lanes of Bucks, as well as put in several laps of the Silverstone GP circuit and found it responsive and fast, with a top speed over 100 m.p.h. Probably the chap who would reckon to throw the car about a bit would want stiffer front suspension and wider wheels, but the basis is there. The 2-litre engine is, of course, well tried with its belt driven o.h.c., five bearing crankshaft, and slant block. The 1,600-c.c. version is also on the same principle but we only tried an automatic, which definitely did not have the flair of the more powerful car by a long way. We look forward to testing the new Vauxhalls at greater length in the near future and feel that in the 2-litre class GM now have something to make Ford think a little.—A. R. M.



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If you don't owe it to yourself, you owe it to other people to make sure your brakes are working properly.

It's a frightening thought that the only thing between you and a nasty accident is a small segment of brake lining.


But let's face it, as far as most people are concerned they don't give a lot of thought to their brake linings.

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Shouldn't you insist on genuine Ferodo brake shoes and disc brake pads?

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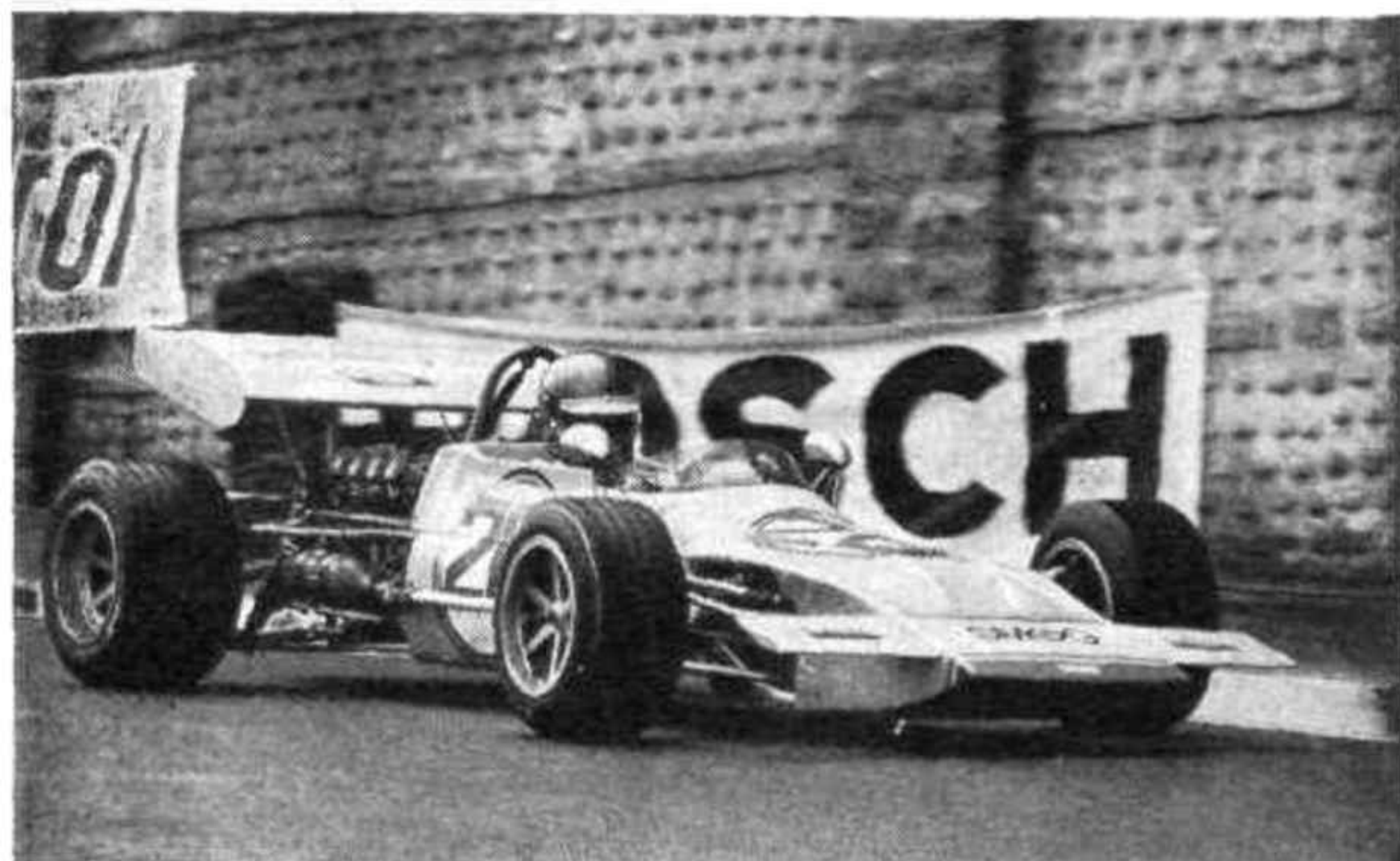
BRAKE LININGS AND DISC BRAKE PADS

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FERODO LIMITED
CHAPEL-EN-LE-FRITH
STOCKPORT



FORMULA TWO REVIEW



Continual disappointment for Ronnie Peterson who has yet to win with his March 712.

A FORTNIGHT after the second European Trophy round had been held at Thruxton 17 drivers made their way down to the historic French town of Pau in the Pyrenean foothills to compete on the demanding circuit round the streets. Formerly a non-championship Formula One race, the Pau event is not a Trophy round as the organisers like to select the drivers they want and not be bound to accept all those who have scored points. In any case this year they were particularly keen to choose their own runners as there are plenty of Frenchmen driving in Formula Two. As it turned out eight of the 16 starters were French, Alistair Walker being the unlucky and only reserve who didn't get a race.

Hoping dearly for a win in front of his home crowd was Tecno Elf number one Francois Cevert, who was driving his regular Tecno fitted with a Pederzani-built BDA-based motor. Although little home opposition was expected from his team-mates, Jean-Pierre Jabouille and Patrick Depailler, there was a surprise March entry for a French driver. This was the 712M usually driven by the Austrian Niki Lauda which had been prepared at the very last moment for Cevert's brother-in-law Jean-Pierre Beltoise, by now thoroughly fed up with his uncompetitive Pymée and glad to be back in a competitive Formula Two car for the first time since he drove a Matra MS7 in 1969. As well as the two factory-run 712Ms for Jean-Pierre Jaussaud and Jarier, which are jointly financed by Shell and wealthy furniture manufacturer M. Arnold, Frank Williams had done a deal to get former F3 Tecno driver, Jean Max, into Pescarolo's regular car as he was driving an Alfa Romeo at Monza and Jo Siffert's Chevron B18 was handled by Francois Mazet as the Swiss was also occupied with his sports car.

After starting from pole position, Cevert's engine blew up when 10 of the 70 laps had been completed, Beltoise inheriting a huge lead. It looked as though the first F2 victory for a works March would be scored by the Frenchman, but with just over two laps to go the contact breaker points in the distributor broke and the March glided to a silent halt. The race was thus handed to the Swiss LIRA-Team Lotus team leader Reine Wisell, who had worked up to second place after a low starting position.

For March team leader Ronnie Peterson luck was out again. During a wet practice session he went off in the Parc Beaumont and graunched the car heavily over a kerb as he did so. After an untimed session in the dry an hour or so before the race, a crack appeared in the gearbox casing at the point where the suspension plate is attached beneath the gearbox. Peterson's mechanic welded it up at the last minute, hardly an encouraging sight for the driver, but predictably that was not good enough and the car retired after 10 laps when Peterson felt a disconcerting rocking movement from the rear end, which also caused it to jump out of gear.

Second place in the French event was taken by Jabouille's Tecno after a challenge from the Rondel Brabhams of Graham Hill and Tim Schenken faded. Hill dropped back as his engine lost power and stopped with 10 laps to go with a blown head gasket, while Schenken had to make a pit stop to replace a sparking plug which had unscrewed itself.

Results :

31st GRAND PRIX AUTOMOBILE DE PAU—Pau (April 25th)

70 laps—193.200 kilometres

1st :	R. Wisell (Lotus-Cosworth 69) ..	1 hr. 33 min. 23.7 sec.—124.177 k.p.h.
2nd :	J-P. Jabouille (Tecno-Pederzani TF71) ..	1 hr. 33 min. 40.4 sec.
3rd :	J-P. Jaussaud (March-Cosworth 712M) ..	1 hr. 33 min. 54.3 sec.
4th :	F. Mazet (Chevron-Cosworth B18) ..	1 hr. 33 min. 25.9 sec.
5th :	J-P. Jarier (March-Cosworth 712M) ..	69 laps
6th :	P. Depailler (Tecno-Cosworth TF71) ..	69 laps

Fastest lap : F. Cevert (Tecno-Pederzani TF71), 1 min. 18.2 sec.—127.058 k.p.h. (new F2 and outright record).

Once again the March had proved itself to be a highly competitive car, even if Peterson's press-on driving style sometimes aggravates its more fragile points, but Tecno, although encouraged by Cevert's new circuit record at Pau, were rather worried about engines. The Frenchman blew up one new unit during first practice and had to take Depailler's FVA out in order to practise on the second day. Then the new BDA fitted for race day put a connecting rod through the side of the block, meaning that one of Cevert's team-mates were going to be without a drive at Nurburgring the following week. There were valuable points at stake at the German circuit, so Jabouille (who was the only one of the team not to have driven at Nurburgring) found himself packed off to Nogaro to drive his F3 Alpine Renault in a French national race, leaving Cevert and Depailler together.

Extensively altered to cater for the return of Formula One cars in August, Nurburgring has had many of its bumpy sections flattened (including the famous Brunnchen step which is now so changed that many drivers didn't realise which section of the circuit they were on!) and has sandy run-off areas most of the way round as well as plenty of Armco and chicken wire fencing. While allegedly making the Nurburgring "safer" (Vittorio Brambilla still managed to finish up in a spectator enclosure during the race, injuring a woman) and providing better spectator facilities on the country sections, there is no doubt that some of the circuit's special character has been destroyed. Making a welcome break in the Cosworth-engined ranks was one of the 1970 BMW engines installed in a March 712M for Austrian Dieter Quester.

The Frank Williams March team were back in full strength after their drivers' Monza interlude and Derek Bell showed himself to be a really hard worker, finishing up the only driver to break the eight-minute barrier on the revised course in practice. Both Cevert and Peterson lapped very slightly slower and shared the front row with Bell. At the start Bell took an immediate lead and, along with Cevert and Peterson, quickly moved clear of the rest of the 37-car field chased by Emerson Fittipaldi (Lotus 69) and the Brabham BT30 of Argentinian Carlos Reutemann. This order remained the same until half-distance in the 10-lap race when Bell noticed his oil pressure sagging. He flung up his hand to indicate that he was stopping and Cevert had to swerve violently to avoid him, kicking up a shower of sand from the new run-off area. Peterson was momentarily blinded and just glanced the barrier with a rear wheel. It was only a very slight impact but it was sufficient to break the wheel rim and cause the tyre to deflate, March's two chances of winning the race thus vanishing in one incident.

With his main opposition gone, Cevert cruised on to a comfortable win over Fittipaldi, who had tried hard with his unsorted and new Lotus but was unable to get to grips with the Tecno, and Reutemann, who was the fastest driver in the race with a 1970 car by a big margin. Privateer Peter Westbury, now on his third F2 car from Brabham, had an impressive first race in his BT36 and just beat Graham Hill's similar car for fourth place. Niki Lauda, Wilson Fittipaldi and Helmut Marko took the remaining Trophy points in the next three places.

Cevert's Trophy lead has now extended to 10 points after Nurburgring, Reutemann being second with 12 points, while Peterson retains third place with maximum points from the Thruxton race. Although the Tecno has scored in all three rounds to date it has been at great expense in damaged motors and eventually March must have some luck, Peterson being long overdue for his first Formula Two win.—A. H.

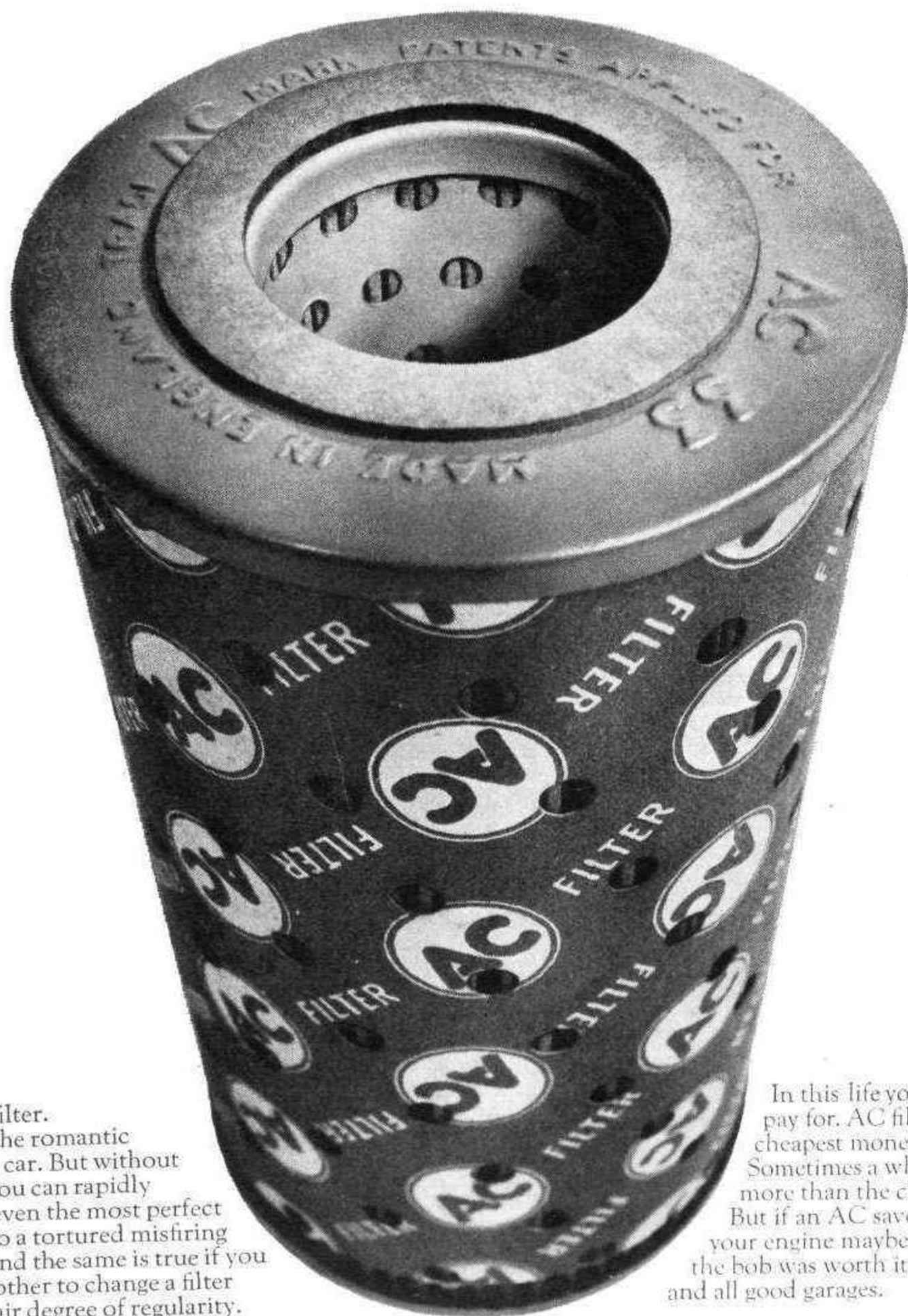
34th ADAC-EIFELRENNEN—Nurburgring (May 2nd)

10 laps—228.35 kilometres

1st :	F. Cevert (Tecno-Pederzani TF71) ..	1 hr. 20 min. 19.2 sec.—170.6 k.p.h.
2nd :	E. Fittipaldi (Lotus-Cosworth 69) ..	1 hr. 20 min. 37.0 sec.
3rd :	C. Reutemann (Brabham-Cosworth BT30) ..	1 hr. 20 min. 41.2 sec.
4th :	P. Westbury (Brabham-Cosworth BT36) ..	1 hr. 20 min. 48.2 sec.
5th :	G. Hill (Brabham-Cosworth BT36) ..	1 hr. 20 min. 48.4 sec.
6th :	N. Lauda (March-Cosworth 712M) ..	1 hr. 21 min. 08.8 sec.

Fastest lap : R. Peterson (March-Cosworth 712M), 7 min. 57.1 sec.—172.3 k.p.h. (new F2 record).

the unsung hero



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FILTERS
the unsung heroes

THE 55th TARGA FLORIO

A Black day for Porsche

CERDA, SICILY, May 16th.

THIS YEAR the Targa Florio was unusual, for the island was not ringing to the sound of V12 Ferraris as in the past; in fact not even a flat-12-cylinder Ferrari engine rent the Sicilian mountains, for Enzo Ferrari gave the race a miss this year, which was strange, for the little 312P would have been very competitive, but no doubt he felt that one car could not do much against the might of Porsche with their special Targa Florio 908/03 models that they designed for the event last year. However, it was not the first year without any Ferraris, and no doubt the Maranello sound will be back in 1972. While a Targa Florio without a Ferrari is possible, the Sicilian race without Vaccarella in it is unthinkable, so with no Ferrari to drive, the lecturer from Palermo arranged to drive for Alfa Romeo, having an initial sortie with the Milan team in the Monza 1,000-kilometre race in April. Last year the Autodelta Alfa Romeo team put a terrific effort into trying to win the Targa Florio, it being a race they rate higher than any other round in the Manufacturers' Championship series, believing rightly that all-round development in a race like the Targa Florio will give you real benefit in producing good production road cars. This year, after their recent excellent performances at Monza, Spa and Brands Hatch, they were very confident of the reliability of the Tipo 33-3, entering a team of four works cars and supporting a fifth one for the Scuderia Brescia Corse. The Porsche factory were represented by two entries for JW Automotive and two for the Martini Racing Team, three of the cars being the special super-light and very short 908/03 models, that first appeared last year at the Targa Florio and were such a sensation with their low-polar movement layout and incredible ability to change direction quickly. For the first time this year the Porsche factory took over the whole operation with factory engineers, mechanics and team personnel, the few people from JW Automotive and Martini who were at the race being virtual spectators. Only three cars turned up for scrutineering, two for JW-Gulf and one for Martini, the fourth car, a 908/2 for the Martini team did not appear, and due to the special nature of the Targa Florio the JW team dropped Bell and Oliver and substituted Herbert Muller and Brian Redman, both of whom have good experience of racing in Sicily. The number one Martini car was in the hands of Elford/Larrousse, and the second one should have been driven by Van Lennep and Kinnunen, but as the car did not materialise the last two drivers were lent to Alfa Romeo who were looking for someone to take Pescarolo's place, the Targa Florio not being his sort of race, and Nanni Galli who tried an unofficial practice lap and found his Monza injury to his wrist was too painful. The Dutchman was paired with de Adamich, and the Finn with Stommelen, while Vaccarella had Hezemans as his partner. These three pairs were in the normal Tipo 33-3 cars, but the fourth works entry was brand-new and designated Tipo 33-TT-3, the TT standing for *Telaio Tubulare*, or tubular chassis. It was a virtual copy of the 908/03 Porsche, in layout and looks, with the gearbox between the V8 engine and the rear axle, with the rear part of the frame being a tubular space-frame bolted on to the monocoque cockpit section. In passing, Ing. Chiti mentioned that it was an experimental car that would take their new 12-cylinder engine, which may appear before the end of the season. It is becoming more and more evident that whereas Autodelta used to be a separate concern from Alfa Romeo Corse, the Milan racing department is getting much more involved in the Tipo 33-3 project.

Every year the Targa Florio has a large entry, of which, never more than a handful are serious contenders for outright victory, the rest racing amongst themselves for class honours, and a few of them being hopeful "outsiders" for finishing in the first ten and in the big money prizes. The fact that there is always a lot of "traffic" on the circuit in the way of small sports cars and GT cars is part of the atmosphere of the Targa Florio, which has always been a law unto itself and I hope it will remain so, for it is not an event to be regarded like a 10-lap dice round Brands Hatch or Oulton Park, and run to RAC rules; it is more a state of mind. When Vincenzo Florio started the series in 1906 there were ten starters, of whom six finished, and he described it as "a race for gentlemen with their motor cars on normal roads and encountering

all the hazards one normally meets while touring by motor car". The Targa Florio has always maintained this characteristic, and to change it would be to change the whole conception of the event, which is why the 72-kilometre circuit is little changed, cars leave one at a time at intervals of 15 seconds, and anyone who is still running at the end is justifiably considered a hero racing driver by the Sicilian public. A limit of 80 starters had been specified and nearly 120 entries were received, but with non-arrivals, withdrawals, cars that did not pass scrutineering and some eliminations in practice, 74 were lined up for the start of Sunday morning at 9 a.m. under a blazing hot sun and cloudless skies.

Practice, which had been held on the previous Thursday had set the island agog with excitement, for the Porsche team were stumbling over themselves and the Alfa Romeo team set the three fastest practice laps. Most important of all was that Vaccarella had made the fastest practice time, in 34 min. 14.2 sec., not as quick as the race record which Kinnunen set up last year, but impressive nevertheless. The new lightweight Alfa Romeo was given a practice run, but it was decided not to race it so Facetti and Zeccoli were without a drive. The Porsche team just went from bad to worse, with Redman getting a flat tyre and wasting more than three-quarters of an hour before he could get going and then Siffert taking over the car for a lap and crashing it, damaging the left side of the chassis. Elford bounced the Martini car off a rock and broke the front suspension so Porsche's outlook at the end of practice was pretty gloomy, with only the Rodriguez/Muller car undamaged. Alfa Romeo, on the other hand, were feeling very confident, and it was a straight fight with three works Porsches against three works Alfa Romeos, both teams having 3-litre engines this time, unlike the previous races where Porsche have had 5-litre engines and Alfa Romeo 3-litres. In the 2-litre Prototype class there were a number of Lola 212 models that could well figure in high places if they kept on the road and out of trouble, notably the two Scuderia Filipinetti cars, driven by Bonnier/Attwood and Parkes/Westbury, while Nicodemi/Williams had a 212 Lola that could well be in the running. The rest of the entry was comprised of private entries of all shapes and sizes, numerous Porsche 911 models, some 914/6 Porsches, a trio of Conrera-tuned 1.9-litre Opel GT coupés, sundry small Italian sports cars, two factory-backed Lancia Fulvia coupés driven by Pinto/Ragnotti and Munari/Claudio Maglioli, and numerous Alfa Romeo GTA coupés and Renault Alpines.

After practice was over the organisers decided that the starting order should be in order of practice times, which put Vaccarella in number one position; and why not, for it is a Sicilian race, run for the pleasure of the Sicilians. The mother of the late Ignazio Giunti did the AC of Palermo the honour of starting the first car away, and with a clear road ahead Vaccarella wasted no time in getting going. He was followed by de Adamich, Stommelen, Larrousse, Rodriguez, "Condone" in the private Tipo 33-3 and Redman. Then the 2-litre class went off, headed by Bonnier and Parkes in the Filipinetti Lolas and Williams in the white Lola of Nicodemi. Altogether 74 cars were sent off into the blazing heat, and with thousands of spectators around the circuit, walking about and driving their cars to vantage points, most of the route was covered with a layer of fine dry dust which made things terribly slippery. The first lap was a major disaster for the race, for Stommelen slid off the road not far from the start, Redman crashed his JW Porsche and it caught fire and burnt out completely, the Lancastrian suffering bad burns about the face and neck, and Rodriguez crashed the second JW Porsche in Collesano. Vaccarella ended the lap with a long lead on the road, ahead of de Adamich, but Larrousse was really flying and had nearly caught the second Alfa. Vaccarella had been fast, but Larrousse was faster, so the Martini Porsche was leading on time, followed by Vaccarella, de Adamich, Bonnier, Virgilio with the latest 2-litre Abarth that looked just like a 908/03 Porsche, Williams and Lo Piccolo with an old Dino Ferrari sports car. Parkes had been delayed by a loss of fuel pressure in his Lola, and by the time he had jammed the pressure release valve with a piece of wood and got back to the pits he had dropped to 44th position. After two laps Larrousse stopped for fuel and to hand over to Elford, which let Vaccarella get into the lead, with de Adamich

third. Virgilio went off the road in the Abarth and Williams had the Lola boiling and stopped to remove some blanking from the radiator which wasted a lot of time. These troubles among the Prototypes allowed some of the faster GT cars to move up into the top ten, notably the Cheneviere/Keller 911S Porsche from Switzerland and the Monari/Maglioli Lancia Fulvia.

The dust had been well and truly blown off the road by now and conditions were very good and Vaccarella handed his Alfa Romeo over to Hezemans, while de Adamich handed over to van Lennep and this let Elford get between the two Alfas on the road, and due to the Alfa pit stop, take the lead on lap four. The situation remained unchanged on lap five even after Larrousse took over the Martini Porsche, and at the end of lap six there was pandemonium in the Alfa Romeo pits for both cars came in together, and unexpectedly it was found that the rear tyres were wearing out and would have to be changed. Wheels, jacks, pneumatic hammers and mechanics flew everywhere and there was a real panic for a short time, but both cars got away all right with Vaccarella heading de Adamich, but both nearly three-quarters of a minute in arrears. The vociferous crowd were not at all happy and wasted no time saying so, but then it was heard that Larrousse had stopped out on the circuit with a flat tyre and the crowd went wild with delight, for Vaccarella now led, with de Adamich second, Alfa Romeos in the first two places. The Bonnier/Attwood Lola was firmly in fourth place and the Parkes/Westbury sister car was in eighth place. The

Lola 212 of de Cadanet had crashed on the Bonfornello straight for some inexplicable reason, the driver sustaining minor injuries; and the private Tipo 33-3 Alfa had crashed a bit further on and struck a spectator's Fiat 500 as it careered off the road, there being no injury to report.

Larrousse limped to the service depot at Bivio Polizzi where a pair of new rear tyres were fitted and he rejoined the race and went storming past the pits on full song, even though the Porsche pit was expecting him to stop and let Elford take over. That was the last they saw of the Martini car, for, having hit a kerb at Cerda, he suffered a broken front suspension and was not seen again. The two Alfa Romeos were now in full command and at the end of nine laps they were refuelled, the front tyres were changed and the two Dutch drivers took over to tour round and finish first and second in team order.

It had been a resounding victory for Alfa Romeo, won by fighting hard and giving the Porsches a bad time from the beginning of practice. Vaccarella was the hero of the day and the Porsche stronghold on the Targa Florio had been broken for the first time since 1965, when Vaccarella and Bandini had won with a 330P Ferrari. Alfa Romeo had once again inscribed their name in the Golden Book of the Targa Florio, for the first time since Antonio Brivio won in 1935. It had been a black day in Porsche history, slightly alleviated by the 911 Porsches that finished fourth and sixth, but a red-letter day in Italian motor-racing history and there was a feeling that there ought to be a National Holiday in Palermo the next day.—D. S. J.

Results :

55th TARGA FLORIO—Groups 4, 5 and 6—Little Circuit of Madonie—11 laps—792 kilometres—Very Hot

1st : N. Vaccarella/T. Hezemans (Alfa Romeo T33-3) Group 6	Entrant: Autodelta S.p.a., Italy	6 hr. 35 min. 46.2 sec.—120,055 k.p.h.
2nd : A. de Adamich/G. van Lennep (Alfa Romeo T33-3) Group 6	Entrant: Autodelta S.p.a., Italy	6 hr. 36 min. 57.9 sec.
3rd : J. Bonnier/R. Attwood (Lola T212-Cosworth FVC) Group 6	Entrant: Scuderia Filipinetti, Switzerland	7 hr. 00 min. 05.2 sec.
4th : B. Cheneviere/P. Keller (Porsche 911S—2.2-litre) Group 4	Entrant: Porsche Club Romand, Switzerland	1 lap behind
5th : M. Parkes/P. Westbury (Lola T212-Cosworth FVC) Group 4	Entrant: Scuderia Filipinetti, Switzerland	1 lap behind
6th : G. Pucci/D. Schmid (Porsche 911S—2.2-litre) Group 4	Entrant: Paul Strahle K.G., Germany	1 lap behind
7th : A. Nicodemi/J. Williams (Lola T212-Cosworth FVC) Group 6	Entrant: Antonio Nicodemi, Italy	1 lap behind
8th : P. Greub/S. Garant (Porsche 911S—2.2-litre) Group 4	Entrant: Pierre Greub, Switzerland	1 lap behind
9th : S. Calascibetta/P. Monti (Opel GT—1.9-litre) Group 4	Entrant: Conrero Squadra Corse, Italy	2 laps behind
10th : G. Schon/G. Bertoni (Porsche 911S—2.2-litre) Group 4	Entrant: Jolly Club, Italy	2 laps behind

Fastest lap : V. Elford (Porsche 908/03), in 33 min. 45.6 sec.—127,962 k.p.h. (no record).

* * *

Targa Tales

In the Group 5 sports class of 2-litres there were only three runners, but they had a momentous day amongst themselves. The Knight brothers nearly missed the start when their Chevron-BMW wetted all its plugs in the line-up and they were very late in getting away. An old Porsche 906 driven by two Italians led the second Chevron of Raffo and Seddon until a ball-joint in the rear suspension broke and the owner sweated away in the heat at the pits to fit a new one. Meanwhile the Raffo/Seddon car caught up and took the lead, and in spite of bouncing off a wall the Knight brothers made up their time lost and took second place. The Porsche then got going again and during a fuel stop for the leading Chevron an Italian helper did not fill the tank completely and Raffo ran out of petrol before Collesano. Taking a plastic breather pipe from the Chevron the driver found a friendly spectator who let him syphon some petrol from his Fiat. This got the Chevron to Collesano where a petrol station was found and the tank filled up, but by this time both the other Chevron and the Porsche had gone by so the leaders were back in third place and the race finished.

Wheeler and Davidson drove the former's little home-built BMC-powered Jerboa which crashed within sight of the start last year. This year it kept going and after troubles with the accelerator cable and linkage it was alone with one other car running in its class, all set for second place when the clutch failed on the last lap. An enthusiastic spectator in Collesano towed Davidson back to the pits when the race was over.

The Targa Florio may be considered a man's race, but there were two girls taking part this year, Christine Beckers in a P11S Porsche, and "Giusi" (presumably she didn't want mum to know) in a GTA Alfa Romeo. Unfortunately neither of them finished.

The Parkes/Westbury Lola 212 was all set to take fourth place when a wire came adrift in the ignition system and by the time Parkes had repaired it the leading 911 Porsche had gone by.

The Cosworth FVC in the Nicodemi/Williams Lola 212 blew most of its oil out the back, and Nicodemi handed over to Williams saying all was well. Williams had barely left the pits when he saw there was no oil pressure on left-hand bends so he had to pussy-foot round a whole 44-mile lap with his fingers crossed. More oil was

put in and the engine recovered and finished strongly. A remarkable testimonial for Cosworth engines.

Ironic that the President of the GPDA should finish a worthy third and the technical advisor to the GPDA should finish fifth in the Targa Florio, and they both enjoyed themselves enormously. Who knows, we may get Stewart and Hulme in Sicily yet.

It is difficult to keep away from the Targa Florio once you are bitten. The entrant of the sixth-placed Porsche was Paul Strahle, the powerful German who used to share Porsche Carreras with Herbert Linge some years ago.



TWO CHEVRONS took part in the Targa Florio, acquitting themselves with first and third places in the Group 5 2-litre class. The Raffo/Seddon B8 ran out of fuel during the race and though the driver "borrowed" some from a spectator, he could not finish the race higher than third in class.

AMERICAN COMMENT

THE SCCA has launched its 1971 professional season with the first two (out of eight) Continental Championship races for Formula A (5000) cars, and the first (out of 11) Trans-Am Championship events for sports saloons. The premier series, the Can-Am Championship, does not begin until the middle of this month, thus avoiding a clash with Indianapolis, most of the World Manufacturers' Championship events and all the World Drivers' Championship races. The Continental series, which this year is known as the L&M Continental 5000 Championship because L&M cigarettes is putting up a bigger bag of gold and because 5000 is the more common name internationally than Formula A, is now into its fifth season but unfortunately it has yet to capture the imagination of the public in the way that the Trans-Am and Can-Am have. The main problem undoubtedly is that for one reason or another (insufficient prize money, the counter-attraction of USAC's single-seaters or clashes with other SCCA series) the Continental series has failed to attract a sufficiently large and stable number of North America's well-known "name" drivers. John Cannon, Tony Adamowicz, Sam Posey, George Wintersteen and Gus Hutchison are about the only ones who fall into that category, and few of them have stuck with the series for more than two years. Mark Donohue and George Follmer, plus overseas drivers David Hobbs, Peter Gethin and Andrea de Adamich have added lustre to the entry lists at various times but only Hobbs has competed at all consistently. Compare this with such names as Donohue, Parnelli Jones, Follmer, Peter Revson, Dan Gurney, Jim Hall and Vic Elford in the Trans-Am—and virtually every well-known road racing driver in the Can-Am at one time or another (until last year)—and the problem of promoting the Continental series becomes clear.

A 75% increase in the average purse to \$34,000 and a much stronger publicity campaign by L&M (being handled on their behalf by Jim Kaser, formerly the SCCA's director of professional racing) may well make a difference this year but it is too early to tell just yet. Certainly the first race at Riverside wasn't lacking for cars, although this is not truly indicative because every old racing car in the world seems to find its way to California eventually. Many of those trotted out for this first race were obviously poorly prepared and their inexperienced drivers equally so. With defending champion Cannon having left the series to run Formula Two in Europe, Hobbs has taken over both his car (Chevrolet-powered McLaren M10B) and his position as the driver to beat—particularly since this year, for the first time, Hobbs plans to run the entire series. (He finished second in 1969 and third in 1970 despite the fact that in both years he missed the first one-third of the races.) Of the drivers who have taken part in previous Continental series, the only ones who seem likely to give Hobbs consistently serious opposition are Posey in a Surtees TS8, Ron Grable in a Lola, 1968 Continental champion Lou Sell in a Lola and perhaps Canadian champion Eddie Wietzes in a McLaren M18 (all Chevrolet powered). To this slim list could be added newcomers to the series Skip Barber, Brett Lunger and Jim Dittmore. He has the advantage that his Lola T192 is prepared by Kas Kastner.

This initial assessment of the likely contenders was partly borne out at Riverside, but only partly, because early-season nervousness that appeared to affect competitors and officials alike turned the race into something of a shambles. Hobbs duly won the pole position, lowering Cannon's 1970 qualifying record by over 1.5 seconds, but an inoperative clutch put him out even before the first heat began. He did start the second heat but retired after five laps with a jamming throttle adding to his troubles. Definitely not his day. But it wasn't much better for the others. Posey tangled briefly with Barber and lost a lap in the pits getting a new nose, and then a lap later, as Sell and Barber were battling for the lead, they were involved in a crash with a tailender they were lapping for the second time. All three cars were wrecked. That enabled Grable to come through and win the heat from Australian Frank Matich, in the Repco-Holden-powered McLaren M10B that he drove in the Tasman series, who took second from Dittmore on the last lap. In the second heat Posey quickly carved his way up from eleventh to take the lead from Matich and Grable, and they stayed that way until three laps from the end of the heat, when another tailender chopped Grable off while being lapped, and converted the Lola into a motorcycle (only two wheels). Posey carried on to win the heat from Matich, Wietzes

and Dittmore, and the combined results of the two heats made Matich the overall winner from Dittmore, Posey, Grable and Wietzes.

A total of at least 10 crashes during the weekend must have sobered everyone up because a week later at Laguna Seca the second round was completed with admirable decorum. Grable's crew somehow converted the Lola back into a car, but their hard work went unrewarded when the camshaft drive sheared while Grable was in second place. Posey shared Grable's misfortune, for after qualifying second to Hobbs for the second week in a row he was delayed by a deranged gear linkage and a broken distributor rotor. Apart from these two, though, the race went very much according to the form book. Hobbs again broke Cannon's 1970 qualifying record, this time by slightly less than one second, and then went on to win both 76-mile heats by comfortable 26-second margins from Matich. Lunger was third in both heats and Dittmore combined his sixth and fourth places to take fourth overall. As a result of consistency rather than outright speed, Matich and Dittmore then led the standings after two races with 35 and 25 points respectively. Hobbs was next with 20, Posey and Lunger had 12 each and Grable 10. However, Matich has now returned to Australia for business reasons, and this reduces even further the opposition that Hobbs will meet in the remaining six races. That is not to say, of course, that Posey or Grable can't catch him, but if there is to be a surprise in this series it might well come from Barber. The car in which he crashed at Riverside was the ex-STP March 701. He missed the Laguna race, but if he receives his March 711 in time for the third event at Seattle, and if it is reliable, he stands a good chance of confirming—shown at the Questor Grand Prix—that on average a good Formula One car will beat a good Formula 5000. But, of course, Mr. Kipling has already written the definitive treatise on the word "If".

* * *

Much of the interest in last year's Trans-Am series was generated by the fact that there were full works teams from American Motors, Ford, Dodge and Plymouth, plus unofficial teams from Chevrolet and, to a lesser extent, Pontiac. There was therefore considerable concern for the success of this year's series when all but American Motors decided to withdraw from the fray. The independent entries, obviously, would stand a much better chance, and they might even provide closer racing among themselves than there was last year, but equally obviously Mark Donohue in the Roger Penske-prepared works American Motors' Javelin was likely to knock all of them into a cocked hat. Penske and Donohue, however, are not the types to get caught flat-footed, and they prepared their 1971 Javelins (one car a reserve) as if they were going to take on every works team in the business. It was perhaps a good job they did because three weeks before the first race at Lime Rock, Bud Moore, who prepared the works Ford Mustangs that Parnelli Jones and George Follmer drove to last year's Trans-Am championship, announced that he had found sufficient sponsorship to enter two new Mustangs for Jones and former Porsche expert Peter Gregg. It was supposed to be for only one race, but it would be an unwise man who bet against them appearing in subsequent events. It was a tribute to both Penske and Moore that the best of the privateers were driving cars that they prepared last year. Peter Revson and Tony Adamowicz were in ex-Penske Javelins now owned by American Racing Associates, while Tony DeLorenzo and Jerry Thompson were driving two ex-Moore Mustangs. Along with Marshall Robbins in a well-prepared Camaro, they qualified right behind Jones, who missed taking the pole from Donohue by a tick of the watch. Unfortunately the race itself didn't provide an accurate indication of what can be expected from this year's series because it rained throughout. This made the very tight 1.53-mile circuit even more treacherous than usual and probably masked the true potential of several cars. Jones, for example, got knocked off course on the second lap and retired three laps later. Adamowicz and Thompson both got stuck in mud (although Thompson did get out after an hour's labour) and Revson retired with electrical trouble. For Donohue, though, there were no "ifs, ands or buts". He took the lead on the first lap and stayed in front the whole way to score a very impressive five-lap victory over DeLorenzo's Mustang, Warren Agor in a Camaro, Gregg's Mustang and Robbin's Camaro. Last year, his first with the American Motors Javelins, Penske predicted Donohue would win seven races. This year there are no predictions, just production.

—D. G.

Continental Notes

C.S.I. Rules

THE SUB-COMMISSION for Technical Regulations, which is made up of D. H. Delamont (GB), J. Herbert (France), P. Frère (Belgium), J. Oliveau (USA), A. Rogano (Italy), J. Rousseau (France), C. Schild (Switzerland) and T. Schmitz (Germany), are continuing to tidy up the rules for International racing and they have decided that as from January 1st, 1972, Grand Prix cars shall have an increase in minimum weight from 530 kg. to 550 kg., which is 1,166 lb. to 1,210 lb., the general feeling being that Formula One cars are being built too light and too flimsy. At the same time it was decided that a monocoque structure should have a minimum thickness of 1.5 mm. (0.060 in.) for its outer skin, a figure agreed with the racing car constructors. These two decisions are the beginnings of a study by the CSI of fundamental safety considerations in relation to Formula cars, which is a very good thing and it may help to stop some of the hysteria of the safety-conscious "do-gooders" who seem unable to think further than iron rails and the banning of existing circuits. They erect safety barriers and catch-fences everywhere in case a car flies off the road due to something breaking. Surely it is more logical to try and prevent things breaking in the first place, and this move by the CSI is very welcome.

The splendid rule about red lights on the back of Grand Prix cars, which should have come into force on April 1st (a very appropriate day), has been postponed until July 1st "because of the British postal strike" to quote the official announcement! This means that all the Grand Prix teams must be ready to switch on their red tail lights when they get to the torrid wastes of the Paul Ricard circuit down near Marseilles on July 4th for the French GP. "This light must be switched on when required by the Stewards of the meeting" to quote the CSI once more.

Another interesting rule that came into force this year was one relating to refuelling systems in long-distance sports-car races. Where the organisers provide the refuelling system all is well, but where the entrants have to provide their own it must be by gravity through a pipe of 2-in. to 4-in. diameter and the gravity system must not generate more than 0.5 atmospheres (7½ lb./sq.in.). Obviously no-one is going to use a 2-in. pipe when they can use a 4-in. one, and to obtain half an atmosphere, for again no-one is going to settle for less, it means that the fuel supply has to be at a height of 27 ft. above the car. In the past the major teams like Ferrari, Alfa Romeo and Porsche used pressure refuelling equipment using compressed nitrogen fed into the fuel container, forcing the petrol through the filler hose at anything up to 25-30 lb./sq.in. The CSI felt that things were getting out of hand, so drew up the new rules, but whether they realised that the new rules would involve the building of enormous tubular towers behind the pits, with a 45-gallon fuel drum on top and a pressure refuelling system to pump the petrol up to the container so that it can then run down the feed pipe at the regulation 0.5 atmospheres, is not clear. The petrol fairly gushes down the 4-in. pipes, but the leading teams have more problems to cope with. Fortunately Gulf and Shell take over most of the responsibility for erecting the tower and providing the necessary pumps to get the fuel to the top. With a two-handed quick-action bayonet fitting on the end of the 4-in. hose, the mechanic clicks it onto the car as it stops and 24 gallons go in in a matter of 10 to 12 seconds. It is also compulsory to have an overflow valve to which another mechanic plugs in a tube which lets the overflow pour into a separate container, thus indicating that the tank is full. Undoing the bayonet fitting shuts a flap valve in the feed pipe and also one in the fuel tank neck on the car to that the risk of spillage is at a minimum. The whole system works very well and is a vast improvement over the old-fashioned churns and funnel or lever-controlled valve on the hose nozzle where the refuelling mechanic used to watch the level rising in the tank through the filler cap.

Hill-climbs

For 1972 the CSI proposes to admit all cars of all Groups without any cylinder-capacity limit, to take part in the European Hill-Climb Championship. At the moment the European events are limited to

sports cars, and until this year there was a 2-litre engine limit, but for 1971 this has been increased to 3 litres. The basic rules for European hill-climbing were settled at a time when Italy and Switzerland had banned all open-road events. The Swiss relaxed their ban for hill-climbs, but the Italians relented under a number of excuses, one being that sports cars up to 2-litres could take part in events on public roads, and this immediately allowed the mountain hill-climbs to continue, these rules applying to Italy and not Sicily. There was no pressure to permit single-seaters to take part, and Porsche, Abarth and Ferrari were content to run sports cars, but over the years some of the hill-climbs have introduced single-seater classes, though they could not count in the Championship runs.

With this new CSI ruling it could mean a resurgence of interest in mountain hill-climbing, which next to the Targa Florio must be the last stronghold of good old-fashioned rugged motor racing. Possibly the CSI looked at some of the competition in British hill-climbs, for they have banned the use of 4-wheel-drive, which is a pity. There are plans to run a competition within the Mountain Championship for National Teams, and it would be nice to see a British team in it, if some philanthropic sponsor would help to pay the expenses. I should imagine that driving a McLaren M10B Formula 5000 car up the Trento-Bondone mountain climb or the Montseny would give you more excitement and satisfaction than a whole season of circuit racing in Britain.

Le Mans and Hockenheim

In view of the fact that only about four Grand Prix drivers will be taking part in the Le Mans 24-hour race on June 12th/13th the Badische Motorsport Club of Germany are proposing to hold a non-championship Formula One race at Hockenheim on Sunday, June 13th, to be called the Jochen Rindt Memorial Race, over 35 laps of the *Motodrom*. They have quite a strong entry and the event looks as if it could be quite a success. I wonder how many people going to the race realise that the race-manager Wilhelm Herz was at one time a works NSU motorcycle rider and holder of the motorcycle World Record at well over 200 m.p.h. I think I am correct in saying that Herz was the last record-holder to use an orthodox motorcycle to take the World Record. His supercharged 500-c.c. twin-cylinder NSU had a normal motorcycle frame and forks with the rider astride the machine. After that record-breakers became low, tubular projectiles with the rider almost lying prone.

In view of the fact that I considered the Le Mans race laid down and died last year, with its pathetic 4 p.m. start on Saturday and disgusting 4 p.m. finish on Sunday, I am taking the Hockenheim race as an excuse to let someone else enjoy Le Mans and see if the proposed "Indianapolis-type start" lifts it up off the ground. It will need something, for apart from the Gulf-Porsches and the Martini Porsches the entry is depressingly thin. This does not mean I think much of the Hockenheim Stadium, and I am glad that the German GP has gone back to Nurburgring, even if it has been altered quite a lot, but there is nothing against having a friendly little Formula race at Hockenheim, or on any stadium for that matter. My objections last year were simply to comparing Hockenheim with Nurburgring as the scene for the German Grand Prix. I would like to see every circuit in Europe holding a Formula One race, but only the best circuit in each country holding the National Grand Prix; after all Grand Prix means Great Prize, which should mean the best there is on all counts.

Mexico

The latest official note from Paris says that the Mexican GP has been re-instated in the World Championship for this year, having been excluded earlier this year because of the public rowdiness last year. The organisers have promised better crowd control and as an act of faith have deposited a large sum of money in a Swiss bank as a guarantee. If rowdiness breaks out this year the money will be forfeited and the CSI will donate it to a worthy motor sport cause —ooh!—D. S. J.



ADAM OPEL these days turns out new models with perplexing frequency. I have, for instance, just been using as pleasant transportation a yellow Ascona 16S saloon, which, incidentally, had four doors in spite of a weekly contemporary's statement that it can only be had in two-door or estate-car forms.

If you read what we had to say about the Opel Manta fastback last April you will know what these new Asconas are like, because they are really saloon-bodied editions of the Manta, using the 1.6-litre version of the rough-looking but efficient engine with the clever camshaft-in-head (but not conventional overhead) valve gear. The nicely-styled Ascona is a car which shines in no one particular direction, and therefore lacks "character", but which performs well in all important respects. It corners well, restrained by a well-located back axle (three-link coil-spring suspension and a torque tube) and those Goodyear G800 tyres with that splendidly chunky tread, has light, smooth rack-and-pinion steering geared at just under four turns, lock-to-lock, and light, progressive servo disc/drum dual-circuit brakes. There is a good, but not outstanding, floor gear-lever, some gearbox whine, a nicely-closing cubby-hole lid, plenty of room in body and self-locking boot, and one key for ignition and the other well-contrived locks.

Judging by the fuel consumption figures I obtained the mileometer is optimistic (there was no opportunity for a fifth-wheel calibration) but I would expect ordinary drivers keeping up with the main-road traffic to get better than 30 m.p.g. of 4-star, even with the "S" engine, which develops 92 (SAE) b.h.p. at 5,800 r.p.m. against 79 at 5,600 from the ordinary 1,584-c.c. engine. After 750 miles the dipstick indicated a sump still full of oil.

The Ascona is a well-finished, pleasant-to-drive, family car, a German-built Vauxhall shall we say, with quality interior in black matt, Bosch lamps and electrics, Varta battery, Duro Glas heated back window and a nicely-functioning l.h. stalk-control of lamps, wipers, washers and turn indicators. Instrumentation is simple, with just the speedometer, an equally-large clock and the TANK TEMP. gauge facing the driver.

These new Asconas enhance the renaissance made by Opel in recent years. The unliked aspects were confined to a rotating gear-lever knob and much reflection in screen and rear window.—W. B.

THE THINGS THEY SAY . . .

"Another Silver Ghost party trick was to place a glass brimful of water on the top of the bonnet: not a drop was spilt even when the engine was raced up to 1,600 r.p.m."—A Rolls-Royce myth perpetuated in "Rolls On The Rocks". Now, how could you balance a glass on the top of a Silver Ghost bonnet?

* * *

"Competitors will bring their own bivouacs and prepare their own food, with the exception of the WRAC."—Instructions for the recent Army Southern Command Driving Championships at Longmoor, which sounds like competing the hard way, and wouldn't suit the GPDA!

FORMULA THREE REVIEW

Walker moves up

The three rounds of the Motor Sport Trophy series of Formula Three races held during the month of May have seen Gold Leaf-Team Lotus driver Dave Walker very much in the ascendant. In fact the talented and experienced Australian has won at Brands Hatch and Zandvoort, and was a narrow second at Silverstone.

The series, which also counts for the Shell Super Oil Championship, has undoubtedly hotted up despite a policy change at Lotus meaning that both Ian Ashley and Gerry Birrell have had to drop out of the series. However, this does not effect Gold Leaf driver Walker, who also headed the Norwich company's F3 team last year. Now he is the sole entry from Lotus, but last year he had a team-mate in Bev Bond who now drives the works Ensign, the smart chisel-nose car constructed in Walsall, Staffs by another ex-GTL driver Morris Nunn. The past month has not been unkind to Bond, for he was second at Brands Hatch on May 2nd, and followed this up with a win at Silverstone on May 8th. But at Zandvoort a week later, his luck ran out when he tangled with Walker.

The last three races have not been particularly happy ones for two other top contenders, Colin Vandervell, who drives a works-assisted Brabham and James Hunt in the works March. Hunt's three races have all ended in spectacular accidents, from which he has fortunately stepped unscathed, while Vandervell has suffered from a spate of handling and engine troubles. However, he took fourth place at Brands Hatch, seventh at Silverstone and sixth at Zandvoort.

The season's big find, Roger Williamson, has had a mixed month. At Brands Hatch his March 713M ran into suspension trouble and he finished fifth, and despite an accident in practice, he finished in a similar position at Silverstone. Zandvoort was his first ever Continental race, and he finally finished seventh after getting involved in a couple of incidents.

So this leaves Bond topping the championship table with 39 pts. after six rounds, with Walker closing on him with 26 pts. Then come Williamson on 19 and Vandervell on 17, with the rest not in the hunt at present.

Two new names to appear in the results over the past weeks have been Barrie Maskell and Sandy Shepard. Maskell is a Formula Three old hand who looked without a drive this year. However, Rodney Bloor of Sports Motors (Manchester) came to the rescue and did a deal to provide Maskell with a works Chevron B18, the monocoque design intended mainly for F3. Maskell, who drove a private Chevron last year, raced the new car for the first time at Silverstone, where he led the slip-streaming bunch for a while and eventually took third place and at Zandvoort also ran well to fifth position. Shepard hails from Texas, where he raced karts, then drag motorcycles and more recently Formula Ford and Formula B. This colourful young American has a last year's Brabham up-dated and showed speed at both Brands Hatch and Silverstone, where he finished sixth and even led the slip-streaming bunch.

On the engine front the Ford-Lotus twin-cam units still lead the way with the British Holbay and the Italian Novamotors the top conversions. At the Brands Hatch round, held on the short circuit, the Swede Freddy Kottulinsky went very well with a Lotus 69 fitted with a home-developed BMW engine. In fact he finished second behind Walker, but post-race scrutineering showed the engine to be illegal and he was disqualified. The Austrian driver, Harald Ertl, has persevered with his similar Lotus powered by an Autodelta-tuned Alfa Romeo engine. A Renault-powered car has yet to appear in the championship series, although at the Pau race which supported the Formula Two event, the Renault-powered Alpines scored a good win. One hopes we will see them over in Britain soon.

Every week-end brings more and more new Formula Three cars out, and from the shakey start the category, in its latest 1600 restricted engine form, is taking good shape with close, exciting but dangerous racing. The power provided by the new engines is still 15-20 b.h.p. down on last year but with more torque, and there are one or two attendant problems which still need to be sorted—A. R. M.

GKN INTERNATIONAL TROPHY

Hill's Staying Power Reaps Just Reward

SILVERSTONE, May 8th.

SILVERSTONE'S annual International Trophy meeting is always worth a visit although, almost certainly, it does not rank in importance as highly as it did ten years ago. However, the BRDC can always be relied upon to provide a full and exciting programme of racing and organise the whole thing in a rather upper class, but nevertheless delightful, manner. There is still something about an International at Silverstone which gives it a special atmosphere. Perhaps it is just the so polite paddock announcements—"Will Mr. Colin Chapman please meet Mr. Emerson Fittipaldi at the Lotus pit most urgently . . . thank you".

This aside, it had been decided to revert to a Saturday meeting this year for a variety of reasons although we felt that the fact that a considerable proportion of the country seemed to be gripped in Cup Final fever contributed to a smaller than average crowd despite a beautiful day. The giant industrial combine GKN continued their enthusiastic and generous sponsorship of the meeting.

The main Trophy race was again a combined event for Formula One and Formula 5000 cars, disappointingly split into two parts for a total mileage of 152 miles. The great majority of people who we spoke to would have preferred one race but there is some lame excuse about two starts giving double excitement (to Jackie Stewart if no one else) and the fact that the F5000s will not travel that far on a tankful, which is their bad luck.

Naturally the race was a try-out for the British Grand Prix but as a pointer to the possible result of our premier event it proved something of a failure when Ferrari withdrew their entries for Ickx and Regazzoni at the last minute. There was the usual story about an industrial dispute trotted out although we hardly think this would have deterred them had there been World Championship points at stake.

However, there were still 16 Formula Ones while a similar number of the 5000s practised. For once Gold Leaf-Team Lotus had a circuit suited to the 56B turbine car so Fittipaldi elected to drive this and Wisell drove his regular Lotus 72. Stewart had a pair of Tyrrells to try (Cevert was not present) and one was fitted for the first time with an interesting new front brake devised by Girling. This utilised two floating discs, four pads and one caliper which squeezed the whole sandwich together, but this car was not used in the race.

Hill drove the only Brabham BT34 in existence and was backed up by Schenken in the older BT33, while McLaren was represented solely by Gethin with his regular M14A, as Hulme was busy earning dollars. Surtees had originally entered the pair of TS9s for himself and Stommelen but the German was apparently unable to appear, so instead the team wheeled out the original TS7 for Rollinson who had made his F1 debut a few weeks earlier in a March 701. This was not a "deal" but Surtees genuinely encouraging a promising young driver. Yardley-Team BRM were at full strength with their usual trio of cars for Rodriguez, Siffert and Ganley while Matra Sports had three cars present for Amon and Beltoise. In fact, the older car was not tried and Amon concentrated on a brand new car which, like Beltoise's machine in Spain, had the side-tanks blended into the monocoque. They were again trying some 1971-type engines which rev. to 11,500 r.p.m.

The F1 field was completed by a trio of Marches, Ronnie Peterson in the March-Alfa usually driven by de Adamich, Pescarolo's Frank Williams machine now painted red and Beuttler's older 701.

Of the various F5000s, some were reasonably competitive, like Hailwood's works Surtees TS8, Gardner's Lola T192, and Redman's McLaren M18 while others had no right to have been in the same race as Stewart and Co.

Amon and Stewart looked very evenly matched in practice just as they were in this race last year when both were driving March 701s. Amon took pole position this time at 1 min. 20.0 sec. with Stewart on 1 min. 20.2 sec., while Fittipaldi in the turbine, at 1 min. 21.0 sec., and Surtees at 1 min. 21.2 sec. completed the front row. There were a couple of wet sessions during which Peterson in the March-Alfa had the legs of them all but when it dried out he dropped to fifth fastest behind Beltoise but quicker than the BRM men who were flying back and forth from Spa.

Part one, over the first 26 laps, was a plain and simple demonstration of Stewart supremacy as he set up a new outright circuit record of

1 min. 20.5 sec., an average of over 130 m.p.h., and pulled away to an 11.6 sec. victory. Initially it was the Matras of Beltoise and Amon plus Surtees that gave chase with Amon soon stopping to report fuel starvation trouble. Had the efficient Matra crew forgotten to fuel the car? However, he was soon on his way only to make another stop with a puncture before the end.

Meanwhile, Hill and Rodriguez were having a glorious dice and they moved up to second and third places with Rodriguez finally getting the verdict over Hill. Surtees was fourth ahead of Beltoise with Gethin heading home the junior league of Wisell, Ganley and Schenken. Siffert's BRM engine blew up early in the proceedings.

The only 5000 not lapped was Redman in the Sid Taylor McLaren, although this category had been headed by young Ray Allen in the Pink Stamps 1970-type McLaren before he crashed. Hailwood's car was stuck in top gear most of the time and Gardner's Lola was not as fast as usual due to differential trouble.

It was an unhappy race for March as Peterson, after a pit stop, crashed very heavily at Becketts and was knocked unconscious and taken to hospital, although he was out the next day, while Pescarolo started late after a fuel valve jammed.

The turbine only lasted a couple of laps whereupon a nylon bearing in the front suspension seized so Fittipaldi retired and the fault was rectified for part two.

1st : Stewart (Tyrrell), 35 min. 29.0 sec. (207.1 k.p.h.). **2nd** : Rodriguez (BRM), 35 min. 40.6 sec. **3rd** : Hill (Brabham), 35 min. 41.8 sec. **4th** : Surtees. **5th** : Beltoise. **6th** : Gethin. *Fastest lap* : Stewart, 1 min. 20.5 sec. (210.66 k.p.h.).

There seemed to be no reason why Stewart should not walk away with the second heat and indeed he appeared to power into the lead as the pack approached Copse for the first time. However, when he lifted off for the corner the throttle stuck open and, with all four wheels locked up under braking, he helplessly careered into the bank damaging the car quite extensively although he quickly jumped out.

This left the whole result wide open and it was Rodriguez who took the lead although Hill was soon breathing down his exhausts. There were exciting moments galore as Hill tried to find a way round the Mexican. He finally did it on lap 12 and a lap later Rodriguez made a pit stop with a puncture and promptly re-joined a lap later right in front of Hill. The Brabham driver again found Rodriguez an awkward customer to pass but did in fact do so.

Meanwhile, a good tear-up between Surtees and Amon ended when Surtees had a front suspension failure on lap 23 leaving second place to Amon, whose team-mate, Beltoise, had blown up spectacularly in front of the Woodcote grandstands. So it was Fittipaldi who brought the turbine through well to pip Gethin for third place. Pescarolo motored to fifth position while a much happier Hailwood just held off Schenken. Rodriguez's pit stop dropped him to eighth, ahead of Tony Dean's 1968 McLaren M7A Formula One now fitted with a Chevrolet 5-litre engine. This proved far more effective than the majority of genuine 5000s of which a considerable number expired, including Redman's.

Wisell's Lotus 72 failed to complete the distance, as it had succumbed to engine failure, while Ganley was involved with a first lap bump with Rollinson and was forced to retire with suspension damage.

1st : Hill (Brabham), 35 min. 21.4 sec. (207.84 k.p.h.). **2nd** : Amon (Matra), 35 min. 26.8 sec. **3rd** : Fittipaldi (Lotus), 35 min. 59.4 sec. **4th** : Gethin (McLaren). **5th** : Pescarolo (March). **6th** : Hailwood (Surtees). *Fastest lap* : Surtees, 1 min. 20.6 sec. (210.40 k.p.h.).

Computing the two rather different results on an aggregate time basis proved somewhat difficult although Hill was undoubtedly the winner thus giving Brabham their first victory with the new car and Hill his first F1 win since the 1969 Monaco GP.

Only two other cars had completed the 26 laps in each heat so it was Gethin who was placed second ahead of Schenken in the other Brabham. Rodriguez had to be content with fourth place but made up for it the following day, while in fifth place Hailwood was the easy Rothman Championship 5000 winner. Sixth was Pescarolo ahead of Dean and French F2 competitor Jean-Pierre Jaussaud, who was having a one-off drive in the Newman Racing 5-litre McLaren M18. Gardner and Beuttler in the March 701 completed the leading ten.

Continued on page 564

THE 1,000 kms. OF FRANCORCHAMPS

A Perfect Demonstration

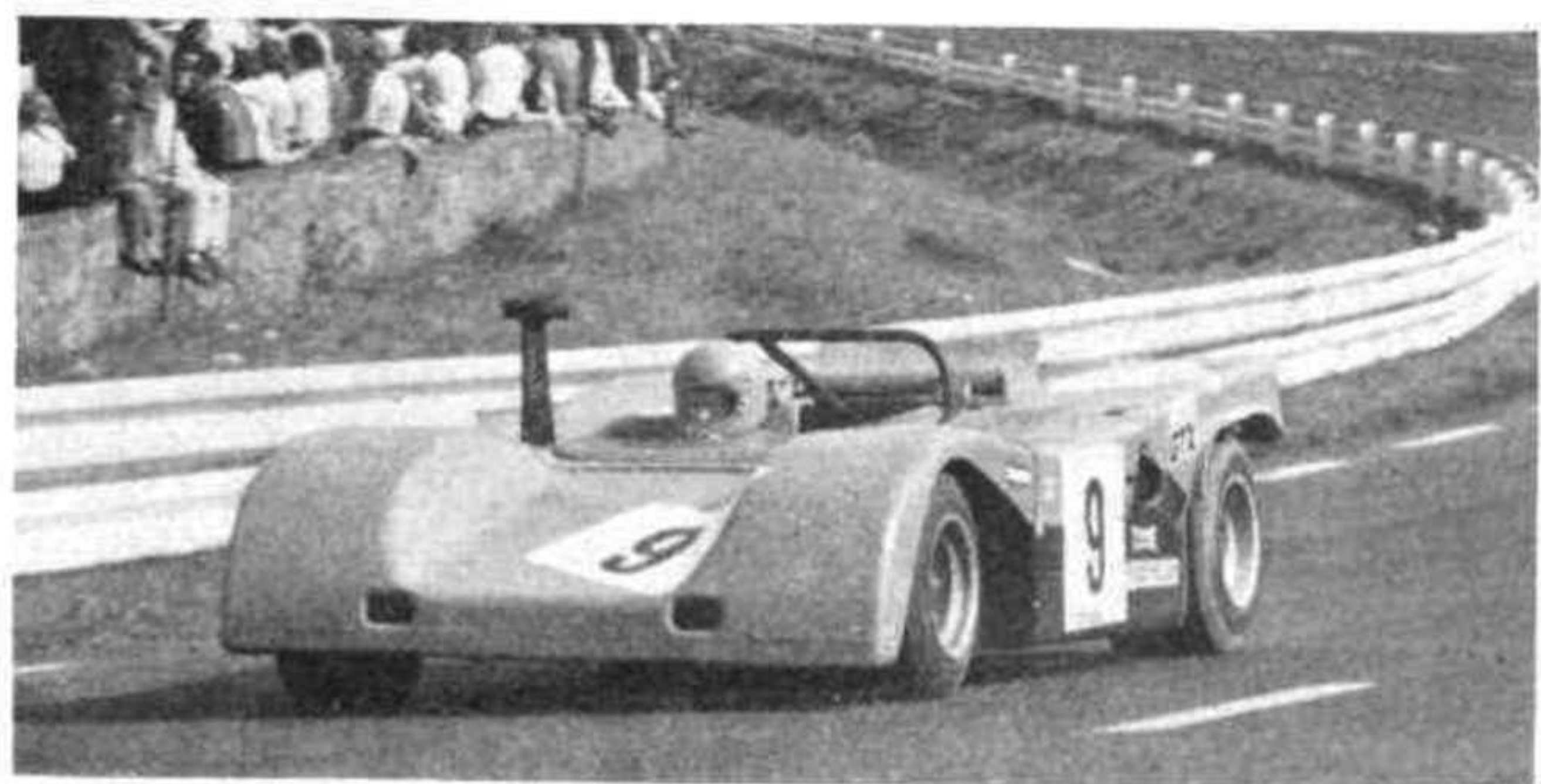
SPA-FRANCORCHAMPS, BELGIUM, May 9th.

THE ANNUAL 1,000-kilometre race for sports cars, organised by the Royal Automobile Club of Spa, took place on the magnificent Spa-Francorchamps circuit without any bitching and binding from any outside organisations, or complaints from the participants and used the full-scale circuit, ignoring the "safety chicane" put in at Malmedy last summer for the puny little Grand Prix cars and their timid drivers. The Francorchamps circuit was at its glorious best during practice, which was held on Thursday and Friday afternoons, in order that some of the drivers could nip across to England to drive "mini-cars" on the Silverstone airfield on the Saturday and return to the job in hand on Sunday. The entry for the Spa race was not large, but it had all the necessary ingredients with two JW Automotive 5-litre Gulf-Porsches, for Rodriguez/Oliver and Siffert/Bell, two similar cars from the Martini Racing Team for Elford/Larrousse and Marko/van Lennep, the sole existing flat-12 Ferrari 312P, rebuilt after its Monza accident, for Ickx/Regazzoni, an Alfa Romeo T33-3 from Autodelta for de Adamich/Pescarolo, and numerous private teams or scuderias, among the better ones being the Herbert Muller team, with a Ferrari 512M for himself and Herzog and a 512S for Kocher/Wiesendanger, the Filipinetti team with Mike Parkes in charge of a single 512M Ferrari for Manfredini/Gagliardi, and the Auto Usdau team from Germany with their yellow 4.5-litre Porsche 917 driven by Kauhsen/Jöst. The Gulf-Porsches were using the earlier tails, with no fins and an adjustable centre aerofoil, while the Martini Porsches, and the Usdau car had the Monza tails, with fins and no aerofoil. The Ferrari had been rebuilt to its Monza specification and the Alfa Romeo was unchanged and the Gulf team had the luxury of a training car, the five-speed one used in practice at Monza, with the Perspex panel in the roof for use on the Daytona banking. There were a few English club drivers competing and a fairly amateurish entry of GT cars in Group 4, comprising two Chevrolet Corvettes, seven 911 Porsches, some with engines enlarged to 2.4-litres and two 914/6 Porsches, and they all turned up well-prepared and ready to run, unlike some of the English entries, some of whom arrived late and others failed to appear at all.

Last year the absolute circuit lap record fell to Rodriguez with a Gulf-Porsche 917 in 3 min. 16.5 sec.—258.320 k.p.h. (approximately 160 m.p.h.) and there was no hope of a Formula One car achieving this sort of speed last year for the GPDA caused an artificial corner to be put in the circuit at Malmedy for some spurious reason. The long-distance sports car world accepts conditions as they are and race accordingly, and GP drivers like Ickx, Rodriguez, Siffert, Regazzoni, Pescarolo, and de Adamich take Malmedy corner in their stride on full song, as do other sports car drivers like Elford, Bell and Oliver. The first practice period, which is always in the nature of a warm-up session, saw Rodriguez fastest at 3 min. 19.2 sec. and Siffert next at 3 min. 20.1 sec., whereupon they took off for England to practise next day at Silverstone as did Pescarolo, who had got the 3-litre Alfa Romeo round in 3 min. 27.1 sec., not as fast as the 3-litre Ferrari which Ickx got round in 3 min. 24.8 sec. The young Belgian and Regazzoni were supposed to have gone to Silverstone as well, but the Ferrari team showed no signs of setting off and on Friday were still at Francorchamps. The Gulf team had little to do apart from routine things like fuel consumption checks, tyre wear measurements and a general preparation for the Sunday race, but Bell was really enjoying himself in both Siffert's car and the training car. He just kept on going faster and faster, looking as happy as the proverbial pig in fertiliser, and eventually put in two laps in under 3 min. 17 sec. and finally recorded 3 min. 16.0 sec., a staggering 258.979 k.p.h. (approximately 161 m.p.h.) average. Elford was well in the groove with a best lap of 3 min. 18.2 sec. in the leading Martini Porsche 917, and Ickx got the little Ferrari round in 3 min. 22.2 sec. Oliver's best lap was 3 min. 21.8 sec., a fast lap by any standards, but Bell's performance stole the day. This was fortunate, for the Filipinetti Ferrari 512M did a lap in 3 min. 24.4 sec., faster than the Muller 512M and the Kauhsen Porsche 917, and no-one noticed that the driver looked like Parkes, though whether it was Manfredini or Gagliardi who went so fast no-one seemed to know!

When Rodriguez and Siffert returned from racing for BRM they found the Thursday positions reversed, with Siffert in pole position thanks to Bell, and Rodriguez in the second row with his Thursday time, Elford having come between them and taken the front row position, the grid being in pairs. From the speeds set up in practice it was obvious that conditions had been perfect, and Sunday was similar but cloudy and overcast. The start was due at 1 p.m. and at lunch-time the air became a bit oppressive and heavy as if there were thunderstorms in the offing. Everyone was busy preparing for the race of one-thousand kilometres with its refuelling stops, possible tyre changes, driver changes, and tools and pit equipment in case of emergencies. Had it been a Grand Prix about to take place there would have been a lot of trouser-wetting and shop-stewards and union officials running round in circles to get the start delayed, to shorten the race distance or cancel the whole thing. In all there were 28 cars lining up on the grid for a warm-up lap, comprised of the 5-litre sports cars, the 3-litre Prototypes, and the mixed GT cars, and with 15 minutes to go a gentle rain started falling and a hill mist enveloped much of the circuit. There was a bit of a flurry and minds were changed about tyres, the works Ferrari having a set of "wet weather" Firestones put on, as did Elford's Porsche and the Muller Ferrari. Many of the lesser lights who had barely gone fast enough in practice to warrant racing tyres at all were juggling about with different types, but the JW Gulf cars sat and waited, confident that the decision to use "intermediate" tyres was the correct one. One by one the cars were sent off on a warm-up lap and as they finished it and lined up on the grid there was more flap because the rain had not developed and it looked set to be a fine afternoon. The Elford car, the works Ferrari and the Alfa were all changed back, as were the Muller Ferraris, and all the while the Gulf cars just sat quietly and waited. The Alfa Romeo had arrived back with the fibre-glass panel over the near-side door ripped up, and it was stuck down hopefully. During the tyre changing panic the Kocher Ferrari suffered a damaged right front-hub thread and nothing could be done about it so it was wheeled to one side, already out of the race. As the 30-second board was raised everyone was twitching on their accelerators so the flag was dropped and they were all away, except the stricken 512S Ferrari which was then rolled down to the dead-car park.

The pattern of the race was self-evident even before it started, for no-one was going to touch the Gulf-Porsches for speed, but the 3-litre Ferrari and the Alfa Romeo were going to need fewer refuelling stops, so that the JW team's pitwork could be all-important. Any opposition that the Martini team might have provided fizzled out before the race was properly underway, for Elford stopped at the end of the first lap, unhappy with the high-speed handling of his 917 and had all the tyres changed, restarting nearly half a lap behind the two leading Porsches of Siffert and Rodriguez. All the knowledge of Spa and skill that Ickx possessed was not enough to keep the 3-litre flat-12 Ferrari even in sight of the two blue and orange Porsches, but he held a firm third place, ahead of Marko in the second Martini Porsche 917, Kauhsen in the Usdau Porsche 917,



THE DULON-PORSCHE, driven here by Ian Taylor, later came in the path of Ickx's Ferrari.

Pescarolo in the lone Alfa Romeo, Muller (512M), Gagliardi (512M) and Pillete (Lola T70), the rest of the entry being way behind. Elford had rejoined the race behind most of the GT cars and slower Group 5 and 6 cars, but in one lap passed them all and was behind the VDS team Lola-Chevrolet, but his rapid progress did not last and he was back in the pits after seven laps feeling that the engine was not working properly. For nine laps Siffert stayed a few yards ahead of Rodriguez, the two cars running in close company at up to 200 m.p.h. on the downhill run to the Masta ess-bend, pulling 8,800 r.p.m. in top gear, and lapping at new record speeds all the time. On the tenth lap Rodriguez recorded 3 min. 15.5 sec. (259.641 k.p.h.) to get in front of Siffert and two laps later the Swiss driver came into the pits for fuel, the JW mechanics putting in 120 litres and cleaning the flies off the screen in 12 seconds. A lap later Rodriguez stopped for the same treatment in 15 seconds and was back in the race without losing the lead. The situation was made clear when the Ferrari stopped for fuel after 17 laps, taking the same time as Rodriguez, the extra five laps per regulation-size tankful being insufficient to compensate for lapping in 3 min. 22.5 sec. against the Porsche's 3 min. 15.5 sec. None of the faster cars were changing drivers at these first refuelling stops, and Muller and Kauhsen were very evenly matched as was their respective pit-work and they finished lap 26 literally side-by-side, racing for fourth place, but already lapped by the Gulf-Porsches. The fibreglass panel on the Alfa Romeo had come loose again, and was blanking-off the air entry to the left-hand side radiator so Pescarolo stopped to have it ripped off and the pit took the opportunity to fill the fuel tanks at the same time.

With no direct opposition and no indirect opposition, by reason of better fuel consumption, from the 3-litre Ferrari Rodriguez and Siffert could have cruised round, but both drivers believe that easing up is liable to cause loss of concentration, which is when mistakes occur. They continued to run very fast, nose to tail, and though Siffert was given the credit of the fastest lap, at 3 min. 14.6 sec. (260.842 k.p.h.—over 162 m.p.h.), they were both lapping at this speed. For the second refuelling they did not come in on consecutive laps as before, but with a lap between the stops, clearly having plenty in hand on fuel consumption. As Rodriguez left the pit lane Siffert was charging down the hill and, seeing him coming, the Mexican accelerated really hard and continued to lead his team-mate by a few feet, and three laps later David Yorke gave them both the EZE signal board and they settled down to lapping at under 160 m.p.h. instead of over 160 m.p.h. The Ferrari made its second stop after 33 laps, refuelled, had the left rear tyre changed and Regazzoni took over, all of which took 49 seconds, and put the car a lap behind the leaders, but still in an unchallenged third place. At 35 laps Siffert handed over to Bell and oil as well as petrol was put in, the stop taking 26 seconds, and at 37 laps Oliver took over the leading car from Rodriguez, with fuel and oil, in 24 seconds. With Rodriguez doing two regular high-speed laps extra, while Bell was doing a relatively slow starting-off lap, Oliver had 23 seconds' lead when he took over car number 21, and during the next 11 laps Bell reduced this to 8½ seconds before stopping for a refuelling in 13 seconds. A lap later Oliver stopped for fuel in 15 seconds and the two second-drivers continued to keep things on the boil in team order. The co-drivers of the Muller Ferrari and the Usdau Porsche were not so evenly matched so the battle for fourth place subsided, with Jöst getting the advantage, and the Alfa Romeo getting between them, even while de Adamich was driving, he being slower than Pescarolo. The Filipinetti Ferrari was not going anything like as fast as the practice

lap it did, but was holding seventh place, and the VDS team's Lola-Chevrolet had fallen behind with an oil leak and a puncture. On lap 51 the Filipinetti Ferrari threw a connecting rod out of the side of the engine just as Muller was lapping it, and while the little sandy-haired Swiss was smiling to himself, in sixth place, his engine blew up as well!

Elford had long since given up struggling with the Martini Porsche, after having the fuel pump changed and being unable to diagnose the instability, and a broken chassis frame was suspected but not actually discovered. The second Martini car, driven by Marko, had disappeared after only six laps, and when the race was more than half-way through it arrived at the pits. A fuel leak had caused it to run dry and eventually Marko had scrounged enough petrol to creep back to the pits, where it was withdrawn and disqualified anyway. The Kauhsen/Jöst Porsche was in fourth place, but not very securely for their pit equipment was not as sophisticated as the works and works-supported teams, and refuelling took them quite a time. The Autodelta team put Pescarolo back in the Alfa Romeo at 54 laps, in an attempt to catch the yellow Porsche and fourth place, but one lap later it was third place that was at stake! Regazzoni was still driving the 312P Ferrari and going into the long, fast Stavelot bend he caught up with two English club-type specials that were running one behind the other. These were the cut-about Chevron converted into an open Group 6 car, of Goodwin/Cowan and the Dulon, with flat-6 Porsche engine and gearbox of Ridehalgh/Taylor and driven by the former driver. As Regazzoni went to pass them the Dulon pulled out and was hit by the Ferrari, the two cars spinning down the road and crashing into the Armco barriers, demolishing the left-front of the Dulon and the right-rear of the Ferrari. Both cars were out of the race and both drivers were lucky to escape unhurt. It was the third successive accident that the Ferrari has had, and the second with the Dulon, it putting Ickx off the road in the BOAC 1,000.

The Alfa Romeo was given third place when Kauhsen had the left rear tyre burst on the yellow Porsche, ripping a great gash in the bodywork. He limped the car slowly back from Stavelot, another wheel and tyre were fitted and he rejoined the race, but with no hope of recapturing third place. With one more refuelling stop to make everyone assumed that Rodriguez and Siffert would take over the Gulf-Porsches for the last stint, and the outcome of these two fiery drivers nose-to-tail for the last 12 laps provoked a certain amount of speculation. However, David Yorke and John Wyer had other ideas and on lap 61 Bell stopped, took on 100 litres of petrol in 11½ seconds and went off again. One lap later Oliver took on the same quantity, the JW mechanics surpassing themselves with the car being stationary for a mere nine seconds. As the two cars finished lap 63 they were one behind the other in the order Oliver, Bell and they were given a signal which merely said ROD SIF, indicating the desired finishing order, and obediently the number two drivers reeled off the remainder of the 71 laps, crossing the line almost side-by-side, while the number one drivers stood around in the pit road, shuffling their feet and no doubt wishing they were out in the cars having a final fling round the glorious Spa-Francorchamps circuit.

The JW Automotive Gulf-Porsche team had given a truly outstanding demonstration of long-distance racing, with perfectly prepared cars that did not suffer from a single fault, team control and race running that was an example to all, and pit-work by the mechanics that was perfection at every stop. If this team have to drop out of racing next year, as is rumoured, it will be a sad day for long-distance racing, but they will have left behind a standard for all to aim at.—D. S. J.

Results :

1,000 KILOMETRES OF FRANCORCHAMPS—Groups, 4, 5 and 6—71 laps—1,001 kilometres—Warm and Dry

1st	P. Rodriguez/J. Oliver (Porsche 917—5-litre flat-12)	Group 5	Entrant: JW Automotive, England	4 hr. 01 min. 09.7 sec.—249.069 k.p.h.
2nd	J. Siffert/D. Bell (Porsche 917—5-litre flat-12)	Group 5	Entrant: JW Automotive, England	4 hr. 01 min. 10.1 sec.
3rd	H. Pescarolo/A. de Adamich (Alfa Romeo T33/3—3-litre V8)	Group 6	Entrant: Autodelta S.p.a., Italy	67 laps
4th	W. Kauhsen/R. Jöst (Porsche 917—4.5-litre flat-12)	Group 5	Entrant: Team Auto Usdau, Germany	66 laps
5th	C. Ballot-Lena/G. Chasseuil (Porsche 908—3-litre flat-8)	Group 6	Entrant: C. Ballot-Lena, France	60 laps
6th	T. Pillete/T. Gassel (Lola T70-Chevrolet V8)	Group 5	Entrant: VDS Team, Belgium	58 laps
7th	E. Kremer/G. Hüber (Porsche 911S—2.4-litre flat-6)	Group 4	Entrant: Kremer Racing, Germany	55 laps
8th	J. Ickx/G. Regazzoni (Ferrari 312P—3-litre flat-12)	Group 6	Entrant: SEFAC Ferrari, Italy	54 laps—Not running at end
9th	G. Quist/D. Krumm (Porsche 914/6—2-litre flat-6)	Group 4	Entrant: Max Moritz, Germany	53 laps
10th	K. Simonsen/R. Larsen (Porsche 911S—2-litre flat-6)	Group 4	Entrant: K. Simonsen, Sweden	53 laps
11th	P. Greub/J. C. Gueuri (Porsche 911S—2.4-litre flat-6)	Group 4	Entrant: P. Greub, Switzerland	52 laps
12th	A. Birchenough/B. Joscelyn (Chevron-BMW 2-litre 4-cyl.)	Group 5	Entrant: P. Watson, England	52 laps
13th	C. Manfredini/J. C. Gagliardi (Ferrari 512M—5-litre V12)	Group 5	Entrant: Scuderia Filipinetti, Switzerland	51 laps—Not running at end
14th	J-P. Gaban/W. Braillard (Porsche 911S—2.4-litre flat-6)	Group 4	Entrant: J-P. Gaban, Belgium	51 laps
15th	H. Muller/R. Herzog (Ferrari 512M—5-litre V12)	Group 5	Entrant: Herbert Muller, Switzerland	50 laps—Not running at end
16th	J. C. Aubriet "Sylvain" (Chevrolet-Corvette—7-litre V8)	Group 4	Entrant: J. C. Aubriet, France	50 laps
17th	R. Goring/C. Utz (Porsche 911S—2.4-litre flat-6)	Group 4	Entrant: Max Moritz, Germany	50 laps
18th	T. Goodwin/A. Cowan (Chevron Spec.—2-litre 4-cyl.)	Group 6	Entrant: T. Goodwin, England	49 laps—Not running at end
19th	M. Ridehalgh/I. Taylor (Dulon-Porsche 2-litre flat-6)	Group 6	Entrant: Speed Sport, England	40 laps—Not running at end

Fastest lap: J. Siffert (Porsche 917), 3 min. 14.6 sec.—260.842 k.p.h. (162.08 m.p.h.). (New absolute record.)

RALLY REVIEW

GENERAL CLASSIFICATION

1st:	T. Fall/M. Wood (Datsun 240Z)	34 min. 56 sec.
2nd:	W. Sparrow/N. Raeburn (Mini Clubman GT)	37 min. 58 sec.
3rd:	C. Malkin/J. Morgan (Hillman Imp)	41 min. 55 sec.
4th:	T. Fowkes/M. Holmes (Escort TC)	45 min. 25 sec.
5th:	P. McDowell/R. Woods (Escort TC)	47 min. 35 sec.
6th:	R. Bean/P. Stephens (Escort TC)	47 min. 44 sec.
7th:	R. Platt/M. Nicholson (Escort GT)	49 min. 36 sec.
8th:	J. Churchill/J. Thomas (Escort TC)	51 min. 22 sec.
9th:	R. Fidler/B. Hughes (Escort RS)	52 min. 05 sec.
10th:	M. Johnson/A. Frazer (Mini Cooper S)	54 min. 02 sec.

198 starters — 104 finishers.

THE WELSH RALLY

TRY AS we might, we couldn't bring ourselves to use the full 1971 title as a heading; Fram Castrol International Welsh Rally is too much of a mouthful however generous the sponsors concerned. There are ways of generating publicity and obtaining the necessary exposure other than insisting on the inclusion of one's trade name in the title of an event. Think of the ridiculous title which would emerge if the financial backers of the Tour de France demanded—and the event organisers agreed—to have their share of the title; The Dunlop Elf Bic BP Ford Martini Craven A Tour de France Automobile. Even Woolmark Grand Prix is going too far. I have already been asked the obvious question concerning that event—whether it is a race around the Brecon Beacons for Welsh Mountain Sheep.

Many and varied are the ploys of publicity seekers, and buying a piece of a title is not among the best of them. What earthly good would it do the sponsor if an advertisement appeared announcing that the Christopher's Crunchy Cornflakes Rally had been won by a confirmed porridge eater. The same applies in the case of tyres, lubricants, fuels, accessories and the like, and the sooner the battle for banner headlines ends, the better.

I am not decrying the activities of sponsors, nor denying that their very being does the sport a lot of good. Indeed, such is the situation nowadays that many worthwhile rallies would fail miserably to get off the ground were it not for the good offices of someone with a cheque book beneath his pen.

All of which brings me by a somewhat devious route to the relationship between sponsors and spectators, and to a situation which was highlighted during the Welsh Rally. In racing there are enclosures from which turnstiles produce a steady income, thus reducing the need for a race organiser to seek financial help from a commercial sponsor. In return, the sponsor gets his publicity exposure in front of the paying audience.

In rallying there are no turnstiles, no source of ready income to help an organiser pay his bills. Consequently the need to find a sponsor is greater. There is no enclosed, admission-paying audience, but there is nevertheless an exposure which spans a fair chunk of countryside, not just the occupants of a handful of enclosures and grandstands, so whatever sponsor comes forward stands to reap a fair harvest from his seed.

From very modest beginnings, when rallying was considered by the man in the street to be no more than a playground for strange young men in woollen hats, the sport has grown tremendously and there are very few people today who fail to be stirred by a television film of the East African Safari and who do not appreciate the excitement of a high speed trip along a special stage in one of Britain's forests.

Forest rallying creates more spectator enthusiasm than any other kind of rallying, and that is where the aim of any sponsor must surely be directed. But something is happening which is threatening to break the chain reaction by reducing the number of spectators, thereby cutting a sponsor's effective exposure. If that is allowed to continue, the sponsor will lose interest and the rally which he formerly supported will be left to shrivel with an empty pocket. If a rally needs financial support, it needs spectators. It's as simple as that.

As forest rallying increased in popularity, so the crowds flocking to the woods for the bigger international events increased, eventually causing the Forestry Commission to be concerned about the safety of their trees, the police to be concerned about traffic jams at forest entrances, and rally organisers to be concerned about what the legal position would be if a spectator were injured, even through his own negligence.

The consequence has been an attempt—which has so far only been applied in Wales for some odd reason—to prevent spectators entering

the forests when a rally is passing through. This year, the South Wales Automobile Club compromised by coming to an arrangement with the Forestry Commission whereby spectator parking areas were set up at four forests (from a total of twenty-four) and visitors allowed to enter only those forests. Presumably they were thought to be safer there than in any other forest, though to me, passing through as a competitor, they seemed to be at no greater, no less, risk than flanking any forest road.

As a result of the active discouragement (barriers were even put up in some places) spectators were fewer this year than during any Welsh Rally I can remember in recent years. If that trend continues it will do the sport a lot of harm. On the other hand, if the idea is to set up more and more parking areas so that public roads are not obstructed whilst spectators have their pleasure, then only good will come of it, for no sporting event has the right to bring ordinary traffic to a standstill.

As for the Welsh Rally itself this year, it was perfectly ordinary. Ordinary, that is, inasmuch as it was as tough, exciting and closely contested as ever. Nearly two hundred competing crews took part, all of them thoroughly enjoying themselves whether they had a fault-free run to the finish or a premature end in the middle of a vast pinewood.

It was interesting to note that all three major British manufacturers with former associations with the sport were again taking an interest. British Leyland may have withdrawn from competitions, but there was nevertheless a factory-owned car in the field with factory support. Chrysler UK were similarly represented and, naturally, so was Ford. It is indeed encouraging to see that Coventry and Abingdon are keeping feet inside the door. Who knows, one day they may kick it open again.

From a variety of well-driven cars, including various breeds of Escort and Mini, Triumphs, Imps, Datsuns, Vivas, Capris, Dafs, MGs, BMWs, Saabs, Cortinas, Skodas, Alpine-Renaults, Fiats, a Rover, an Alfa Romeo and a Lotus Elan, it was the same model Datsun that won the East African Safari which took the premier award. The 240Z, driven by Tony Fall and Mike Wood, was factory owned, but on loan to them for the event and supported by staff from the dealer at Old Woking, Surrey. Escort Twin Cams of both eight and sixteen valve configuration were leading in the early stages, and even an Imp emerged as a serious challenger, but it was the sturdy and powerful Datsun which finally made it, with a Mini Clubman GT in second place. Thankfully, no one make is ever dominant for long in rallying.—G. P.

GKN TROPHY—continued from page 561

Results:

23rd INTERNATIONAL TROPHY RACE—Silverstone—Formula One and Formula 5000—Two by 26 laps—152 miles

1st:	G. Hill (Brabham BT34-Cosworth V8)	1 hr. 11 min. 03.2 sec.— 206.84 k.p.h. (128.53 m.p.h.)
2nd:	P. Gethin (McLaren M14A-Cosworth V8)	1 hr. 12 min. 37.0 sec.
3rd:	T. Schenken (Brabham BT33-Cosworth V8)	1 hr. 13 min. 07.9 sec.
4th:	P. Rodriguez (BRM P160 V12)	51 laps
5th:	M. Hailwood (Surtees TS8-Chevrolet V8)*	51 laps
6th:	H. Pescarolo (March 711-Cosworth V8)	51 laps
7th:	A. Dean (McLaren M7A-Chevrolet V8)*	50 laps
8th:	J-P. Jaussaud (McLaren M18-Chevrolet V8)*	50 laps
9th:	F. Gardner (Lola T192-Chevrolet V8)*	50 laps
10th:	M. Beuttler (March 701-Cosworth V8)	50 laps
11th:	J. Surtees (Surtees TS9-Cosworth V8)	49 laps†
12th:	C. Amon (Matra-Simca MS120B—V12)	49 laps
13th:	R. Wisell (Lotus 72-Cosworth V8)	48 laps†
14th:	A. Rollinson (Surtees TS7-Cosworth V8)	48 laps
15th:	U. Norinder (McLaren M18-Chevrolet V8)*	47 laps

* Formula 5000 Class.

† Not running at finish.

Fastest lap: J. Stewart (Tyrrell-Cosworth V8), 1 min. 20.5 sec.—210.66 k.p.h. (130.90 m.p.h.). Outright lap record.

Fastest F5000 lap: B. Redman (McLaren M18-Chevrolet V8), 1 min. 22.4 sec.—205.80 k.p.h. (127.88 m.p.h.).

Of the supporting races, the MOTOR SPORT Trophy qualifying F3 event is reported elsewhere, Brian Muir had a convincing touring car victory with the Wiggins Teape Camaro and the 2-litre sports-car race was a real thriller to close the day's proceedings. It was dominated by Chevron B19s, with the Lola T212s nowhere, and when the leading trio of John Hine (Red Rose team), Chris Craft (works entry) and John Miles (DART) went into Copse on one lap side-by-side there was no way they were all coming out side-by-side. In fact, Craft spun and continued but by then the race was lost and Miles just got the verdict over Hine with Craft third.

As we said, a very enjoyable day's motor racing that kept nearly everyone happy.—A. R. M.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to
Old-Car Matters

ANOTHER CORNER CAR.—Neil Corner going out to win the Pre-War All-Comers' Scratch Race in his ERA R4D at the VSCC Silverstone meeting, his first appearance in this car. He was strongly challenged by Martin Morris' ERA, also of 2-litres.



THE VSCC SILVERSTONE MEETING (April 24th)

THE OPENING VSCC race meeting of the year was held on a wet track, and heavy rain for practice and most of the races brought hazards, causing an accident to Cherrett, who was driving the ERA Hanuman II, which damaged it extensively, and Boyce to prang Archdale's Frazer Nash on race morning, so that he went to hospital with a strained back; the inadvertently manxed non-vintage body of this automobile was then seen to consist of glassious fibres. The cold weather was troubling Edmondson's beautifully rebuilt ex-Bellevue MG Midget, which wouldn't run properly on the considerable methanol fuel content specified by Wilky Wilkinson, and Waller was being towed about the Paddock in the immaculate *monoposto* Alfa Romeo, which had damp in its engine—he was wearing a splendidly period linen helmet; what a pity crash-hats are compulsory, in this welfare age when heads are considered more important than when the Alfa was new!

After the winter it is interesting to see whether any "fresh" old cars appear. The Hon. Patrick Lindsay was present but his Multi-Union wasn't, but Corner had his ex-Mays' 1936 2-litre ERA R4D out for the first time, a bit twitchy in the wet, and Moffatt his 1934 ERA, rebuilt to commendably original specification since being brought back from S. Africa some six years ago.

The Vauxhall Villiers and Schellenberg's Barnato-Hassan were again non-starters, but the Brooklands atmosphere was enhanced by the presence of F. P. Morley's slim and sketchy Pacey Hassan and Russ-Turner's ex-Birkin blower 4½ Bentley, the latter now with the crimson single-seater body and larger wheels back in place, which removes any past criticisms we have made of the car which, as it was afterwards fitted with mudguards and presumably driven home, is a most commendable and courageous effort on Rusty's part, the long red car reminding me of seeing it lift the Brooklands' lap record to over 137 m.p.h.

Morley also had the battery-started 24-litre Sunbeam-Napier out again, and actually got into top gear on the rain-soaked track. The back axle casing has been strengthened and a 3-to-1 ratio is now used, in conjunction with a step-up gear behind the pre-selector gearbox. The car starts in a series of hops, being difficult to coax off the grid, but the mis-firing sounds are simply pop-backs from the 24-stub exhausts, and it is most impressive in action.

Another splendid sight was that of three blue Lago-Talbots, all able to last a 15-lap race. In the past these cars have made desultory appearances. But here were a trio of them going well, Pilkington's 1948/51 car staying ahead of the other two without apparent effort, although it was somewhat unadhesive approaching Woodcote corner. The beautifully turned-out 1949 ex-Chiron car of the Hon. Alan Clark was driven with great spirit by F.1 driver Mike Beuttler, who took Woodcote with much arm-play, pressing past several other cars on the inside approach on one occasion. Bob Roberts' 1951 version, once driven by Etancelin, Rosier and Fangio, was considerably slower in the hands of Bill Morris. It may be a matter of final-drive

ratios. Another newcomer which went remarkably well was Renwick's 1950 1½-litre Gordini, which finished with its engine as clean as when it started.

Peter Moore's daughter Allison drove sensibly, increasing her speed each lap, in her father's blown Ulster Austin, but carried a severe handicap, and one of those fun cars which jolly up VSCC races was Whittaker's wooden-wheeled 1928 Chrysler, now sporting twin horizontal SUs with ram pipes, mingled with two three-branch exhaust manifolds. Doug Bianchi's son raced a 1931 Alvis Silver Eagle single-seater evolved from a saloon. Cameron Miller made one of his rare appearances, but his 1922 GP Sunbeam was soon eliminated through dirt in the fuel, presumably from its ancient fuel tank.

As this meeting took place in April a brief report will suffice. It opened with the traditional One Hour High-Speed Trial with two compulsory pit-stops (plug and wheel-changes), in which, the rain taking its toll of unadjusted qualifying times, only Tyrrell (Frazer Nash), Mrs. Hill (who later raced Joseland's Frazer Nash) in her AJS, and Meeks, Griffiths, Hamilton Gould, Raeburn and Gledhill (Austin 7s) qualified, and from which Ulph's blown Austin 7 and Kirby's Austin 7 retired.

In the first five-lap handicap jolly Jack Marsh again took the mickey out of the VSCC by taking the lead on lap two, in his terrible-looking 1936 Alvis Special, to win in a canter, chased by Carmichael's l.h.d. 1939 328 BMW, who then strapped on his luggage, put up the hood, and ran for home. Rogers' AC Special was third. The next five-lapper, in which Mumby spun his white Austin at Woodcote and Collis had moments at Becketts in his Speed 20 Alvis, was an easy win for Hingley's 1925 aluminium-bodied Anzani Frazer Nash, from Golder's 1936 1½-litre Falcon-based Riley Special and Bianchi's Alvis Special.

The first of two 15-lap All-Comers' Scratch Races, this one for pre-war cars, saw Corner the master in his new ERA, although he was challenged gamely by Martin Morris in his 2-litre ERA, who took Corner on the inside going into Woodcote on lap three. Thereafter Corner drew away, the two ERAs right ahead of the field by two-thirds distance, Hine third in Llewellyn's smart blue 3/8-litre Bentley two-seater, staying off Venables-Llewellyn, whose ERA now goes very well. Morris lapped faster than Corner, at 77.6 m.p.h., and was only 0.8 sec. behind at the finish.

The GP Itala Trophy Race for vintage racing cars was ten laps packed with drama! The irrepressible Llewellyn led all the way in that stupendous 1925/9 Bentley. Moffatt in Wall's well-known, alloy-wheeled single-seater Bugatti, was close on the tail of St. John's GP Bugatti, and when the latter's water-pump drive sheared on lap three Moffatt drove furiously in pursuit of the Bentley. Llewellyn cornered close in at Woodcote, nearly ramming the Chawner-GN on lap eight, the Bugatti on his tail. Then, on the last lap, Moffatt overcooked things, sliding into the Woodcote ditch and ending up

Continued on page 568



“They keep pinching our customers!”

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

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

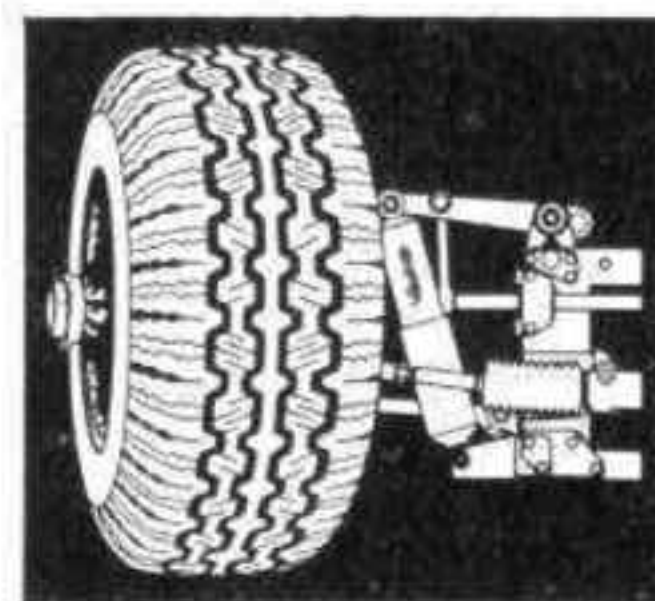
They're also our customers. Because we're the largest manufacturer of tyres in Italy. Over ten years ago, we realised that ordinary tyres just weren't good enough for the extraordinary

Italian motorist.

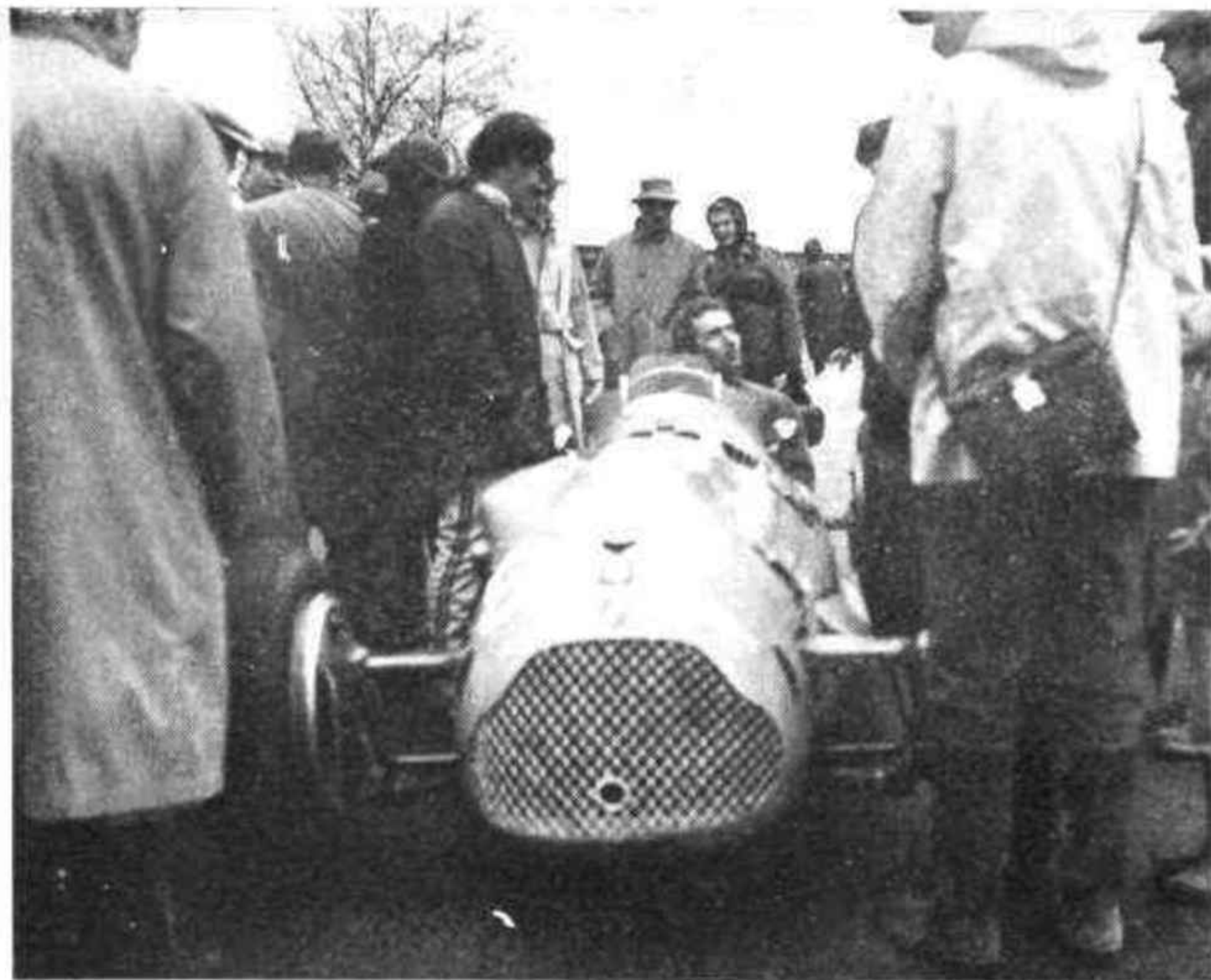
So we invented the textile radial ply tyre. And called it the Cinturato. The same superb tyre (incorporating continuous improvements) is made here in Britain, to fit most makes of car.

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

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



PIRELLI
CINTURATO



Spectators in the Paddock admiring T. A. Roberts' 1951 4½-litre Lago-Talbot, Bill Morris "up", before the start of the All-Comers' 15-lap Scratch Race.

VSCC SILVERSTONE MEETING—continued from page 565

nose-on to the bank, whereupon he sprang out, hand-cranked the engine into revival, and was pushed onto the track, contriving to occupy third place, although so much time had been lost that Rippon's yellow Bugatti had gone by. The RAC Steward, Col. Rixon-Bucknall decided, rightly we think, that as Moffatt had only been pushed *backwards*, he would not be disqualified. He made best laps, at 75.18 m.p.h. Evans went nicely in the Chawner-GN, taking Woodcote with his left hand while keeping the dogs in their kennels with his right hand.

The mixed All-Comers' saw Corner's 1959 GP Aston Martin the unchallenged victor, with Wilks' Lotus 16 a deserving second, after a skillfully-held 90 deg. slide going into Woodcote on lap ten. Lord Clydesdale in the Maserati 250F worked up to third place by lap seven, by passing Morris' ERA, the best pre-war finisher. Corner lapped fastest, at 84.63 m.p.h. There were then three more five-lap handicaps. In the first of these, Peterkin in Lord Doune's beautiful 1930 2½-litre straight-eight Maserati, won on the last lap, in spite of some front axle tramp, from Russell's ex-Burville Riley TT Sprite replica, and Alexander's 4½-litre Lagonda. Binns then upheld blue-diamond honour by running right away with the next race in his 1929 Riley 9 Special, with Morten's 1928 4½-litre Bentley next up, and St. John, who had borrowed Kain's water pump, third, ahead of Wall. In the final event, rain again lashing down, Gunn's MG got ahead of Johnstone's Hyper Lea-Francis on the last lap, and Dr. Andrews in his 1928 Brooklands-model Riley 9 finished third, just ahead of Waive's 1934 Riley 9 Special.—W. B.

Results :

Pre-War All-Comers' Scratch Race :			
1st :	E. N. Corner (ERA)	74.28 m.p.h.
2nd :	M. E. Morris (ERA)	
3rd :	H. Hine (Bentley)	
1908 GP Itala Trophy Race :			
1st :	D. W. Llewellyn (Bentley)	72.31 m.p.h.
2nd :	A. W. Rippon (Bugatti)	
3rd :	H. F. Moffatt (Bugatti)	
Mixed All-Comers' Scratch Race :			
1st :	E. N. Corner (Aston Martin)	83.05 m.p.h.
2nd :	W. E. Wilks (Lotus)	
3rd :	Lord Clydesdale (Maserati)	
First 5-lap Handicap :	J. A. E. Marsh (Alvis)	61.01 m.p.h.
Second 5-lap Handicap :	P. F. Hingley (Frazer Nash)	59.79 "
Third 5-lap Handicap :	M. G. Peterkin (Maserati)	61.06 "
Fourth 5-lap Handicap :	P. J. E. Binns (Riley)	61.56 "
Fifth 5-lap Handicap :	C. Gunn (MG)	59.43 "

Leaders to date in the 1971 MOTOR SPORT Brooklands Memorial Trophy Contest for Trophy and £150 in cash prizes : Llewellyn (Bentley), Marsh (Alvis), Hingley (Frazer Nash), Corner (ERA), Peterkin (Maserati), Binns (Riley) and Gunn (MG), 18 points each; Carmichael (BMW), Golder (Riley), Morris (ERA), Rippon (Bugatti), Russell (Riley), Morten (Bentley) and Johnstone (Lea-Francis) 13 points each; Rogers (AC), Bianchi (Alvis), Moffatt (Bugatti), Alexander (Lagonda), St. John (Bugatti), Hine (Bentley) and Andrews (Riley) 8 points each. **Next round :** Oulton Park, June 19th.

V-E-V Miscellany.—Although very few 12/50 Alvis cars come on the market these days, the new PRO of the enthusiastic Alvis OC reports that one was sent for scrap recently, the owner breaking up its castings to make removal easier! A one-owner 1935 Austin Ruby saloon is stored in a shed "somewhere in the West" by a lady with sentimental attachments to it. A very old 6 h.p. Walsh & Clark "Victoria" stationary engine which has driven a cider press in Worcestershire since probably the turn of the century is likely to have a new lease of life driving farm machinery. A 1934 Austin 7 chassis was given away recently, in the Midlands. The ex-Hamilton 1914 TT Sunbeam has been rebuilt in New Zealand by Andy Anderson, after scattered bits and pieces had been recovered from far and wide. Mrs. Peggy Hamilton, author of the book referred to not long ago in our "Cars In Books" column, attended a Bentley rally in New Zealand in March in her sister's one-owner 1928 4½-litre and was shown her brother's 1922 straight-eight TT Sunbeam, which is being meticulously restored by Bob Shand. The ex-Hamilton 4½-litre Bentley was also at this rally.

The Cambridge Society for Industrial Archaeology recently had a parking area set aside for veteran and vintage vehicles at the Cheddars Lane Pumping Station, where historic machinery was on display and a small 1893 engine was working throughout the weekend. Llandrindod Wells Water Board has been in the news with an enormous stationary engine of unique type, which manufactures its own fuel and occupies the engine house where it pumped water for the spa baths from around the turn of the century, before going out of use.

VINTAGE POSTBAG

More About "Patience"

Sir,

I have read with interest letters in recent issues relating to the well-known Frazer Nash "Patience", and would like to correct some of the statements made by previous writers.

"Patience" was built by John G. Clarke, who owned this car for 16 years. He first purchased the car in 1930 when it was powered by an Anzani engine, and it was then a standard 1926 Frazer Nash, with three-speed chains, and with no front brakes and the normal round-back, two-seater body.

In about 1932 John started rebuilding the car—he inverted the chassis and fitted front brakes and later made a four-seater body—with the two rear passengers facing backwards—this was when I first met John, for at the time I had made a similar body for one of my "Barson Specials"—our rear passengers could easily see where they had gone, but not so easily where they were going, which maybe was perhaps just as well.

John raced the car with the Anzani engine for two or three seasons at Donington and various hill climbs, but at his last race at Donington (1937 I think), he had by then fitted a Meadows engine. He built up the present engine from another Meadows engine from a Lea-Francis, this engine had ERA connecting rods and special pistons, and was meticulously prepared.

The present body was made up by John after he had acquired the tail from a scrapped Amilcar. At which time his wife christened the car "Patience" I do not know, but I believe in the mid-'30s. It was already called "Patience" before we put on its now well-known front suspension.

The front suspension about which much has been written, was an experimental Dubonet type manufactured by Messrs. Alford and Alder. This was intended for the 20-h.p. V8 Standard, but was used experimentally on a Standard 14 by the late Mr. Maxted, who was at that time chairman of Alford and Alder, and who was a close friend of mine. I purchased the only two sets of these axles from Mr. Maxted with a view to fitting one to my "Barson Special". However, my plans were changed as I had to go overseas, and I sold them to John Clarke. I do not think Mr. Raymond Mays was over-interested in this suspension as such.

We fitted this suspension in the winter of 1938/39, and the writer first raced this car at the Crystal Palace early in 1939, which was the first time that this suspension appeared on "Patience". The car was very successful in one race, but the driver's exuberance overcame his discretion after being subsequently re-handicapped, and we came to grief on Stadium Dip Bend and the front suspension was wrecked.

However, after much midnight oil was spent, the car was ready by the following weekend for Prescott, using parts of the other suspension, so that this present suspension is now a one-off job!

The writer saw the car on his last visit to England in 1968, and it appears that very little change has been made, except that the car is now fitted with SU carburettors in place of the original Solex, maybe a doubtful advantage, as John attributed a lot of the success of the performance of the car to the Solex carburettors which used barrel type throttles and which gave completely clear gas flow at full-throttle.

Cape Town, S. Africa.

E. CHALENOR-BARSON.

Sir,

In view of the references to this car in recent issues, perhaps your readers would be interested in the following facts given to me by John Clarke, her constructor.

"Patience" started life in 1926 as an Anzani-engined car with three speeds, no front brakes, hand-brake acting on one rear drum and foot-brake on the other.

The independent front suspension units, fitted during the winter of 1937/38, were specially made by Alford & Alder for a prototype V8 Standard, and when no longer required, these were bought from an executive of Standards by Challenor-Barson, who passed them to John Clarke.

At this time, "Patience" was fitted with a Meadows engine from a scrapped Lea-Francis, which subsequently had been considerably modified—special push-rods and rockers, lightened con.-rods from a Talbot Darracq, with pistons and camshafts to John Clarke's own design. Two large bronze Solex carburettors with barrel throttles were used, and a selection of solid copper gaskets gave a choice of compression ratios, the highest being 10:1.

"Patience" had a very successful pre-war sporting career. On one occasion, Challenor-Barson drove her at the Crystal Palace, where he won the Frazer Nash race by a large margin. Re-handicapped, he started in the next race from scratch, and passed the entire field in the first lap, which, even by Nash standards, was thought by many spectators to be the most frightening performance ever witnessed, surpassed only by his subsequent crash during the second lap.

Amersham.

P. WILLIAMS.

* * *

Special Ts

Sir,

In the nineteen-twenties, there was on the east side of Regent Street and near to Oxford Circus, a motor showroom which appeared to specialise in sporting adaptations of Model T (or "Flivver") Fords. At any rate, I never saw any other cars there. These had lowered suspensions and open sports bodywork in the then current style, and were always coloured bright red. I have a rather vague recollection that the name of the establishment may have been "Arthur E. Gould". I have never seen any reference to these cars, but possibly your records, or the recollection of some other "senior citizen" who is still faithful to your journal, may produce more information and experience of these cars. As at the time I was in the very second-hand motorcycle (2½ belt-drive Douglas) stage, I could only gaze covetously through the window.

Saltash.

H. F. SPONG.

[Any data?—ED.]

* * *

Ulmann Replies to W. O. Bentley

Sir,

Attached herewith, you will find my expression of apology to Mr. W. O. Bentley, which applies to my two (2) articles; one printed in 1964 and the other one of recent date, on which you commented in your January issue. May I say that I enjoyed the "hand-off-attitude" of your remarks, for which I am very grateful.

I hold no brief against Mr. Bentley, and seeing the explanation he gave the editor of our magazine, dated February 8th, 1971, as most conclusive, I see no reason to pursue the subject. I hope he can give us more information, for historical purposes on the development work of the BR1 and BR 2 aircraft engine.

Regarding the "Airplane Engine Encyclopedia", edited by Glenn D. Angle in 1921, Bentley is wrong in relegating this as merely a catalogue of aircraft engines. I am submitting herewith, a photostat of what he has to say about the Bentley and Clerget engines, which, I believe, is quite interesting.

Mr. Angle, who is no longer with us, was a most erudite authority on aircraft engines. His text book and collated information on aircraft engines, starting with the Abadal to Zeitlin (variable stroke rotary), a total of 525 pages of detailed information. (I have a complete story on the latter engine, in the event you are interested.)

Personally, I feel that this entire Bentley matter is a tempest in a tea pot and I am a bit surprised at his sensitivity. All I am trying to do is to give credit, where credit is due and if I am wrong, I am the first one to accept corrections, which, I believe in this case are legitimate.

I am puzzled with his claim that he was able to cast aluminium fins on to steel barrels. This has been tried many times, both on air cooled and water cooled engines and was abandoned because of the high expansion of the aluminium, as compared to steel, which created clearances and eventual seepage, destroying the heat transfer between the jacket and the barrel. This was the basic trouble with the Marmon Model 34 and the Hispano 6 Hb, until such time when they converted to wet sleeve engines. As I have intimately been associated with the early development of aircraft engines, immediately after World War I, I shall be indebted to you if you can throw any light on the subject. I can not tell you how much I enjoy reading the vintage and veteran pieces in your magazine. Please keep up the good work.

New York, USA.

ALEC ULMANN,
President.

* * *

Petrol Cans

Sir,

Following my letter in the October, 1970, issue regarding Pratts petrol cans and the replies it has brought forth, I have recently been in touch by letter with a charming old gentleman of 82 who, as a young man before World War I, drove a horse-drawn fuel oil delivery tank cart for the Anglo-American Oil Co. Ltd.; the tanker had "White Rose & Royal Daylight Lamp Oil" emblazoned upon its sides. John Gilmour, of Newbury, has restored one of these tank carts and often takes it to local gatherings and shows in this area.

Now, the tanker also carried on racks along each of its sides two-gallon cans of Pratts Motor Spirit and, according to my correspondent, these cans were painted green all over for "Pratts Perfection Spirit" and were charged at 2s. each, refundable on return of the empty can in good and clean order. During the 1914/18 War, when prices rose, the deposit on the cans was raised to 3s. each, at which it stayed after the war and which figure we mostly see today on the top of these cans. Could be, therefore, that really old 2s. cans may be found and/or "2s." over stamped "3s." cans would coincide with the Great War years.

Further, my correspondent writes that pre-1914/18 "Pratts No. 2 Motor Spirit" was carried and sold in cans painted half-green and half-aluminium colours, vertically divided, while "Pratts Taxibus Motor Spirit", their lowest grade, was in totally aluminium-coloured cans. Later, when "Benzol" was bought by Anglo-American from Messrs. Carliss, Capel and Leonard (another story), this fuel was sold in orange-coloured cans while "Benzol Mixture" was in half-orange and half-green cans, again colour-divided vertically. All painting was done by Anglo-American staff at their depots.

Incidentally, to further the story, motor spirit was 1d. per gallon cheaper if bought in bulk in 40- or 50-gallon drums, deposit £3 pre-World War I, and £5 later. Both cans and drums were, after filling, sealed by wiring and lead seals, closed with special pliers. No can with a broken seal would be accepted and the wire was applied in such a way that the screw cap could not be partly unscrewed and spirit taken, without breaking the seal.

Reverting to the third paragraph, I believe the matter of the use of the word "petrol" was dealt with at some length in earlier letters (perhaps the Editor will confirm and expand on this point?), suffice to say that "petrol" was a registered name of Carliss, Capel & Leonard and could not be used by other fuel companies, hence their description "motor spirit".

Freeland.

PETER F. G. WRIGHT.

BOOK REVIEWS

"Bruce McLaren", by Eoin S. Young. 224 pp. 8½ in. × 5½ in.
(Eyre & Spottiswoode, 11, New Fetter Lane, London, EC4. £2.)

There is no-one better fitted for writing of the career of Bruce McLaren and his racing team than Eoin Young, for he was associated with the popular New Zealand driver/constructor from the earliest days of Bruce's racing activities in England in 1962, when McLaren used to say he and Eoin were a two-man act, "the nice guy and the baddie", and Young was one of the first directors of Bruce McLaren Motor Racing Limited when that Company was formed late in 1963.

So who better to recall the endeavours, set-backs, aims and successes of the cheerful New Zealander than this fellow countryman who worked beside McLaren and is an accomplished motoring journalist into the bargain? The book opens with an Introduction, by the author, which describes vividly how McLaren lost his life testing a 630-b.h.p. Chevrolet V8-powered Can-Am M6A McLaren at Goodwood in 1970, a reminder of how swiftly the sad accidents of motor racing happen. It is a shock to have so graphically recalled for us the fatal accident involving McLaren, as told by such a close friend of his, although, in fact, Young was not present when it occurred. It is fitting that this book has been written to pay tribute, as Young says, to a driver who had so many friends all over the World. It is a reflection on the hazardous nature of motor racing that this book about the deceased Bruce McLaren follows so quickly another, "Trio at the Top", by Desmond Mahoney, another New Zealander, which sought to show what made three drivers from New Zealand what they were, published (by Robert Hale, also in 1970) when all three, McLaren, Hulme and Amon were alive.

Now McLaren has gone, snuffed out at the peak of his chosen career. But Eoin Young's book stands as a fitting memorial to him. It covers his career fully, from his youthful exploits with an Ulster Austin 7 and Ford Ten Special to the great exploits of the specialised sports and Grand Prix cars which carried his name. It is all there, in easily absorbed, behind-his-shoulder style—the Cooper days, the evolution of the original McLarens, Bruce's entry into the Can-Am arena, details of engines and designs used by McLaren, and details of how the McLaren team was run, with Teddy Mayer as Business Partner and Team Manager Phil Kerr looking after the internal business management, the racing mechanics, from Wally Willmott and Tyler Alexander onwards, the associations with Trojan, racing in America, etc.

This is a book which all Bruce's many friends will wish to read and one which is informative to others in the same game, especially those running modern racing teams, or who want to glean all the available details of McLaren racing cars and the engines that powered them. Inevitably, there is some repetition and some of the illustrations have been seen previously, because Bruce wrote of his career in "From the Cockpit". But the present author has done an excellent job, and chosen the pictures well.—W. B.

"Small Wonder", by Walter Henry Nelson. 303 pp. 8½ in. × 5½ in.
(Hutchinson & Co. Ltd., 178-202, Gt. Portland Street, London, W1. £1.50.)

This is yet another book detailing the dramatic Volkswagen story—Hitler's idea of a People's Car or Volks-Wagen, brilliantly conceived by Dr. Porsche, the erection of an enormous factory on 5,000 acres of commandeered land at Wolfsburg, the war-time destruction of the VW plant, Britain scoring control of it afterwards, and its rehabilitation, leading to the overwhelming sales-success of the unique, quality-built and finished Beetle. Incidentally, the fact that the somewhat dated Beetle remains uncrushable as an American import poses one of today's leading automobile conundrums and its production growth has risen significantly, as this reviewer is well aware, having attended the party in Germany to celebrate the one-millionth VW, in 1955, which increased to 14-million Beetles made by 1971.

"Small Wonder" in its latest form gives the VW story from the American angle. Nelson claims to be non-technical but his description of the origins and development of the VW are adequate and the remainder of the book covers personalities, including the celebrated Dr. Nordhoff, in commendable detail, albeit the entire book is a boost for the product, which its manufacturers couldn't have done better. It is a minor disappointment that, although Nelson deals with the introduction of the VW to the British and American markets, he

makes no reference to MOTOR SPORT's enthusiasm for the Beetle at this time.

The latter part of the book tends to become journalese but on the whole this is a very readable one-make history.—W. B.

"Rolls On the Rocks" is a book which Robert Grey wrote in under three weeks at the behest of Compton Press, of Compton Chamberlayne, Salisbury, Wilts., who sell it for £1.50, as a current commentary on the sad prevailing predicament of the Rolls-Royce Company. A rather cruel way of emphasising this, but a notable piece, along with Eoin Young's aforesaid book, of "instant-journalism". Nothing much that is new emerges from Grey's book but it is nicely produced and presumably collectors of all R-R items will want it. That is no criticism of the author, because there is little or nothing new to write about Rolls-Royce cars unless one drives or describes individual cars, unless, one day, liberal quotes from the legendary "Rolls-Royce Bibles" are possible. Grey quotes short extracts from these—to this reviewer they reflect some interesting engineering ideas held by Sir Henry Royce, as, for instance, his suggestion for testing aluminium pistons in Eagle aero-engines by making one larger than the eleven other pistons, to cause it deliberately to seize, on an articulated rod, which Royce thought "a fairly conclusive and very instructive" experiment. This little 95-page book concludes with topical material devoted to R-R Company activities and financial figures. The photographs have been used many times before.

Carrying the title of "The Three-Wheeler", Brian Watts' soft-cover history of the Morgan Three-Wheeler written for the Morgan Three-Wheeler Club has belatedly appeared. It runs to 67 pages and is mainly concerned with the differences between the various models, although some Morgan Company history is included, and some old Morgan advertisements are reproduced. There is a chapter about the Club itself but competition work is confined to a few pictures which have been seen before in the Club *Journal*. So this little book, obtainable from P. Thompson, The Flat, Gables Garage, High Street, Ripley, Surrey, for 50p or £1 in cloth-bound guise, plus 7½p for postage and packing, augments rather than overshadows "The Vintage Years of the Morgan Three-Wheeler", by W. Boddy, which packs a much more comprehensive coverage into its 27 pages, particularly of the racing and record-breaking activities of the famous cyclecars from Malvern. Whereas Watts' book has a title which sounds as if many makes of tricycle might be included, this is not the case, whereas Boddy, although the title of his history refers only to the Morgan, does compare this make of three-wheeler with other vintage specimens such as Omega, Coventry-Victor, D'Yrsan, Sandford, Darmont, HP, etc. Incidentally, the latter 50p book has become something of a best-seller and is still available from The Grenville Publishing Co. Ltd., Standard House, Bonhill Street, London, EC2.

Amongst the many annuals devoted to reporting, largely with excellent illustrations, the previous season's motor racing, "Race Report" by Eddie Guba deserves especial mention. It claims to be the only complete report of all the 1970 major World Championships and it is certainly full of first-class illustrations of all kinds, including a number of high-class colour prints, some of which are pull-out doubles. Not everyone will like the very complete if therefore somewhat superficial coverage of so many aspects of modern motoring sport which Guba provides. But the results are all there, and the pictures are exceedingly good. "Race Report" comes from the Fountain Press Ltd., 46-47, Chancery Lane, London, WC2, and costs £3.75.

Continuing their series of detailed books about touring in Scotland, G. T. Foulis & Co. Ltd., of 50a, Bell Street, Henley-on-Thames, Oxon, have published a volume by Ross Finlay on Wester Ross. It is historical as well as geographical, runs to 268 pages, and costs £3.25.

THE THINGS THEY SAY . . .

"Readership of *Motor* or *Autocar* is not regarded as a prerequisite; in fact, the winner read only MOTOR SPORT!"—The Guild of Motoring Writers' *News Letter* for April, referring to the winner of the Sir William Lyons' Scholarship, a 22-year-old journalist whose accomplishments had to include writing an essay on motoring journalism.

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THE MONZA 1000 kms

A Clean Sweep for Gulf-Porsches

MONZA, ITALY, April 25th

LONG BEFORE the day of the race for the 1,000 kilometres of Monza the event was fraught with problems and these continued right up to the Saturday evening when practice finished, but everything turned out all right and the race was a success. During the time that entries were being made Ferrari suggested that *chicanes* should be put in the two main straights of the Monza road circuit in order to slow the 5-litre Porsche 917 cars. He intended to enter his 3-litre Group 6 Prototype and felt that the fast Monza circuit gave the Porsches an unfair advantage. When Alfa Romeo heard this suggestion they gave it their full support, as their 3-litre Prototypes will not keep pace with the 3-litre Ferrari, let alone the 5-litre Porsches. However, when Porsche heard about this idea they said, on behalf of JW Gulf and the Martini team, that they would not enter the race if *chicanes* were built, so the organisers had a problem on their hands. They had ideas for modifying the back straight which involved cutting down a great number of trees but the owners of the Monza Park in which the Autodromo is situated said this could not be done, so there was a bit of a deadlock. Eventually everything was sorted out, the circuit left unchanged and everybody entered, including Ferrari after Regazzoni had unofficially lapped the 312 Prototype at the same speed as Elford's 1970 lap record set up with a 5-litre Porsche. This was in 1 min. 24.8 sec., whereas the GP lap record is still at 1 min. 25.2 sec. set up by Beltoise in 1969 with a Matra-Cosworth V8 and equalled last year by Regazzoni with a 312B Ferrari. However, the Grand Prix clan could take heart from Ickx having got a Ferrari round in practice last year in 1 min. 24.14 sec.

The entry list having been settled satisfactorily the next problem arose on the first day of practice when the rains came, and they got steadily worse. A grey gloom settled over the Autodromo and on the damp and soggy track no-one could approach 1 min. 30 sec. while some of the also-rans were more than a minute slower. In spite of the conditions Elford made the fastest lap, in a Martini Team Porsche 917 at over 137 m.p.h. average, which was pretty impressive motoring in the wet. One second behind him was Ickx with the lone flat-12-cylinder Ferrari Prototype, with Regazzoni only eight-tenths of a second slower in the same car. The second Martini Team Porsche 917 broke its engine and was towed in during an interval in the four-hour practice session. Alfa Romeo entered four cars, but only three arrived to be driven by de Adamich/Pescarolo, Galli/Stommelen and Hezemans/Vaccarella, the last named joining the team for the first time at Monza. Zeccoli should have driven the fourth car so he was loaned to Herbert Muller's Swiss Ferrari team, joining Moretti in a rebuilt 512M, while Muller and Herzog had the team's second 512M Ferrari. Also from Switzerland came the Scudera Filipinetti Ferrari team with Parkes and Bonnier in a 512S-bodied car with the latest mechanical components and Manfredini/Gagliardi in a 512M. The JW Gulf team had two of their works-supported 917 Porsches for Rodriguez/Oliver and Siffert/Bell, with a third car as a spare, while the rest of the 40 or so cars that turned up for practice was made up of entries from all over Europe of semi-professionals with new cars to rank amateurs with home-made specials. One of these was a one-off special powered by a Fiat-Dino engine in the rear and during Saturday's wet practice Galli hit it up the back with his 33-3 Alfa Romeo and wrecked the front end and damaged one of his hands. This caused Alfa Romeo a lot of work to "rebuild" the car and left them a driver short for the race.

Many of the entry did not even get out of the paddock, while others failed scrutineering, or did not have the right paperwork, and some blew up as soon as they started practising. In spite of the consistent rain the more serious teams got on with their race preparation, but the organisers were not happy about the prospects of running the race under such appalling conditions and practice was ended an hour early on Saturday afternoon as visibility was so bad. While all the teams were prepared to get on with the race, no matter what the conditions were, the organisers could see a financial disaster ahead of them if the rain continued and no spectators turned up, while they were equally disturbed by the sight of the fast cars lapping at over 130 m.p.h. in clouds of spray. There were serious discussions about abandoning the whole event when everyone packed up on Saturday

evening, but luckily the weather man was kind and overnight the clouds went away and Sunday morning was perfect. In view of the perfect conditions which no-one had been able to sample in practice there was an extra practice session for the 30 cars that had qualified for the race, the organisers ruling out any cars that were too slow. The two JW Automotive Gulf-sponsored Porsches were using four-speed gearboxes and long tails with large fins on each side and no spoilers, sacrificing a bit of down-thrust at the rear for improved drag and hoping that the fins would keep them sufficiently stable at high speed. This works-development tail was also fitted to the two Martini Team cars, that of Marko/van Lennep having its right side fin patched with aluminium after it had been damaged by over-zealous spectators in the paddock. The yellow and green 917 of Jöst/Kauhsen also had this latest type of works tail. The little flat-12-cylinder Ferrari had two small fins on its tail section to aid stability and the slot in the nose merely allowed air to flow through the nose section and out of the top opening, all the radiators being at the rear of the car, a water radiator on each side of the engine and oil coolers at the back. Alfa Romeo were using colour-coding on the noses of two of their cars, orange for the Hezemans/Vaccarella car and yellow for the de Adamich/Pescarolo one, while that of Stommelen was in its natural red colour. With Galli unable to drive their plan was that Hezemans would start in car number 16, Stommelen in number 19. Vaccarella would take over from Hezemans, while Stommelen drove the maximum, then Hezemans would take over number 19, Vaccarella would continue for the maximum possible time while Stommelen rested, and then the German would take over number 16 for the last part of the race. Meanwhile, de Adamich and Pescarolo shared the third Alfa Romeo more or less equally. During the extra practice session one of the private 908 Porsches expired and was wheeled away, leaving 29 cars to line up in two rows for the start.

The sunshine had brought out an enormous crowd of spectators, much to the organisers' relief, and the start was given at 11.20 a.m. in a rather ragged fashion, with Parkes leaping into the lead with his Filipinetti Ferrari, hotly pursued by the Porsches and the works Ferrari, but they all left Muller on the start line as his Ferrari battery suddenly decided it could not start the engine and keep the fuel pressure going. While Parkes led the field down the back straight Muller got going and charged off after the other 28 cars. It only needed four laps for order to be established, with the two JW Gulf cars in first and second places (Rodriguez followed by Siffert), then a Martini Porsche (Elford) followed by the works Ferrari (Ickx). From the word go the pace was extremely fast, the leaders soon lapping below 1 min. 25 sec., and on the eighth lap Siffert recorded 1 min. 24.1 sec., to which Rodriguez replied with 1 min. 24 sec. on lap 12, by which time Martin (Porsche 917) had been lapped, even though he was holding 14th position. It was on this lap that a cloud of black smoke arose from amid the trees between the Lesmo corners and the Ascari curve and the whole pattern of the race took on a different shape. Merzario in the yellow and red Ferrari 512M of Juncadella's Spanish team had got ahead of Ickx in the works 312P Ferrari and was about to lap an amateur driver in an eight-cylinder Porsche when it moved into his path and the Ferrari hit it. The Porsche 907 came apart and caught fire and the Ferrari spun to a standstill while a Porsche 908 hit the wreckage and Ickx in the works Ferrari found himself heading for a wall of smoke and flame. He clobbered part of the wrecked Porsche which tore the Ferrari bodywork and wrenched the left rear wheel nearly through 90 degrees. Muller was one of the first to arrive amid the wreckage and had to wait for a path to be cleared through and Hezemans had his Alfa Romeo bodywork catch alight and had to stop and put the fire out.

When all the dust and smoke had settled four cars were out of the race, the works Ferrari of Ickx, the 5-litre Ferrari of Merzario, the 908 Porsche of Weigel and the completely demolished 907 Porsche of Meier, who was the only one injured, with minor burns and a leg injury. The Gulf-Porsches were in full command of the race, for Elford's Porsche was not running properly and finally succumbed to engine trouble and there was no-one else capable of keeping up with Siffert or Rodriguez. The Gulf-Porsches' domination suddenly received a setback when Siffert got some of the mess from the fire

RESULTS:

1000 KILOMETRES OF MONZA—Groups 6, 5 and 4—Sports Prototypes, Sports and GT—Monza—174 laps—Warm and Dry.

1st : P. Rodriguez/J. Oliver (Porsche 917—5-litre 12-cyl.)	Group 5	Entrant: JW Automotive Ltd., England	4 hr. 14 min. 32.6 sec.—235.883 k.p.h. (146.54 m.p.h.)
2nd : J. Siffert/D. Bell (Porsche 917—5-litre 12-cyl.)	Group 5	Entrant: JW Automotive Ltd., England	3 laps behind
3rd : A. de Adamich/H. Pescarolo (Alfa-Romeo 33-3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.A., Italy	6 laps behind
4th : R. Stommelen/T. Hezemans (Alfa-Romeo 33-3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.A., Italy	7 laps behind
5th : T. Hezemans/N. Vaccarella/R. Stommelen (Alfa-Romeo 33-3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.A., Italy	8 laps behind
6th : H. Muller/R. Herzog (Ferrari 512M—5-litre V12-cyl.)	Group 5	Entrant: Herbert Muller Racing, Switzerland	10 laps behind
7th : W. Kauhsen/R. Jöst (Porsche 917—4.5-litre V12-cyl.)	Group 5	Entrant: Team Auto Usdau, Germany	10 laps behind
8th : G. Moretti/T. Zeccoli (Ferrari 512M—5-litre V12-cyl.)	Group 5	Entrant: Herbert Muller Racing, Switzerland	17 laps behind
9th : D. Martin/G. Pillon (Porsche 917—4.5-litre V12-cyl.)	Group 5	Entrant: Zitro Racing Cars, Switzerland	20 laps behind
10th : A. Wicky/P. Mattli (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Wicky Racing Team, Switzerland	30 laps behind
11th : "Pal Joe"/M. Becchetti (Abarth 2000—2-litre 4-cyl.)	Group 5	Entrant: "Pal Joe", Italy	35 laps behind
12th : E. Kremer/G. Huber (Porsche 911S—2.2-litre 6-cyl.)	Group 4	Entrant: Auto Kremer Racing Team, Germany	40 laps behind
13th : P. Ettmuller/E. Seiler (Porsche 914/6—2.2-litre 6-cyl.)	Group 4	Entrant: Squadra Tartaruga, Switzerland	42 laps behind
14th : F. Noe/M. Dupont (Chevron B16—2-litre 4-cyl.)	Group 5	Entrant: Fabrizio Noe, Italy	46 laps behind
15th : C. Tuerlinx/L. Grauls (Chevrolet-Corvette—V8-cyl.)	Group 4	Entrant: Transeurop Gulf Team, Belgium	47 laps behind

Fastest lap : P. Rodriguez (Porsche 917) on lap 12 and lap 57 in 1 min. 24.0 sec.—246.428 k.p.h.—(153.123 m.p.h.). (New absolute record).

Notable Retirements : J. Ickx/C. Regazzoni (Ferrari 312B) accident; A. Merzario/J. Juncadella (Ferrari 512M) accident; V. Elförd/G. Larrousse (Porsche 917) broken engine; H. Marko/G. van Lennep (Porsche 917) broken accelerator cable; M. Parkes/J. Bonnier (Ferrari 512S) broken engine.

29 starters—15 finishers.

on his windscreen and had to stop briefly at the pits to have it cleared off, and then it got a puncture, probably from bits of the wreckage from the crash, and had to make a second unscheduled stop for a wheel change. All this dropped it back to ninth position and with the 5-litre cars having to stop for refuelling sooner than the 3-litres, the Alfa Romeo team who were running steadily and reliably moved up the score-board. After the first refuelling Rodriguez continued in the leading 917 Porsche, with Stommelen in second place but nearly a minute behind. Parkes had gone out with a broken engine in his 512 Ferrari before his co-driver Bonnier had had a chance to sit in the car, and the second Filipinetti car was also in trouble. Muller's Swiss-based team were going well, Moretti having climbed up to third place as others fell out, and Herbert himself was still going strongly to make up for time lost at the start.

By 60 laps nine cars had dropped out, Rodriguez was still leading from Stommelen, with the Moretti/Zeccoli Ferrari third and the second Gulf car fourth, with Bell now at the wheel; then came de Adamich, Muller's Ferrari now driven by his partner Herzog, and Vaccarella now in the third Alfa Romeo, with Hezemans in the pits waiting to take over the leading Alfa Romeo when Stommelen had done enough. The leading Porsche had more than a lap advantage over the second car when it stopped for its second refuelling and for Oliver to take over, so that all he had to do was to keep it all nicely on the boil. Refuelling stops were proving to be very quick amongst the professional teams for JW and Alfa Romeo had vast towers behind the pits with fuel reservoirs on top which let the petrol gush down a four-inch pipe in a matter of seconds for a tankful. Stommelen's Alfa Romeo was refuelled in a 20-second stop, and Rodriguez was away after only 27 seconds with the 917 Porsche, it taking longer to clean the windscreen than it did to fill the petrol tank! Stommelen's second stop was accompanied by a moment of panic when the engine restarted but then got all "rich" and would not open up. Eventually it cleared and he was back in the race, but this delay made it easier for the Siffert/Bell Porsche to regain second place, which it was obviously going to do before long, having recovered fully from its two earlier pit stops. After less than an hour's rest Rodriguez got back into the leading Porsche and cruised round continually at record speeds, the overall average rising all the time since the slight delay caused by the accident on lap 12.

There were no problems with the two Gulf Porsches and they continued to run two laps apart, but just before the end of the 174 laps the gearbox on the leading car developed trouble and Rodriguez was forced to slow to a lap time of 1 min. 30 sec., having no third gear available. He had been about to lap his team-mate and as the race drew to a close Siffert slowed down and waited for Rodriguez, the two blue and orange Porsches crossing the line in formation, with Rodriguez just slightly in front on the road, but a full three laps ahead in fact. The Alfa Romeo team's "musical chairs" with their drivers worked out admirably and once again regularity and reliability paid off, for they finished third, fourth and fifth. The Muller team were very unlucky in losing a strong third place when the Moretti/Zeccoli car suffered clutch operation failure, necessitating changing the hydraulic line, and the Muller/Herzog pair finished sixth after a trouble-free run apart from the delayed start and the time lost at the multiple accident.

Exactly half the field were still running at the finish, but some of the backmarkers were desperately slow and only proved reliable because the drivers were not stressing the mechanism too much. The Martini Team had a disastrous day, neither car ever being in contention and the Marko/van Lennep car dying out on the circuit with nothing

more than a broken throttle cable, Marko walking back to the pits. The Scuderia Ferrari's little flat-12-cylindrical car, that must surely sweep the board in 1972 when 5-litre cars are banned, was once more involved in an accident and damaged quite extensively, the team's pit equipment always including a complete new nose piece and tail section, but this time they were of no avail. Although the JW Gulf-Porsches swept the board, with two cars starting and finishing first and second, the Alfa Romeo team were equally satisfied with the running of their three 3-litre cars.

The amount of driving the number one drivers did in each car and the amount the number two drivers did varied considerably from team to team and the sharing of the first eight cars makes interesting reading, the details being supplied by the timekeepers to the Press department of the AC of Milan.

1. Rodriguez (start), Oliver lap 68, Rodriguez lap 103 to the finish.
2. Siffert (start), Bell lap 56, Siffert lap 120 to the finish.
3. De Adamich (start), Pescarolo lap 74 to the finish.
4. Hezemans (start), Vaccarella lap 43, Stommelen lap 133 to the finish.
5. Stommelen (start), Hezemans lap 91 to the finish.
6. Muller (start), Herzog lap 143 to the finish.
7. Kauhsen (start), Jöst lap 31, Kauhsen lap 61, Jöst lap 105 to the finish.
8. Moretti (start), Zeccoli lap 35, Moretti lap 67, Zeccoli lap 100, Moretti lap 132 to the finish.

Co-drivers Larrousse, van Lennep, Juncadella, Bonnier, Gagliardi, Regazzoni, Sperry, "Riccardone", "Gap", "Christie" all failed to get a drive, their cars retiring early in the race.—D. S. J.

MARINA SALES

Those who read last month's Editorial on the new Morris Marina ADO 28 may be interested in this Press Release from the BLMC:—

After being on general sale for only one week the Morris Marina has attracted record business. Morris distributors and dealers are still trying to keep pace with the continuing high demand that has been prevalent since launch day last Tuesday. More than 20,000 Marinas have already been sold to private customers and contracts are now being completed with hire and fleet users for another 25,000 Marinas to be delivered in the next few months. These sales represent more than £40-million to Austin-Morris and break all previous records set by a British car manufacturer in the immediate post-launch period. Early reports indicate that approximately 75% of these sales have been at the expense of competitors' products.

[It is interesting to note that in terms of financial turnover, BL have nearly recovered their expenditure on tooling up for the Marina in one week!—Ed.]

Distributors throughout the UK have made special arrangements to keep their showrooms open longer than usual and a number remained open throughout the weekend. Typical of the reaction of Morris distributors were comments made by two. Ian Appleyard, Chairman of The Appleyards group of companies Limited in Leeds, said today

"I have been in the Motor Trade for over thirty years and no new model with which I have been associated has made an impact quite like the Marina. We sold our initial quota of cars on the first day and the interesting thing is that a very high proportion of these sales have been to owners of the competitive cars."

Another Morris distributor, Taylors of Penzance, reports the same story. The Chairman of Taylors, Vivian Taylor, commented

"What a start—a salesman's dream. Since last Tuesday it has been difficult getting into our own showrooms because of the many would-be purchasers. We have had customers driving several miles in the hope of being able to purchase a Marina when they have been unsuccessful with their local dealer or distributor because that outlet has already sold its quota of cars. Again, the significant thing is the high number of customers switching from our competitor's products."

[We wonder what "the competitors" will have to say—are Citroën, for instance, wasting their time with the technically-advanced cars like the Gs and Ford being silly in bothering with Aveley?—Ed.]

RUMBLINGS

■ **PLUGS.**—Over the years readers of *MOTOR SPORT*, knowing the Editor's liking for old bits and pieces, have generously thrust into his hands ancient sparking plugs, some obviously taken from long-since defunct engines, others brand-new and sometimes in the original, unopened tin boxes or cartons.

These plugs began to form quite a unique collection and a few years ago the Champion Sparking Plug Company Ltd. of Feltham, on being asked if it could find some discarded show-cases in which to house them, very generously took over the whole thing, cleaning, documenting and mounting these plugs in two magnificent show-cases, neon-lit.

The collection, which is illustrated in colour in the Pictorial section, is pretty comprehensive. The exhibits it contains range from plugs of around the year 1900, to modern 14 mm. Champions of the well-known J ($\frac{3}{8}$ in.-reach), H ($\frac{7}{16}$ in.-reach), L ($\frac{1}{2}$ in.-reach) and N ($\frac{3}{4}$ in.-reach) type. There are even three tiny plugs for model i.c. engines, a 10 mm. Champion racing plug as used in today's F.1 cars, a Champion Jet Igniter for Rolls-Royce Dart engines in turbo-prop airliners and, the final exhibit, a Champion Jet Igniter for the Rolls-Royce Olympus 593 engines of the Concorde.

These latter were contributed by Champion themselves, but the older plugs presented by readers of this paper form a significant collection. For instance, in the first showcase, which covers roughly the period 1900 to 1930, there are such items as French Oleos, Apollo, Castle and Triumph plugs varying from $\frac{1}{4}$ in. to $\frac{7}{16}$ in.-reach, an unidentified early competition plug, and various Champion plugs for the Model-T Ford with the $\frac{1}{2}$ in. gas taper thread. These are backed up by such forgotten makes as Rajah, Vallier 3-3, Warrior and Sparko (USA). Unusual plugs include a Champion with in-built petrol-primer, and a very long Lodge for use in sleeve-valve engines. All these date from *circa* 1910.

Then come a series of First World War aviation plugs, followed by plugs of the 1920s. The latter embrace Lissen BS2, JD (USA), Defiance, a French Eyquem, Macoilair, Magneto AV, Goodyear and an Oda Palantine 69 aeroplane plug amongst rare specimens, as well as two different-type Lodge double-pole plugs for dual-ignition systems, a Bosch R220, Bluemel, Bluemel Mascot, Apollo, KLG F52 and Lissen S5.

This case of early plugs, mostly 18 mm. or $\frac{1}{2}$ in. gas thread types, includes Sphinx, Plantomac 8, a Lodge BR8 competition plug, commercial Champion 3X and 2Com.L, with $\frac{7}{8}$ in. \times 18 threads, industrial-engine Champion 37 and 38, of about 1920, with 1 in.-gas taper threads, and AC, Forward commercial, KLG G1 heavy-duty, Beru, SEV, and AC Sphinx B11 of the 1930s. Especially interesting are some special aviation plugs of about 1925—a Lodge H51 with copper central electrode and disc earthing, a KLG Rotary RF with special-purpose disc electrodes and a KLG F12.

Racing plugs are represented by Champion R1, Lodge BR2, BR4, BR7, BR8, BR29 and BR40, a Lissen R202, all these being 18 mm. vintage types, and there is even a tall slim 12 mm. $\frac{1}{4}$ -in. reach KLG521 with copper electrode, believed to have been used in the "flat-iron" Thomas Spécial.

The display in the second case, from a later era, is equally comprehensive. Here we see 14 mm. KLG racing plugs, like the 646, the aviation KLG C8, a Lodge Aero, the popular 14 mm. Lodge CV and CVL commercial plugs, the latter with mica insulator, the Lodge HVL with Sintox insulator, and such types as KLG G2, Champion C4XS, AC KD7, KLG KS5 motorcycle plug, Champion 5 Com. and Y, the latter made in 1934 for Ford engines, the sports Lodge H13, the universal Champion 7A, a heavy-duty KLG 291 of 1935, a Champion 44 for later industrial engines, and examples of last-war and later Champion N7, Y6, 901, C5 and A25, respectively for tractors, American cars, industrial engines, Fordsons and Model-Ts. Different again are such specialised plugs as the Lodge SP14 radio-shrouded plug of 1938 and a Lodge HNP with platinum-tipped electrode.

Plugs of the 1960s embrace Marchel and Eyquem from France, NGK from Japan, Bosch and Beru from Germany, and Champion, KLG, AC, Lodge and Autolite from the UK.

A fascinating array! From it the development of the sparking plug emerges. Single piece plugs, impossible to clean, had almost gone by the 1920s, although Bosch still made them. When sand-

blasting was introduced in the 1930s non-detachable plugs returned to favour and are now universal. Early insulators were mainly of ceramic, wrongly called porcelain, but mica insulators were later quite popular, particularly KLG's famous disc-upon-disc insulators. However, problems of manufacture and damp penetration had to be contended with, and when the supply of mica from Madagascar dried up with the Second World War, there was a universal return to ceramic insulation, but not before Lodge had tried mica insulators sheathed in ceramic.

Early ideas for electrodes included those with two, even three points, the idea being to spread wear caused by burning. This merely resulted in loss of the correct gaps at each point, as bending the central contact to try to restore one of them invariably damaged the plug. The modern bent-over single-electrode enables the gap to be maintained by bending the wire.

It is interesting that the sparking plug, that innocent non-mechanical component which is essential to all modern i.c. engines except diesels and which has to withstand temperatures fluctuating between -40° C and $1,000^{\circ}$ C while containing electrical pressures of up to 30 kV, has not changed greatly since Lenoir invented it in 1860. Electrodes changed from platinum through plain steel, nickel steel and (in the 1930s) copper, to nickel alloy welded to steel wire, with indium and gold/palladium alloys, or copper-filled tubes (as in modern NGK plugs) for special industrial and aviation applications. The attempt to combat excessively oily engines by extended electrodes, much prone to burning, is seen in the earlier plugs. Plug bodies were fixed to the cylinder by flange fittings in a few pre-1900 designs, cast-iron bodies being used, but screw-in plugs soon became universal, their shells made of gunmetal, cast-iron, brass (up to 1915) and steel.

All this is seen in the display in question, for which W.B. is indebted to those who supplied the exhibits and to Champion for so effectively setting them out. He hopes he will still be offered rare sparking plugs, so that they may, perhaps, be incorporated in an even more comprehensive display.

■ **THE SENIOR SERVICE HILLRALLY.**—During the first weekend in May, fortunately in magnificent weather, we found ourselves on mini-mountains at places like Nat-y-Fyda and Carneddau, watching a prototype Hillrally for 4 \times 4 vehicles sponsored by the Senior Service cigarette people.

There is nothing new about competitive events for four-wheel-drive vehicles, which clubs like the Rover Owners' Association, the All-Wheel-Drive Club and regional Rover Owners' Clubs have run for some years. The difference about this Senior Service event was that instead of using trials sections which drivers had to attempt to clear, competitors were timed over long, difficult stages and had time schedules on ordinary roads to observe, as in a modern rally. So the entries had to be, in effect, cross-country vehicles capable of a practical road performance. There were seven classes, sub-divisions being mainly on engine size, but with a separate Haflinger class, another for 4 \times 4 specials, and one for diesel-engined vehicles, the last-named attracting a lone Land-Rover.

A reasonable entry of 45 was received, comprising four Haflingers, three entered by Steyr-Daimler-Puch GB Ltd., four Range Rovers, one of which was a works entry, 26 Land-Rovers of different ages, engine capacities and type, apart from the aforementioned oil-burner, these including three entered by the British Army Motoring Association, half-a-dozen Jeeps, a Toyota, which on engine size competed with the Range Rovers, and three specials consisting of a Couzens-Renault, which wasn't completed in time, a V8-engined Land-Rover and a B40 Land-Rover. In fact, only two non-starters were posted, and contrary to pessimistic predictions, 34 entries completed the tough course, which embraced mud-sections, long uphill grinds enlivened by yump-promoting rock outcrops and fording the River Wye.

Publicity was handled by Good Relations Ltd., who did an excellent job, even to a refreshment tent near the summit of Carneddau. A smoothly-flown Bell Jet-Ranger helicopter belonging to the David Brown Organisation was at the disposal of the BBC TV team; it landed adjacent to the stages and deposited them close to their hotel in Llandrindod Wells.

The Hillrally is a new sport in Britain, but it was based on the Rallye des Cimes, a similar event based on the Pyrenees for the past 15 years. Senior Service, indeed, are contemplating an International



BOGGED DOWN ON CARNEDDAU DURING THE SENIOR SERVICE HILLRALLY.—L to r., Staff Sgt. Spurr's Land-Rover, a Range Rover service vehicle, and G. Turner's Range Rover.

Hillrally, perhaps in October. The Secretary of the Meeting was Roger Fell, Michelin put out the route markers, and Burmah-Castrol sent a service vehicle.

The advent of this type of contest in this country has introduced some fresh safety requirements. Dean Delamont was taking stock, the vehicles were required to have full safety harness and proper roll-over bars, and the Scrutineer was troubled by mud-coated chassis which precluded safety inspection, inadvertently detachable wheels on old Land-Rovers, doors which flew open or didn't exist and petrol tanks beneath Jeep seats, etc. It will be a pity if those who these days exist to protect sportsmen from their sport frame regulations which might materially uplift the cost of competing. One gathers, too, that *The Times* criticised the Hillrally on the grounds of desecration of the countryside, but in view of the vast expanse of wild Welsh terrain given over to firing ranges, sheep grazing, bird watching, but little else, and the wild weather which quickly obliterates fresh scars, this hardly seems valid unless such events increase greatly in frequency. In any case, this initial experiment took place largely on private or Forestry land and, as the sponsors pointed out, "it should gain favour in a world where restrictions are daily making other forms of motoring

sport more difficult, in that it takes place in fairly remote country and then only with those vehicles which belong to the country . . .".

For our part, we enjoyed what we saw. There were Range Rovers and Land-Rovers seemingly bogged down for evermore, yet they winched themselves out. The Midland Rover OC's recovery vehicle went in up to its front hubs, but that got clear. It was excellent PR for 4WD, but it would have been nice to have seen Ford-Ferguson, Gypsy, Champ and Unimog opposition to the afore-described entry. As it was, the Jeeps seemed more effective than many of the Land-Rovers and the Hafingers outstanding.

The Overall Winner was R. Craythorne, driving the Rover Company's Range Rover representing the ROA. Second place went to M. Green in a much older Land-Rover, for the Peak & Dukeries Club, third place to K. Kennington's Land-Rover, for the same Club. The Class Winners were Craythorne (Range Rover), L/Cpl. E. Price (Land-Rover), for the British Army MA, M. Green, and A. Souter (Hafinger), for the All-Wheel-Drive Club, Senior Service (Gallaher Ltd.) proved generous and capable sponsors of this novel event, with technical help from Good Relations Ltd. and the Peak & Dukeries Land-Rover Club.

CARS IN BOOKS

IN "Strictly Personal", by Cecil King (Weidenfield and Nicholson, 1969), there are some interesting recollections about the Harmsworth family and its Fleet Street activities. One item which especially interests me is the statement that Cecil King's family were given their first motor car, a Darracq, by his Uncle Leicester Harmsworth who "at that time owned the company and made us a present of his make of car, at that time a great success". The year in question can be established as 1910, by which time Leicester Harmsworth is said to have "made a fortune in France out of Darracq motor cars", money which subsequently "went". (Incidentally, he bought Moray Lodge on Campden Hill during the First World War and collected pre-1640 English books and Fantin Latour pictures, both profitable undertakings, and later recovered his fortune through Mid-East oil.

I can find no reference to Harmsworth ownership of Darracq in either Lord Montagu's "Lost Causes of Motoring—Europe, Vol. 2", which has a long chapter devoted to Darracq history, or in Kent Karlake's Darracq history in "Motoring Entente", the book about the STD companies. But clearly Cecil King's uncle was a Darracq owner, whatever the truth of the matter may be—did he, perhaps, own an agency for Darracq but not the manufactory?—because the book recalls drives in it in Western Ireland with Turley the chauffeur, over sparsely signposted, pot-holed macadam roads, at about 20 m.p.h., punctures common, lubrication chancy, gear-changing difficult, but traffic almost non-existent. Other motoring references in this book concern an accident involving St. John Northcliffe in 1906, when his chauffeur, following telephone wires in a fog, ran up a bank and over-

turned, which broke his master's back, and to Viscount Rothermere's two Rolls-Royces which toured Italy in 1934.

Another book worth referring to, although I may have done this before, is "History of the Abingdon Fire Service", by John Hooke, a copy of which Jeremy Collins, Secretary of the VSCC Light Car Section, lent me recently. This refers to Abingdon-on-Thames, one-time home of MG cars, where "the present fire-station" was built in 1914 (the book was published in 1945). There is reference to a 1914 Rolls-Royce car being purchased in 1940 to tow the Brigade's second trailer fire-pump (the other was towed behind a 30-cwt. Ford lorry in appalling mechanical condition). The Rolls-Royce was given a special body and brass bell but cost a great deal to operate, as it used petrol at the rate of one m.p.g. Clearly, its engine was not as well prepared as its body! C. E. Fisher had charge of the R-R's crew; one wonders where the car is, today? Incidentally, these trailer pumps sometimes went on exciting long-distance journeys, for instance to Birmingham, to Coventry on the night of the big blitz, and even as far as Exeter, when air-raids were exceptionally heavy.

The Abingdon Brigade's engines included a motor tractor acquired in 1914 to tow a steam-driven pump, a six-cylinder vee-radiator Mercedes added in 1923, which would answer calls as far afield as Shrivenham, but which once got bogged down in mud and was freed by horses, and suffered many other "accidents" (which probably means breakdowns) and a six-cylinder six-wheeler Leyland with 400-g.p.m. pump and caterpillar tracks for cross-country work, bought in 1933. One wonders whether this was the Mercedes reported to lie in a field near Abingdon in WW2, or was that a Ninety, later raced in VSCC events?—W. B.

AROUND AND ABOUT

Comment on the Racing and Club Scene

Clubman's Formula

RECENTLY, at a National status race meeting at Brands Hatch the organisers, while laying on a veritable feast of single-seater racing including Formulae Ford, Three and Atlantic, also slipped in a Gregor Grant/Shell Championship round for Clubman's cars.

How this category of racing has grown up, and what exciting spectator stuff it provides too! It all started probably some 15 years ago with the Lotus 7, which owners used to modify for sports car racing, and these were not surprisingly able to see off sports cars like the MG-A and so on. Others, with Arthur Mallock's U2s and similar machines built by small-time constructors like DRW & Terrier, joined in the fun. As racing grew and the machines got faster and faster, it was obvious that the poor chap with a Sprite or Spitfire just wasn't getting a look in at club meetings. So the BRSCC and BARC held a meeting where the category was split, and the result was that we now have Clubman's Formula for the U2s, Lotus 7s (and now a whole new breed of exciting specials), and a separate class known as Modified Sports Cars for the Sprite, TVR, and Jaguar "E"-Type owners.

The Clubman's rules formulated for the 1965 season stated that the cars must be front-engined, have a space frame chassis, non-all-enveloping body, and use either BMC or Ford push-rod engines for capacity classes of up to 1,000 c.c. and 1,000-1,500 c.c. (now enlarged to 1,600 c.c.).

The Formula thrived, slipped into a bad patch, and then in the face of opposition from the new Formula F100, staged a big revival for the 1970 season. Now the Formula is going great guns with some thirty or forty really competitive cars. Lotus have won the main Clubman's championship for the past two years, but this does not mean you stand a hope of winning in your road-going Lotus 7 with the engine hotted up. In 1965 Lotus built a machine called the 3/7 with independent rear suspension and various other tweaks, and this took Tim Goss to the Clubman's Championship in 1969. For 1970 they built Goss a brand-new racing Clubman's car called the Lotus 7X and he repeated his championship success. Now Goss is racing a F.3 March, but both his former mounts are still racing, the 7X as part of a two-car team sponsored by Ogden St. Bruno, no less.

However, the U2 in latest Mk. 8 form is definitely the car to beat at the moment, and Arthur Mallock's young 18-year-old son Ray, is the driver to beat. Gone is the swing-axle front suspension of which Major Mallock was so long the expert, and in its place a Formula car-like wishbone layout but at the rear a coil-spring-located live axle remains. These remarkable cars, now powered by 160-b.h.p. push-rod Ford engines tuned by Holbay, put up remarkable lap times. Ray Mallock is presently breaking lap records almost every week-end, and he recently lapped Thruxton in an astounding 1 min. 20.8 sec. (over 100 m.p.h.), which some of the lesser lights in Formula Two were struggling to beat at Easter.

U2s of various ages and states of modification make up most of the grid at the average Clubman's race. But there are plenty of one-off specials of a very high standard of workmanship and design. Some tend to be virtually U2 copies, but others like the Bladon, the Myerscar, the Ellova, the Gryphon, and particularly the Ibec, bristle



Ray Mallock is presently breaking lap records almost every week-end.

with original thought within the bounds of their front-engined concept.

Unfortunately the cost of Clubman's racing, traditionally one of the cheaper Formulae, has rocketed with the intense competition over the past couple of years. Most of this has been in the sphere of engine costs, for a new 160-b.h.p. Holbay engine will cost in the region of £800, and need regular and expensive servicing to keep it in race winning trim. However, one can still go competitive Clubman's racing for a good deal less than that, particularly if the 1,000-c.c. class is taken as a goal.

Very good second-hand U2s can be picked up remarkably cheaply, while a boon to Clubman's Formula has been the glut of high-revving 1-litre ex-Formula Three engines.

Units, which last year cost £850 and were serviced at a cost of something like £100 every two or three races, are now selling for the ridiculously low sum of £250. By using a little less revs than the F.3 boys' 10,500 r.p.m. these units naturally give much longer periods of reliability, and in a Clubman's chassis the 125 b.h.p. can make things very exciting.

So for an outlay of less than £1,000, all those aspiring young racing drivers amongst you could be there battling it out every week-end for championship points and having a thoroughly good time. It should be mentioned that while Clubman's racing is fairly cut and thrust and professional, it is much more friendly than the frantic Formula Ford stuff, complete with all its protests and the like. In fact a thoroughly good training ground for young racing drivers.

Wet Day at Oulton Park

A few weeks ago we took a trip up to the pleasant Cheshire circuit of Oulton Park for a typical club meeting organised by the Lancs. and Cheshire Car Club. The atmosphere was somewhat different from that of a couple of weeks earlier when the Formula One circus (or part of it at least) had been in action, but was equally pleasant in its own way. Unfortunately it poured with rain all day and everyone, including a surprisingly large number of spectators, got soaked.

The main race of the day was a 23-lap, 100-km. event for Formula Fords. This is of course far longer than the average race for these cars and the race qualified for the British Oxygen Championship. There are a great number of FF Championships but this is THE one to win, effectively being the British Championship, and we were pleased to see BOC putting considerable energy into their sponsorship.

With important points at stake the grid was packed with 30 of the top FF drivers, the great majority, who have a professional attitude and are aiming for the top, while a couple of reserves didn't get a race. The treacherous conditions caught out several drivers including the early leader, while the daunting Oulton circuit in wet conditions was sorting out the men from the boys. Some who had built up healthy reputations by lapping Brands Hatch club circuit quickly looked decidedly unhappy down in twelfth and thirteenth places.

Despite a couple of minor off-course excursions, victory went to young Tony Brise who, as we mentioned a couple of months ago, is the 19-year-old son of the former Stock Car World Champion. Brise undoubtedly has a big future in motor racing, for his control of the car in the conditions was superb, while others like the much vaunted South African Jody Scheckter flew off the road. Finishing second after giving a good chase was the experienced Ian Taylor.

An interesting point was that Brise was driving an Elden, a car built by a tiny two or three-man firm in South London, while Taylor was at the wheel of a Dulon, another firm with minimum resources. They left behind the cars built by such Grand Prix constructors as Lotus and March, while the third man was actually in one of the old Lotus 61s rather than the later and much more sophisticated Lotus 69s. This could be shown to prove quite a few things, but my interpretation is that in Formula Ford driving, skill, and a good engine are probably more important than a choice of chassis.

BP Man of the Meeting

The meeting at Oulton turned out to be one of 14 to have a Man of the Meeting award sponsored by the BP people. The idea is for a panel of experts at the meeting, including BP's Harry Downing and the representatives from the two sporting weeklies plus a man

Continued on page 579

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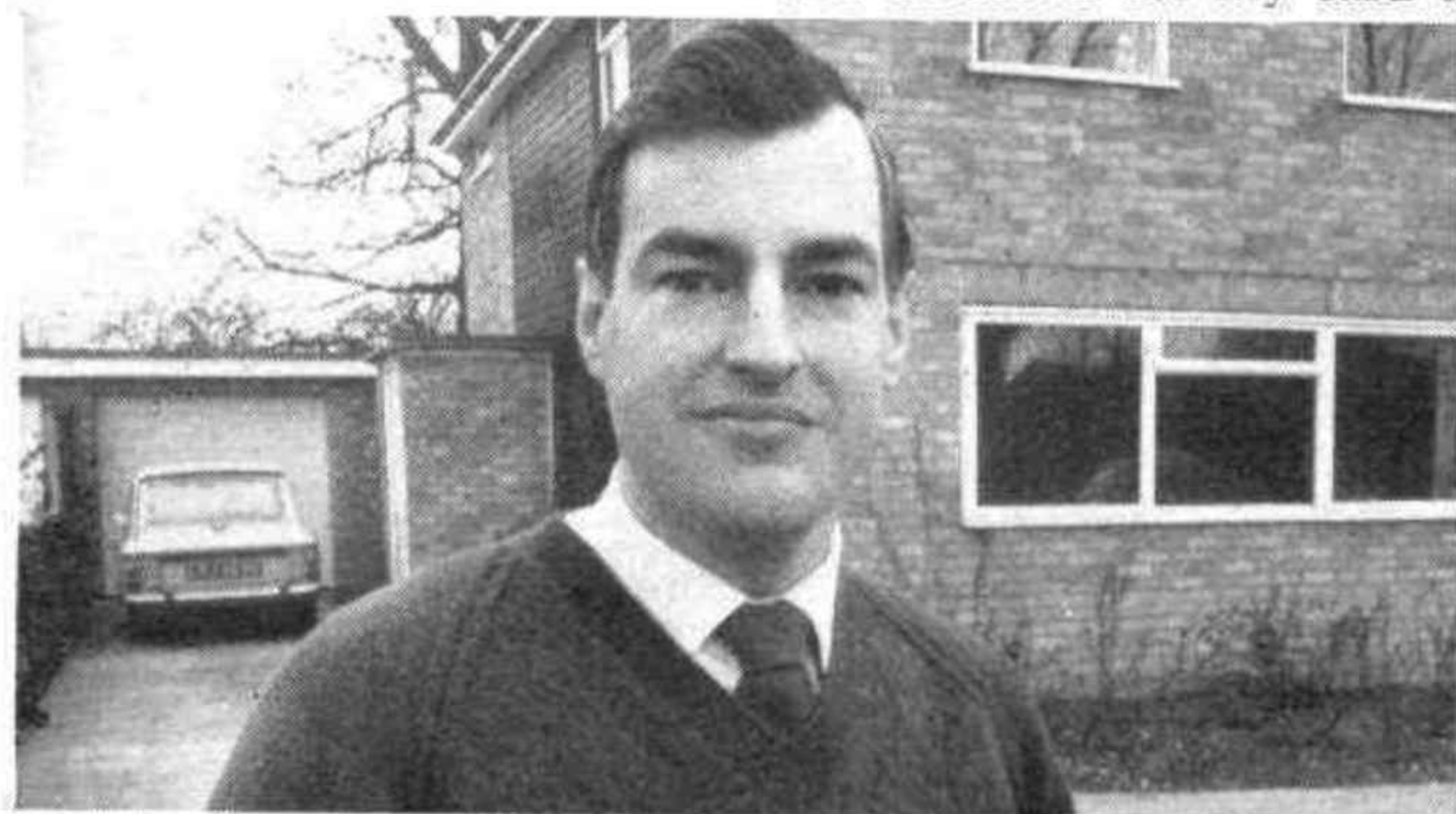
We asked a national sample of Barclaycard holders some questions on a selection of subjects, ranging from holidays to television viewing, and covering a lot in between. And here are just a few of the fascinating things we found out:

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"Yes, I have used the extended credit once, to phase the cost of repaying my daughter's wedding photographs."

to use up the available cash supply while we're away. The outlets for Barclaycard in this locality used to be somewhat limited, but they're now improving rapidly.

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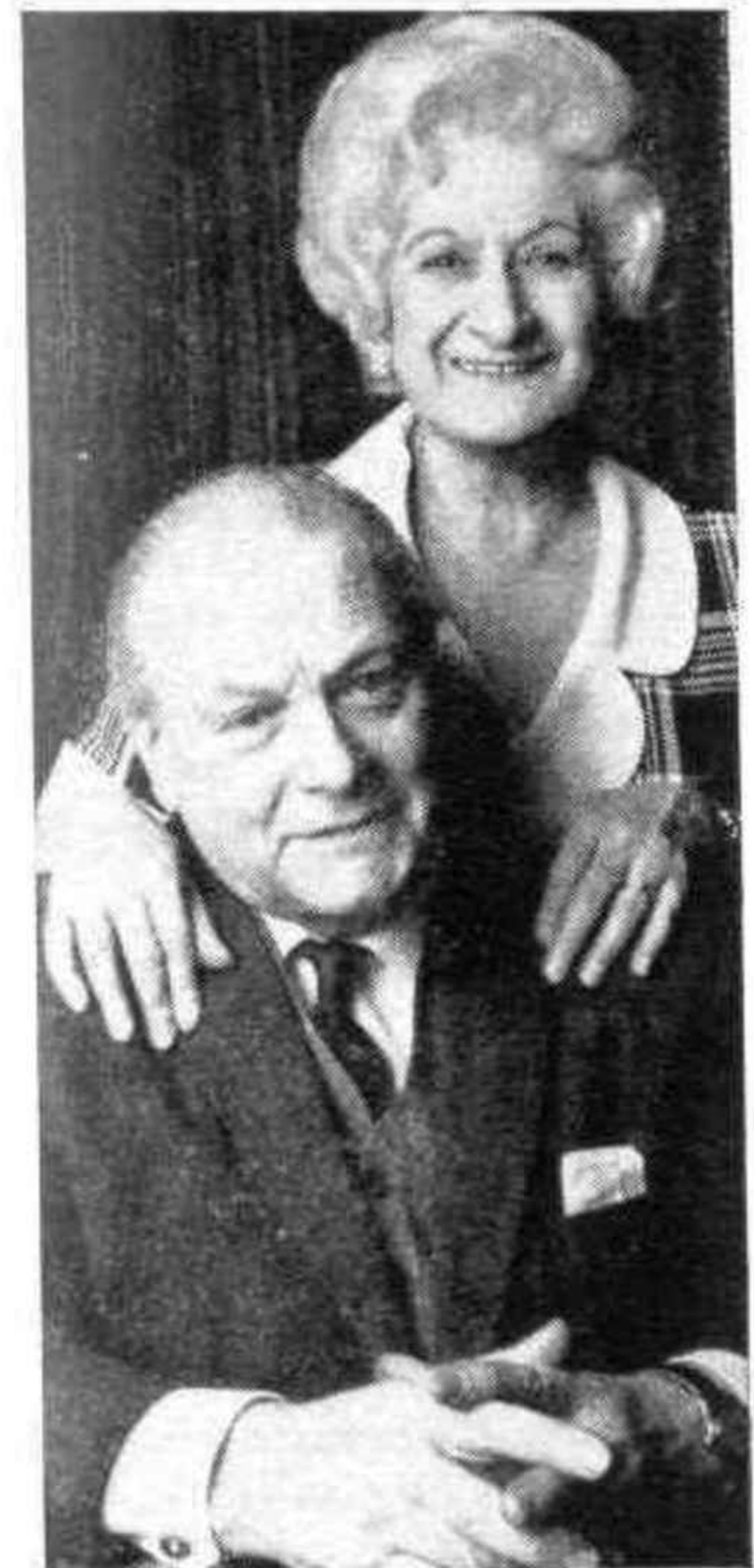


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AROUND AND ABOUT—continued from page 576

from the *Daily Express*, to nominate such a person at the end of the meeting. The winner does not necessarily have to have won a race but to have given an outstanding performance with regard to the quality of his car and the strength of the opposition. Naturally if a chap led a race handsomely and broke down on the last lap or something like that, he could win the award which is a nice rally jacket, a decent trophy and £10 of petrol vouchers. The award is meant particularly to provide encouragement to young drivers, and at the end of the season the 14 winners will join the panel to decide which of them shall be chosen as the BP Superman of the Year. Presumably they cannot vote for themselves!

At Oulton I was invited to join the panel as the Fleet Street representative was not present, and we had no doubt that Tony Brise was the man. Fortunately he was well aware of the scheme and was absolutely delighted to have won. The next Man of the Meeting award will be on June 20th at Brands Hatch. While BP no longer support Grand Prix racing in the way they used to in past years, it is nice to see them spending the motor racing budget they do have on such schemes as this one.

Historic Championship

There are so many Championships in motor racing these days that it is almost impossible to follow them all. In fact the Editor suggested we might print a list of every one, but as this would have filled about three pages and space is at a premium, we abandoned the idea. However, news comes of one new championship for which there is definitely a place. This championship is to be sponsored by the JCB Excavator company in Staffordshire, who have had motor sporting connections for several years, and it was the idea of Nigel Moores who owns and races a splendid collection of historic cars. The plan is to run a series of six races in which both Historic and Historic Sports cars will compete. There will be three classes, with the sports cars split up into up to and over 2,000-c.c. categories with the racing cars making the third class and points scoring on a class basis.

We look forward to some splendid fields with the amalgamation of these two categories, and hope to see Jaguar "D"-Types and Listers battling it out with Maserati 250Fs and the like. The races will be in addition to the outings these cars have at vintage meetings, and starts with a round at the Martini Trophy meeting at Silverstone on June 5th. The remaining rounds will be at Silverstone on July 10th for the St. John Horsfall races, at Snetterton on August 1st for the Archie Scott-Brown Memorial Trophy, at Silverstone on August 14th and again at the same circuit on August 28th. The final race will be at Crystal Palace on September 25th when the AMOC will be in charge of the organisation.—A. R. M.

Club Notes

● John Gott, the genial motor sporting Chief Constable of Northants has dropped us a note about towing laws with particular respect to those readers who trail competition cars. The points he makes are that even on Motorways a two-wheeled or close-coupled four-wheel trailer is restricted to 40 m.p.h. and cannot travel in the outside lane, that if a racer is towed on its own wheels it will itself almost certainly have to be licensed and insured, and that it is advisable to check that the tow car's insurance does cover towing. You have been warned!

● The BRSCC, who organise more race meetings in Britain than any other one club, is to join the ranks of race organisers at London stock car tracks. The plan is to hold seven Saturday evening meetings at Harringay Stadium, with the possibility of a further three at Wimbledon. Initially the BRSCC meetings will cater for Stadium saloon cars up to 1,300 c.c., and 1,300-2,000 c.c. and Midgets complying with the regulations laid down by the Midget Automobile Racing Club. Each meeting will consist of nine events and the first meeting was scheduled for May 22nd. Names such as Les Leston, Paul Emery and Bill McGovern are expected to compete.

● We have received several enquiries in recent months regarding the existence of a club for Daimler SP250 owners, and now comes news that a special section for these cars has been formed within the well-established Daimler and Lancaster Owners' Club. Neil Bruce of Burford, Heathside Park Road, Woking, Surrey is the man to contact. The Club's National Rally is coming up soon, on June 6th, at Woburn Abbey, commencing with a *Concours D'Elegance*.

LETTER FROM EUROPE

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

Dear W. B.,

While I am motoring about Europe I always take the opportunity to make slight deviations and do a lap of an existing racing circuit, or a disused one, and it is surprising how many circuits there have been in Europe over the years. Some circuits, like Spa or Rouen or Solitude, I drive round for the sheer joy of imagining racing cars being used on them, others like Albi, Picardy, Pescara for purely historical reasons, and permanent ones like Le Mans or Nurburgring, to see what is going on. Stadiums and speed tracks, like Paul Ricard, Montlhéry or Monza are always worth a deviation as someone might be testing something. A deviation to the Rouen-les-Essarts circuit recently revealed that a lot of work is going on that has nothing to do with the Automobile Club of Normandy. The French Autoroute Paris-Brest is being rebuilt south of Rouen and it cuts right across the circuit, the way the German Autobahn cuts across the old Hockenheim circuit. As the Rouen circuit is comprised of normal public roads, provision is being made to replace the roads where the Autoroute cuts through, and this has meant raising and smoothing out the fast bend before the pits so that the Autoroute can pass underneath. At the time of my visit this new section of raised road over a bridge was nearly finished, and it lies inside the curvature of the old road. The Autoroute is in a cutting that crosses at right angles and runs through the woods to cross the circuit on the long curving right-hand sweep on the back leg, where presumably another bridge will be built to allow the normal road over the Autoroute.

Later on I called in at Le Mans, and down by the Mulsanne corner there is a small test track in the woods that looked as if it might be a Kart track or something, with a large scrutineering bay on the short straight. A wire fence was being erected round this track and it turned out that it belongs to the Government and is a commercial vehicle testing station, all French lorries having to undergo periodical inspection and testing. Way down in the *barren south of France* I called in at the Paul Ricard circuit between Marseille and Toulon, and found some Formula One cars doing some tyre testing and the Tyrrell team making a film for their main sponsors, the ELF petrol company. It was to be called something like "The Master and the Pupil" and involved Stewart and Cevert, presumably showing how Stewart was teaching Cevert to drive a Grand Prix car, and the past twelve months have seen a lot of progress by the young Frenchman. On the other hand it could have been a film about Cevert teaching Stewart how to speak French and to appreciate the French way of living! I came away rather depressed by the Paul Ricard circuit, for it is flat, featureless and dull in the extreme, laid out on a barren heathland and has about as much character as a peanut. I stood on a heap of rubble and watched Stewart go by at 165 m.p.h. in the Tyrrell and it was singularly unimpressive for the track is wide, the gravel edges are wide, the Armco is well back and the spectator wire netting is even farther back so there was nothing to contrast with the tiny blue car to give any impression of speed. Stewart said afterwards that the long straight



"... along dirt paths ..."

was boring and too long, there was time to read all the instruments and look at all the tyres before you were half-way along it, and after that it was pointless keeping on at full speed. Someone in the group suggested that a *chicane* should be built half-way along the straight, but quite rightly Stewart pointed out that *chicanes* served little purpose as everyone had more or less equal brakes for stopping and more or less equal acceleration for getting going again, so a *chicane* would prove nothing. "No" said the little Scot, "what it wants is a full throttle, but only just full throttle (for me anyway), ess-bend in the straight, you know, like the ess on the Masta straight at Spa". (Complete collapse of D.S.J.) In case you've forgotten, read the Stewart hoo-ha about Spa in *MOTOR SPORT* last year.

A couple of glasses of Ricard revived me and I crept quietly away, leaving the "planners and organisers" of motor racing's future to chat among themselves, feeling that the way people are going on at present motor racing has no future, only a glorious past. I must admit that the thought crossed my mind that if Stewart found the long straight on the Paul Ricard circuit dull and boring, then perhaps there was something wrong with his car, not the circuit. If he had an alcohol-burning, supercharged 7-litre engine in the back, pushing out 1,000 b.h.p. he may find the straight was rather short, and that he was half-way down it before everything was pointing in a straight line and the wheelspin was under control. By then he would be doing 265 m.p.h. and would be trying to stop for the next corner. As I motored on my way I pondered on the question of whether the newly-built circuits were perhaps running on ahead of the racing cars of today and whether Grand Prix rules were not lagging behind circuit development.

While I was in Spain for the Grand Prix in Barcelona I borrowed a 250-c.c. Bultaco Matador motorcycle, principally to avoid any traffic problems and to whizz round the city and out to Montjuich Park for the practice and the race. There is nothing like a motorcycle for having fun, even when there is heavy traffic congestion, and there is no problem about getting into the circuit, even when cars are queuing up three and four abreast. One of the chaps who used to write for *Motorcycle Sport* once said that a motorcycle was far better proof of intoxication than any "breathalizer". If you are "pickled" you (a) will not get your motorcycle off its stand, (b) if you do it will fall over on you, (c) if that doesn't happen you'll never get it started and (d) if you do manage to kick-start it you would never keep it balanced. I know he is absolutely right, and if you can ride away after a party then you need not worry about being caught and "breathalised". After one of the practice evenings the Firestone people put on a vast barbecue in the paddock and brewed up a huge Spanish Paella. Somehow I got "involved" with some racing enthusiasts who were camping in the paddock, and it was very late when I pointed the Bultaco back into the city, but after a couple of laps of the Montjuich circuit (I think I had the headlight on) it seemed to find its own way home.

The real reason for borrowing the Matador, which is a very good all-round bicycle that is a cross between a trials bike, a moto-cross bike and a road-racer, was to explore some of the mountain country behind Barcelona, and while doing this I had a look at the 16.3-kilometre Montseny hill-climb which is used for the first round in the European Mountain Championship. If you know anyone who is going to the Costa Brava for a holiday, tell them to take an afternoon off and motor inland for a few miles to San Celoni, go through the village and up the climb to the top of the Montseny. You will see the white lines on the road indicating the start line and finish line, and you will have a healthy respect for Mountain Hill-climbing. If you are with some non-motor racing people do not worry, the view from the top is better than any guide book could describe, and there is a nice restaurant up there as well. I used the Bultaco to go on up into the wilds, along dirt paths and goat tracks until it petered out on a desolate mountain. After the hurly-burly of Barcelona and the racing, the quietness and tranquility up on these mountains was quite something, and I was reluctant to restart my engine and "nadder" my way down again, the Bultaco two-stroke engine being quite quiet on the tick-over over-run as I picked my way down the paths.

Before leaving Barcelona I tried to retrace the old Pedrables circuit, where the Grand Prix was held in 1951/54, but alas, the end of the long uphill straight has been merged into a motorway complex and the whole area has changed beyond recognition. However, the banked track of Terremar near Siges is still intact, but watch out for the fierce black dog, he bit my foot as I gunned the Bultaco past him.

Yours, D. S. J.



SP Sport Radial. Engineered by Dunlop. For action. The low-crouched silhouette and meaty wrap-around tread give the SP Sport that ready-for-action look. It'll do great things for your car. Even a modest saloon starts to take on the squat, determined and purposeful look of a GT.

And when the action comes, SP Sport's built to take it. That

chunky tread's not just built to look good. It contains a cunning (and exclusive) wet weather system... actually dries the road beneath you.

Extra-deep centre channel sucks water up and shoots it clear (twin channels in some sizes). More water is pumped away by exclusive Aquajets around the shoulder of the tyre.

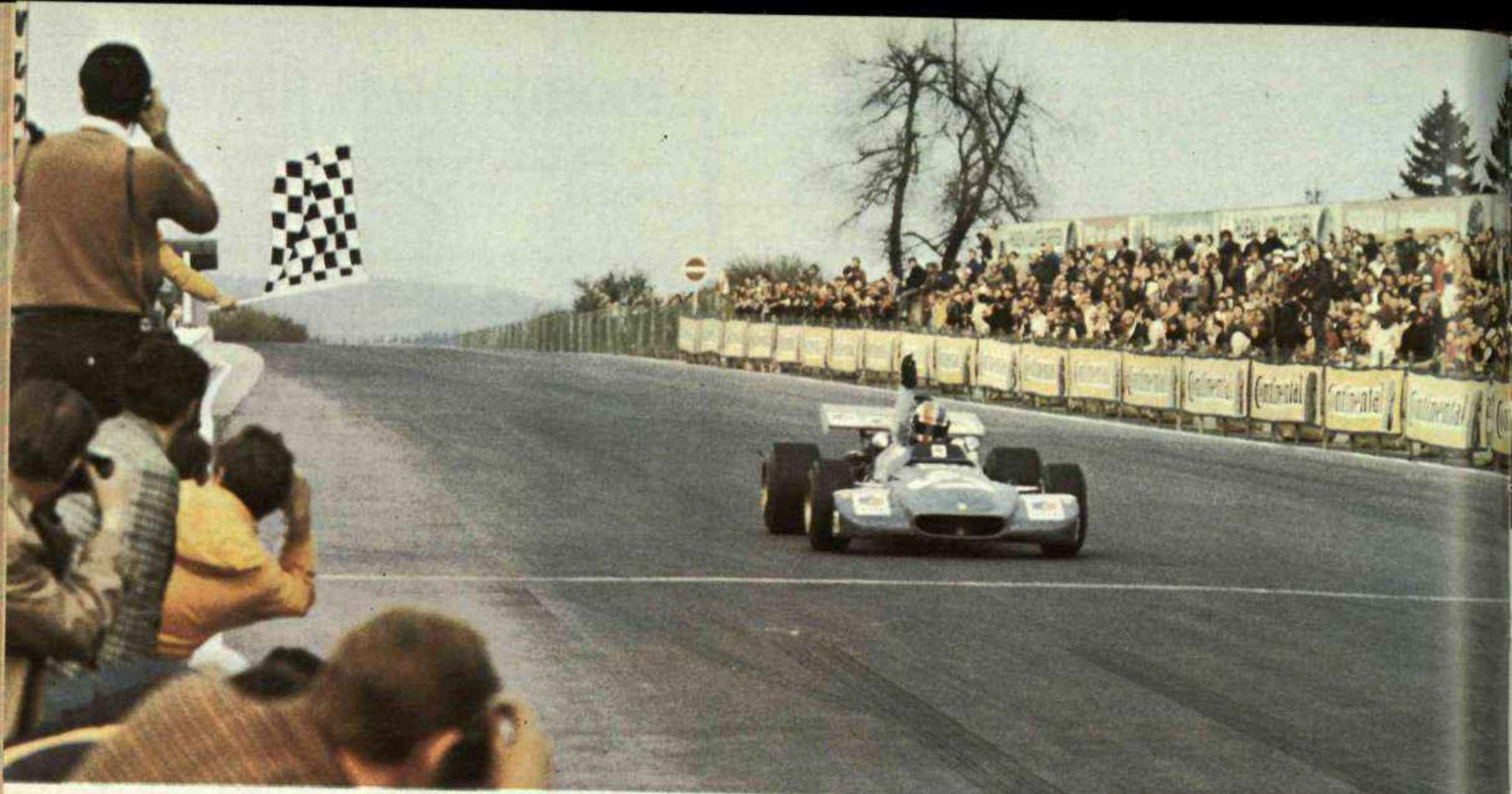
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SP Sport Radial—the tyre that looks good because it's made to do its job better.

Dunlop SP Sport is the radial engineered for action.

 **DUNLOP SP SPORT RADIAL**



NURBURGRING FORMULA TWO

WITH NONE of his opposition yet in sight, Francois Cevert acknowledges the chequered flag as he crosses the finishing line to win the Formula Two Eifelrennen at the Nurburgring. Driving his works Tecno, Cevert took an early lead in the European Trophy series.

AN ENORMOUS amount of money and labour has been expended over the winter to modify the Nurburgring to conform with the CSI and GPDA's views on safety. This is the extensively altered Brunnchen section where the cars formerly ran close between the trees, jumping on the flattened brow in the background before taking the right-hand bend where Wilson Fittipaldi's Lotus 69 is seen.





INTERNATIONAL SILVERSTONE

GRAHAM HILL scored a tremendously popular win at Silverstone in the two-part International Trophy race. It was his first Formula One victory since Monaco 1969. Here he waves in acknowledgment to Ulf Norinder, in one of the latest McLaren Formula 5000 cars, who has pulled over to the left while Pedro Rodriguez chases the Brabham.

ON THE AGGREGATE result second place went to Peter Gethin in his McLaren M14A (No. 6). Here he is at Club Corner followed by Chris Amon's Matra, which had been delayed by a pit stop, and a bunch of Formula 5000s led by Brian Redman driving the Castrol-sponsored McLaren M18. The smaller photograph shows the shimmering rear end of the Lotus turbine, with Emerson Fittipaldi rounding the same corner.





A GT, or Grand Touring car, is a motor car which, in order to meet the demands of its name, must combine the high performance characteristics of a true sports car with the weather protection, luggage capacity and creature comforts of a luxury saloon car.

The MGB GT is a GT.

Sport the real thing. MGB GT.





**MONZA
1000 KMS**

THE FIELD for the 1,000 Kms. anticipates the drop of the flag as Ickx's Ferrari 312P (No. 15) makes a good start. Going with him are Mike Parkes (Ferrari 512M—No. 11), while Vic Elford leaves black streaks from the Martini Porsche (No. 3). The two JW Porsches appear almost as one while Stommelen in Alfa Romeo No. 19 has also made a cracking start. In the background is Monza's banked Parabolica Curve.

THE BRIGHT YELLOW Ferrari 512M is not from Belgium but Spain and is driven by Spaniard Juncadella and the former works Ferrari driver Merzario. The car was damaged in a multiple accident.

UNLUCKY AGAIN.—The Formula One powered 3-litre Ferrari 312P was at a disadvantage at Monza against the Porsche 917s. Ickx (pictured here) drove with Regazzoni but their car was eliminated in an accident.

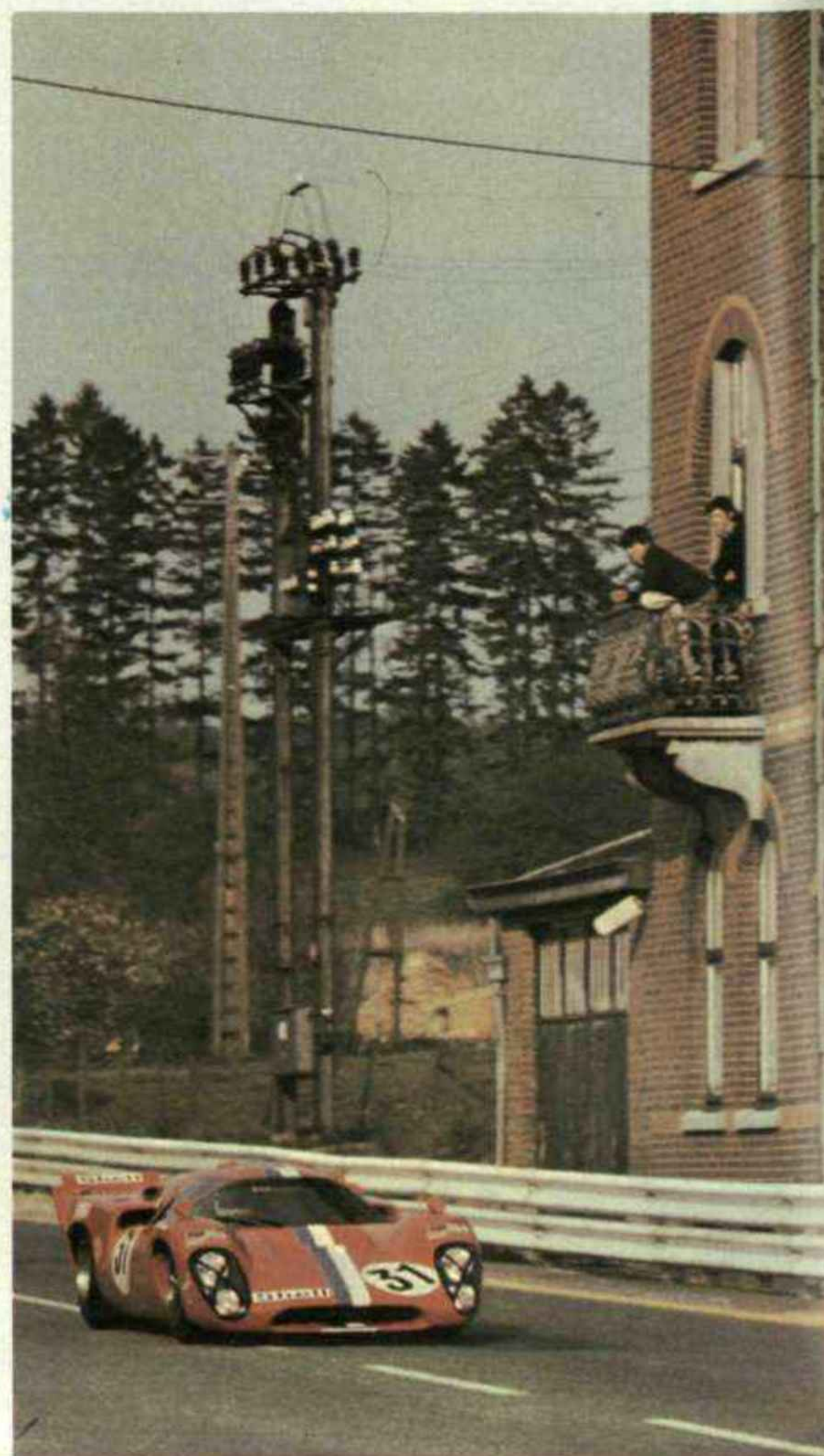




SPA 1,000 KMS GULF PORSCHE DOMINANCE.—The Rodriguez/Oliver Porsche 917 leads the similar car of Siffert/Bell into La Source hairpin. They finished in the first two positions nose to tail, having each completed seventy-one laps.

LOLA at the Masta Kink. The Chevrolet-powered T70GT model was never very successful as a long-distance sports car when it was in its prime so it was something of a surprise that the Belgian pair of Teddy Pilette/Taf Gosselin brought the Team VDS car (No. 31) into sixth place.

THE GAILY PAINTED Porsche 908 (No. 3) of Claude Ballot-Lena and Guy Chasseul finished in fifth place overall after a steady run. This French pair recently scored a victory with the Porsche at the Le Mans 3-Hour race.



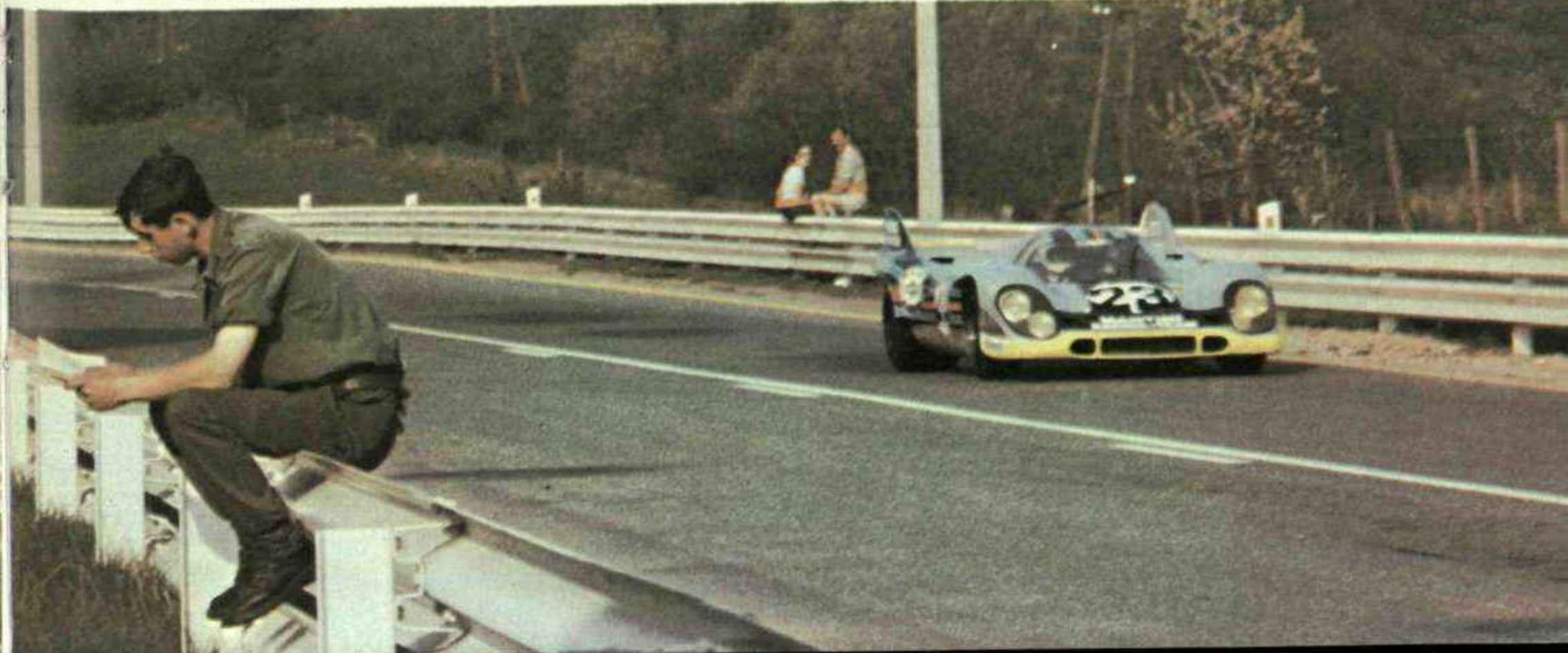


ANOTHER GOOD PERFORMANCE came from the German-based Team Auto Usdau with their Porsche 917 (No. 25) driven by Willy Kauhsen and Reinhold Jost which eventually finished fourth. A possible third position was lost when a tyre punctured when Kauhsen was flat out in top gear.

SPEED AND RELIABILITY.—Brands Hatch winners de Adamich and Pescarolo brought their Alfa Romeo T33/3 (No. 2) into yet another high placing.

THE PORSCHE 911S of Kremer and Huber (No. 46) looked smart and ran strongly. As the faster competitors dropped out the Porsche moved up to seventh overall.

YOU CAN'T BEAT a good book! A soldier sits by the roadside studying, completely undisturbed by the Martini Porsche 917 of Helmut Marko/Gijs van Lennep which is travelling at over 150 m.p.h. The Martini team did not have a good race, with both their entries retiring.





**SPANISH
GRAND PRIX**

BACK ON TOP is Stewart in the Tyrrell. Here at the Montjuich hairpin he takes his brand new car in ahead of Regazzoni's Ferrari (No. 5), Amon's Matra (No. 20) and the rest of the field with the back-markers breasting the rise where the Lotus 49s of Rindt and Hill crashed when their aerofoils collapsed in the 1969 race. The picturesque circuit is lined with Armco barrier.

THE COMBINATION of Chris Amon and the latest Matra MS120B is proving competitive in World Championship races but has yet to look like winning. At Barcelona Matra Sports were back with a full two-car team now that Jean-Pierre Beltoise has had his racing licence returned. Both cars proved reliable with Amon finishing third and Beltoise seventh.





SWOOPING DOWN the Montjuich Park in the early stages Ickx's Ferrari (No. 4) leads Stewart's Tyrrell (No. 11) and Amon in the Matra. Stewart soon found a way round Ickx and went on to win.

CONSISTENTLY FAST.—The McLaren team find that the new rising rate suspension M19 is rather difficult to set up for different circuit characteristics. However despite practice problems Denny Hulme went well to finish fourth in the car.

THE FERRARI 312B/2 was practised by Regazzoni at Barcelona but was not raced. This close-up shows the interesting lay-out for the inboard horizontally mounted rear spring/damper units.

MARIO ANDRETTI was out of luck in the second round of the World Championship, for both his and Regazzoni's Ferraris suffered from fuel pump failure resulting in small fires. Andretti in Ferrari No. 6 heads Beltoise's Matra and Hulme's McLaren.





ABOVE, left to right: TOP ROW.—Early Oleo, Oleo No. 7, unknown Edwardian competition plug, Apollo, Castle and Triumph plugs of *circa* 1900, two Champion Model-T Ford plugs, Rajah, Apollo, Vallier 3-3, Warrior, Lodge and Apollo *circa* 1910, 1915 aviation plug, Lodge AF, Apollo and Sparko (USA). **MIDDLE ROW.**—1920 plugs—Lissen BS2, JD (USA), Defiance, Eyquem, Macoilaire, two double-pole Lodge plugs, Bosch R220, two other Bosch types, Magneto AV Blumel, Blumel Mascot, Goodyear, Oda Palantine, Apollo, KLG F52, and a 1925 Lissen S5 aviation plug. **BOTTOM ROW.**—More *circa*-1925 types—Sphinx, Platamac 8, Lodge BR8, Ransom, AC, Champion, Champion 3X, Champion 2 ComL, Champion 37, Champion 38, Lodge H51, KLG Rotary RF, KLG F12, 1930s' plugs—KLG G1, Lodge C3, SEV, Forward, Beru and AC Sphinx B11.

A COLLECTION OF SPARKING PLUGS

BELOW, left to right: TOP ROW.—1930s' plugs—KLG G2, Champion C4X, AC KD7, Lodge CV, Lodge CVL, Lodge HV2, KLG 646, three KLG racing plugs, KLG 521 12-mm. racing plug, Champion R1, Lodge BR7, Lodge BR8, Lodge BR2, Lodge BR29, Lodge BR30, Lodge BR4 and Lissen R202. **MIDDLE ROW.**—KLG CB, Lodge Aero, KLG F6, KLG F15, 1933 KLG KS5, 1934 Champion 5 Com, 1934 Champion V, 1934 Lodge H13, 1935 Champion 291, Champion 7A, 1937 Champion 44, 1936 Lodge H53, 1936-39 KLG L777, 1936-50 Champion 7, 1936-48 Champion L10, 1938 Lodge SP14 and 1938 Lodge HNP. **BOTTOM ROW.**—WW2 and later plugs. Champion N7, Champion Y-6, Champion 901, Champion C-5, Champion A25, three plugs for model engines, nine representative makes and types of the 1960s, Champion diesel-heater plug, Champion J, H, L and N 14-mm. types, Champion 10-mm. F1 plug, Champion Jet-Igniter for R-R Dart engines and Champion Jet-Igniter for Concorde. (Dates are approx.—see also page 574.)



Raymond Baxter talks about the changing world of motor oil.



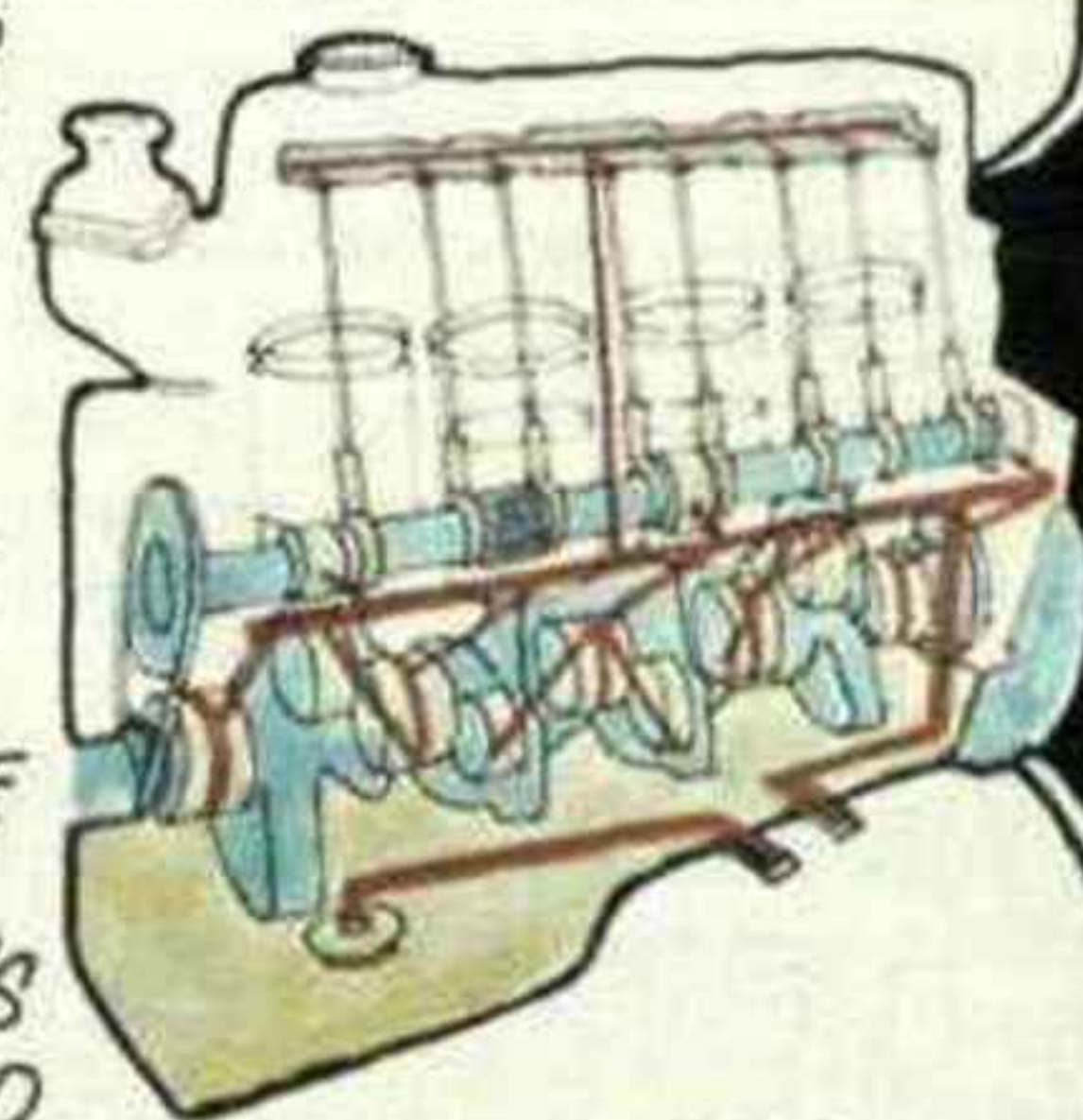
THINGS HAVE CERTAINLY CHANGED SINCE THOSE DAYS...! NOWADAYS EVERY CAR HAS A HIGH-PERFORMANCE ENGINE... THE AVERAGE FAMILY CAR'S HORSEPOWER'S GONE UP 33% IN THE LAST FOUR YEARS ALONE!

ON MOTORWAYS HARD, HIGH-SPEED DRIVING CAN PRODUCE ENGINE TEMPERATURES AS HIGH AS 300° FAHRENHEIT, AND WORKING STRESSES OF OVER 200,000lbs. PER SQUARE INCH! AND EVEN THAT'S NOT THE WORST OF IT...

SERIOUS ENGINE WEAR CAN ALSO OCCUR WHEN THE ENGINE'S COLD - AND STOP-START TOWN DRIVING CAN CAUSE ALL KINDS OF HARMFUL DEPOSITS TO CONTAMINATE THE OIL... THE VARIATIONS IN MODERN DRIVING CONDITIONS PRESENT REAL PROBLEMS FOR A MOTOR OIL - COMPLEX TECHNICAL PROBLEMS DEMANDING TECHNICAL SOLUTIONS...



A RECENT DEVELOPMENT IN MOTOR OIL FORMULATION IS A REMARKABLE NEW ADDITIVE - A LONG CHAIN POLYMER WHICH CONTRACTS WHEN IT'S COLD, SO IT CAN TRAVEL FASTER ROUND THE SYSTEM - AND EXPANDS WHEN IT'S HOT, THEREBY MAINTAINING AN EFFECTIVE, PROTECTIVE BARRIER BETWEEN THE MOVING PARTS... TODAY'S ENGINES DEFINITELY NEED A SPECIAL OIL, ONE DESIGNED TO DO THE JOB, WHATEVER THE WEATHER, WHATEVER THE CONDITIONS...



Get Castrol GTX. The High Performer.

as a shopping vehicle) and wanted something completely different to offer to the public. Just about anything that can be usefully done to a Mini has been carried out by Janspeed, so the Herald-based Triumph 1300 unit offered something of a new challenge, and a good business proposition as the same equipment can be applied not only to the Toledo and Herald, but also to a Spitfire, front-wheel-drive Triumph 1300, and they could probably improve the long-stroke Triumph 1500 FWD, too.

"Our" Toledo is unlikely to act as much of a Q-car as the colourful factory paint, 6-in. wheel rims, noticeably cambered-out front wheels and matt black plastic grille all make what was an innocuous small box into a rather aggressive-looking saloon, obviously meant for finer things in life than bumbling from shop to shop — though of necessity nowadays a tuned car must be able to perform the menial services as well as the exhilarating ones, if it is to find widespread acceptance, as this Toledo was designed to do.

Because the Toledo is well sound-proofed and civilised in the driving train, it was possible to fit £105.25-worth of engine enlivening parts without unduly affecting

interior noise whilst on the move. The components in question were at Stage 2 cylinder head offering bigger (36-mm.) inlet valves and a 10.5-to-1 compression ratio (amongst the usual features such as balancing combustion chamber volumes) for £37.50; a complete exhaust system from four-branch top to tailpipe would cost £27 on its own; a pair of HS4 SU carburettors of 1½-in. choke diameter on a fabricated four-stub inlet manifold totalling £29.35 inclusive of air filters; a Spitfire Mk. 4 camshaft with the necessary bearings included and, finally, a set of gaskets and plug: the camshaft would cost £8.50, whilst the latter more mundane bits will add up to £2.90.

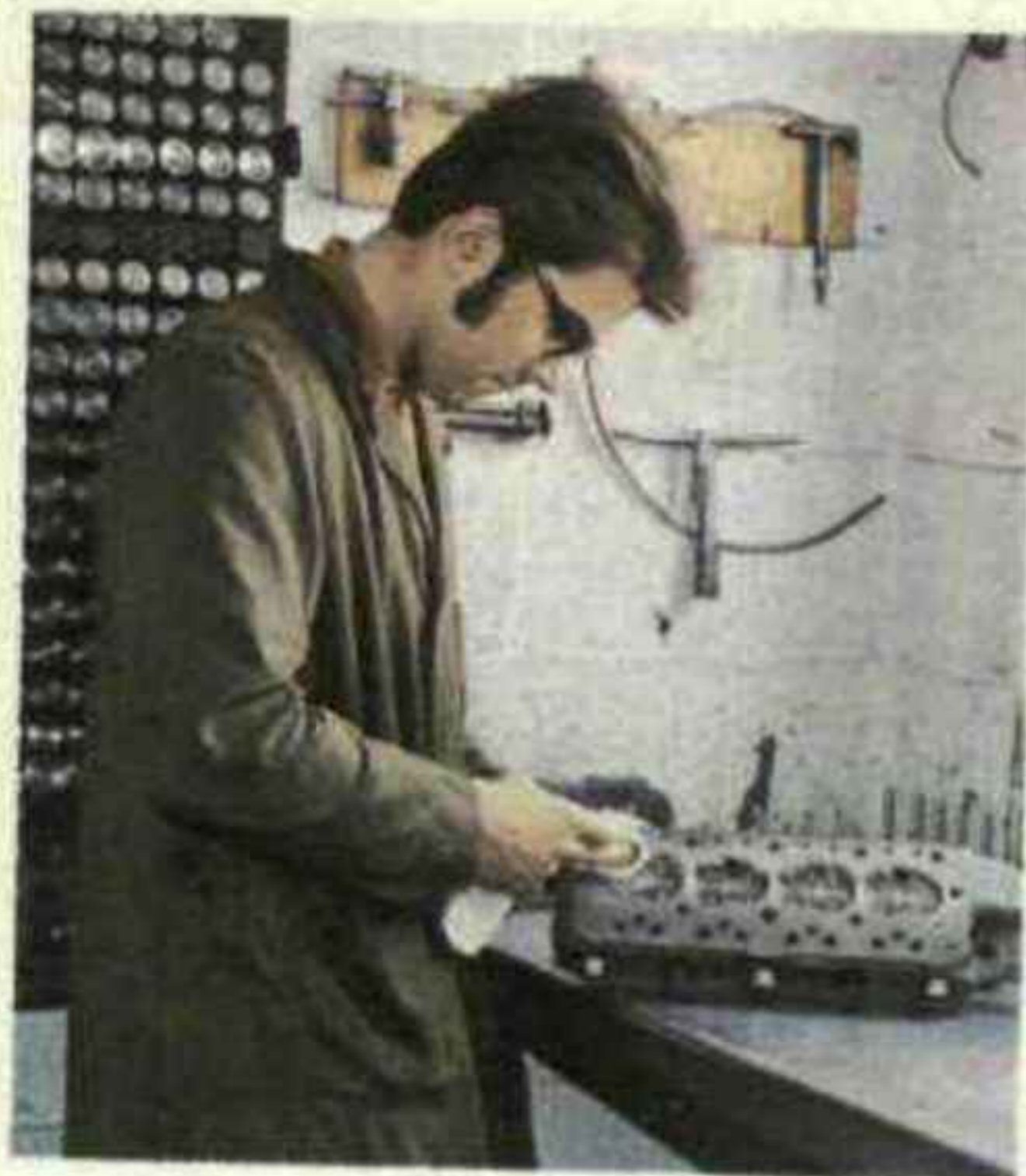
To fit and check the tuning kit at Janspeed would cost £30, which, judging from the smooth way our unit operated, would be a good investment. The Toledo is a light and easy car to handle in production form, so the converters took the opportunity to retain these qualities and add improved road adhesion at higher speeds. A set of 13 in. × 6-in. rim GT alloy road wheels were covered by plump and squat Goodyear Grand Prix tyres of 185 section, and these clinging covers were more accurately controlled by a leather-rim 14-in. dia. steering wheel bearing the Motolita legend on the spokes and Intertech badge on the centre hub. These two prominent steering-wheel makers worked well together though, and this £12 feature plus a front ½-in.-diameter anti-roll bar (based on the Hydrolastic Mini bar) helped the precision with which one could place the car from the comparatively

EXPERIMENTAL suspension changes give 1½ degrees of negative camber.



Janspeed put a cutting edge on the Toledo

CHANGES in the world of conversion specialists are usually more frequent than in the Motor Industry which supplies the raw material for the converters to work on. However, around a dozen such "go-faster" firms have now been part of the motoring scene for so long, or have been so successful, that they are now accepted as part of general motoring life. Companies such as V. W. Derrington (the oldest of them all today), Downton (who received the compliment of having their milder equipment specified by British Leyland, without invalidating a new car guarantee), S.A.H. Accessories who have always been linked very closely with the Triumph badge, plus Rootes and subsequently Chrysler specialists, Hartwell. At present many of the Ford tuners are to the fore, naturally enough in view of that company's still enormous involvement in the sport, and names such as Broadspeed and British Vita Racing Team, the latter now called Auto Vita-BVRT, are equally well known, along with Super Speed, Jeff Uren's Race-approved Company and the renowned John Willment group — of which only the Mitcham, Surrey, division is concerned with Ford performance equipment. Both Broadspeed and BVRT formerly operated either exclusively, or for the main part, on BMC and then BL machinery (as did the legendary Don Moore up in Cambridge) but all three now spend much of their time on Ford-based vehicles. The subject of this article, Janos Odor, and the Company he founded in 1962 — Janspeed — concerns itself with most makes of cars and the production of high-quality exhaust manifolding.



Janspeed are famous for quick British Leyland cars, but in recent months the company has developed excellent equipment for the Chrysler Avenger Ford engines from 1,100 to 1,600-c.c. Twin-Cam, apart from the 1,296-c.c. Toledo that we tried. Work was in hand on the Morris Marina 1300 model when we called, but more about that and the Company later. . . .

I don't think even Janos Odor is quite sure why he decided to tune a Toledo, though the reason was probably that he had sold a Maxi 1500 (which had served him as a test car and his wife

high-mounted reclining seat, which retails for a further £20. Various Armstrong shock-absorbers and coil-springs were being experimented with at the time of our trial, so by the time this is published Janspeed will be able to offer an extremely good suspension set-up for road and track use. In fact we were able to drive the Toledo on a closed circuit, with rather a rough surface, and found it capable of both absorbing bumps and being cornered at high speed without undue drama. However, in the early stages it was a different story and we kept a colleague entertained whilst he watched the car enter a curve at Britain's legal limit with a rear wheel airborne: spectacular, but bad for the live axle half-shafts and worse for forward motion, so this habit has now been cured. Excluding the shock-absorbers and springs, the non-engine parts we enjoyed would add up to £155.80, which includes an excellent servo, though not the disc front brakes. The latter feature is definitely not a standard item either but with a surprising 17½ cwt. of Toledo to stop using any power output he could obtain, Mr. Odor naturally wanted to stop, though the test car would be perfectly safe with anti-fade linings, the servo and all-drum braking.

On the road the car was truly delightful, retaining some of the Triumph wood-trimmed dignity together with enough sporting flair to make a current MG-B, Spitfire, Midget, Escort 1300 GT, British Leyland FWD GT and crossflow 1600 GT Ford saloons blush hastily and retreat. As you can see it is not a lot quicker in acceleration than those cars we have mentioned, but the margin is a comfortable one as we used only slightly under and slightly over the normal Toledo gear speeds, so a customer could improve on our figures. The speedometer is optimistic by over 5 m.p.h. above 60 m.p.h. when using these tyres, so an owner would be wise to have the instrument recalibrated if he opted for the same rubber-wear.

During the first 100 miles of our trial the engine tended to run hot when continuously operated at illegal speeds, but later on this tendency was alleviated and the needle would remain steadily in the middle of its scale. There was no sign of temperament in traffic whatsoever, though as with any small-engined sporting cars the gearbox must be used frequently to return the best performance. The four synchromeshed ratios worked well and we found out after we returned the car that it would in fact approach 80 m.p.h. in 3rd. So far as cross-countryside ability is concerned, suffice it to say that when the car was raced at Thruxton recently the Toledo returned slightly better lap times than a competently driven standard BMW 2002!

Returning to the base from which this neatly converted machine emerged we found so much of interest that a photographer was laid on to show readers some of the activities that are part of this Company's routine. The gentleman working on a cylinder head is one of two or three and one can have almost any head from a six-cylinder Triumph to an 850 Mini modified; prices starting from £21 to range up to £90 for an absolute full race Cooper S "screamer" cylinder head. Appropriate camshafts, carburetters, manifolds and heavy-duty engine bits are also sold for Ford, Hillman and BL machinery. The Tecalemit Jackson fuel-injected Mini S-type engine shown in our photographs

SEPARATE exhaust and inlet ports plus fuel injection help this Mini S engine produce over 130 b.h.p.



should give something over 130 b.h.p., approaching double that of the standard power output, and various drivers have demonstrated that the company knows what it is doing with the rest of the car as well. At the time of our visit two such Mini-Cooper S-types were under construction for Italian customers, whilst Jan was also busy sorting out details on a Dutchman's Escort rallying Twin-Cam, as well as the myriad other details which beset any modern company.

In a separate, but also modern factory in Salisbury, Janspeed employees produce exhaust manifolds for all sorts of Fords, Lotus, Morgan, Volvo, most British Leyland A and B series engines, Fiat 850, Vauxhall Viva, Hillman Minx, Hunter and Imp, to mention just a few!

Now in his thirties, Jan Odor takes pride in the progress he has made since he left his native Hungary 14 years ago, came penniless to England, worked for Downton, and left to enjoy the benefits of deciding his own future. He is now a respected entrant in Club racing, having an interesting command of our language, an inventive mind and the

Continued on page 597

ACCESSIBLE Toledo engine shows off twin SU carburetors and special manifold.



Tuning Test

BIG GAME V8

SENDING ME on my way from Standard House bound for Jan Smuts Airport, Johannesburg, to cover the South African Grand Prix a couple of months back our resident Tuning Topics man with a hint of jealousy in his eye instructed me to "track down a Perana". He wasn't, in fact, expecting me to go on a Big Game Hunt but wanted me to find Perana Cars and drive one of their exciting V8 Ford-powered Capris.

Perana Cars is run by Basil Green Motors of Johannesburg, Mr. Green himself being very much a South African version of Ralph Broad. In fact, I had met him the previous year at Kyalami where Dunlop were demonstrating some new tyres to the South African press and using a Capri Perana V8 as a test vehicle. Jackie Stewart drove me round the circuit in the Capri and was tremendously impressed with the car. So was I, but I was further completely overawed by Stewart's speed and precision in the car in one of those demonstrations that firmly puts into place any of those "I'm just as good as Stewart if I had the breaks" ideas.

However, I did have quite a talk with Green about his cars and his firm, which at the time was something like Jeff Uren's Race-proved operation specialising in inserting V6 engines into Cortinas. However, I was told that his work was officially backed by South African Ford down in Port Elizabeth and the cars were marketed through their network. The Capri V8 was an early prototype, although the plan was to phase out the Cortina and swing over to Capris.

On planning this year's South African trip I dropped a line to Perana Cars inquiring if I could borrow a Capri V8 for my stay. Unfortunately the letter ground to a halt in the postal strike and was never received and, anyway, as I found out, there just wasn't a spare car. As soon as they are built they are snapped up by eager customers. But Basil Green did manage to find me a V8 to try for a morning and I had a good scout round his factory.

In fact, in the last year his progress has been considerable and he has moved into a smart and airy new building on an Industrial Estate near the airport. His operation is now much more akin to a sort of mini-Advanced Vehicle Operations and is presently turning out something like eight Peranas a week, plus other specialist jobs like fitting V6 engines into Transit vans, and so on.

Green also prepares a Perana V8 for racing and Bobby Olthoff has scored tremendous success with it. Several other top South African drivers like Basil van Rooyen and Peter Gough are also campaigning them.

The basic ingredients of the Perana V8 are quite straightforward: a Ford Capri 3000E, a 5-litre Mustang engine, a Mustang close-ratio box and a special B.G.-developed back axle featuring a Borg Warner limited slip differential. The Capris come up from Port Elizabeth more or less complete. Working on a production line basis Green's employees then set to work removing the V6 engine and box, fettling the engine bay to suit the larger engine, fitting the special steering rack, changing the instruments and altering the springing and umpteen other jobs. It all sounds quite easy but Basil Green spent a



RACING PERANAS.—Bobby Olthoff in the works Perana V8 leads the similar car of Basil van Rooyen in the Star Production car race supporting the South African GP.

lot of time, effort and energy developing the modifications, something no British tuning firm have yet managed to achieve with any degree of sales success.

As if the power from a 5-litre Ford V8 isn't enough the Perana engines supplied by Ford SA are mildly tuned with a four-barrel Holley with a B.G. specification aluminium manifold, plus a Stage 2 camshaft and stronger valve springs. This ups the b.h.p. to 239, which is not bad for a 2,400-lb. car.

Not surprisingly, the very professionally-finished device, which has very few outward signs of being anything but a Capri 3000E, has startling performance to say the least. During our short test we were not able to record any reliable figures but we did lay down some pretty impressive black lines from a standing start. However, a friendly South African magazine told us that in a road-test on a Perana they had recorded figures of 0-60 m.p.h. in 6.1 sec. and managed to record a phenomenal measured top speed of 142 m.p.h.

This may make the Perana V8 sound a very frightening car to drive but, in fact, it isn't. It can be very docile, but if you do push that throttle down and keep it there things do start to happen rather suddenly. The particular car I drove actually belonged to a customer and had a suspected soft front spring on one side which made it rather a handful. The car inherently understeers, but with all that power it is easy to squirt the back round and balance it up. Naturally it is just the job for ultra high-speed cruising and up to 110 m.p.h. or so is nice and quiet, too. Obviously in a short test it was difficult to tell but you could probably wear the brakes out quite quickly as they are standard Capri specification with harder pads for the front discs. Fuel consumption is not such a worry in South Africa where petrol is cheap but nevertheless figures of around 20 m.p.g. could be expected.

All in all, I was greatly impressed by my all-too-short run in the Perana and, if I was a South African resident, I would think very seriously about one of these tame beasts, if I could afford it.—A. R. M.

ROAD-GOING PERANA.—Our pictures show our road-test Perana Capri V8. The Ford Falcon engine tucks neatly into the Capri engine bay. Our bright yellow machine is definitely a sheep in wolf's clothing.



You can drive an Alfa Romeo for hours without a stretch.



The less you have to stretch in a car, the less of a strain it is to control.

Which is why an Alfa Romeo's driving seat adjusts to your exact arm and leg measurements. Why all dials are angled toward you. And why all controls are sensibly grouped within arm's length.

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The engine has twin overhead camshafts and is fed by two twin choke carburetors. So when you put your foot down, you don't tap your feet waiting for power to come through.

There are 5 forward gears, all synchromesh. With gearing so close, you don't wait for the revs to catch up when you change up.

Brakes are dual circuit, servo assisted discs all round, with a regulator to stop the back brakes locking.

And there's a balanced roadholding combination of independent front suspension, live rear axle and wide radial tyres.

Naturally, you'd expect only our most expensive model to give you all this.

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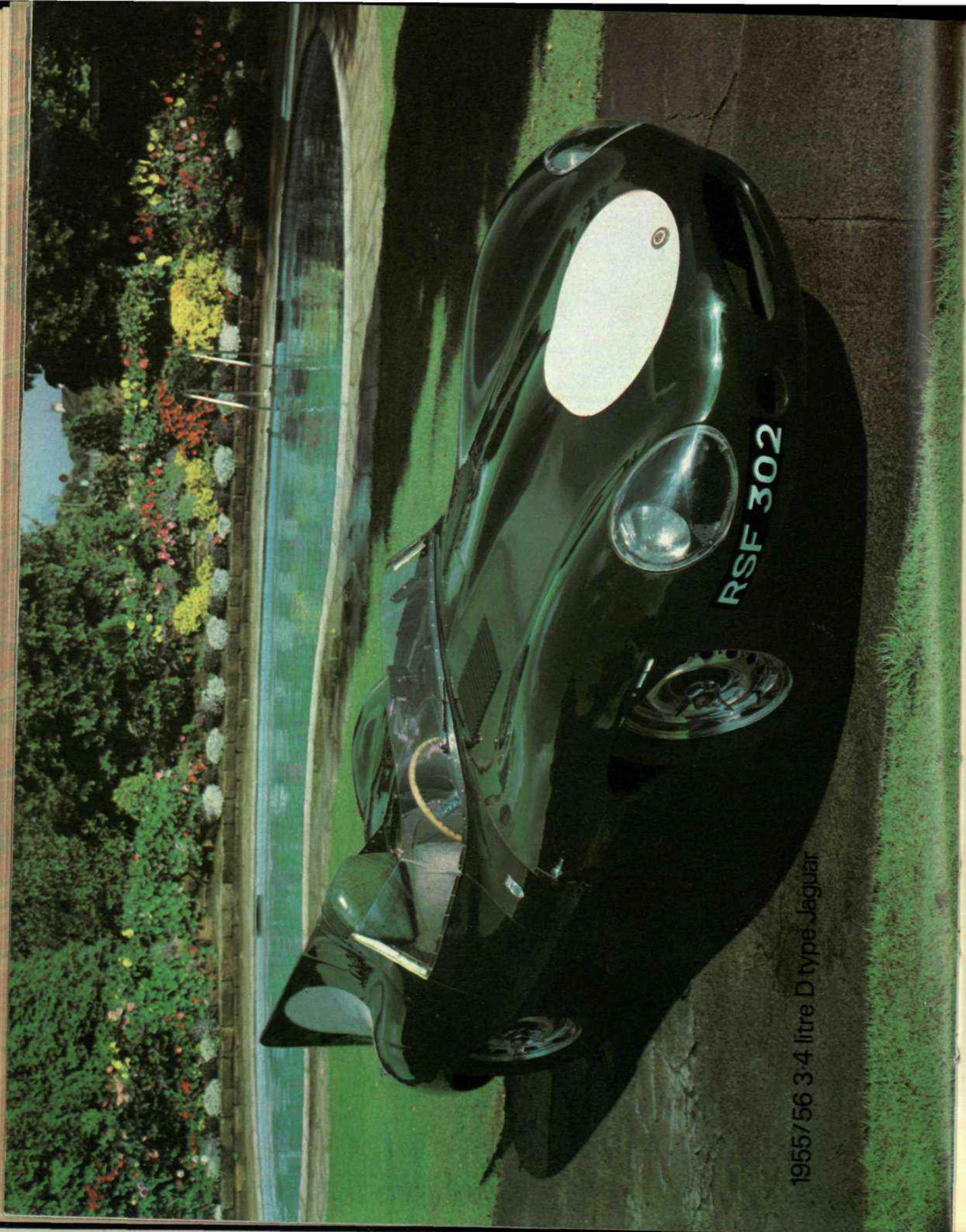


1750 GT Veloce
2+2. 118 mph. £2,450

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1955/56 3.4 litre D type Jaguar

TUNING TOPICS

FOR SOME time now Crayford Auto Developments in Kent have been involved in marketing a new breed of vehicle to this country—the amphibious four-, six- or even eight-wheeled all-terrain (ATV) machines. Recently Crayford formed an offshoot of the main company called ATV Ltd. at 1 Godstone Road, Oxted, Surrey, to deal with the “go-anywhere” type vehicles, which are manufactured mainly in Canada for an enormous recreational market in that commonwealth country, and in the United States. The general principles behind these vehicles are similar in most cases, such as all chain drive to split axles via a centrifugal clutch. Fat BF Goodrich tyres, which act as paddles on water and as chunkies on land, are inflated to 1½ to 2 lb. per sq. in., their ample proportions and low inflation pressures letting the rubberwear act as a very effective suspension medium over rough ground.

We tried ATVs with both two- and four-cycle engines, all giving less than 20 b.h.p. All but one of the ATVs that we tried had twin-lever steering, a rearward pull actuating one side of the vehicle's brakes, thus forcing it to turn very sharply if required. The most popular model, the Amphicat, with manually engaged centrifugal clutch and 12 b.h.p., costs £895 (£10 less without an electric starter), but by selecting the 20-b.h.p., 45 m.p.h. “racing” engine model the customer can push the price to £995: an eight-wheeled Argocat would cost comfortably over £1,000.

Being rather more specific, we were able to try the four-wheel Gor'cha and six-wheeled Scrambler, made by Action-Age, the eight-wheeled Argocat by Argo, and the the popular Amphicat by Beehoo (yes, really!) Industries near Montreal. We also watched whilst Crayford's own Polecat four-wheeler, with unique swivel-action body for covering rocky terrain and jet propulsion for water travel, was put through its paces on the comparatively huge wheels it utilises from a Land Rover.

Even the biggest eight-wheeled ATV is only about half the size of a Sprite, vacuum-formed Cicolac bodies helping to keep the weight down and shattering strength up, compared to glass-fibre. At first we found our progress was very jerky, tending to always apply too much braking effort at low speed. However, a 20-min. session with the Argocat had us feeling confident enough to tackle our host's steep and slippery test track without getting stuck. We also enjoyed our spell with the Scrambler, which differed from the rest of the test vehicles in having a steering wheel, connected up to an hydraulic braking system, and acting in the usual ATV manner. However, the most impressive choice in terms of cost and effectiveness is probably the Amphicat, which skims over the ground at an impressive rate and offers very precise directional control by means of the usual twin levers, which are pushed forward individually to engage drive, and pulled back through neutral to apply left- or right-hand side braking. The hand throttle gets in the way a bit when one is learning to drive the vehicle, and a foot control would probably be better for most users. Judging the ATV breed as a whole, we found that the most impressive facet of their character is their behaviour over wet, uphill twists, where they will squirm up seemingly impossible gradients and still respond to the braking control levers with halting.

... And from the same team, an Alpina BMW 2800

THE CRAYFORD side of the business is much as it ever was, being primarily occupied with bodywork conversion (Mercedes estates, Cortina convertibles and r.h.d. Porsche 914s), but we were invited to go for a ride in a BMW 2800 saloon which had just been built up by the firm, using the Alpina parts for which they are the sole UK concessionaires. One of the Crayford directors, David McMullan, owned four BMW saloons in a row (he's currently using a Mercedes, but one gets the impression it's very much a stop-gap), and it was this period of ownership that made him consider marketing the Alpina parts in this country. McMullan commented that he couldn't recall selling any Alpina BMW derivative to anyone under the age of 40, and so they had ensured that the Weber carburettor jet settings were altered from Alpina's rather rorty settings to give a flexible fuel delivery throughout the engine r.p.m. range. The Alpina part of the business is a new departure from Crayford's normal policy, as the German parts do invalidate the maker's guarantee in this country (though not in Europe we

gather), and thus the firm deal direct with the public, should there be any problems. Most customers have the Alpina modifications done when the car is new, and usually one car a month is completed, racing bits being supplied only to order.

The car we passengered in would cost about £500 over the normal list price. For that sum of money the engine is modified to give an extra 50 b.h.p. or so at the rear wheels, the new suspension coil springs give a 1¼ in. lower ride height, scoops are fitted to the bonnet and the whole job topped off with a coachwork bodyline. Power unit modifications consist of triple Weber 45 DCOE carburetters, converted manifold culminating in a new twin-pipe exhaust, a 300 deg. Alpina camshaft, cylinder head inlet ports have the “flute” gas splitting channel removed, 0.4 mm. is removed from the head face and the pistons need notches machined into them to clear the Alpina valves, the latter boasting special springs to allow the regular use of 7,000 r.p.m. from the straight six engine. Incidentally the exhaust system on r.h.d. cars is not as good as those installed for L.h.d., and customers who want the ultimate would have to specify the left-hand steering layout.

In action the car appeared to be extremely impressive, pulling away cleanly from less than 1,000 r.p.m. in top gear and even running without snatch on a 500 r.p.m. tickover in top! Running briefly up to 5,000 revs. in the lower gears provides phenomenal acceleration, accompanied by a hearty note from the exhaust. The suspension modifications seem to remove a little lean while the ride is still very comfortable. The only snag we could see was the spitting back from the carburetters when the engine is cold: there is no choke, and with that bank of carburetters it is unlikely that one would ever need one, so the procedure is to run the car for a while before setting off from a cold start.

Crayford Auto Developments Ltd., live at High Street, Westerham, Kent, and any interested readers should contact them at that address. J. W.

TRAILERS FOR HIRE

MANY problems confront the enthusiast who needs trailer transport. Consequently, the ability to hire a trailer would seem to ease the situation considerably. Piggy-Back Trailer Rentals Ltd. offer five different trailer models for hire, at charges which start at £2 per day, with reductions for longer periods. Their trailers hitch in ingenious fashion to the rear hubs of any car with other than wire wheels, so that attachment, with lighting, can be accomplished in about 15 minutes, and the possibility of damage to the client's car is virtually nil. The Apartment Van is a covered four-wheel trailer providing a stowage space of 8 ft. x 4 ft. x 5 ft. (high) and a capacity of 15 cwt.; unladen its aluminium panelling gives a weight of only 8½ cwt. There are lateral rails for tie-lines, the door can be padlocked, and the low floor makes loading easier than into a van. The Low-Loader four-wheel trailer has an open-deck space of 8 ft. x 4 ft. 3 in. and 18-in. high-sides and will carry loads of up to 17 cwt., for an unladen weight of 6½ cwt.

This trailer hire service is operated throughout the UK, Belgium and Germany by Piggy-Back Trailer Rentals Ltd., 107, Mortlake High Street, London, SW4. Tel.: 01-876 4441.

JANSPEED TOLEDO—continued from page 593

strength of mind it requires to make a success of the business, whilst all the time demanding a very high standard of workmanship. There is a tendency for prominent tuners to slang each other in private, but it is unlikely you'll ever hear the name Jan Odor mentioned with disrespect, for he is also a very big man!—J. W.

JANSPEED MODIFIED TOLEDO PERFORMANCE

0-30 m.p.h. ..	3.9 sec. (4.8)*	Gear speeds:	
0-40 " ..	5.9 " (7.6)	1st ..	26 m.p.h. (27)*
0-50 " ..	8.3 " (11.9)	2nd ..	49 " (46)
0-60 " ..	11.9 " (17.3)	3rd ..	72 " (68)
0-70 " ..	16.5 " (27.9)	4th ..	95 " (82)
0-80 " ..	26.4 " ..		

* Figures for production Toledo.

Speedometer error: Accurate at 30 m.p.h., 7 m.p.h. slow at an indicated 70 m.p.h., and 12 m.p.h. slow at an indicated 100 m.p.h.

Overall fuel consumption: 23-24 m.p.g.

Converters: Janspeed Engineering Ltd., Southampton Road, Salisbury, Wilts.

On behalf of of our custo we'd like to apologise.

Certain people have recently discovered something that has been in existence for a considerable time.

The Avon Wide Safety GT Road Tyre.

They'd noticed the success it enjoyed in motor racing. And realised that if drivers chose to buy a set of Avons to race on then they had to be good.

They were.

Both the British and European Championships were won outright. On Avons!

"Not bad for a road tyre" they said.

Then the motoring press heavily reported the tremendous road holding and grip this tyre had over others (which is hardly

surprising as all racing tyres are cross-plyes). And that it came from the same people who supply tyres as original equipment to such companies as Rolls Royce, Rover, Aston Martin and AC. So they had to be the best.

But when they saw how much better their car looked on this "fat tyre" they decided to buy a set no matter what the cost.

And that was another surprise.

The famous Wide Safety is considerably cheaper than any good radial.

So please excuse some of our customers who drive like racers, or as if they owned a Rolls.

It's the tyres.

f some mers



Mr. D. Hatton, one of our satisfied customers wearing the Avon GT-shirt.



AVON

LENHAM

THIS MONTH'S article really should be headed "They Make Racing Cars and quite a lot of other things as well", for the Lenham Motor Company, and their associated company the Lenham-Hurst Racing Organisation Ltd., have various interests in and around the motor racing and sports car scene. You will find Lenham just off the main A20 road on the way to Dover, at a sleepy little Kentish village called Harrietsham. Business might take you there to buy one of their sports/racing or Formula Ford cars, a glass-fibre body for your racing Sprite or Midget, a hardtop for a range of sports cars, or even to have your racing car prepared.

The Lenham Motor Company, run by two partners David Miall-Smith and Julian Booty, used to be a couple of miles down the road at a place called Lenham where, as well as running a service station, they did a considerable amount of glass-fibre work and also renovated vintage cars. The vintage side of the business has now given way to the building of racing cars which started some three years ago coinciding, more or less, with the move to Harrietsham.

The first racing car built by Lenham was a closed sports car for club GT racing, built as a development vehicle for a proposed future road-going GT, as a publicity venture for Lenham, "but", say the partners "mainly for enjoyment". The space-frame chassis design was by a chap who had a workshop next door, by the name of Peter Coleman, who has been involved with all their projects, while the partners designed the attractive body. Coleman, himself, raced the car with some success at minor club level.

At the end of the season it was decided to strip the car, modify the chassis and suspension, and rebuild it with new bodywork but retaining the same almost standard twin-cam engine. Now called the P69, the car was exhibited at the London Racing Car Show, mainly to publicise other Lenham glass-fibre products, but several enquiries for replicas were received. These had to be politely turned down due to pressure of work, but at least it set everyone at Lenham thinking about building racing cars on a more professional basis. Meanwhile, the car was raced by former Rootes works driver Ray Calcutt with good effect, despite the relatively lower-powered twin-cam engine which was at least brought up to racing specification. Calcutt held the class record at Brands Hatch for some time, and won his class in the STP GT Championship. Towards the end of the year the car was revised with open bodywork.

At this time an old friend, Roger Hurst, who had various local interests, became involved with the running of the car, and also raced it with some success. It was decided to form the Lenham-Hurst Racing Organisation, with the object of building and developing racing cars under the name Lenham. This firm immediately took over another local based company, Auto Speed Developments which, under the direction of former Alan Fraser mechanic Roger Coltham, was gaining a good reputation for single-seater racing car preparation. This is still so today, although Miall-Smith and Booty are no longer directors of Lenham-Hurst, and the race preparation side of the business will soon be moving into new premises in nearby Ashford, although both companies will continue to be closely associated.

Early in 1970 the Lenham P70 was sold to French driver, Francis Krusch, who ran it successfully in French club races and hill-climbs, and his efforts have thereby brought Lenham orders for two further cars. These are now in the hands of French owners, while one or two other potential customers are thinking of buying similar cars. Another 1970 project was a Formula F100 based on the P70, and this was built for Kent driver Rob Schroeder, who had at one time showed great speed in a racing Jaguar "E"-type. Everyone soon became very disillusioned with the Formula, and by mid-season Schroeder had gone back to strawberry farming, and the car has subsequently been converted to P70 specification, fitted with a 1,150-c.c. engine and sold. A project to develop a twin-rotor Wankel engine for competition work also proved to be an unsuccessful idea.

All this meant that work on the new Lenham GT car, the P71, was not started until late in 1970; the design being commissioned by Roger Hurst. His specification was for a lightweight, 3-litre prototype to contest major sports-car events. An ex-works 1967

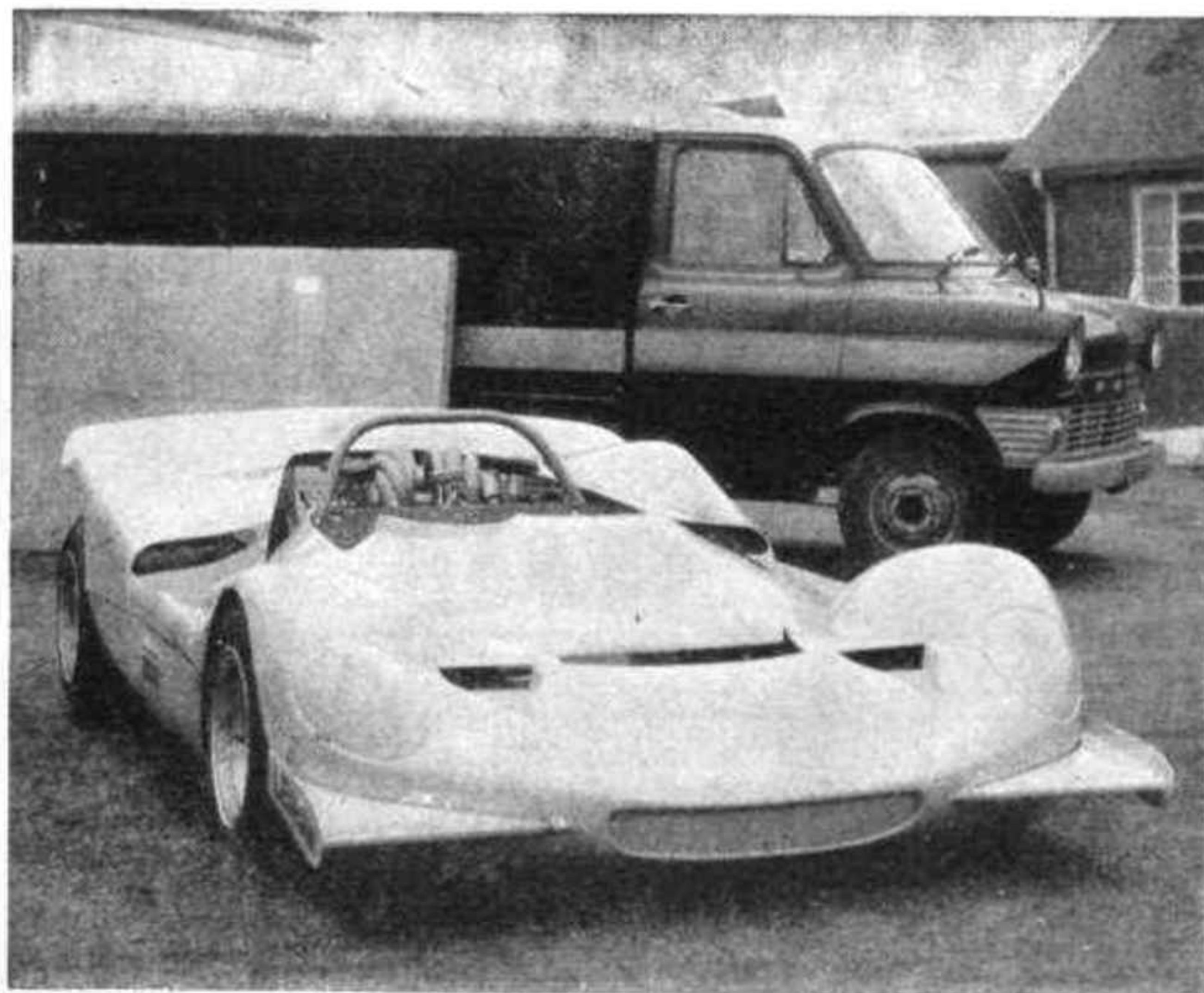
3-litre Repco V8 engine was purchased along with a Hewland FG300 gearbox, and a glass-fibre reinforced space-frame car of relatively straight-forward design was constructed. This has been clothed in an attractive body coloured in a startling shade of green, and was scheduled to run for the first time at the BOAC 1000, driven by Calcutt and Hurst. Unfortunately non-availability of bag fuel tanks and drive shafts prevented the car from running, but it was tested for the first time a week later, and may well have raced by the time you read this.

Lenham admit that their main bread and butter is still glass-fibre work, they still produce plenty of hardtops and so on, the bodies for the Arkley SS and several other similar cars, but are now hoping to expand their race car construction activities.

Naturally they would consider building replicas of the Repco-engined car, but also hope for some more orders for the P70. There are two other projects under way as well. One is for Formula Ford, for close by another firm started marketing such a car, also designed by Coleman, called the Hamlen. Lenham have now taken over this project, rearranged the syllables, and have modified the prototype car considerably for a chap called Chris Alford to drive. The hope is that several orders will be forthcoming. There is also another project which stems from France, to build a road-going version of the P70, but with a GT body, for use on non-rough rallies, and particularly the Tour de France. When we visited Lenham the first of three such cars was in the build stage. On a purely non-competition basis the Lenham lads were also working on a kit car which could be built using the parts of a Renault R8, in rather the same way as one builds a Mini Jem or GTM.

Whilst Lenham are still on the fringe of race car manufacturing, they do produce a much larger proportion of the whole than most firms. Naturally the bodies are produced on the premises, but so are the chassis, and Lenham have their own castings made locally as well. Apart from those engaged on the glass-fibre work, about five people are presently employed on building racing cars (this includes Lenham-Hurst workers), while Australian racing driver John Gilmeister can usually be prevailed upon to do much of the fetching and carrying, and will also be involved in testing the Lenham-Repco.

Lenham proudly point out that they will be the only British firm contesting the Manufacturers' Sports Car Championship with a car over 2-litres, and one wishes them luck with their endeavours. It will also be interesting to see if Lenham racing cars become a household name on British circuits, or whether the firm returns to building the occasional racing car for fun, whilst concentrating on the stock-in-trade of glass-fibre products and, for that matter, selling second-hand sports cars.—A. R. M.



THE PURPOSEFUL Lenham-Repco which will be the only British car to contest the 2-3-litre prototype class of the World Sports Car Championship. It will make its debut at the Nurburgring 1,000 kms. although an early set-back occurred when the engine blew up during testing.

LETTERS FROM READERS

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

VAUXHALL MOTORS REPLY

Sir,

If in fact the axle of Mr. Peel's Victor 2000 is suspended by the brake hose when the car is on the jack (April issue), he should have it looked at by a Vauxhall dealer. Perhaps someone has made unorthodox modifications to the suspension.

Certainly on a car in standard condition the load is taken by the shock absorber, and no driver of such a car has need of the warning Mr. Peel issues. In fact, in the years the current Victor and allied cars have been in production there has been, as far as we know, no incident at all of the kind Mr. Peel's imagination has conjured up.

Luton.

DEREK GOATMAN,
Chief Press Officer,
Vauxhall Motors Ltd.

* * *

VIEWS FROM CALIFORNIA

Sir,

I have read your excellent magazine on and off for the past 20 years and subscribe now. It is complete and I need no other. The cars advertised there sometimes make me wish I was in England as I am sure by the time my magazine gets here the good stuff has been sold. Continue as you are, don't make poorer quality.

But I am writing you about another matter that has made me so annoyed over a period of days that I feel I must write and get it off my chest—I will have told your group, and that is the most I can do. My subject is the British Car Industry. I can't believe how it is screwing up! Each time I see your industry come to a cross point and I can figure out four ways to go, it always does the worst. Let's look.

In 1950 I bought a used 1949 MG TC from a friend. I was in college then. This was the best car I have ever owned, service, driving, fun, and feel. I sold it in 1952 to buy a used, 4,000-mile Jaguar XK120. This was the worst car I ever owned. Fun to drive but very bad mechanically. I was getting 35 miles to a water pump when I sold it, and had been to every mechanic in Los Angeles. I know that Jaguar made this model with the bad pump for at least two years. How could this be? They should have redesigned it when they found it was bad—but, instead, they kept producing the bad one, and it wasn't until the XK140 came out that the problem was solved. Also, remember at this time the British had the distribution and reputation. Germans had VW coming in and Porsche, and the Japanese were still making those nice model airplanes with silk wings and rubber-band propellers.

Today, look at the figures in the enclosed clipping. Out of five companies selling less than last year, three are British and the others are Renault and Simca. I realise the Cortina doesn't count, however. And the Capri is a real winner. [The clipping shows USA imports for March, 1970 against those for March, 1971, from the *Wall Street Journal*.—ED.]

But Opel sold more than the whole British Motor Industry. How come? Why didn't Chrysler go British instead of Japanese part way? There was a big market for you there but you were not ready.

Now let's talk about what caused me to write this letter. I collect cars, so know of what I speak. When the MG-B changed to the next model I was interested to see what would develop. Here is a great chance to get back some of the prestige of the British cars and MG in general. When I saw they had shoehorned that obsolete piece of six-cyl. iron in and that was the new model, I burned up. Do these people think the public are fools? They are competing now against other companies who are not only not backward but are very forward. So Datsun came out with the 240Z and will get most of the market. If MG decided not to change the body and just put in a new engine, OK. It's a nice body. But to put in an old engine... growl. Rover I won't even discuss, it has such a bad reputation. Triumph Stag—a new engine that puts out 150 b.h.p. doesn't send me for \$7,500. It must be tweakable for much more but why not sell it that way? I feel the big market is for cars \$4,000 and under anyway. And now Jaguar comes. This is the only British car I have great respect for, except Lotus. Jaguar uses the same body and

frame they have used for 10 years or so and puts a new engine in it. Gentlemen, it won't work... you must open your eyes and look around. The country that has Lotus, Cosworth, Healey, and lots of small genius-type garages can do better. Please do better.

Qvale in San Francisco, who distributes Jensen, wants an Austin-Healey type car so bad he is even trying to finance it and get it built in Britain. Here is a good start. Put a nice grille on it, build a 2-litre or so s.o.h.c. engine, put a Ferrari front and a Kamm tail on it and watch sales go. Don't try anything radical, just do a nice job and it will sell itself. Best of luck...

San Diego, Calif.

ROBERT DEVORE.

* * *

PUNCH-LINES

Sir,

With reference to W.B.'s article "On Advertising" and his afterthought to the article, I should like to mention a Pirelli advert which I find a little amusing. The wording is as follows:

"Cinturato tyres are available on the new Vauxhall Viva."

Cinturato tyres are also fitted as standard on the Jensen Interceptor, Lamborghini Miura and the Aston Martin DBS V8!

London.

PETE SENIOR.

* * *

BRITISH LEYLAND IN THE USA

Sir,

I have just finished reading your March, 1971 issue and was somewhat disturbed by Mr. Graham Whitehead's (President, British Leyland Motors Inc. of America) comment that all is well with BLM and the American Scene. As an owner of a 1970 Austin America (1300) and the previous owner of a 1969 Austin America, I feel that all is not well in the States with BLM, either taken by itself or in comparison with other imported makes.

Parts do seem to be readily available, but service is deplorable. This is really unfortunate, as it could all be avoided if BLM would just bother to screen their prospective dealer applicants. A good example of optimum dealer continuity and quality is Volkswagen of America. I won't view my opinion on whether or not the VW is or is not a good automobile, but in service, parts and facilities, they're second to no other import. Dealerships are nearly identical in design, each being well equipped with parts and servicemen to facilitate their installation. BLM on the other hand seems quite content having its dealers choose their own building designs, its own parts inventory, number of servicemen, etc. For example, who else would give a franchise to a man operating from a one-stall garage with no parts man, no salesman and only one serviceman? I might add this fellow in mind is aspiring to handle the full BLM line. Currently he "only" has Austin, MG, and Jaguar, but soon hopes to add Rover and Triumph. Does this not seem a little odd for a Dealership with only one serviceman, or shall I say doesn't it seem that he (the dealer) is biting off a little more than he can chew? BLM seems quite content with this operation, however.

Mr. Whitehead's complacency in seeing his organisation sell 70,000 automobiles last year strikes me as very odd indeed. As a contrast once more, VW of America sells hundreds of thousands of cars per year, and are never satisfied. They (VW) are continually upgrading service and availability in an attempt to make the little car more desirable, a sound move indeed. Don't get me wrong and think I am saying that BLM of America is not upgrading their service; somewhere they must be, but it has failed to reveal itself in our area.

While I am spouting off, may I also comment on Mr. Wadlow Rose's letter of the same issue. The sloppy quality control he speaks of on his Riley is also quite evident in the two samples of BLM workmanship I have owned, that is: incorrect ignition timing, a myriad of loose nuts and bolts, oil leaks, fluid suspension leaks, faulty fuel pump, a ruptured master cylinder (brakes), rattles, etc., etc.,

I feel it would only be fair to let you know that because of assembly defects and some questionable engineering quite common to BLM

cars, British Automobiles as a whole have suffered quite a Blackened Eye. This is unfortunate as one company seems to be ruining the market for the rest of the British makes.

Hopefully, BLM will soon iron out (if they will ever become aware of them) its problems or it too may eventually go the way of our Studebaker.

Keep up the good work, telling it as it is, in a fine magazine.
Minnesota, USA. GENE A. ELLINGSEN.

* * *

Sir,

First off let me say that I enjoy each and every issue of your fine publication, and that I usually agree with about 98 per cent. of it. I must take exception however to the remarks by J.W. concerning BLMC service on the West Coast of the USA.

I purchased new five years ago a Triumph TR4A, and have found the service to be 100 per cent. perfect. Any part I need is obtainable at the dealer at a minute's notice or a few hours' wait on less used items, as someone will be sent for the part at the large warehouse in San Francisco. I cannot fault the service even once, and many times I have had minor parts and adjustments made free of any charge whatsoever. For example, a section of my fuel-line was replaced within 20 minutes and at no charge (I almost fainted on the spot). I might well add that the majority of these situations were well after the warranty was long gone. I also find that it pays to have a lube job and oil change done by them, as they will make quite a few other adjustments that are not required. I also enjoy frequent chats with the English mechanics about various subjects such as Moss, Hawthorn, etc.

So, in conclusion, I think that it depends very much on who the dealer is, and of course I cannot speak for MG owners and others. I might also mention that I am still enjoying my TR4A to the fullest with 70,000 miles on the clock.

Millbrae, Calif. JOHN C. VERSER.

* * *

TECHNICAL TERMS

Sir,

In your review of the new Jaguar V12, I am so glad you mention that the timing chain tensioner blade is made of Polypenco Nylatron GS molybdenum disulphide-filled nylon. Without this, my purchase of one of these cars would have been seriously affected.

Browsing through the advertisements of cars for sale, I counted 16 different shades of Blue, 13 Green, nine Red, four Grey, five White, eight Yellow, and 23 assorted stupendously descriptive colours.

By the way what are Saluki Bronze and Sand over Sable?

What a load of rubbish it all is.

Stratford-upon-Avon. F. W. COLE.

[I agree. Our printers probably think so, too, having twice ignored my correction of the Jaguar V12's crankshaft from "Tuft ridged" to Tuffridged forged steel.—Ed.]

* * *

STRAIGHT-12s

Sir,

In the "Matters of Moment" article of the current number of your most excellent magazine, it is stated that Voisin "was the only maker sufficiently eccentric to build an engine with 12 pots in-line".

This, Sir, is not so.

In *Profile Publications* No. 94 (page 6), mention is made of two "one-off" Packards built in 1931, one of which was a straight-12.

London, NW6. J. M. CARTER.

[These Packards were prototypes. I was referring to a car which at least made a Motor Show.—Ed.]

* * *

ANOTHER DISSATISFIED CUSTOMER?

Sir,

Just over a year ago, the time came for a new car. Since I enjoy "messing about in bolts", I decided to plump for the make with the worst reliability reputation, and bought a Vauxhall Victor 2000 SL Estate. Following a thorough post-delivery survey, I found that the heater control cable was kinked; all else was in order—to my dismay.

Since the car's delivery, in February, 1970, the mileage covered

has reached 30,000; visits to the garage averaging two per week . . . for petrol, consumed at the rate of 27 m.p.g. I have tried to drive the car to destruction—Lincoln to Argyllshire between 9.30 a.m. and 7.00 p.m., fully loaded, with stops for meals, in all 361 miles; habitual loads of five to six hundredweight from Sussex to Cornwall, covering the 200 miles in four hours, and so on. It just will not go wrong!

Shortage of destruction is driving me to distraction!
Barns Green. J. C. M. DAVIDSON.

* * *

PUBLICITY

Sir,

My favourite advertisements are those produced by Volkswagen Motors Ltd. My particular favourite bears the slogan "Why we continue to give the people what we want". (Pages 1,021 and 1,143 of the 1968 MOTOR SPORT.)

Chester-le-Street. ROBERT R. DAVIDSON.

* * *

BRUSH v. CAMERA

Sir,

As a second-year student in photography, I must write in protest at Mr. Hellings' remarks about photography.

Firstly both he and you appear to hold the antiquated point of view that the only artist is one who paints. You should not confuse media with *use* of media—cannot an artist also use light-sensitive materials as well as pigment?

Secondly, Mr. Hellings' letter shows his basic misunderstandings of the optical laws. Where photography using "long" lenses is concerned it is certainly *not* the camera that causes the "flattened" perspective; it is the distance between the camera and subject that does this. The eye's definition (and focal length of around 50 mm.) is not adequate to discern detail far off—the telephoto camera merely takes a small section of a scene and enlarges it sufficiently for us to see this detail. This law also applies to "wide angle" photography where the camera has the ability to "take in" more than the eye. The camera is a mechanical "eye", Mr. Hellings, it cannot create fiction from fact—that is the preserve of the painter! Every photograph must obey the laws of optics, since a camera merely records what is there.

Thirdly, if Mr. Hellings considers it lying to merely enlarge detail, does he not consider it lying to add "a wet track, spray, headlights", etc., when they were never there! That, I suppose, he would call "artistic licence"! Whilst on detail, if Mr. Hellings could paint 50 per cent. of the detail obtainable on a 10 × 8 photograph, I would be astounded.

Fourthly, "atmosphere" in a picture is dependent on the emotional response of the viewer, it is not rateable in terms of detail and composition.

Finally, the camera has the sole ability to capture in a flash that moment of truth—the elation of the winner, the dejection of a driver who lost the race on the last corner. It is this truth which makes photography, and sadly the lack of the same which brings down so many photographs published in your magazine which, otherwise, I consider to be the best.

Derby. MARTIN ROBERTS.

[The very points I was trying to make! Unfortunately, although cameras should not lie, very strange things can be done to negatives, prints and colour transparencies by unscrupulous "toucher-uppers". But then, they are artists of a kind, not photographers.—This is but one letter received in defence of the camera versus the brush.—Ed.]

* * *

BELIEF IN BRITAIN

Sir,

I read your "Matters of Moment" in the March issue of MOTOR SPORT for the second time.

I hope the majority of your readers are in the habit of reading editorials, and I hope the majority will agree that this editorial reaches a very high standard of commentary on Britain's precarious position.

Inspiring is the appropriate word.
Ilkley. GEORGE SCOTT.

WHO'S FOR MARINA

Sir,

Are you really so surprised at the conventionality of the latest People's Car as your virulent May editorial indicates? Haven't you noticed the indifference of the majority in such matters? The Marina is aimed at Mr. Average Motorist, the man who gets into his car, turns the key, listens with a sense of wonder as the engine starts, switches off his mind, and sets off. What does he care whether the engine's in front of him or behind, transverse or fore-and-aft, whether the suspension derives from Moulton or the horse-and-cart? His decision to buy a particular model in a particular price-range is brought about by its comfort, its ease of driving, and his wife's approval of its styling and colour. This is the nature of the market, and of course Lord Stokes aims for it; should he be scolded for being a patriotic businessman? By all means try to enlighten Mr. Average, and perhaps one day the Great MOTOR SPORT Dream of the People's Mid-Engined Coupé, magically endowed with room for children and shopping, will come about; but don't knock the realism of today's manufacturers.

Wexham,

R. S. WHELAN.

* * *

THE MOSS AFFAIR

Sir,

I am so disgusted and outraged by the recent action brought against Stirling Moss that I feel compelled to voice my feelings to someone who I hope will sympathise, namely yourself.

The whole affair stinks of vindictiveness and petty self-righteousness and confirms in no uncertain terms, that we are living in a Police State.

The double white line offence is, in any case, a very dubious one, and just why the hearsay evidence of one person against another should be deemed sufficient to deprive a chap like Moss of his chief vocation in life is beyond me.

By "double white lines" the law can be taken as meaning two solid white lines or one solid and one broken, painted in the centre of the road. Who decides where to paint the lines may I ask? Anyone who regularly uses the A6 Shap road, for instance, will realise all too well that at some points with the broken double line towards the car it would be impossible to overtake with even a Chevrolet Stingray. The converse also applies with predictable irrationality, and at points with a full line towards the car one could overtake at leisure with time and visibility to spare.

This gross inconsistency in the validity of the "double white lines" necessitates great discrimination if and when a motorist is alleged to have infringed them. Each alleged offence must be viewed in the light of the prevailing circumstances, the type of vehicle involved and the quality of driver concerned. Stand up those who would consider themselves worthy to dispute the ability of Stirling Moss's driving. Not that this is justification for always giving the Moss-type driver the benefit of the doubt. But I would like to hear Stirling's side of the story, and very much doubt if any serious incident occurred at the alleged occasion.

I fail to see why the testimony of off-duty PC John Reynolds or his wife should be regarded as gospel, and worthy of the months-long vindictive tell-tale search which has resulted in this ludicrous prosecution.

I can well imagine that Moss may have been harassed and baulked by the slower driver, PC Reynolds and, consequently, alert for the first opportunity of overtaking when road conditions permitted, Moss in the following car would have everything completely weighed up. To take one hand off the wheel in the alleged circumstances to wave back the following car is a sheer fool-hardy better-than-thou attitude.

It would be interesting to know how many miles each of the drivers concerned in this incident do per year. When he was racing some years ago, Moss covered over 100,000 miles each year—more than many drivers do in ten years! Surely experience of this order should be taken into account on Moss's behalf, plus the fact that he was one of the best racing drivers the World has ever seen. Has it not occurred to the powers that be that if "Mr. Average 9,000 miles per year" committed three offences in three years, this would be the equivalent of over 30 offences for the long-distance chaps.

The worrying aspect of this fiasco is not so much in bringing up an alleged case based on these inconsistent and arbitrary white "guide" lines, but mainly that the hearsay evidence and judgement given by one human being (albeit a Police Officer) and his passenger (whose

testimony would be disregarded in case of accident!), should be held as valid with reference to something alleged to have occurred months before.

This sneaky, underhand stunt has split even further apart the rift between the persecuted motorist and the Police Force. Is it any wonder that the Police do not enjoy the public support and co-operation which a properly organised Force should have?

Big Brother is surely watching you, dear Motorist!

Oldham.

I. WRIGLEY.

[PC Reynolds seems to have very odd ideas about Police public relations. Moreover, according to all reports he seems to have broken the Law himself, by giving a hand-signal which had no connection with his own driving intentions. Crossing double white lines *can* be exceedingly dangerous but circumstances alter cases, which is the rule by which British Justice and Magistrates' decisions *used* to be based. It would be interesting to know how policeman Reynolds' Chief Constable views his actions and Moss', if he chanced one day to be driving a car when the PC asked for a lift to escape a band of thugs intent on doing him in. One suspects that Moss would still provide a lift, which is what decent human behaviour is all about.—ED.]

* * *

THE MUDDLED WORLD OF MOTOR INSURANCE

Sir,

Although not a member of the insurance fraternity, my own advice to Mr. G. R. Simpson is to sue the driver responsible for his accident directly in the civil courts, without recourse to any insurance policy.

I base this advice on my own experience of a few years ago which may be of some interest: at the time I was driving a week old new car that had just cost me in excess of £8,000, and was involved in a collision with a van which came round a blind corner well over a double white line.

I advised my Brokers, through whom I had insured with a well-known group at Lloyds for many accident-free years, and sent the car in for repair, the cost of which was around £600 including a respray which I required to return the car to its condition prior to the accident.

My own underwriters refused to accept this estimate and would only agree to a much lower figure based on a patchwork repair job, and therefore, I told them that I would drop my claim under my policy with them and sue the other party direct.

My own underwriters thereupon contacted the other driver's insurers and told them that they had already rejected my proposed repair cost of £600, and suggested a much lower figure of £400 would be adequate.

When asked why they divulged this information to a party which they knew I was proposing to sue, they blithely answered that this was to protect their knock-for-knock agreement.

In the meantime the other driver had pleaded guilty to dangerous driving in the local court and so I instructed my solicitors to issue a writ for the full £600, but at the 11th hour a cheque for this amount plus my legal costs reached my lawyers office by hand, so the matter was settled out of Court.

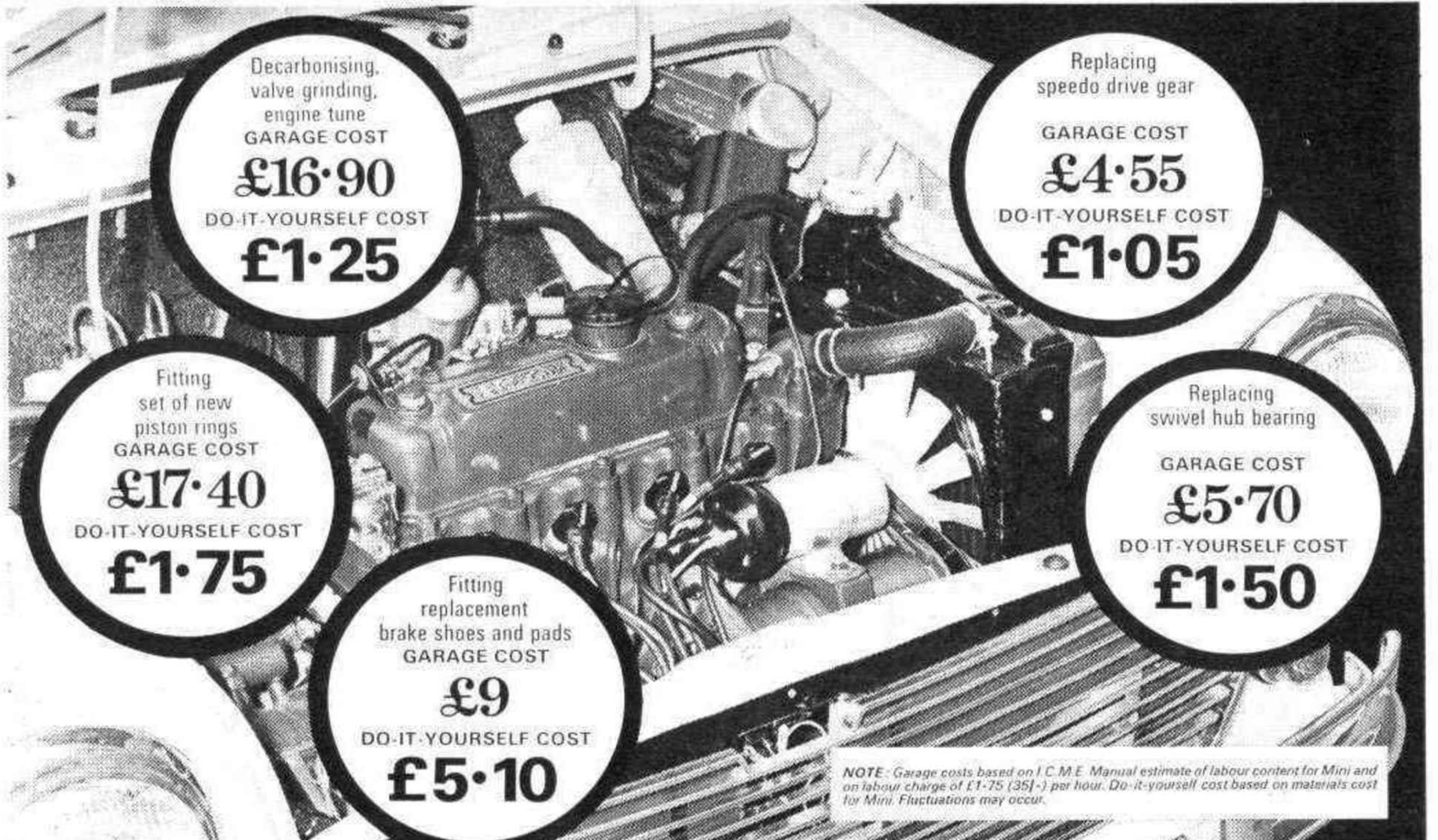
The joke of the whole matter was that in the end, my own underwriters were obliged to repay this amount, less my £100 excess, to the other insurers under their knock-for-knock agreement, but since I had made no claim under my policy they could not penalise me. On this occasion, at least, I think I had the last laugh and perhaps so too can Mr. Simpson.

London, SW5.

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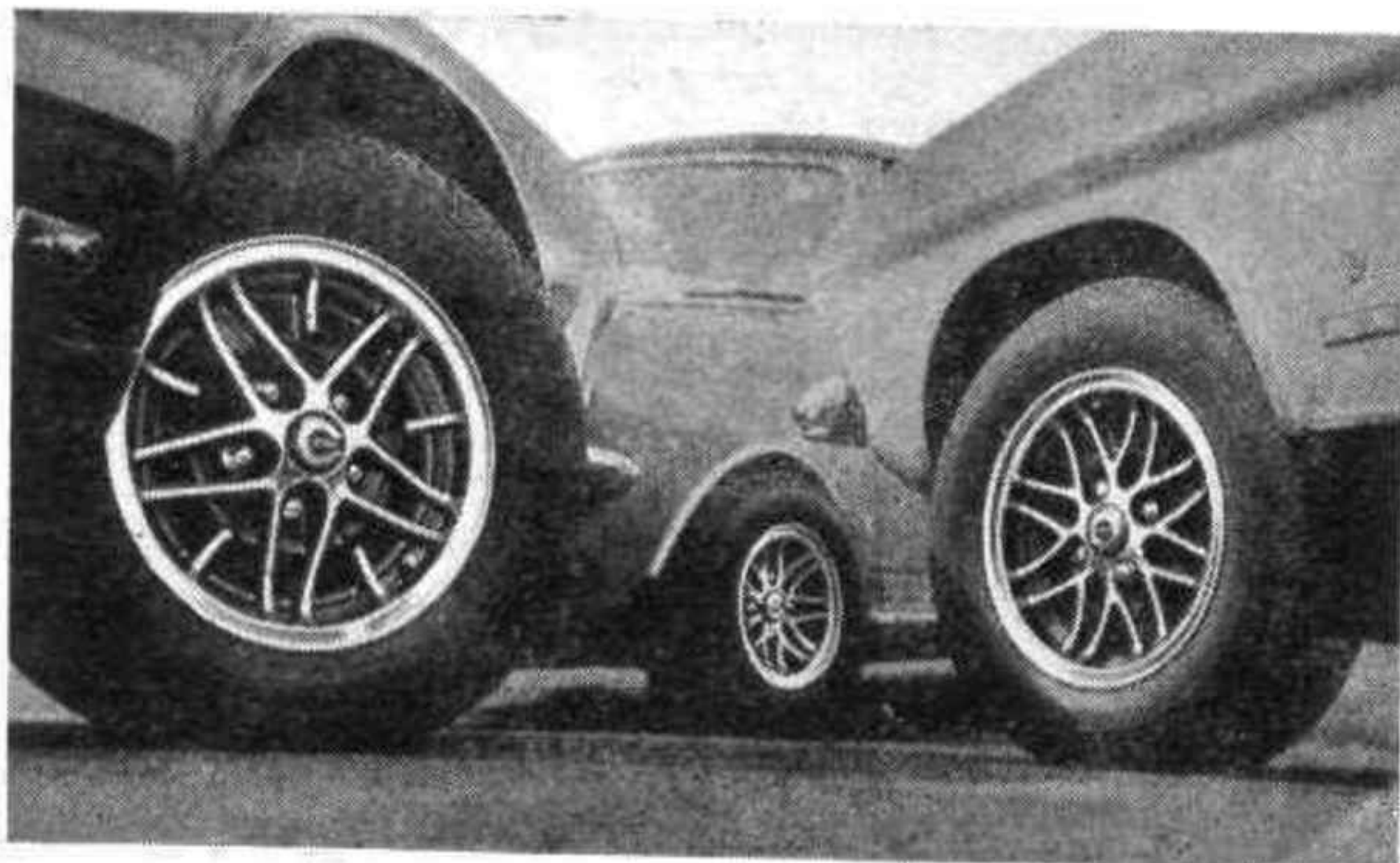
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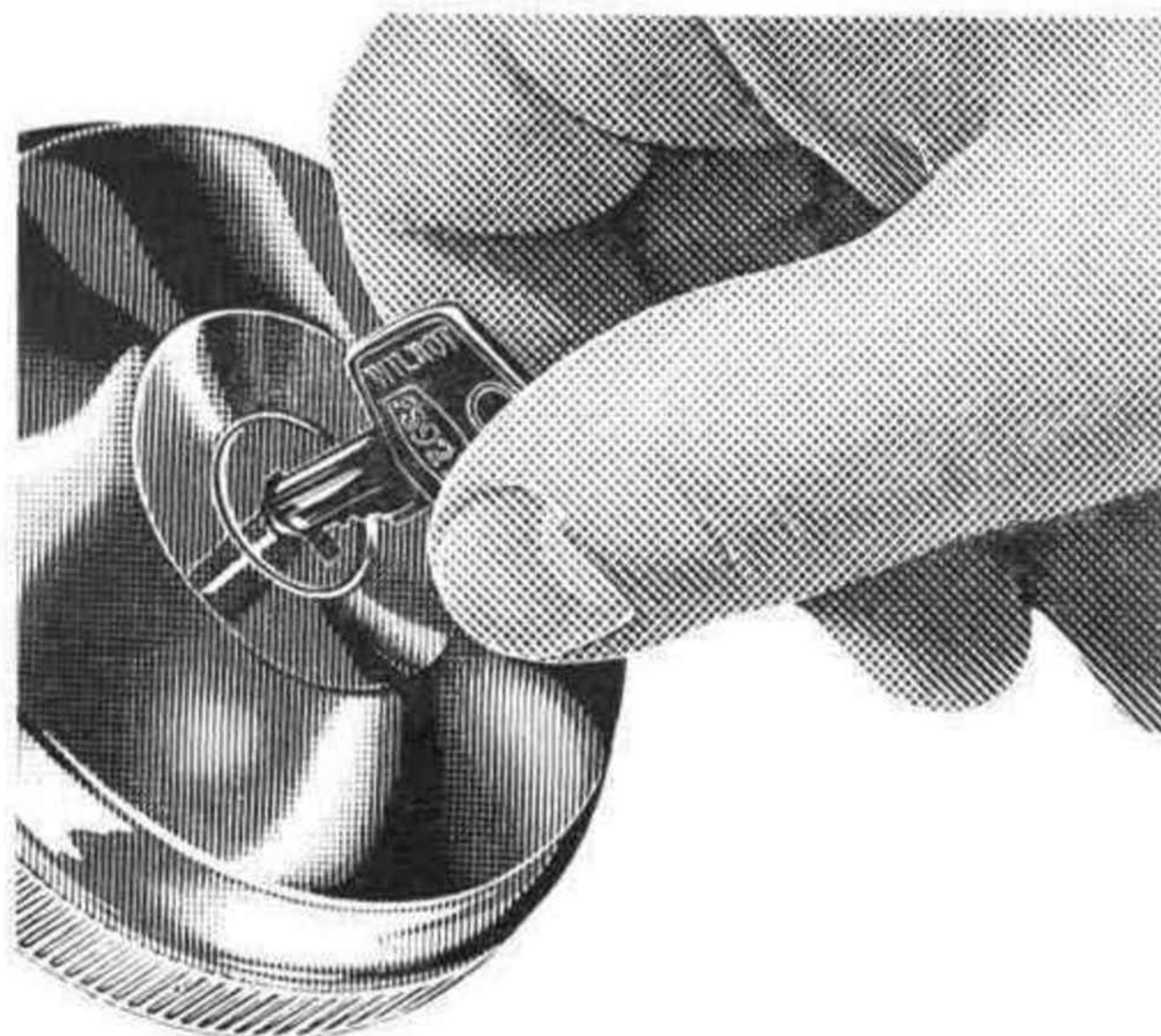
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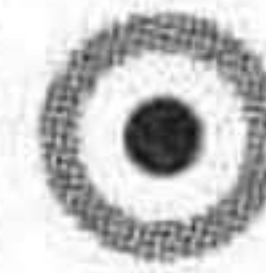
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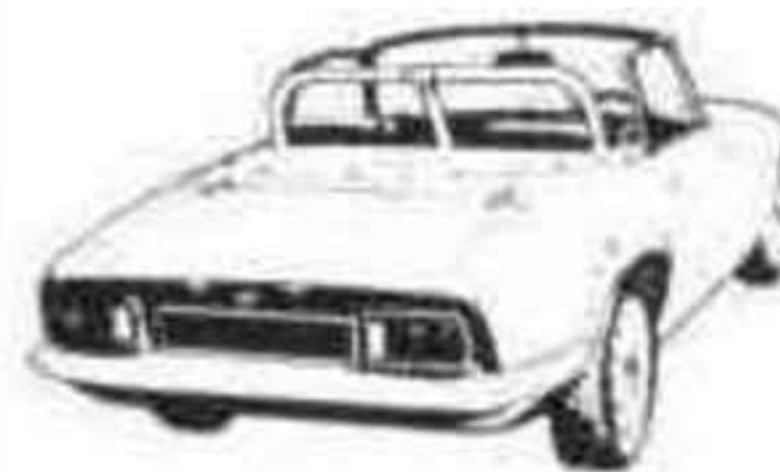
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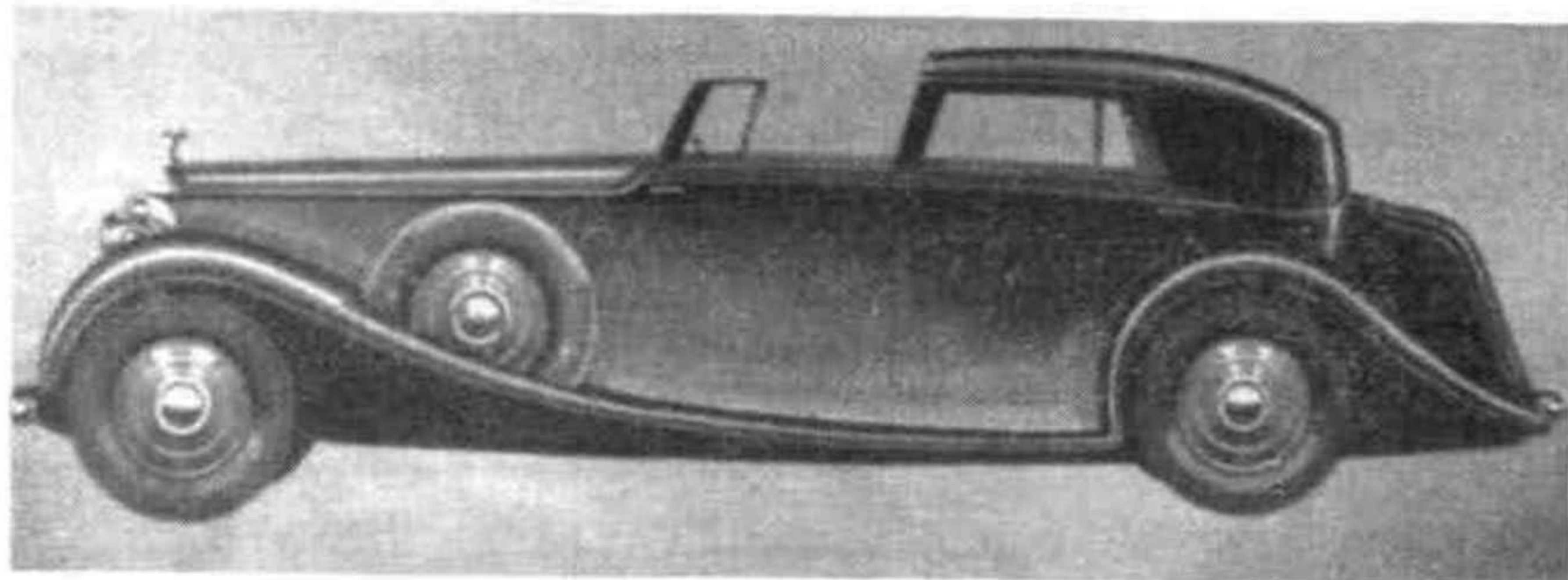
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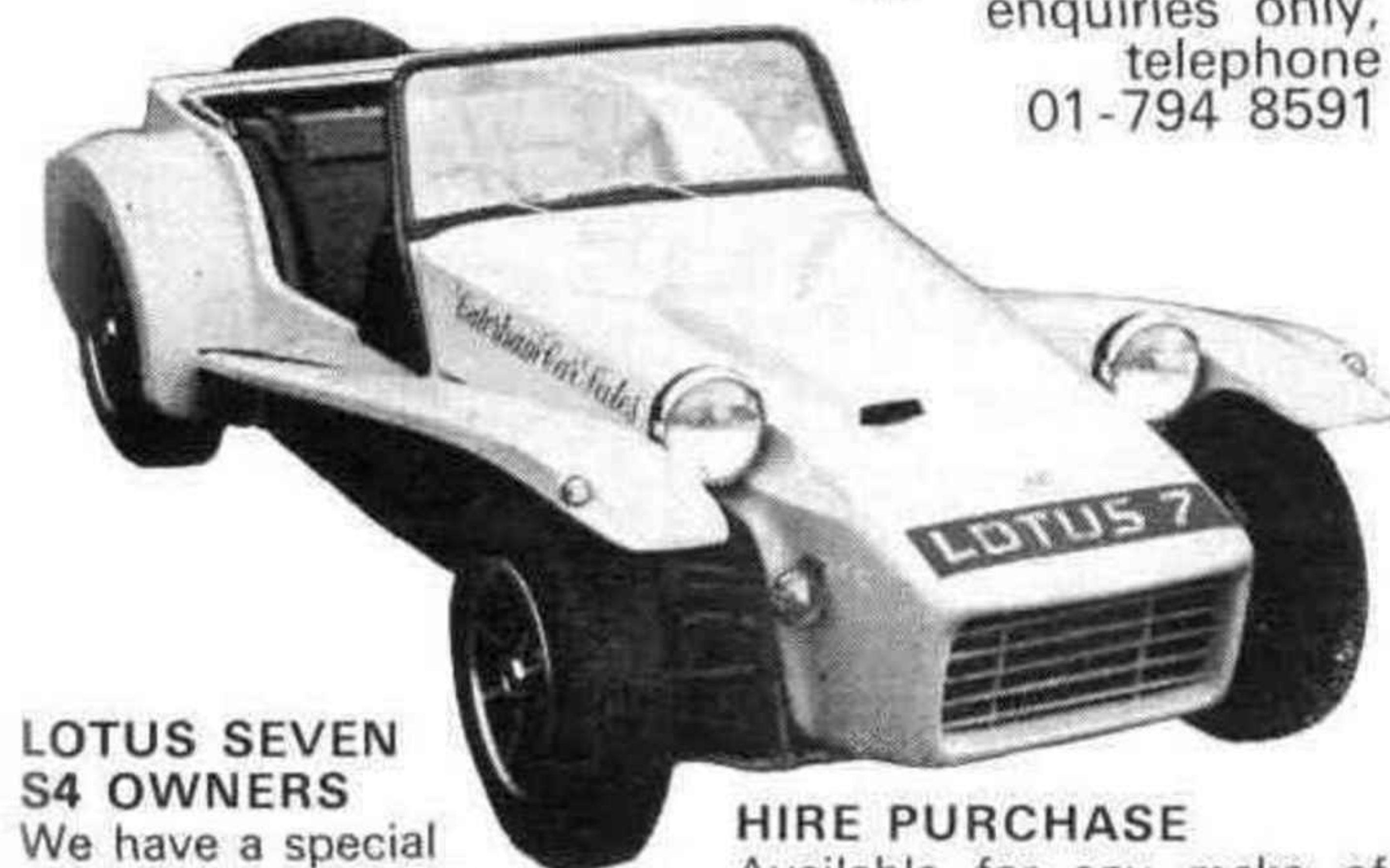
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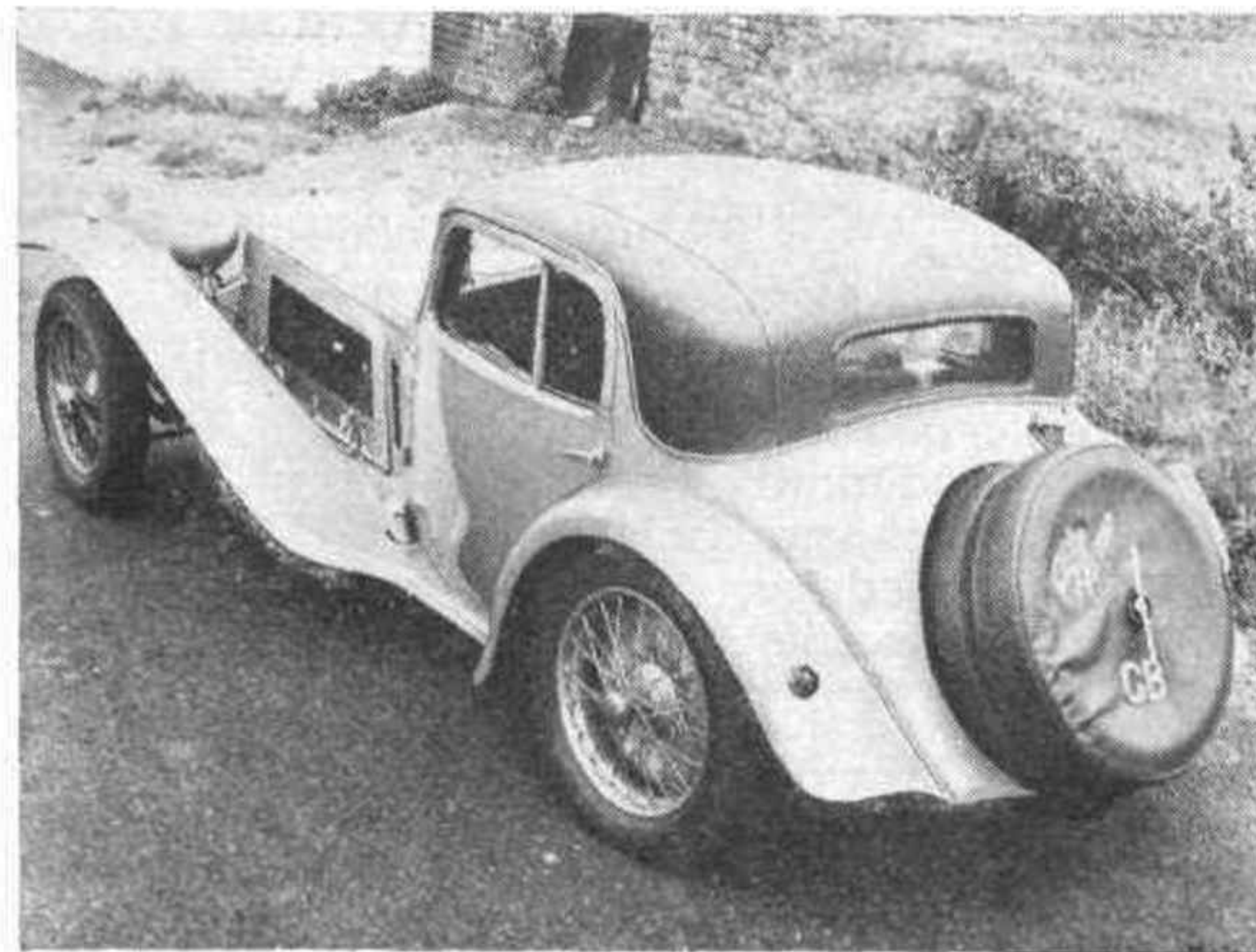
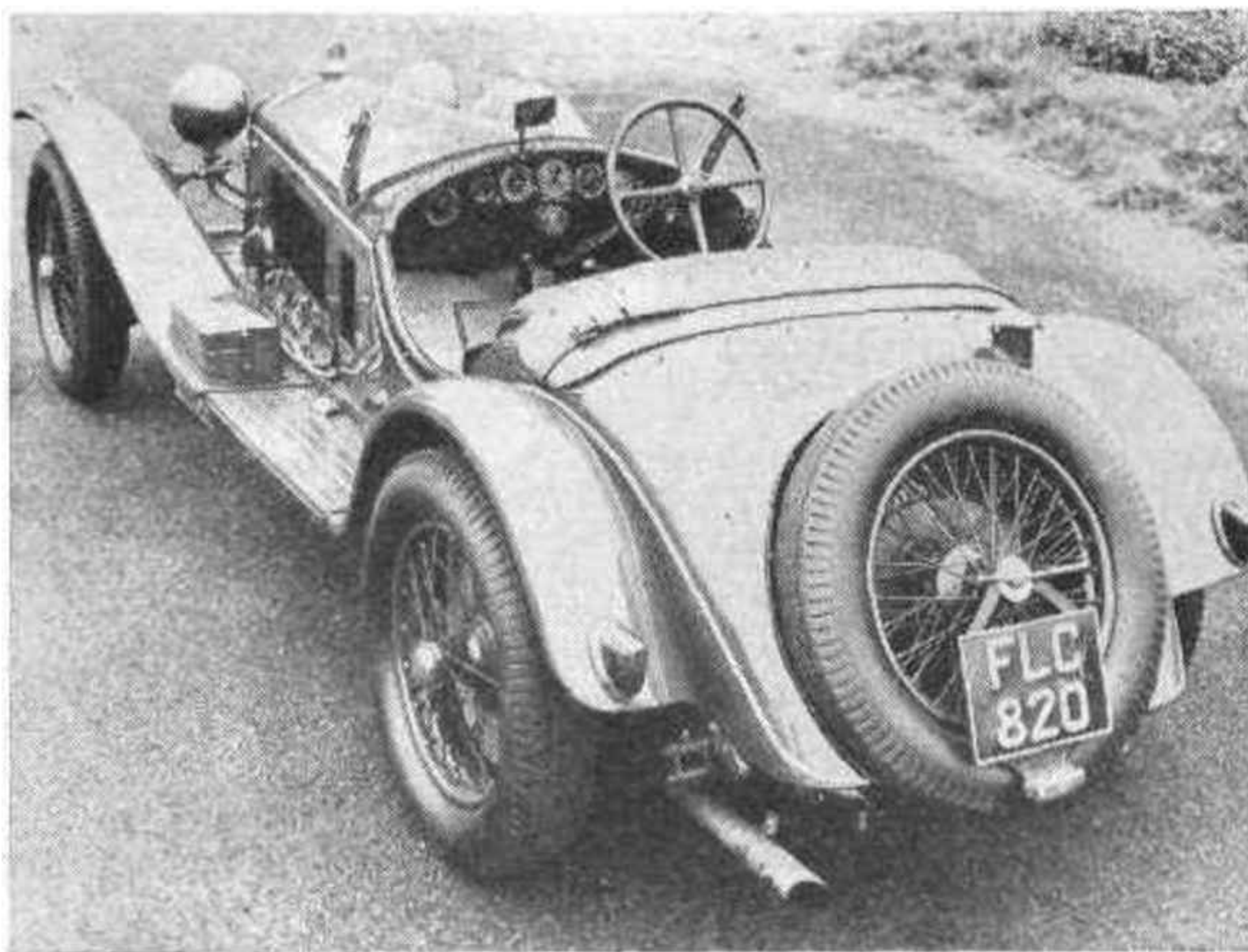
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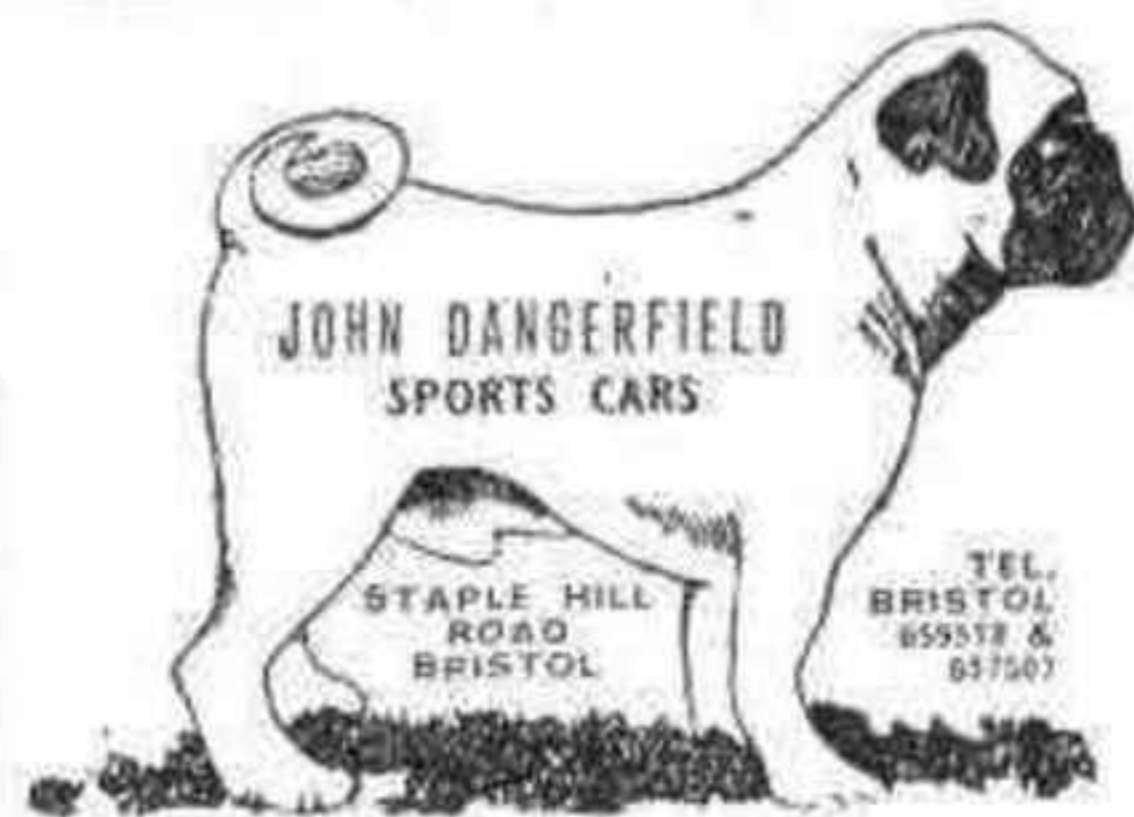
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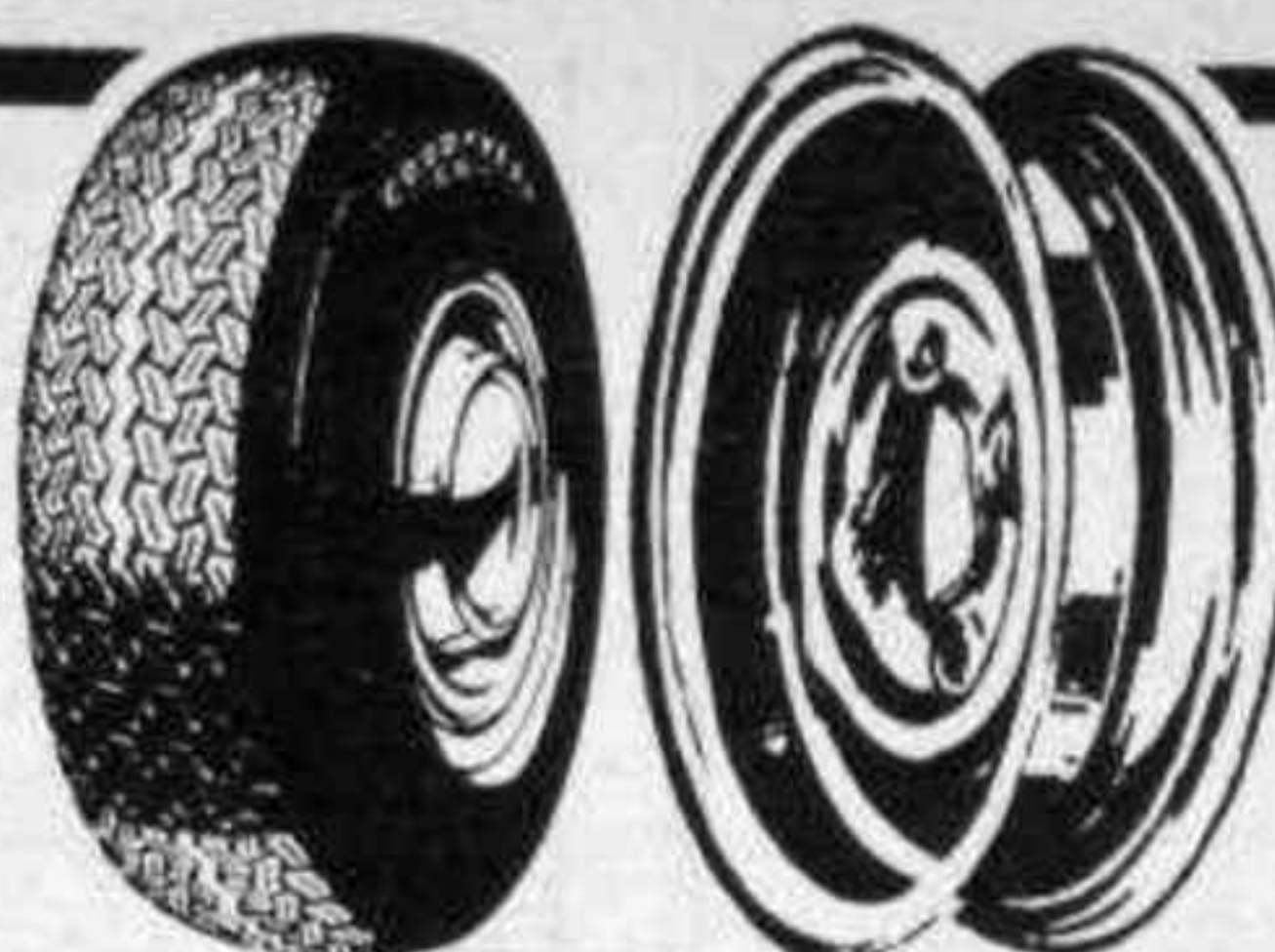
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3 MONTHS' GUARANTEE - H.P. - PART EXCHANGE

FOR SALE—continued

1928 DELAGE 18.2 h.p. fabric saloon by Weyman; excellent condition bodily and mechanically; black blue wings; taxed and M.o.T. £1,250. M. Slay, Field House, Longfield Rd., Twyford, Berks. Tel.: Twyford (Berks.) 390 or Reading 472309. (2892)

M.G. MAGNETTE Variations. Undersealed, radio; M.o.T.; excellent condition. £145. Tel.: Aberdeen 38630 (2893)

M.G.-B GT, 1970. Abingdon Stage 6 tune, approximately 128 b.h.p., 130 m.p.h. Primrose yellow, with overdrive, wire wheels, heated rear window and tow bar; mint condition; 11,000 miles only—never raced or abused. £1,350 o.n.o. Glanville, Tel.: DL-866 8540 (Pinner, Middx.). (2894)

RILEY R.M.A. 1½, 1950. Good condition, gleaming black and chrome. £120 o.n.o. Sean Hants. Box 2809. (2895)

GILBERN GENIE, 1967 ('F'), 3-litre. Overdrive, new clutch, excellent condition; metallic blue; 30,000 miles. £875 or nearest offer. Tel.: Kenilworth 54852. (2896)

RELIANT SCIMITAR, 1967. Sun-roof, h.r.w., overdrive, Radiomobile; low mileage; immaculate. £895. 6 Warren Ave., Stapleford, Nottinghamshire (2897)

ISO GRIFFO, 1965; 26,000 miles; r.h.d.; all-alloy body, tuned Chevrolet 5,000 c.c. engine, Holly carburettor, special manifolds, Selectoride, radio, etc.; recent M.o.T. and taxed; overhaul by specialists. Car is an absolute eye-catcher. Returning U.K. early June, maybe tested on Continent (170 m.p.h.). £1,800. Owner requires similar type car, but with additional occasional seat or baggage space—consider Ferrari, Aston, 'E'-type, Lotus 2-f-2, etc., part exchange, with cash either way. Tel.: Egham 5248. (2898)

LOTUS ELAN d.h.c., 1970. In Bahama yellow; knock-on wheels, servo brakes; 9,000 miles; immaculate condition. £1,375. Tel.: Waterlooville (near Portsmouth) 3175. (2899)

AUSTIN HEALEY Sprite Mk. 1. Hard-top, soft-top, tonneau, radio, spotlights, radials, plus many other extras; taxed, M.o.T. end of year; excellent condition throughout. £235 o.n.o. Graham, 6 Queens Ter., Newcastle. Tel.: 813067 (2900)

1947 STANDARD Eight drophead coupé; body needs attention; good hood; would suit restoration fiend who can't afford vintage. Offers: Jones, 3 Somers Rd., Malvern, Worcs. Tel.: Malvern 3941. (2902)

M.G.-B GT, Oct., 1966. B.R.G. Radio, overdrive, wires; M.o.T. Sept.; above average. £755. Glover, Tel.: Puddletown (Dorset) 236 (evenings). (2903)

BENTLEY MK. VI 4½-litre big-bore standard steel saloon, 1952; radiator and water pump replaced; finished in metallic grey with maroon hide upholstery; good tyres. £500. Tel.: 0245-22 3456 (Danbury, Essex). (2904)

M.G. TC, 1946. Immaculate in every respect. £650. Longdon, 47A Broomgrove Rd., Sheffield 10. (2905)

ALFA ROMEO GT coupé junior, May, 1969. Spotless white, black upholstery; used as second car; low recorded mileage; radio, electric aerial, reclining seats, five-speed gearbox; economical with real performance. Owner must sell, hence £1,225. Tel.: Ascot 23018. (2907)

AUSTIN HEALEY 3000 Mk. II, 1961; three carburettors; red/black; 72-spoke wheels, overdrive, soft-top, tonneau; M.o.T. March, 1972; reasonable condition, reasonable price. £350 o.n.o. Call after 7 p.m. or at weekends. 63 Baccara Grove, Bletchley, Bucks. (2908)

1962 LAGONDA Rapide Superleggera, Italian body; superb condition; Goodwood green, tan interior; genuine very low mileage; radio. Real investment. Collector's car. Exchange considered. £1,950. M. J. Cole, Clarendon Cottage, Old Bath Rd., Sonning, Berks. Tel.: Sonning 3107 or 2348 (p.m.). (2909)

TURNER CLIMAX, 1960. 5½, wire wheels, many extras; excellent condition. £260. Oddy, Tel.: Leyland 21400, extension 202 (working hours). (2910)

ALFA ROMEO Sprint GT 6/64; v.g.c.; engine rebuilt 20,000 miles ago (bills). £635 o.v.n.o. Tel.: Hertford 4155. (2911)

ASTON MARTIN DB4 GT. Very fine example. Details and offers to: Greenwood, Tel.: 061-928 1407. (2912)

COOPER 'S', 'B' registration. Radford/Downton conversion; new gearbox, steering, brakes, exhaust, black; electric windows. £750. 82 Denbigh St., London, S.W.1. Tel.: 834 6504 (evenings). (2915)

M.G.-A 1600, 1960. The 810. Taxed, tested. Tartan red, matt black; reconditioned engine; soft/hard-top, tonneau, boot rack, radio, radials, few extras; well maintained. £300 o.n.o. Willing to part exchange for Mini bits, Stage I/II head, 1½ in. S.U. with inlet exhaust manifolds; remote change, complete Madash instrumentation. Cambridge. Tel.: Melton Mowbray 4133 (office hours). (2916)

£195. ALFA ROMEO d.o.h.c. 1,300 c.c. Giulietta saloon, registered 1965; 200 miles since £150 engine overhaul; big-end gone through oil blockage (engine out), time only required. Cuyer collects. Tel.: Bradley 402 (Staffs.). (2917)

ALFA ROMEO 2600 Sprint (1965, Nov.); five-speed box, electric windows, radio; only 35,000 miles; excellent motor. £750. Will part exchange cheap Mini or car for wife. Tel.: Praston 55728 (after 6 p.m.). (2918)

TWO MORGANS. 1935 super sports beetle-back, o.h.v., w/c Matchless engine. £250. Also 1936 sports model s.v. w/c Matchless engine. £150. Nichols, 153 Whitefield, West Merden, Dorset. (2921)

SUNBEAM ALPINE, 1963. Hard/soft-tops, wire wheels; M.o.T. April, 1972; good condition. £265. Telephone Roy at 061-773 7204 (Manchester). (2922)

FOR SALE—continued

ELAN +2, Sept., 1968; 15,000; recent extensive detail servicing; virtually faultless. £1,350. Tel.: 021-458 3092. (2919)

1967 'F' TR4A. White, black interior; wires, Cinturatos, radio, two tonneaux, Selmar alarm; immaculate condition throughout. £800. Tel.: Garston (Herts.) 77587 (evenings). (3193)

1957 DB2/4 Mk. 2. M.o.T. Aug., 1971. Green. Similar to advert P1023 Sept. Owner overseas. Used for leaves only last three years. Little attention may be required. £425 o.n.o. 152 Hawton Rd., Newark, Notts. (3194)

1960 BRISTOL 406. One owner last nine years; has been entirely reliable; gearbox and brakes reconditioned. Sole reason for sale, new car arriving. Best offer over £495. Tel.: Denham (Bucks.) 3133 (after 7 p.m.). (2926)

1960 A.C. Aceca Bristol 100D2. Overdrive and radio. Sole reason for sale, owner has emigrated to Australia. This car was recently bought to keep, and work so far done includes reground crankshaft, etc., new clutch and battery, reconditioned starter and oil pump; resprayed red; now to be sold by relation. Best offer over £500. Box 2810. (2926)

1934 AUSTIN 10 cabriolet. Good running order, ripe for enthusiast; M.o.T. certificate; taxed. £175 o.n.o. Tel.: Watford 39404. (2927)

T.V.R. VIXEN, 1968. Immaculate silver fox with black interior; tinted rear screen, leather wheel, etc. £895. Tel.: Bursledon (Hants.) 3368. (2928)

TR4A, 1966. White. Overdrive, radio; lovely car; house purchase forces sale. £620. Mr. Malt. Tel.: Weybridge (Surrey) 45322, extension 222 (during day only). (2929)

M.G. TC, 1949. Very good mechanically; recent engine overhaul; new hood, tonneau, spare XPAG block; taxed Aug., M.o.T. Sept. Offers: Flowers, Tel.: Bournemouth 53596 (business hours, including Saturday). (2931)

ALLARD V8 d.h.c., 1949. New M.o.T.; s.a.e. details; photograph. 18A Bannham Rd., Sheffield. (2932)

M.G. TB. Immaculate; original; resprayed; reupholstered; new king-pins, steering, differential, tyres; long M.o.T.; tax. £325. Mellors, Tel.: Kidlington 4113 (5 p.m.-9 p.m.). (2933)

SUNBEAM TIGER, late 1965. Superb; 46,000 miles; red/black upholstery; hard/soft-tops, wide wheels, Cinturatos, adjustable shock-absorbers. £445 o.n.o. Tel.: Newton (London) 735 8191 (office). (2934)

1967 LOTUS Europa, Series I, r.h.d.; sun-roof Minilites, new radials, radio, brake servo, Fish carburettor. £995. Part exchange possible. Hinkin, Tel.: Southampton 28582, extension 67, Sparsholt 548 (home). (2935)

MORRIS EIGHT tourer, 1938. Ten years present owner, now too old to enjoy fresh air motoring. Immaculate black and ivory, red upholstery; overhauled, maintained to run and look as new. Best offer. Tel.: Yarmouth (I.o.W.) 491. (2936)

JAGUAR 3.4-litre, 1966. One owner, now deceased. Green/green. Heater, built-in spots; taxed, tested; professionally maintained from new; mileage 45,500; trial run and/or A.A. inspection invited. £625. Mrs. J. Collins, Tel.: Chelmsford 52712 (home) or 53233, extension 2672 (office). (2937)

M.G.-A 1600 f.h.c., 1960. Red with black interior; low mileage; exceptional condition; h.p. possible. £375. Bailey, Red House, London Rd., Canterbury, Tel.: 63578 or Tenterden (Kent) 2241 (office). (2938)

LANCIA FLAVIA, 1964. 1.8 convertible; superb; 46,000 miles; service history; original silver paint faded, therefore £575. Simpson, Tel.: Milton Keynes (Bucks.) 331. (2939)

RILEY KESTREL, 1936, 12/4; superb condition. £250. Simpson, Tel.: Milton Keynes (Bucks.) 331. (2939)

JENSEN CV8. Immaculate condition; throughout; low mileage. £695. Creese, 32 Feverills Rd., Little Clacton, Essex. Tel.: 605. (2941)

306SL MERCEDES-BENZ, gull wing, 1956. B.R.G. Motor recently overhauled; original ownership; full history. £2,800 o.n.o. Tel.: Gullford 230—STD 028 484 230. (2942)

DAIMLER CONQUEST Century, 1955. Two owners; genuine 55,000 miles; seat covers, radio, original tool set; reasonable condition. £175. Tel.: Haworth 2595. (2943)

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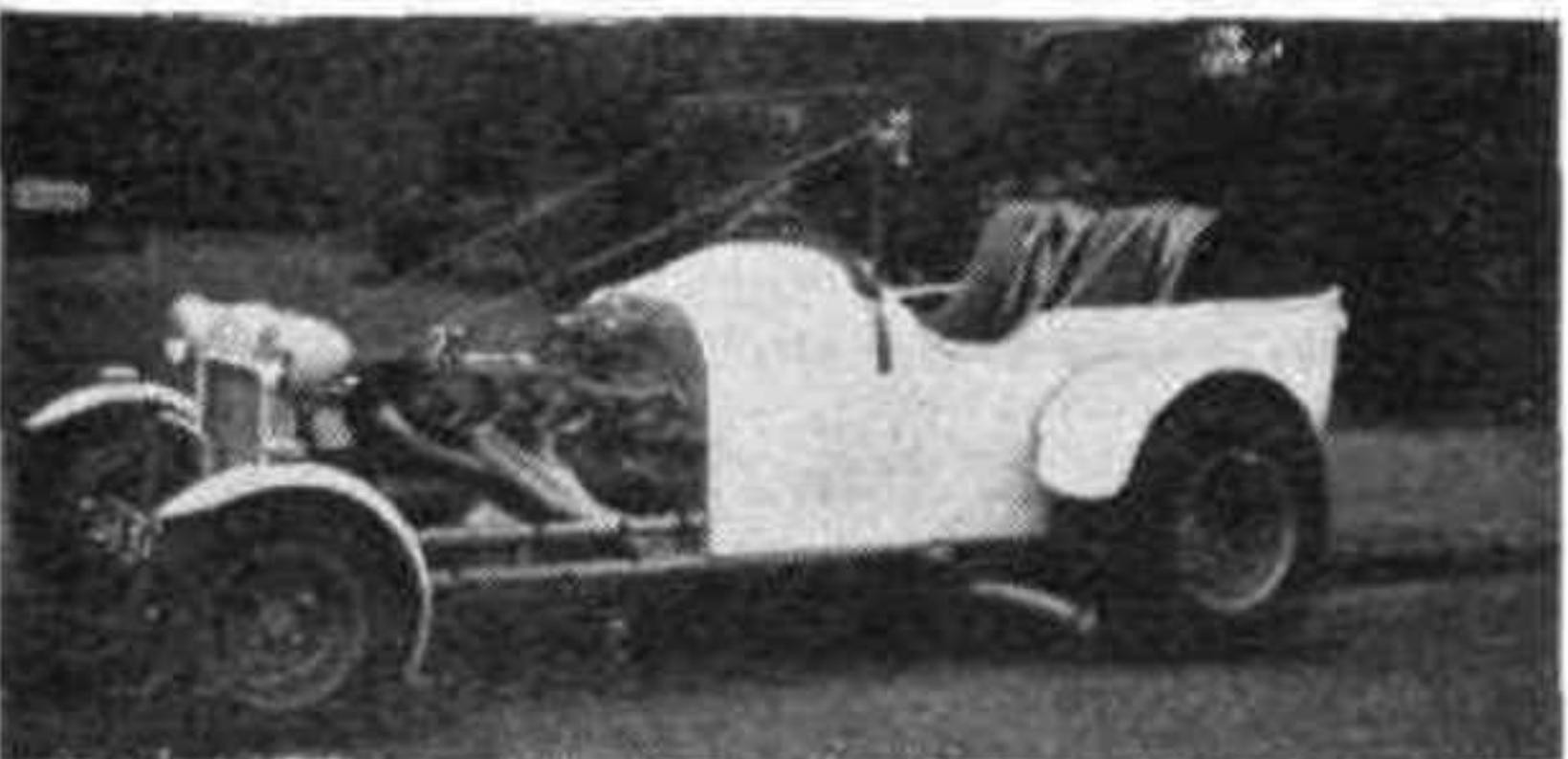
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1966 'E'-Type +2 automatic (Illustrated), in metallic dark green; a fine low-mileage example, all the usual extras... £1,295
1969 TRIUMPH TR6, in white with black trim, fitted overdrive, radio; one owner from new... £1,295
1966 AUSTIN HEALEY Sprite, red with matching upholstery, fitted seat belts; well above average condition... £469



1967 TRIUMPH GT6, in white, fitted overdrive; very low mileage... £695
1969 MARCOS GT 3-litre, in electric blue, fitted overdrive, radio, mag. wheels; an outstanding example of this beautiful marque... £1,375
1967 LOTUS Elan f.h.c., in white, fitted k.o. wheels, power brakes, electric windows, new sports tyres, electric aerial, radio, many other extras... £895



OPUS 1,500 c.c. (Illustrated), two twin-choke Webers. This car has appeared in specialists' magazines and car shows; must be the nicest and most professionally finished example available, full spec. too long to list, best come and see for yourself... £595

SPORTSCARS WANTED CASH OR PART EXCHANGE

1969 TRIUMPH Spitfire, in white with black trim; excellent condition... £729
1966 AUSTIN HEALEY 3000 Mk.III, in red, fitted wire wheels, overdrive, radio... £825
1966 M.G. Midget, in white with black trim, fitted tonneau... £475
1968 TR5, in primrose yellow, Rostyle wheels, tonneau... £959
1966 M.G.-B, in B.R.G., wire wheels, overdrive, Cints... £695
1969 MORGAN Plus 8 (Illustrated), orange; one owner from new, 25,000 miles. A beautiful example of this rare car... £1,560
1966 TRIUMPH Spitfire, in dark blue, fitted hard- and soft-top... £465
1968 TRIUMPH GT6, in red, fitted wide wheels, overdrive, new Cints... £795
PIPER GT (Illustrated), in Porsche tangerine, mag. wheels, radial tyres; beautiful example... £950
1969 M.G. Midget, in primrose yellow, fitted wire wheels, 19,000 miles... £739
1967 M.G.-B GT, in mineral blue, fitted wire wheels, radio... £875
1966 SUNBEAM Tiger, in red with black trim, works hard-top in black; one of the finest examples available... £835
1968 LOTUS Elan Plus 2 (Illustrated), in Porsche tangerine, with black trim; one owner from new; fitted radio... £1,325
1967 SUNBEAM Alpine, in red, fitted overdrive, radio; one owner from new... £675
1968 LOTUS Elan S4 drophead, special equipment, in chrome, yellow with black trim... £1,195
1968 TRIUMPH TR5, in dark blue, fitted overdrive, Rostyle wheels, ZXs; one owner... £995
1965 SUNBEAM Tiger, in white with black trim, fitted push-button radio, new hood and tyres... £629
LOTUS Elan +2, in metallic blue, fitted p.b. radio; outstanding example of this family man's sports car... £1,275
1969 TRIUMPH TR5, in royal blue, with dark blue trim, Rostyle wheels; well cared for example... £1,049
1966 ASTON MARTIN DB5 (Illustrated), in fiesta red with tan hide upholstery; a beautiful example of this classical marque, fitted Selectaride suspension, 5-speed gearbox, electric windows, Sundym glass, chrome wire wheels and push-button radio. Must be seen... £1,545
1967 M.G. Midget Mk.III, in B.R.G., wire wheels... £565
1968 JAGUAR 'E'-Type drophead, in white with black trim, chrome wire wheels, radio... £1,650
1970 LOTUS Elan S4 f.h.c., special equipment, in yellow, fitted heated rear window, p.b. radio; one owner. A sun-roof could be fitted at a nominal charge... £1,375



1968 'G' reg. M.G. Midget, in primrose yellow, fitted wire wheels... £649
1968 MARCOS GT 1,600 c.c., in yellow, fitted wire wheels, sun-roof, radio; low mileage... £1,195
1969 LOTUS Europa, in Bahama yellow; a one-owner low-mileage example... £1,175



1967 TRIUMPH TR4A, in red, fitted wire wheels, radio, overdrive... £845
1968 M.G.-B Mk.II, in red, fitted wire wheels, overdrive, radio... £925
1969 M.G.-C GT, in mineral blue, fitted wire wheels, overdrive, radio, heated rear window... £1,095
1969 TRIUMPH GT6 Mk.II, in red, fitted overdrive and push-button radio... £925



1969 M.G.-B GT, in white, fitted wire wheels, overdrive, radio; one owner from new, low mileage... £1,095
1965 'E'-TYPE drophead, in red, chrome wire wheels, p.b. radio; beautiful example... £1,095
1966 TR4A, in white, Surrey top, wire wheels, overdrive... £725

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INFORMATION

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

FOR SALE—continued

1951 HUMBER Pullman. Extremely good condition both mechanically and bodily: a collector's piece (please call and view). Wife's 1965 drophead 4.2 "E"-type Jaguar. White, chrome wire wheels, radio. £950 or part exchange smaller sports car. Alan Minshaw, Pitstop, Tattenhall, Chester; Tel.: Tattenhall 429 625 (2723)
TR4A, 1966. £950. New gearbox, hood, steering, SP Sports. Also decoke and valves; tatty seats, carpet. Tel.: 061-973 1712. (2725)
ALFA 1600 Spyder, 1966; 37,000 miles. Cinturato, radio, tonneau, etc.; garaged and regularly serviced; excellent paintwork. £495. Tel.: 455 5124. (2727)
TWIN-CAM LOTUS 7, "G" reg. £995. C. Ashford, "Lynwood", Brackendate Rd., Camberley, Surrey. Tel.: 22812. (2728)
AUSTIN HEALEY 3000 Mk. II, 1965. White/black; 47,000 miles; perfect in every respect. £900. Tel.: 01-709 9421 (business hours), 01-660 4914 (private). (2729)
RILEY 1½, 1946. Beautiful condition; extensive rebuild; 3,000 miles. This car is unique. Offers around £290. For full details telephone Morley (Surrey) 4385. (1830)
PERFECT 1933 AUSTIN 7 four-seater tourer. £300. Stewart, 13 The Beacon, Exmouth Devon. (2731)
ROLLS-ROYCE 1925; 40/50 h.p. running chassis complete; instrument panel, etc. £850. Box 2794. (2734)

FOR SALE—continued

M.G. TF. Complete vehicle perfect in detail and condition; body and interior virtually unmarked and unspoilt by sensible extras; mechanically excellent throughout; handbook and workshop manual supplied with car; both free B.M.C. issues and as new; vehicle maintained regardless of cost, though rarely used. Prospective purchasers may consider this car quite suitable for concours and must not be confused by many overpriced examples. Private sale. £725 (possible negotiation). For further details please telephone Bridgwater (Somerset) 2678. (2730)
LANCIA FLAMINIA 2.5 Pininfarina coupé, 1960 l.h.d.; registered 1966; mechanically perfect; smart coachwork, interior. £200. Tel.: Holmer Green (near Amersham) 3695. (2733)
1927 FIAT 509A. Mainly original example of four-seat tourer. Well-known in vintage circles. Taxed July, 1971. M.o.T. £600. Tel.: 021-744 3541. (2735)
1965 COOPER 998. Green/white; outstanding throughout. ZXs; power brakes; oil-cooler. Maserati horns, many other extras; genuine 43,000 miles one previous owner. £350. Wilson, 6 Giant Tree Hill, Bushey Heath, Tel.: 01-950 3798. (2736)
1968 TR5 P.I. Signal red, black trim; overdrive, surrey top, three tone horns. £900 R. Green. Tel.: Retford 2531 (office hours). (2737)

FOR SALE—continued

1957 VOLKSWAGEN. Very good mechanically; ideal beach buggy; will deliver. £75. Clive Jones, Rednal Station, Oswestry. (2738)
DE DION engine. Single-cylinder, circa 1905/6; believed 6 h.p.; in apparent working order. £175. P. Cusack, 6 Haddington Ter., Dun Laoghaire, Co. Dublin, Eire. (2739)
M.G.-A MK. I, 1959. In excellent condition with new carpets and Cinturato tyres. £280. Tel.: 061-368 1860. (2740)
MARCOS 850. White; registered Jan. 1970; roofrack. £450. Further details telephone 0734 47715 (Reading). (2741)
VAUXHALL 10, 1946. Excellent condition; sunshine roof, M.o.T.; engine 26,000; one owner for 24 years. £100. Segrave, Tel.: Bolton 56918. (2744)
1965 COOPER "S" 1071. Rebuilt one year and 13,500 miles ago at reputable local garage by ex-Downton mechanic; specification now—1,116 c.c., fully balanced engine; lightened flywheel, 731 cam, L.C.B. exhaust, modified head, twin 1½ S.U.; new "S" gearbox; Konis, negative camber and lowered suspension throughout; new rear sub-frame; wheel bearings, brake drums, discs, cylinders, etc.; G800s; oil cooler and tach. Very tractable, superb acceleration and 110 m.p.h. £450. Any inspection or test. Bowie, Tel.: Broadstone (Dorset) 2308 (office). (2746)

FOR SALE—continued

SUNBEAM TIGER, 1965. White with black interior; 53,000 miles; radio, new Cinturatos; taxed; long M.o.T. Immaculate condition. £650. Tel.: 01-352 9968 (after 6.30 p.m.). (2742)
1954 M.G. TF. Immaculate; new tonneau, battery; many bills; M.o.T.; photo. £440. Box 2792. (2743)
FRAZER NASH Le Mans replica, 1951. FNS Bristol engine; De Dion rear; rebodied 1961 with new trim, believed only few miles since; engine stripped and top overhauled 1971. Absolutely unique opportunity to buy a virtually brand-new historic car. Offers over £3,500 will be required for this collector's item. Box 2791. (2745)
XK150 S.E. 3.8 d.h.c., 1960. Recent new hood and clutch; original pearl-grey coachwork; numerous extras include c.w.w., overdrive, Cinturatos and radio. Two private owners from new, low total mileage guaranteed. 1970/1 new batteries; replacement 3.8-litre engine, new exhaust system and suspension overhaul. Many other details too numerous to specify. Rare, immaculate and very fast. £925. Tel.: Ingatestone (Essex) 3464 (after 6.30 p.m.). (2748)
PLUS TWO Lotus Elan, 1968. Genuine 24,000 miles; just completed full chassis overhaul, respray, new exhaust, etc., after a year's storage; top overhaul on engine now being done. £1,250. Keegan, Tel.: Welwyn (Herts) 5197. (2749)

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LOTUS

1970 (Nov.) Lotus +2 'S'. Blue with black trim. Specification includes chrome wheels, radial tyres, tinted screen, push-button radio and Motorola 8-track stereo. A one-owner car with a recorded mileage of 15,000. £2,145

1969 Lotus +2 'S'. Finished in bright red with black vinyl roof. Fitted with chrome wheels and radial tyres. A one-owner car with a recorded mileage of 20,000. £1,845

1971 Lotus Elan Sprint f.h.c. Yellow over white with black trim. An opportunity to acquire the latest and fastest ever version of this exciting car. Recorded mileage 2,300. £1,745

1969 Lotus Elan S/E d.h.c. Red with black trim. A well-maintained vehicle fitted with Blaupunkt radio and low profile tyres. Recorded mileage 12,000 £1,345

1969 Lotus Elan S/E d.h.c. Green with black trim. Fitted with radio and radial ply tyres. An impeccably maintained one-owner vehicle with a recorded mileage of 11,500. £1,345

1969 Lotus Elan S/E f.h.c. Royal blue with black trim. Fitted with push-button radio, heated rear window and radial tyres. £1,275

1969 (Dec.) Lotus Elan f.h.c. Specially finished in Lamborghini lime green. Specification includes knock-on wheels, radial tyres, servo brakes, air horns £1,245

1968 Lotus Elan S/E f.h.c. Bronze yellow with black trim. Fitted with push-button radio and electric aerial. A car which has been supplied new by ourselves with a recorded mileage of 32,000. £1,095

1968 Lotus Elan S/E f.h.c. Burnt sand with black trim. A one-owner car with a recorded mileage of 36,000. £1,095

1968 Lotus Elan S.3 d.h.c. Yellow with black trim. Specification includes knock-on wheels, servo brakes, radio, etc. £1,145

1970 (Nov.) Lotus 7, Series 4, Twin Cam. Blue with black trim. Absolutely as new. Recorded mileage 2,000. £1,195

M.G.

1970 M.G. 'B' roadster. Red with black trim. Fitted with overdrive and wire wheels. A one-owner car with a recorded mileage of 12,000. £1,175

1970 (May) M.G. 'B' roadster. White with black trim. Fitted with Rostyle wheels. Recorded mileage 10,000. £1,125

1969 M.G. 'B' GT. British Racing Green with black trim. Specification includes radio, wire wheels, servo brakes and radial tyres. A one-owner vehicle with a recorded mileage of 28,500. £1,125

1970 (June) M.G. 'B' roadster. British Racing Green with black trim. Fitted with radial tyres, wing mirrors, fog lights and burglar alarm. One owner, with a recorded mileage of 12,000. £1,095

1969 'H' Reg. M.G. 'C' roadster. Automatic, British Racing Green with black trim. Specification includes radio, rear seat cushion and radial ply tyres. Recorded mileage 9,000. £1,095

1969 M.G. 'C' roadster. Red with black trim. Fitted with overdrive, wire wheels, push-button radio, rear seat cushion; recorded mileage 12,000. £1,095

1968 M.G. 'C' GT. Mineral blue with black trim. Fitted with overdrive, wire wheels, push-button radio, I.Q. headlights, spot and fog lamps, wooden steering wheel and SP sports tyres. A one-owner car with a recorded mileage of 35,000. £1,065

1969 M.G. 'B' roadster. Mineral blue with black trim. Fitted with wire wheels. A well-maintained vehicle with a recorded mileage of 18,000. £995

MISCELLANEOUS

1966 Ford GT40. Certainly amongst the best road-going examples of this classic motor car. Following a complete engine overhaul the car is now offered for sale with a high-performance 4.7 Mustang unit with 4 twin-choke downdraught 48 IDA Webers, twin-plate clutch, baffled sump. Specially finished in metallic pine green. £4,950

1971 Ford Mustang convertible. Yellow with black trim and power-operated hood. 351 cu. in. V8 power unit, automatic transmission, power steering, power brakes, tinted window, stereo tape. £3,395

1968 ('J' Reg.) Fiat Dino Spyder. White with black trim. An excellent example of this rare and exciting car. Specification includes the Ferrari-designed V6 power unit, 5-speed gearbox, discs all round, alloy wheels and luxuriously styled Farina convertible bodywork. Definitely a car for the discerning enthusiast. £2,495

1970 Jaguar 'E'-Type roadster. Primrose yellow with black trim. Fitted with chromium wire wheels, and push-button radio. Recorded mileage 12,000. £2,295

1966 Aston Martin DB6 Automatic. White with red trim. An impeccably maintained car with full service history, including a replacement engine fitted within the last 5,000 miles. Specification includes chrome wire wheels, Sundym glass, Selectaride suspension, radio and electric aerial. Recorded mileage 38,500. £2,245

1969 ('H' Reg.) Alfa Romeo 1750 GTV. Red with black trim. An extremely attractive example which is fitted with heated rear window and push-button radio. Recorded mileage 22,000. £1,765

1969 Alfa Romeo 1750 Spyder. White with black trim. Fitted with Blaupunkt radio. Recorded mileage 22,000. £1,665

1968 (Oct.) Alfa Romeo 1750 GTV. White with black vinyl roof and black interior. Fitted with push-button radio. An impeccably maintained one-owner vehicle with a recorded mileage of 20,000. £1,625



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Invader Estate, aquatic jade, red interior, overdrive.

Demonstrations anywhere anytime. Literature sent on request.

NEW TVR 2500, aquatic jade, sun-roof. NEW VIXEN S3, yellow, alloy wheels.
1969 TR6 roadster, white, one owner, overdrive; 19,000 miles, believed genuine; radio £1,325
1969 TVR VIXEN S2, Sherwood green, one owner, alloy wheels, 18,000 m. £1,035
1969 TVR VIXEN S2, Bahama yellow, one owner, alloy wheels, 17,000 m. £1,065
1967 TR4A roadster, white, one owner, overdrive, wires, spot/fog; beautiful condition £775
1967 TR4A roadster, midnight blue, one owner, overdrive, wires; beautiful condition £775
1969 SPITFIRE, Bahama yellow, one owner, hard/soft-tops, overdrive; 19,000 miles £735
1967 LOTUS CORTINA, Lotus colours, spot/fog lights, radio £665
1966 MG-B, white, red interior, wires £595
1965 MG-B, red, fitted 1967 BGT engine, very nice example £555
1967 CORTINA GT Mk. 2, white, G800s, etc. £545
1964 TR4 roadster, red, overdrive, wire wheels; very clean for year £465
1963 TR4, Surrey top, green/matt black, wire wheels, spot/fog lamps £410

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FOR SALE—continued

B.M.W. 2002, registered May, 1970, Beige with matching trim; headrests, radio; one owner; 12,000 miles, £1,650. Tel.: Southampton 69582 (evenings). (2747)
M.G. TA, Rebuilt XPAG engine; good condition, M.O.T.; tax, £250 o.n.o. Tel.: Eastbourne 32389. (2750)
JAGUAR XK120 fixed-head coupe, 1953. Wire wheels, white, red interior, leopard skin covers; taxed; M.O.T.; excellent investment 1975. Tel.: Cheslyn Hay (Staffs) 413614. (2751)
BENTLEY MK. VI 4½-litre, Moonlight grey; superb mechanical condition, £375 o.n.o. Tel.: 01-789 3045. (2752)
1964 MORGAN +4, Indigo blue; full-flow exhaust, ram pipes, air horns, heater, stainless steel fascia, h/tonneau, f/tonneau; beautiful example. £525. Tel.: Coventry 46431. (2753)
BEAUTIFUL Unipower GT, 1968. Rare; sunroof; yellow; minilite wheels; 10715 engine; superb condition, £695. Tel.: 01-654 7031. (2754)
S.S. JAGUAR drophead, 1938 M.O.T. 1972; 3½-litre; excellent condition with good spares. £275. Hudson, 46 Bennetts Rd. North, Keresley End, Coventry. (2755)
SCIMITAR G.T., 1967 series, Manhattan blue; overdrive, 1850 o.n.o. Day-Bates, Wholesale Fruit Market, Tel.: Warrington 35227/8. Evenings—76 Hood Lane, Gt. Sankey, Warrington, up to June 6, after June 13. (2756)

FOR SALE—continued

SUNBEAM TIGER, 1966. Red; magnesium wheels; excellent condition; h/s top. £735. Tel.: 01-992 8532. (2757)
TR6, "H" REG. 13,000 miles; used as third car; mint condition, £1,395 or DB4, or w.h.y. plus cash. Box 2795. (2758)
T.V.R. VIXEN S2, Nov., 1968 ("G"). Flame red; wire wheels, radio, other extras; 25,000 miles, £960 o.n.o. Tel.: Eaglescliff 782922 (S.T.D. code D642). (2759)
TR4, July, 1964. Red; resprayed; new wings, sills (steel), exhaust, hood, tyres; TR6 wheels rear; springs, heavy-duty shocks, leather wheel, knob, reversing lights replaced back axle, gearbox; beautiful car. £470. 10 Solent Close, Oakmount Pk., Chendlersford, Hants. Tel.: Romsey 3363. (2760)
LANCIA APRILLA, 1937. Restorable, spare engine, gearbox, rear axle. Offers for lot or parts. 23 Hagbourne Rd., Didcot, Berks. (2761)
1953 M.G. TD Mk. II, Red, tonneau; very good condition, £420 o.n.o. Tel.: 051-428 3332. (2762)
1933 ROLLS ROYCE P11 sports saloon by Thrupp & Maberley, in good mechanical order, £1,350. Also several 20/25 models. Tel.: Winkleigh 485. (2763)
ASTON MARTIN DB2/4, Mark I, 3-litre Vantage, Nov., 1950. In superb condition throughout, £600. Tel.: Weybridge 49422. (2764)

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1968 ALPINE Mk. V GT, holly green/black, servo, overdrive; one owner £745



1968 ELAN 2+2, silver grey, servo discs, G800s; recorded mileage 31,014 £1,195



New unregistered 1971 STINGRAY £4,100 (list £5,100)

1969 (Oct.) AUSTIN 3-litre saloon, brown/beige, o/d., P.A.S., reclining seats; one owner £895

1970 AUSTIN Mini 1275 GT, bronze yellow £765

1963 (Aug.) BENTLEY S3 saloon, green/beige hide. Automatic, P.A.S., radio; excellent £2,150

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

1966 (Sept.) BOND Equipe GT4, aubergine; one owner, confirmed mileage 28,418 £445

1968 DAIMLER Sovereign, maroon/beige; one owner; P.A.S., h.r.w., radio £1,195

1968 FORD Cortina 1600 GT, 4-door; Ming blue; Cints., radio; one owner 35,505 miles £645

1964 JAGUAR 'E'-Type l.h.c., opalescent blue, steering lock, radio; outstanding condition, history £875

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

1969 M.G.-B, red/black; one lady owner, 20,000 miles; w/w., tonneau £995

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

1969 M.G. Midget Mk. III, red/black, wire wheels, heater, belts, tonneau, reclining seats; 21,000 miles £695

1969 M.G. Midget, red/black; wire wheels, XAS tyres; two owners only, recorded mileage 13,597 £675

1968 M.G.-B GT, Mk. II, mineral blue/black, overdrive, wire wheels, servo, fog/spot, G800s £945

1968 'G' M.G.-B GT, black/red, radio, leather wheel, flasher, SP68s, Waso lock; one owner £915

1967 M.G.-B GT, grey/red, wire wheels, heater, Waso lock; two owners only; recorded mileage 32,511 £795

1964 M.G.-B, iris blue/white, Bermuda hard-top/soft-top, radio, heater, wire wheels £485

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

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

1966 ('65 model) RELIANT Scimitar, white, overdrive, wire wheels, radio, heater, Cints.; exciting car £695

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

1965 SUNBEAM Tiger V8, white/red; one owner, certified mileage 16,745; heater, ZXs £895

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

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

1968 TRIUMPH 13/60 estate, blue; one owner (our Managing Director's wife's car), 11,000 miles only £675

1968 TRIUMPH Spitfire Mk. 3, pale blue, heater, belts; superbly looked after £645

1966 TRIUMPH Spitfire Mk. 2, pale blue, hard/soft-tops, Cints.; two owners £465

1966 TRIUMPH Herald 12/50 sun-roof saloon, pale blue; two owners only well above average £325

1969 T.V.R. Vixen 1600 S2, orange/black, mag. wheels; one private owner, 24,665 miles £995



Left: 1967 GT6, Wedgwood blue, 51Js, G800s, Radiomobile, heater; well cared for example £625
Centre: 1969 SPITFIRE, primrose, Cints., tonneau; one very careful owner, confirmed mileage 19,416; just taken in P/E for new 'B' £725
Right: 1970 GT6 Mk. II, damson/black, overdrive, heater, h.r.w., reclining seats; one owner £1,045



Left: 1966 'B' GT, mineral blue, w/w., fog/spot, radio; maintained by us £745
Centre: 1968 (Oct.) 'C' GT, grey/red, wire wheels, overdrive, Cints., fog/spot, oil-cooler, servo discs; one private owner; Stage 1 tune (Bill Nicholson) £895
Right: 1968 'C' roadster, red, one owner, o/d., w/w., tonneau, fog/spot, recent SPs £875



Left: 1966 TR4A, white, a two-owner car, in remarkable original cond. £675
Centre: 1968 TR5, white/black, radio, heater, recent 'X's' £945
Right: 1969 TR6, primrose/black, o/d., radio, tonneau, servo; one owner £1,275



Left: 1964 DB4, green/beige, w/wheels, radio; in extremely good cond. £1,125
Right: 1967 (Nov.) DB6, mink/red hide, automatic, power steering, chrome wire wheels, electric windows, Sundym glass, radio/electric aerial; recorded mileage 45,187, impeccably maintained £2,545



Left: 1968 (Nov.) ELAN S4 l.h.c., yellow, knock-ons, SPs, radio; beautiful £1,065
Centre: 1962 SUPER 7/1340 GT Cosworth, new 'X's', new hood/screens £495
Right: 1968 ELAN 2+2, maroon, radio, rack, 'XASS'; we think finest 2+2 on offer £1,245

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FOR SALE—continued

1949 VANGUARD, Phase I, New engine, only 8,000 miles (suitable for TR2); good tyres, battery and exhaust. Offers. Tel.: 01-427 3530. (2944)

1937 AUSTIN 7, Pearl cabriolet, reupholstered. £110 o.n.o. Tel.: Fairseat (Kent) 822237. (2945)

INVICTA low-chassis (1932) Lancelotti drophead coachwork, 1,500 miles since complete rebuild. £1,750. Worley, Waveney House, St. Olaves, Great Yarmouth, Norfolk. (2946)

M.G.-A RENOVATED. New wings, sills, body stripped, resprayed, undersealed, engine reconditioned, radio, belts, luggage rack, garaged; very fine condition. £280. 21 Sunningdale Ave., Lowestoft, Suffolk. (2947)

RILEY, 1954, 1½ R.M.E. Black saloon. Excellent condition, taxed, M.o.T. May, 1972; used daily; spare engine, etc.; original log book; retirement forces sale. £150 o.n.o. 128 Station Rd., Billingham, Teesside. (2948)

JAGUAR XK150 drophead, 1958. Dark blue with red interior; only 6,000 miles covered since 1961; extras include chrome wire wheels; in lovely condition throughout. £1,450. Tel.: Knowle (Warwickshire) 4051. (2949)

LANCIA FLAVIA saloon, 1963, M.o.T., taxed; good tyres. £400 for well-maintained rare car. Tel.: 01-650 1705. (2950)

B.M.W. 327/8 drophead coupé; completely restored professionally pure white; excellent investment. £780. Exchanges considered. Tel.: Northwood 25439. (2951)

HERALD 1200-12/50, Alexpress twin Stromberg conversion, £16.50; Kenlowe Automatic fan, £4.50. Low mileage; full fitting instructions. Box 2818. (2952)

BENTLEY "R"-TYPE, 1953, manual. New tyres, water pump, brake linings, dynamo and regulator. About £550. Tel.: Pleshey (Essex) 378 (evenings). (2953)

DAIMLER CENTURY Mk. II roadster drophead coupé, 1957. Requires extensive restoration; stored in garage 18 months; suit enthusiast. Enquiries: Egerton, Tredington House, Tredington, Shipston-on-Stour, Warwickshire. (2954)

"E"-TYPE JAGUAR 2+2, 1968. White, black upholstery; chrome wire wheels; h.r.w., radio, stereo, regularly serviced. £1,595. Tel.: Hoddeston (Herts.) 68604. (2955)

XK140 DROPHEAD coupé, 1956. One owner from new; exceptionally fine example by any standard whatsoever. A.A. inspection invited. £650. Tel.: 01-960 1550 (London, W.10). (2956)

M.G.-A Mk. II, 1,622 c.c. roadster, Aug., 1962. One of the very last built, genuinely unmarked cellulose, sparkling chrome, clean interior; superb engine with consistently good oil pressure; near-new Cinturatos, tonneau, full M.o.T. £345. Tel.: 01-960 1550 (London, W.10). (2957)

I.J.G. TF 1250. Black; good condition. Cints., tonneau, woodrim wheel. £550. Tel.: 021-449 1728. (2958)

"R"-TYPE BENTLEY, 1954 automatic. Outstanding condition; carefully maintained; metallic green and velvet. Offers around £750. Tel.: Harrod (Beds.) 295. (2959)

FORD 1300 GT engine, 1971. Brand-new, unused, complete, attached to 1600E rebuilt gearbox; most parts new. £165. Tel.: Long Eaton 68224. (2960)

1930 W. O. BENTLEY 4½-litre blower Bentley V.D.P. open 4-seater tourer; B.R.G.; completely rebuilt from chassis up; new fabric covered body with Conely leather interior; body to highest coach-builder standards; fitted Le Mans tank. Complete car is as new, concours condition. £8,750, part exchange considered. Please write for details and photographs. Mann, 13 Edgwarebury Gdns., Edgware, Middx., England. (2961)

RENAULT 750, 1959. Mechanically very good; body sound; must be one of the best examples in Britain. £125. Tel.: Greenhithe (Kent), 3481. (2962)

LOTUS CORTINA, 1967, Mk. II. Recent engine rebuild—sills; alternator, spots, twin speakers. £650. Tel.: Halstead (Essex) 2004. (2963)

JAGUAR MK. V 2½-litre, 1950. Immaculate condition. Must be sold. Tel.: Pakenham 701. (2964)

DAIMLER SP250 C, Nov., 1964. Two owners; 59,000 miles; probably best in country; mountain blue; several unusual extras: special radials, horns, lights. Perfect; therefore £795 o.n.o. Tel.: Harpenden 62101 (office). (2965)

DAIMLER SP250 C, B.R.G./white; hard-top; Cinturatos; well maintained example; average mileage only; 12 months' M.o.T. £625. Tel.: Office (Herts.) 295. (2966)

AUSTIN HEALEY 3000 Mk. III, 1966. Just re-sprayed B.R.G.; black leather; wire wheels, new Dunlop Sports; overdrive, new carpets, small/large tonneau, radio; 50,000 miles; multitude of new components; £230 just spent; really fabulous condition. £950. Tel.: Hornchurch 52950 (evenings). (2967)

ASTON MARTIN DB5, 1964. Caribbean blue; Sundym glass; heated front and rear screens; five-speed gearbox; recently fitted with new clutch and brakes. £1,295. Tel.: 669 1588 or 669 5461. (2968)

M.G.-B July, 1966. Mineral blue; 50,000 miles; one owner. Tel.: Oxford 43874 (evenings). (2969)

COOPER, 1967, 28,000 miles; red/black; immaculate condition; microcell seats, new SP6Bs, tachometer, oil cooler, alarm, new battery; regularly serviced; balanced engine. M.o.T. First to see will buy. £425 or P.X. 1967 TR4A. Tel.: 01-678 9245. (2970)

FOR SALE—continued

1963 HARRINGTON Le Mans III. Unmarked in electric blue, with overdrive, twin spots, Brabham engine, etc. £375. Tel.: Byfleet 44075. (2971)

VINTAGE BENTLEY, 1934 Park Ward sports saloon; good running order. £500. Tel.: 01-579 3538 (London). (2972)

MERCEDES 2300, 1948. Very rare; perfect velvet interior; very sound body/mechanics; M.o.T. Offers. Tel.: 940 1605. (2973)

TRIUMPH SPITFIRE, 1969, 19,000 miles; radio; dark blue; one careful lady owner since new; regularly serviced; in superb condition throughout. £700. Tel.: Oxshott (Surrey) 2581. (2974)

TR4, 1964. Recon engine; overdrive, radio, wire wheels, Cints., tonneau. £525. Taylor, 25b St. Andrew's Rd., Bedford. (2975)

1935 DAIMLER 15, in regular use. Mulliner body; wonderful condition. First offer £400 secures. Seen by appointment. Brown, Home Farm, Robinigate, Tunbridge Wells, Kent. (2976)

M.G.-A F.H.C., 1961, B.R.G. ZXs; excellent mechanics, sound body. M.o.T. Must sell. £220 o.n.o. Tel.: Bradford 44765. (2977)

1968 VITESSE convertible; 34,000 miles; one owner; excellent condition. £395. Tel.: Stillington (Durham) 250. (2978)

1954 SUNBEAM Alpine, finished red with white hood; M.o.T. 12 months. £165. Tel.: Worcester 20820. (2979)

1957 SUNBEAM Talbot 90, Sun-roof, overdrive; good condition; taxed, M.o.T. £155. Tel.: Formby (Liverpool) 71669. (2980)

MORGAN 4/4, Series V, 1965. White. New engine, gearbox; immaculate. £675. Dr. Dowell, Tel.: Cambridge (0223) 55671. (2981)

TRIUMPH TR4A, White; June, 1967; one year's M.o.T.; overdrive, wire wheels, Surrey top, new tyres; 30,000 miles; £795 o.n.o. Tel.: Walsall 24216. (2982)

DE HAVILLAND Hornet Moth. Half or quarter share available (Coventry area). Tel.: Welford-on-Avon (Warks.) 343 (evenings). (2983)

SPITFIRE MK. III, 1967. Red. Very good condition; hard/soft-tops, wire wheels, ZXs, radio, other extras. Tel.: Woodhouse Eaves (Leicestershire) 455. (2984)

JAGUAR XK150 3.8 fixed head coupé, 1960. Wire wheels, overdrive, in dark blue with matching trim; body and chrome in unusually good condition. £750. Tel.: Silkstone (Yorks.) 324 (after 6 p.m.). (2985)

SS JAGUAR saloon, 1939. Wire wheels; running and sound, but requires work. £125. Austin 7, 1932; with spare engine—requires completion. £80. Tel.: Luton 54363. (2986)

RILEY FALCON 1½, 1937. Mechanics good; very reliable, body beautiful; as new after three-year total rebuild; M.o.T. £240 o.n.o. Tel.: Kenilworth (Warwickshire) 52721 (evenings). (2987)

M.G. TC, 1948. Now in superb condition after complete restoration by M.G.C.C. member; many spares; full M.o.T.; taxed; genuine enquiries. £245 o.n.o. Details: Tel.: 01-460 2356 (evenings). (2988)

XK150, 1960, special equipment. Carmen red/black leather interior; outstanding condition. £825. C. A. Good. Tel.: Woking 3124. (2989)

TRIUMPH TR6, P.I. Soft-top; registered Jan., 1971; mileage under 2,000; rd.; overdrive, radio, underseal. £1,450. Tel.: 021-308 0899. (2990)

1936 (DEC.) BENTLEY 4¼-litre Park Ward sports saloon; two owners from new, last one since 1942; maintained literally regardless of cost; original order throughout; total mileage 100,000. Must be finest available. £1,150. Brown B Higham Rd., Huntroyde, near Burnley, Lancs. Tel.: Padiham 71629. (2991)

MUSTANG CONVERTIBLE, "J" reg. '66 model. Power hood, high-performance engine, four-speed box, chrome wheels, tinted screen, radio, belts; aquamarine exterior; black trim. Terry. Tel.: Leighton Buzzard 3340 (after 6.30 p.m.). (2992)

SUNBEAM ALPINE GT, 1965. Light blue. Excellent condition. £430. H.P. Tel.: 061-681 6715. (2993)

1967 MORGAN 4+1 four-seater. Green with black interior. £600, including unique hard-top. Tel.: Haworth (near Keighley, Yorks.) 3276. (2994)

RELIANT SCIMITAR straight six, June, 1966. Manhattan blue. Overdrive, radio, sun-roof, wire wheels, SP Sports, h.r.w., Kenlowe, Derkington head, balanced crank; two owners; other extras. £800 o.n.o. Tel.: 01-370 4255, extension 2970 (day), 65 26314 (evenings). (2995)

M.G.-B GT, 1967 "F". Wires, overdrive; good condition. £820. Tel.: Welford (Northants) 437 or exchange 1969 M.G.-B overdrive. (3002)

ROLLS-ROYCE Phantom II, P.Y. series; with Austin engine; all complete with wings, bonnet, scuttle, spare wheel, running boards, windshield and door, everything up to the division behind driver's seat. Needs only a little work to make into an attractive two-seater coupé; recently completed London-Preston return in one day. Drive away price £310. Tel.: Warton Bank 320 (near Preston, Lancs.). (3004)

M.G.-A MK. II, 1962, coupé, 1800 M.G.-B engine, G800s, radio, luggage rack. A fine example, carefully maintained and in excellent condition throughout. £425 o.n.o. Tel.: 061-794 5894 (evenings). (3006)

LOTUS ELAN S3 d.h.c.; immaculate condition; white with black interior; radio; taxed; 1960 o.n.o. Tel.: 01-667 0470. (3007)

PORSCHE 356C, 1966. Now 18,81966. Dolphin grey; genuine 36,000 miles; probably best in country; full service history. £1,025. Seen London. Please telephone Dover 2540 (business hours). (3011)

FOR SALE—continued

MAGNIFICENT LAGONDA LG6 short sports saloon; superb condition; one of the most beautiful and impressive cars made before the war. Offers about £900 please, which is cheap compared to the price you would have to pay for a grotty 20 Rolls funeral taxi. Schofield, Foxhill Stables, Mottram Rd., Stalybridge, Cheshire. Tel.: 061-338 4951. (3008)

SP250, Dec., 1962; two owners; 46,700; hard/soft-tops; immaculate; maker's oil pressure. £575 o.n.o. Claxton, 6 Astral Rd., Hesse, Yorks. (3010)

MORGAN 4/4, 1,600 c.c., 1968, two-seater; wire wheels, fresh-air heater, tonneau cover, luggage rack. £750 H.P. available. Tel.: Limpley Stoke 3158. (3014)

1958 BENTLEY SI. This car is worth much more than the asking price of £775, but due to change of plans quick sale required; Cheaper car considered in part exchange; magnificent car in above average condition; professionally reupholstered in dark blue; fitted p.a.s., h.r.w., radio, new tyres; taxed and long M.o.T. Can deliver anywhere in U.K. Please telephone 661-437 7462 (any time). (3015)

M.G., 1954, ex-Dick Jacobs sports racing coupé; H.S.C.C./M.G.C.C. registered; many spares. Offers. Ellis. Tel.: Garston 78657. (3016)

1932 RARE MORRIS Minor tourer. Beautifully restored; in perfect order throughout; many rallies, M.o.T. 1972; taxed; genuine enquiries. Nearest £225 secures. Tel.: 01-460 2356 (evenings). (3019)

XK140 DROP HEAD coupé, rear of body rotten. £70. Richard Ruddington Service Station, Ruddington, Notts. (3013)

ONE-LITRE GT Hartwell Imp. "H" registration; 13,500 miles; very good condition. £675 o.n.o. Jarvis, 6 Ballard Rd., Poole, Dorset. (3017)

JOWETT JUPITER, 1952. Completely reupholstered—new, oval web, crankshaft, hood; year's M.o.T.; sound body. Rare and unusual sports car. £165. (3018)

1,800 c.c. TWIN-CAM engine (similar Riley); year's M.o.T.; taxed. Looks like small cord! £260. Tel.: Woburn Sands (Bucks.) 2651. (3018)

LEA-FRANCIS ROADSTER, 1949, 2/4-seater drop-head sports; resprayed brilliant white; 1,800 c.c. twin-cam engine (similar Riley); year's M.o.T.; taxed. Looks like small Cord! £260. Tel.: Woburn Sands (Bucks.) 2651. (3018)

FRAZER NASH BMW 327 cabriolet, r.h.d., 1939. Recent respray, complete mechanical overhaul; original leather interior; 328 k.o. wheels, oil cooler, etc.; extremely attractive open 2/4-seater. £375. Tel.: Woburn Sands 2371 (day), 3578 (evenings). (3019)

1275 "S" COOPER, 1945, 46,000; green/white; new gearbox/radials; garage maintained; M.o.T.; taxed; excellent condition. £360. Tel.: Dormans Park (Sussex) 574. (3020)

M.G. VA 1½-litre 1939 saloon. Two greens; perfect condition; all original; one owner. £500 o.n.o. Hale, Garrington, Littlebourne, Canterbury, Tel.: Littlebourne 219. (3022)

FIAT 1500 convertible, 1964, genuine 49,000 miles; r.h.d.; Pinin Farina body; white, black trim; radio; unique opportunity to acquire a rare specimen. £495 o.n.o. Tel.: Odiham 2553 (weekdays), Loxwood 272. (3023)

XK150 F.H.C., 1958. Red; fitted with wire wheels and overdrive. £350. Tel.: 669 5461 or 670 1588. (3024)

HEALEY SPRITE, 1960, Mardigras red; hard/soft-tops, air horns; fibre-glass bonnet, doors, sills; turbo assistance. M.o.T.; taxed. £260. Tel.: Honington (Lincs.) 308. (3025)

AUSTIN HEALEY 3000, 1965. Navy-blue metallic, overdrive, wire wheels, woodrim wheel, air horns; 38,500 recorded miles. Excellent. £815 o.n.o. Tel.: Medway (Kent) 49045. (3026)

SCIMITAR GT. Beautiful 2+2 glass-fibre sports car, finished in light blue with black trim; 1967 model registered. Dec., 1966. 25,000 miles only; 2 F. synchromesh gearbox, overdrive, push-button radio; taxed; 12 months' M.o.T. 28 m.p.g.; part exchange possible. Vanner, 125 Arnold Rd., Shirley, Solihull, Warwickshire, Tel.: 021-744 6264. (3027)

M.G. MIDGET, 1965. Ashly hard-top, soft-top, tonneau, wire wheels, Servo, radio; underscaled; taxed and M.o.T. £380. Tel.: Highcliffe 4353. (3028)

1965 MK. II COOPER. White/black; reclining seats; inertia belts; other extras. Immaculate. £475. Tel.: Ashford (Middlesex) 51595. (3029)

ALFA ROMEO, 1969 ("J" registration). Yellow ochre; good condition; works maintained; quick sale more important than price. Offer over £1,500 secures. Contact Dr. Macdonald. Tel.: Portsmouth 812006. (3030)

1950 FORD VC Pilot. Finished in white/black top; showroom condition throughout; must be one of the finest examples of this motor. £400 o.n.o. Enthusiasts only please. Tel.: Huddersfield 55759 (evenings or weekends). (3031)

M.G. TC, B.R.G.; new tyres, instruments; re-spoked, re-chromed, re-upholstered; v.g. stored past eighteen months. £300, no offers. Tel.: 0524 67187 (Lancaster). (3032)

M.G. MIDGET, 1968, B.R.G.; unmarked condition; bluespot radio, etc. £650. H.P. arranged. Tel.: Dover 1364 (9 a.m. to 6 p.m. weekdays). (3033)

M.G.-B, 1964. Wires, radio; tested; taxed; extensive rebuild; 1968 body; new parts include chassis; engine, hood, tyres, trim, etc., etc. Requires a little work to complete. Ian Williams, Tel.: Sheffield 78855 ext. 341 (Mon-Fri.) or Earshaw Hall, S.C.R. Endcliffe Vale Rd., Sheffield 10, Yorkshire. (3034)

FOR SALE—continued

1948 BENTLEY Mk. VI saloon. Quiet full-flow engine; long M.o.T.; taxed July. £290. Tel.: Wrexham 51197. (3035)

SINGER ROADSTER Type 4A. Reupholstered; numerous spares; perfect running order. Serious offers around £175. Tel.: Staines 54928 (evenings). (3036)

QUALITY COACH-BUILT motor cars: Bentley Mk. VI, 1947; three previous owners; clean interior; good tyres and mechanics; M.o.T. 11 months; offered at only £295. Riley R.M.F. 2½, 1952; two previous owners; reconditioned engine; in excellent condition; M.o.T. 11 months; offered at £295. Riley R.M.A. 1½, 1947; excellent mechanics and body; good tyres; M.o.T. Oct., 1971; offered at £170. Enquiries for above vehicles telephone Radwinter (Essex) 396. (3037)

1938 MORGAN 4/4. Used daily. £175 o.n.o. Tel.: 061-789 2811 (Eccles, Lancs.) (after 6 p.m.). (3038)

WHOLESALE XK150 3.4 "S" roadster. £625. Part exchange convertible Mini, Mini-moke, Tel.: Gravesham 2476. (3039)

CAPRI 2000 GT XLR; 14,000 miles. White with black bonnet; driver's bucket seat; Pirelli tyres. £1,800. Tel.: Fair Green (Herts.) 366. (3040)

ONE OWNER-BUILT Lotus Seven S3. Yellow/black; genuine 5,000 miles; heater, four-branch, etc. £800. H.P. arranged. Tel.: Wigan 46684. (3041)

DAIMLER CONSORT, 1952. Engine rebuilt, coachwork resprayed nine coats black with gold coachline, part rechromed, new exhaust, flywheel and brakes. Must be one of the best of its type left; plus one complete working spare car; house forces sale. The two £500. Tel.: 01-858 2360 (evening). (3070)

SUNBEAM MK. III, 1955, saloon, Black. Beautiful condition; excellent running order; M.o.T.; original H.M.V. radio; tools, assorted spares. Offers over £200. Taylor, 10 The Grove, Winscombe, Somerset. Tel.: Winscombe 3438. (3071)

1958 JAGUAR XK150. Mint condition. This car was stripped to chassis and completely rebuilt. Photos on request; fitted overdrive, wires, belts; new tyres, brakes, exhaust system; many other extras; genuine reason for sale. £585. Clarkson. Tel.: 01-953 1353. (3072)

SUNBEAM 90 Mk. III. Claret and grey, sun-roof, radio, overdrive; very good condition. £220. Tel.: 01-965 2175 (N.W.10). (3073)

LANCIA FLAVIA 1.8 Farina coupé, 1964. Registration 7777 VU; blue. £496. Tel.: Wilmslow 24149. (3074)

BENTLEY CONTINENTAL, 1958, James Young saloon, excellent value at £1,850. Tel.: 061-764 3770. (3076)

LANCIA FLAMINIA Sport Zagato 3C, 1963; l.h.d.; silver/red; excellent all round; new underbody, clutch, pads (Manning); 1970; stored last six months. £675 o.n.o. Tel.: Windsor 63651. (3077)

ALFA 2.6 SPRINT, late 1965. Beautiful petrol blue finish with white leather interior; bluespot radio, electric windows, five-speed gearbox. £745. Exchange possible; H.P. arranged. Tel.: Highcliffe (Hants.) 5051. (3078)

1948 H.R.G. 1500 aerodynamic (see May "Motor Sport"). Good original condition. Offers Box 7814. (3079)

COMMUTER CAR of the Midlands. Lotus Europa 1600 c.c.; 8,000 miles; red, black trim; extras; over 30 m.p.g. £1,550. Tel.: Upton Snodsbury (Worcs.) 212. (3080)

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NEW Europa in Bahama yellow, and Kit form Europa in red.

1969 LOTUS Elan +2S in blue with black trim, radio, h.r.w., knock on wheels. £1,899

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1969 M.G.B. sports roadster in white with black trim. Overdrive, wire wheels, radio. Detachable hard top. £1,029

1970 M.G.B. sports in latest Bahama yellow, this one owner car has a Bermuda hard top, radio, w/w. £1,249

1968 series M.G.B. GT in dover grey with red trim, radio, overdrive, wire wheels. Remarkable condition. £949

1969 M.G.B. GT in Royal blue, black interior. Overdrive, wire wheels. Fine example of this popular car. £1,199

1970 M.G.B. GT in Bahama yellow with sunshine roof, radio, overdrive, w/w, h.r.w. Slot stereo. £1,399

1969 M.G.C. GT in white with black interior. Overdrive, wire wheels, radio. Very fine example. £1,099

1969 MORGAN +4 sports 4-seater in Navy blue with black trim and side screens. Radio, wire wheels, luggage rack. £1,299

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1965 SUNBEAM Tiger sports coupe in red with black interior. Hard top, radio. V8 engine. £599

1966 TRIUMPH Spitfire in white, detachable hard top, wire wheels. Radio, very attractive car. £499

1967 TRIUMPH Spitfire in forest green, black interior and hood. Hard top. Ideal first sports car. £599

1968 TRIUMPH Spitfire in red with black trim, detachable hard top, radio, wire wheels, one owner. £639

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1970 TRIUMPH Spitfire in white, black interior. Overdrive, radio. One owner. Genuine mileage. £849

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1969 TRIUMPH TR6 sports in white, black interior. Fitted overdrive and wire wheels, radio. £1,349

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1969 2002 coupe, red, black trim, radio. £1,445

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ASTON MARTIN 1969 DB5 Vantage, Manual, p.a.s. Webasto roof. Radio, h.r.w. Burnt almond with white gold hide interior. £3,995

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1969 DB6 Manual, p.a.s., radio, h.r.w. Platinum white, red hide interior. £3,595

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(*Illus. right*) **1970 Porsche 911E.** Finished in signal orange with black interior. Fitted radio, 8-track stereo and heated rear window. Recorded mileage 10,000. One owner .. **£3,975**



1966 Alfa Romeo Sprint GT. Finished in blue with red interior. Fitted radio and wing mirrors. Recorded mileage 35,000 **£875**

1969 M.G.-C GT. Finished in mineral blue with black interior. Fitted sun-roof, overdrive, wire wheels, radio and spotlights. Recorded mileage 23,000 **£1,195**

1970 Audi 100 LS. Finished in Lotus white with tan interior. Recorded mileage 13,000 **£1,495**

1970 Morris 1300 GT. Finished in orange with black interior and black Vinyl roof. Fitted wing mirrors. Recorded mileage 8,000 **£895**

1970 Fiat 124. Finished in white with black interior. Recorded mileage 8,000 .. **£875**

1968 Triumph Spitfire. Finished in red with black interior. Fitted Bermuda hard-top and soft-top. Fitted radio, wire wheels, wing mirrors and tonneau **£730**



(*Illus. left*) **1970 Jaguar 'E'-Type fixed-head coupe.** Finished in red with black interior. Fitted heated rear window and 8-track stereo. Recorded mileage 13,000 .. **£2,295**

1970 Lotus Elan, Special equipment. Finished in red with black interior. Recorded mileage 8,000 .. **£1,450**

1968 Triumph Spitfire. Finished in white with black interior. Fitted wing mirrors. Recorded mileage 26,000 .. **£695**

1969 M.G.-B roadster. Finished in mineral blue with black interior. Fitted overdrive, wire wheels, radio and wing mirrors **£1,045**

1969 Triumph TR6 roadster. Finished in white with black interior. Fitted overdrive and wire wheels .. **£1,345**

1968 M.G.-B GT. Finished in mineral blue with black interior. Fitted overdrive, radio and wing mirrors .. **£1,045**

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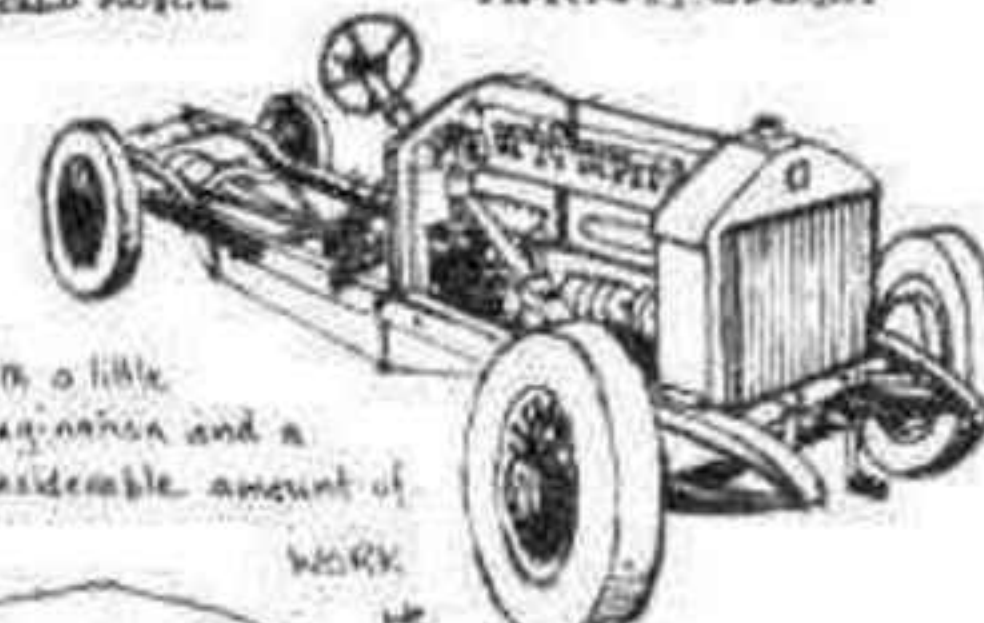
(*Illus. right*) **1968 B.M.W. 2002 coupe.** Finished in white with black interior. Fitted radio and spotlights. Previously supplied by us **£1,245**



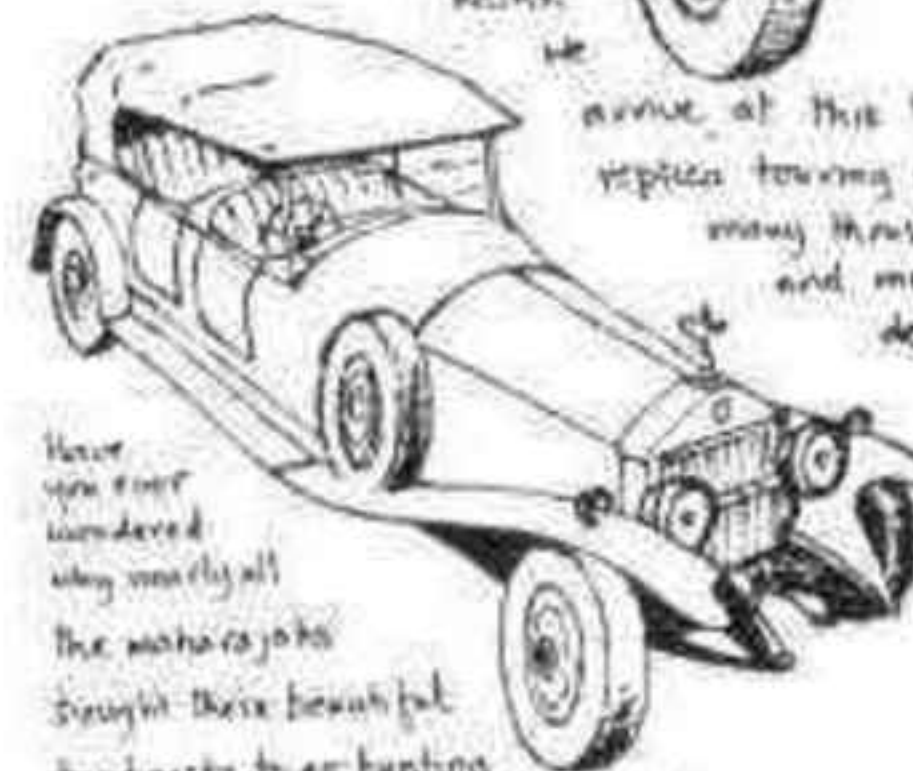
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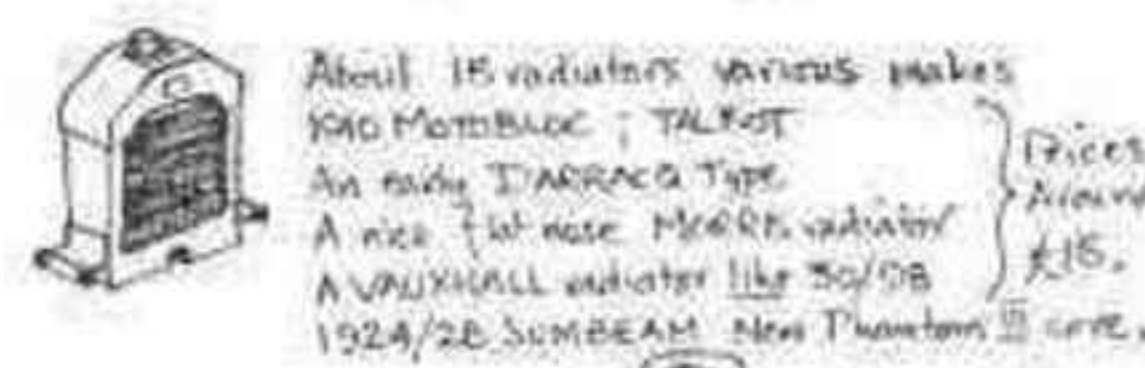
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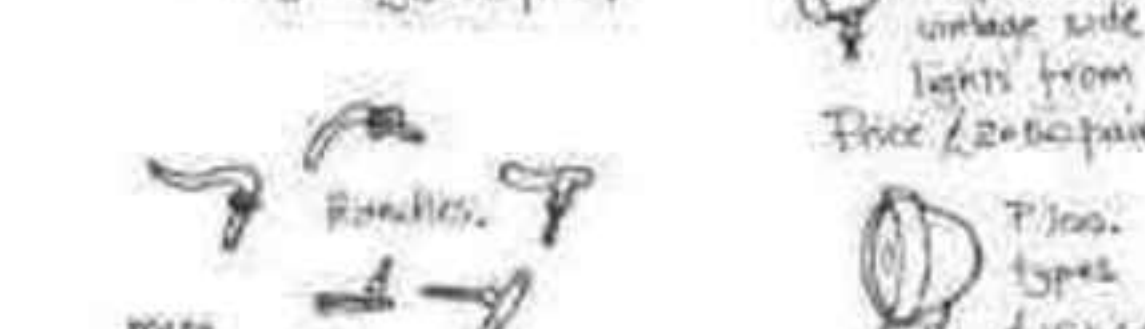
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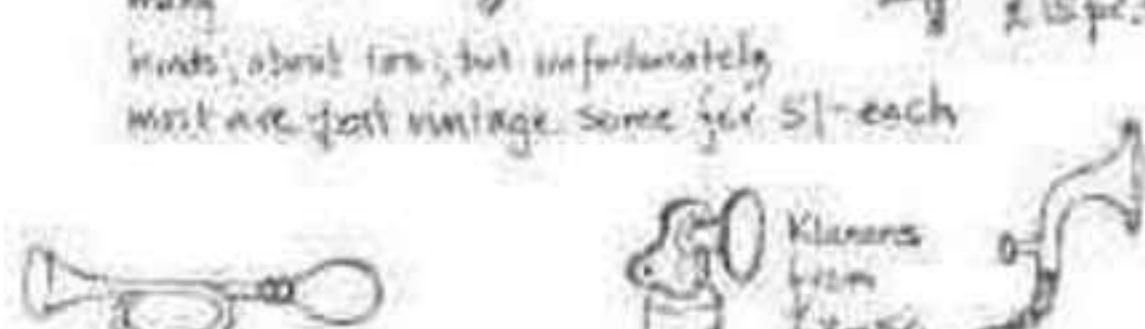
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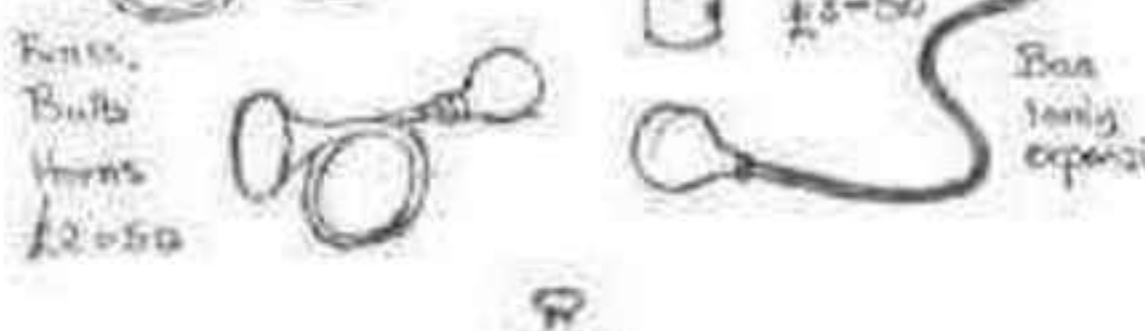
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very nice vintage side lights from Price £20 each pair



many horns, about 100, but unfortunately most are just vintage, some for 5/- each



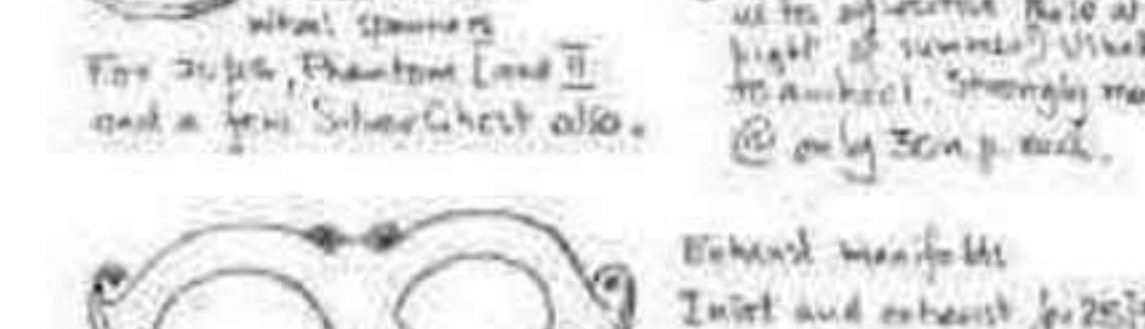
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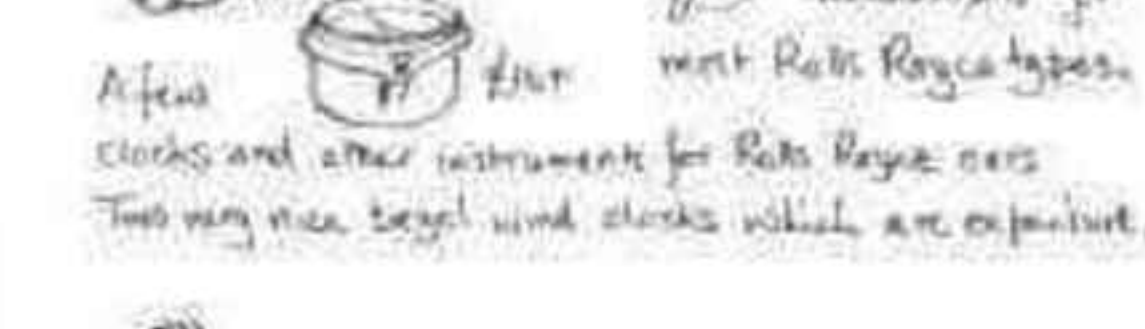
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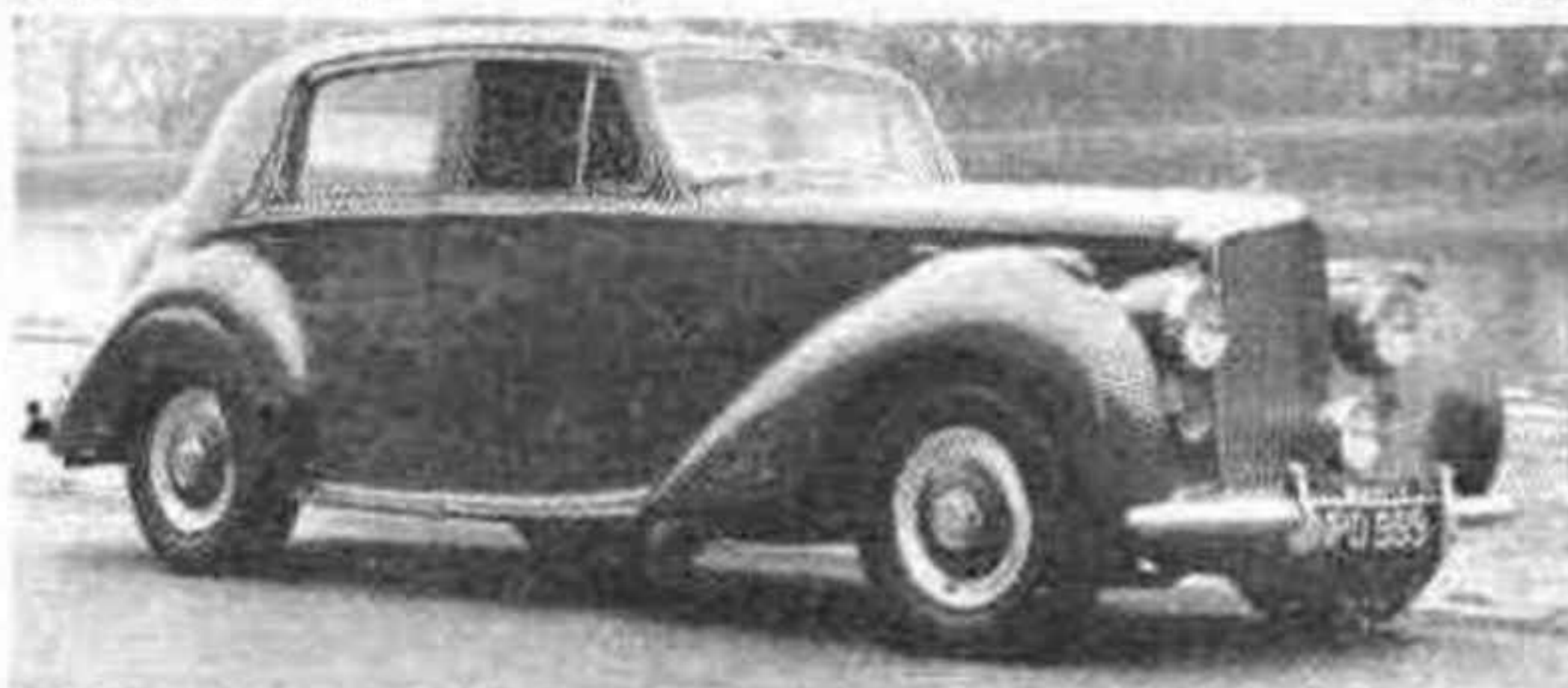
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ROLLS-ROYCE Phantom I, 1926. Magnificently proportioned, all-weather cabriolet/Sedan-de-Ville by Park Ward. Two owners. Artillery wheels, twin side-mounted spares. Finished in black over cream, retrimmed in beige hide with new leather f.c.c.d. Outstandingly original and in sound mechanical order.

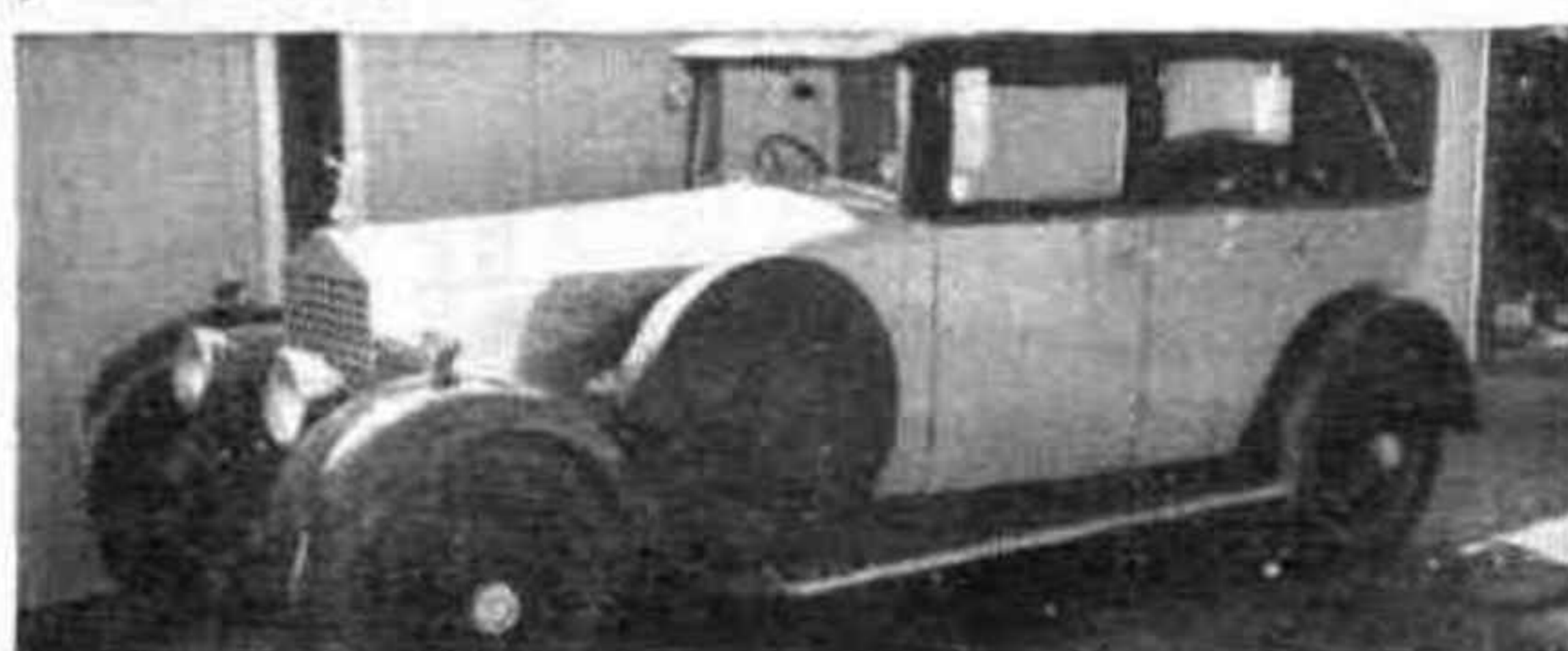


W. O. BENTLEY 3-litre, 1923. Blue Label 4-door fabric sports saloon, believed by Weymann, in sound and extremely original order.

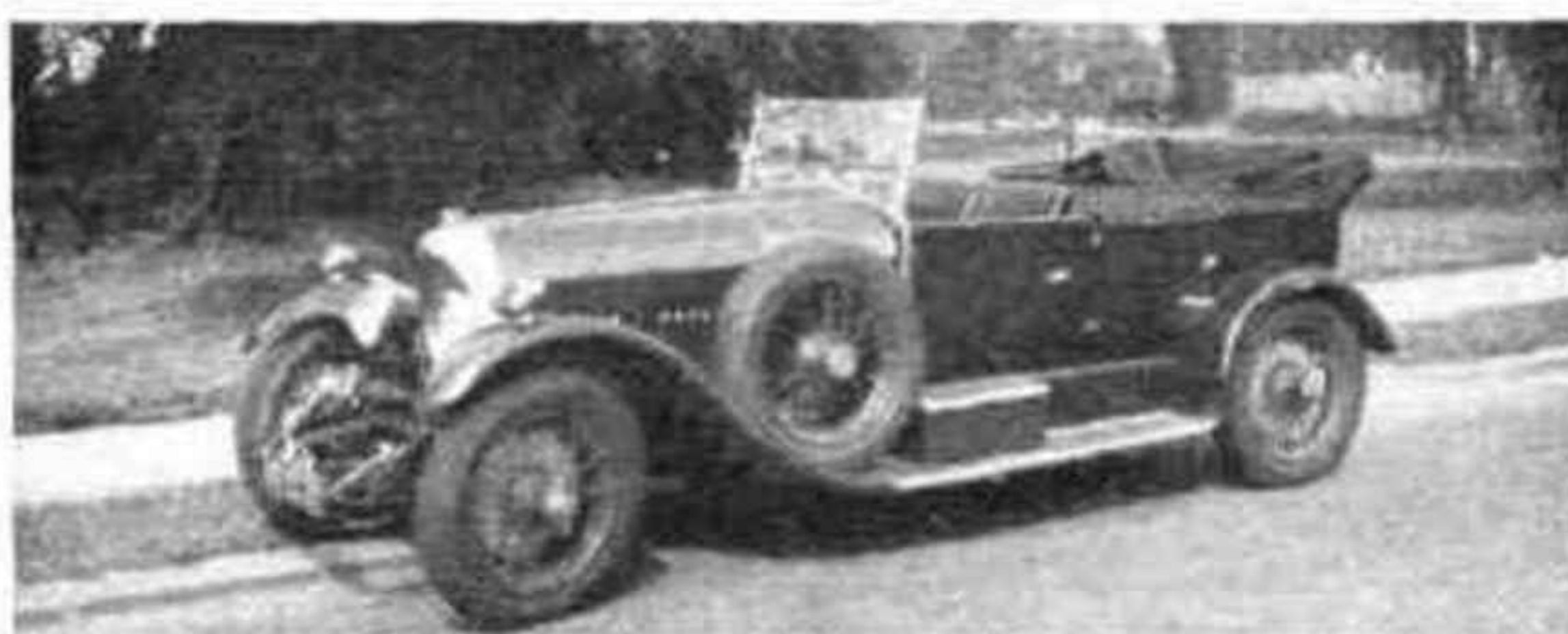
ROLLS-ROYCE Silver Dawn, 1955. Automatic sports saloon, superbly finished in Wedgwood blue with blue grey trim. Exceptional mechanics, entire car in mint condition.

BENTLEY 3½, 1935, 2-door open tourer, rare and very sporting coachwork by Park Ward. Fully disappearing hood, excellent mechanically, finished in B.R.G.

BENTLEY Mk. VI, 1949 prototype, 2-door Continental styled fastback by H. J. Mulliner.



ROLLS-ROYCE 20 h.p., 1926. Small owner-driver family saloon by Lichfield. New leather top, completely retrimmed in grey hide, mechanically rebuilt (bills £1,200). Superbly repainted in buttercup gold, with polished bonnet.



W. O. BENTLEY, 1925, 3-litre open 4-seater sports tourer. Recent £1,500 mechanical rebuild by leading Bentley specialists (bills for £1,500 available). Outside hand-brake, new hood and side curtains.

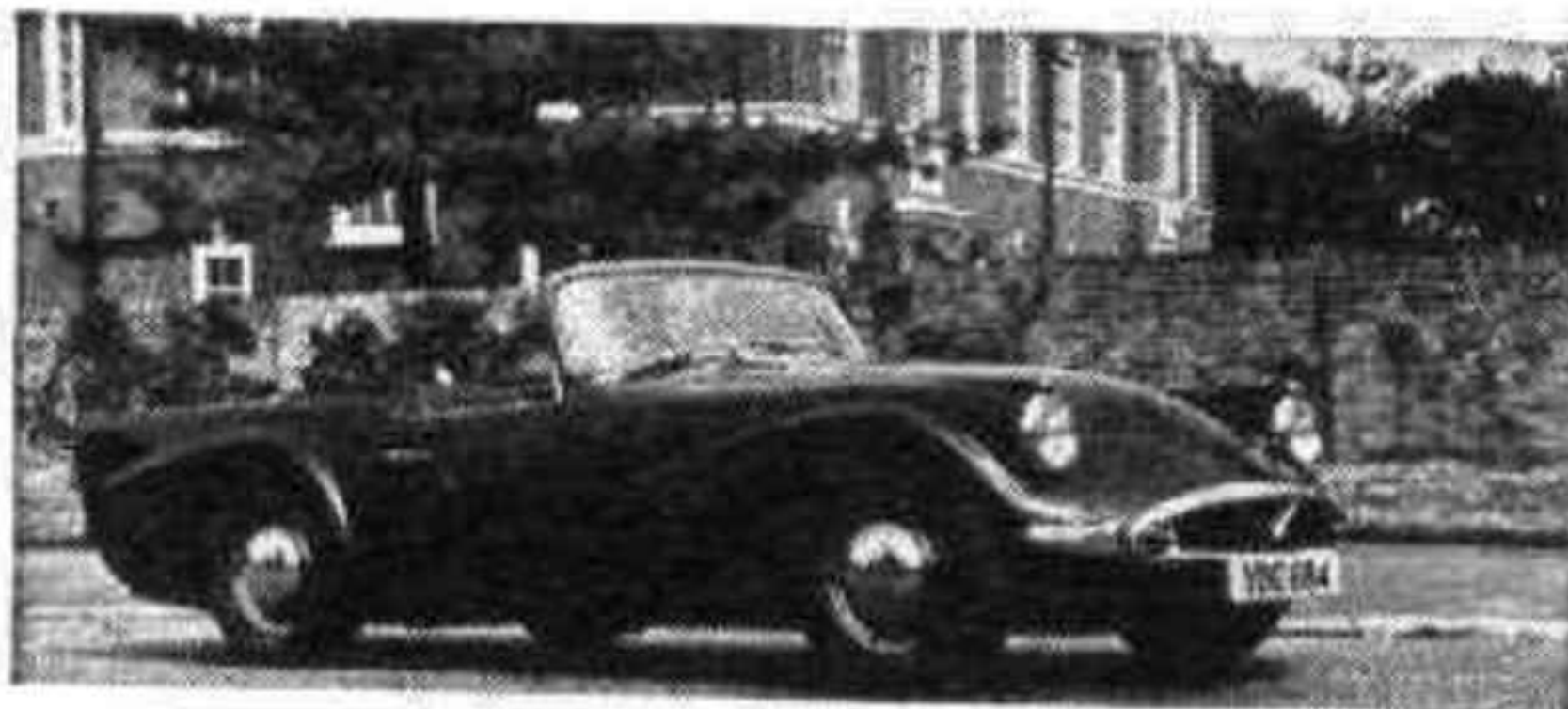
URGENTLY WANTED FOR CASH: All models of Rolls-Royce, Bentley and all other types of Vintage and P.V.T. thoroughbred cars and motorcycles.

GOLD SEAL SPORTS CARS

253-255, New Cross Road, London SE14. Tel: 01-639 3204



ALVIS Mulliner Park Ward saloon, 1965. Suede green with beige leather interior, automatic gearbox, P.A.S., wire wheels, radio; recorded mileage 39,000 miles. £1195



DAIMLER Dart SP250, 1960. Superb throughout, just recellulosed in Rolls-Royce regal red, new seats, new hood. Very attractive. £695



JENSEN CV8, 1966, in metallic ice blue with beige interior. Fitted P.A.S., automatic, radio, etc. In very good condition. £1,345



M.G. TF, 1954. Black with red leather trim. An extremely original and attractive car. £645

NEW LOTUS EX-STOCK OR EARLY DELIVERY

SPRINT f.h.c. Bahama.
SPRING d.h.c. Bahama.
SPRING d.h.c. Red.
EUROPA S2. White.
Early delivery +2 S 130.
Demo Europa available.

UNBEATABLE LOTUS SALES & SERVICE



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NEW M.G.s — IMMEDIATE DELIVERY

M.G.-B GT. Bronze yellow, o/d., h.r.w.
B GT. Blaze, o/d., h.r.w.
B GT. White, o/d., h.r.w.
B GT. Teal blue, o/d.
B SPORTS. Bedouin, o/d.
MIDGET. Racing green.
1300. Blue royale, h.r.w.

UNBEATABLE M.G. SALES AND



MAIN AGENTS SERVICE

NEW RELIANT SCIMITAR GTE ORDERS ARE NOW BEING TAKEN FOR THIS SUPERB CAR. EARLY DELIVERY ON ALL MODELS. DEMONSTRATION GTE AVAILABLE BY APPOINTMENT.

GTE. Caribbean green; overdrive, h.r.w.
GTE. Aubergine; overdrive, h.r.w.
GTE. Mexican red; overdrive, h.r.w.



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T.V.R. Vixen, 1971. Blue with black trim. 3,500 miles. Tinted glass, mag. wheels, radio. As new. £1,225

SELECTION FROM STOCK

PORSCHE 912, 1967. Windsor grey with black interior, radio, 5-speed gearbox, etc. £1,585

MORGAN +8, 1969. Finished in silver with black trim. Fantastic performance. £1,545

LOTUS Elan S4 convertible, 1970, Special Equipment. Blue royale. Fitted radio. One owner. Supplied by us. Low mileage. £1,395

ASTON MARTIN DB5, 1963. Two owners from new. Chrome wire wheels, sun-roof. Superbly finished in silver grey. £1,365

ISO RIVOLTA, 1964. V8 5.3-litre engine, wide wire wheels, electric windows, radio, etc. Two owners. Recent clutch and engine overhaul. A real eye-catcher. £1,295

LOTUS Elan convertible S4, S/E, 1969. Royale blue with black trim. £1,245

LOTUS Elan +2. Powder blue with black trim. Radio. Very good condition. Recommended. £1,245

LOTUS Elite, 1970. Lotus yellow with black trim. ZF box, wire wheels. £995

M.G.-C roadster, 1969. Snowberry white with black trim. Fitted wire wheels, SP sports with narrow band whitewalls, radio. £965

M.G.-B GT, 1967. Overdrive, wire wheels, sun-roof, etc. Mineral blue with black trim. £895

M.G.-B, 1968. Finished in B.R.G. with black leather interior. Overdrive, wire wheels, radio, etc. £895

M.G.-B roadster, 1968. B.R.G. with black trim. Syncromesh gearbox. Excellent throughout. £895

TRIUMPH Spitfire, 1970. Red with black trim. Overdrive, hard-top, radio, cartridge, mag. wheels. Very low mileage. One owner. £895

FORD Lotus Cortina, 1969. Silver fox with black trim. £885

LOTUS Elan S.2 special bodied fixed-head coupé, 1965. In flame red. £845

M.G.-C roadster, 1968, 'G' reg. Mineral blue with black interior. Fitted with radio. New tyres. £845

AUSTIN HEALEY 3000 Mk. III convertible, 1966. Dark blue and white. Fitted wire wheels, radio, new hood. £825

M.G.-B roadster, 1967. Old English white. Fitted wire wheels, radial tyres. Supplied by us. One owner; full history. £775

M.G. Midget, 1970. Finished in white with black trim. Fitted wire wheels. One lady owner. Under 5,000 miles from new. £765

TRIUMPH TR4A, 1966. Dark blue. Overdrive, radio. Unmarked. £725

VOLKSWAGEN Karmann Ghia 1600 S, 1966. Finished in red with white roof. Contrasting interior trim. Fitted push-button radio. First class condition throughout. £725

FIAT 1500 convertible, 1966. Mid-blue with tan trim. 5-speed gearbox, power brakes. One titled owner for four years. A rare car in superb condition. £685



BEACH BUGGY, 1971 regd. L.H.D. Just imported from States. Extra fat low profile tyres. Metalflake stardust mauve. £365



MORGAN 4/4, Series V, 1966. B.R.G. with black trim. £595

M.G. Midget, 1967. Specially bodied by Lenham Motor Co. Wire wheels, slot stereo. Mid-blue with black trim. Extremely attractive. £665

MINI-COOPER 1275 S, 1968. Tweed grey and white. Special seats. £645

DAIMLER SP250, 1964. Hard- and soft-tops. Silver grey. £645

AUSTIN Heavy Twelve saloon, 1929. A very fine car in near original condition. Dark blue body, black wings and interior. £595

MORRIS Mini Cooper, 1969. Island blue with white. One owner. £595

1964 TRIUMPH TR4 coupé hard-top. Finished in conifer green with black trim. Fitted overdrive. Excellent condition throughout. £595

FORD Cortina GT, 1966-67 model. White with black trim. An extremely clean and attractive car. £575

JAGUAR XK140 fixed-head coupé. Carmen red with matching leather trim. Wire wheels, overdrive. Bills available. £545

JAGUAR XK150 f.h. coupé, 1958, 3.4. Sherwood green with matching trim. Three owners. Above average condition. £495

LOTUS Cortina, 1965. 1,650-c.c. engine. Leaf-spring conversion, Rostyle wheels, etc. Extremely fast. £495

TRIUMPH TR4 roadster, 1963. Red with black trim. Extras include overdrive, wire wheels. £465

M.G. Midget, 1966. Blue with black trim. Special seats, wide wheels, etc. £415

MORRIS Mini Cooper 970, S 1965. £345

PEERLESS GT, Dec. 1958, in green with contrasting interior, wire wheels, etc. Good value. £345

BOND EQUIPE, 1964. An inexpensive 4-seater GT car finished in Malabu gold with black interior trim. £265

AUSTIN HEALEY Sprite Mk. I. Fitted Coventry Climax engine, wire wheels. £245

THE FOLLOWING TWO CARS ARE OFFERED AT TRADE VALUES. SOME ATTENTION REQUIRED:

FORD Cortina GT, Dec. 1966. Lotus twin-cam engine, mag. wheels, Rallye seats, radio. Metalflake finish. One owner from new. £395

PORSCHE 912, 1966. Grey. L.H.D. £1,095

LOTUS Super Seven, 1969. Under 8,000 miles recorded. Lotus yellow with green stripe. Superb throughout. £795

Showrooms: Open daily 10a.m.-8p.m. Saturdays 10a.m.-7p.m. Sundays 10a.m.-5p.m. Works & Stores: Open daily 9a.m.-6p.m



MORGAN CAR HIRE LTD.

4/4 2-seaters.
4/4 4-seaters.

Brochure sent on request.

FOR SALE—continued

JENSEN 541S, Auto., 1962, silver grey, M.o.T. Taxed. Very good condition. £635 o.n.o. Tel.: Derby 24422 (after 5 p.m.). (319)

M.G. J2, white with new black interior, new tyres; rechromed, resprayed. Very good condition. Must sell, so best offer accepted. 01-449 7795. (319)

RILEY, 1935, Imp.; new Ulster-type body, NEV 75 gearbox. Car in excellent condition, but requires final assembly to complete. All parts available except engine. Offers please. Box 2817. (3192)

TR3A, 1960. Overdrive, radio, tonneau cover; very good looking, very fast; new Cinturatos all round; full M.o.T. £185. Tel.: 01-969 5186. (3195)

AUSTIN HEALEY 1004, 1955. Unmarked cellulose, good chrome, clean and tidy interior; exceptionally good engine; consistently good oil pressure; excellent hood, tonneau cover, wire wheels and overdrive; M.o.T. £145. Tel.: 01-969 5186. (3195)

T.V.R. VIXEN, S1, 1969. Midnight blue; wide wires, c.ratio G.B. M.G. unit, tinted rear screen. £780 for quick sale. Part exchange. Mick Goodwin, 79 Lichfield Rd., E.6, Tel.: 01-534 1348 (day). (3196)

JAGUAR XK150 d.h., 1959. Blue coachwork; excellent mechanics; Motorola radio; long M.o.T.; taxed. This car is in good all-round condition. Genuine reason for sale. Bargain. £425. Tel.: Rye (Sussex) 2168. (3197)

M.G.-A 1600, 1959. Engine completely rebuilt with h.r.g. head less than 300 miles ago; recent respray (indigo); reconditioned interior; 6½ in. wheels, £400 o.n.o. Tel.: Beyton 267. (3198)

LAGONDA RAPIER, 1934. 90 per cent rebuilt engine; all mech. in perfect order; new ash frame body; recon. rad.; new petrol tank; all original instruments; good hood, screens, P100s. Nothing missing, but requires completion by amateur. £300. No offers as I can make more by breaking for spares. Tel.: Hastings 2875 (day), Pett 2175 (evenings). (3199)

M.G. TC, 1947. Excellent condition; good engine, original upholstery; everything works; good hood, new tonneau; Monaco red; good value at £365. Tel.: Burghfield Common (near Reading) 2173 (any time). (3200)

DAIMLER CONQUEST, 1955. Recent top overhaul; tow bar, flashers, £85. Tel.: Welwyn 5516. (3201)

ASTON MARTIN DB3, 1958, in B.R.G. Excellently maintained; distinctive number plate. £700. Widgery, Tel.: 01-493 6141 (office) or (01-650 2504) (home). (3202)

ENTHUSIAST, GILBERT Mk. II. Fully mechanically reconditioned; specification improved; sound as a bell. Crypton report available; resprayed. £550. Box 2805. (3203)

1938 VAUXHALL 14/6. Immaculate and original; only 58,000 miles; must be finest specimen in the country; sunshine roof; economical, 30 m.p.g. Will last another 33 years. Offers nearest £350. 7 Burlington Close, Kirkby-in-Furness, Lancs. (3204)

XK150 F.H.C. Magnificent Carmen red bodywork; wire wheels; overhauled 3.4; new clutch, flywheel; tested Feb., 1972; bills £450. Offers; Tel.: 01-942 6102 (Surrey). (3205)

1925 BUGATTI 35A Grand Prix. First-class automobile; chassis number 4562, engine number 11A, F.O.B. West Coast, U.S.A. For details and serious enquiries: Michael Glass, Europa, Place des Moulins, Monte Carlo. Tel.: 30.00.09. (3206)

JENSEN 541S, 1963. Concours condition, white; 74,000 miles; company director's car; a connoisseur's thoroughbred. £650. G. Rankin, Tel.: Fleet (Hants.) 7609. (3217)

"E"-TYPE F.H.C., 1966. Finished in original black with black interior; fitted with sun-roof, radio, h.r.w., special seats, leather wheel, Kenis, engine modified by Warren Pearce with triple Webers, new clutch and brakes; year's M.o.T.; absolutely immaculate. £1,275. Exchanges considered. Tel.: Megador (Surrey) 2030. (3218)

LOTUS ELAN, July, 1970. "H"; 14,000 miles; yellow; convertible. £1,325 o.n.o. Box 2823. (3220)

ROLLS-ROYCE 25/30, 1937. Limousine, coachwork by Thrupp and Maberly; engine rebuilt, retrimmed throughout; bodywork has been repainted to Rolls-Royce standard in pure white with navy plates to all wheels. This car is in concours condition and represents a sound investment at £2,650. Photographs available. Box 2824. (3222)

MORRIS STAPLETON MOTORS LTD.
Reece Mews, London, S.W.7 Tel.: 01-589 6894
The Racing Morgan Agents

The Stapleton Brothers, returning from their Safari in Hyde Park, lay out their fruits for this month. A 1968 4/4, 1600 engine, white, wire wheels, leather upholstery; may be sold by the time you read this extract from our memoirs. Also by the time your eyeballs alight on this, we may have a 4-seater for sale. A 1968 +4 in light blue, only one owner from new and left-hand drive, is next to a 1967 +4 SuperSports in dark blue, Weber carbs., aly body, 72-spoke wire wheels, bucket seats, half-dozen different types of horns and luggage rack. A 1959 +4 with wire wheels, TR4 engine, disc brakes and bucket seats rather dominates a 1966 Lotus Elan in red with sound. A yellow 1970 TR6, radio, wire wheels and overdrive, seems to have come in for feeding and a new owner. Another 1959 +4 coupe, again with TR4 engine, awaits a new owner, as does a 1968 Fiat 500, never raced or rallied, and a 1967 Cooper S. We are extremely short of Morgans at the moment and would suggest you come and collect a large pot of gold for yours. Mr. Manbey take note! A 1966 Sierra blue +4-coupe, wire wheels, one owner, gleams with pride at the front. Leave the wife and start a new affair with this.



FOR SALE—continued

ASTON MARTIN DB2/4 Mk. II, B.R.G.. Vantage engine; 42,300 miles only; not rebuilt as so many are but an original car in mint condition; bills for maintenance available. £750. Tel.: Coalville 2701 (9 a.m.-6 p.m.). (3219)

1965 SUNBEAM Tiger. Immaculate condition. Forest green. Matching hard-top, radio and most extras. £725. Tel.: Fleet (Hants.) £114. (3221)

1956 DAIMLER Conquest Mk. II. Preselctor with exceptionally good bodywork, plating and mechanics; red leather seats, good tyres; taxed, M.o.T. March, 1972; excellent specimen. £150. Tel.: Hermitage (Berks.) 530 (evenings). (3223)

TR6, 1969. Immaculate; 16,000 miles; Rostyles, overdrive, Motorola, £1,300 o.n.o. Worley, 6 Widcombe Crescent, Bath. (3224)

JENSEN 541R. Bills for approximately £600, including recent rewiring, respray, etc.; any inspection; good reason for sale. Narrowgate House, Fir Lane, Royton, near Rochdale, Lancs. Tel.: Main 6809. (3225)

LOTUS ELAN +2, "F". registered. Aquamarine; 24,000 miles. £1,200 o.n.o. Part exchange considered. H.P. available. Tel.: Swansea 22413. (3226)

1954 SUNBEAM TALBOT Mk. IIA. convertible, registration 1 YTD; M.o.T. Dec.; radio. Best offer around £150. Dinsdale, 51 Warwick Drive, Earby, Colne, Lancs. (3227)

ALFA ROMEO Giulia Spider (convertible), 1967; low mileage; magnificent condition; Alfa maintained from new; hard-top, soft-top, tonneau, radio, etc. £750. Tel.: Rickmansworth 72293. (3228)

1954 M.G. TF. Completely overhauled engine, balanced and Shorrock blown, wire wheels, resprayed, undersealed, oil cooler, electric radiator fan, q.i. headlamps, twin spots, reversing light, heater, many extras and spares. Offers. Owner loves to haggle. Tel.: Coventry 20420 (business hours) or Kenilworth 53350 (after 6 p.m. after June 7th). (3229)

MORRIS ISIS, M.o.T. Sept., 1971; in running order; fitted with a B.M.C. 2,639 c.c. Gold Seal engine and gearbox; would fit Austin Healey. Offers complete. Tel.: High Wycombe (Buckinghamshire) 28350. (3230)

N.S.U. Ro80. Registered Jan. 1st, 1971. Finished in Targa orange, black interior; Wankel engine, power steering, discs all round, fast and economical; cost, before road tax, £2,666 in Jan. Offered now at £2,300. H.P. possible. Tel.: Abbots Ann (Hants.) 373. (3231)

LOTUS ELAN S3, May, 1967. Soft-top; light blue; M.o.T. to May, 1972. 1985 o.n.o. M. Holman, 12 Junction Lane, Burscough, Ormskirk, Lancs. Tel.: Burscough 3266 (evenings), Ormskirk 75271 (office). (3232)

3½ JAGUAR, 1947, saloon. Original cellulose; tools; splendid motor car; taxed Aug., M.o.T. 1972. £375. Tel.: Whitstable 2624. (3233)

ROLLS-ROYCE 20/25, 1935. Continental-styled Park Ward sports saloon in excellent condition. £1,200 o.n.o. O. Kusel, Yew Tree Cottage, Bank, Lyndhurst, Hampshire. (3234)

LOTUS +2S, Sept., 1970. "J" registration; 9,000 miles. Red. £2,050. Tel.: Gara Bridge (Devon) 355 (evenings). (3235)

FOR SALE: 1934 Merryweather Safamander fire engine, Model 43, powered by 3½ in. bore x 5 in. stroke Albion engine, all in complete working order. Extremely well maintained in private industry; original handbooks; very low mileage and usage; excellent preservation piece; owners will consider sensible offers. Can be seen by arrangement. Reply Box 2825. (3236)

TWIN-CAM M.G.-A. Good condition; taxed; M.o.T. £360. Tel.: Reigate 47016 (evenings). (3238)

A.C. ACE, 1957; fitted with Jaguar engine and C.R. box, Cobra type body finished in metallic turquoise and orange. £800. For further details apply Lowe, 2 Hardcastle Rd., Fulwood, Preston, Lancs. Tel.: Preston 717166. (3240)

MK. VI BENTLEY S.S. saloon. Very sound mechanically and bodily; 12,000 trouble-free miles last year. M.o.T., etc. £250 or exchange anything open, cash either way. Tel.: Abson 606 ext. 64, or 16 Becket Court, Pucklechurch, Bristol. (3241)

CITROEN DW19, 1965. Heated rear window; rear heating; Webber carb.; Reel seat belts. £395 o.n.o. Interested exchange Austin Healey 3000 or M.G.-B. Tel.: Maidstone 57862 (day), 43850 (evenings). (3243)

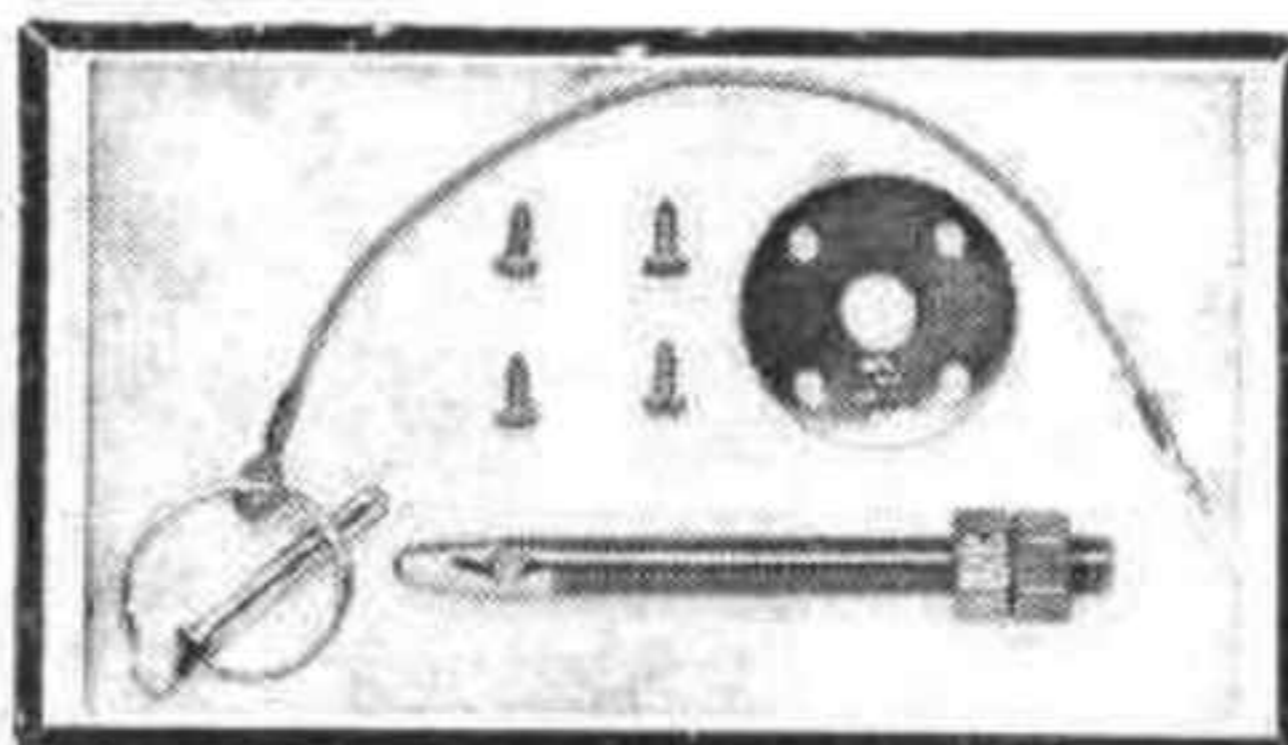
THE NOTTINGHAM FESTIVAL PROUDLY ANNOUNCE THEIR VINTAGE CAR SPECTACULAR SUNDAY, 18th JULY

TO BE HELD IN WOLLATON PARK where the expected 500 pre-war cars will be only one of the many attractions

The world's largest-ever manned Balloon Race and a huge kite-flying competition are billed for the same day. There will be many cups and prizes to be won, a period costume fancy dress competition, jazz bands of suitable vintage, and steam traction engines. Also a pre-war car and motor bike will be raffled.

We also plan an "Automarket" for buying and selling old car spares. This will be the first rally of the newly founded Vintage Cars Enthusiasts' Club.

Details of the Club and of the Rally from 32 Carlisle Mansions, London, S.W.1, or the Festival Office, 54 Milton Street, Nottingham, NG1 3GS



COBURN BONNET LOCKING PINS

Secure bonnets and boot panels positively with these strong, chromed pins. Each complete and ready to fit. Ideal for race or rally use - as fitted to Team Coburn Rally Vivas and other teams.

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1962 BENTLEY Continental "Flying Spur"

Midnight blue, with beige hide upholstery. Recorded mileage 69,000. Full service history available; this car has just been serviced and checked by Bentley agents.

£3,350
MILLAR BROTHERS (Kenilworth) Ltd., Station Road, Kenilworth, Warwickshire
Kenilworth 53073/54480

SPORTSCARS WANTED

1965 TO 1970
J. K. SPORTSCARS
See our advert on page 618

FOR SALE—continued

1937 ROLLS-ROYCE 25-30 touring limousine in excellent condition all round. First-class engine and tyres; good M.o.T.; any inspection. Photo sent on request. Accept £885 o.n.o. for quick sale. Tel.: 01-876 4707. (3248)

LOTUS EUROPA, Dec., 1970. 5,000 miles; export model; carnival red wheel trims as new. £1,350. Tel.: Sandway (Cheshire) 3557. (3250)

TR3A, 1959. Excellent condition; respray blue/grey; new engine, 5,000 miles; tonneau, good hood, boot rack, five good Pirellis; low mileage. £300. Tel.: Danbury 2014 (evenings). (3252)

1964 M.G.-B. Taxed; M.o.T.; radio, overdrive; new five-bearing engine; resprayed; excellent throughout. £525 o.n.o. Tel.: 061-236 9595 (office hours). C. J. B. Dew, 5 Church View, Knitford, Cheshire (near M6). (3253)

M.G.-B, 1966. Excellent condition; wires, radio, Selectoride, steering lock, etc.; new clutch, hood, £645. H.P. arranged. Tel.: Tides Reach (Newport, Mon.) 393. (3254)

VOLKSWAGEN Karmann Ghia, 1964 Red/black; excellent condition; left-hand-drive. £320. Tel.: 021-449 3025. (3255)

M. L. RICHARDSON

M.G.-B GT Mk. II, 1969. White with black interior. Fitted overdrive, wire wheels..... **£1,085**

M.G.-B, 1967, B.R.G. with black trim. Fitted overdrive, wire wheels, folding hood, air-horns... **£785**

M.G.-B, 1966. Blue with blue interior. Fitted overdrive, radio, tonneau..... **£635**

M.G.-B, 1965. B.R.G. with black trim. Fitted overdrive, wire wheels, tonneau, leather wheel.... **£595**

M.G.-B, 1966. B.R.G. with black interior; one owner. Fitted radio, tonneau, radials..... **£595**

M.G.-B, 1964. B.R.G. with black trim. Fitted wire wheels, tonneau, leather wheel..... **£475**

M.G.-B, 1963. Gold with red interior. Fitted hard/soft-top, leather wheel tonneau, radials..... **£450**

M.G. TF, 1954, 1,250 c.c. Dark blue with red interior trim..... **£485**

M.G.-A, 1,500-c.c. f.h.c. Red with black interior. Very sound example..... **£225**

SPORTS CARS WANTED URGENTLY —
ESPECIALLY M.G.s, TRs, LOTUS —
TOP CASH PRICES — H.P. SETTLED.

LOTUS Elan S.4, S/E roadster, 1970. One owner, 10,749 miles. Bahama yellow with black interior. Fitted k/ons, power windows, radio. Superb condition..... **£1,395**

LOTUS Elan S.3 roadster, 1967. Blue with black interior. Fitted k/ons, power windows, leather wheel, radials..... **£925**

TRIUMPH TR4A, 1967. Blue with black trim. Fitted o/drive, hard/soft-tops, radio, power brakes... **£795**

TRIUMPH Spitfire Mk. III, 1968. Conifer green with black interior. Fitted tonneau, radials..... **£610**

MINI-COOPER, 1964. Grey with grey trim **£195**

MAIN AVENUE, MOOR PARK, NORTHWOOD, MIDDX. — NORTHWOOD 25161
Approx. 100-yds from Moor Park Met. Station — A-Z London Main Road Map, Ref. 2.C

FOR SALE—continued

1951 **XK120** roadster. White; 1,500 miles since rebuild; lightened flywheel, new carbs., water pump, radiator, ignition, rear springs, front suspension and steering joints, original trim. £1,500. Box 2806. (2850)

DAIMLER-BARKER special sports coupé 2½-litre; one owner from Feb., 1952, to Feb., 1970; only 72,000 miles registered; outstanding condition; finished in navy/silver with beige upholstery; registration number JOW 88. Offers over £550. Tel.: Westbourne (Hants.) 65397 (after 6 p.m.). (2852)

ROLLS-ROYCE Silver Wraith Sedanca de ville by Mulliner; excellent bodywork; this car must be an investment at £1,750. Contact Huddersfield 21087 for further details. (2853)

MORGAN Plus Four, 1952. Half restoration or total spares; any amenable offer. Parkes, 4 Park Hall Rd., Walsall, Tel.: 21188. (2854)

BENTLEY CONTINENTAL "R" type Mulliner manual, D series; blemishes associated with and normal for car in regular use; previous owner: Donald Campbell. £2,450. Box 2807 (2855)

"E" - TYPE JAGUAR. Carmen red. Genuinely immaculate; Restall leather seats, Motorola, rear window heater, Konis, etc., Coombes modified, recent overhaul; 1963. £760 or exchange W.H.Y.? P. R. Jones, Tel.: 01-902 1281 (day) or Rotherham 2392 (May 29th-30th). (2856)

M.G. TD Mk. II. B.R.G. Original engine just undergone complete rebuild; bodywork solid but rough. £200. Tel.: North Shields 74207 (night); Wallsend 624 564 (day). (2857)

TR4A ROADSTER, 1966. Overdrive, tonneau, well shod with Z.Xs. £550. J. M. Jones, Great Braxted Hall, Witham, Essex. Tel.: Wickham Bishops 278. (2858)

M.G.-B, 1965 (Sept.). Red. Oil cooler, servo brakes, wires, radio, tonneau, boot rack, reversing lights, taxed July, 1971, M.o.T. Jan., 1972; G800s. £595. Tel.: Cranleigh 3096. (2859)

DAIMLER 15 Mulliner sports saloon. Just completed 2,000-hour restoration and extended road-test. Maroon and black, lined gold; registered 27.6.35; known history; complete with tools, manual and original brochures; substantial offers invited. Tel.: Oadby (Leics.) 2663. (2860)

LANCIA APPIA II r.h.d. saloon, No. 5 of series; Nardi conversion; fitted new clutch, gearbox rebuilt, stripped to bare shell for restoration; completion expected mid-June. Further details telephone Oadby (Leics.) 2663. (2860)

BUGATTI, 1928, Type 37; CXW 128, ex-Dr. Bayley; reputed less than 4,000 miles since new. (Conways Bugatti Book.) Offers over £5,500. Tel.: 01-940 2752. (2861)

FOR SALE—continued

1937 **RILEY** Adelphi thoroughbred sports saloon; opportunity for enthusiast to acquire this mechanically sound car; used daily. £150. Tel.: 01-551 0573. Furness, 21 Ryecroft Ave., Clayhall, Ilford, Essex. (2881)

M.G. YT tourer, 1949. Superb concours condition; concours winner; said to be finest example in Europe; completely restored to original. Offers around £600. Tel.: Penistone 2031 (after June 6th). (2882)

SPECIMEN M.G., 1936, offered due to plans changed; completely rebuilt over last four years; everything rechromed, new nuts, bolts throughout, completely retrimmed and upholstered, original engine rebuilt to standard and unused, new walnut dash, tyres, aero-screens; absolutely original TA in British Racing Green; silver wheels, black trim; worthy of concours anywhere. Only serious offers over £500. Seen Birmingham. Hughes, Tel.: 021-454 7512 (weekdays only). (2883)

1935 **MORRIS** Ten (Series Two). Superb condition throughout; genuine 55,000; full M.o.T.; any inspection welcomed. £200. 48 Southbrook Rd., Havant, Hants. Tel.: Havant 3958. (2884)

M.G. ZA Magnette, 1956; one owner; mileage 9,000, £500. Tel.: Rugeley 2499 (evenings). (2885)

T.V.R. 1800 S.E., 1967 (Nov.). Radio, Restall seats. £800 o.n.o. Consider part exchange 1968/1970 M.G.-B roadster, etc., cash adjustment. Tel.: West Hanney 684. (2886)

BENTLEY S3, 1964, in dawn blue with blue interior, interesting reg. No. DBW 2. £3,150 o.n.o. Tel.: Leicester 769682 (business hours). (2887)

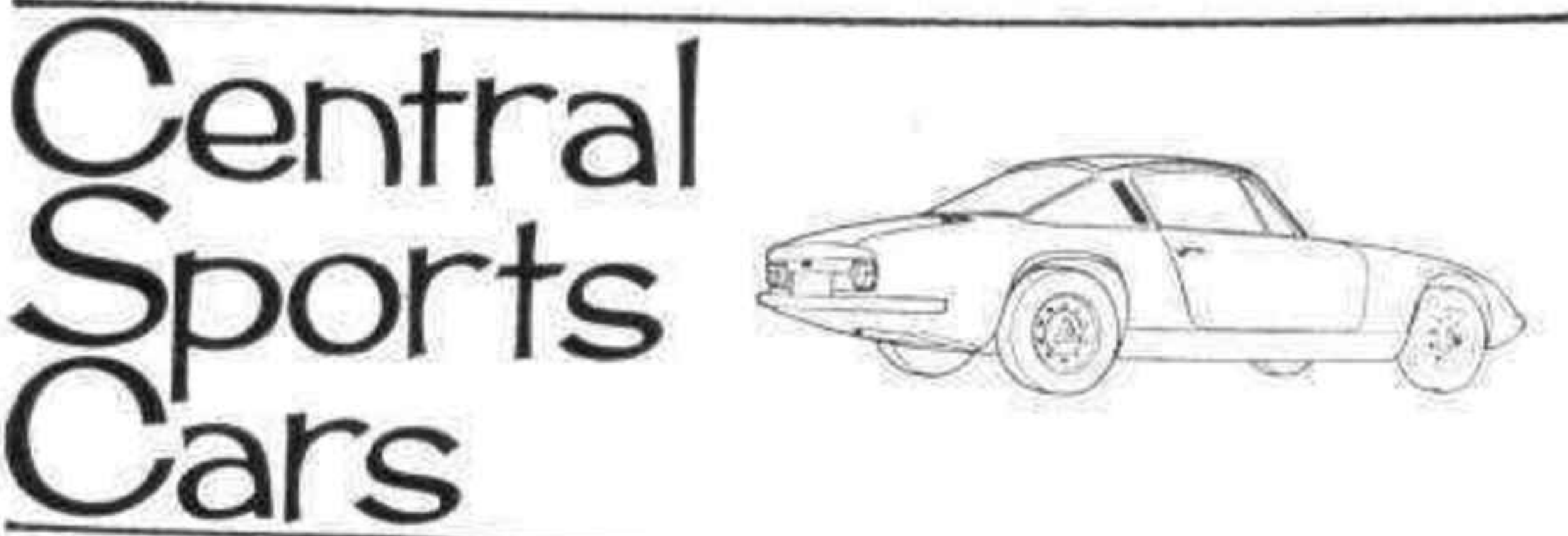
JAGUAR XK150, 1960, fixed head. Old English white, red hide interior; chrome wire wheels, Dunlop Sports w/wall tyres; truly magnificent condition. Must be seen. £1,250. Tel.: Redditch 65160. (2888)

ALFA GIULIA Spider drophead sports 1600, five-speed; registered 1966; r.h.d.; good but not immaculate, hence £295. Tel.: Colnbrook 2891. (2889)

RILEY 1½ R.M.E., 1954; very good condition; new exhaust, roof, respray, reconditioned engine; M.o.T., taxed; reason for sale 2½ purchased. Nearest offer £250. Heaton, 2 South View, Hawkswood, Hailsham, Sussex. (2890)

DARRACQ 8 H.P., 1903 (dated), four-seater; very good condition; many Brightons. Desmond Montgomery, Tel.: Belfast 73121. (2891)

1927 **ITALA** two-seater drophead, Maroon and black; rebuilt to a very high standard. A lovely car and very rare. £1,675. M. Slay, Field House, Longfield Rd., Twyford, Berks. Tel.: Twyford (Berks.) 390 or Reading 472309. (2892)



Central Sports Cars

1970 LOTUS Europa S.2. Yellow, black trim, mag. wheels; low mileage, one owner; immaculate condition ..	£1,275
1970 M.G.-B. Red, white h/t., black trim, radio; one owner, as new ..	£1,125
1969 MORGAN 4/4 Comp. White, 72-spoke wires, bucket seats; low mileage, one owner; mint ..	£1,075
1969 ('H' regd.) FORD Capri GT XLR, 1600. Gold, matt black bonnet, tan trim, radio; very low mileage, excellent condition ..	£1,045
1969 M.G. Midget. Bronze yellow, black trim; one owner, low mileage; excellent condition ..	£745
1969 TRIUMPH Spitfire Mk. III. White, black fastback, hard-top, radio, wires; low mileage, immaculate throughout ..	£775
1969 TRIUMPH Spitfire Mk. III. Dark blue, black trim, radio, radials; low mileage, one owner; exceptional condition ..	£750
1968 (Nov.) MORGAN 4/4 Comp. Yellow, black trim, heater. Exceptional condition. Very low mileage ..	£1,045
1968 TRIUMPH Spitfire. Dark blue, black trim. Hard-top, soft-top. Low mileage. Immaculate throughout ..	£699
1968 OPUS FORD, 1500 GT engine, metallic green; very fast fun car ..	£395
1967 A/H. 3000. Red, black trim, o/d., wires, radio; excellent cond. ..	£1,065
1967 M.G.-B GT. B.R.G., black trim, o/d., wires; average mileage, excellent condition ..	£899

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KINGSBURY ROAD, KINGSBURY, N.W.9.
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LOTUS



LEN STREET LTD.

OF CHELSEA

67/69 Drayton Gardens, Chelsea, S.W.10. 01-370 4114



ELAN, 1970, f.h.c., S/E. Porsche orange, radio, power aerial; excellent condition **£1,395**

ELAN f.h.c., S/E, 1969. White, radio; 11,000 miles, one owner **£1,295**

ELAN S.4, 1968, f.h.c. Burnt sand, radio, knock-ons **£1,125**

ELAN S.4, 1968G, f.h.c., S/E. Yellow, excellent condition **£1,195**

ELAN, 1969, d.h.c., S/E. White, one owner, radio; excellent condition **£1,295**

JAGUAR 'E'-Type, 1967, t.h.c. Finished in primrose, fitted with Sundym glass, chrome w/w., radio; recent new clutch, superb condition **£1,475**

TRIUMPH TR4A, 1966. B.R.G., fitted with o/d., w/w., radio; one owner **£685**

LOTUS Cortina, 1967. White/green flash **£675**

M.G.-B, 1963. Blue, w/w., recent new engine and gearbox; excellent value **£395**

GINETTA G.15, 1968G. White, recent new engine and gearbox, new tyres **£775**

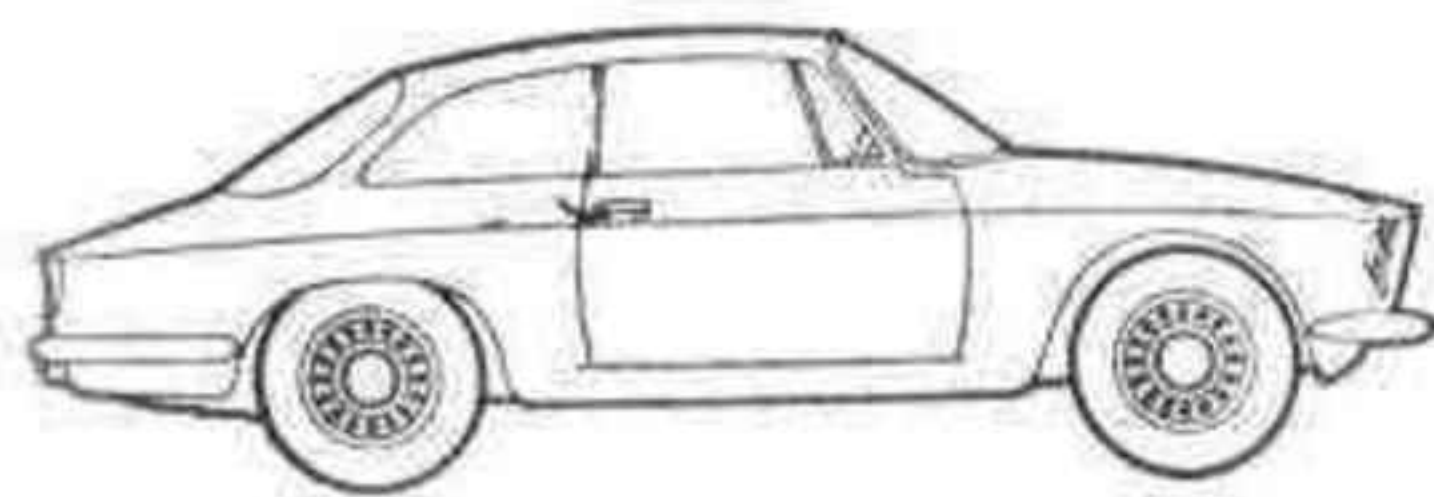
UNBEATABLE NEW CAR DELIVERY!
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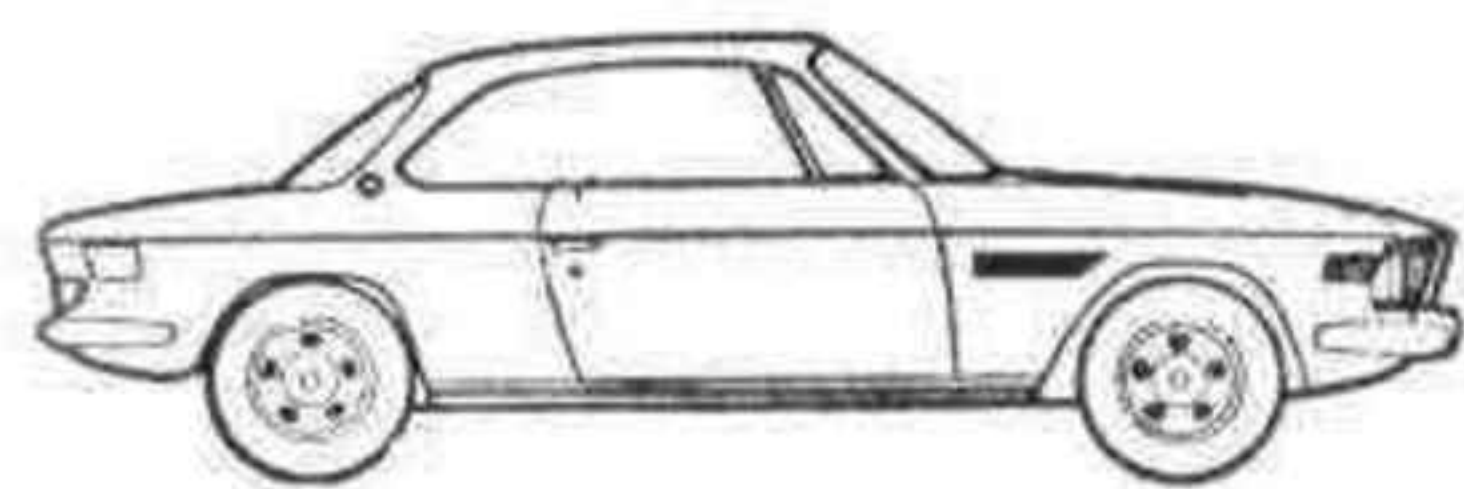
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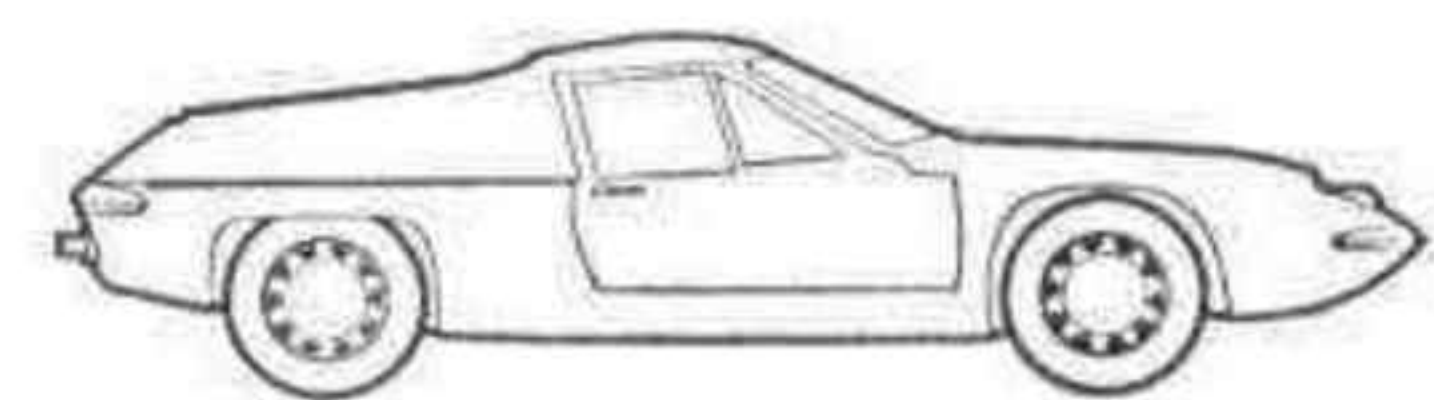
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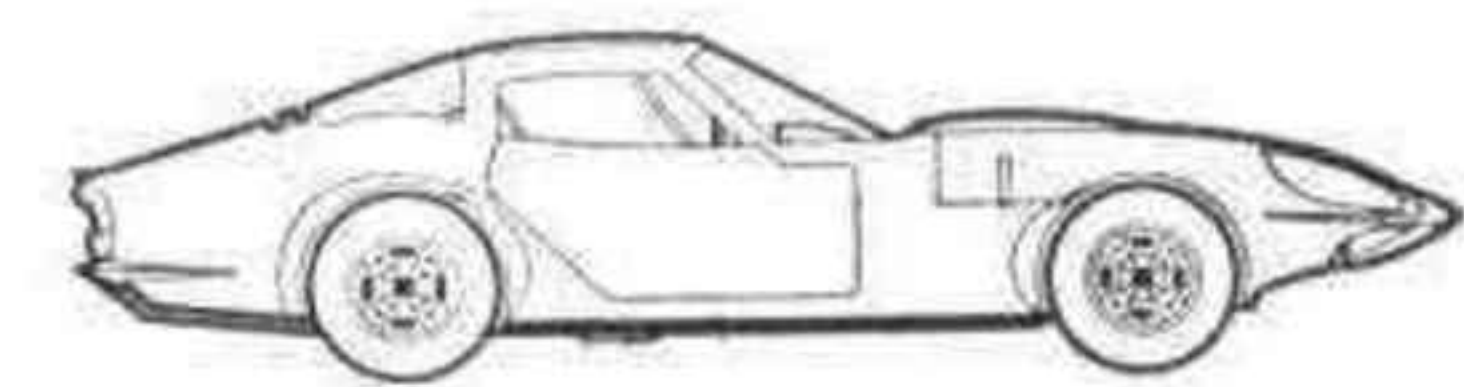


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ATLANTIC BLUE
2800 CS. MANUAL/POWER.
MAROON

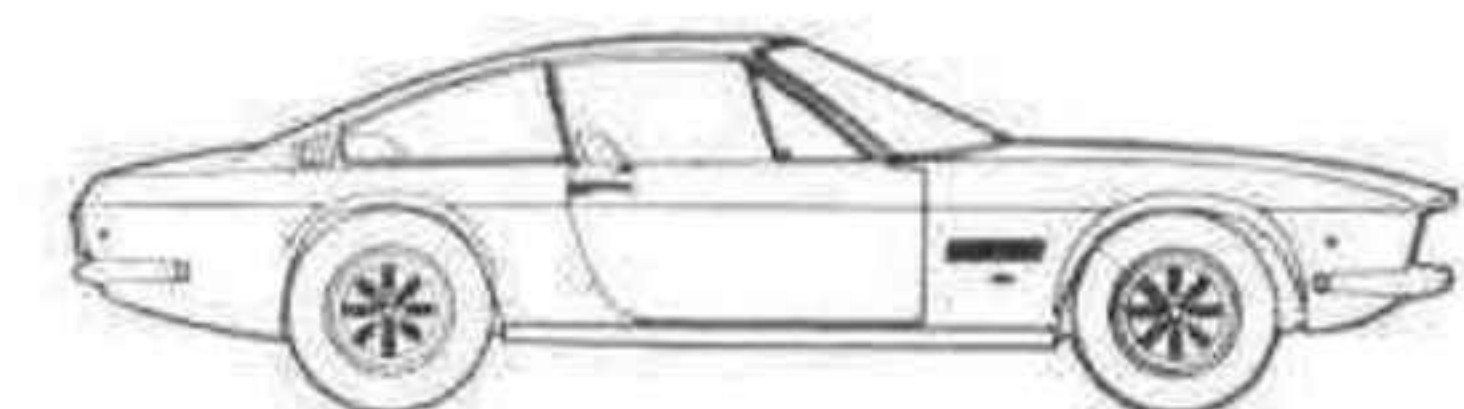


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LOTUS
EARLIEST DELIVERY OF KIT
EUROPA

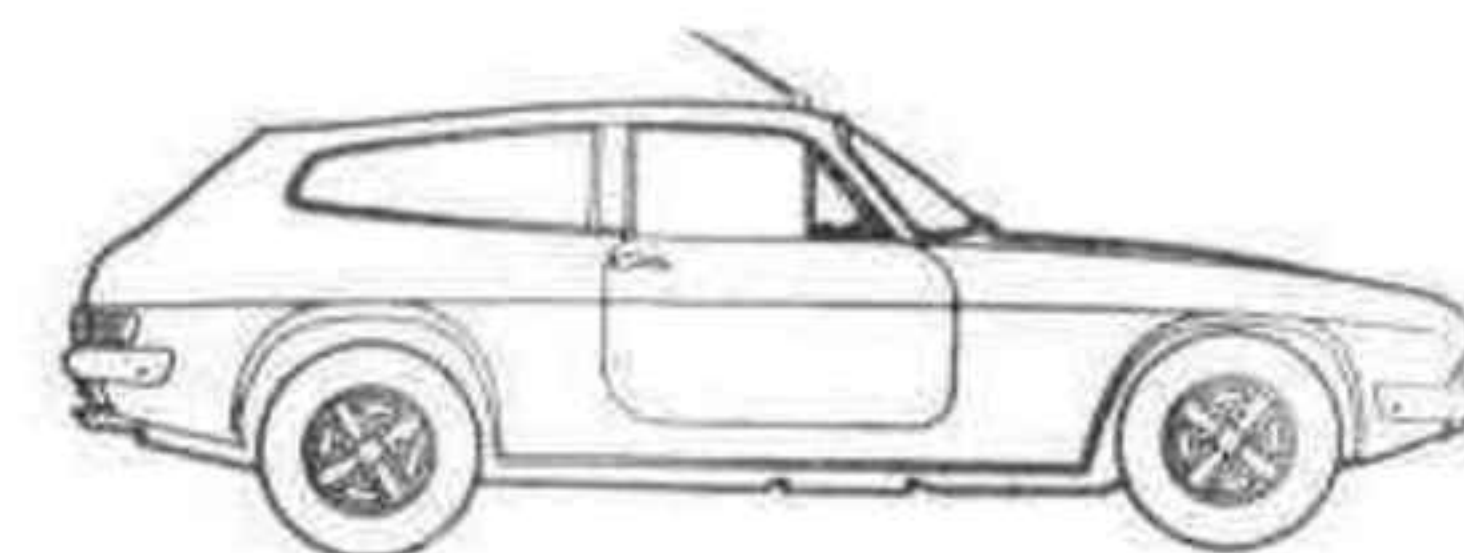
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Used Cars



1970 ALFA ROMEO 1750 saloon. Metallic olive green, pigskin trim. Fitted radio. One owner and 13,000 miles from new. **£1,695.**

1969 ALFA ROMEO 1750 GTV. Red, black trim. Fitted push-button radio. One owner; supplied and serviced by ourselves. **£1,795.** Similar car available in French blue.

1969 ALFA ROMEO GIULIA SUPER. Beige with pigskin trim. Fitted push-button radio. An outstanding, one owner car. 26,000 miles. **£1,195.**

1970 AUSTIN Mini-Cooper 'S', Mk. III. Bronze yellow with black trim. Fitted alloy wheels. A one-owner car and just 5,000 miles from new. **£995.**

Arriving shortly, **1970 Mini-Cooper 'S', Mk. II.** Finished in white. One owner, 15,000 miles.



1969 'H'-registered Crayford CORTINA 3-litre. Aubergine with black trim. Alloy wheels. One owner and 24,000 miles from new. **£1,295.**

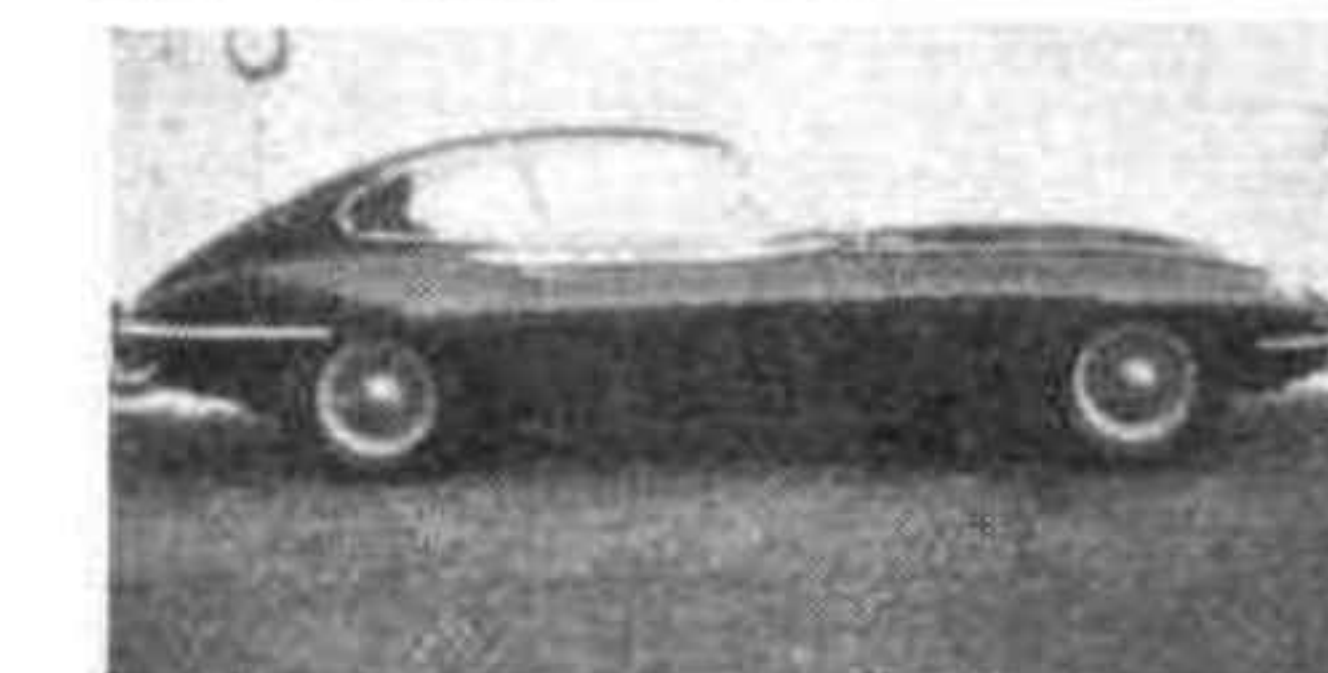
FERRARI 365 GT 2+2. First registered March '69. Finished in red with natural hide trim. Self-levelling suspension. Power steering, magnesium wheels, electric windows, radio, heated rear window. 19,000 miles and outstanding throughout. **£5,995.**

1968 GILBERN Genie 3-litre V6. Finished in satin silver with black trim. Fitted overdrive, alloy wheels, electric windows and quartz halogen spot-lights. 26,000 miles from new. **£1,145.**

1970 JAGUAR 'E'-Type 2+2, 'J' registered. Carmen red, black trim. Fitted automatic transmission, power steering, chrome wire wheels, and spot-lights. 5,000 miles only and in outstanding condition. **£2,995.**

1970 JAGUAR 'E'-Type 2+2. Finished in Carmen red, black trim, chrome wire wheels, sun-roof, radio, heated rear window. Superb throughout. **£2,495.**

1969 JAGUAR 'E'-Type 2+2. British Racing Green. Fitted chrome disc wheels, radio, heated rear window. One owner, 12,000 miles only. **£2,195.**



1971 JAGUAR 'E'-Type f.h.c. Finished in Regency red with black hide trim. Fitted chrome wire wheels, Sundym glass throughout and heated rear window. 200 miles only. **List price.**

1968 JAGUAR 'E'-Type fixed-head coupe. British Racing Green contrasting green trim. Fitted chrome wire wheels. 16,000 miles only and an exceptional example. **£1,795.**

1970 JAGUAR 'E'-Type fixed-head coupe. Finished in white with black trim. Fitted chrome wire wheels, heated rear window. 8,000 miles only, as new throughout. **£2,395.**

1968 JAGUAR 'E'-Type 2+2, Series 2. Primrose, black trim. Fitted alloy wheels, heated rear window, radio and wing mirrors. 25,000 miles. **£1,995.**

1970 LOTUS Cortina Twin-Cam. White, black trim. 6,000 miles only and indistinguishable from new. **£1,195.**

1970 LOTUS Elan d.h.c., SE, S4. Yellow with black trim. This one-owner car has covered just 11,000 miles from new. **£1,445.**

1970 LOTUS +2S. Royal blue, black trim. Push-button radio, Sundym screen; 5,000 miles only, as new throughout. **£2,095.**



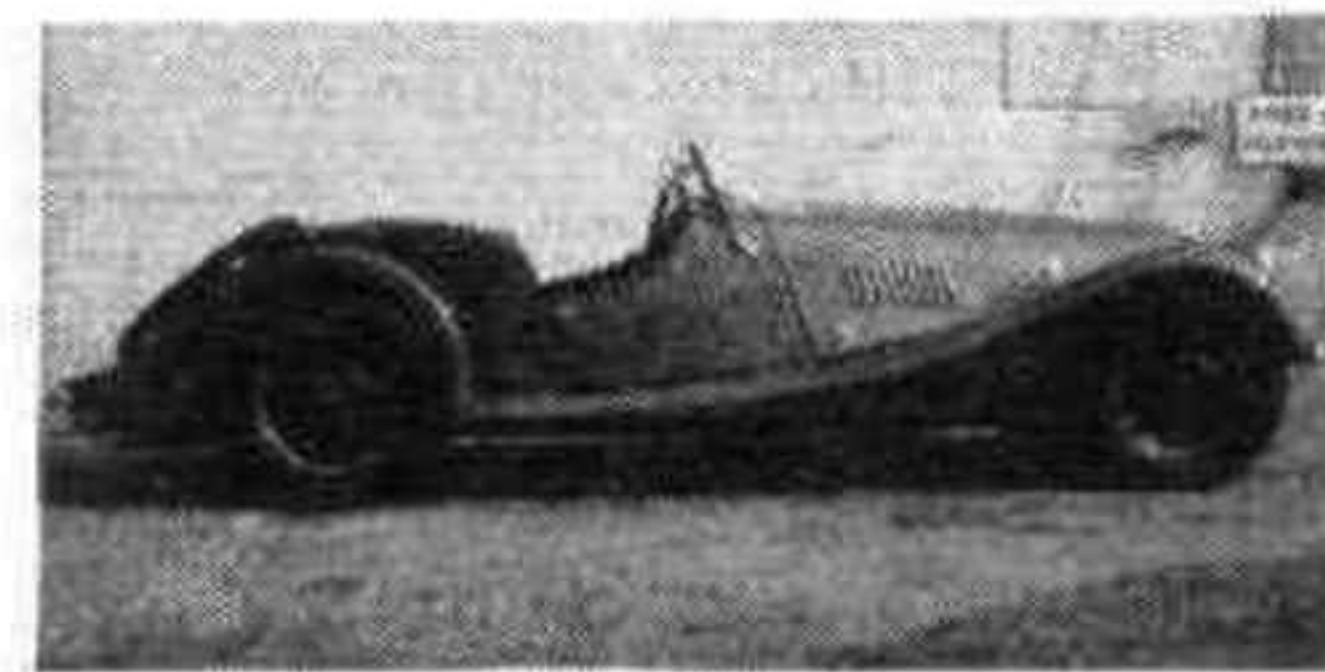
1970 LOTUS +2S, 'J' registered. White with black trim. Push-button radio and heated rear window. One owner. 8,000 miles. **£2,195.**

1969 'H'-regd. M.G.-B roadster. Finished in snowberry white with black trim. Fitted with overdrive, wire wheels, tonneau cover, quartz spotlights, leather wheel. Available with Bermuda hard-top. One owner from new. **£1,095.**

1969 M.G.-C GT. Finished in mineral blue with black leather trim. Fitted overdrive, wire wheels, reclining seats, heated rear window, quartz-iodine spotlights. 12,000 miles only and as new throughout. **£1,245.** Similar car available with 'H' registration.

1969 PORSCHE 911E. Finished in Ossi blue with white interior trim. Fitted Sundym glass, electric steel sliding sun-roof, heated rear window. 19,000 miles and a superb motor car. **£3,395.**

1970 PORSCHE 911S 2.2-litre. Signal orange, black trim. Fitted electric steel sliding roof, electric windows, Sundym glass. Blue Spot radio. 10,000 miles and as new throughout. **£4,445.**



1970 MORGAN +8, 3.5-litre. Moss green, black trim. Fitted alloy wheels, radio. 3,000 miles only. **£1,695.**

1970 'J'-registered M.G.-B GT. Bronze yellow. Fitted overdrive and Postyle wheels. A one-owner car and just 5,000 miles from new. **£1,395.**

1970 'J'-regd. RELIANT Scimitar GTE, Automatic. Finished in Mexican red with black trim. Fitted radio, heated rear window and rear wiper. One owner, 9,000 miles only. **£2,095.** Also a selection of exceptional 1969 GTEs.

1968 TRIUMPH TR5 roadster. Finished in white with black trim. Fitted hard- and soft-top, wire wheels, overdrive and radio. 17,000 miles only. **£1,095.**

1970 TRIUMPH TR6 coupe roadster. Finished in white with black trim. Fitted overdrive and radio. Indistinguishable from new. **£1,395.**



STOP PRESS

At the time of going to press we have the following cars arriving:

1970 Jaguar 'E'-Type d.h.c., chrome wire wheels, 14,000 miles.

1970 Jaguar 'E'-Type f.h.c.

1970 'J' Regd. Scimitar GTE, Automatic.

1969 M.G.-C GT, Automatic.

CLASSIC CARS



1934 ROLLS-ROYCE Phantom II boat-tailed tourer. Aluminium replica coachwork. Finished to the highest standard in maintenance, with polished bonnet. Retrimmed throughout in Connolly hide. Rewired as necessary. Crack-tested head. (Illustrated) **£2,995.**

1938 JAGUAR SS 3½-litre 4-seat drophead coupe. Just restored to near concours condition.

Any car taken in part exchange
Insurance and hire purchase available

Personal export arranged
Late low mileage sports cars bought for cash

WANTED—continued

PORSCHE 356, High price for good example, but rusty one, etc., considered. Box 2802. (2813)

ENTHUSIAST REQUIRES M.G. to restore. M.G.-A 1600 preferred but any M.G. two-seater considered. Tel.: Ruislip 72153 (evenings). (2815)

BEVERLEY-BARNES engine or similar rare engines required by collector. Box 2803. (2816)

WANTED: TONNEAU cover and hard-top for M.G.-B, Fletcher, 100 Stockport Rd., Cheshire Heath, Cheshire. Tel.: 061-485 5621. (2817)

REGISTRATION NUMBERS: RHM, RM, RON with low or interesting numbers. Tel.: WallSEND-on-Tyne 623292. (2818)

WANTED: M.G.-A f.h.c. twin-cam. Basically sound and original. Details: P. T. Mansfield, 106 Field Lane, Burton-on-Trent. (2819)

WANTED for restoration: Laqonda V12 drophead coupé, saloon or Rapide. Condition unimportant but must be complete. Box 2804. (2820)

ANY SPORTS CAR, any condition, any year, damaged or unbranded, also saloons, vintage cars. Cash. Tel.: 01-658 1005 (anytime). (2821)

WANTED: Pre-war M.G. two-seater sports or other interesting M.G. Would pay very good price for good original Continental or Airline coupé or very good TC or TA/B Tickford. Would also consider car suitable for restoration; anything interesting. Please write: B. Hanover, 41 Landrail Rd., Lower Halstow, near Sittingbourne, Kent. (2822)

SOMEbody, somewhere, must have a set of six 20 thou. oversize pistons for my Daimler 15 (1935). R. L. Court, Pontwyn Cottage, Bacton, Abbeydore, Herefordshire. (2823)

SURPLUS NEW Renold chain wanted, large or small lots, any lengths. Write Box 2761. (2824)

SILVER GHOST spares: one or two 33 x 5 Dunlop straight-sided tyres (not remoulds), early tread pattern if possible; driving mirror to fit Auster front screen, nickel finish, size 6 x 3 in.; several wheel balance weights (Dunlop); any tools to complete our set; engine oil filler cap or can we borrow yours to copy? Jonathan Samuelson, Old Grove House, London, N.W.3, 6SP, Tel.: 01-435 2724. (2825)

VT OR AT or V registration numbers wanted with interesting or low numbers. Please quote number and registration + price and reply to: Temple, 291 Wingrove Rd., Fenham, Newcastle-upon-Tyne. Tel.: Newcastle-on-Tyne 36843 (nights only). (2826)

INFORMATION on 1939 Atalanta pillarless saloon, Manual, photographs, magazine cuttings, anything! Also pair Lucas P80 headlights. S. Macadie, Stotfold Stables, Hill Brow, Bromley, Kent. Tel.: 01-698 4128 (office). (2827)

REGISTRATION NUMBER ERM or MM with low or unusual numbers. E. R. Murray, 2 May Lane, Dursley, Glos. (2828)

"COZETTE", Number 8 or 9, wanted. C. Draper, 5 Klein 60 Lindweiler Weg 92, W. Germany. (2829)

M.G. TC parts wanted: air cleaner, instruments, head and tail lamps, ring and pinion set, shock absorbers, door latches, wheels, and many other spares. All enquiries answered. T. A. Barber, Beech Hill Rd., Huntington, N.Y., U.S.A. (2830)

AUSTIN 20/4 wanted, any condition, or any spares. R. A. Stevenson, Rockfield Mount, Rockfield Rd., Oxted, Surrey. (2831)

DAIMLER CONQUEST roadster, Details please. Ross, 15 Seafield Drive East, Aberdeen. Tel.: 38132. (2832)

ROLLS-ROYCE with formal or roomy coachwork of reputable make. Replies promptly despatched. Box 2714. (2833)

WANTED: Solid brass speedometers, clocks, hub caps and unusual radiator ornaments for vintage cars of the early 1900 era. Must be in good condition—no dents or broken or missing parts. State size, shape, maker, car make for and price in dollars. B. Blossat, 623 S. Park, Hinsdale, Illinois, 60521, U.S.A. (2834)

MORGAN THREE-WHEELER wanted, 1931, or earlier, V-twin J.A.P. engines, accessories, spares, old handbooks. Particularly 1929/1931 radiators and all other Morgan parts and accessories. Advertiser will collect. Cash on collection for good cars and parts. No dealers. Tel.: Chicksands 7355 or write D. V. Pull, 2 Elm Close, Campton, Shefford, Beds. (2835)

ASTON MARTIN wanted privately. Will consider any model from DB2 to DB5 provided car is in superb condition. Would like a car with low to moderate mileage. Please give full details and state price required for cash. Willing to view in any part of the country. Box 2684. (2836)

WANTED: "Grand Prix" by Stanley; all year Sports Cars, Boughton (022-775) 223 (Kent). (2837)

WANTED: "Grand Prix" by Stanley; all years: state condition and price. Box 2812. (3003)

MASERATI 3500 GT workshop manual, owner's handbook and spares. Please telephone Weybridge 49422. (2764)

WANTED: Brough Superior motorcycle. Any model or condition. Also want any four-cylinder motorcycle to 1940, any o.h.v. vee-twin motorcycle up to 1930. Box 2801. (2771)

WANTED: M.G.-A 1600 Mk. II. Must be good condition. Details to: Graham, 6 Queen Ter., Newcastle. Tel.: 813067. (2900)

1953 RILEY 2 1/2 R.M.F. wanted by enthusiast. Paintwork must be excellent and preferably original; condition of mechanics relatively unimportant. Please send full details and price to Box 2819. (2975)

WANTED—continued

JAGUAR XK120-150S, DB3/4, Alvis d.h.c., or 1930-1939 classic tourer wanted. Also sports sidcar. Taylor, Portkillock, St. Minver, Wadebridge, Cornwall. Tel.: Trefetherick 2326. (2980)

ASTON MARTIN DB5 or 6 engine, spares or complete car wanted. Any condition. Tel.: 0603 45463. (3012)

"E"-TYPE 2+2 660R67 wanted. Automatic preferred; must be in good condition and sensibly priced. Spot cash available. Tel.: Nottingham 263806. (3013)

WANTED: Smallest pre-war (or just post-war) tourer, M.G., Morgan, Riley, Singer, Triumph, etc. Work not objected to. Straight-forward cash purchase. Tel.: Woburn Sands 2371 (day), 3578 (evening). (3019)

3 1/2-LITRE BENTLEY wanted, 1933-4 preferred. Sound running order. M.O.T.; very reasonable price. Weaving, Holly Cottage, Ayot St. Peter, Welwyn, Herts. (3107)

M.G.-B; 1968/1969. Overdrive, radio; low mileage; top condition only. J. Giles, Tel.: Cranwell 241 (evenings). (3128)

TOP PRICE paid for open Bentley, any model, pre-1904 car. Urgent. Tel.: Hastings 2875 (day), Pett 2175 (evenings). (3199)

CARS REQUIRING attention bought for cash. Tel.: Botley (Hants.) 2102. (3214)

URGENTLY REQUIRED: Alto Junior Safety Trainer, a child's car made by the lawn mower company. Good price paid. R. Francis, Healing, near Grimsby, Tel.: Healing 2208. (3215)

PRE-1946 COPIES of "Motor Sport". Please telephone Canterbury 61217 (business hours) or Barham 640 (evenings and weekends), or write to J. S. Clark, "Lloyds Choice", Covert Lane, Kingston, Canterbury, Kent. (3119)

FRONT-WHEEL-DRIVE Alvis any engine spares. 42 Wades Hill, London, N.21. (3213)

M.G. TF. Genuine enthusiast seeks immaculate model, wire wheels preferred. Cash settlement. Clarke, Tel.: Nottingham 65219 (evenings/weekends after June 4th). (3212)

IMMEDIATE CASH for back numbers of "Motor Sport". Whitehouse, 46 Lawnswood Ave., Solihull, Warwickshire. (3211)

CAN ANYONE help with a 5.00 x 19 in. Dunlop tyre desperately needed to complete a set? And 1933 Wolseley Hornet special piston 57 mm, +.060 in. Hepolite 4238. David Taylor, 13 St. Helen's Rd., Brigg, Lincolnshire. (3157)

BENTLEY CONTINENTAL fastback, any condition considered. Please give description and price required. Box 2820. (2988)

LANCIA HARD-TOP required for Fiavia Vignale convertible. 144 Spilsby Rd., Boston, Lincs. Tel.: (0205) 3157. (2901)

M.G.-A TWIN-CAM d.h.c. up to 19325. Fyfe, Northampton Hall, Bunhill Row, London, E.C.1. (3217)

EXCHANGES

"OMNIA", 12 copies 1907-1913, "Vie Automobile", 42 copies 1904 and eleven 1910. Exchange pre-war "The Motor", "The Autocar". Interested numbers for French G.P. 1913/14. Not for sale, only exchange. A. Hannover, 9 Rue Richempence, Paris 8e. (2829)

1953 ROVER 75. Excellent condition; taxed, tested. Exchange for Morris Traveller, Mini, etc. Tel.: 051-489 5261. (2995)

MISCELLANEOUS

LARGE AUTOMARKETS for buying, selling, old cars, bikes, bits, and pieces, at the Nottingham (July 18th) and Booker (September 26th) vintage car rallies. Details from 32 Carlisle Mansions, S.W.1. S.A.E. required. (2732)

"MOTOR SPORT", Sept., 1961 to May, 1971; Sept., 1962, missing. £7.75. Tel.: 01-505 1506. (2872)

DBW 2 on 1964 Bentley, finished dawn blue with blue interior. £3,150 o.n.o. Tel.: Leicester 769682 (business hours). (2887)

MICRO-CELL SEAT, as new, £9.50, sub-frame for Anglia or Escort. Tel.: High Wycombe 32229. (2880)

REGISTRATION NUMBERS. Many low and unusual numbers for sale and transfer on cheap vehicles. Tel.: Wymeswold 880619. (2906)

REGISTRATION NO. JW with low or distinctive number wanted. Tel.: Doncaster 49775 (day) or 55773 (night). (2913)

INSTRUMENTS, r.p.m. counter, workshop manual for Mk. III Sunbeam Talbot, various spares. Enquiries or offers to Osborn, 11 Grange Lane, Burghwallis, Doncaster. (2920)

SINGLE-CAR transporting, anywhere, anytime. Reasonable rates. Tel.: Brighouse 4270 for quotation. (2924)

"ROAD AND TRACK". Eleven years of motoring history, 1960/1970, complete; all mint condition; first five years in binders. £45. Cowk. Tel.: 01-235 3755 (daytime only). (2923)

MK. III 3000 engine, gearbox, new diaphragm clutch, Mk. I gearbox, HD6 carbs, grille surround, new 100/6 1/2 valves, new v/springs, door trim, 4 1/2 x 60 spoke w/wheels, 100/4 Le Mans carbs, and manifolds, new B.N.I. diff., 1 1/2 carbs., ram pipes, w/pumps, clutches, p/tank, b/lid, bonnet, etc., etc. 131 Collenswood Rd., Stevenage, Herts. (2930)

RAILTON OWNERS' CLUB National Meeting, Sunday 20th June at Stanford Hall, near Pugby. Non-members with pre-war cars eligible for awards in Concours and Driving Tests. Invicta owners particularly welcome. Details: Windy Ridge, Bush Bank, Hereford. (3000)

MISCELLANEOUS—continued

OCTAGON MG TA, TB, TC, TD, TF
New, used, rebuilt, and exchange spares. Full range of fibreglass body parts, all models. S.A.E. for list/quote. Worldwide mail/shipping service. Used MGs purchased and supplied.
OCTAGON SPORTS CARS LTD.
19-21 Grosvenor Pk Rd, London, E.17

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FIVE NEW DUNLOP 5 1/2 J x 13, steel wheels 165 x 13, SP68 tyres, Cosmic lock nuts. £55 o.n.o. Tel.: 061-428 4484. (2998)

MARCHAL HEADLAMPS, ex-Bugatti, good condition. £35. Willow Lodge, Church Rd., Warton, Nr. Preston, Lancashire. (3005)

BREAKING TUNED IMP, all parts including Stage III engine. R. D. Borrell, 30 Sunrise Ave., Chelmsford, Essex. Tel.: Chelmsford 54635 (after 6 p.m.). (3009)

M.G.-B WORKS hard-top, black. Excellent condition. Cost £78, accept £40. Alpine III, IV, V white hard-top. £35. Tel.: East Grinstead 21597. (3021)

"MOTOR SPORT", "Motorcycle Sport", "Speed", "Old Motor", Veteran & Vintage" for sale and wanted; loose copies, bound or unbound volumes. Tel. Ewhurst (Surrey) 877 (evenings). (2862)

SOUND VOLUMES of "Motor Sport", 141-145, excellent condition. Any offers. Tel.: 01-942 8059. (3042)

M.G.-B, 1964, Stage 6 B.M.C. engine plus twin cam rods, h.c. pistons and large inlets; s/c c/r gearbox, oil cooler, full Nicholson suspension mods; light weight fibre-glass wings, wire wheels, spares include four wide wheels fitted Dunlop R6s, 648 cam, 2 in. SUs and two lower axle ratios. £440 the lot. Tel.: Flitwick 3481. (3043)

"MOTOR SPORT", May, 1950 to Nov., 1970; June, 1965 and March, 1960 missing. 10 or offer. Herman, 6 Kings Hill, Kempsey, Worcester. Tel.: Kempsey 231. (3044)

1 CFR on good 1963 Vauxhall Cresta. Offers over £100. Tel.: Stockton 62087. (3045)

PRE-WAR TYRES: 4-4.75, 18; 3-4.00, 15; 4.5.00, 18; all new or nearly new, most on spoked wheels. Anyone interested? Tel.: Brentwood 3302 (office hours) and ask for Mick Knowles. (3046)

BERMUDA HARD-TOP for M.G.-B, Red; tinted roof windows; excellent condition; £50.00. Tel.: Crawley (Sussex) 28134. (3047)

TG WITH low or distinctive no. Tony Gray, 3 Acomb Court, Acomb, York. (3048)

BENTLEY MARK VI spares. Body, chassis and engine parts; much good stuff. Particulars telephone Flint 2784. (3049)

IMMEDIATE CASH offered for perfect mint copies of "Motor Sport", also "Autocar" before 1955. Whitehouse, 46 Lawnswood Ave., Solihull, Warwickshire. (3050)

REG. NO. D 125 on scrap Mini van. Best offer wanted. Tel.: Hayle (Cornwall) 2298 (evenings). (3051)

TONNEAU COVER and rail for Mk. IV Sprite, £8 including postage. Wood, 3 High St., Prescott. (3052)

REGISTRATION NUMBERS. Funny, interesting or short number wanted quickly; car condition immaterial. Box 2821. (3053)

JOWETT CAR CLUB, surviving link with the famous marque. All areas catered for. Details, advice, technical information. Secretary: A. N. Wright, The Old Forge, Weston Turville, Aylesbury. (3054)

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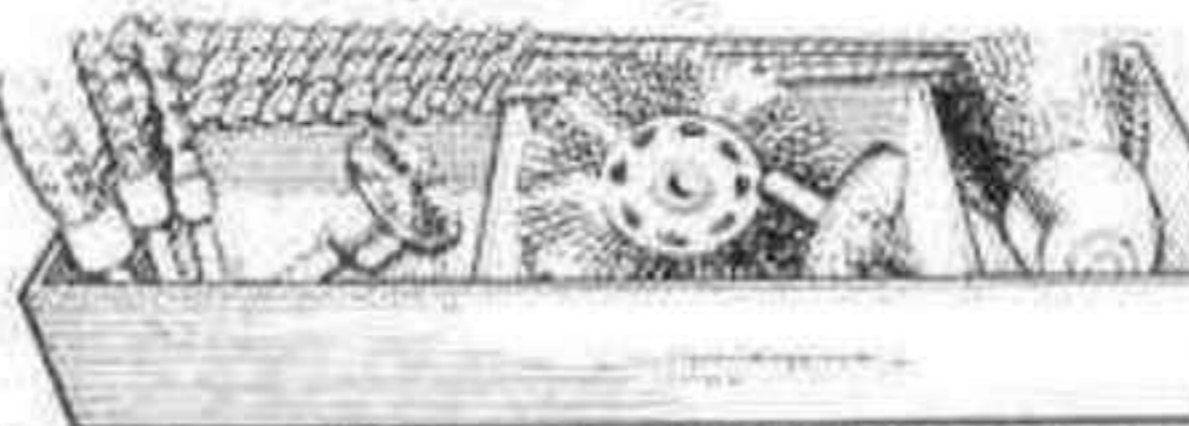
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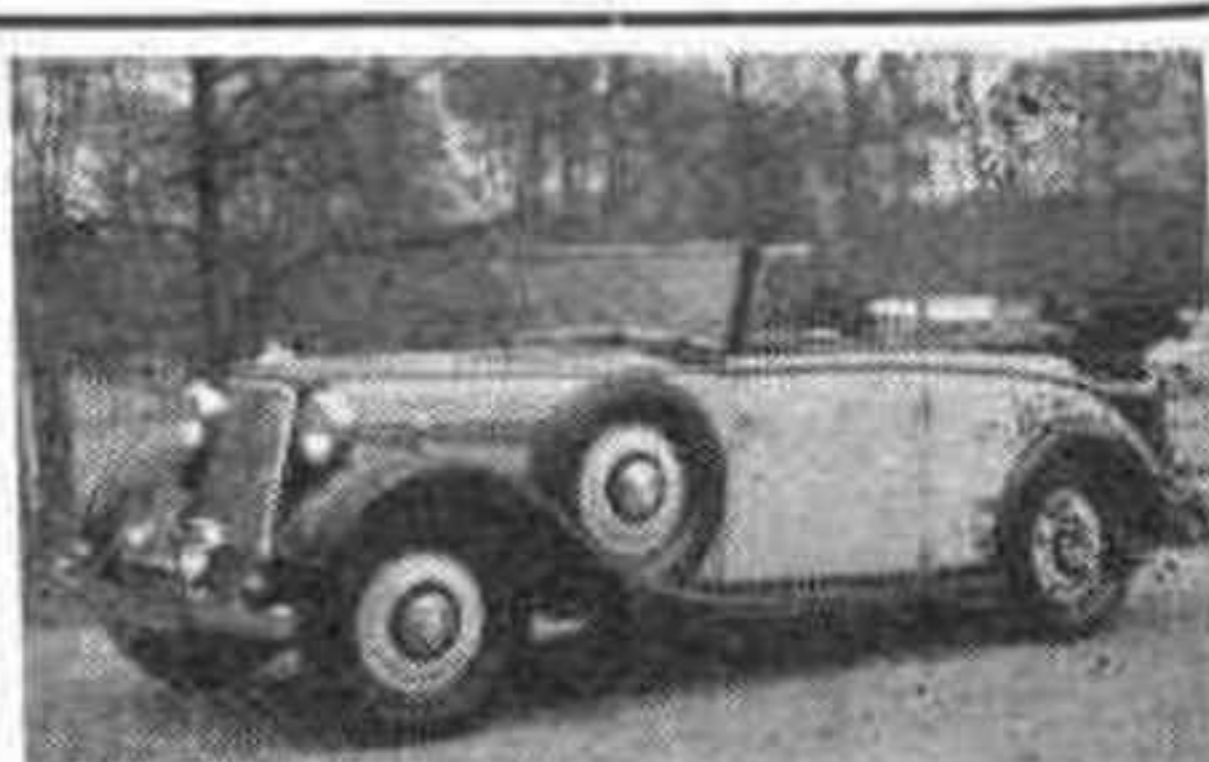
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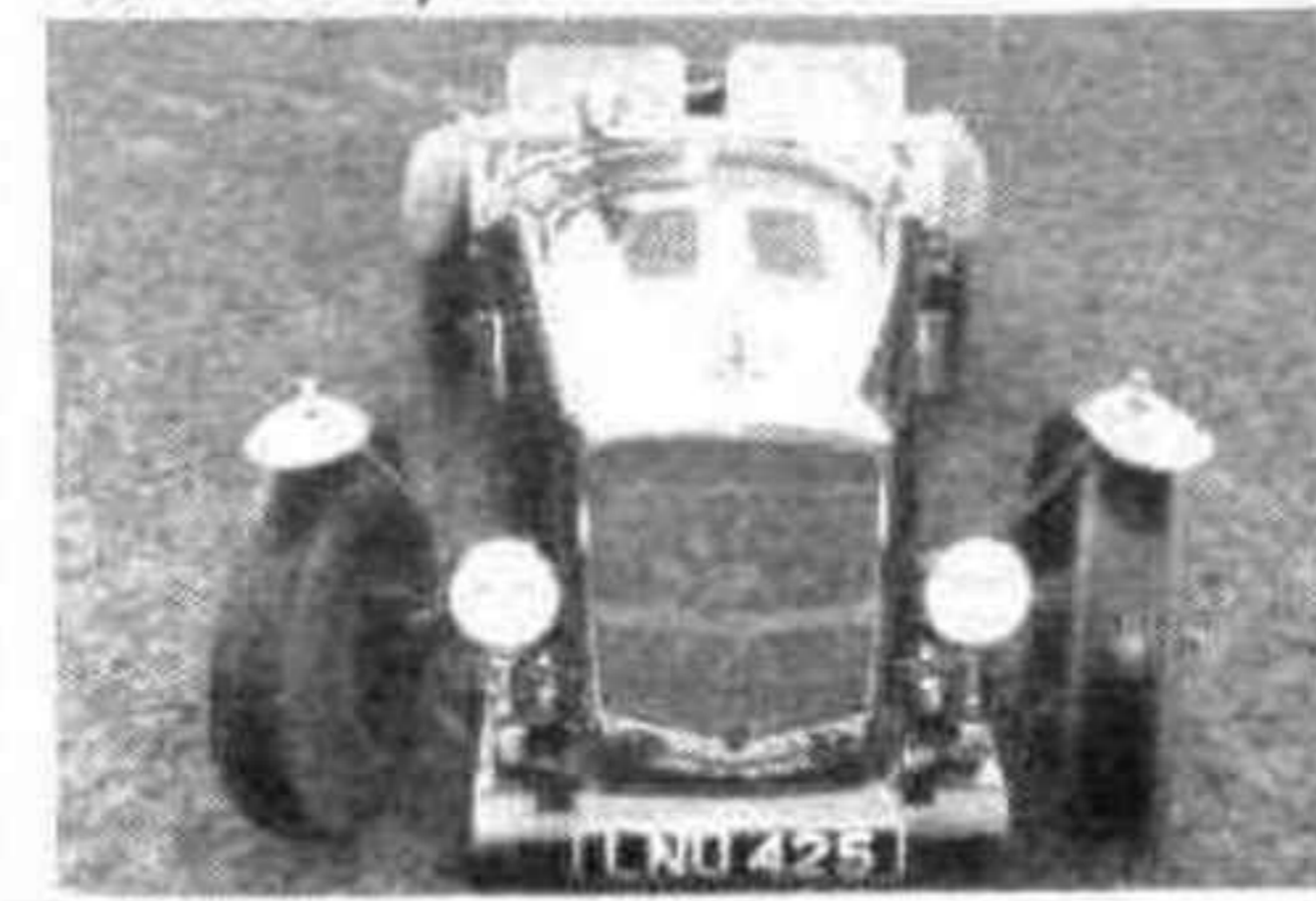
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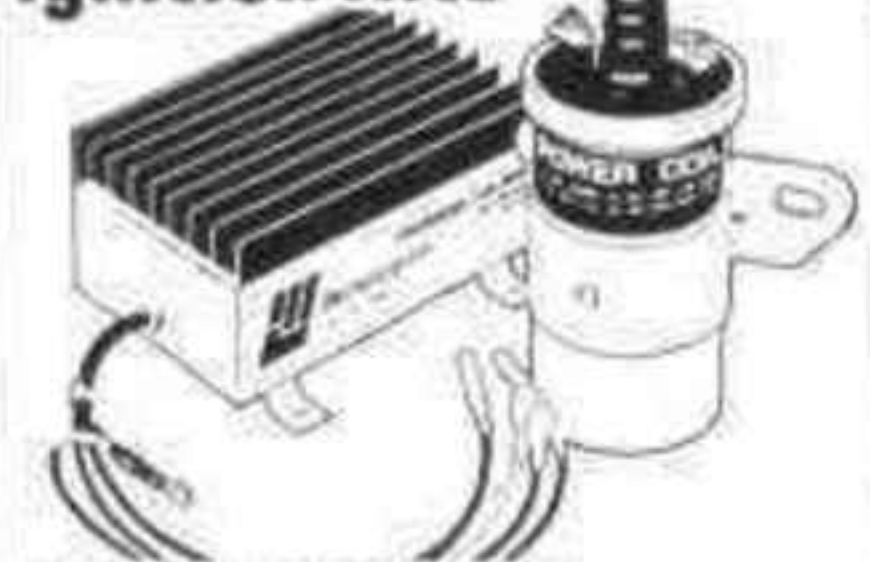
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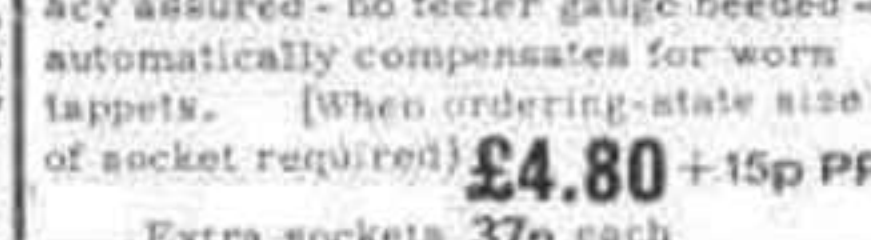
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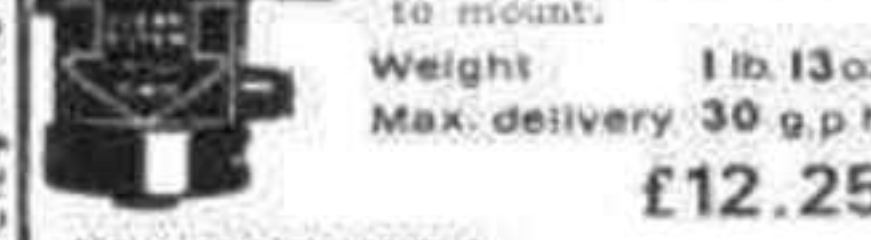
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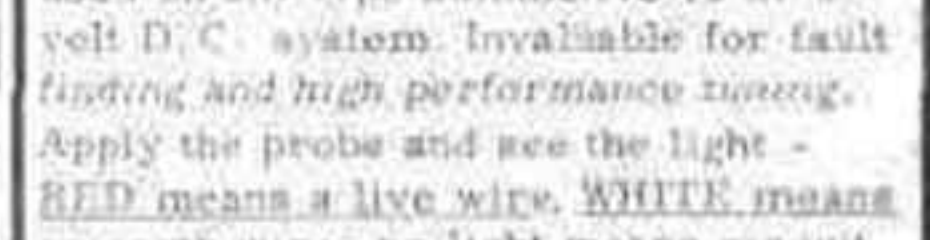
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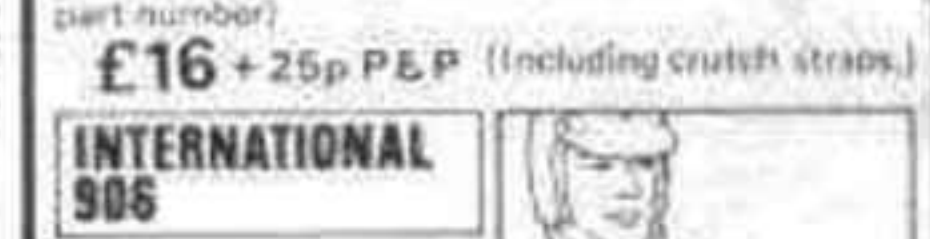
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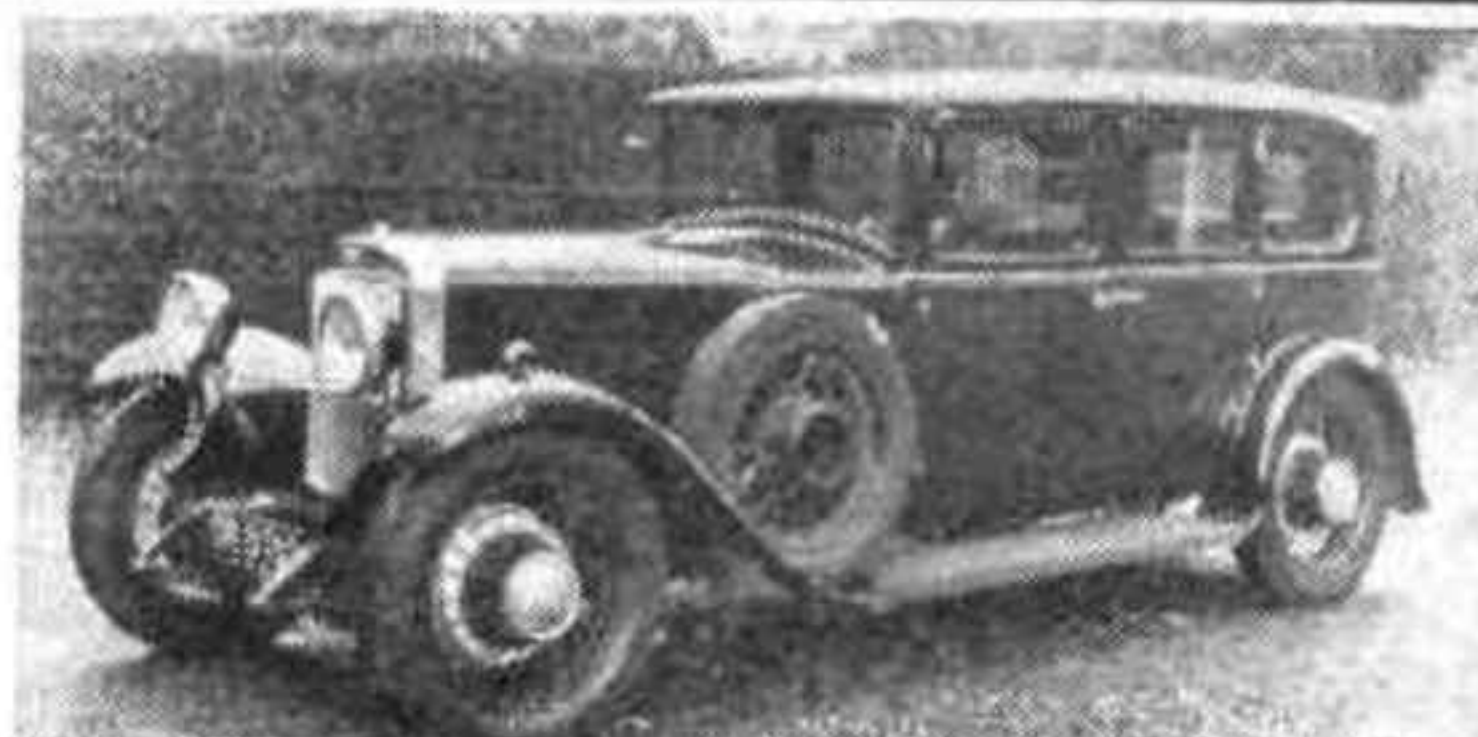
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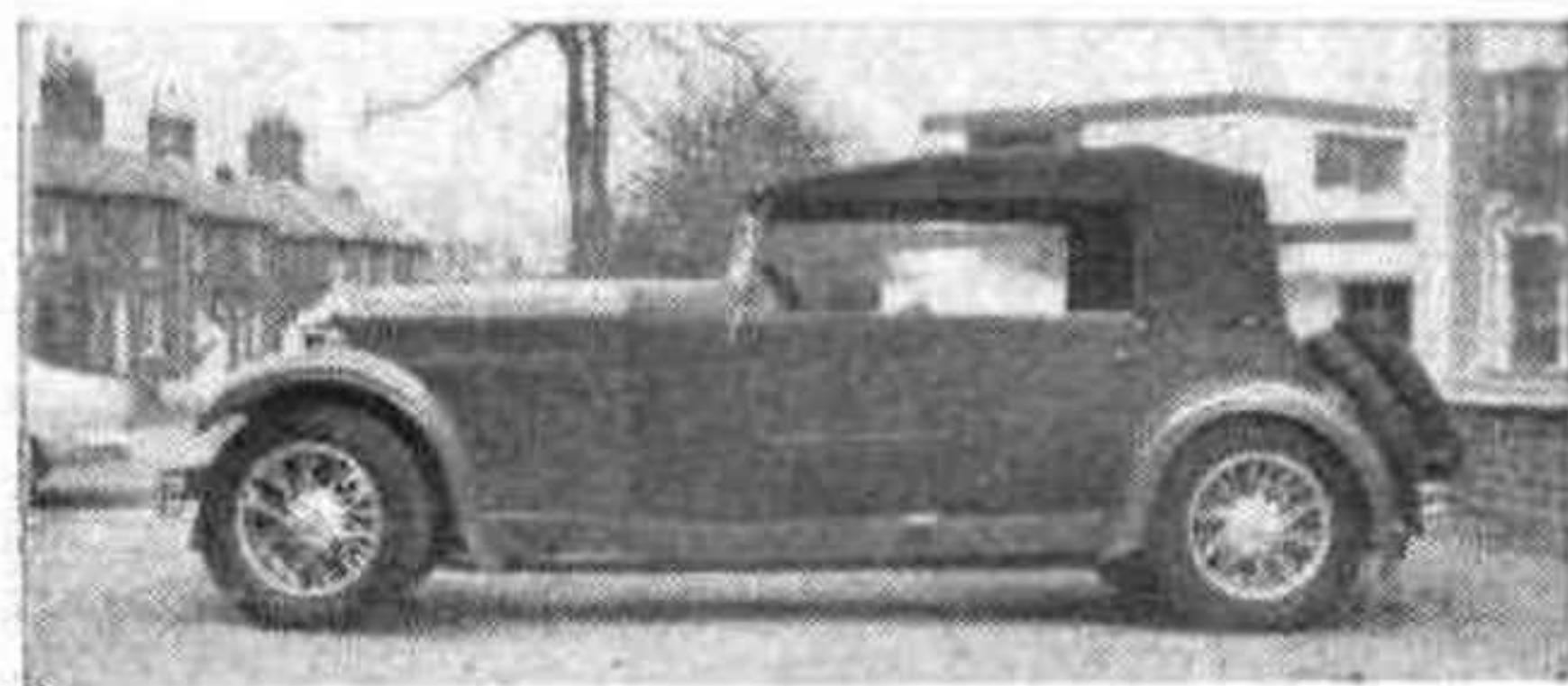
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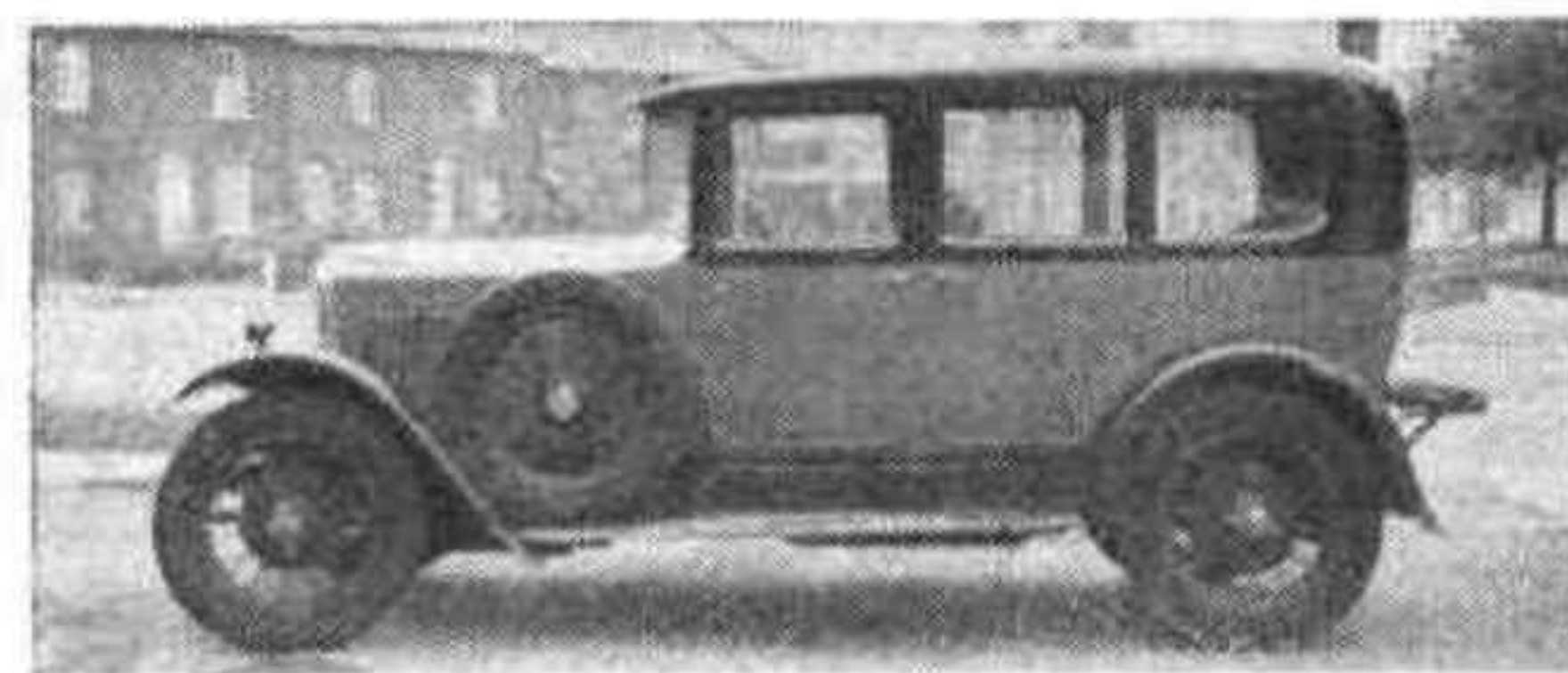
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1930 AMILCAR Type CS8, 8-cylinder, 2.3-litres, well restored chassis with excellent replica coachwork, all original lamps and instruments, twin spares, new tyres all round, complete weather equipment, black fabric and blue paintwork; has done virtually no mileage since restoration. **£1,100**



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



VAUXHALL 14/40 saloon by Shaw & Kilburn, 1926 model with f.w.b. and 4 speeds: coach-painted black on peacock blue, good brown hide interior, all original lamps, instruments, etc., new tyres and in good running order with some useful spares—a very genuine car. **£950**

ROLLS-ROYCE Silver Ghost, EU Series, with f.w.b., with front compartment of hearse body, instruments, lamps, wings, bonnet, radiator, etc., all in place, 21-in. wheels with good tyres; Bedford engine has been removed and correct EU Series engine is with the car but not yet installed.

1935 ROLLS-ROYCE 20/25 Barker sloping-tail sedanca, highly original car, genuine mileage believed to be approximately 100,000, mechanically very good, recent decolour, new clutch, etc., bodily very sound, rear cloth interior good and the car only needs paint, chrome and minor attention to interior to become a very fine specimen and must therefore be extremely good value at **£1,200**

We are negotiating for a very nice Silver Dawn and also a very good Silver Cloud I with power-steering.

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**

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

DAIMLER Majestic Major, March 1966, automatic and power-steering; silver grey, fawn interior; two owners, distributor-maintained, mileage of 33,000 believed genuine. Original cost over £2,700 and now remarkable value at **£890**

HWM-JAGUAR GT coupe, built 1961 by George Abecassis; space-frame, de Dion-type rear end, engine basically "C"-type, "D"-type head and camshafts, triple Webers, oil-cooler, etc.; reputed 280 b.h.p.; "C"-type gearbox, Alfin drums, engine just overhauled, differential unit rebuilt by makers; aluminium 2-seater body fully padded with blue and grey leather seating, electric windows and aerial; blue paintwork, chrome wire wheels. **£2,750**

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

VINTAGE:
AUSTIN 12 tourer, believed 1923, no front brakes and on beaded-edge wheels, all original lamps and instruments, sound chassis in running order; requires rear portion of tourer body reinstating, but everything remarkably rust-free and sound. **£250**

HILLMAN 10 h.p., circa 1923, polished aluminium 2-seater body, excellent hood, good tyres, all original lamps; a nice little vintage light car ready for use. **£650**

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

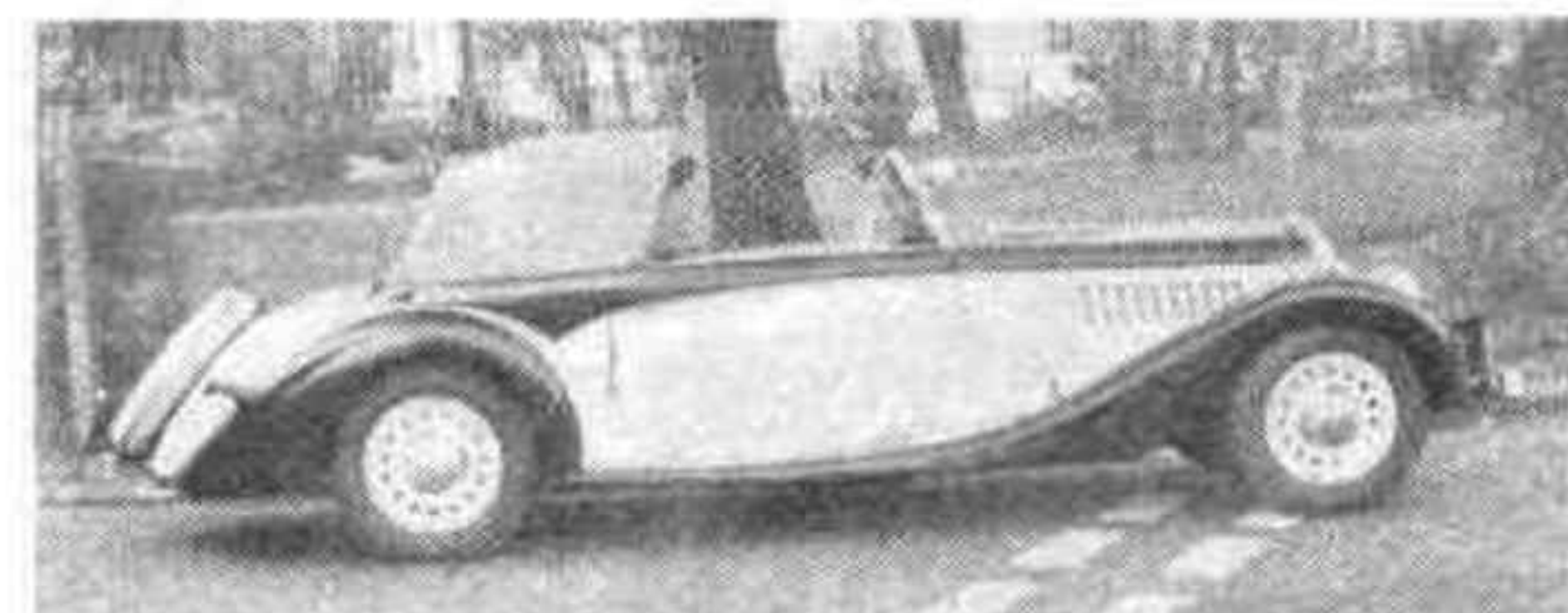
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DELAGE D670, 1937, convertible by Figoni & Flascchi of Paris and believed the only D670 in England with this attractive coachwork, which when the windscreen is folded flat and the hood is in the down position, converts into an open sports tourer. The mechanics have recently been restored and the coachwork has just had a complete 600 hours' restoration, and is now immaculate in black and ivory and black leather interior.



S100 2 1/2, 1937. Just restored to full Show condition and one of the finest examples of its type. Fitted twin aero-screens, stoneguards, radio, heater and complete new all-weather equipment. The last owner was a world-famous singer who spared no expense on its restoration, since when it has done only a couple of hundred miles. In concours condition in red with new red leather interior, etc.



ROLLS-ROYCE 25/30, 1937, 2-door fixed-head sports coupé by Vincent, custom built for the 1937 London Motor Show and believed the only example of its type. It has done a small mileage since an extensive engine and chassis rebuild by Rolls-Royce Ltd. The coachwork has just been fully restored (inside and out) to "as new condition". Fitted miniature French opera lamps (not shown in this photo), diffused interior lighting, radio, heater and many extras. Two owners and only 116,000 miles since new; complete history and in full Show condition in Rolls garnet with new beige leather interior.

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- BENTLEY R-Type, 1956**, drophead coupé by Graber.
- BENTLEY, 1938**, 4 1/2 sports saloon by F. & W.
- 1937 ROLLS-ROYCE 25/30** sports saloon by H. J. Mulliner.
- 1938 ROLLS-ROYCE 25/30** limousine by Barker.
- 1936 ROLLS-ROYCE 20/25** sports saloon by Hooper.
- 1934 ROLLS-ROYCE 20/25** sedanca by Gurney Nutting.
- 1933 ROLLS-ROYCE 20/25** touring limousine by Park Ward.
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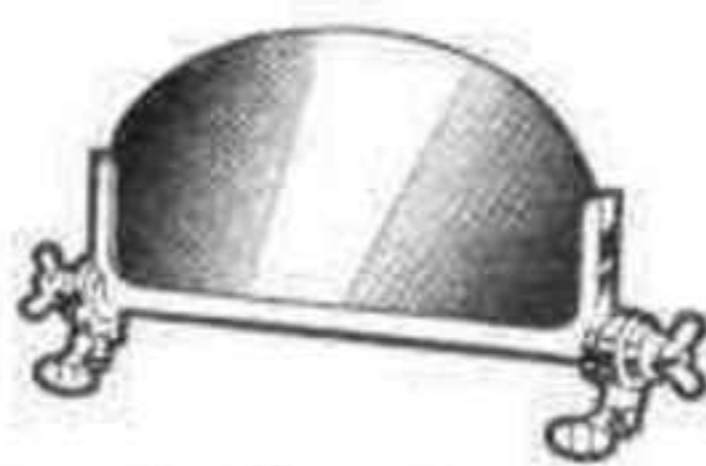
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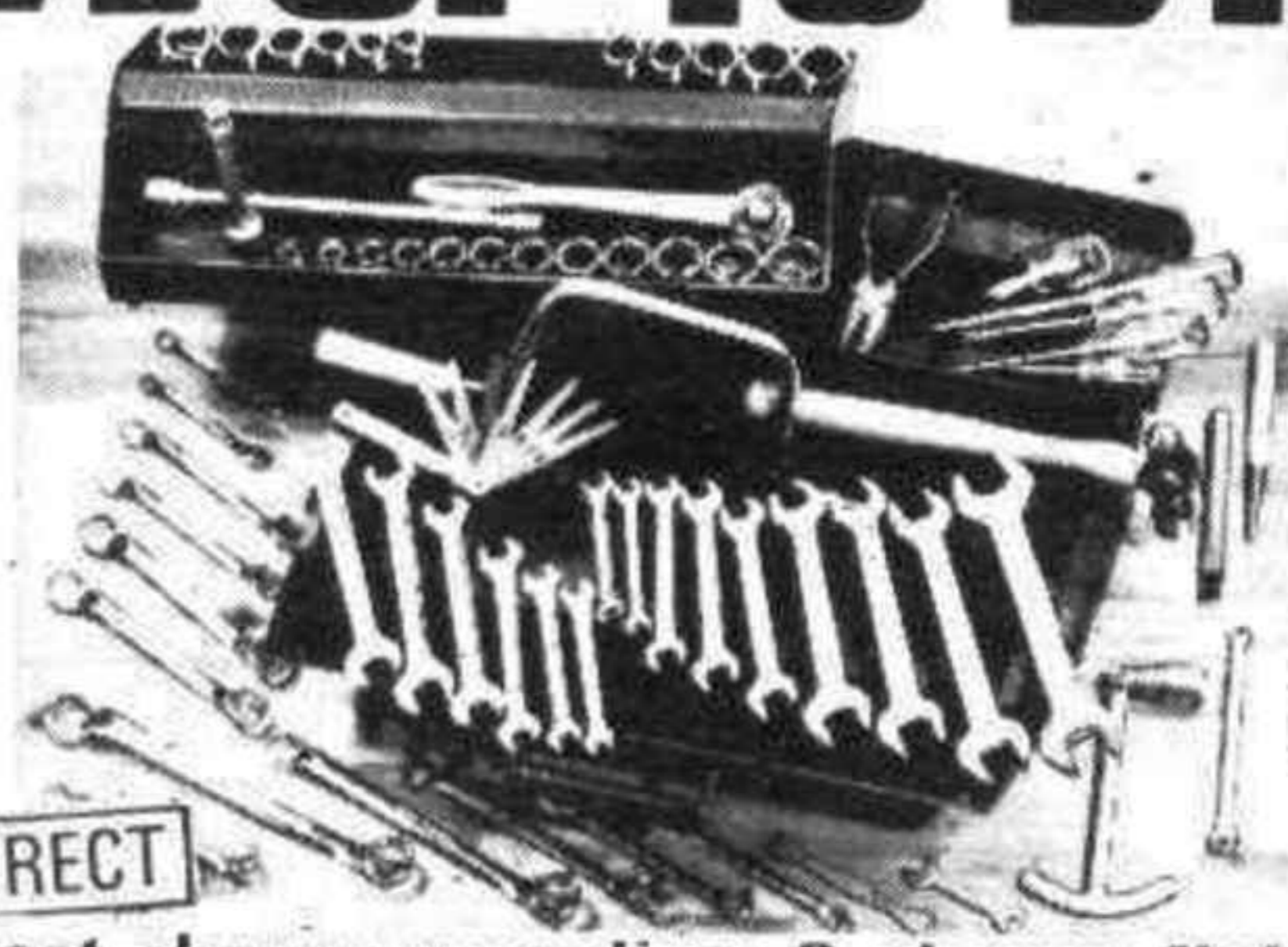
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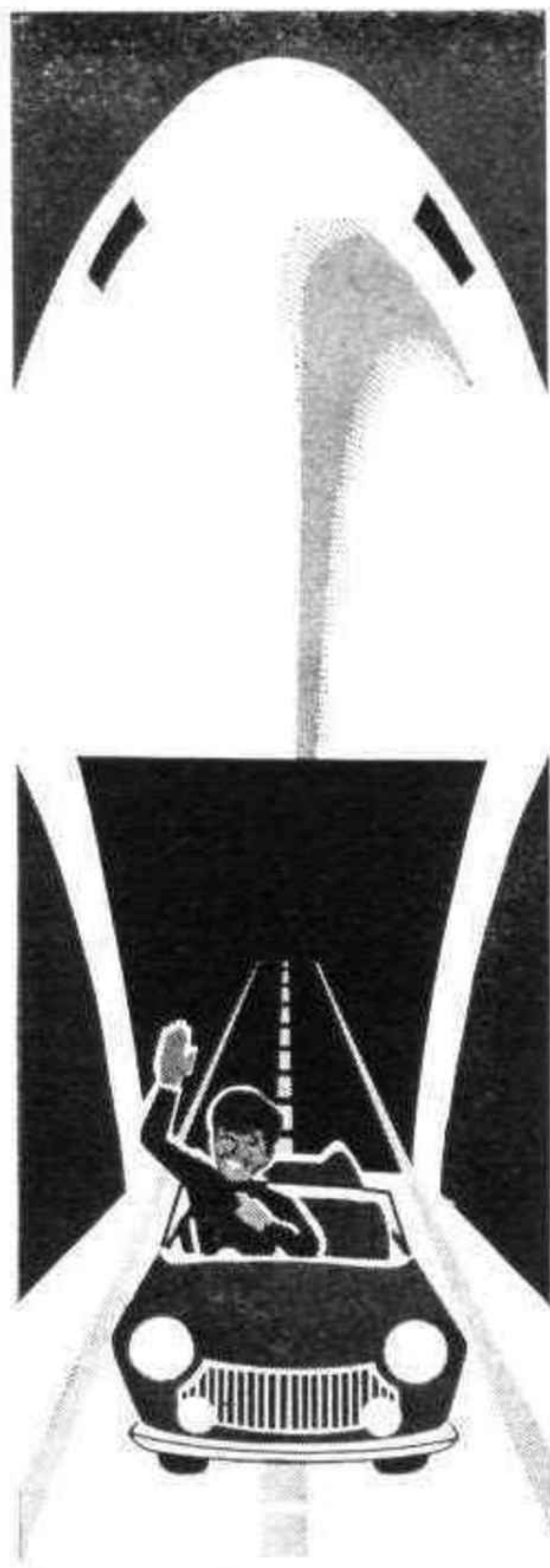
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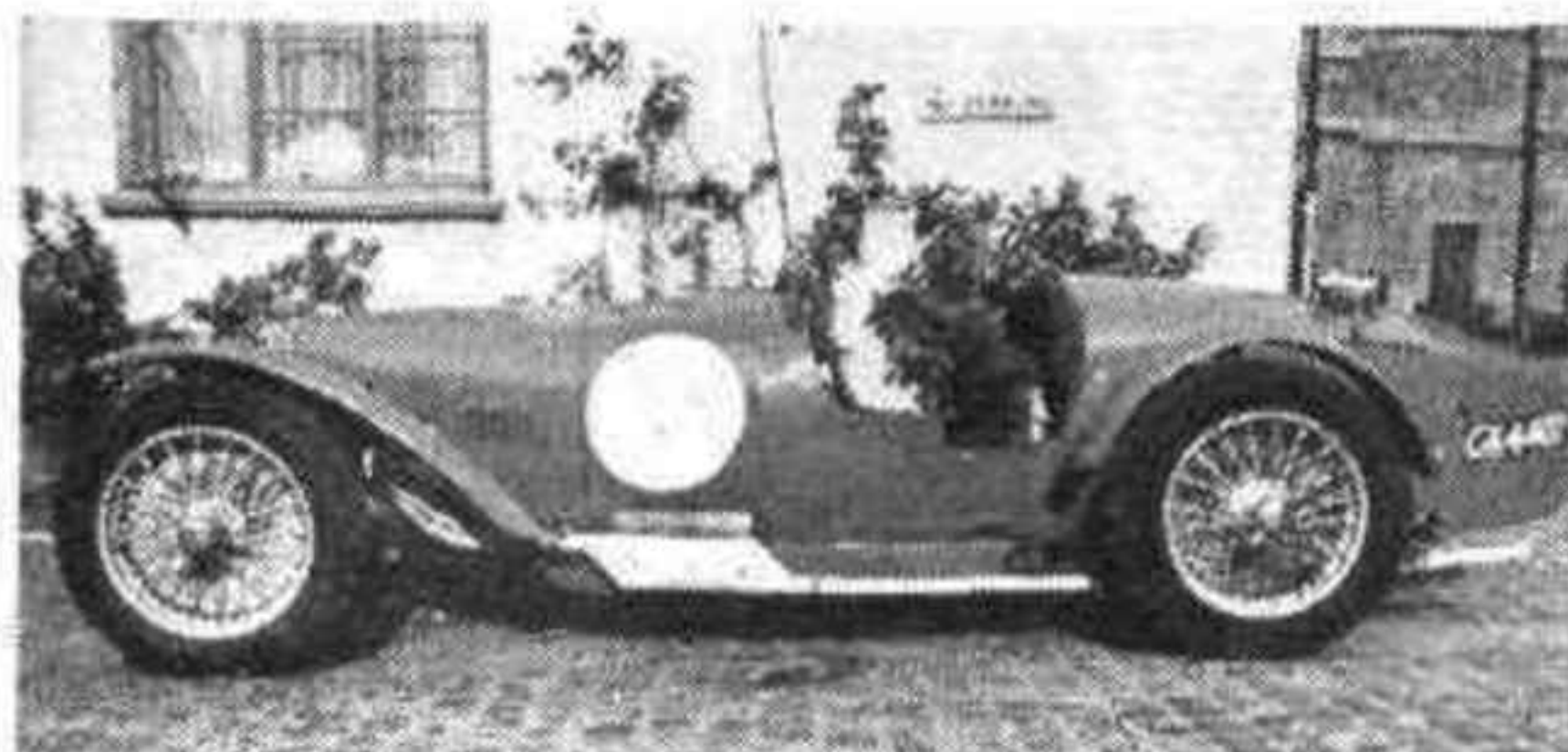
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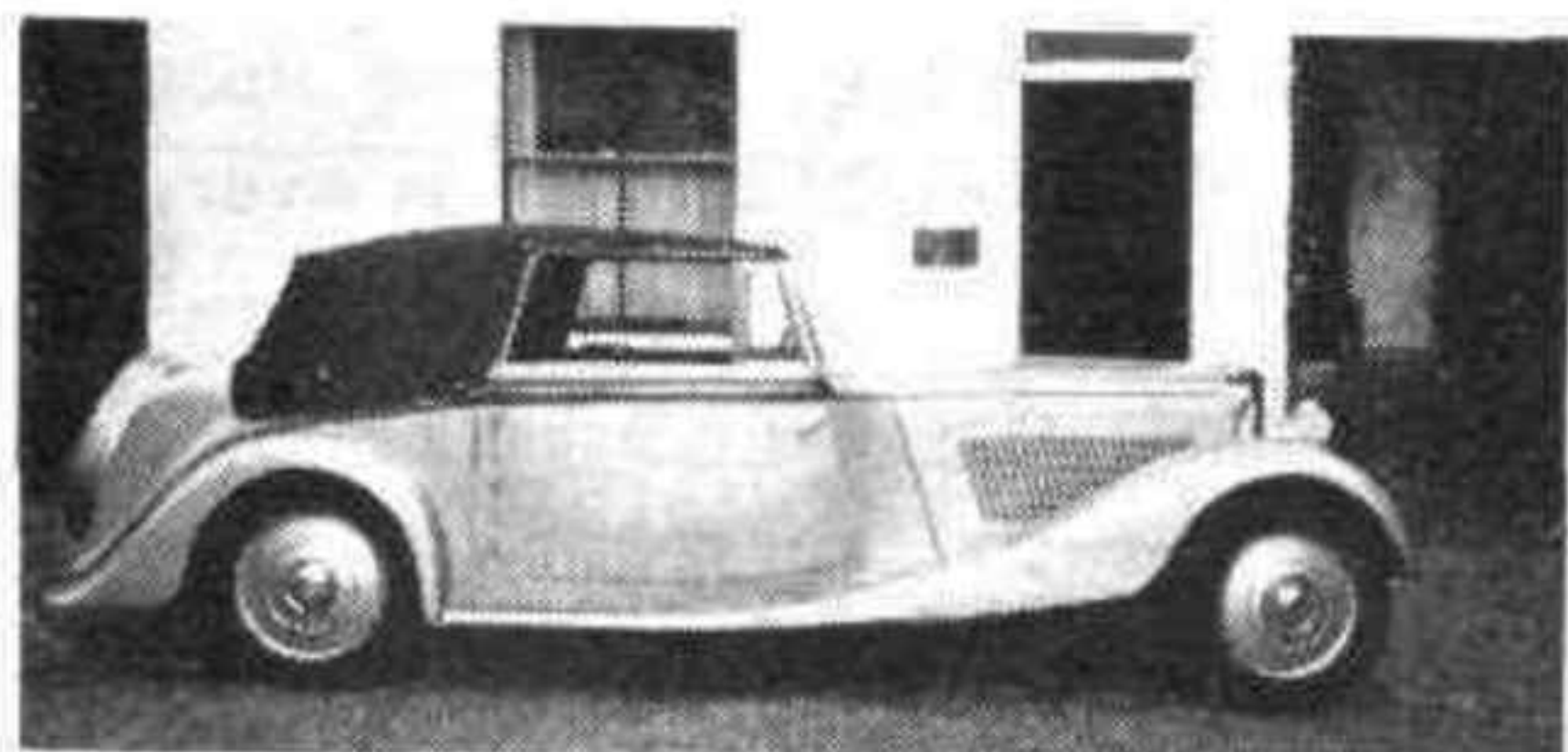
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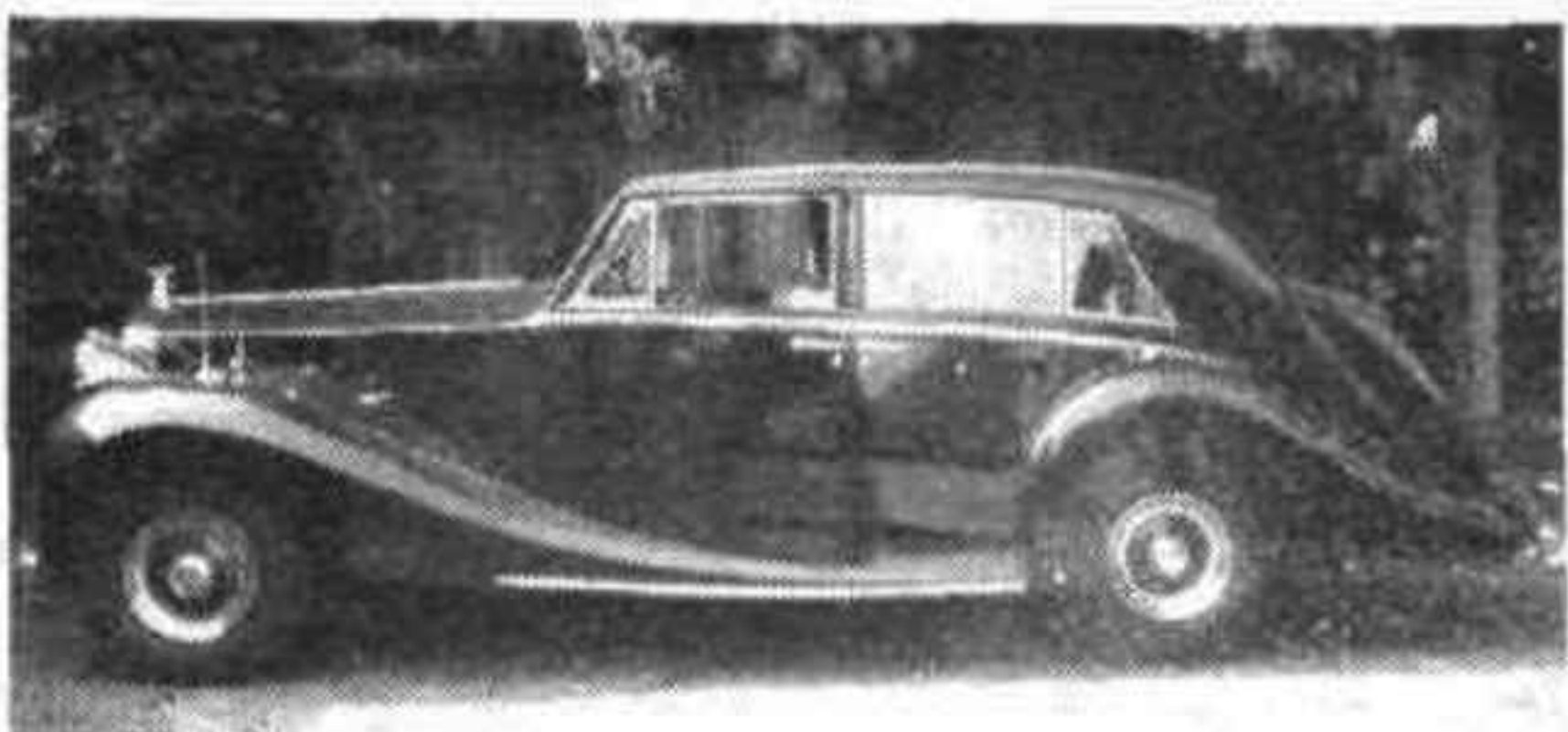
1947 Mark VI d.h.c. by H. J. Mulliner. Disappearing hood, full-flow engine. Very fine example.



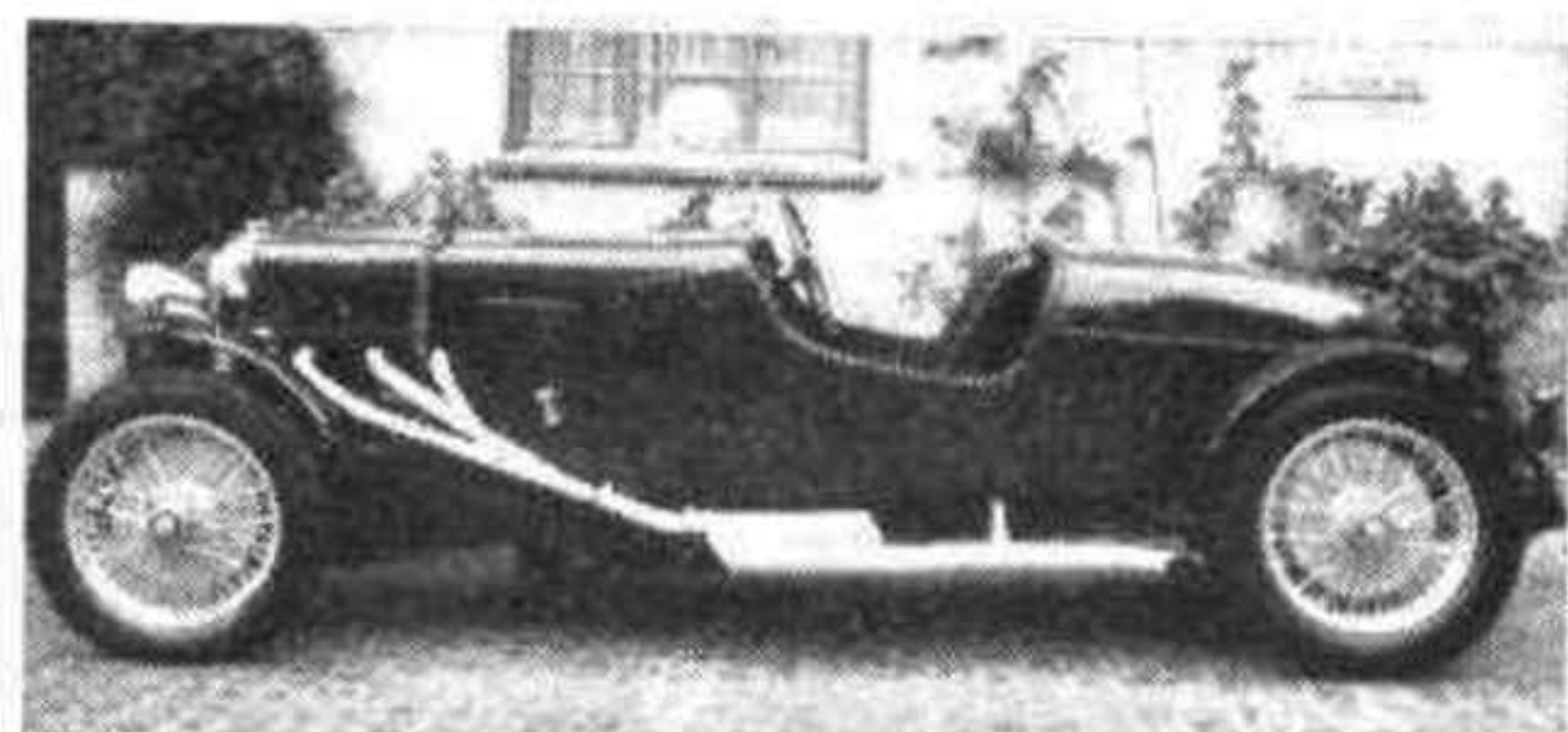
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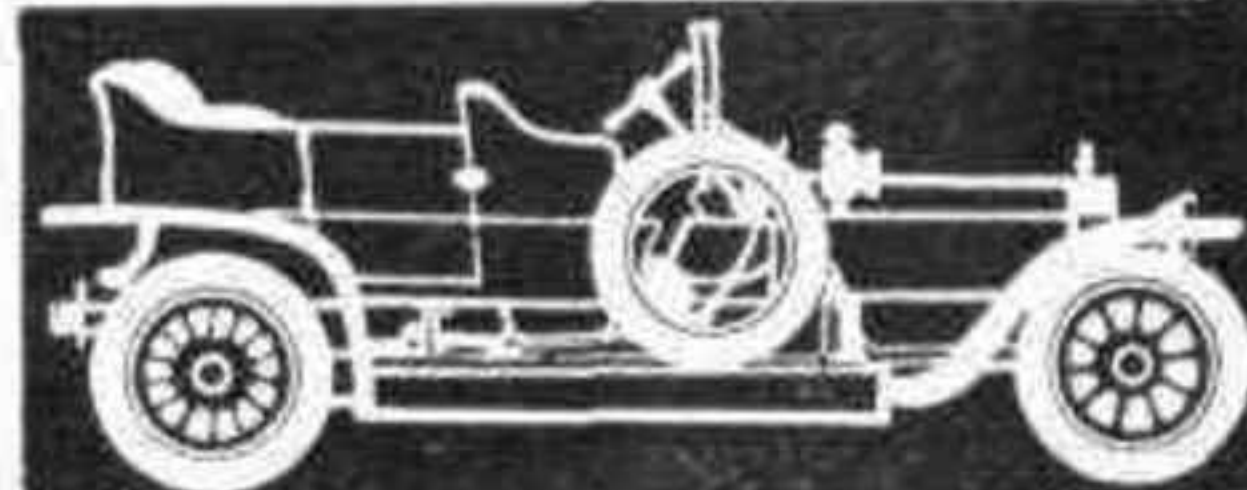
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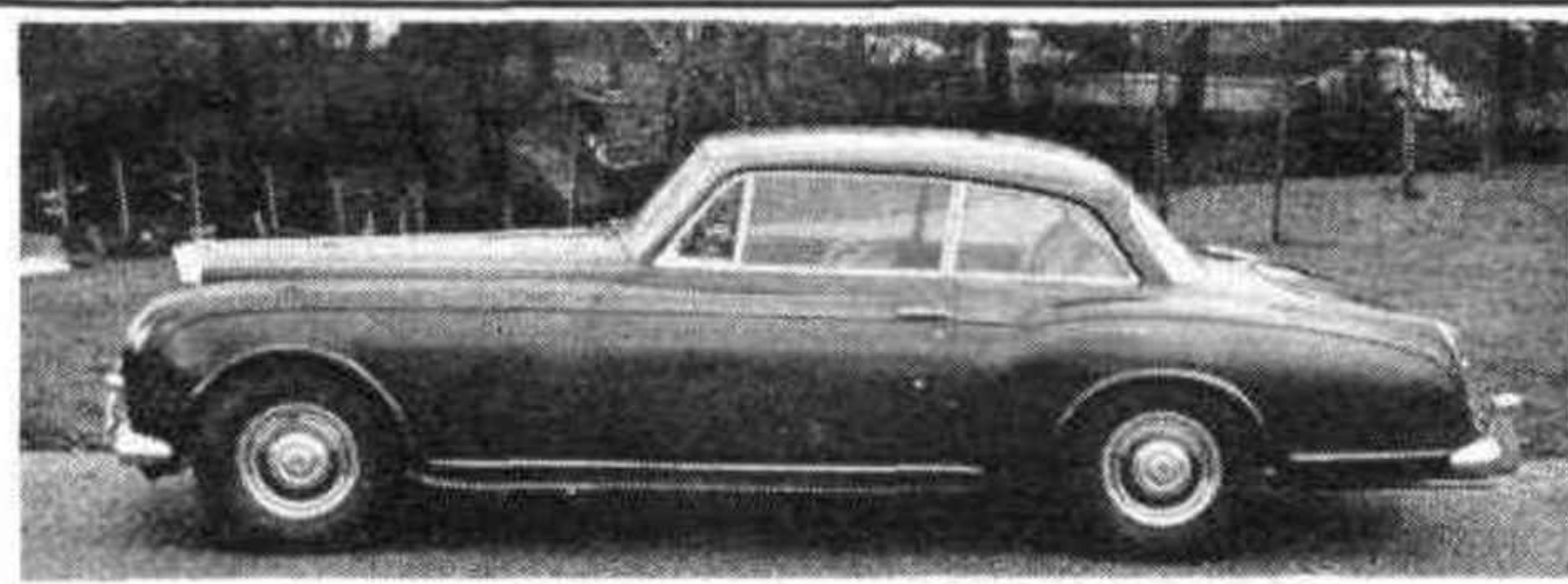
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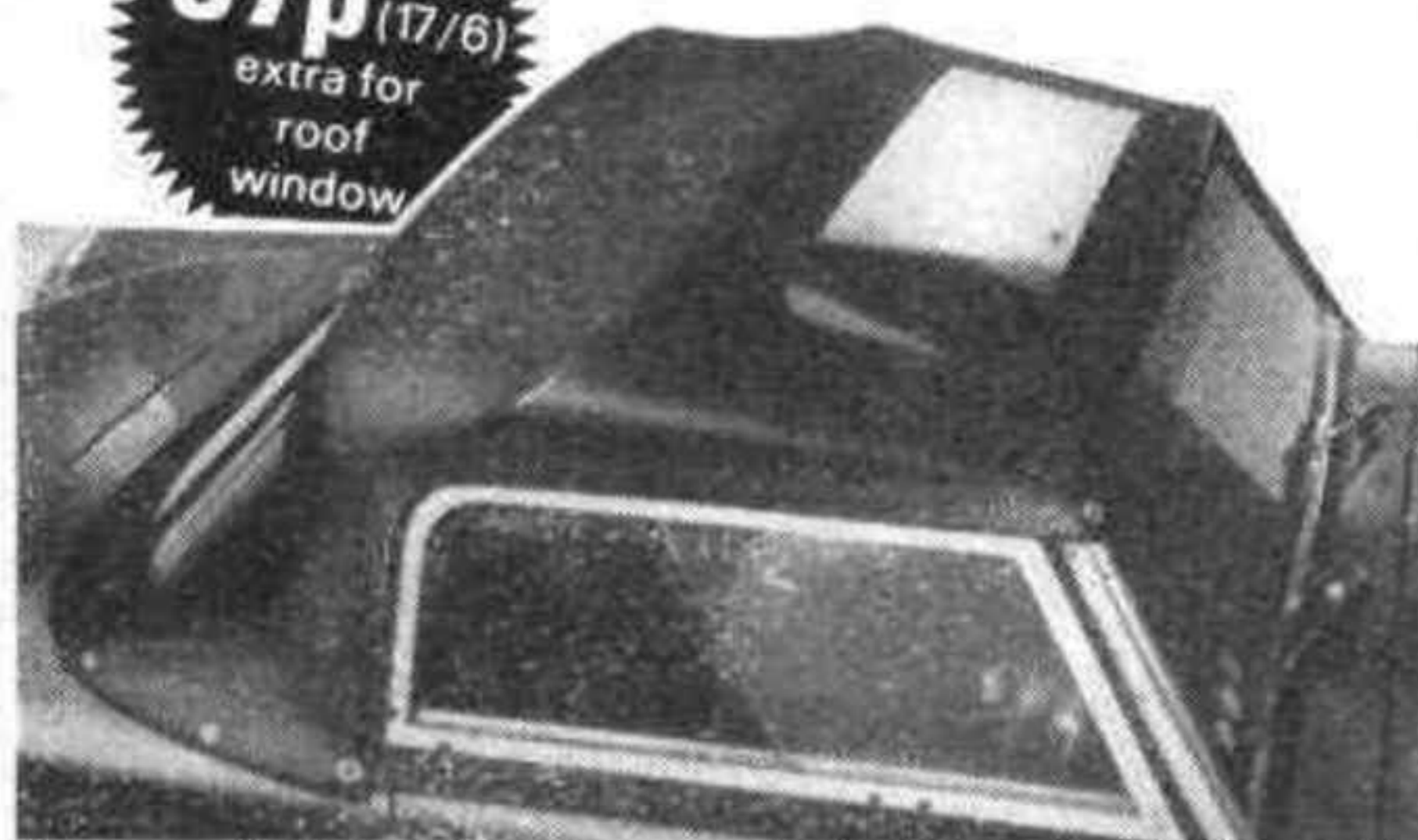
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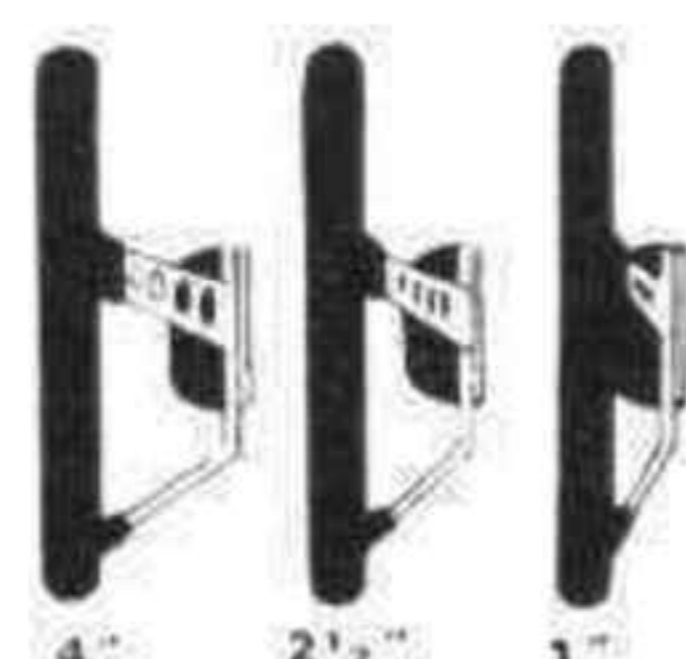
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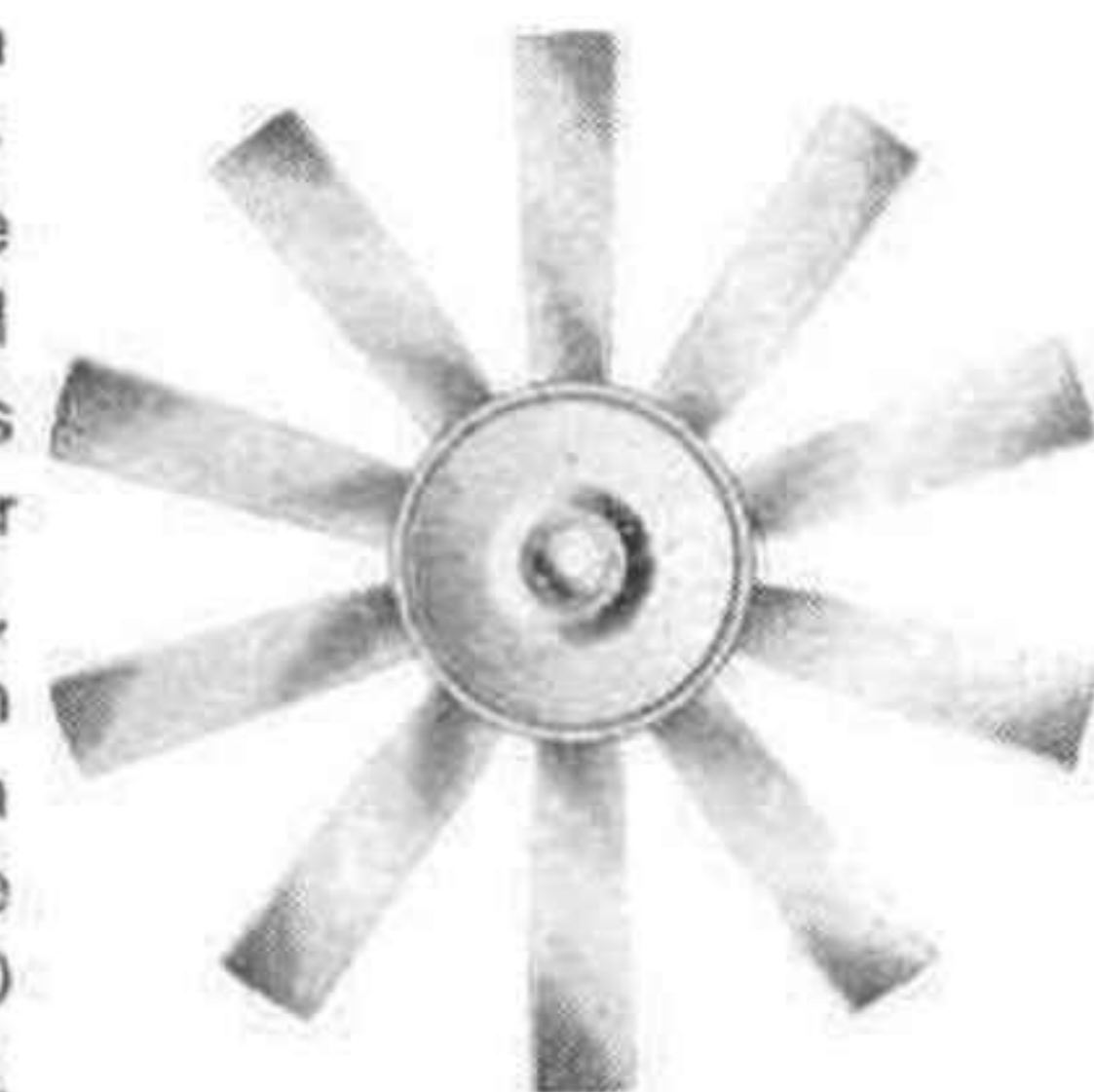
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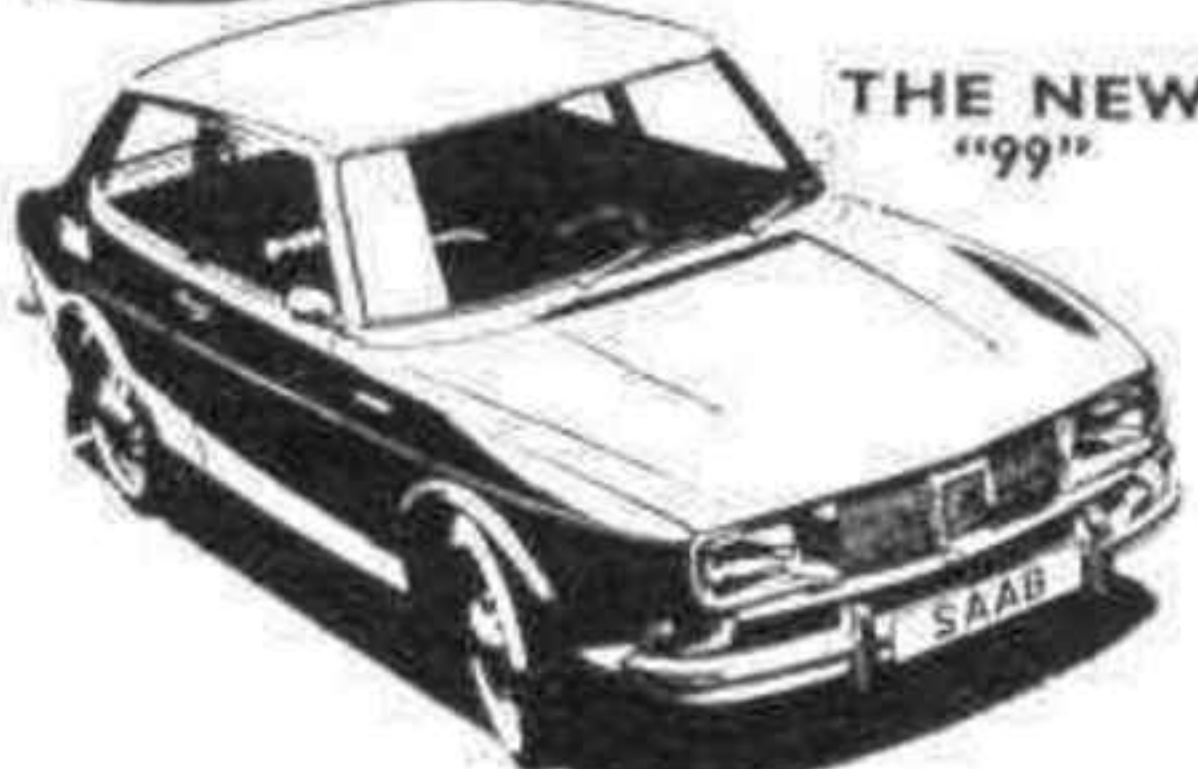
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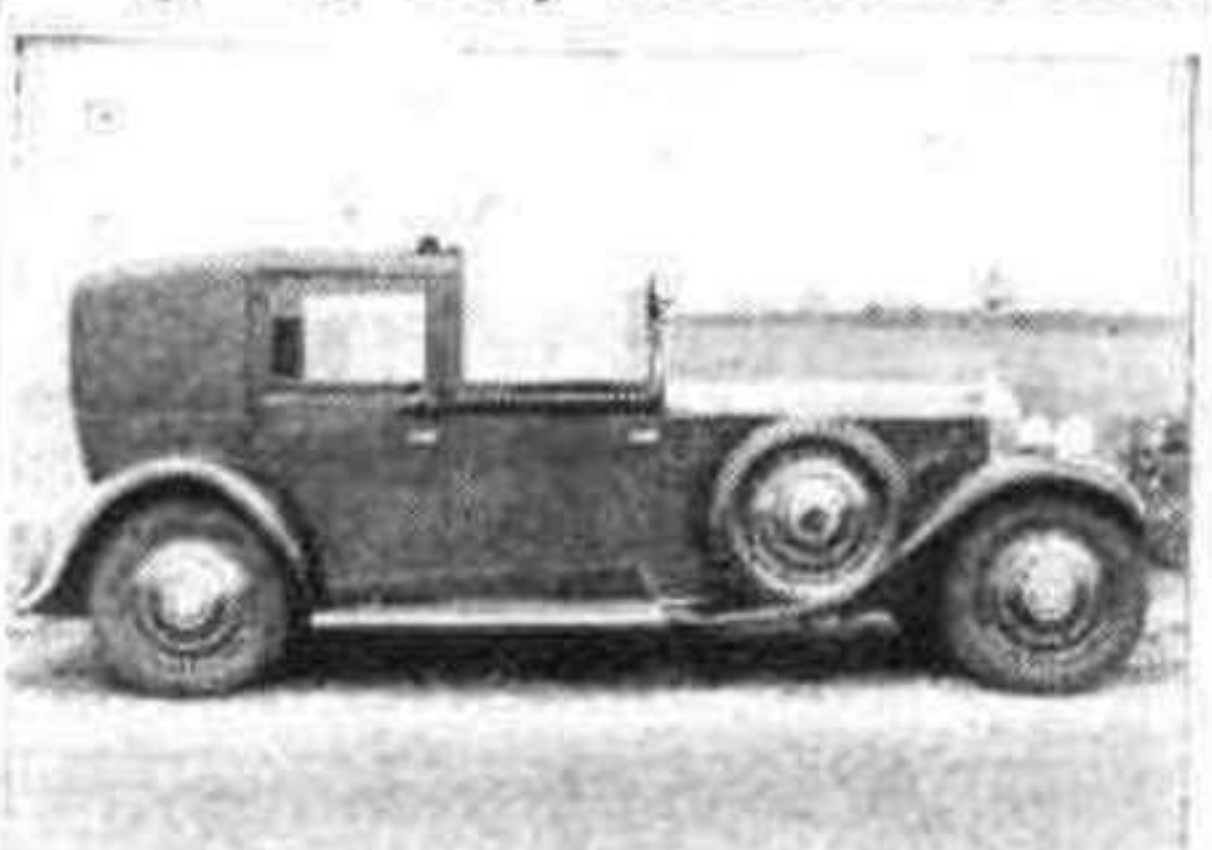
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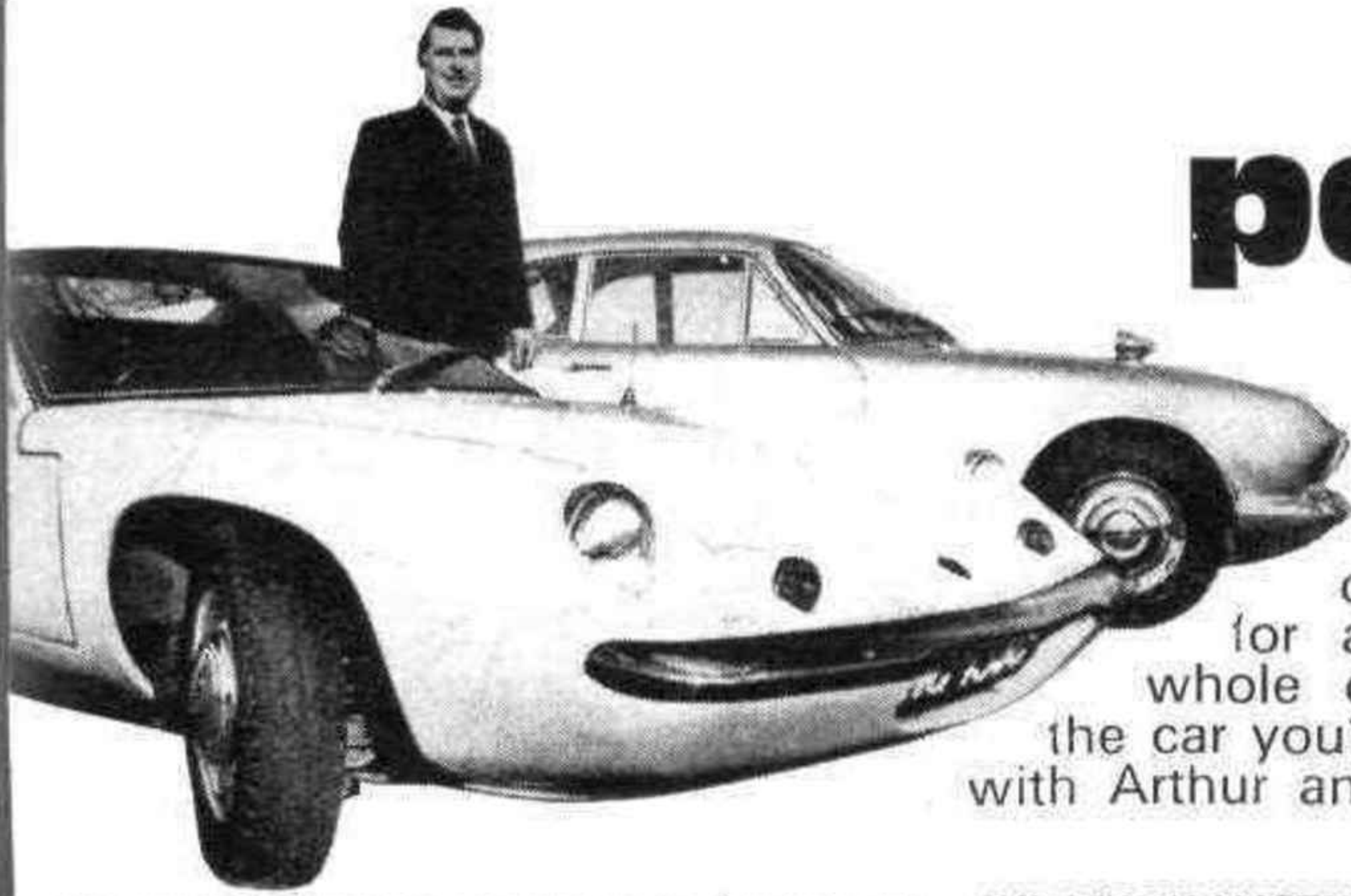
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Terence Cuneo has recently painted the above picture, which is a reconstruction of a highly improbable scene, when "Babe" Barnato raced the Blue Train in March 1930. They probably never ran neck and neck, but it makes a good picture. Printed the same size and by the same lithographers as "Bentleys at Le Mans 1929", it is a real top quality job. Incidentally, the Le Mans print won First Prize in the U.K. Section of the 1969 Excellency in Lithography Competition and was placed Third in the World in the finals in U.S.A.—The best a British entry has ever done, and this new picture is just as good. As reviewed in February *Motor Sport*, Size 30" x 20" (picture area) plus Artist's sketches underneath, price £2.65 plus 25p for packing in a stout tube and postage in U.K. (25p extra for overseas surface mail or £1.25 for Airmail), or Special Offer of the two Bentley prints at £5.00 inclusive of postage and packing.

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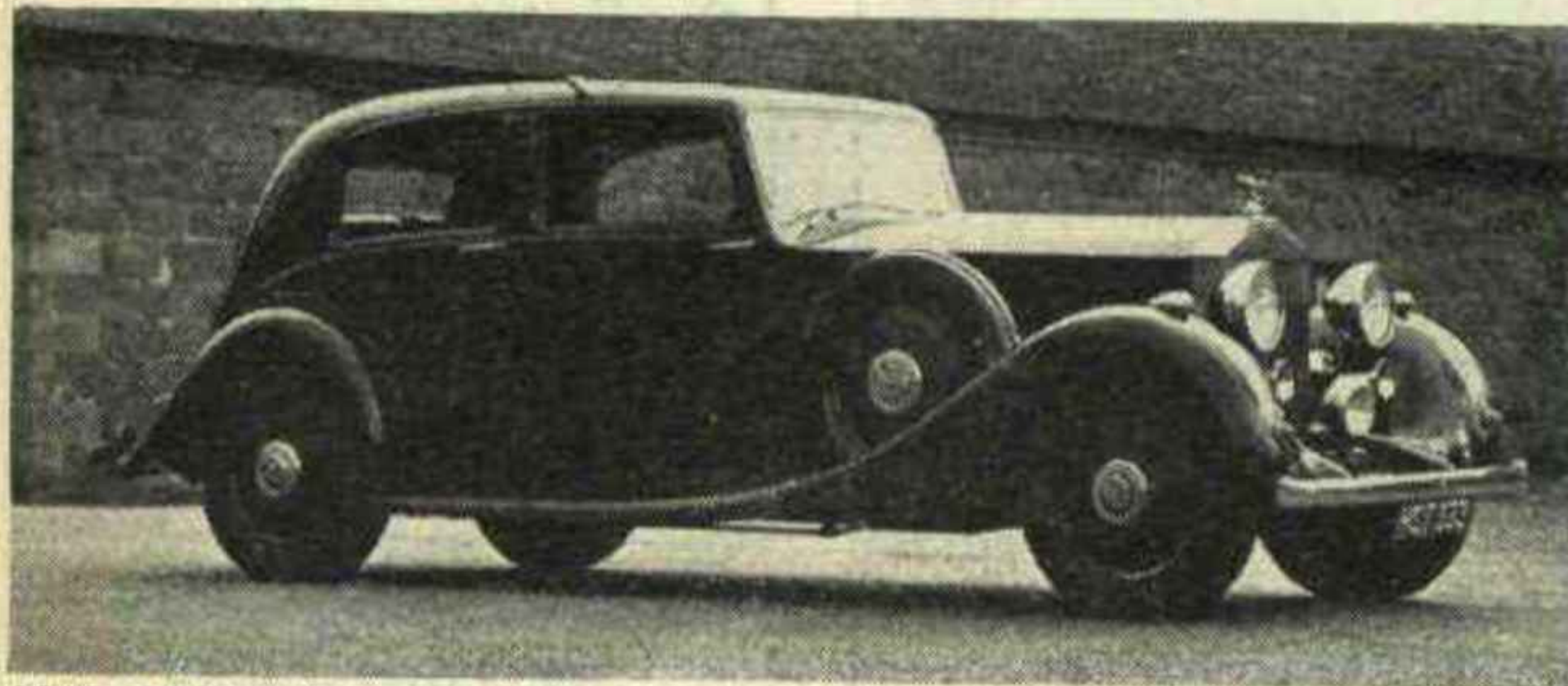


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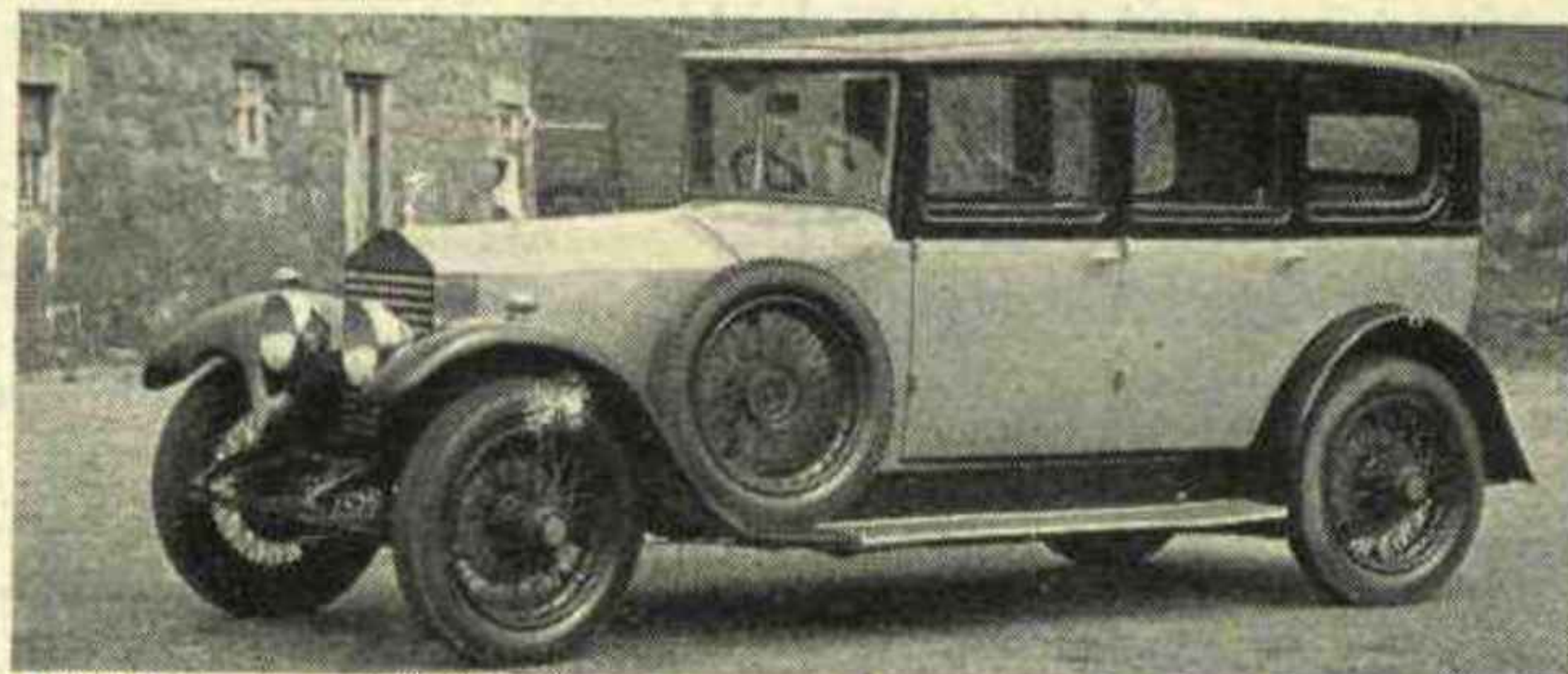


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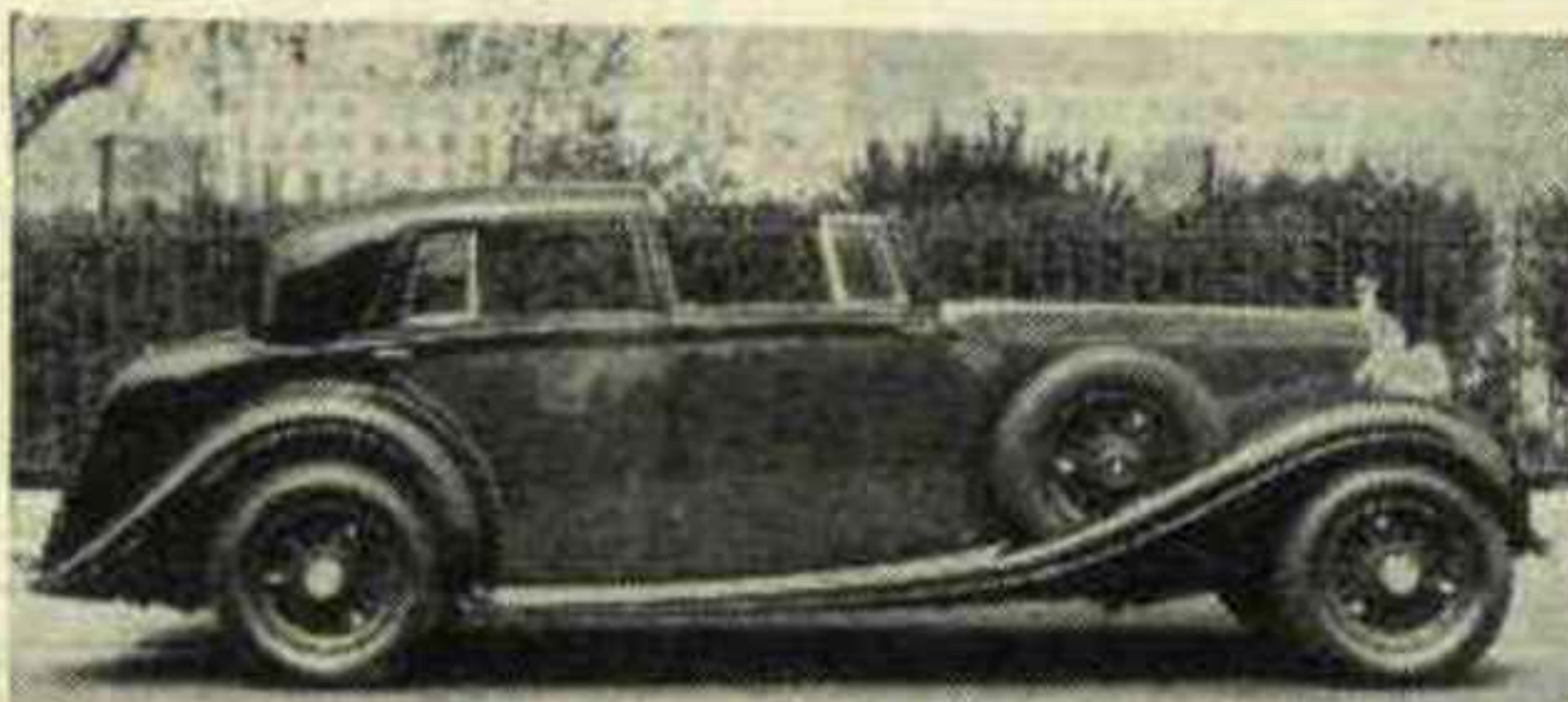
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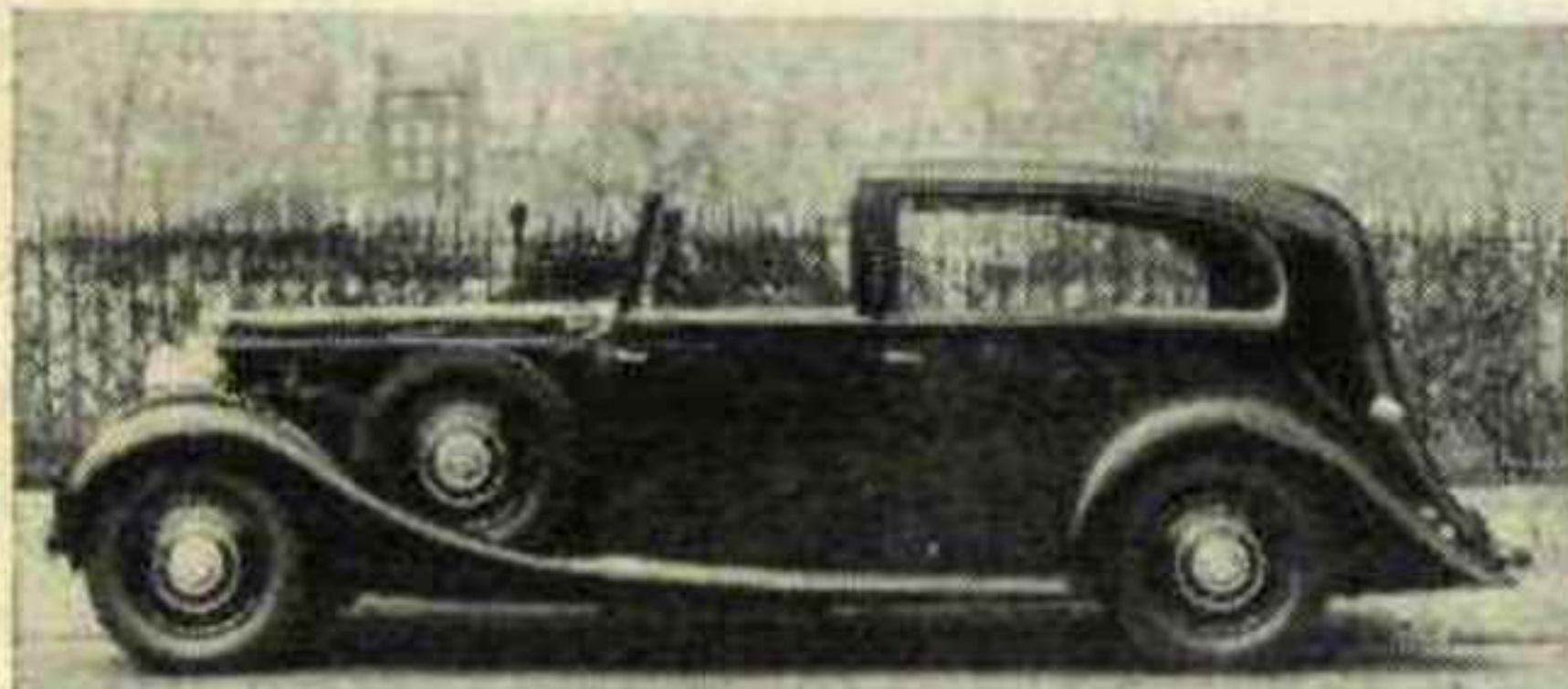
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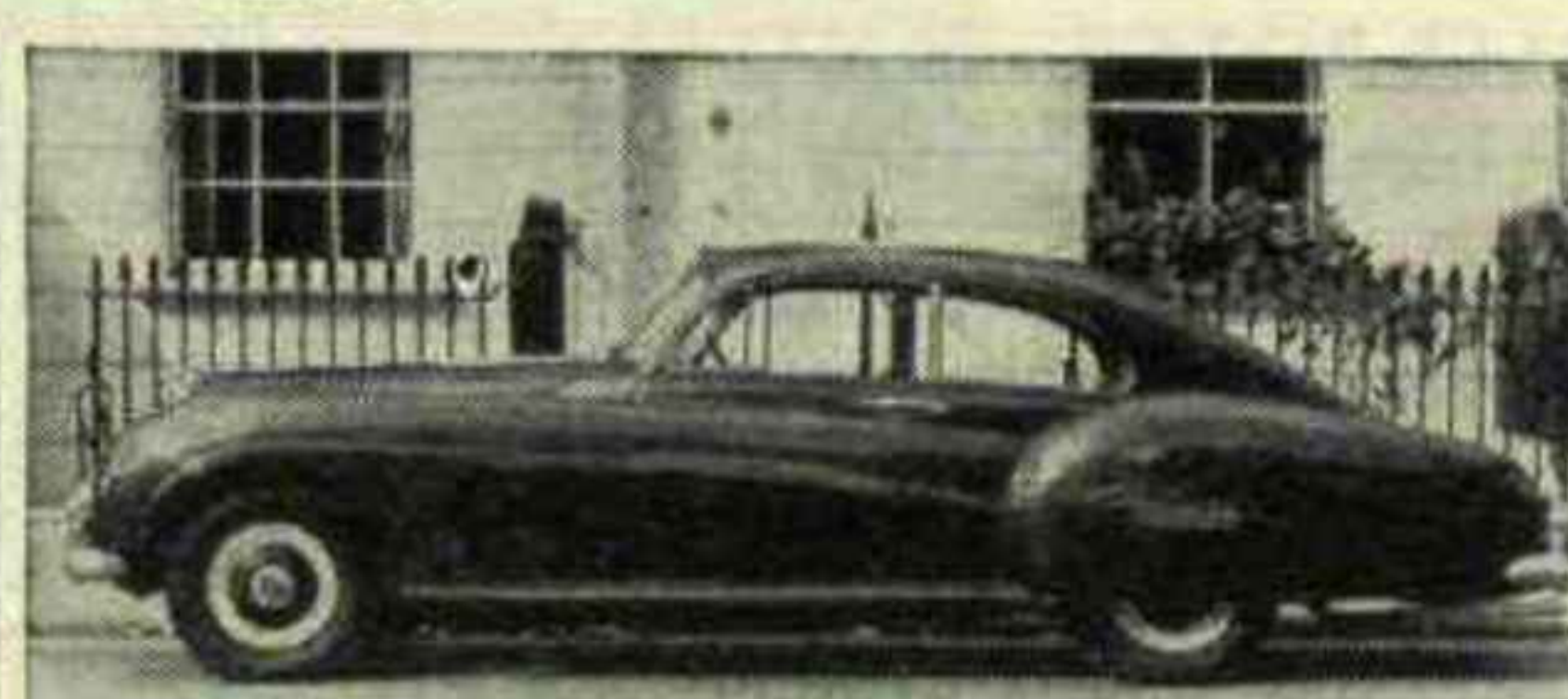
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