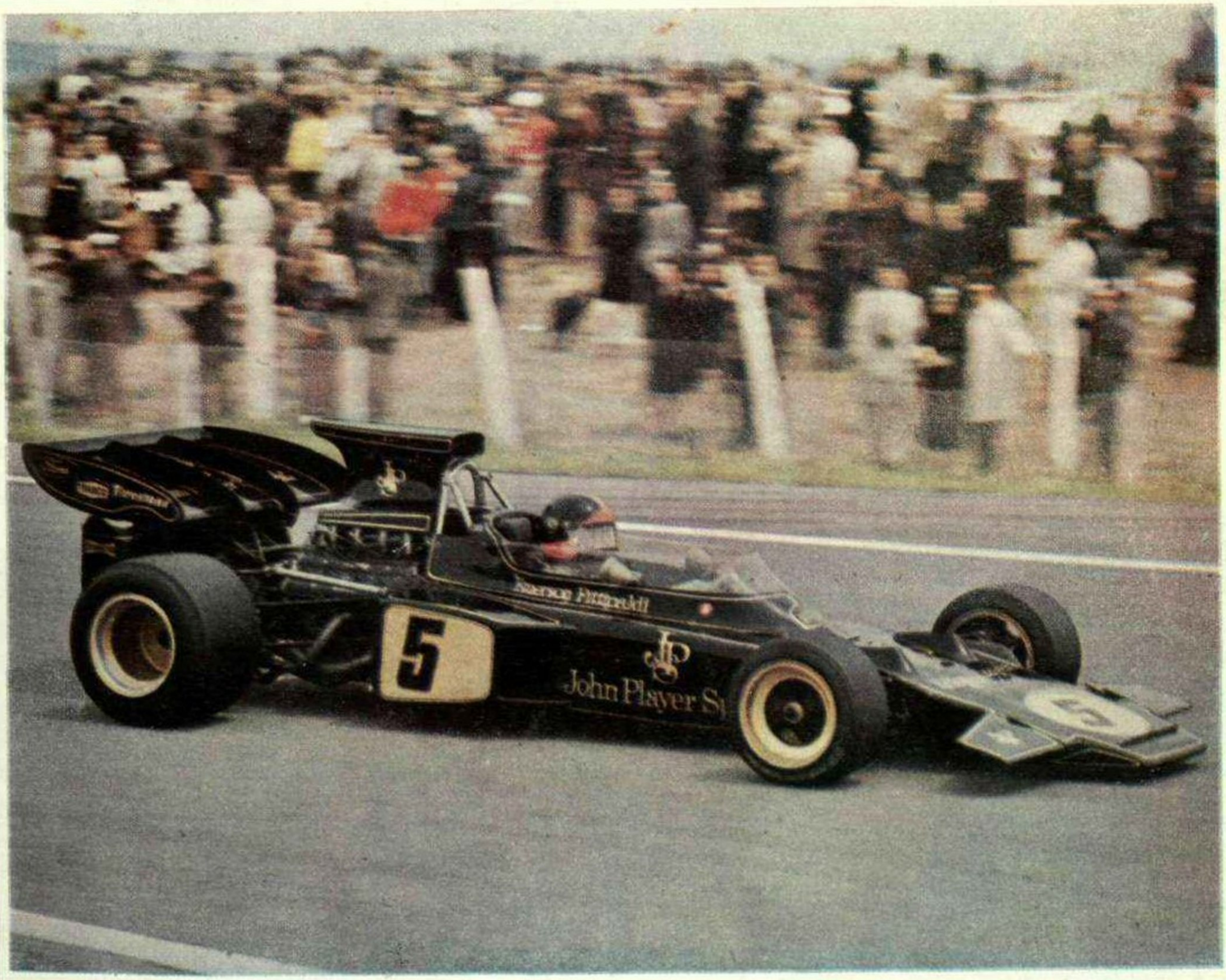
June 1972 Vol. XLVIII No 6 15p

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STP The racer's edge.

The Triumph Dolomite can do 40·5 mpg (and 103mph)



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Everybody knows the performance the Triumph Dolomite puts up (0-50 in 8.5 seconds; in top, 40-60 in 7.8 seconds). But perhaps not everybody realises just what an economical car it can be.

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Further economy note: oil consumption was nil.

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Mobil Economy Run
class IV

1st Triumph Dolomite 40.55mpg driven by Stuart Bladon of *Autocar*.

250 mph. 20 tons per tyre. 230° Fahrenheit.



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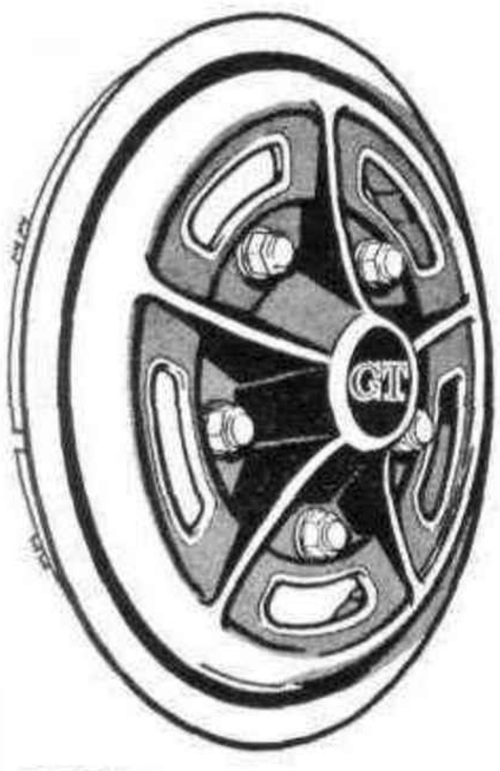
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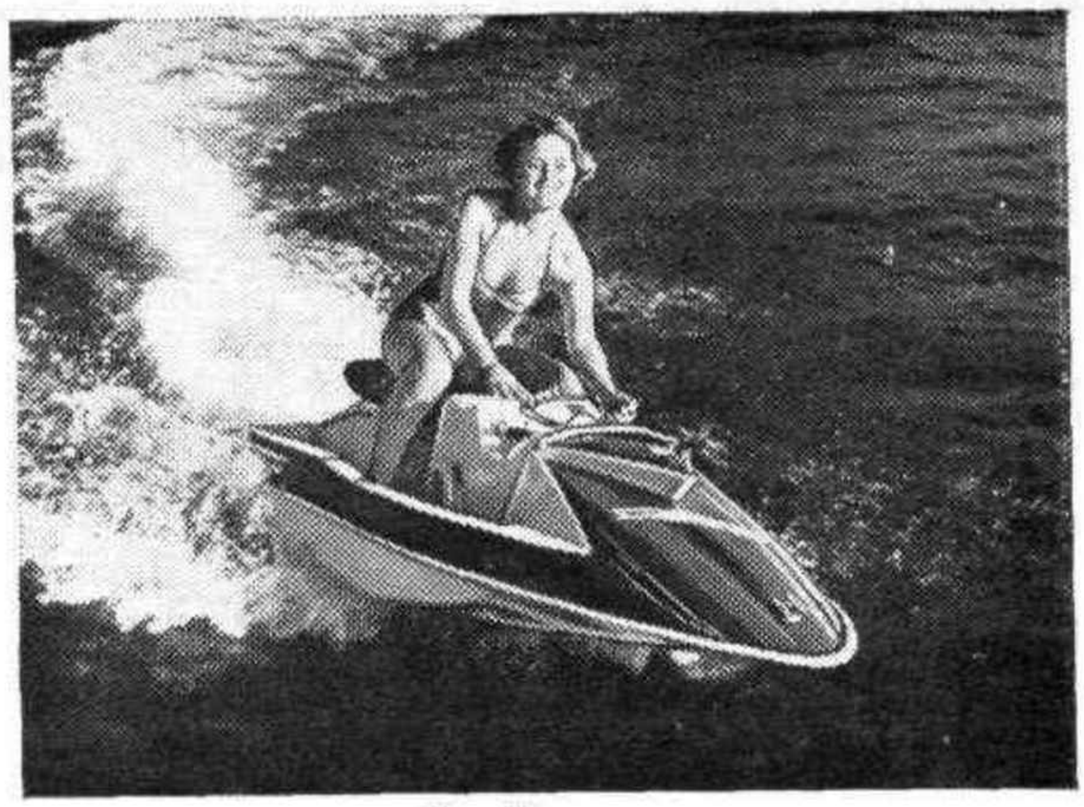
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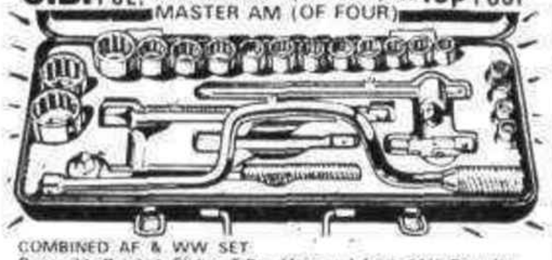
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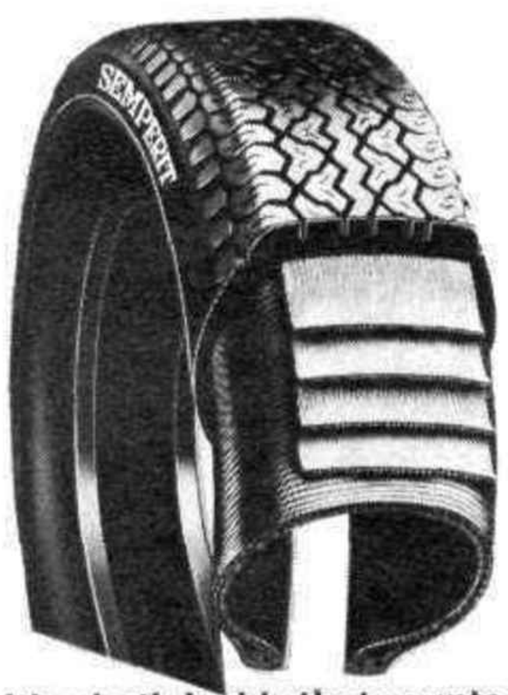
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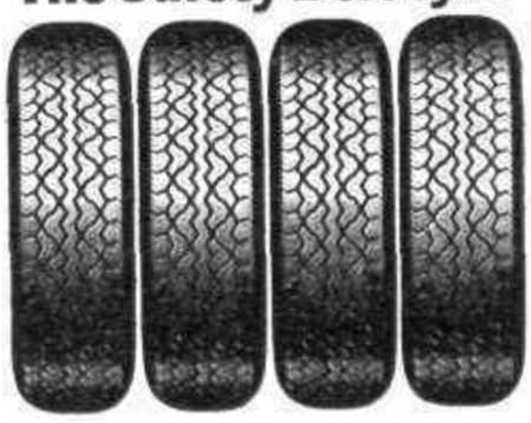
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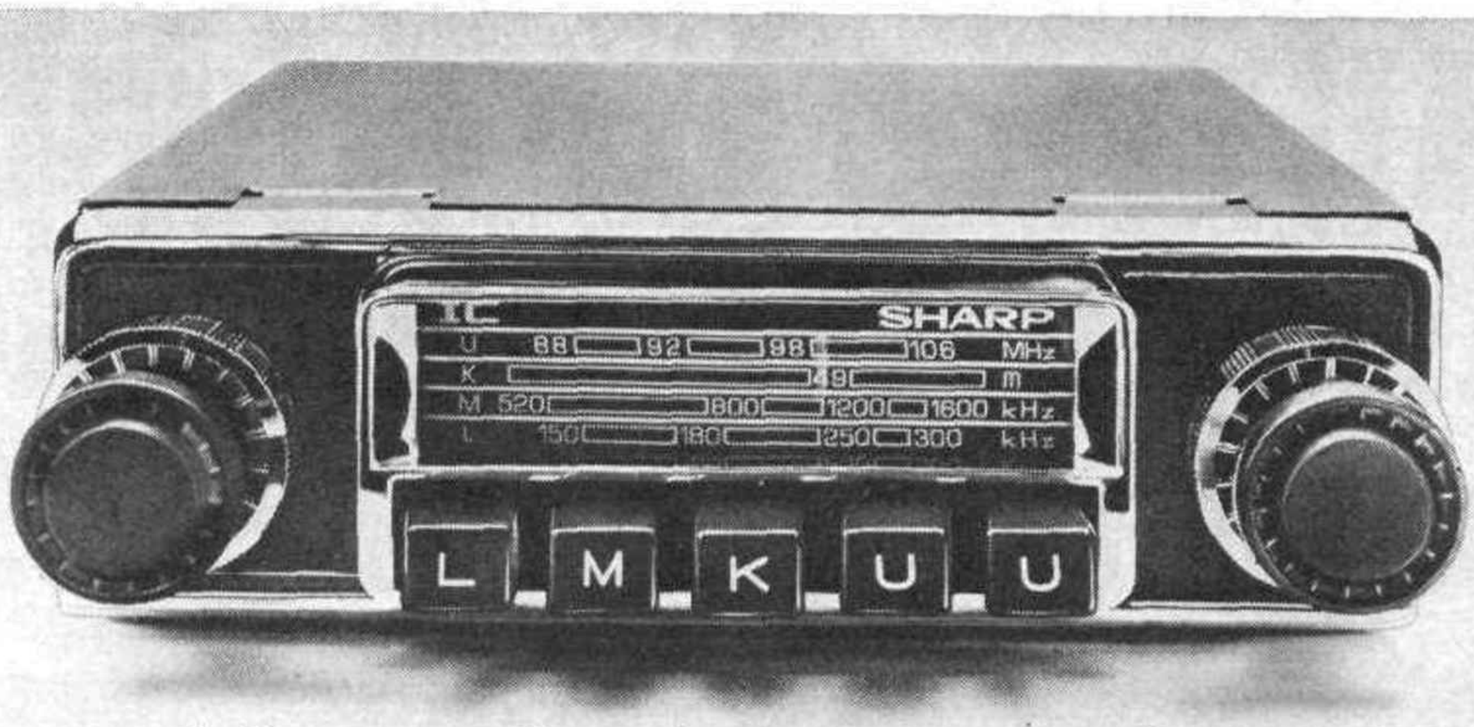


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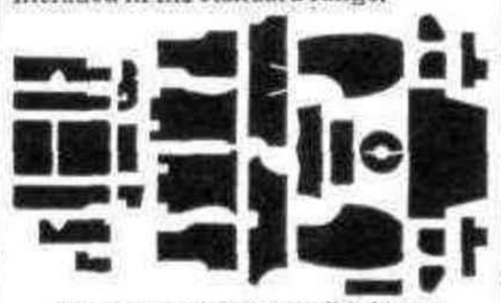
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2 types to choose from

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

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



Here's a typical Acoustikit layout.

Read what the press say about Acoustikits:
"Result is really fantastic" *Hot Car*
"Car was transformed" *Popular Motoring*
"The ultimate in sound insulation kits" *Vauxhall Motorist*

"By return" service. Adequate stocks kept of all popular models. Virtually every kit can normally be despatched by return.

Money back guarantee There's absolutely no risk when you order an Acoustikit. Your money will be refunded in full if you are not satisfied.

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Austin			Avenger	£3.50	£10.00	Chamois	—	£9.00
1100/1300	£2.50	£8.60	Imp	—	£9.00	Gazelle '67 on	£2.80	£10.00
A40	£2.60	£8.50	Super Minx	£2.00	£9.70	Vogue '67 on	£2.80	£10.00
A60	£2.50	£9.00	Minx Pre '67	£2.00	£9.70	**Sunbeam**		
Healey Sprite II	£3.40	£8.90	Minx '67 on	£2.80	£10.00	Alpine '70	£3.00	£9.80
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Daf 33	—	£8.50	Clubman	£2.30	£8.00	2000 Mk. I	£2.80	£10.00
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124	£2.60	£9.20	Van	£2.00	£8.50	Viva H.B.	£2.70	£9.80
124 Sports Coupe	—	£9.00	Pick-up	£2.00	£6.30	Viva H.B. Est.	£2.70	£10.00
500 D, F, L	—	£7.00	**Morris**			Viva H.C. & Est.	£3.00	£9.50
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Ford			1100	£2.80	£8.50	Victor 2000 Est.	£3.50	£10.50
Anglia 105E	£2.70	£8.60	1000 Trav.	£2.80	£8.80	Victor F.B.	£2.30	—
Anglia Est.	£2.70	£9.00	Oxford (Farina)	£2.50	£9.00	Victor 101	£2.30	£9.80
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Cortina Pre '67	£3.00	£9.80	**N.S.U.** 1200	—	£9.00	V.W. 1302S '71	—	£8.80
,, Est. Pre '67	£3.00	£10.00	**Renault** 4	£2.80	£8.60	**Volvo**		
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Zephyr Ser. 4	£3.50	£10.50	**Simca** 1501	£2.30	£8.60			

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add **part carriage charge** of 30p for Underbonnet Acoustikits and 50p for Super Acoustikits.

YOUR NO RISK ORDER FORM! Hurry! Post today.

To: Eflow Developments Co. Ltd. (Dept. MS17), Eflow Works, Old Teme Bridge, Lower Wick, Worcester. Tel: Worcester (0905) 23260
Please send me by return: Super Acoustikit/Underbonnet Acoustikit
Details of basic materials* for my car.

Make ..... Model ..... Year .....
I enclose cheque/P.O.* (payable to Eflow Developments Co. Ltd., & crossed)
£ ..... (cost of the kit plus part carriage charge). *Delete as appropriate
Name .....
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Independently published reports all over the world have consistently found the system used by Ronson Electric Shavers to be a cut above the rest.



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As an added bonus it's slim enough to slip neatly into your pocket.

So now you can shave in the office; the bedroom; or even in the car. And give the family some elbowroom in the bathroom.

The Ronson Battery Shaver, £8·50*

*Recommended retail price (excluding batteries).

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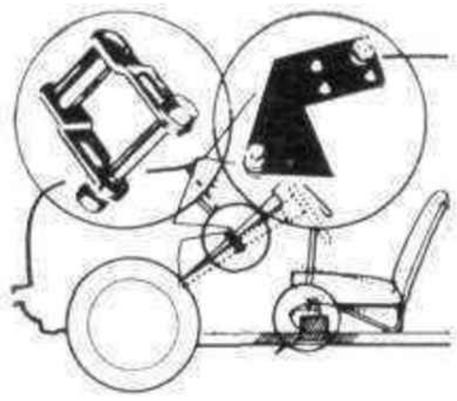
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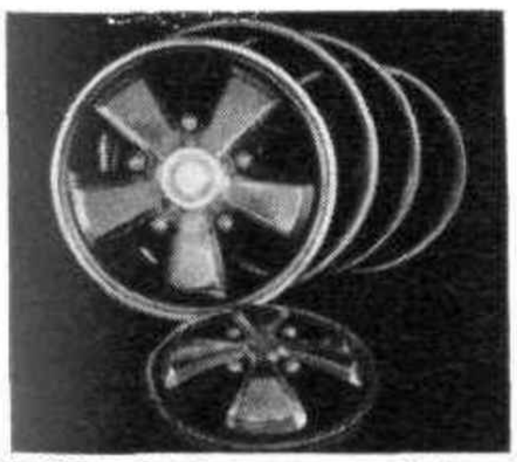
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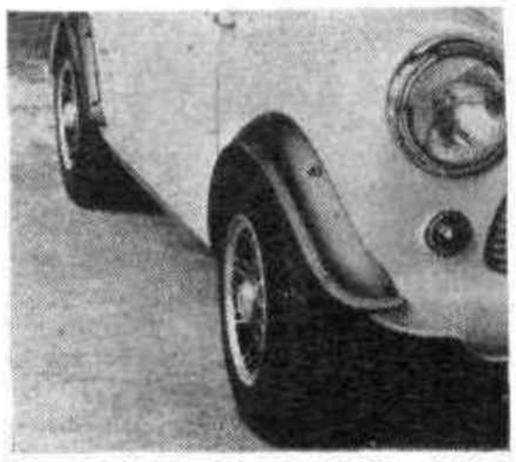
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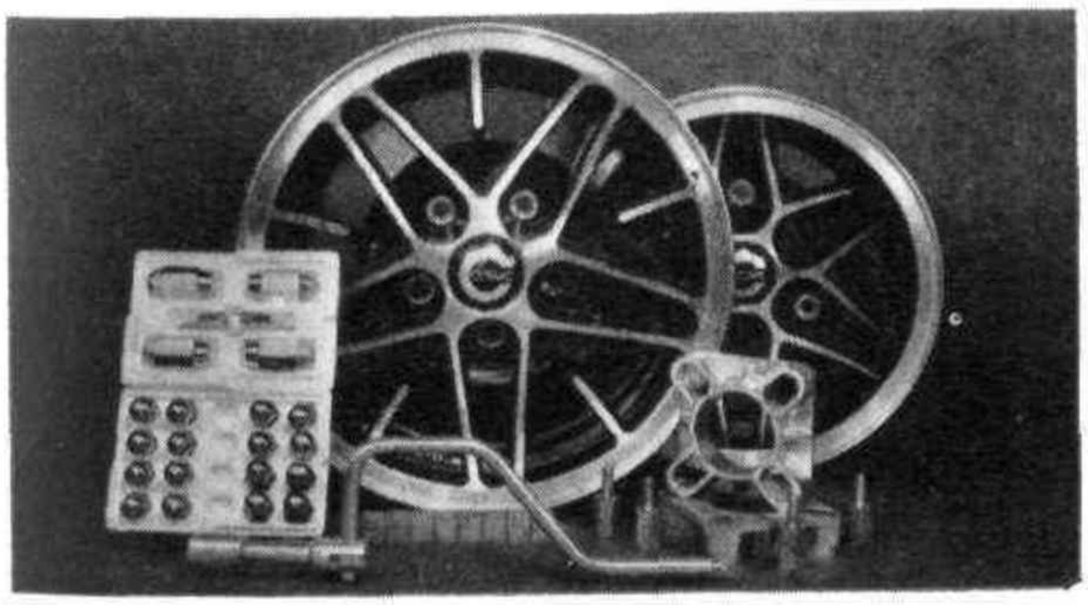
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The Citroën GS Estate. For people who thought they didn't like estate cars.



Ideally an estate car should be able to carry both heavy and light loads with equal comfort and safety.

But, let's face it, most suspension systems just can't cope with both. Either the springing is designed for heavy loads and gives a high ride when you're travelling light–or it's built for 'comfort', which can produce a very uncomfortable amount of sway when you're fully laden.

Citroen's unique Hydropneumatic suspension has overcome both problems.

Because the system is self-levelling, the car automatically stays at a constant height, however little or however much you are carrying.

And the GS estate version of the "Car of the Year" can carry a lot. It has a full 53 cu. ft. of luggage space with the rear bench seat folded.



The same advanced flat-four overhead -camshaft air-cooled engine which can take you up to 90 mph plus.

The same power-operated disc brakes on all four wheels to pull you up in a safe, straight line. And the kind of looks and comfort that put most saloon cars to shame.

Which is enough to change anyone's ideas about estate cars–especially when the price is only £1126.52.

Call your local Citroen Dealer or write for free colour brochure and list of agents to: Citroen Cars Ltd., Dept. 73, Trading Estate, Slough SL1 4QA.

All prices are recommended retail price including p.t. (Seat belts, number plates and delivery extra.) The model illustrated is the Citroen Club Estate from £1191.77.

CITROËN GS

'One good reason for buying Motorcraft Tune-up Kits?'

-Here's six!

...and another good reason?

You can save up to £1·75 on a Polaroid Swinger II camera when you buy a kit!

Offer closes July 31st, 1972.



Getting the gap exactly right is so much easier with the Motorcraft feeler gauge.





Each Motorcraft Tune-up Kit comes, complete with easy-to-follow instructions, in a plastic re-usable container.



Each kit contains 4 or 6 Motorcraft spark plugs. The spark plugs with the extra long firing tips which clean themselves as you drive and so help prevent fouling at low engine speeds and pre-ignition at high engine speeds.





Only Motorcraft would think of giving you a special grease to minimise cam wear.



In the condenser, the pure aluminium foil and high dielectric insulators of the capacitor section contain voltage surges without breakdown. While the hermetically sealed housing locks out moisture, pressure changes and corrosion.

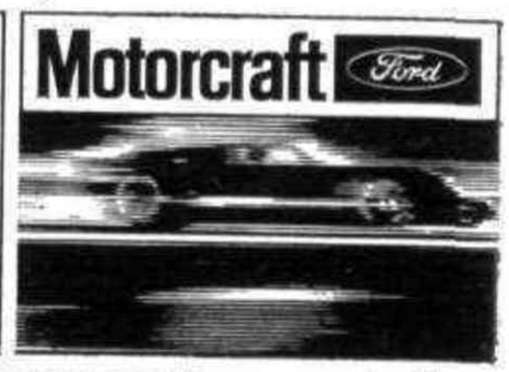


A four cylinder engine operating at 5,000 rpm. makes and breaks the primary ignition circuit 167 times a second. Motorcraft contact points are quality engineered and precision built to take all this punishment. And keep coming back for more!

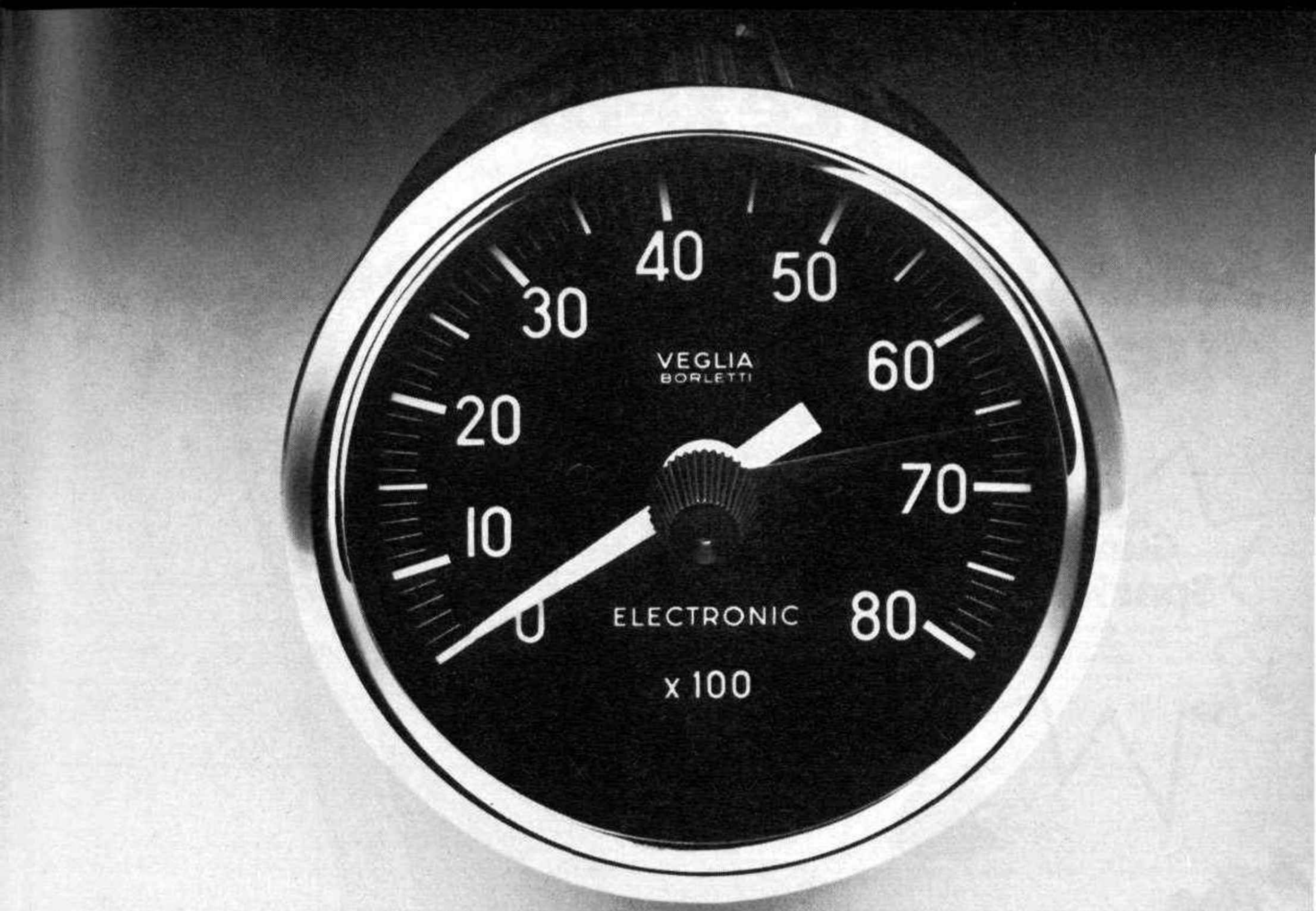
Mister Motorcraft provides Tune-up Kits to suit most popular makes of car. In it, you'll find everything you need to give your engine a real professional tune-up, whether it be a Ford, British Leyland, Vauxhall, Chrysler or almost any other popular make. And should you have an ignition failure far from home, a spare Tune-up Kit in the boot could prove invaluable.

So call on Mister Motorcraft soon. His complete range of quality parts is at garages, service stations, Ford dealers and accessory shops. We've got good reasons to think that you'll be more than satisfied.

Spark plugs
Filters
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Harry Moss

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Now Gunson's let *you* do the job properly, by yourself. Fill the Eezi-Bleed Pressure Vessel with fresh fluid. Connect it to your brake reservior with one of several replacement caps supplied to give correct fit. Pressurise the new fluid by attaching the Eezi-Bleed tube to a tyre. Then release your bleed valves in turn and let the old fluid flush out through the drain-tube. The system is cleaned by the fresh fluid; no dirt or air is sucked back. Every bleeding bug has vanished!

£3·30*

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*Recommended retail price.

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☐ Please send me a 'Colortune' Diagnostic Chart. I enclose a P.O for 50p.

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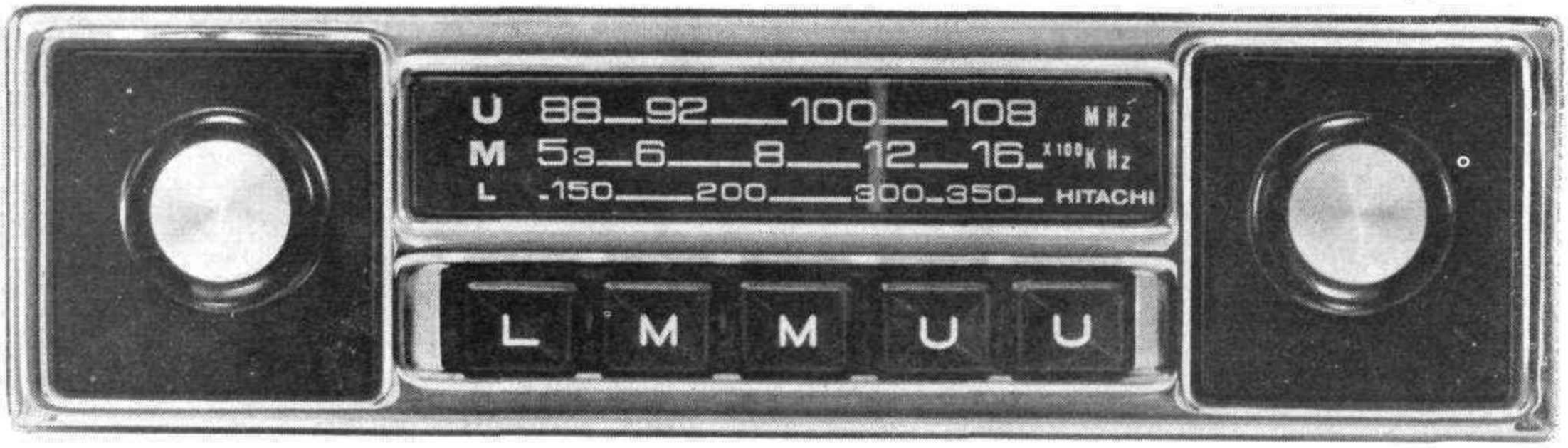
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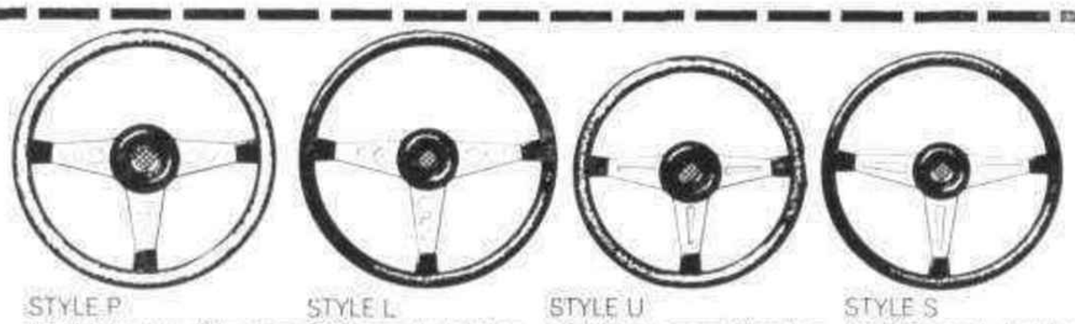


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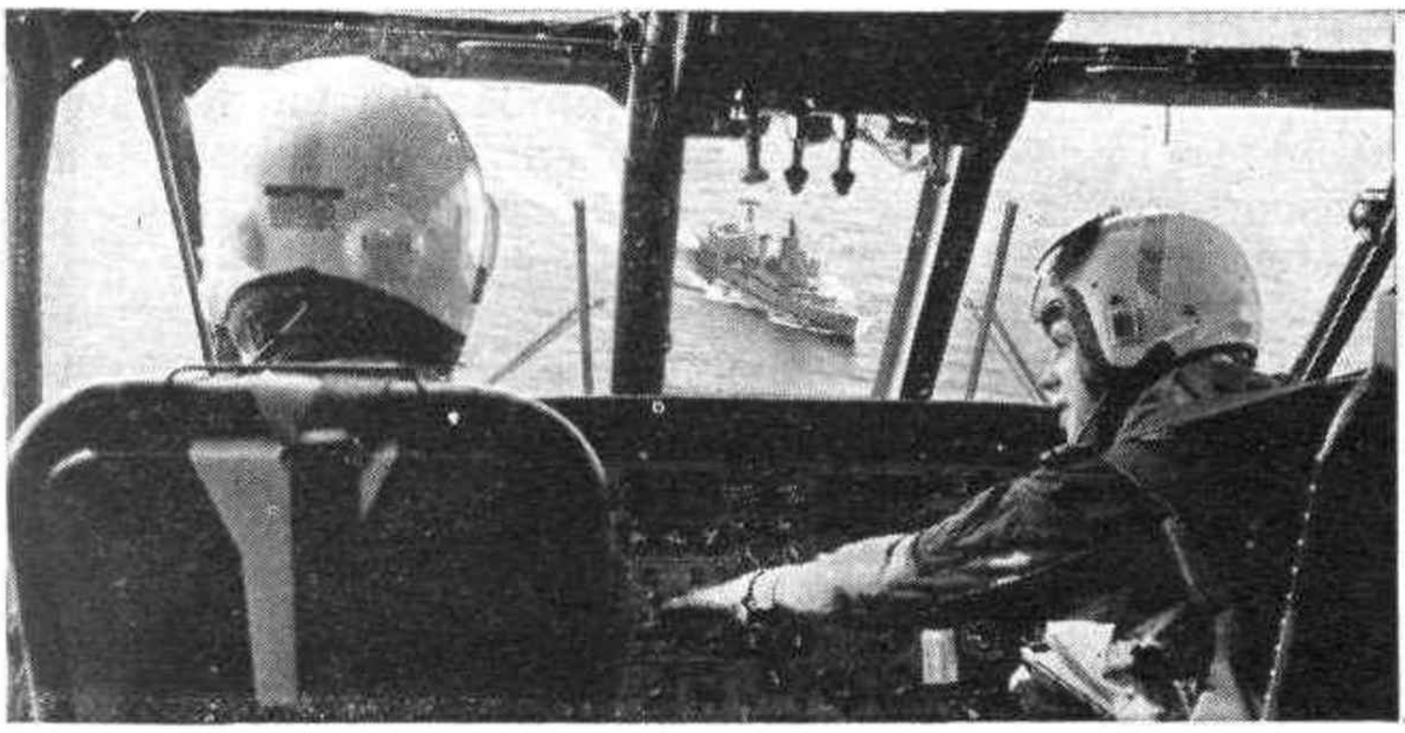
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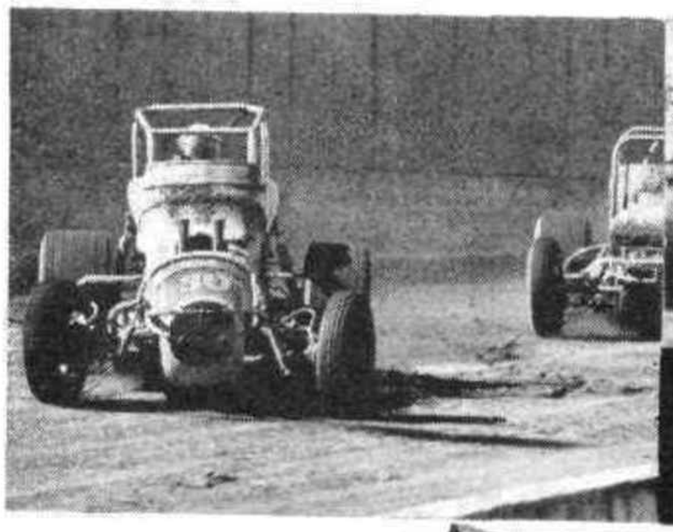
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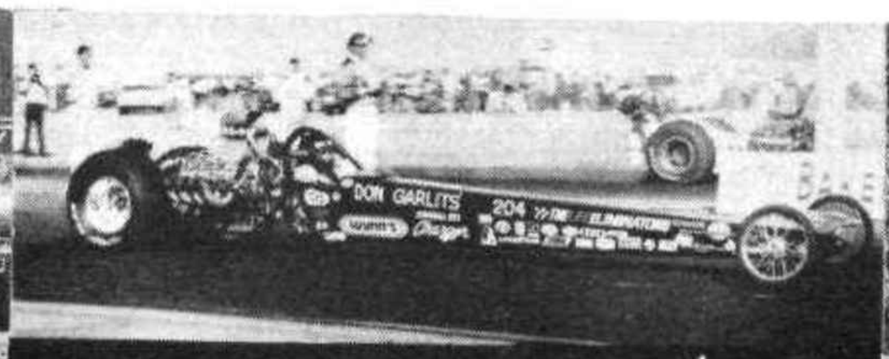
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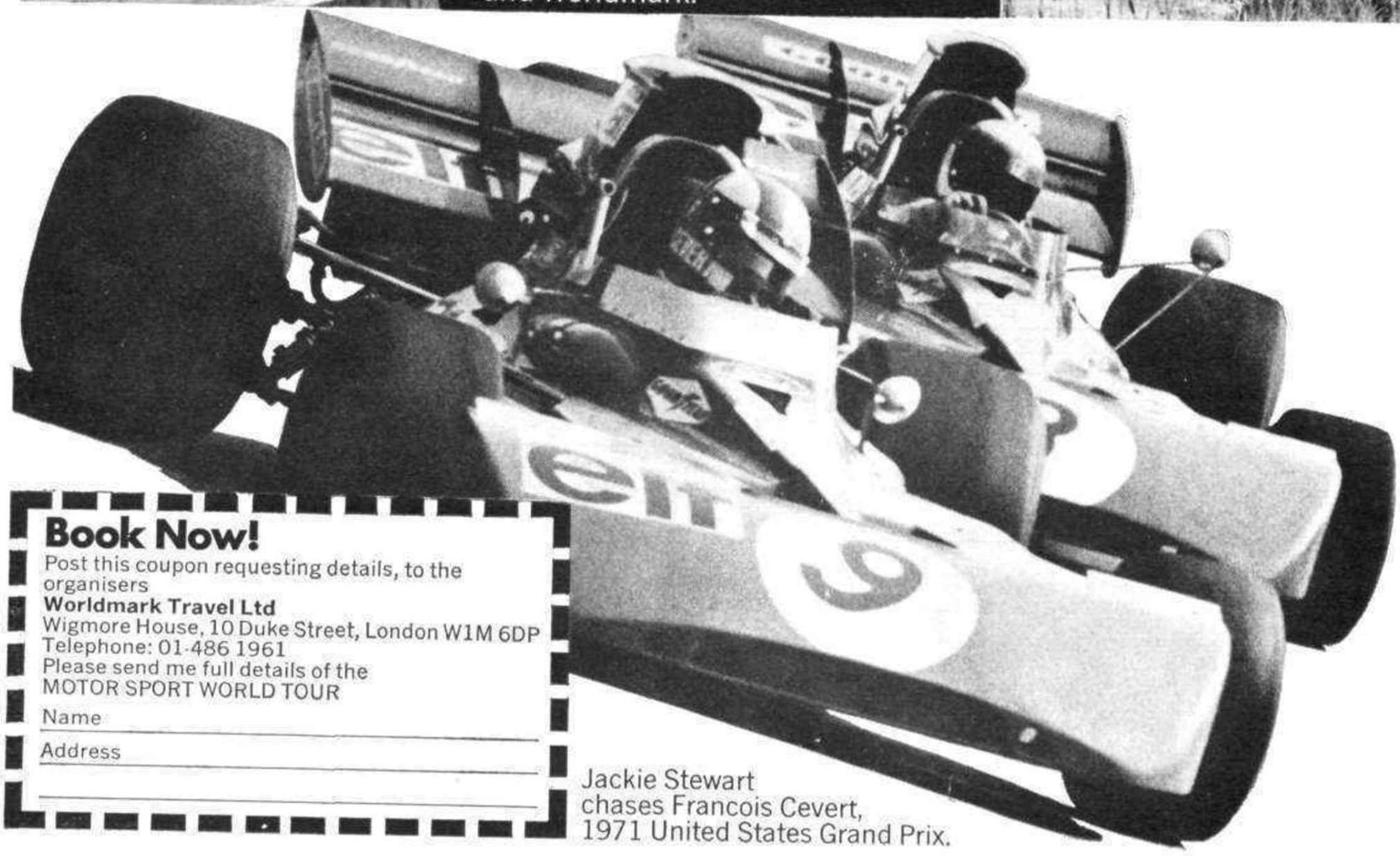
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Jackie Stewart chases Francois Cevert, 1971 United States Grand Prix.

MOTOR SPORT

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FRONT COVER PICTURE : LOTUS are back in the winning way. At the Spanish Grand Prix Emerson Fittipaldi, driving the John Player Special Lotus 72, scored a superb victory—his second World Championship win. Last year Colin Chapman's Lotus firm did not win a Grand Prix all season, the first time since 1960, but 1972 shows every indication of providing them with many further successes. The Brazilian, Fittipaldi, showed a great maturity and skill in his drive to victory.

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MATTERS OF MOMENT

■ GROUP 1 RACING MAKES THE GRADE

At the beginning of the year there was optimistic speculation about the forthcoming season of Group 1 saloon-car racing. The optimism seems to have been well-founded, because some exciting and, equally as important, instructive races of this kind have now been held. Spectators like to see close racing between cars not too dissimilar in appearance and specification from those they can buy and have perhaps driven to the circuit. These are, admittedly, very brief and purely local races, but their division into purchase-price classes and the near-standard nature of the competing cars (apart from their tyres) has focussed attention on them, to the overall benefit of BMW, 2002 Tii saloons (illustrated here, these cars in close company) having completely dominated these Group 1 races so far—writing after eight such races have been contested. This domination by BMW is significant, nor will it be overlooked that the other victorious makes have been Hillman Avenger in the £801-£1,100 category, Ford Escort Sport in the £601-£800 class, and Moskvich 412 in the up-to-£600 section. This is excellent publicity for the cars concerned but longer races would be even more instructive, especially with tyre changes on the standard tool-kit jacks and wheel braces, and refuelling through standard-dimension filler-caps and piping.



Who will be the first organiser of a long-distance or duration, say a one-hour, Group 1 saloon-car race, perhaps as a *finale* to the 1972 season of these welcome events?

■ TWEAKING THE LION'S TAIL

British cars and the British Motor Industry may not have been exactly on top of the World in recent times and the sales of imported cars have caused as much despondency here as in America. But does this justify the savage attack on us by four journalists, which the New York publication *Automobile Quarterly* saw fit to mount in its first 1972 issue? Entitled "What's the Matter With England?", this bitter piece, a discussion between Hogg, Norbye, Fendell and Vorderman, two of whom claim experience of the British Motor Industry and one of whom is English born, decided that we have fine engineers (thanks, Vorderman!) "muzzled by incompetent executives and a dismal labour force among some other things". Following a lurid illustrated description of a non-existent fictional car, the "Hirondel" (MOTOR SPORT dealt with cars-in-fiction years ago, incidentally), this anti-British discussion was illustrated with pictures bearing captions such as "MG-C GT: They'll try to forget it if you will", "Austin America: Who Needs It?", "Austin 1300 GT: Overdesigned, far too complicated", "Hillman Imp: A monumental fiasco", "Triumph Spitfire: Should it be spittoon?", "Jaguar XJ6: A superb automobile, but where are they?", "Lord Stokes: Why is he smiling?", "Rover 2000TC: With luck they might sell 1,000 in the US this year", "Jaguar V12 E-type: Finally it got built", "Triumph Stag: Nice in its way, but what is it?", "The Australian Austin: 2000 times better?" and "Vauxhall: Even mighty GM makes mistakes".

The Ford Capri is called "a mite overstyled maybe" (by Americans!) but is admitted to be "terrific value for money". (Thanks once more, Vorderman.) The Peugeot 504, Datsun 240Z, Toyota Corolla, Volvo 145, Fiat 124 Sport and BMW 2800CS are held up as examples of what "Britain could probably build very well, if only someone over there would start making the right decisions". What this really boils down to is an attack on Lord Stokes, whom *Automobile Quarterly* chooses to refer to (Tony Hogg's words) as "that blow hard—platitudes—a lot of monkey-motion and platitudes". We do not have space to go through the 14 pages of this loaded anti-British spiel, which, for cheek, far surpasses one of our own motoring journals which last year took to redesigning current British cars regardless of the production and other practical problems their manufacture

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 = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N/In. = National/International. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	DATE
June 4th	**RAC of Belgium**	**Nivelles**	**Brussels, Belgium**	**Formula One Grand Prix Round 5 (INT)**	—
June 4th	**ASAC de Bourgogne**	**Dijon-Prenois**	**Dijon, France**	**Two-litre Race (INT)**	—
June 4th	Lea-Francis OC	Stanford Hall	Stanford, Rugby	Autotest and Concours	—
June 4/7th	**Royal Scottish AC**	**Glasgow Airport**	**Abbotsinch**	**Scottish Rally (INT)**	**08.00**
June 10/11th	**ASAC de l' Ouest**	**Le Mans**	**Le Mans**	**24 Hour Race (INT)**	**16.00**
June 11th	**Badischer MSC**	**Hockenheim**	**Heidelberg, W. Germany**	**European Formula Two Trophy (INT)**	—
June 11th	**CRDA**	**Mosport Park**	**Toronto, Canada**	**Can-Am Challenge Cup Round 1 (INT)**	
June 11th	BARC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.45
June 11th	Darlington & DMC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.45
June 11th	British Drag Racing & Hot Rod Assn.	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meeting (*C*)	13.30
June 17/18th	**Donegal MC**	**Rosapenna Hotel**	**Downings, Co. Donegal**	**Circuit of Donegal Rally (INT)**	**08.00**
June 18th	**Aston Martin OC**	**Silverstone**	**Towcester, Northants.**	**Martini Trophy (G5, G7) (INT)**	**12.45**
June 18th	**ASAC Vauclusien**	**Mont Ventoux**	**Avignon, France**	**European Hill-Climb Championship (INT)**	—
June 18th	—	**Zandvoort**	**Haarlem, Holland**	**Formula Atlantic Race (INT)**	—
June 18th	Nottingham SCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (N/INT)	14.30
June 18th	BARC	Thruxton	Andover, Hants.	Race Meeting (*C*)	14.00
June 18th	MG Car Club (SW)	Wiscombe Park	Honiton, Devon	Speed Hill-Climb (*C*)	12.30
June 18th	BARC (S. Wales)	Pontypool Park	Pontypool, S. Wales	Castrol/BARC Hill-Climb Championship (*C*)	14.00
June 19/24th	**ASAC de Marseille et Provence**	**Marseille**	**Marseille, France**	**Coupe des Alpes (INT)**	—
June 21st	Maidstone & Mid-Kent MC	Great Elderden Farm	Chart Sutton	Autotest (*C*)	18.30
June 24/25th	**ADAC-Gau Nordrhein**	**Nurburgring**	**Aachen, W. Germany**	**24-Hour Race (INT)**	—
June 24/25th	**AC Targa Florio**	**Ypres**	**Ypres, France**	**12 Hours of Ypres (INT)**	—
June 25th	**STMSC**	**Osterreichring**	**Zeltweg, Austria**	**1,000-km. Race (INT)**	—
June 25th	**ASAC Normand**	**Rouen les Essarts**	**Rouen, France**	**European Formula Two Trophy (INT)**	—
June 25th	**CASC**	**Mont-Tremblant St. Jovite**	**Montreal, Canada**	**Can-Am Challenge Cup Round 2 (INT)**	—
June 25th	BARC (Yorkshire)	Stockton Farm	Harewood, Leeds	Castrol/BARC Hill-Climb Championship (*N*)	12.30
June 25th	Nottingham SCC	Cadwell Park	Louth, Lincs.	Race Meeting (*R*)	14.15
June 25th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (*C*)	14.30
June 25th	BRSCC (N)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.00
June 25th	Jaguar DC	Lower Gravenhurst	Bedfordshire	Annual Rally	—
June 25th	Borough 19 MC	Raspberry Park, Iwade	Sittingbourne, Kent	*Kentish Times*/Jet Autocross Championship (*R*)	14.00
June 25th	British Drag Racing & Hot Rod Assn.	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meeting (*C*)	13.30
June 30th/July 1st	Larne MC	Harbour Service Station	Carrickfergus, Co. Antrim	Texaco Rally (*N*)	20.00
July 1st	Motor Cycling Club	Silverstone	Towcester, Northants.	Race Meeting (*R*)	10.30
July 1st/2nd	Northumbrian MC	Newtown Street	Duns, Berwicks	Jim Clark Memorial Rally (*N*)	18.01
July 2nd	**FFSA**	**Clermont Ferrand or Le Castellet**	**France**	**Formula One Grand Prix Round 6 (INT)**	—
July 2nd	**AC Trento**	**Trento-Bondone**	**Trento, Italy**	**European Hill-Climb Championship (INT)**	—
July 2nd	**MSC Stuttgart**	**Hockenheim**	**Heidelberg, W. Germany**	**Two-litre Race (INT)**	—
July 2nd	BARC	Silverstone	Towcester, Northants.	Race Meeting (*C*)	14.45

MATTERS OF MOMENT—continued from previous page

might involve—how the Industry's engineers must laugh, when journalists decide to do their jobs for them. . . .!

To Don Vorderman, who engineered this nasty American look at England so soon after sneers from that country at W. O. Bentley, we will just issue a word of warning—the British Lion is used to having its tail tweaked, but be careful not to cause it to show its teeth. No doubt our readers can think of many weaknesses in American cars and the way the automobile industry is conducted in Detroit, but they could scarcely express them as rudely or as cruelly as Vorderman's team has, in its savage slashing at England (of Sir William Lyons: "I mean, he was bright as hell, but what is he, about 70 now?"), an overall attack on the lot of us, from Smiths instruments to Stokes. No mention, though, of Dunlop's recent great tyre breakthrough, which could banish the space-occuping spare wheel, our supremacy in F1 racing, or the exclusiveness of the Rolls-Royce Silver Shadow, etc.

Don't let this needle you too much, though. This *exposé* of us ("An English and an American shoe salesman were travelling in the Congo. The Englishman sent back a telegram: 'Forget the Congo market. Nobody wears them here.' The American telegram read: 'Tremendous market! Nobody's got them yet!' ") is sandwiched between five lurid two-page drawings of "Horondels" and some diagrams of an equally ficticious soap engine driven by bursting bubbles. This doesn't smack of very serious automotive thinking. So maybe the thing is intended as a joke. We certainly mustn't lose our British sense of humour!

■ BRITAIN'S BEST-SELLING CAR

Throughout last year British Leyland's 1100-1300 range sold better than any other cars in Britain. Towards the end of 1971, as Ford of Britain recovered from disastrous strikes and technical setbacks, its Cortina Mk. 3 rose to the top of the sales charts and so far this year it is Britain's best-selling car. In order to get to know this much-coveted car the Editor has been driving an o.h.c. 1600 GT version and his account of enjoyable and trouble-free motoring in this £1,146.71 model will appear in due course.

CLUBS AND REGISTERS NEWS

THE Railton OC has its National Meeting at Finmere on June 11th, when the John Cobb Cup will be contested in the Concours d'Etat and there will be driving tests and a display of Railton pictures and literature. It had to happen—we mentioned recently the remarkable number of Austin A30s and A35s still in use, particularly in mid-Wales. A club has been formed for them, whose membership secretary is P. Parfitt, 13, Manor Way, Woodhamsterne, Banstead, Surrey. The STD Register's Wolverhampton Rally, when Coatalen Sunbeams return to their birthplace, is on July 2nd. Two-stroke-engined cars are now obsolete except for the Wartburg, which soldiers on courageously, so the Saab OC of GB has decided to form a register of all two-stroke Saabs, including those owned by non-members. The Registrar is V. J. Mortimer, Bristol Road, Churchill, New Bristol, Somerset, BS19 5NL, who will gladly supply registration forms. The pre-50' American AC has a rally at Hereford Race Course on June 4th, from 12 noon, with emphasis on American vehicles. The place at which to see Rolls-Royces of all kinds is Blenheim Palace on June 11th, when the RREC has its annual rally. If you prefer Daimlers, the Daimler and Lanchester OC have their Woburn Abbey Rally on June 4th. The next big Austin 7 Jubilee fixture is the three-day Longbridge event, from August 26th-28th, ending with a cavalcade of Austin 7s through Birmingham and Lickey. Anyone who has any rare items of Seven interest for the static display is asked to loan them. Entry particulars from J. Ward, North House, Ousterne Lane, Fillongley Warwicks, (s.a.e. please).

VSCC CURBOROUGH SPEED TRIALS (MAY 14th)

Cottam's 1952 Connaught made FTD in 39.3 sec., Moffatt's 1934 ERA was fastest pre-war car (39.5 sec.) and Wall's Bugatti quickest vintage car (42.2 sec.). The class winners were Cottam, Moffatt. Shaw (1935 Fiat—44.6 sec.), Oddie (1939 BMW—43.4 sec.), Black (1931 Alfa Romeo—41.8 sec.) and Mann (Straker-Squire—49.3 sec.).

THE SPANISH GRAND PRIX — *a Lotus come-back*

JARAMA, MADRID, *May 1st*

THE SPANISH event was the first World Championship Grand Prix on the European continent for 1972, and it was the turn of the artificial Jarama circuit, north of Madrid, to play host to the country's major race, it being run last year at Barcelona. Time is a great healer, for two years ago when the Spanish GP was held at Jarama the whole affair was a bit of an organisational farce and afterwards everyone stormed off saying "never again". Fortunately the organisation learnt from their mistakes and this year the race ran as smoothly as the previous one had been turbulent.

In order to coincide with a national holiday, in the hope of attracting larger crowds the race was to be held on Monday, May 1st, so practice was arranged for the previous Saturday and Sunday, from 12 noon until 2 p.m. on both days. Surprisingly there were no grumbles from the teams or demands for more practice, probably because they had all had a good slog round before the Saturday official session. Indeed, one got the impresion that there was a distinct groove worn round the circuit and all you had to do was to slot your car into the groove and set off. Your time depended on how fast you entered the straight past the pits, what speed you attained down the hill onto the straight, and how brave you were in braking for the sharp right-hand bend at the end. The rest of this twisty little artificial circuit is all stop-and-go and not much of a test of a real Grand Prix driver or much of a challenge to their skill, and to listen to some of today's top drivers you get the impression that the last thing they want is a challenge to their ability; you are supposed to accept that because they are in a Formula One car they have inordinate skill and ability and you should not ask them to prove it. With a lap speed of just over 95 m.p.h. the Jarama circuit is not exactly a circuit to prove the ability of a great Grand Prix driver, in just the same way that Brands Hatch club circuit or Mallory Park does not prove the value of an ace motorcycle rider like the Isle of Man TT circuit does.

With only two hours in which to put in a good lap in the 1 min. 20 sec. bracket nobody wasted any time in getting under way on Saturday and the pits were somewhat chaotic with cars dashing in and out, lucky drivers swopping from one car to a spare one, waves of advertising men poncing up and down with sponsor's troupes of colourful dolly-birds, cars being wheeled off for repair, others being wheeled in for action, everyone trying to time their own driver as well as the opposition, and all the fun of the fair and the merry-go-round. The only thing missing was a performing monkey. Meanwhile the very efficient timekeepers were logging the whole affair and when the pandemonium died down they produced some revealing figures. Fittipaldi E., as distinct from Fittipaldi W., was the only driver to get below 1 min. 20 sec., with a time of 1 min. 19.79 sec., his nearest rival being Stewart with 1 min. 20.27 sec. which he recorded in Tyrrell 004, the newest of the timber-merchant's cars. Fittipaldi did a total of 38 laps in his black and gold Lotus, while Stewart did 28 laps in each of his cars, wasting no time in getting back in the swing of things, not having raced since the South African GP back in March. An interesting fact was that Andretti did only 5 laps in his Ferrari before the engine blew up, yet he recorded a best lap of 1 min. 21.84 sec., whereas most people did around 30 laps of practice and not many were faster than the Italian-American driver. The record for practice must surely have gone to Ecclestone's Brabham team, for Hill did 44 laps in the new BT37 and Wilson Fittipaldi did 49 laps in the old BT33, so neither of them experienced much trouble, for there just was not time for any. The March works team were the complete reverse and the new 721X cars were being very tiresome, Lauda's new gear-change mechanism giving the mechanics headaches, and Beuttler's experimental 721G was nothing like race-worthy. With twenty-six drivers thrashing round the two hours of practice passed incredibly quickly but it did mean plenty of time for repairs, renovation or preparation for the next official session at the same time on Sunday. With the excellent pits arrangement whereby each pit is its own self-contained garage and workshop, the teams merely had to close up the pit-counter shutters at the end of practice and get on with their work without moving any tools or equipment, an arrangement that other circuit builders could well copy.

At midday on Sunday the Ring Master gave the signal and the merry-go-round started up again, faster and more furiously than before, for this was the last opportunity to get a good position on the starting grid. At one time it was a matter of personal pride for a top driver to be on pole position on the grid, but today one gets the impression that the main reason is to get the sponsor's name or colour scheme to the forefront of any starting-line photographs that might be published. During the opening hour Hulme and Andretti seemed to throw caution to the winds and have a little private dust-up that was enjoyable to watch, and the Ferrari team were trying old-fashioned type narrow nose cowlings in place of this year's full-width Tyrrell-type cowlings. Fittipaldi was looking impressively smooth and unflurried, yet consistently under 1 min. 20 sec., and seemed to be getting the best out of the Lotus 72, which is still the most stable-looking of today's cars when driven properly. Unfortunately his practice came to a sudden stop when the Cosworth engine broke, so Walker was taken out of the second Lotus 72 (John Player Special to the 1972 "with it, whizz-kids") and Fittipaldi continued practice in it, running under Walker's number of 21 instead of his own number 5, the timekeepers being informed and noting the fact to avoid any confusion. During his practice in 72/R5 Fittipaldi came in for a practice wheel change of all four wheels, the John Player Team Lotus mechanics doing the whole thing at speed as if during the race. It was interesting to see two mechanics loosen the front hub nuts, then each grasp a wishbone and lift the whole front of the car into the air while Team Manager Peter Warr slid a small stand under the car onto which they lowered it. After changing the wheels they picked the car up again and he took the stand out. Meanwhile mechanics at the rear were using a conventional quick-lift lever-type jack. The whole operation took 1 min. 35 sec., more than a lap lost, had they been racing, which gave food for thought. The objection to using quick-lift lever jacks at both ends is that such jacks need to pull the car towards the operator as it is lifted up, and if you get a jack at each end pulling simultaneously you get check-mate. If you get them unsynchronised the car rocks backwards and forwards and has been known to fall off the static jack. There is still a lot of development work to do in lifting up the modern Grand Prix car with its multitude of tubes and rods in the suspension area that cannot be used to take the weight of the car. Another thing that this Lotus demonstration showed up was that the wide alloy wheels with peg-drive are not easy to slot in place quickly and first-time. Chapman was preparing for possible weather changes in the race, rather than tyre wear, for the clear blue sunny skies of the middle of Spain had given way to grey skies and cold winds and the weather forecast for race day was not good.

Just as the day before Fittipaldi had been the only one to get below 1 min. 20 sec., today Ickx put himself at the top by being the only one to get below 1 min. 19 sec., with a fastest lap of 1 min. 18.43 sec., doing 32 laps of practice in achieving it, having done 31 the day before. Hulme, Fittipaldi, Stewart, Andretti, Amon, Beltoise, Regazzoni, Peterson and Wisell all got below 1 min. 20 sec., and Revson with 1 min. 20.11 sec. undoubtedly would have joined them had the Cosworth engine in his McLaren not consistently hesitated every time he opened the throttles wide. Hailwood and Schenken in the works Surtees cars were very unhappy as their cars seemed to want to spin the inside rear wheels on leaving the numerous sharp corners, while de Adamich was beaming happily through his spectacles for his "private" Surtees was giving no trouble at all and he was lapping faster than the works team. With John Surtees away in Japan, ostensibly for the purpose of winning the Japanese GP, there was an unhappy greyness about the Surtees pits. In this session Stewart put in only 21 laps in 003 and 20 in 004, content with fourth fastest time and a position on the second row of the grid alongside Andretti; his team-mate Cevert was not smiling his usual radiant smile, for he was way down in row 5 of the grid. Peterson was only just ahead of Cevert, and alongside his fellow Swedish-ace Wisell, who was driving for BRM in place of Marko who was in Italy having a go in BRM's Cam-Am cum Interserie car at Imola. Peterson did a few laps in Lauda's 721X March, but the Bicester firm were not bubbling over with confidence, whereas the McLaren team looked extremely confident and quiet about the whole thing. Hulme had gone very quickly in the 1972 car, M19C/1, but towards the end of practice he took out last year's car M19A/1 and went even faster, deciding to use it for the race. Amon was in amongst the aces with the works V12 Matra, its exhaust note still being one of the best things that has ever happened in motor racing. Whereas Fittipaldi was fast and *looked* slow in the Lotus 72, Amon was fast and *looked* fast in the Matra, the French car appearing to keep him unduly

PRACTICE TIMES

No.	Driver	Car	No. of Laps	Saturday	No. of Laps	Sunday
1	J. Stewart	Tyrrell 003-Cosworth V8	28	1. 20.37	21	1. 19.33
2	R. Peterson	March 721X/2-Cosworth V8	16	1. 22.01	22	1. 19.86
3	F. Cevert	Tyrrell 002-Cosworth V8	36	1. 21.17	47	1. 20.50
4	J. Ickx	Ferrari 312B2 No. 6—flat-12	31	1. 20.58	32	**1. 18.43**
5	E. Fittipaldi	Lotus 72D/R7-Cosworth V8	38	**1. 19.79**	24	1. 19.26
6	G. Regazzoni	Ferrari 312B2 No. 8—flat-12	30	1. 21.21	33	1. 19.71
7	M. Andretti	Ferrari 312B2 No. 5—flat-12	5	1. 21.84	37	1. 19.39
8	P. Gethin	BRM P180/01—V12	20	1. 23.95	27	1. 22.43
9	C. Amon	Matra-Simca MS120C/06—V12	15	1. 22.86	37	1. 19.52
10	R. Wisell	BRM P160/05—V12	13	1. 24.35	36	1. 19.89
11	D. Hulme	McLaren M19C/1-Cosworth V8	29	1. 20.37	23	1. 19.99
12	T. Schenken	Surtees TS9B/006-Cosworth V8	36	1. 22.41	25	1. 21.06
14	H. Pescarolo	March 721/3-Cosworth V8	34	1. 22.27	37	1. 21.24
15	M. Hailwood	Surtees TS9B/005-Cosworth V8	29	1. 23.32	38	1. 20.97
16	R. Stommelen	Eifelland-March 721/4-Cosworth V8	26	1. 21.04	31	1. 21.50
17	—	—	—	—	—	—
18	G. Hill	Brabham BT37/1-Cosworth V8	44	1. 23.70	45	1. 22.59
19	J-P. Beltoise	BRM P160/01—V12	22	1. 21.03	31	1. 19.57
20	P. Revson	McLaren M19A/2-Cosworth V8	38	1. 21.30	47	1. 20.11
21	D. Walker	Lotus 72D/R5-Cosworth V8	24	1. 23.82	21	1. 22.74
22	W. Fittipaldi	Brabham BT33/3-Cosworth V8	49	1. 21.49	44	1. 20.83
23	M. Beuttler	March 721G/1-Cosworth V8	17	1. 28.55	23	1. 25.48
24	N. Lauda	March 721X/1-Cosworth V8	19	1. 25.48	22	1. 24.96
25	H. Ganley	BRM P160/04—V12	29	1. 21.87	41	1. 21.43
26	A. de Adamich	Surtees TS9B/004-Cosworth V8	30	1. 22.37	32	1. 20.79
27	N. Galli	Tecno—flat-12		NON-STARTER		
28	A. Soler Roig	BRM P160/03—V12	22	1. 24.79	31	1. 22.57
29	C. Pace	March 711/3-Cosworth V8	30	1. 23.16	34	1. 21.00
1T	J. Stewart	Tyrrell 004-Cosworth V8	28	1. 20.27	20	1. 19.71
2T	R. Peterson	March 721X/1-Cosworth V8	—	—	7	1. 24.50
9T	C. Amon	Matra-Simca MS120C/04—V12	23	1. 22.22	2	1. 27.37
11T	D. Hulme	McLaren M19A/1-Cosworth V8	—	—	22	1. 19.18
19T	J-P. Beltoise	BRM P180/02—V12	10	1. 22.62	6	1. 21.83
21	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	—	—	11	1. 20.64

busy, the nose rising and falling alarmingly under acceleration and braking, and there is a lot of that at Jarama. It was braking that appeared to be worrying Gethin more than anything else with the P180 BRM, it looking very unstable on some corners. Beltoise did a mere handful of slow laps in his P180, putting all his efforts into the 1971 P160. Graham Hill was well and truly beaten in the endurance stakes, doing a mere 45 laps in the two hours, as both Revson and Cevert covered 47 laps each and Wilson Fittipaldi ran him close with 44 laps, so that the Ecclestone team of Brabhams still held the distance and reliability record for a two-car team even if they did not break any lap records, the two drivers amassing 182 laps between them in the two days. By sheer weight of numbers the BRM drivers, with six cars, amassed 288 laps of practice between them, the result of it all being one car in the middle of the third row of the grid, one in the fourth and the rest down at the back. Lotus achieved one car on the front row and one car on the back row for a total of only 118 laps, and Ferrari achieved the best result with one car on the front row in pole position, one on the second row and one on the third row, for a total of 168 laps.

Taken all round, practice was very tidy and orderly, no one doing anything desperate or heroic and on the Sunday quite a lot of spectators turned up to watch the activities. The result of it all was that of the 26 drivers taking part all but Lauda and Beuttler improved on the existing lap record set up in 1970 by Jack Brabham, in 1 min. 24.3 sec. and the same 24 were all faster than the fastest practice lap of that year, which was 1 min. 23.9 sec., also by Brabham, so that something has been achieved in the past two years, even if it is only tyre development. At 1 min. 25.48 sec. Beuttler was deemed too slow to be allowed to start, so the brand new March 721G was loaded onto its trailer and covered over. In actual fact the fuel system was still presenting problems and the car was nothing like ready to race.

Monday morning dawned depressingly wet and cold, but the rain soon stopped and by mid-morning the Jarama circuit was drying rapidly, aided by a strong wind blowing from the snow-capped *Sierra de Guadarrama*, to the north-west of the circuit, this wind being icy cold and freezing the occupants of the grandstands along the main straight opposite the pits. The start was due to take place at 12 noon and the race length was 90 laps of the 3.4-kilometre (2.12-mile) circuit. Everyone was allowed some warm-up laps to see the condition of the circuit, during which time all vestiges of damp disappeared from the track and the twenty-five cars were lined up on the "dummy-grid" ready to race under dry conditions, though there was a bit of a flutter in the tyre department when a few spots of rain started to fall, but nothing developed. The whole field moved forward to the starting grid and as the Spanish flag was lowered everyone got away. Lowered was the operative word, for the race director brought the flag down in a slow steady movement and most drivers expected it to flash down. Not so Hulme, who was gone from the centre of the front row at the first ripple of the starter's muscles, while Ickx and Fittipaldi waited

STARTING GRID

4
J. Ickx
(*Ferrari flat-12*)
312B2 No. 6
1 min. 18.43 sec.
52 (1 min. 21.01 sec.)

11
D. Hulme
(*McLaren-Cosworth V8*)
M19A/1
1 min. 19.18 sec.
33 (1 min. 21.80 sec.)

5
E. Fittipaldi
(*Lotus-Cosworth V8*)
72D/R7
1 min. 19.26 sec.
40 (1 min. 21.06 sec.)

1
J. Stewart
(*Tyrrell-Cosworth V8*)
003
1 min. 19.33 sec.
31 (1 min. 21.03 sec.)

7
M. Andretti
(*Ferrari flat-12*)
312B2 No. 5
1 min. 19.39 sec.
10 (1 min. 21.82 sec.)

9
C. Amon
(*Matra-Simca V12*)
MS120C/06
1 min. 19.52 sec.
9 (1 min. 22.91 sec.)

19
J.P. Beltoise
(*BRM V12*)
P160/01
1 min. 19.57 sec.
3 (1 min. 24.15 sec.)

6
G. Regazzoni
(*Ferrari flat-12*)
312B2 No. 8
1 min. 19.71 sec.
59 (1 min. 22.20 sec.)

2
R. Peterson
(*March-Cosworth V8*)
721X/2
1 min. 19.86 sec.
7 (1 min. 22.97 sec.)

10
R. Wisell
(*BRM V12*)
P160/05
1 min. 19.89 sec.
9 (1 min. 22.60 sec.)

20
P. Revson
(*McLaren-Cosworth V8*)
M19A/2
1 min. 20.11 sec.
74 (1 min. 22.18 sec.)

3
F. Cevert
(*Tyrrell-Cosworth V8*)
002
1 min. 20.50 sec.
60 (1 min. 22.04 sec.)

26
A. de Adamich
(*Surtees-Cosworth V8*)
TS9B/004
1 min. 20.79 sec.
88 (1 min. 22.34 sec.)

22
W. Fittipaldi
(*Brabham-Cosworth V8*)
BT33/3
1 min. 20.83 sec.
54 (1 min. 22.96 sec.)

15
M. Hailwood
(*Surtees-Cosworth V8*)
TS9B/005
1 min. 20.97 sec.
10 (1 min. 23.40 sec.)

29
C. Pace
(*March-Cosworth V8*)
711/3
1 min. 21.00 sec.
85 (1 min. 22.13 sec.)

16
R. Stommelen
(*Eifelland-Cosworth V8*)
721/4
1 min. 21.04 sec.
12 (1 min. 24.11 sec.)

12
T. Schenken
52 (*Surtees-Cosworth V8*)
TS9B/006
1 min. 21.06 sec.
(1 min. 22.90 sec.)

14
H. Pescarolo
(*March-Cosworth V8*)
721/3
1 min. 21.24 sec.
17 (1 min. 23.37 sec.)

25
H. Ganley
(*BRM V12*)
P160/04
1 min. 21.43 sec.
32 (1 min. 23.30 sec.)

8
P. Gethin
(*BRM V12*)
P180/01
1 min. 22.43 sec.
12 (1 min. 24.61 sec.)

28
A. Soler Roig
(*BRM V12*)
P160/02
1 min. 22.57 sec.
4 (1 min. 25.49 sec.)

18
G. Hill
(*Brabham-Cosworth V8*)
BT37/1
1 min. 22.59 sec.
75 (1 min. 23.98 sec.)

21
D. Walker
(*Lotus-Cosworth V8*)
72D/R5
1 min. 22.74 sec.
62 (1 min. 22.36 sec.)

24
N. Lauda
(*March-Cosworth V8*)
721X/1
1 min. 24.96 sec.
3 (1 min. 29.84 sec.)

Non-starter : M. Beuttler (*March 721G/1-Cosworth V8*), 1 min. 25.48 sec.

N.B.—Times in brackets are fastest lap achieved during the race, to compare with best practice time of the two days of practice. The number in front is the race lap on which it was achieved.

until they saw some definite movement of the flag. The lead that Hulme's McLaren had going into the first corner took most people by surprise and all eyes were on this incredible start so that few saw the red STP-March of Peterson swoop to the outside of the track, get into difficulties on the edge, rush back into the pack and bounce off Beltoise's BRM, pushing the March nose cowling down at the right-front corner. Undeterred, Peterson continued in the rush to the first corner, promptly spun and caused an almighty dodging act amongst the tail-enders, during which Hill's Brabham was punted to the side where the engine stalled. No one was damaged and Peterson soon carried on his way, next to last, and Hill finally joined in in last place. Meanwhile, up at the front where it matters, Hulme was out in the lead, followed by Stewart, Regazzoni, Ickx, E. Fittipaldi, Andretti, Beltoise and Wisell, the rest being more or less in an orderly procession. Hulme's superstart got everyone switched on pretty quickly and he soon had a trio bearing down on him, in the order Stewart, Ickx and Fittipaldi. These three closed up on the McLaren as one and passing the pits starting lap five Stewart went by into the lead. At the end of the next lap Stewart still led, but Hulme, Ickx and Fittipaldi were in a tight bunch and as they reached the corner at the end of the straight they were about to lap Hill's Brabham. Stewart's Tyrrell had already gone by Hill, so he knew the others were about to arrive and he kept well over to the right, out of the way but the presence of the white Brabham in their line for the corner caused a bit of dodging and quick decision making on the part of the battling trio. In the sort of manoeuvre that Jimmy Clark would have revelled in, Fittipaldi shot his black and gold Lotus 72 through on the inside of everything and came out of the corner leading the group and in second place behind the fleeing Stewart. On the next lap on this same corner the Spaniard Soler-Roig went off the road in his BRM, only the Spanish being concerned, as there were more interesting things happening up at the front of the race. With no one around him Fittipaldi closed up on Stewart at an

bsurd pace, even while the TV commentators were making platitudes bout "Stewart pulling out a commanding lead, just as he did so often ast year". He actually led for a mere four laps, because then Fittipaldi vent by the Tyrrell under braking at the end of the straight as if he vas passing a back-marker, and it was then all over, he just drew away moothly and relentlessly in a manner that brought a smile to Colin Chapman's face and made up for all the troubles of the past two easons. On lap 15 Ickx took his Ferrari past Stewart and things ettled down a bit in the order Fittipaldi (Lotus), Ickx (Ferrari), Stewart (Tyrrell), Hulme (McLaren), Andretti (Ferrari), Regazzoni Ferrari), Amon (Matra) and a big surprise, de Adamich (Surtees), he bespectacled Italian going extremely well, and not only holding ighth place behind all the works stars, but keeping up with him, so hat there was quite a gap before the rest of the runners arrived, led y Wilson Fittipaldi and Hailwood. The gear-change on the BRM of Beltoise was giving trouble, and he had gone to the pits and the limited-lip mechanism in Lauda's March differential did not seem to be able o make up its mind when to slip and when to limit and he decided e could not drive the car properly, so gave up, aided by an accelerator edal that was becoming sticky in its movement. Wisell's BRM was lso in the pits by this time and just after Ickx had taken second place rom Stewart, the second works March was withdrawn as Peterson had assed seven of the back-markers but the strain had taken the edge off is Cosworth engine and in addition there was a fuel leak and the andling had been put out a bit in the initial bumping and boring.

Andretti overtook Hulme and it looked as though we might be going o see the USAC driver fulfil some of the promise he has shown for o long in Europe, but it was not to be, for his Ferrari engine broke soon fter taking fourth place and he was out. Hailwood dissappeared into he pits with an electrical fault and a deflating tyre and Ganley also isited his mechanics to enlist their help in trying to make his BRM ngine run properly. While all this was going on Fittipaldi was build-ng up the lead that Stewart was supposed to be going to do, it pened up to more than five seconds over the Ferrari of Ickx, while Stewart was not really keeping with them. After 25 laps a slight prinkling of rain began, not enough to make anyone dash to the pits or rain tyres, but sufficient to make everyone tread very warily on their "slick" dry-weather tyres. Although the leading Lotus and the second place Ferrari were both running on Firestone tyres, they were using lightly different types, those on the Ferrari giving Ickx a slight advan-age in this light shower of rain and he wasted no time in closing right p on the Lotus and at 30 laps the two cars were nose-to-tail, although ckx never looked as if he was going to attempt to pass, and Fittipaldi id not look as though he was going to let him try. They were lapping he slower cars and Fittipaldi nipped by the second black and gold otus 72, driven by Walker, just before the tight wiggly section behind he pits, so that Ickx lost a bit of ground awaiting his opportunity to ap Walker. The rain did not develop and the icy wind soon dried what ittle there had been, so the situation returned to square one and Fittipaldi went on building up a secure lead. Beltoise gave up the nequal struggle with his troublesome gearbox, Wisell had crashed is BRM, and Stommelen had gone off the road with the Eifelland-March.

Just before half-distance, with Fittipaldi comfortably ahead of ckx, Stewart some way back in third place and seemingly content to tay there, Hulme went by on lap 42 in fourth place, obviously in ourth gear when he should have been in fifth gear. The large roller-earing behind the final-drive pinion was breaking up in his Hewland earbox, and this was letting the pinion move out of mesh with the rown wheel, chewing up the teeth on the pinion as it tried to move way. In turn this was allowing the gearbox mainshaft to move back o that Hulme was finding he could only select those gears obtained by noving the gear-lever forwards, i.e. second and fourth, while third and ifth would not engage. He struggled on, losing ground, but maintain-ng fourth place ahead of Regazzoni's Ferrari, but on lap 48 he topped before everything fell out in the road, the gearbox casing being ery hot, and that was the end of his race. A similar trouble was ffecting the Hewland gearbox on the Matra, and Amon had dropped ack from sixth place and was going slower and slower, to finally etire at 66 laps. All this let Regazzoni into fourth place, de Adamich nto fifth and Cevert sixth, but the young Frenchman began to get into he groove and he caught and passed the private Surtees driver. This id not last long for the Tyrrell had a deflating front tyre and Cevert topped to have it changed, but a few laps later he was back again vith a rough-running engine. The back-markers who had been chasing ound trying to keep up with the pace set by the leaders were now eginning to get together in a serious race of their own and in their efforts were closing up on de Adamich, so that he had a line of cars in his mirrors comprising the McLaren of Revson, the Williams-March of Pace, the Brabham of Wilson Fittipaldi, the Surtees of Schenken and the Lotus of Walker, but he remained unruffled and kept ahead of them all, though he had been lapped by the leaders.

Emerson Fittipaldi started the last third of the race with a nine second lead over Ickx, whose Ferrari's tyres were now deteriorating and preventing him from doing any last-minute heroics, but unbeknown to him or his pit staff, Fittipaldi was also in trouble. Before the start, on the reconnaissance laps the Lotus had started leaking petrol from a supplementary fuel tank that was being used as a safeguard. The main tanks should have got the Lotus through the race, but just in case of emergency and to play safe, both cars were carrying an extra four gallons. Only minutes before the start Fittipaldi had had to have his safeguard drained and blanked off, so that he started the race knowing he was cutting things fine. During the closing stages the Lotus pit were prepared for an emergency stop but they reckoned without Fittipaldi's calm and shrewd approach to motor racing. Once he was certain that Ickx was not gaining on him any more he began to conserve petrol by not using peak r.p.m. when accelerating and by taking corners in a gear higher than he had been doing when building up his lead. In spite of this he was still gaining fractions of a second a lap over the Ferrari, which were soon mounting up, but undoubtedly if Ickx had been aware of the situation he would have thrown caution to the winds and put pressure on, thus making the Lotus use more fuel. As the race settled into this final stage the Tyrrell team were looking at Cevert's car in the pits, disconsolately keeping Stewart informed that he was in an unimpressive third place, when the reigning World Champion driver was seen to be heading for the pit lane with no nose cowling on the front of his Tyrrell. Almost before he had come to rest his mechanics had got a spare cowling from the pit and were fitting it, but the Scot was making no signs of rejoining the race and Tyrrell found himself surrounded by abandoned cars, a most unusual situation for the royal blue ELF team. It was given out that Stewart's radiator was damaged, for he had spun off the track and hit the barriers, so this let Regazzoni into third place, even though he was just being lapped by the leading Lotus and his Ferrari team-mate.

As the race ran to a close Fittipaldi came up to lap the tail of the tail-enders yet again, which rather disturbed their formation, leaving Revson and Pace still hounding de Adamich, with Walker leading Wilson Fittipaldi and Schenken. Hill and Pescarolo were still running but not in with this bunch. With fingers crossed and pussy-footing along, yet still gaining ground, Fittipaldi E. came home to a well-deserved victory, much to the joy of Colin Chapman and the John Player/Team Lotus team. Ironically, and sadly, as Walker was finishing his eighty-eighth lap, just two laps behind his Brazilian team-leader, his Lotus coughed and died, completely out of petrol. Even though he was carrying the extra four gallons his engine had been using more fuel, whereas the winning car that should have run out did the full 90 laps, thanks to Fittipaldi's intelligent driving, which got him home nearly 20 seconds ahead of Ickx, the Belgian driver having the consolation of setting a new lap record of 1 min. 20.01 sec. Things were so bad for the Lotus team last year that they knew they had to improve one day, and May 1st was the day with this very sound win in the Spanish Grand Prix.—D. S. J.

Results :

SPANISH GRAND PRIX—Formula One—90 laps—Jarama
306.388 kilometres—Cold and windy

1st	E. Fittipaldi (Lotus 72D/R7) ..	2 hr. 03 min. 41.23 sec.—148.627 k.p.h.
2nd	J. Ickx (Ferrari 312B2 No. 6) ..	2 hr. 04 min. 00.15 sec.
3rd	G. Regazzoni (Ferrari 312B2 No. 8) ..	1 lap behind
4th	A. de Adamich (Surtees TS9B/004) ..	1 lap behind
5th	P. Revson (McLaren M19A/2) ..	1 lap behind
6th	C. Pace (March 711/3)	1 lap behind
7th	W. Fittipaldi (Brabham BT33/3) ..	2 laps behind
8th	T. Schenken (Surtees TS9B/006) ..	2 laps behind
***9th**	D. Walker (Lotus 72D/R7)	3 laps behind
10th	G. Hill (Brabham BT37/1)	4 laps behind
11th	H. Pescarolo (March 721/3)	4 laps behind

* *not running at finish*

Fastest Lap : J. Ickx (Ferrari 312B2 No. 6) on lap 52, in 1 min. 21.01 sec.—151.284 k.p.h. (*new record*).

Retirements : A. Soler Roig (BRM P160/03), 6 laps, crashed; N. Lauda (March 721X/1), 7 laps, differential trouble; J-P. Beltoise (BRM P160/01), 9 laps, gearbox; R. Stommelen (Eifelland-March 721/4), 15 laps, crashed; R. Peterson (March 721X/2), 16 laps, engine; M. Hailwood (Surtees TS9B/005), 20 laps, electrics; M. Andretti (Ferrari 312B2 No. 5), 23 laps, engine; R. Wisell (BRM P160/05), 24 laps, crashed; H. Ganley (BRM P160/04), 38 laps, engine; D. Hulme (McLaren M19A/1), 48 laps, final-drive bearing; P. Gethin (BRM P180/01), 65 laps, engine; F. Cevert (Tyrrell 002), 65 laps, engine; C. Amon (Matra-Simca MS120C/06), 66 laps, gearbox bearing; J. Stewart (Tyrrell 002), 69 laps, crashed.

25 *starters* — 10 *finishers.*

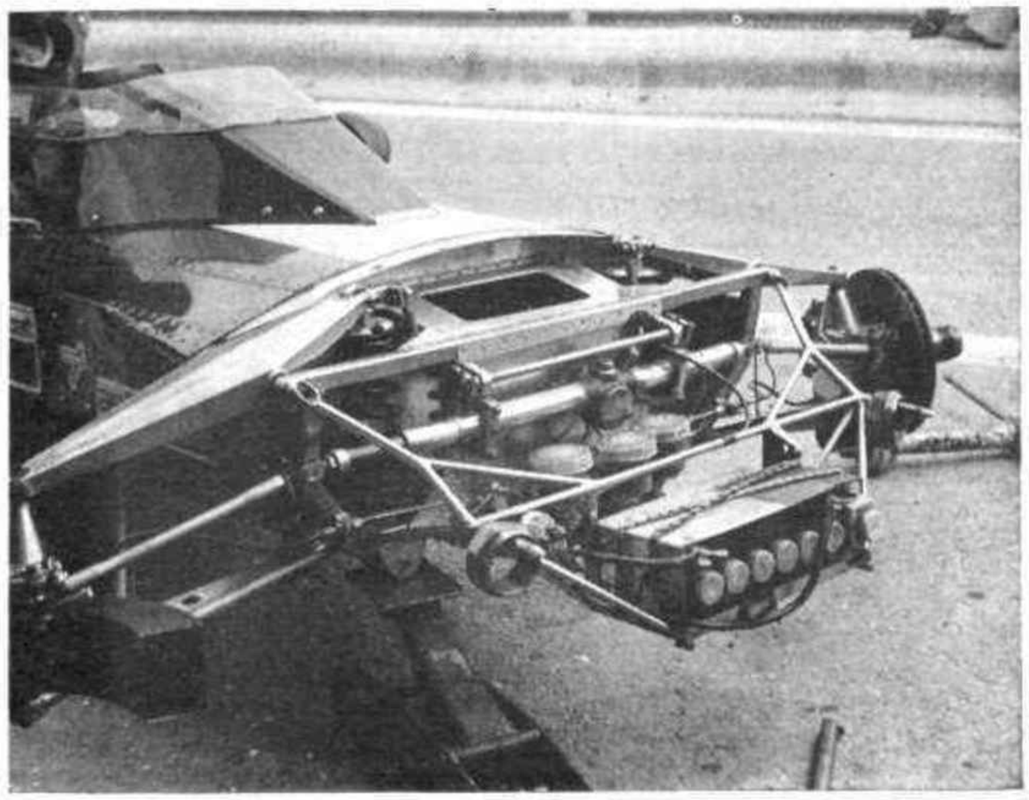
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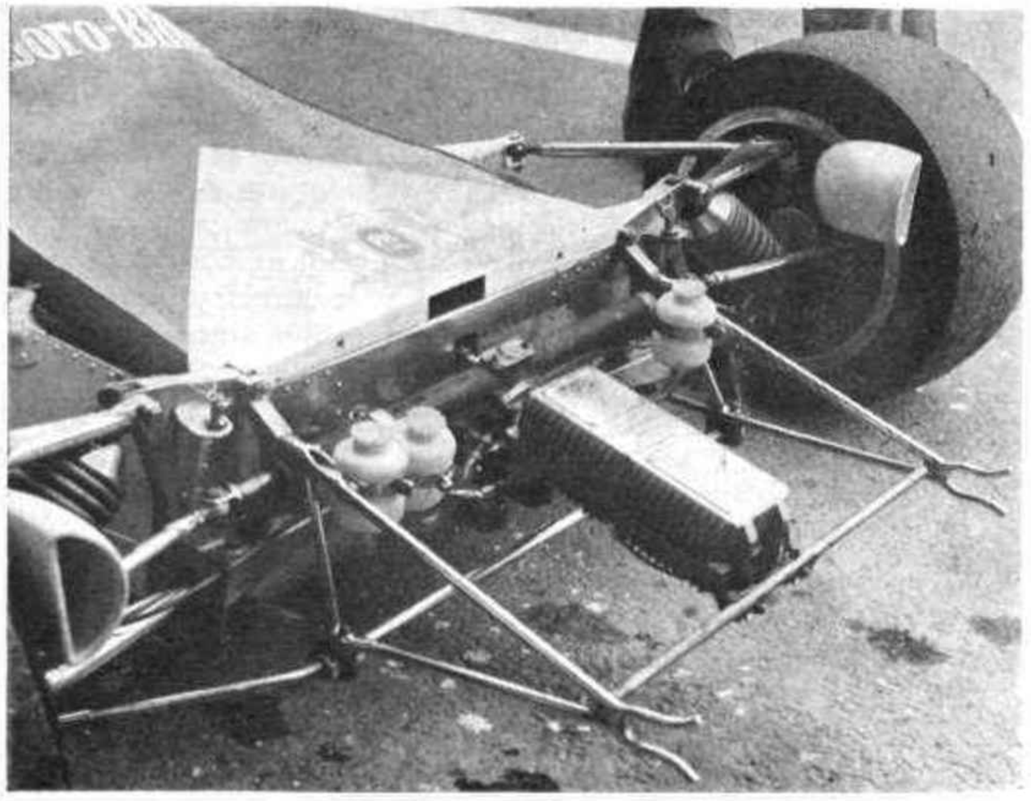
ALTHOUGH the instant reaction in the paddock at Jarama was that there was little that was near to the Grand Prix scene, closer inspection revealed that far more work has been done since last season than just painting the cars in new-sponsors colours. BRM and March had newly designed 1972 cars, while Lotus, McLaren and Brabham had newly built cars developed from last year's designs and most of the others had improved or modified their 1971 cars.

The BRM team, running under the gaudy and brash colour scheme of the Marlboro cigarette firm, had four 1971 cars of the P160 model, with Beltoise in P160/01, Soler-Roig in P160/03, Ganley in P160/04 and Wisell in P160/05. In addition there were two brand new 1972 designs which were P180/01 and P180/02, the first of these being driven by Gethin and to be raced come what may, and the second as a training or T-car for Beltoise, the decision to race it depending on the outcome of practice. The engine/gearbox unit of these new cars is the same as on the 1971 cars, but the chassis is entirely new, the monocoque having a completely flat under-side with the body curving down to it so that the lowest point of the car is the widest in section. There is no water radiator at the front so that the body has a very low "chisel-shaped" nose and forward of the front bulkhead is only the steering rack and pinion and the Dinoplex Marelli ignition unit, with a light tubular frame to support the nose cowling and nose fins. The 60-degree vee 12-cylinder engine is cooled by twin radiators mounted at the rear on each side of the gearbox with a wide aerofoil above, and the whole of the rear of the car is enshrouded in bodywork that either ducts air to the radiators or over the aerofoil. So complete is the ducting and cowling at the rear that side-panels have to be detached before sparking plugs can be removed. This total enclosure is a move that can only do good for the image of Grand Prix cars and gives the P180 an air of completeness. The cockpit on these BRMs breaks new ground in that the detachable fibreglass top panel almost totally encloses the driver and in front of him is a slot through which protudes the top of the steering wheel rim. Just ahead of the wheel is an inverted horseshoe-shaped tubular strut which moves in a fore-and-aft plane and is coupled to the petrol pump switch and ignition switch so that a flick of the hand turns everything "on" or "off" with no need to fumble for an individual switch or button. The sides of the cockpit cover bulge out to form covers over the rear-view mirrors in direct contrast to other Formula One cars, such as the Tyrrells, which have the mirrors stuck up in the air on thin tubular structures nearly eighteen inches long. The front brakes on these new BRMs have very large air scoops protruding out in the air stream, while the inboard rear brakes have scoops taking air from the radiator ducting, and above the driver's head is a vast air intake feeding the twelve inlet trumpets. Four megaphone exhaust pipes are hidden away amongst the gearbox and radiators at the rear in a nightmare of pipe-bending.

March Engineering had three new designs on hand, the 721, the 721X and the 721G, though only the STP-sponsored works team of Peterson and Lauda had the 721X, the latter driver having the first of these new models, already raced by Peterson, and the Swede having a brand new one, so new in fact that its official chassis plate was a piece of green sticky tape on the instrument panel with 721X/2 inked on it. The 721 is a development of last year's 711, with its inboard front suspension units operated by tubular rocking-arms, but the bodywork has been changed completely, the "unicorn" front aerofoil giving way to a more orthodox nose cowling, though not a pronounced "chisel shape" even though side-mounted radiators are used. The Frank Williams team had 721/3 for Pescarolo to drive and the Eifelland team had 721/4, with a completely new bodyshape for Stommelen, this reworking of the fibreglass being the team's only reason for renaming the car the Eifelland 21/1. The Williams team also had their March 711/3 from last year, up-dated to 721 specification to be driven by Carlos Pace. The two works March cars are a new design altogether, the monocoque cockpit section having a built-in crash-cage of tubes rather like a "dragster" and the rear end is all new as well with inboard-mounted suspension units and triangulated wishbones. Using Alfa Romeo internals and basic gearbox casing the March 721X has the entire gearbox mechanism ahead of the rear-wheel centre-line, thus moving the Cosworth V8 engine forward which in turn moves the centre of gravity of the whole car forward, this being assisted by reason of there being no weight out behind the rear-wheel centre-line; with radiators mounted on each side of the cockpit and no weight forward of the front bulkhead, apart from the nose cowling the 721X has a very low polar-moment, or lack of "dumb-bell" effect, which should make for very fast and short directional changes and a high degree of the Issigonis "dodgeability factor" which should suit Peterson's remarkably quick reflexes. Both cars were fitted with American-designed and Alfa-Romeo-built limited-slip differentials, which have not been giving complete satisfaction and are due for a change. In addition both cars were built with Alfa Romeo-based gear-selection mechanisms, but for this race 721X/1 was using a March-designed external selector mechanism that was proving as troublesome as the Alfa Romeo one on Peterson's car. Of course the "reverse" gearbox has its practical problems. Changing the gear ratios now becomes a complicated seven hour, rather than simple ¾ hour task and Peterson is (or was) rather fond of trying out different ratio combinations. Provision has been made for removing the rear end without having to bleed the brakes each time, by use of some special aircraft type "snap-on" no leak connectors. Alex Stokes, BRM's gearbox and transmissions man, took a look at the box when it was in pieces and wasn't exactly impressed.

Both cars were fitted with a "press on",/"pressoff" ignition button on the steering wheel within instant reach of the driver's left thumb, being a fitment used on the works cars since Peterson had the throttles stick wide open on the Alfa Romeo V8-powered March at Silverstone last year. Another brand new March was the 721G built as an experiment for the private London stock-broking Clarke/Mordaunt/Guthrie/





UP THEIR NOSES.—With the radiators elsewhere there is room to mount ancilliaries in the nose. On the left the battery in the Surtees and on the right the ignition unit of the BRM P180.

Durlacher syndicate for Beuttler to drive. This consisted of a 1972 Formula Two March chassis modified to take a Cosworth V8 engine, with extra tankage by the addition of petrol tanks slung externally on each side of the cockpit. As the Formula Two March uses the same size brakes as the Formula One car anyway the construction of this "special" did not present too many problems, but as this was its first try-out it was very much in the nature of an experiment. In case the works STP cars ran into serious trouble the team had a normal 721 car with them as a reserve. The 1972 team cars were using a full-width nose cowling and 721X/2 had small air-inlets at each front corner to let air into the brake scoops and 721X/1 had this modification made to its nose cowling after practice was finished. Both cars had a revised form of ducting around the side-mounted radiators and at long last these ducts seemed to work and the engines ran cool enough, whereas in the past the radiator ducts have invariably had to be discarded to get the temperatures down.

After Walker crashed his 1971 Lotus 72/R6 at Silverstone the John Player Team Lotus equipe had but two serviceable cars, Walker taking over Fittipaldi's old car 72/R5 and the Brazilian team-leader having 72/R7, the 1972 built car that first appeared in the Interlagos GP in Brazil. To the casual glance the two black and gold cars looked identical, but there were numerous detail changes in the construction of the newer car, though the basic design was unchanged. Both cars had the 1972 revised rear suspension with two parallel-link lower suspension members in place of wishbones, and the new car had different top front wishbone members, of simpler construction, a conical-shaped oil tank at the rear instead of the fat oval one on the earlier car, and the rear aerofoil mounted on a separate tubular structure above the gearbox, instead of partly on a tubular structure and partly on the rear cross-member over the top of the clutch housing. Both cars retained the torsion bar suspension front and rear, inboard brakes all round, side-mounted water radiators and rear-mounted oil radiators as on the original Lotus 72 introduced in 1970, and they had the regulation red lamp at the rear faired into the top of the right-hand oil radiator. Under the "chisel" nose cowling is the fire-extinguisher container and the hydraulic fluid reservoir for the brakes and clutch.

Three 1971 Surtees cars comprised the Edenbridge effort, all uprated to 1972 specification with side water radiators and full-width nose cowlings, these cowlings having large openings on each side directly in line with the radiators on each side of the cockpit. The inboard-mounted front suspension units allowing a clear passage for the air between the upper rocker-arm and lower wishbone on each side. These 1971 versions of last year's cars are designated TS9B and Hailwood had 005, Schenken 006, in the Rob Walker Brooke-Bond Oxo colours of blue and white and de Adamich had 004 in the red and white colours of his Italian sponsor. The Ferrari team also comprised three of the B2 cars, modified in detail, with their oil tanks moved from behind the driver's head, where it used to breathe oil stains down the back of his overalls, to a position at the rear of the car above the gearbox and a fairing covers the top of the engine from the cockpit crash bar, tapering rearwards and blending into the rear aerofoil. Regazzoni, in fact, had a brand new car, No. 8, to the latest B2 specification, Andretti took over Regazzoni's No. 5, Ickx stayed in his regular car and No. 7 was left at home.

Matra were not only using modified 1971 cars, but they were beginning to look like last year's equipment. With only Amon entered he had two cars, both rebuilt to 120C versions, the spare being MS120C/04 and the car for the race being MS120C/06. For 1972 the front suspension has been changed in detail and perforated rear disc brakes were being tried, while there were two types of air-collector box available, one fairly low and flat, the other tall and with a very large orifice. On to the back of the latter had been grafted a streamlined tail made of fibreglass, that was hollow and acted as the oil tank breather box, there being a gauze panel on each side to let the system breathe. This pointed end to the air box extended rearwards to the aerofoil, but was abandoned as in a sideways situation it blanked off a large percentage of the aerofoil and reduced the downward pressure on the rear of the car, a Matra man explained! It was thought by some that this extension of the air-collector box was to catch any stones or debris flying into the box before it dropped into the engine, but this was not so as there was a solid wall between the box and the catch tank. One of the Frank Williams cars actually did have an opening at the back of the air-collector box, with a plastic bag over the hole and it did collect some small stones and grit that would otherwise have passed through the engine.

The Tyrrell team had the three cars they produced last year, 002 with the longer cockpit for Cevert, 003 for Stewart to race and 004, which was finished for the London Motor Show last year, as a spare for Stewart. If they had been altered in any way from their 1971 specification it was not obvious. Ecclestone's team of Brabham cars comprised the old BT33/3, raced last year by Schenken, and now being driven by Wilson Fittipaldi, the elder of the two brothers, and the 1972 built BT37/1, similar in most respects to last year's BT34/1, but with a single radiator at the front instead of the Tauranac layout of two radiators with an air gap between them. With Tauranac having left the Ecclestone Brabham company Bellamy has returned to the firm from McLaren and more or less taken over where Tauranac left off. This new Brabham was driven by Graham Hill. The McLaren team produced a brand new car to the basic M19 design of last year, it being designated M19C/1 and was for Hulme, but he had the last year's car M19A/1 as a training car and actually used it for the race after practising with both of them. The second car from last year, M19A/2 was driven by Revson, and all three cars had the variable rate front suspension as introduced last year, but the orthodox rear suspension that dates back to the M14A design.

With thirty-one Formula One cars in the paddock there was sufficient machinery to whet anyone's appetite even though there was a lack of any completely new design or new engine.—D.S.J.

JARAMA AFTERMATH

WHEN the dust and paper had settled and the noise had abated a quiet wander round the grandstands, pits and paddock, was most interesting. The spectators were out on the motorway heading back to Madrid and in the far distance you could hear the screech of tyres and the thumps and bangs as numerous small nose-to-tail accidents kept happening, for somehow the Spaniards do not seem to look very far ahead. In the Press Room behind the main grandstand ticker-tape machines were sending out stories and results all over the World, typewriters were clacking away as journalists wrote their powerful prose, the foreign press all excited about the smooth performance of the Brazilian driver, the British press trying to explain why Stewart had not won, and long-distance telephone calls were being made in French, English, German, Italian and Spanish and I was happy not to be a telephone operator just at that moment. Passing through the empty tunnel to emerge into the paddock all was relatively quiet, two March mechanics were sound asleep in the cab of the March transporter, looking very uncomfortable but blissfully out of this world and catching up on some hard-earned rest. Lauda's car had had all the gearbox internals removed and Peterson's car had had its engine removed and both components were packed up in an estate car and were on their way back to England.

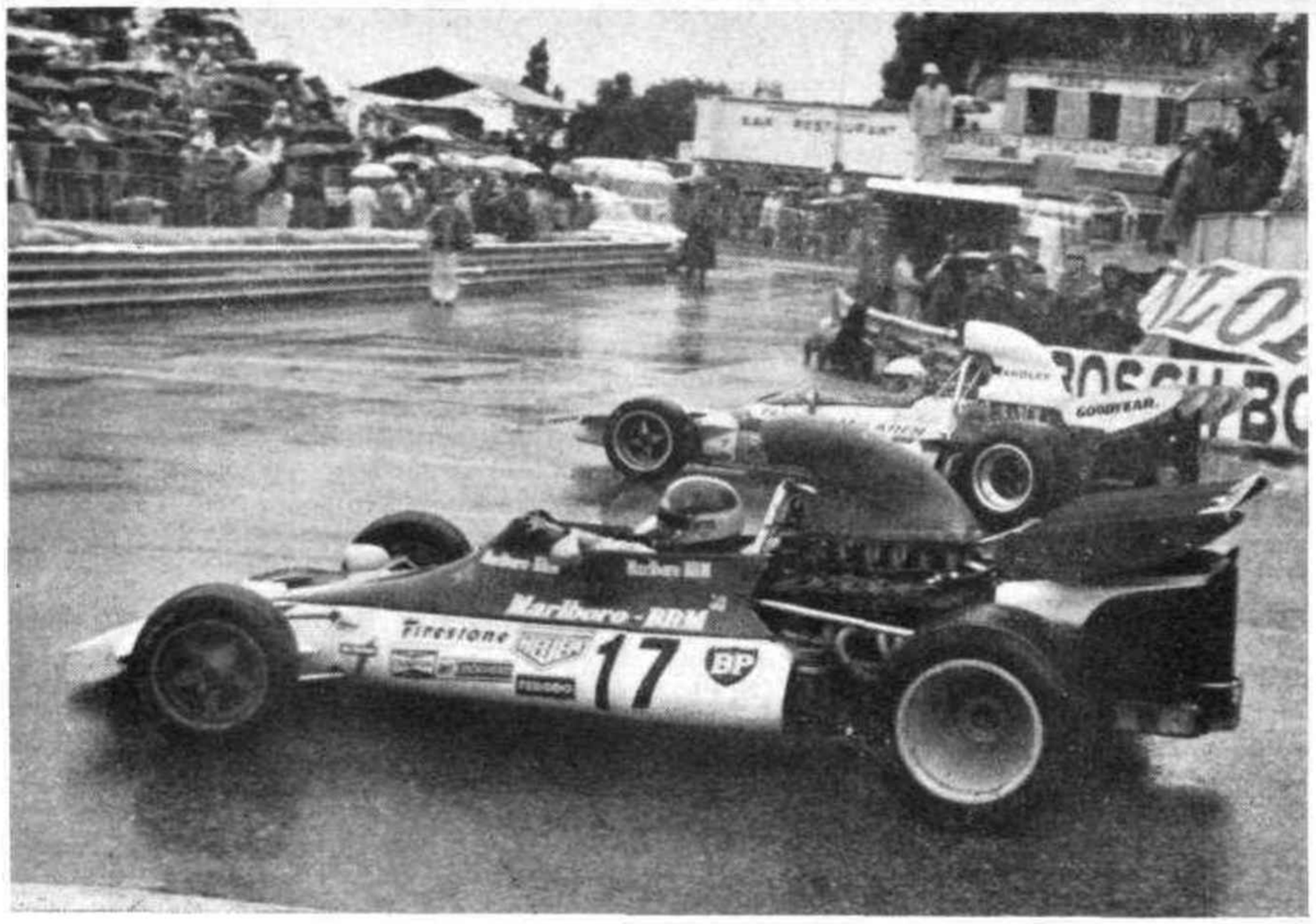
A very top level conference had taken place in the cab of the BRM transporter for the team had scored an impressive five out of five; five cars started and five cars retired, from crashes, engine trouble and gearbox trouble. The only improvement they could make would be to enter five cars and non-start five cars. Their sponsors, the Marlboro cigarette firm may not have won the race but they certainly won the battle for giving away stickers for the circuit was nearly knee-deep in them. Some of the overworked Bourne mechanics were removing the engine/gearbox units from the P160 cars of Beltoise and Ganley, while others were struggling to manhandle Wisell's bent car up the ramps into the shiny new Leyland transporter that seems to have everything except a power-winch for loading the cars. Wisell's car had been bent at both ends, the front wheels being badly splayed out and the right rear suspension being pushed all out of line, so it was not an easy job to load. A happy band of Firestone fitters were stacking up tyres, whistling contentedly with a 1-2-3 placing under their belt and at the other end of the paddock the Goodyear team were wondering what went wrong. Contractors were stacking crates of empty beer bottles onto lorries, television and radio people were winding in miles of cable and the last spectators' cars were disappearing over the horizon to join the crashes on the motorway. At long last nobody wanted to see a pass before you went through a door or a gateway, everywhere was peace and quiet and the victors were back in Madrid preparing themselves for the official prize presentation at the headquarters of the Royal Automobile Club, and the losers were planning to do better next time.

Next morning the sun was shining in true Spanish style and I made another visit to the paddock. Beltoise was circulating in the second of the P180 cars, adjustments being made to the suspension to improve the tyre characteristics, and hopefully the car's handling. The Lotus mechanics were quietly cleaning their two cars, which had finished in perfect condition, apart from 72/R5 running out of petrol, and the

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THE 30th MONACO GP

A WET RACE



BELTOISE laps Brian Redman's McLaren at the Old Station hairpin on his way to victory in the wettest Monaco GP for years

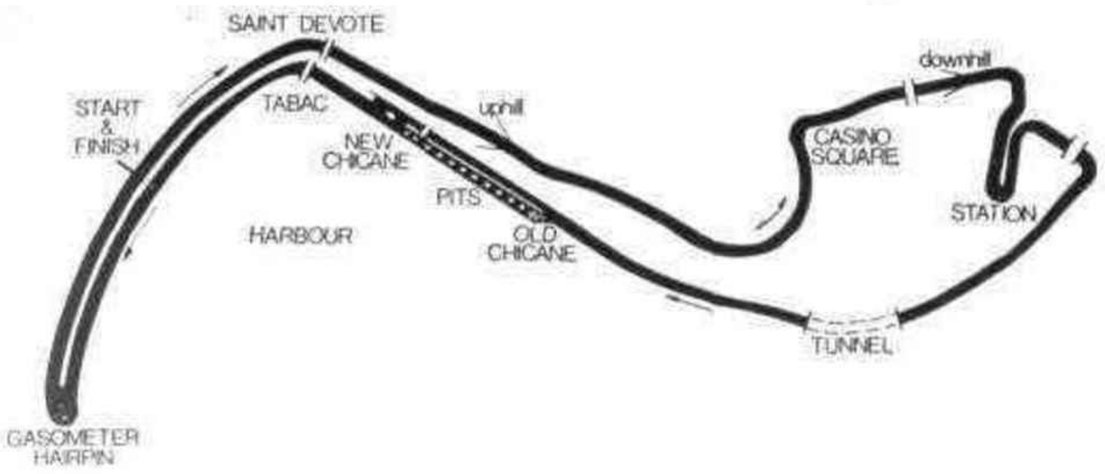
MONTE CARLO, *May 14th*

WITH THE RACE at Monaco taking place only two weekends after the Spanish Grand Prix there was not much time for any startling new changes to take place, so that the scene when practice started at Monaco on Thursday afternoon was very similar to that which we saw at Jarama. Those teams that had returned *en bloc* to their factories were back again, renewed and fresh, while those who stayed at Jarama for preparation and then trekked direct to Monaco all arrived in good time, thought not all in good order for the John Player/Lotus team transporter had been badly damaged when a Spanish driver had crashed head-on into it north af Barcelona. Hastily-hired vans had to be acquired and everything unloaded and taken to Monaco in a bit of a shambles. With the Indianapolis 500-Mile race qualifications starting on the same weekend as the Monte Carlo race, there were some small, but significant changes in the overall scene. Ferrari entered only two cars, for Ickx and Regazzoni as Andretti was committed to Indianapolis, and the McLaren team had got themselves well organised, dividing their forces to allow Revson to concentrate on Indianapolis and Hulme to concentrate on Monaco, so that neither of them had to get involved in tiring transatlantic flights. For this race Revson's place was taken by Redman, straight from his victorious drive at Spa. The BRM team did a minor shuffle with their motley collection of drivers, substituting Marko for Soler-Roig but keeping their strength up to five. Otherwise, everything was as it was in Spain, even to the non-appearance of the Tecno flat-12, though this time both Galli and Bell had been tentatively entered.

The most important happening was a complete reconstruction of the *chicane* onto the harbour quayside and of the pit and paddock layout. Previously the temporary paddock was set up in a large garage just behind the starting-line area, but now it was moved to a large underground garage on the sea front far beyond the circuit at the opposite end to the starting line, and the pits were moved from the central island on the up-and-down leg to the Gasometer hairpin, to the harbour quayside and the old *chicane* at the foot of the hill after the tunnel now became the entrance to the pit road. The circuit itself continued straight on from the foot of the tunnel hill along past the pits and joined the harbour quayside by way of a very tight single-car *chicane* very close to the Tabac corner. Exit from the separated pit lane was by a gate at the new *chicane* and this was controlled by a red and green light signal which was operated by Vic Elford suitably placed on the apex of the *chicane* so that he could see into the pit lane and right back up the course almost to the exit from the tunnel. This new layout was first-class but for one thing, and that was that none of the paying spectators could see what was happening at the pits, and a lot of people had spent a lot of money for seats in the grandstands by the starting line for the express purpose of watching the pits activity especially during practice.

After a certain amount of argy-bargy and manoeuvring by vested-interests and buck-passing by officialdom it was agreed that 25 cars would be allowed on the starting grid and hence no qualification other than to decide the order of the two-by-two grid. Fortunately, with Tecno withdrawing, there were only twenty-five drivers assembled for practice so the whole affair was settled and practice began on Thursday afternoon, albeit a bit late due to the wrangling, but it ended exactly as scheduled so the wranglers were the losers. There were 30 cars in the pits eventually so the new arrangements with more counter space and more road space was much appreciated by everyone (except the poor spectators). The BRM team, not quite so deep in the red and white publicity machine of Marlboro cigarettes as previously, had shuffled their cars and drivers so that team leader Beltoise stayed with P160/01, but Gethin forsook the P180 and took P160/03, which have been driven by Soler-Roig in Spain; it was Ganley's turn to have a race in the 1972 model so he took P180/02, which had been the spare car for Beltoise in Spain and which had done the testing the day after the race. Wisell had a change of car, having bent the one he drove in Spain, and had P160/04, which Ganley had driven in Spain, and Marko had a bit of a special, comprising the front half of P153/03 with P160 components forming the rear half, so it was called P153/03. The ELF Team Tyrrell had the usual three Tyrrell cars, 002, 003 and 004, the only change being that Stewart had opted to race the latest one and use his usual one as a training car. Lotus had no problems, their drivers sticking to their usual cars, Fittipaldi in 72D/R7 and Walker in 72D/R5, and the Ecclestone team likewise were uncomplicated with Hill in the 1972 Brabham BT37/1 and Wilson Fittipaldi in Brabham BT33/3. Ferrari prepared the three cars they had used in Madrid, except that there was something odd about the handling of the latest one, No. 8, that Regazzoni had driven in Madrid, so he took over No. 5 again, that Andretti had used in Madrid, the latest car being brought as a spare, Ickx being in No. 6 as usual. The works March drivers were still prepared to struggle with the X-versions of the 721, trying another type of limited-slip mechanism in the differential, and Peterson had 721/1 with the conventional Hewland gearbox layout as a training car. The Matra team had the same two cars for Amon, MS120C/06 being intended as the car for the race, but after practice they decided to use MS120C/04, with a lot of the parts off 06 built on to it. The McLaren team did a rather similar thing for Hulme, M19C/1 being intended for the race, with M19A/1 as a training car, but after Hulme had made identical times in both of them they amalgamated parts of M19A/1, such as the gearbox and aerofoil, onto the new car. Redman drove M19A/2 which is Revson's normal car. The Williams team and the Eifelland team had no problems, Pescarolo and Pace having the dark blue Marches, 712/3 and 711/3, respectively, and Stommelen had the Eifelland modified March 721/4, now with special alloy wheels of their own design. Finally the Surtees team were as in Spain, except that John Surtees was back from Japan to listen to any complaints, and to complete the list Beuttler was trying again with the neat little March 721G, this time being guaranteed a position on the starting grid.

There was quite a lot to learn in practice because unlike permanent Autodromes the Monte Carlo circuit is only used once a year and there



is no chance for unofficial practice. Apart from accelerating along the road from the old Gasometer hairpin without having to try and read pit signals and pass very close to a milling mob of mechanics, officials, photographers and stationary cars, now when they arrived at Saint Devote corner the road was about 6 ft. narrower because the Armco wall on the inside of the corner had been moved towards the centre of the road, to comply with distance recommendations regarding Armco and solid objects like kerbs or grandstands. This did not affect the approach very much except that the apex of the uphill fast right-hand sweep was now obscured. At the top of the hill before the approach to the Casino square the Armco wall on the left of the road had been moved in towards the centre of the road, thus keeping the width between the Armco walls constant instead of widening. The real problem to solve was the new *chicane* for now when you left the tunnel you could keep the accelerator hard down to the foot of the hill and along past the back of the new pits, which meant you really had to use the brakes for the new *chicane*, for not only did you arrive much faster but the left-right-left kink was very tight and slow, and immediately on leaving the kink you had to swoop from the left of the road to the

STARTING GRID

↑

8
E. Fittipaldi
Lotus-Cosworth V8
72/R7
1 min. 21.4 sec.

6
J. Ickx
(Ferrari flat-12)
312B2 No. 6
1 min. 21.6 sec.

7
G. Regazzoni
(Ferrari flat-12)
312B2 No. 5
1 min. 21.9 sec.

17
J-P. Beltoise
(BRM V12)
P160/01
1 min. 22.5 sec.

18
P. Gethin
(BRM V12)
P160/03
1 min. 22.6 sec.

16
C. Amon
(Matra-Simca V12)
MS120C/04
1 min. 22.6 sec.

14
D. Hulme
(McLaren-Cosworth V8)
M19C/1
1 min. 22.7 sec.

1
J. Stewart
(Tyrrell-Cosworth V8)
004
1 min. 22.9 sec.

22
H. Pescarolo
(March-Cosworth V8)
721/3
1 min. 22.9 sec.

15
B. Redman
(McLaren-Cosworth V8)
M19A/2
1 min. 23.1 sec.

11
M. Hailwood
(Surtees-Cosworth V8)
TS9B/005
1 min. 23.7 sec.

2
F. Cevert
(Tyrrell-Cosworth V8)
002
1 min. 23.8 sec.

10
T. Schenken
(Surtees-Cosworth V8)
TS9B/006
1 min. 23.9 sec.

9
D. Walker
(Lotus-Cosworth V8)
72/R5
1 min. 24.0 sec.

3
R. Peterson
(March-Cosworth V8)
721X/2
1 min. 24.1 sec.

28
R. Wisell
(BRM V12)
P160/04
1 min. 24.4 sec.

26
H. Marko
(BRM V12)
P153B/03
1 min. 24.6 sec.

12
A. de Adamich
(Surtees-Cosworth V8)
TS9B/004
1 min. 24.7 sec.

20
G. Hill
(Brabham-Cosworth V8)
BT37/1
1 min. 24.7 sec.

19
H. Ganley
(BRM V12)
P180/02
1 min. 24.7 sec.

21
W. Fittipaldi
(Brabham-Cosworth V8)
BT33/3
1 min. 25.2 sec.

4
N. Lauda
(March-Cosworth V8)
721X/1
1 min. 25.6 sec.

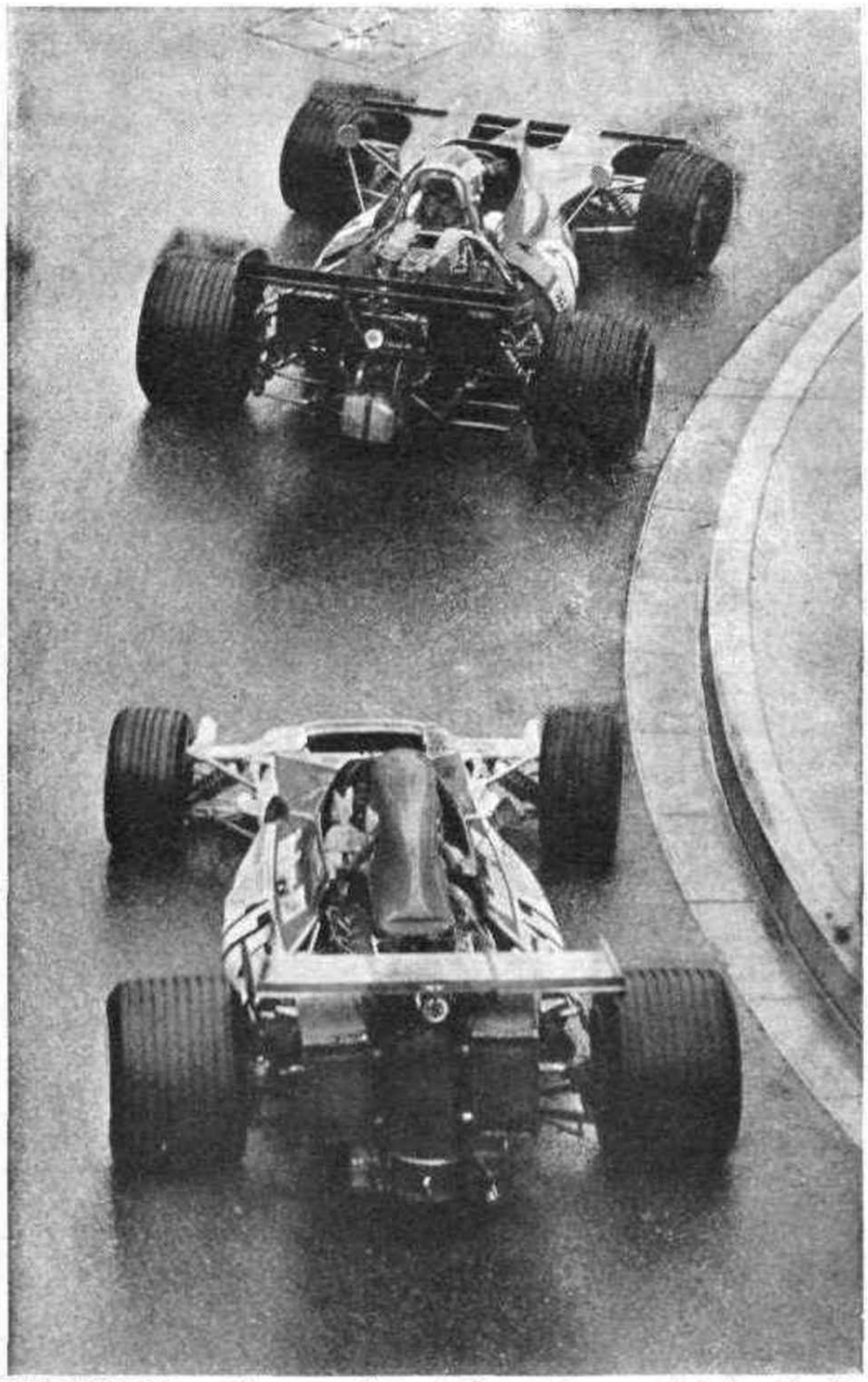
5
M. Beuttler
(March-Cosworth V8)
721G/1
1 min. 26.5 sec.

23
C. Pace
(March-Cosworth V8)
711/3
1 min. 26.6 sec.

27
R. Stommelen
(Eifelland-Cosworth V8)
721/4
1 min. 29.5 sec.

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday
1	J. Stewart	Tyrrell 004-Cosworth V8	1. 26.2	1. 22.9	1. 53.7
2	F. Cevert	Tyrrell 002-Cosworth V8	1. 39.0	1. 23.8	1. 48.0
3	R. Peterson	March 721X/2-Cosworth V8	1. 25.4	1. 24.1	1. 53.2
4	N. Lauda	March 721X/1-Cosworth V8	1. 29.1	1. 25.6	1. 58.2
5	M. Beuttler	March 721G/1-Cosworth V8	1. 34.0	1. 26.5	1. 57.8
6	J. Ickx	Ferrari 312B2 No. 6—flat-12	**1. 23.3**	1. 21.6	1. 48.3
7	G. Regazzoni	Ferrari 312B2 No. 5—flat-12	1. 23.8	1. 21.9	1. 45.9
8	E. Fittipaldi	Lotus 72/7-Cosworth V8	1. 24.4	**1. 21.4**	1. 46.8
9	D. Walker	Lotus 72/5-Cosworth V8	1. 24.9	1. 24.0	1. 50.5
10	T. Schenken	Surtees TS9B/006-Cosworth V8	1. 28.1	1. 23.9	1. 49.5
11	M. Hailwood	Surtees TS9B/005-Cosworth V8	1. 26.2	1. 23.7	1. 47.6
12	A. de Adamich	Surtees TS9B/004-Cosworth V8	1. 27.4	1. 24.7	2. 00.2
14	D. Hulme	McLaren M19C/1-Cosworth V8	no time	1. 22.7	—
15	B. Redman	McLaren M19A/2-Cosworth V8	1. 25.1	1. 23.1	1. 49.4
16	C. Amon	Matra-Simca MS120C/06—V12	1. 32.6	1. 24.7	1. 48.5
17	J-P. Beltoise	BRM P160/01—V12	1. 24.4	1. 22.5	1. 48.7
18	P. Gethin	BRM P160/03—V12	1. 25.2	1. 22.6	1. 57.4
19	H. Ganley	BRM P180/02—V12	1. 28.1	1. 24.7	1. 50.5
20	G. Hill	Brabham BT37/1-Cosworth V8	no time	1. 24.7	1. 53.3
21	W. Fittipaldi	Brabham BT33/3-Cosworth V8	1. 26.2	1. 25.2	no time
22	H. Pescarolo	March 721/3-Cosworth V8	1. 25.5	1. 22.9	1. 55.9
23	C. Pace	March 711/3-Cosworth V8	1. 28.3	1. 26.6	1. 55.8
24	D. Bell	Tecno—flat-12	—	—	—
25	N. Galli	Tecno—flat-12	—	—	—
26	H. Marko	BRM P153B/03—V12	1. 27.5	1. 24.6	—
27	R. Stommelen	Eifelland-March 721/4-Cosworth V8	—	1. 29.5	1. 51.6
28	R. Wisell	BRM P160/04—V12	1. 29.6	1. 24.4	1. 50.7
1T	J. Stewart	Tyrrell 003-Cosworth V8	1. 23.7	1. 24.0	1. 48.3
3T	R. Peterson	March 721/1-Cosworth V8	—	1. 36.6	—
6T	J. Ickx	Ferrari 312B2 No. 8—flat-12	—	1. 31.2	1. 45.3
14T	D. Hulme	McLaren M19A/1-Cosworth V8	1. 23.5	1. 22.7	—
16T	C. Amon	Matra-Simca MS120C/04—V12	1. 24.3	1. 22.6	—



PRECISION at Monaco. Francois Cevert is on a slightly wider line as he is chased by Jean-Pierre Beltoise through the soaking Monaco streets. Note the high kerb stones which can damage wheels and suspension—tidy driving is an essential at a street circuit of this nature.

right in order to be placed properly for the Tabac corner. If you overcooked the braking for the *chicane* there was an ample escape road, with an exit out onto the track again controlled by a hinged bar operated by a marshal. In case of complete brake failure there was a row of effective-looking spring wire-mesh fences to catch you.

Surprisingly, even in the first short practice, in dull but dry conditions, the lap times were not so far different from those of last year, the faster approach to the slower *chicane* about equalling out. There were some bothers already in the first practice, Hill's Brabham set itself alight instead of starting up, and then would not start at all, and Hulme set off in the new McLaren and only did one lap as the clutch would not work, whereas Hill had to kick his heels, Hulme went off in the spare car. Stommelen never arrived with the blue and white Eifelland and Ickx did not use his spare car, but Amon and Stewart both used theirs. An embarrassment to a lot of would-be Grand Prix aces was Redman, who got in Revson's McLaren, never having driven it before, nor driven at Monaco before, and promptly recorded ninth fastest time, his only comment being that the McLaren was "a lovely car to drive". Hulme corroborated this remark by being second fastest, but his main joy was a psychological one due to having rid himself of the burden of USAC racing and the constant air travel involved. He was bubbling over with happiness for a pleasant change. Ickx was fastest, with Regazzoni only half-a-second behind him, but in that half-second were Hulme and Stewart, both in their training cars. Oddly enough Amon was next fastest, also in his training car. In the last mad rush before practice ended Chapman sent Fittipaldi out on some different Firestone tyres but they didn't work too well, otherwise he would have been higher than sixth fastest.

The next practice was on Friday morning from 8.40 a.m. to 10.10 a.m. (approximately) and things began to get really serious. The two Ferraris were first away, determined to set the pace, and both drivers were trying very hard indeed, Regazzoni looking smooth on the downhill part after the Casino square, and Ickx going through the square in a most impressive fashion. Hulme and Redman ran in close company for a while, picking up points from each other, and Emerson Fittipaldi ran behind his brother for a time, presumably to see how he was getting on. Having gone by, Emerson showed tremendous smoothness and consistency, his judgement of distances from some of the unprotected kerbs being nice to watch. Hailwood was flopping his Surtees over into the sharp corners as if it was a heavy ungainly motorcycle and when asked about the action enquired as to how he ought to be doing it! Lap times were soon well below the existing record, which Stewart set last year at 1 min. 22.2 sec. and the Ferraris and Fittipaldi were setting the pace while Stewart was getting left behind, his supporters muttering about him having the wrong tyres, but Hulme who was also on Goodyears spent a lot of time tailing the number one Tyrrell and leaning heavily on it on the corners until Stewart began to get rather ragged in his cornering. Hulme was in a very happy mood, Stewart wasn't; probably because he had other things on his mind and Hulme hadn't. If Ford were grateful to Stewart last year for keeping a Cosworth V8 engine ahead of the opposition, this year they had to thank Fittipaldi E. for he had his Lotus 72 well ahead of a solid row of 12-cylinder machines led by the two Ferraris, the others being Beltoise and Gethin with BRMs and Amon with the Matra, Stewart being behind Hulme in eighth place. Fittipaldi and the two Ferrari drivers were well below the old lap record and the rest tailed along behind, some like Pescarolo and Redman showing good form, some like Cevert and Schenken being uninspiring, some having troubles and others being completely out of their depth, but all doing their best to justify their existence in this merry-go-round of Grand Prix.

The third and final practice session was on Saturday afternoon and it looked like being a really super thrash round, for all the quick drivers had got the measure of the new layout and honour was at stake, to say nothing of the necessity to be in the first two or three rows of the start, with the grid being formed up in staggered pairs. It would have been a marvellous practice session had it not rained. It rained all afternoon in the manner that European people associate with Manchester, the Romans associate with Rome, the English associate with the Spanish plains and the French associate with Bordeaux, but nobody associates with Monte Carlo and the Côte d'Azur, except those people who have been there and experienced Monte Carlo in the rain. It's awful. In spite of this all but Hulme and Marko went out on big knobbly rain tyres and most of them took an excursion up the escape road at the *chicane*, while Stommelen had a slight bump with a barrier. About the only ones who didn't overshoot the braking past the pits were Stewart and Fittipaldi. Both Ickx and Regazzoni went out in the spare Ferrari and Wilson Fittipaldi only just managed one lap, with no time, as his fuel pumps were playing up. It was significant that Ickx, Regazzoni and Fittipaldi E. were still the three fastest, with Hailwood fourth fastest.

With so much rain on Saturday the following day just had to be fine, but that was where we were wrong. Even as preparations were made two hours before the start was due, the rain began again, and as it seems to be doing rather persistently this season, it just went on and on and got worse. A thirty-minute session of extra practice was allowed and in the midst of it Prince Rainier and his family arrived accompanied by a police escort and various other ministerial cars, and as the royal procession joined the circuit at the Gasometer hairpin and drove along to the start line and the royal box they were overtaken by the Grand Prix cars, the drivers wondering who the hell had let all the traffic onto the circuit. Fortunately no one was unruly enough to shake a fist at the royal cars, though there were some very funny sideways glances. And the rain poured down on everyone.

The cars eventually returned to the pits, further consultations were held and then some official "warm-up" laps were done and the cars assembled in pairs, Stommelen being the odd man at the back. Only a few minnutes late the 25 cars left the pit area, led by Fittipaldi and Ickx and toured round to the starting grid which was in its usual position on the land side of the up-and-down leg of the circuit. An orange clad marshal with a pole carrying the car's number was allotted to each of the 25 runners and he stood opposite his car's starting position so that the driver could see where to stop and the result was very orderly. When all the marshals with their poles had moved back, all was ready and with the rain still teeming down the start was given. The sight was really indescribable as all 25 cars roared away in a dense



FIRST CORNER lead for Jean-Pierre Beltoise in the BRM P160. The Frenchman found a way past Jacky Ickx at Ste Devote and went into a lead he was never to lose. Ickx can be seen through the spray, as can Stewart.

cloud of spray and as the leaders headed for Saint Devote corner Beltoise screamed through on the inside of Ickx in a do-or-die effort that came off and the little Frenchman in the red and white BRM was away up the hill in the lead. Whether the twenty-five drivers were being paid to be in a Grand Prix car, or were paying for the privilege, the whole thing was justified on that opening lap, and even the most hardened and cynical spectator must have been very glad he *was* a spectator and not a driver. With a clear road ahead Beltoise made the most of his opportunities, like a rally driver ahead of the dust-clouds, and he pulled out a huge lead with Regazzoni, Fittipaldi and Ickx charging after him, followed by Amon, Stewart, Gethin and the two McLarens and then the spray was so thick and constant that the rest of the field were just shadows in the mist. The first four soon began to pull away and then on lap 5 Regazzoni went up the escape road at the *chicane* and Fittipaldi, seeing only a cloud of spray with a red light in the middle, followed him, which let Ickx into second place.

As a race for the lead it was all over, the whole question was whether Jean-Pierre Beltoise could keep the BRM "on the island" for the whole 80 laps, always assuming the Stewards were going to let the race run its full distance. The little Frenchman was inspired and driving with almost a touch of desperation giving the feeling that he'd rather die than give up the lead of the Monaco Grand Prix. For about 20 laps he drove on the very edge of disaster, the steering of the BRM being worked overtime in his endeavours to keep the car pointing more or less in the right direction. After that he found a rhythm and settled down looking more and more confident as time went on. Behind him there was nothing Ickx could do, the Ferrari looking a lot more secure that the BRM, but never close enough to be a danger, unless of course, Beltoise made a mistake. Fittipaldi hung on to the two Ferraris for a time, but gradually dropped back, not looking very happy on the streaming wet roads and neither did the other South Americans. Gethin was enjoying himself in seventh place, pushing up close behind Stewart and eventually overtaking the World Champion for a few laps and then there was a long gap before Hailwood arrived leading the rest of the field. Hulme and Redman had been in this gap, but on lap 7 they had both gone straight on at the *chicane* losing a lot of places before they could rejoin the race. The rain still poured down and Walker stopped at the pits to have a chat about the funny handling of his Lotus, but if you could keep a car on the road at all the handling must have been marvellous. There were not many drivers who did not go up an escape road or have a spin at some time during the afternoon and of those that hit things and put themselves out of the race it was amazing that no one was hurt, but as the race average was barely 60 m.p.h. and most drivers were averaging under 60 m.p.h. the whole thing looked far more dicey and dangerous than it actually was.

The only concession the weather made was to occasionally ease off so that the rain did not actually bounce up off the road, but such light spells did not last long. Just after half-distance the rain was really terrific and still Beltoise led, skating from side to side of the road in places, but never actually hitting anything. Ickx kept on behind him and Regazzoni lost a bit of ground. After Gethin's little effort Stewart seemed to wake up, throw all excuses to one side and put on a superb display of wet weather driving, catching and passing Gethin's BRM, then hauling in Regazzoni's Ferrari, and then began gaining on Ickx. While this was going on Gethin hit the *chicane* fair and square, and while the wreckage was being picked off the centre island, those following were diverted up the escape road and through the emergency exit. Most surprisingly there were still 22 cars running, not all of them enjoying it, but at least they were keeping going. By lap 43 Stewart was within sight of Ickx's Ferrari, or to be more precise the spray in which the Ferrari was enveloped, but then the Scot had an enormous spin, which put him right back to square one behind Regazzoni, but undaunted he started all over again to catch the Ferraris. As he got the first Ferrari in sight again Hailwood slowed his Surtees a bit earlier than usual for the Gasometer hairpin and Ganley's P180 BRM hit the Surtees fair and square in the back. The chisel nose went under the gearbox protection bar, bent it all upwards and tore the main pipe out of the oil tank. With its front crumpled the BRM was out and Hailwood rounded the hairpin and came to rest by Saint Devote having unknowingly laid a long trail of Duckhams 20/50 along the ground. The oil floated about on top of the water on the road and made pretty patterns, but also made the whole area really perilous for quite a long time. In his haste to fend off Stewart, Regazzoni lost control on the oil and hit the barriers, letting Stewart back into third place and putting himself out of the race.

The Tyrrell now began to get water-logged and the ignition began to suffer, the engine sounding rough and losing power so that Stewart's efforts were forced to ease off. Cevert in the second Tyrrell was in similar trouble and had stopped at the pits for quite a time to try and get things dried out, but with no great success. Sounding rougher and rougher Stewart's car went slower and slower, but he struggled on, being caught and pased by Fittipaldi in the closing laps and being lapped by Beltoise and Ickx. Both the leading BRM and the Ferrari had anxious moments when water got into the electrics or the injection system, but things dried out and they went back onto their full 12-cylinders again. The last five laps were really painful for Stewart and the leading pair lapped him again, but he was able to maintain fourth place to the finish. Quite early on Hulme gave up and just toured round, it not being his idea of motor racing, but Redman continued to try hard and do his best and he was rewarded with fifth place, ahead of Amon, who was far from being 100% fit, and the Matra V12 had gone in fits and starts.

In such appalling conditions it was impossible to use the full potential of any of the cars and the result was a remarkable degree of reliability, eighteen of the starters still running at the end. Had it been warm and dry it is doubtful if we would have had half that number running at the finish. There was in fact only one mechanical failure, the other being eliminated by accidents, Pescarolo having a spectacular one all along the guard-rail down to the Gasometer hairpin and Schenken crashing on the downhill part of the circuit while Peterson kept up his score by having a mild one two laps from the end and flattening the full-width nose of the March 712X. The victory was well deserved, Beltoise giving a marvellous display of courage, tenacity and skill and the win for BRM could not have happened at a better time, for their record this season so far has been appalling. This victory must restore the balance, for it was a well-won victory, from flag to flag, and not a victory by the default or misfortune of others. As team-leader of the motley Marlboro crew, Jean-Pierre Beltoise really asserted himself in a moment of truth and glory.—D. S. J.

Results :

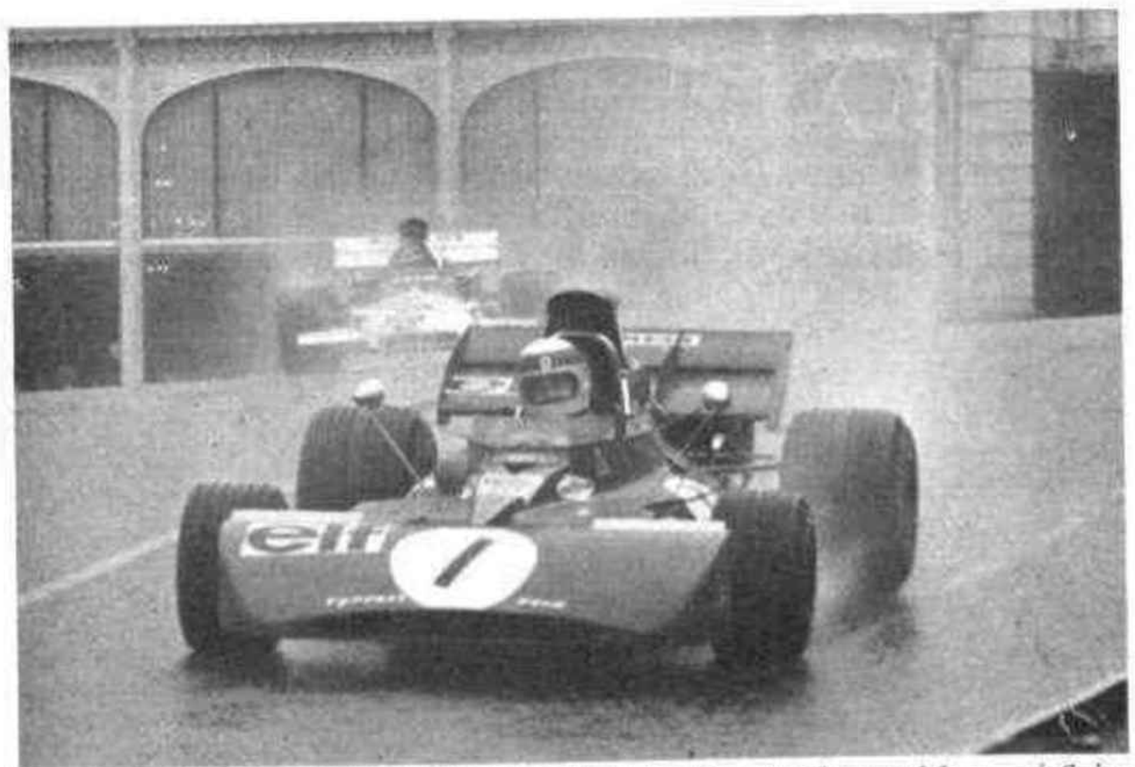
30th MONACO GRAND PRIX—Formula One—80 laps—Monte Carlo
251.6 kilometres—Very wet

1st	J-P. Beltoise (BRM P160/01)	2 hr. 25 min. 54.7 sec.—102.754 k.p.h.
2nd	J. Ickx (Ferrari 312B No. 6)	2 hr. 27 min. 32.9 sec.
3rd	E. Fittipaldi (Lotus 72D/R7)	1 lap behind
4th	J. Stewart (Tyrrell 004)	2 laps behind
5th	B. Redman (McLaren M19A/2) ..	3 laps behind
6th	C. Amon (Matra-Simca MS120C/04)	3 laps behind
7th	A. de Adamich (Surtees TS9B/004) ..	3 laps behind
8th	H. Marko (BRM P153B/03)	3 laps behind
9th	W. Fittipaldi (Brabham BT33/3) ..	3 laps behind
10th	R. Stommelen (Eifelland-March 721/4)	3 laps behind
11th	R. Peterson (March 721X/2)	4 laps behind
12th	G. Hill (Brabham BT37/1)	4 laps behind
13th	M. Beuttler (March 721G/1)	4 laps behind
14th	D. Walker (Lotus 72D/R5)	5 laps behind
15th	D. Hulme (McLaren M19C/1) ..	6 laps behind
16th	N. Lauda (March 721X/1)	6 laps behind
17th	C. Pace (March 711/3)	8 laps behind
18th	F. Cevert (Tyrrell 002)	10 laps behind

Fastest Lap : J-P. Beltoise (BRM P160/01) on lap 9, in 1 min. 40.0 sec.—113.220 k.p.h.

Retirements : R. Wisell (BRM P160/04) on lap 16, engine; P. Gethin (BRM P160/03) on lap 28, accident; T. Schenken (Surtees TS9B/006) on lap 32, accident; H. Ganley (BRM P180/02) on lap 48, collision; M. Hailwood (Surtees TS9B/005) on lap 49, as a result of collision; G. Regazzoni (Ferrari 312B2 No. 5) on lap 52, accident; H. Pescarolo (March 721/3) on lap 58, accident.

25 *starters* — 18 *finishers*.



THE WORLD CHAMPION finished in fourth place with a misfiring engine due to damp in the electrics. Here he leads Gethin through the Casino Square.

JARAMA AFTERMATH—continued from page 603

Surtees mechanics were taking their cars apart and checking the suspensions. The March team had not started re-assembly and the McLaren team had dismantled Hulme's gearbox and removed the remains of the offending roller-race and were saving the blackened pinion and shaft to present to Mike Hewland when they returned to England. With the Monaco Grand Prix due two weeks after the Spanish race, BRM, Lotus, McLaren, March and Surtees were all staying at Jarama to overhaul their cars and prepare them for the Monaco race and at the end of the week they would start the long trek up through Spain and across Southern France to the crowded little principality. Some would go due north through San Sebastian into France, others would set off north-east through Barcelona and Perpignan, but whatever route they took they would be meeting up again in Monte Carlo. The Sunday following the Spanish race there was a F2 race due at Pau, not far from the Spanish border at the San Sebastian end, and the March mechanics were planning to turn up in their best Sunday clothes and sit on their transporter and watch the others work. The other teams, Ferrari, Matra and Tyrrell had packed up and gone, while the Williams cars and the Brabham cars had been flown back to Gatwick as they had been flown out to the race. Leaving the teams at work on preparation



That BRM phoney!

for the next race I set off, reflecting that it had been a good race, free from strife or serious incident and a lot of lessons had probably been learned and there had been some significant happenings that may well fit neatly into the pattern of the future, or they may just have been momentary incidents, which will pass. The Lotus 72 is still a sound design and the Cosworth V8 is still the engine to beat, providing it is in the right chassis and driven by the right driver. The ballyhoo of sponsorship is trying hard to turn the Grand Prix circuit into a fair-ground with performing seals, or monkeys, or racing drivers, but fortunately when you start up a 450 horsepower pure racing engine the Ballyhoo and Bullshit get blown away. From a distance you would have thought that BRM had three P180 cars in the paddock, but closer inspection revealed that the third one was a Marlboro advertising phoney, made of plywood and fibreglass! Pity they didn't spend the money on a power-winch for the new transporter.

As I motored along I recalled Emerson Fittipaldi saying after the Watkins Glen USA Grand Prix in 1970, his first race with the Lotus 72, that he had not found it difficult to qualify about half-way up the starting grid. He said that what was going to be very difficult and a lot of hard work was to get from there to the front row of the grid. He seems to have done a lot of honest hard work in a very short space of time. For me the result of the race was quite simple, it was Lotus, Ferrari, Ferrari, Surtees; it could just have easily been Ferrari, Lotus Tyrrell, BRM, but if I am to be brain-washed by the advertising and public-relations world I should have to start thinking in terms of a result which might have read John Player Special, Marlboro, Yardley, Brooke-Bond Oxo, STP-Oil Treatment and Politoys. Such a results list would never convince me we were talking about motor racing, it sounds more like the profits list in the *Financial Times*; and what about such firms as Lockheed, Girling, Lucas, Champion, Motorcraft, Firestone, Goodyear, Armstrong, Koni, and all the others that help to cause racing cars to be built and to help them go. A Ferrari is a Ferrari and always will be, just as Chapman will always design Lotus cars.

One bright spot on the scene was the McLaren pit, both in practice and the race, for everyone was smartly turned out in orange shirts and blue trousers and the whole set-up always looked immaculate from the cars to the mechanics' tool-boxes. A rival team opined that they jolly well ought to look smart as one of their sponsors had "bought them a stock of 145 pairs of new blue trousers".—D.S.J.

AMERICAN COMMENT

Trans-Am

THREE YEARS ago the SCCA's Trans-Am series was on the crest of a wave with all the big four motor manufacturers represented in one way or another by factory blessed teams. Trans-Am was really big time racing with top names like Mark Donohue, Sam Posey, A. J. Foyt, Vic Elford, Peter Revson and others all in there tussling for the top positions. It was almost like the European World Manufacturers Sports car championship of the old days with all the big factories battling for prestige. But naturally costs escalated, those that did not win became dis-illusioned and now the championship for those American pony cars is only a shadow of its former self.

Last month the first round of this season-long competition was run at the little 1.53 mile Lime Rock circuit in Connecticut near to New York. It comes as no surprise to learn that the victor was the tough and talented all round driver George Follmer, driving one of the AMC Javelins from the Roy Woods American Racing Associates team. Woods has acquired the two ex-works backed Penske Racing prepared cars and looks like taking all before him this year, for the Javelins were the most successful last and Donohue managed to pull off the championship despite his other committments. This year the Javelins are being sponsored by American Motors dealers.

George Follmer apart, British readers have probably never heard of the rest of the competitors. Second at Lime Rock was Warren Agor, who was one of the leading independent drivers last season. For this year the former Roger Penske employee is running a 1971 Chevrolet Camaro.

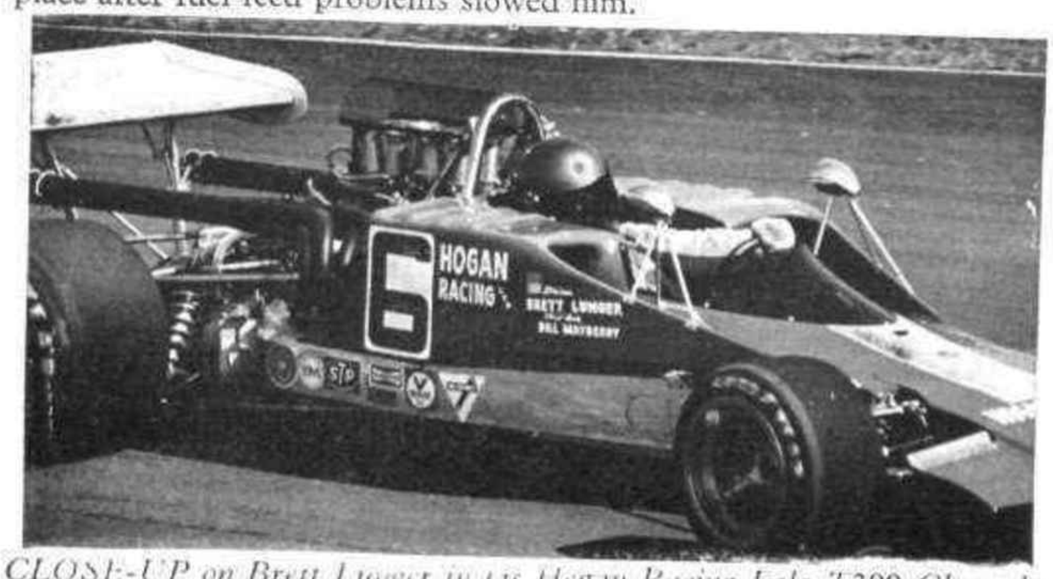
One team that could give George Follmer some trouble if they receive sponsorship to continue throughout the year will be running ex-factory Ford Mustangs for Tony DeLorenzo and Jerry Thompson. Last year they were front runners and at Lime Rock DeLorenzo finished third.

In many ways it is sad that the Trans-Am series which has even had a car named after it—the Pontiac Firebird Trans-Am—is no longer a major series but perhaps once the season is under way new cars and better known drivers will join in.

McRae Wins First Round

Most of the SCCA road racing championships do not get under way until May and just as the Trans-Am competition started last month so did the L. & M. Continental Championship for Formula 5000. Unlike Trans-Am this competition looks set for its best year yet.

The first round was at the exciting Laguna Seca track in California and it produced a great win for New Zealander Graham McRae, who with his Leda LT27 has already picked up the Tasman Series and won several of the early rounds of the British Rothmans F5000 series. McRae won both parts of the two-part event just pipping the new Hogan Racing Lola T300 of reigning champion David Hobbs in the first part after a slow start. However Hobbs failed to complete the opening lap of the second heat and this enabled McRae to pull out a decisive overall and second heat victory. Second place was in contention however with last year's runner-up Sam Posey in a new Surtees TS11 coming from a lot of pressure from Brett Lunger in the second Hogan Racing Lola. Last year Lunger finished third in the Championship and this year is fitting in a crowded programme of racing which includes Formula Two in Europe—his best result to date here being a 6th at the Nurburgring. However Lunger knows the big cars and really gave Posey some trouble but finally had to be content with third place after fuel feed problems slowed him.



CLOSE-UP on Brett Lunger in his Hogan Racing Lola T300-Chevrolet on the way to finishing third at the opening round of the Continental Championship at Laguna Seca.

SCRAPBOOK

PERUSAL of scrapbooks about motor racing are invariably interesting. We have been looking through one kept by C. U. M. Walther, about his experiences with a racing Austin 7, appropriate in this Jubilee year of the famous Seven. This was one of the Gordon England Brooklands models, about which a chapter will be devoted in the forthcoming "MOTOR SPORT Book of the Austin Seven"—our contribution to the Jubilee.

We first encounter Walther in the JCC Production Car Race of 1926, run in fine weather but poorly attended by spectators. It was a three-hour race over an artificial road circuit at Brooklands, divided into 1,500, 1,100 and 750-c.c. classes. It attracted 22 entries, of whom 17 started, comprising an Aston Martin, four 12/50 Alvises, two OMs, a Lea-Francis, two Frazer Nashes, two Salmsons, an Amilcar and four Austin 7s. The cars were allowed to run stripped and could have special bodies to certain minimum dimensions, special pistons, con.-rods, induction and exhaust systems and balanced crankshafts. Modified valves and camshafts, non-standard carburetters and axle ratios were permitted, but gearbox ratios had to be standard—who says hotting-up is a new development? Superchargers were barred, but chassis could be drilled or otherwise lightened and pressure fuel-feed substituted for Autovac or gravity feed. Cars had to be two-seaters but carry only the driver, plus 396 lb., 264 lb. and 132 lb. of ballast in the respective classes. Five cars, some reports said six, of the type entered had had to be sold to the public six weeks before the race was held.

The race was won by Bagshawe's Frazer Nash, at 61.7 m.p.h., from two 12/50s, the 1,100-c.c. section by Hazlehurst's Salmson at 62.9 m.p.h. from Balls' Amilcar, and Walther won his class, at 51.23 m.p.h., beating Waite's "official" but similar car. Eight cars were still going when the finishing gun was fired. Gordon Hendy and Samuelson drove the other Austins, the former's with a rather improbable streamlined head-rest. Walther, who wore a Parry Thomas-like pullover and a crash-hat, which all drivers had to wear—nothing new under the sun!—was entered by Boyd-Carpenter.

This scrapbook also deals with the 1926 and 1927 JCC 200-Mile Races. There is a big photograph of Percy Bradley, who was a high JCC official before becoming Clerk-of-the-Course at Brooklands, briefing the drivers. Again four Austins started in the 1926 race and Gordon England in a well-streamlined version won at 58.28 m.p.h. from Hendy. Walther and his mechanic had to change a tyre and he and R. E. O. Hall were delayed by fuel-feed trouble. In the 1927 "200" Walther had the misfortune to roll his Austin at the hairpin but crawled out uninjured. Chase's Austin "Mr. Jo Jo" won the 750-c.c. class at 58.17 m.p.h., from Wilson's Austin and Boyd-Carpenter's Cup model "Mrs. Jo Jo", both "Jo Jos" being put up for sale after the race. Hendy's blown and "El Bolivar's" unblown Brooklands models retired and Samuelson's Rapier was very slow.—W.B.

FAST!

IN the annual Bentley DC speed trials in Belgium "Jumbo" Goddard exceeded 158 m.p.h. for the two-way kilometre in his turbo-charged 8-litre Bentley Special, officially timed by the AC of Belgium.

Results :

Approx. and to nearest m.p.h. (Mean of two runs in opposite directions.)

Special Class A (Class 12):	
1st : B. M. Russ-Turner (1929 4½(s) Bentley)	125 m.p.h.
2nd: Hugh Harben (1928 4½ hybrid Bentley)	94 ,,
3rd : Gordon Russell (1928 4½ Bentley)	93 ,,
4th : Douglas Grew (1928 3-litre Bentley)	76 ,,
(Class 13) :	
1st: John Goddard (1924/31 3/8-litre Bentley)	158 m.p.h.
2nd: Mike Wilcock (1930 8-litre Bentley)	132 ,,
Special Class B (Class 12) :	
1st: Barry Eastick (S.1 Bentley Special)	126 m.p.h.
2nd: John Proctor (S.1 Continental Bentley)	108 ,,
3rd: Ron. Palmer (Mk. VI 2-seater Special Bentley)	97 ,,

OBITUARIES

WE deeply regret to learn of the deaths of four more people who were well-known racing motorists in the old days.

Vic Derrington, full of fun to the end, died on May 1st. He was universally known as the supplier of racing equipment, especially exhaust systems and silencers, from his emporium at Kingston-upon-Thames, where he also pioneered what is nowadays called soup-up, particularly for MG and Fiat cars. An extremely well-known Brooklands figure, Derrington competed there on motorcycles and three-wheelers, surviving a nasty crash in 1927 in a 750-c.c. Morgan. He was best known, however, for his Salmson, a Cozette-blown twin-plug, twin-cam San Sebastian model with finned sump and fabric body, recently acquired by George Hampson, although in later times Derrington, who was game to the last, raced MGs.

Mrs. Elsie "Bill" Wisdom, wife of racing-writer Tommy Wisdom, died unexpectedly, at the age of 68, earlier this year. She was one of the very top lady racing drivers, going from success to success after her very first race, (the entry I believe a sort of wedding present from Tommy) in a Frazer-Nash at Brooklands. There this slim, slight woman mastered the ex-Froy Leyland-Thomas and lapped even faster, at 126.73 m.p.h., in a fearsome 2-litre Dixon Riley. She also proved her skill and stamina by tackling long-distance races in these cars and, with Joan Richmond, she vanquished all the men in winning the 1932 JCC 1,000 mile race in a Riley 9. In the same year she got her Brooklands 120 m.p.h. badge, for lapping at over 121 m.p.h. in the big Leyland, normally regarded as a brutish man's machine. She saw her daughter Ann become a noted rally driver.

Alfred Moss, Moss's famous father, or father of the famous Moss, by profession a dentist, with horses and cars for relaxation, succumbed to a long illness at the age of 74. Friendly, keen, interested in all aspects of motor racing, Moss raced at Indianapolis in 1924 and at Brooklands in Crouch and Fronty-Ford cars. His wife ran a special Marendaz Special in trials and we all know what the son and daughter have accomplished.

Mrs. "Bluebelle" Gibbs, the school-mistressly-figure who raced her husband's Riley and other cars in post-war Club events but went even better on her Norton, died sadly after a fall in her garden. Our condolences go out to her husband Len and all their relatives and friends.—W.B.

THAT ROVER 3500S ROAD-TEST

Sir,

I refer to your road test report on the Rover 3500S. For some years now I have felt that the motoring Press has dealt a great deal too generously with manufacturers of "crummy" cars, but I was greatly cheered to read the comments of your Road Tester on this particular model. I was unfortunate enough to be persuaded into buying one of these in January of this year and after 3,000 miles was so disconcerted by its quite extraordinarily bad road holding and dangerous brakes that I disposed of it and replaced it with a BMW.

It may interest other readers who are perhaps considering a similar purchase that my particular car was returned both to the Factory and subsequently inspected by a Service Representative from Rover's—and on both occasions it was pronounced to be "absolutely typical Rover". This struck me as being quite an admission since when it was tested on a damp road with a Tapley Meter the maximum retardation which could be recorded was of the order of .41g before the front wheels locked. It was also possible at 70 m.p.h. to get 20° of steering wheel movement in either direction of the straight-ahead position without the car flinching. This combination of sloppy steering, inadequate brakes and an extraordinary amount of body roll puts the car, in my opinion, about on a par with a Humber Super Snipe from the mid-'fifties. When it is considered that this car is being advertised by its manufacturers as being notably safe and possessed of accurate steering and powerful brakes—all quotes from their literature—and when their own representative states that it is perfectly normal to exhibit the characteristics listed, it underlines the value to the public of services provided by a magazine such as yours which is both able to comment intelligently on a vehicle and is not frightened to publish distasteful facts.

I would, incidentally, disagree with the fuel consumption mentioned in your report ; my particular example regularly consumed six gallons per hour on the motorway.

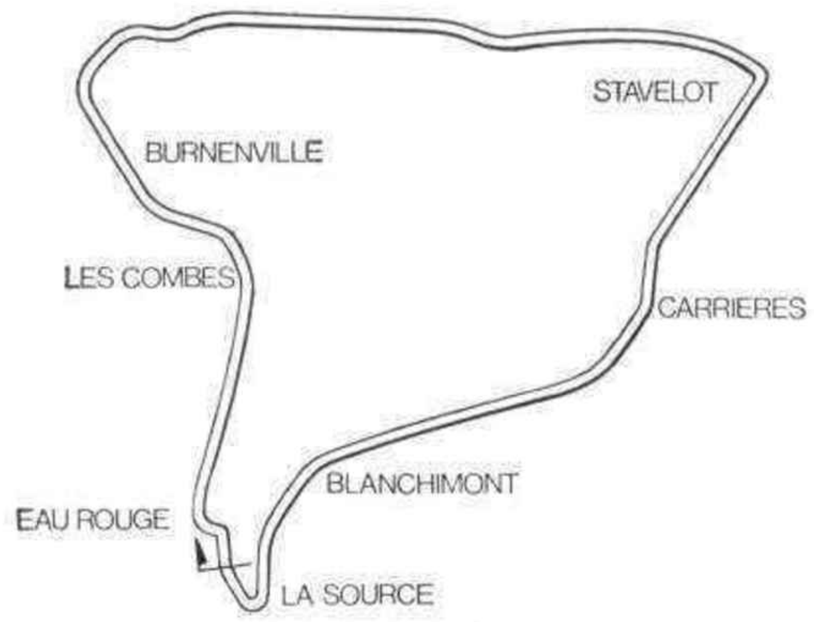
Harleston. C. C. RAWLINSON

LOTUS SEVEN OWNERS' CLUB

WE have been asked to make it clear that the Lotus Seven Club referred to last month is not connected with Club Lotus. The Club caters specifically for Lotus 7s of all marks. Further details from Mrs. Sandy Fowler, 14 Recreation Walk, Ramsden Heath, Essex.

THE 1,000 KILOMETRES OF FRANCORCHAMPS

A Nice Race



SPA, BELGIUM, *May 7th*

IN SPITE OF the attempts of World Championship Grand Prix driver Jackie Stewart to sabotage the event (see Continental Notes) the 1,000 kilometre sports-car race of Spa-Franchorchamps took place in a pleasant, friendly atmosphere, unsullied by avarice, sponsorship wrangles, trade union activities or boycotts. The result was a very nice day, a win for Ferrari, and an event full of interest and satisfaction, not the least for the majority of the 56 drivers taking part who thoroughly enjoyed an opportunity of racing round the magnificent Spa-Francorchamps circuit, some of them for the first time, and there were the ones who were probably more appreciative than anyone, for it opened up a whole new concept of high-speed driving for them. For drivers like Ickx and Redman, Larrousse or Bell it was a welcome return to a form of motor racing and high-speed driving that not only permitted them to demonstrate their skills but allowed them great satisfaction in so doing.

There should have been a confrontation between Ferrari and Alfa Romeo, with Lola and Mirage joining in, but Alfa Romeo backed down at the last moment, more or less openly admitting that they could not match the speed of the Ferrari, or the driving talent of the team for that matter. Maranello sent three sparkling 312P cars, the trio that had been at the BOAC 1000 at Brands Hatch, with Ickx and Regazzoni in the number one car, identified by Belgian yellow stripes across the red bodywork, Peterson and Schenken in the number two car, with blue stripes, and Redman and Merzario in the third car with green stripes. All three were mechanically as raced previously, with the 3-litre flat-12-cylinder engines and they were using the medium-length tail sections, with the latest regulation skirts at the rear enclosing the mechanism. Opposition to the powerful red 12-cylinder cars was to come from the Gulf Research Mirage M6 driven by Bell/van Lennep, the Jöst/Kauhsen Porsche 908/3 and the yellow Lola T280, with Cosworth V8 power, of de Fierlant/Larrousse, the former driver having bought the car from Ecurie Bonnier and it was being run by a Belgian team.

Practice on Thursday and Friday was something of a formality for the Ferrari team and Ickx recorded fastest lap in 3 min. 20.4 sec., a speed of 253.292 k.p.h. (just over 157 m.p.h.) which was incredibly fast for a 3-litre car, but nothing compared to the lap record of 3 min. 14.6 sec held by Siffert with a 5-litre Porsche 917 (over 162 m.p.h.). Needless to say the *Circuit Nationale* of Francorchamps was being used in all its normal conditions, with no artificial *chicanes* to appease militant members of the GPDA. In fact, there were only four members of that troublesome body taking part, so it was difficult to see why Stewart had gone to so much personal trouble to try and stop the event. Had the Alfa Romeo team taken part there would have been four more members involved of which two would have told the Scot where to go in no uncertain terms.

Behind the 3-litre class was a very well supported 2-litre sports car class comprising a row of Chevrons, a Dulon, Daren and Lola, all using 4-cylinder Ford-based engines or BMW. The GT category comprised two De Tomaso Panteras, a Ferrari GTB4, two Chevrolet-Corvettes and numerous Porsche 911 coupés, while two Group 2 saloons added to the field, one a 6.8-litre V8 Mercedes-Benz and the other an Alpina-tuned BMW 3000. The Mercedes-Benz, from a German "tune-up" firm was withdrawn after practice and a total of 28 cars assembled in the paddock on Sunday morning. The previous day there had been run the traditional Coupés de Spa for saloon cars and in the Group 2 race Ickx had cantered away to win with a Schnitzer-tuned 3-litre 6-cylinder BMW, putting in the fastest lap at exactly 4 min., an average of 211.500 k.p.h. (131 m.p.h.), which would have put him on the sixth row of the fourteen-row grid for the 1,000 kilometre race! While it was natural that he should win the saloon car race, the real interest lay in the fact that another Schnitzer-tuned 3-litre BMW, driven by a Belgian newcomer, beat the two factory supported Ford Capri 2.9-litre V6 cars.

At midday everyone was ready and a warm-up lap was permitted preparatory to the 1 p.m. start and though there were some ominous grey clouds lurking about, the circuit was dry and in parts the spectators were actually in sunshine, a strong crowd of spectators having come from neighbouring countries as well as Belgium itself. Ferrari enthusiasts had painted "Forza Ferrari" across the road above the *Eau Rouge* bridge and on paper it was going to be a neat and tidy 1-2-3 procession for the Ferrari team except for the small unknown factor that invariably upsets such certainties. Last year the JW Gulf Porsche team gave one of the finest demonstrations of high-speed motor racing and pit work that had been seen for a long time with their two 917 Porsches and this time it was up to Ferrari to go one better with a three-car team. The Gulf team, now called Gulf Research Racing and with only one rather new and fragile Mirage M6 was something of a shadow of its former self, but at least the Cosworth-powered Len Bailey-designed car was showing promise and improvement, this being the first time it had been out on such a fast circuit. The yellow Lola T280 had been going well in practice, but unable to match the speed of the Ferraris. As the flag dropped to release the fourteen rows of cars, assembled in pairs, the Swiss Porsche 911 of Haldi/Chenevriere was being pushed-started in the middle of the grid and as the 28 cars roared off down the hill the two mechanics became air-borne and fled to the side of the road. Up at the front everything went according to plan and the three Ferraris disappeared over the hill towards Burnenville already in command. The order settled down to Ickx, Redman and Schenken, followed by Larrousse in the yellow Lola, Jöst in the 908/3 Porsche, Bell in the Mirage and Hine in the yellow and green 1.9-litre Chevron of Red Rose Motors. Then came Lepp and Migault in two more Chevrons, followed by the two Panteras with Fitzpatrick driving Kremer's car leading all the Porsches.

By the third lap it was becoming obvious that while Redman could match the pace being set by Ickx, Schenken could not, and the third Ferrari was being left behind. While this in itself was not serious, it soon became an embarrassment to the Maranello team for Larrousse was overhauling the lagging Ferrari, and there is nothing like the sight of a weak link in a team to encourage others to try harder. Larrousse was in great form and soon had the yellow Lola snapping at the tail of Schenken's Ferrari, and on lap 8 he got by to take third place. He was not going to do anything about Ickx and Redman, who were way ahead and 13 seconds apart, but the Ferrari procession was already spoilt and the Maranello feathers were ruffled.

One thousand kilometres round the Francorchamps circuit means 71 laps, with pit stops for petrol, oil, driver changes and possibly tyres as well, so even though the situation had stabilised by 10 laps it was only temporary. Ickx was revelling in his home circuit and had lapped all the 2-litre cars and GT cars and was untouchable, though Redman was by no means put to shame and was firmly in second place. Larrousse was third, Schenken fourth, Bell, fifth, Jöst sixth and Hine seventh, while Muller was leading the GT class in the French entered Pantera, and was ninth overall just behind Lepp's Chevron, and the May/Humble Chevron was tenth. Some of the other private-owners had already been in and out of the pits, and the Fitzpatrick 911 Porsche was a very even match for the French-owned Ferrari GTB4. At 14 laps the Mirage was first to stop for refuelling, followed by the 908/3 Porsche and at 17 laps the Ferrari pits were all keyed up to receive all three cars in quick succession. Ickx drew in to the appreciative applause of the crowded grandstands, the car was refuelled, the rear wheels changed and Regazzoni roared away. Meanwhile Redman had

arrived, had the tanks filled, but no tyres changed, and was away with him, and then Schenken was in and Peterson took over. As the dust settled an anxious-looking Peter Schetty was seen heading for the hairpin at La Source with the cryptic signal "Box" in his hand. In the panic of the wheel change on the Ickx/Regazzoni car one of the mechanics felt he had not tightened the left rear wheel nut sufficiently so Regazzoni was being called back for a check. Redman went by in the lead and then Regazzoni drew into the pits, the hub nut was re-tightened and he was back in the race, still in second place. The gallantly driven Lola had lost third place when it stopped for petrol and for de Fierlant to take over, the Belgian pit equipment not being up to the works teams, and Bell had moved the Mirage up into fourth place behind the three Ferraris. Regazzoni was making no ground up on Redman, and Peterson was not really gaining on Regazzoni, so the situation neutralised itself with the three Ferraris 1-2-3, but in the wrong team order, followed by the Mirage nearly a lap behind, with the Lola already lapped. Hine was still going splendidly in the 1.9-litre Chevron, his speed, consistency and reliability being a shining example to all aspiring long-distance non-works teams. He refuelled at 22 laps and continued driving, holding an excellent sixth place overall and unchallenged in the 2-litre class, as well as leading the 5.7-litre Pantera of Herbert Muller.

Until the next refuelling stops for the leaders were due, the race settled down in a nice fast rhythm, and at 35 laps all three Ferraris were in for petrol, tyres and driver changes. Redman's lead over Regazzoni had remained static at around 35 seconds, but the pit stops and the standing lap by Ickx in car number one compared to Merzario in car number 3 meant that one lap after the pit stops was sufficient for Ickx to go back in the lead, followed by Merzario in Redman's car and Schenken in the third car. The Mirage had been refuelled and van Lennep took over and a second pit stop by the Belgian Lola had let Hine through into fifth place, his beautifully prepared Chevron humming away very healthily. There were some rain showers hovering around the hills and occasional sprinkles of dampness, but nothing serious, though everyone was keeping a wary eye on the skies. The Mirage suddenly arrived at the pits with the throttle linkage on the engine awry, even though it had been built extra solidly. The high frequency vibrations in the Cosworth V8 engine, which do not trouble Formula One cars in their short sprint races, had taken their toll and a lot of time was lost effecting repairs to the deranged linkage. The 3-litre Lola had recaught the 2-litre Red Rose Chevron just as their respective refuelling stops were due, Larrousse taking over the Belgian entry and John Bridges taking over from Hine, but a lap afterwards and the Lola was back with no brakes. A sizeable stone thrown up by another car had gone clean through the fibreglass nose and in a thousand-to-one chance had struck and split the brake-fluid reservoir mounted on the front bulkhead. The race officials would not permit a temporary bodge with "goo" and there was no spare so the reservoir had to be removed and soldered behind the pits, replaced and the system filled and bled, so that a lot of time was lost, Larrousse sitting patiently in the cockpit all the while. The little Red Rose Motors Chevron was now firmly in fourth place and the Mirage was back in the race in fifth place, the good thing about proper length races being that team work by mechanics and pit staff as well as the drivers can get a car back into competition, for at this point there were still 26 laps to run, or more than a full Grand Prix distance.

Nothing could hold Ickx now, and he was building up a terrific lead from the two slower Ferrari drivers, reeling off the laps in immaculate style, all at an average speed of over 243 k.p.h. (151 m.p.h.), and lapping Schenken in the process. At 53 laps the three red cars were in for their final pit stops and the leading car was filled and all four wheels were changed, Regazzoni taking over for the final session. Redman took over the second-place car and Peterson the third one, all the pit work going very smoothly. Regazzoni went by in the lead on the next lap and a few moments later the circuit telephones reported that he had stopped! Then he was reported to be going again, but travelling slowly, and the Ferrari pit became rather agitated. Redman appeared in the lead at the end of lap 55, followed by Peterson, and then Regazzoni arrived, limping down the pits approach lane with no tyre on the left rear wheel, the alloy rim bouncing and graunching along the ground and the fibre-glass tail in shreds. In an incredibly short time the tattered tail was whipped off, a brand new one produced from the pit (such is Ferrari's preparation these days), and it was clamped in place. Meanwhile a new wheel and tyre were put on and Ickx had got back into the cockpit ready to rejoin the race. It was then found that the tyre burst had damaged the oil-tank, which is situated just ahead of the left rear wheel and a few more moments were lost while a handful of plastic metal was slapped over the split and the leak bunged up. Ickx was back in the race and all wound up to break all records in an attempt to regain the lead, but the task was hopeless for he was two laps down on Redman. As all this excitement died down rain showers began drifting across the valley from the top of the hill at Burnenville and Redman skated onto the wet part of the circuit, his sixth sense avoiding disaster, but just behind him Peterson slithered off course, seeing the changed road surface too late, and bounced the Ferrari all along the steel guard rail and out of the race. The Ferrari pit gave Redman and Ickx the slow sign and Schetty shook his head and said "Will we never achieve a 1-2-3 finish?". The Hine/Bridges Chevron was now third, and had sufficient in hand for Bridges to stop and have wet-weather tyres fitted, and the Mirage was now fourth and still going well. Larrousse had finally got the Lola-Cosworth V8 back in the race and was going impressively quickly on the wet roads in fifth place. Muller's lead in the GT category, co-driven by Frenchman Chasseuil, dissappeared when the Ford V8 engine of the Pantera blew up and the second Pantera, of the Belgians Jacquemin/Deprez, held the class lead from the Fitzpatrick/Kremer Porsche 911 by the skin of its teeth.

Redman finished the 71 laps a well-deserved victor, having driven for three quarters of the race and a philosophical but disappointed Ickx followed him home into second place, one lap behind. The Hine/Bridges Chevron, powered by an Alan Smith prepared 1.9-litre Cosworth FVC engine, not only finished third overall and won the 2-litre class, but set a shining example to all the British teams who venture abroad to compete in the long-distance classic sports car races. Another well-prepared and well-run race was that of the privately-owned and entered Chevron of Peter Humble and Nick May, their reliable and consistent running netting them sixth place overall.—D. S. J.

Results :

1,000 KILOMETRES OF SPA—Groups 5 and 4—Francorchamps—71 laps—Overcast and Showery

1st : B. Redman/A. Merzario (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	4 hr. 17 min. 19.1 sec.—233.429 k.p.h.
2nd: I. Ickx/G. Regazzoni (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	1 lap behind
* **3rd**: J. Hine/J. Bridges (Chevron B21—2-litre 4-cyl.)	Entrant: Red Rose Racing, England	6 laps behind
4th : D. Bell/G. van Lennep (Gulf Mirage M6—3-litre V8)	Entrant: Gulf Research Racing, England	7 laps behind
5th : G. Larrousse/H. de Fierlant (Lola T280—3-litre V8)	Entrant: Belgian Racing Team, Belgium	7 laps behind
6th : P. Humble/N. May (Chevron B19—4-cyl.)	Entrant: Peter Humble, England	11 laps behind
* **7th** : J. M. Jacquemin/Y. Deprez (De Tomaso Pantera—5.7-litre V8)	Entrant: Claude Dubois, Belgium	12 laps behind
8th : E. Kremer/J. Fitzpatrick (Porsche 911S—2,492-c.c. 6-cyl.)	Entrant: Autohaus Kremer, Germany	12 laps behind
9th : T. Twaites/B. McInerney (Chevron B19—4-cyl.)	Entrant: Intertech Steering Wheels, England	12 laps behind
†**10th** : H. Muller/G. Chasseuil (De Tomaso Pantera—5.7-litre V8)	Entrant: Ec. Franco-Britannique, France	13 laps behind
11th : W. Christmans/W. Nolte (Porsche 911S—2,492-c.c. 6-cyl.)	Entrant: Porsche North, Germany	13 laps behind
†**12th** : R. Peterson/T. Schenken (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	15 laps behind
13th : E. Sindel/K. Rang (Porsche 911S—2,492-c.c. 6-cyl.)	Entrant: Team Liqui-Moly, Germany	16 laps behind
14th : M. Ridehalgh/H. Leguellec (Dulon-Porsche—2-litre 6-cyl.)	Entrant: Martin Ridehalgh, England	16 laps behind
15th : M. Dupont/J. P. Bodin (Chevron B19—4-cyl.)	Entrant: Michael Dupont, Switzerland	18 laps behind
16th : R. Heavens/M. Garton (Chevron B19—4-cyl.)	Entrant: Roger Heavens, England	23 laps behind
17th : M. Raymond/A. Collier (Daren Mk. 3—4-cyl.)	Entrant: Martin Raymond, England	25 laps behind
†**18th** : C. Ballot-Lena/D. Rouveyran (Ferrari 365 GTB4—V12)	Entrant: Charles Pozzi, France	27 laps behind

Fastest Lap : J. Ickx (Ferrari 312P), in 3 min. 20.7 sec.—252.914 k.p.h.

Fastest GT Lap : H. Muller (De Tomaso Pantera), in 3 min. 55.3 sec.—215.724 k.p.h.

* Class winner.
† Not running at finish.

Retirements : J. Lepp/J. Gray (Chevron); R. Jöst/W. Kauhsen (Porsche 908/3); B. Robinson/F. Migault (Chevron); P. Smith/D. Welpton (Chevron); C. Tuerlinx/E. Stalpaert (Chevrolet-Corvette); G. Pankl/H. Ertl (BMW 3000CS); C. Haldi/B. Cheneviere (Porsche 911S); I. Grauls/P. Hoffmann (Chevrolet-Corvette); C. Schikentanz/G. Steckkonig (Porsche 911S); P. Josa/N. Bosch (Chevron B19).

28 *starters* — 18 *classified.*

CONTINENTAL NOTES

The Formula One Constructors

UNDER MOST circumstances I am in favour of dictators, providing their ideas coincide with mine, and particularly in motor racing I like dictators. Ettore Bugatti never stood any nonsense from anyone, nor did Enzo Ferrari or Tony Vandervell, neither does Colin Chapman. When things become too friendly and democratic confusion and indecision usually take over and for this reason I am naturally suspicious when any group of people with the same interest get together and form a society or association to further their own ends. Not without reason I have been somewhat suspicious of the Formula One Association which has representatives from Brabham, BRM, Ferrari, Honda, Lotus, March, Matra, McLaren, STP, Surtees, Tyrrell, Walker and Williams on its list of members. I can never really believe that Chapman, Tyrrell and Mosley, for example, are working together for their common good rather than working away for the protection of Lotus, Tyrrell and March, respectively. However, biased as I am I cannot commend too highly a powerful document put out by this Association as a united effort that strikes at the very heart of the future of Grand Prix racing. This document is entitled "Recommendations of the Formula One Constructors Association for Formula One Grand Prix events from 1973 onwards." It suggests that the CSI Bureau concerned with the future of Grand Prix racing acted hastily and are now reluctant to admit it. The Constructors say "Before sufficient technical and constructional information was available the CSI Bureau acted in haste and without consultation with the Formula One Constructors and announced in December 1971 that from 1973 onwards pit stops would be compulsory in Grand Prix events and the fuel capacity of Formula One cars would be limited. The reasons for this pronouncement have never been made clear, but both safety and political motives have been suggested. It seems the CSI, having placed itself in an invidious position, is now unwilling or unable to change the decision taken at a time when research to provide safer Formula One motor racing had just started. This research plus technical studies has produced information which clearly shows the CSI Bureau decision to have been taken in haste and to have little relevance to the real problem." They then go on to say that the idea of a compulsory pit stop for petrol, or worse the alternative suggestion of running Grand Prix races in two heats, or two heats and a final, would not provide events worthy of the title "Grand Prix" or "Grande Epreuve". If pit stops for petrol are forced to happen or have to happen they then put forward a very reasonable list of minimum requirements to ensure that such pit stops are reasonable, fair, and safe and end this bit by saying they "are of the opinion that the implementation of these necessary safety measures is impossible without vast and unwarranted expenditure on the majority of the present circuits." This is all quite fair, except that most of the Grand Prix circuits are used for long distance sports car races in which cars make three or even four refuelling stops quite reasonably, the only difference being that a second lost in a 1000 kilometre (620 miles) race can be won back, whereas a second lost in today's mini-Grand Prix races can mean the difference between winning and losing.

As a body they are completely against the idea of two heats or two heats and a final, pointing out that the suggested fuel tank limit would restrict the final to 140 miles which would degrade the title "Grand Prix" for a World Championship race, and they say "The CSI proposals reduce the stature of Grand Prix racing to Formula Two or Formula Three level. This cannot and must not happen." They then list a perfectly sound collection of constructional ideas for making the cars safer in case of an accident and end by saying "That all Grand Prix races should be held as one race only; that there should be no fuel capacity limitation; that a Formula One Grand Prix cannot be decided by two heats or two heats and a final; and that the CSI Bureau withdraw the regulations made last December concerning pit stops". Although they do not say so in their document, as it would only confuse the issue, they would not be against longer races rather than shorter ones.

At the time of writing, which is during the Monaco Grand Prix week, some political mutterings were made at a CSI Press conference that indicated that the Constructors Association and the CSI were going to get together and have another think about the whole matter, but if the decisions are to be made by 1st June, 1972, it means they have already been made and will have been pretty hasty whether they are positive ones or negative ones. It is nice to know that my desires for bigger, better and longer Grand Prix races are not a lonely cry in the wilderness. As long-distance sports car racing is in a precarious situation at the moment, with a lack of manufacturer support apart from Ferrari, how about turning all the 1000 kilometre races into 3-litre free-for-all events, with two drivers per car, running in open-wheel form or with full bodywork? Do not bother to write and say it would not work, or that Grand Prix cars would not last the distance, for the difference between a Formula One Ferrari flat-12 and the 312P flat-12 sports car is negligible, as it is with the MS120C Matra-Simca V12 and the Le Mans 660 or 670 Matra-Simca V12, and if there is any difference between the Lola T280 and the Mirage M6 Cosworth V8 Hewland transmission layout and the British Grand Prix "kit cars" then I'd like to know about it. Why don't we stop shilly-shallying about with all these categories, Formulae and Championships and have one big race at each circuit? The 1000 kilometres of Buenos Aires, the 1000 kilometres of Monza, the 1000 kilometres of Spa, the BOAC 1000 kilometres, the ADAC 1000 kilometres, the Osterreichring 1000 kilometres, and throw in a few more like Barcelona, Kyalami, Montlhery and Daytona and the overall winner could really call himself the Champion Constructor and if we ended up with two World Champion drivers, so what? Two of anything are always supposed to be better than one.

* * *

John Young Stewart—World Champion

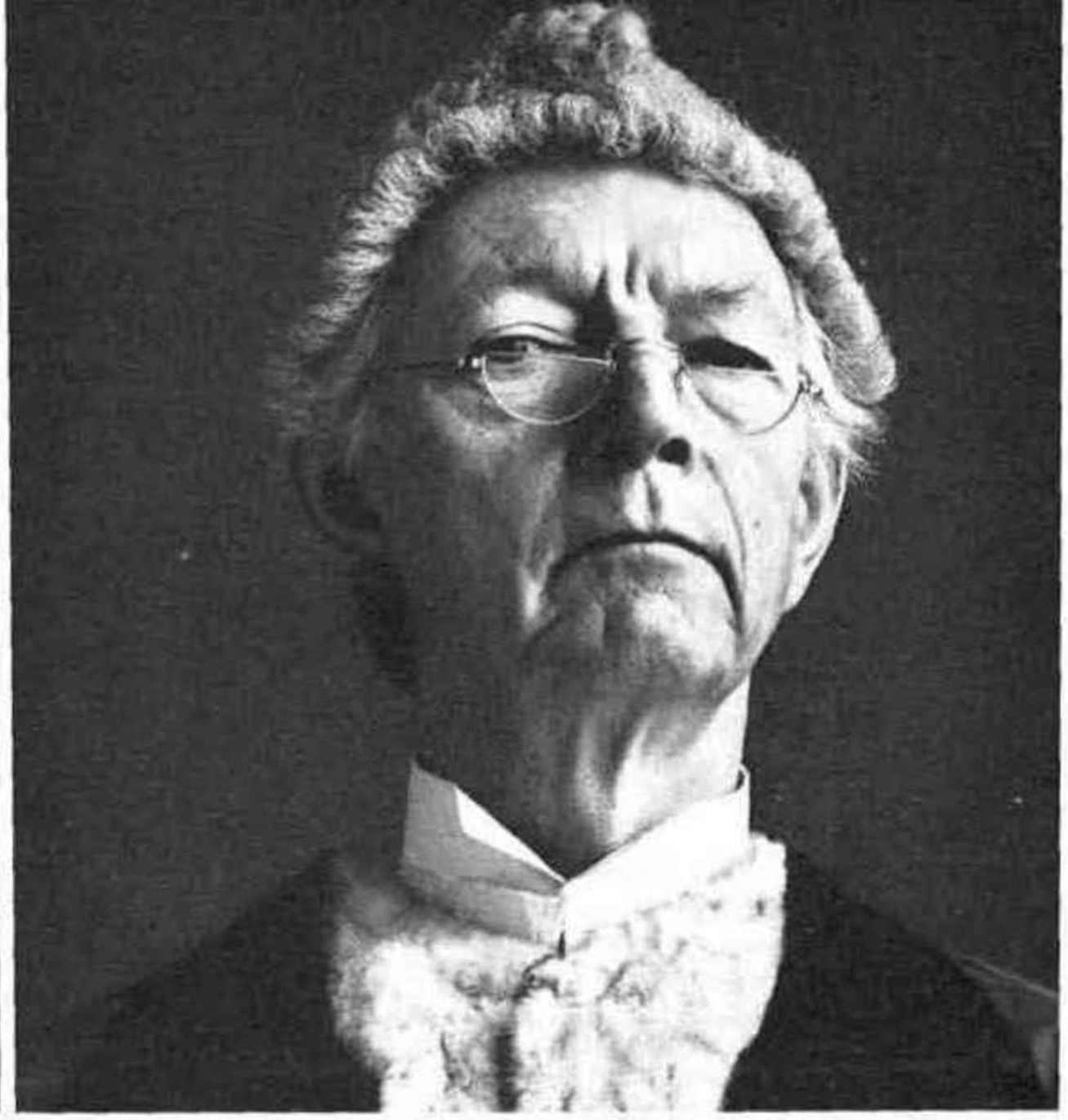
Just before the Sebring 12-hour race last March a certain beady-eyed little Scot was going around amongst the sports car drivers encouraging them to sign a GPDA petition that was calling for a complete boycott on all Formula One or FIA Manufacturers Sports Car Championship races at the Belgian Spa-Francorchamps circuit. A week later a letter arrived from the GPDA headquarters in Switzerland stating that *at their meeting at Watkins Glen last October*, they agreed by a majority decision that they would not participate in any future Formula One or Manufacturers Sports car races at Spa-Francorchamps. So why the need for the petition at Sebring in March? At this majority vote there was one dissenter and four abstainers, and since then some members had reversed their decision due to being committed to teams by written contract. The GPDA missive from Switzerland went on to say that the fact that certain GPDA members would be competing at Spa on May 7th did not "in any way indicate a change of heart on the part of the Association as a whole regarding the desirability of participating at this circuit at any future time."

I frequently receive letters from readers who ask why I keep attacking Stewart and his GPDA; surely the reason is becoming all too clear. If he said "I had a nasty experience at Spa in 1966 and I have no intention of ever going there again" I would accept his feelings completely, have nothing further to say about it and the matter would be finished. But it is not as simple as that, his pious whinings have brain-washed and undermined the natural instincts of some young and inexperienced newcomers to Grand Prix racing and removed the Belgian Grand Prix from Spa-Francorchamps. I will readily admit that Grand Prix racing is his life and business and he has every justification in anything he does concerning Grand Prix racing. BUT WHAT HAS LONG DISTANCE SPORTS CAR RACING GOT TO DO WITH STEWART? To the best of my knowledge he has never been a serious competitor in a long-distance sports car race, he has never shown any desire to become involved in driving in long-distance sports car racing, and I doubt whether anyone would ever ask him to join their team for sports car racing, yet he was trying to persuade drivers to boycott the Spa 1000 kilometre event.

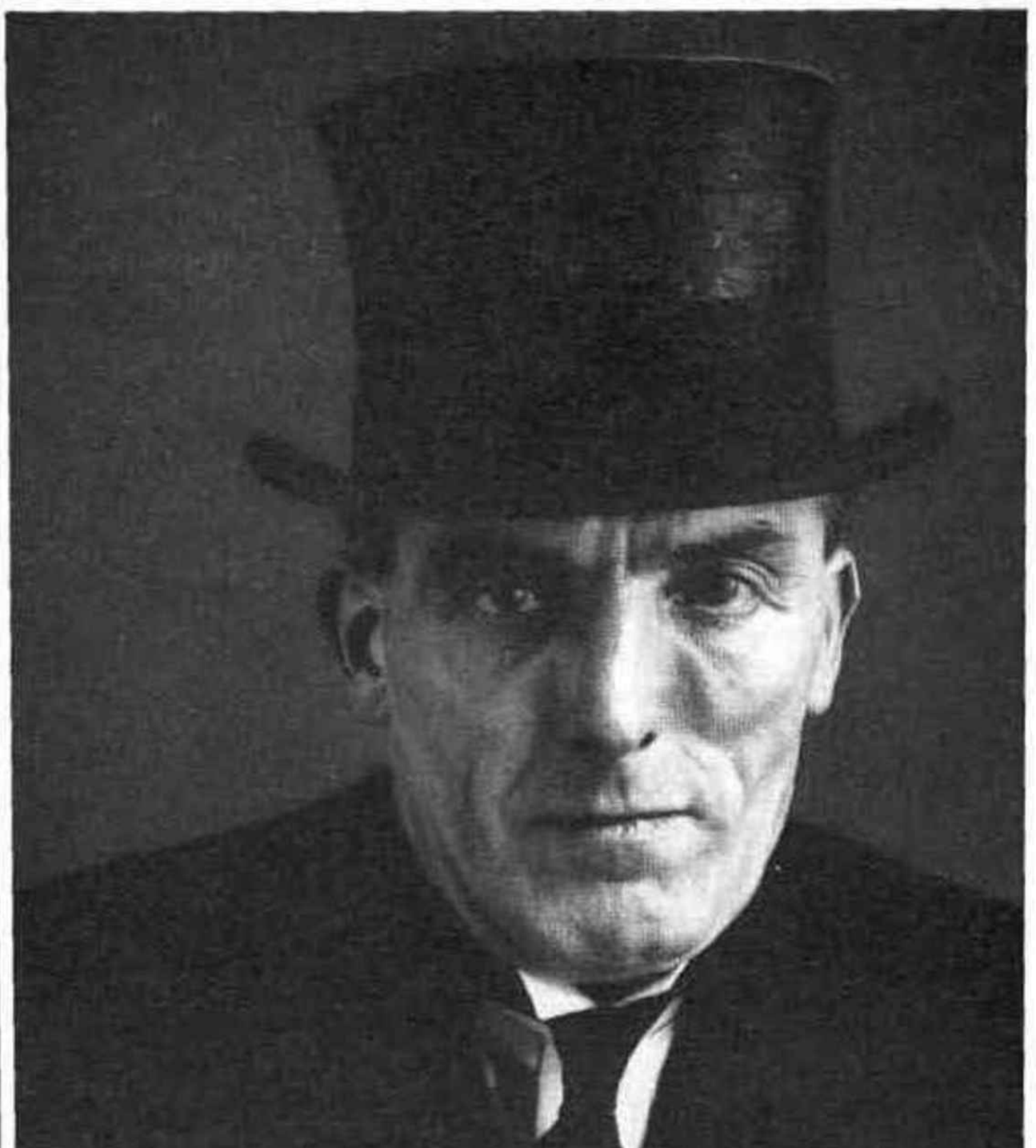
Many years ago Colin Chapman took a little Lotus 23 sports car to Le Mans that was not only going to win the valuable Index of Performance but was going to steal all the glory from the little French cars of the time, providing it lasted 24 hours. Certain people in the Le Mans Club were not prepared to accept this state of affairs, and by dint of some very shady manoevring of the regulations during pre-practice scrutineering they ruled the Lotus 23 out of court. In a furious temper Chapman said he would never go back to the Le Mans 24-Hour Race, having been a regular entrant for a number of years up to this point. HE NEVER DID RETURN TO LE MANS, and I will always admire him for it. Can you really ask me in all honesty to admire, or even tolerate, our current reigning World Champion Driver?

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THRIVING IN TEESSIDE—

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MOBILE VW hoarding demonstrates effectively what the Company can do, especially with nearly two litres of enlarged VW 1600 engine behind it.

SETTLED INTO the adequate comfort of a second class seat as provided by British Rail *en route* for Darlington from King's Cross, I had plenty of time to reflect on the wisdom of forsaking motor car for rail. Certainly there was the compensation of a female dancing troupe's chatter to replace the sound of my hardworked pushrod engine (Croft and Cadwell Park used to fall within my province as a rallycrosser, so the car can pretty well find its own way up the A1)—but there was the nagging worry of my car's fate, abandoned to the non-existent parking facilities at King's Cross. As it transpired, I need not have worried, for my car was to remain untarnished and I was to pack in some interesting miles in a 2-litre VW rally car, returning to London in the later model (quadruple headlamp) NSU Ro80.

The real object of my visit though was to see the people and premises that comprise Cartune (Teesside) and Cartune (Volkswagen) Ltd., which, together with the separately managed but commonly owned Cartune concern at Ashford, Middlesex, have become Britain's best known purveyors of speed equipment for VWs. Not surprisingly we found a large proportion of former VW employees contributing to a business that, in the North at any rate, is an extremely successful retail dealer in the Wolfsburg wonders and is beginning to make headway with a Porsche dealership as well. In fact the North-eastern business defies all those mental pictures one has as a result of those political statements about depressed areas, for Cartune are about to move into a shiny £110,000 "dealership building" this year, and they don't seem short of customers for the many performance and general accessory lines they sell.

The founder of Cartune, and the man who still retains his control over the business today, is a bespectacled and genial gentleman called Michael Griffin. His career encompasses an apprenticeship spent at Lagonda—he was there when they sold out to David Brown and left as a result—a couple of years learning about instruments in the RAF, some years in the engineering business, two years as an Austin Morris dealer, before finding a niche that really held his attention, working for VW's technical service department. In 1957/8 he was workshop manager at VW's St. John's Wood servicing facility, but by 1966 he had progressed to general service manager, effectively sorting out all VW's UK problems of a technical nature.

Griffin then took a year off to sort out his own business, having acquired the Cartune name from RAC scrutineer Fred Matthews, who registered it in 1938. Griffin began Cartune on a part-time basis during 1960/61, working on the traditional kitchen table in company with Roy Vaughan, who has always looked after the Ashford end of the business closely with guidance from Griffin.

In 1967 the two businesses were launched simultaneously, Vaughan looking after Ashford whilst Griffin went to the North to help present-day manager Ron Turnbull get the business under way. Following the double launch Griffin didn't confine himself to Cartune activities, becoming general manager at AFN, the Porsche people, for part of 1968 and 1969. The following year Griffin became involved in the interesting, but ill-starred, project to market the Vignale bodywork Fiats in this country. An enormous stock of these machines—based on Fiat machinery as diverse as the 125 and the 500—was built up in West London and plenty of publicity generated, though the project was doomed, mainly because the cars were so expensive. Even the cheapest Gamine 500 didn't seem to pull the trendy populace away from their Mokes, or even the beginnings of the Beach Buggy boom. Later Cartune were to design their own buggy. Called the Apal, it had cleaner lines than most but was really too late on the market.

Since those days of effort on Mr. Demetriou's Vignale UK project, Griffin has divided up his time between Ashford and Teesside, though at present he is mainly in the North whilst they prepare to move into the new premises.

We asked Mr. Turnbull how they approached VW conversions to which he replied, "First, we make a big thing of safety, for example we start with the suspension modifications before increasing engine power. In the same way, we will not tune a knackered engine, all the Reece Fish carburetters and tweaked cylinder heads in the world won't help such a unit. All the machining is done in the South, where they can draw up from scratch (another Griffin speciality) and make specialised items. Up here we find that practical accessories such as Koni shock-absorbers and 5½J steel wheels sell well."

One of the most popular Cartune lines is the package of an adjustable carburetter main jet and stainless steel megaphone-styled exhaust pipes. Priced at £4.90, Cartune say the new parts can allow an extra 1½-4 b.h.p. which must be among the cheapest £ per b.h.p. added modifications of all.

In the best traditions, a catalogue is offered to the public and the range of equipment offered to VW owners is positively startling. So far as the engine is concerned one can start with adjustable carburetter jets at £1.85 and carburetter ram pipes at £1.30, graduating to Reece Fish carburetters at just under £30 complete with air cleaner. The low crankshaft revolution rate favoured at Wolfsburg makes the extraction of power a matter for careful thought, most of the experts plumping for larger capacity and the retention of Beetle character. Cartune offer four such capacity increases beginning with the 1400, which converts all 1200 34/40 h.p. models to 1,390 c.c. with a compression ratio of 7.9:1. As with all these kits, the customer just buys four pistons fitted with rings and pins, plus four new cylinder barrels. The 1400 package is a straight bolt-on job, but the 1700 and 2-litre units do require machine work. The second stretch is for 1300s to grow into 1500s, while the third is the 1,694-c.c. kit coded 1700, which can be based on the 1300, 1500 and 1600, allowing compression ratios of 8.5:1 and 8.1 respectively.

The speciality is the SPG long-stroke, roller-bearing crankshaft giving nearly 2-litres when used in conjunction with big bore cylinders and pistons. The snag is that the German crankshaft costs £130 in this country, and requires a lot more expense on the installation side, for the cylinder heads and crankcase need machining, plus new parts such as pushrods, longer studs, spacer rings, cam followers and camshaft. Just one road use camshaft is listed at £9 on exchange, or £16.17 outright. Bigger, by 2 mm., inlet valves and heavy duty valve springs are also listed, together with myriad engineering services (recutting inlet valve seats £6) that are offered from the Ashford branch.

We were swiftly shown what they can do in Teesside in practical manner by the chance to drive the rally Beetle Ron Turnbull shares with Paul Swift for restricted rallies counting toward the Association of North East Clubs Championship. Peter Raybould, Cartune's service manager and a member of their board of directors, prepared the big bore engine with its roller crank coversion some 5,000 miles ago, based on a 1600 unit. The engine, like the rest of the car, embodies most of what Cartune know about VWs as a practical demonstration to potential customers of what can be done.

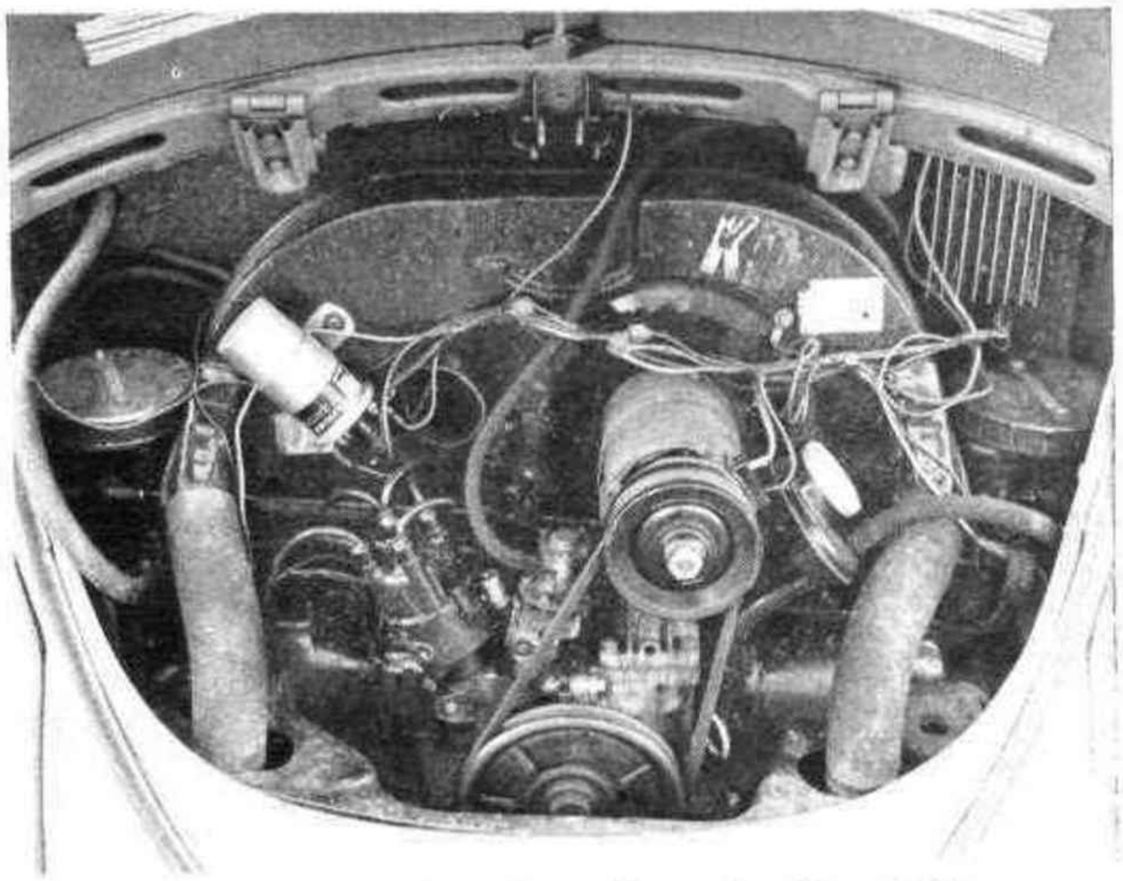
Inside the startling orange Beetle we found a pair of Restall bucket seats, smaller sports steering wheel and one of those invaluable quick-shift gear-change mechanisms, which retail for just £2. A large tachometer intruded on the meagre windscreen allowance already provided. We were asked to keep to 5,500 r.p.m., a figure which was recorded very rapidly by the responsive engine with its lightened flywheel, and which will be exceeded by 1,000 r.p.m. when some revised manifolding can be obtained for the tricky double Reece Fish installation; not that the carburetters themselves are temperamental, rather it is their linkages which provide the headaches.

The 200 mm. diameter clutch provided for the rugged rallying forays proved civil enough for the creeping progress we had to make whilst our intended route was blocked by a stranded articulated commercial, carrying what looked to be the world's largest ship's boiler. The combination of low down power and smooth delivery of that commodity were most impressive. The driver naturally starts off by using the gears fairly liberally, but only a few miles are needed before you realise that this is a device that thrives on third and fourth gears—a brave man's competition carriage.

On paper the big bore VW's acceleration would not look that impressive by current standards, but from the driver's seat the potent note of the Brabham-Lukey exhaust blends well with the car's rapid pick up from 1,500 r.p.m. onward in third and fourth of those quickly engaged gears. On wet roads, in a strange district, with the owner relaxing in the navigator's reclining luxury, it did not seem to be the time to explore adhesion limits. It so happens that John Aley of rollover bar repute has a rally Beetle too, a little milder in the engine department (single Fish carburetter) but similarly equipped in respect of handling items such as Koni shock-absorbers, front anti-roll bar (14 mm. diameter and 40-50% stiffer than the production model's), large wheels and radial ply tyres. However the rally car differed in having chunky treads. Aley's car was pressed hard whilst we trundled after the owner in his Renault 16 TS, finding the modified VW cornered extremely neatly. Even if the rear wheels are forced out of line by hard acceleration, the steering



TURNBULL (left) and Griffin discuss the north-eastern future for Cartune.



THE RALLY VW's engine is carburated by a pair of Reece fish instruments.

will catch any slide swiftly and lightly, whilst the extra roll stiffness allows the converted car to avoid the ungainly lurches affected by the standard vehicle.

The only snag we encountered was some spluttering from the carburetters after we had re-started the car. The engine cools off pretty quickly and carburetter icing precautions need to be taken, as they were on Mr. Aley's single carburetter machine. For the Reece Fish carburetter a heater element and illuminated cockpit switch cost a little over £2.

Mr. Wall, like Peter Raybould an ex-VW employee within the Tilling Group, kindly wafted me from Cartune's premises to a service station on the M1 in an Ro80 that they had taken in part exchange. I was then allowed to try the 1971-manufactured NSU for myself, which made an interesting comparison over the original models I had tried when they were imported into this country with their headlamps elegantly cowled. The torque converter three-speed transmission, with its electrically operated gearlever knob clutch, was much improved over the earlier cars, for there was never a crunch when proceeding amongst the widely spaced ratios. I found out how good the all-disc braking was by trying to depress the brake pedal as a clutch on the first change! Thereafter we proceeded at high velocity with barely a whisper of wind or mechanical noise to disturb us, though it did appear that performance was reduced, particularly in respect of maximum speed, compared to the days when NSU won that Car of the Year award.

We gave the address of the Teesside Cartune earlier, but for those who operate VWs in the south the company's other half is at 147 Stanwell Road, Ashford, Middlesex. Both branches are worth a visit—the northern end especially when they move, for the planned facilities look extremely promising, work having begun on its construction.—J.W.

A POWER BOAT MARATHON

THE London to Monte Carlo Power Boat Marathon—which is closely akin to the spirit of pre-war motor racing—takes place from June 10th-24th. HRH Princes Margaret will start this 2,700-mile sea marathon from the Thames in London and Prince Rainier and Princess Grace will see the finish at Monaco. The route, in 14 stages, goes round the coasts of Britain, France, Spain, Portugal and Monaco. Over 50 entries are expected. Ford, who are no strangers to marathons, having won the 1970 London-Mexico and 1972 Safari on land, have entered the Ford Powerboat Team, consisting of a 45 ft. all-steel Cammenga racing cruiser "Ford Cammenga" powered by four Ford turboplus engines developing over 1,000 h.p. crewed by Timo Makinen, Watson, Morris and Mayes, a 32 ft. Senior Marine glass-fibre racing cruiser "Ford Express", crewed by Lady Aitken, the Countess of Arron, Miller and Wilde, and a 45 ft. Vosper-Thorneycroft alloy racing cruiser "Nanti-Ford", crewed by Betteridge, Frost, Ashton and Coombes. Ford also have three more "works" boats, "Gee", "HTS" and "Titanic Too" of the Ford Sport-Shead Team! All the Ford boats will have Ford marine racing diesel engines developed from their 6-litre truck and 'bus power units.—W.B.

FORMULA 2 REVIEW

WHILE THE Formula One drivers busied themselves rushing round the twists and turns of Jarama, the ADAC was holding a major motorcycle meeting at Nurburgring for the German Tourist Trophy. As always at the 'Ring cars and bikes were mixed in together, but this time four-wheel competitors fulfilled the supporting role and their main race was the non-European Championship Formula Two Eifelrennen over ten laps of the 14-mile Nordschleife.

Last year the Eifelrennen was the third round of the European Championship (or European Trophy, as it was then called) and an enormous grid of 38 cars started. This year, the crowded calendar combined with the Pau organisers' desire to run a European Championship round, meant that just 17 cars started the Eifelrennen as most chose to save their machinery for the French road-race the following Sunday.

One or two different faces were to be seen driving unfamiliar cars. Derek Bell had been invited to handle the leading Motul-Rondel Brabham BT38—a good choice in view of his pole-winning efforts in last year's race—the promising German youngster Jochen Mass deputised for Lauda and Peterson in the Singleton works March 722 and Gethin's Chevron B21 was offered to Vic Elford (another clever choice) for this event. Most of the remaining entries were privateers, taking the chance of a good placing while the top names were elsewhere.

Predictably, Bell secured pole position and took an immediate lead from the start, Mass outpacing Richard Scott's Brabham BT38 in second place. Elford was right with the leaders on the opening lap when the Chevron's near wing fell off while Patrick Dal Bo's Pygmee was actually on the point of depriving Bell of his lead as they arrived at Bergwerk for the first time when an electrical lead fell off. Dal Bo fixed it, made a pit-stop to check everything, and subsequently crashed at Adenau Forst. As if 17 cars wasn't a small enough total on the Nurburgring, a multiple collision on lap one eliminated the Brabham BT38s of David Morgan and Peter Westbury along with the Pygmee MDB17 of Brazilian Lian Duarte, the last named actually landing on top of Westbury's brand new Brabham! Nobody was hurt.

Just as it looked as though Bell had got it all sewn up, his Brabham started to misfire badly. Modifications to the fuel system after second practice proved to be unsuccessful and Mass passed the stammering Rondel car with just over a lap to go. Despite establishing a new class record out of sheer frustration on the final lap, Bell was a couple of seconds behind Mass at the finish, the young German having created a small slice of history as he became the first German to win the Eifelrennen since Mitter triumphed in a Formula Junior Lotus-DKW nine years before. In fact he was the first German to win an F2 race over the North Circuit since the early 1950s.

The following weekend the scene shifted to Pau and, as is fast becoming inevitable on circuits which present a *real* challenge by virtue of their demanding and hazardous nature, the talk was about safety before practice even started. It appears that the CSI Safety sub-committee had sanctioned racing there this year on the understanding that if the organisers wish the future of their circuit to be assured, they will have to spend a lot more on their safety facilities before the next race. But, as the organisers understandably argued, the authorities are reluctant to spend vast sums of money on a circuit which is used just once a year, particularly if it's only a temporary expedient and revised views on safety demand more alterations in two or three years' time.

Be that as is may, the crowds were at least able to watch an exciting race this year. Gethin was back in the Chevron, the car clearly improved after testing prior to Nurburgring, and won his heat after Cevert's Elf-Coombs March had retired before going on to lead the final from start to finish after an exciting chase by Patrick Depailler's March. Twenty laps from the finish, when the Chevron was half a minute in front, a screw on the metering unit slipped and jammed the mixture on full-rich for the rest of the race. Consequently the car stuttered round the tight hairpins and chimed in suddenly, giving the little Londoner a hard time and allowing Depailler to close to within a second at the end.

Mass blotted his copybook by pushing Wollok off in Parc Beaumont on the opening lap, Graham Hill dropped all his oil round the circuit causing several cars to go off and David Purley came through to third, albeit three laps behind, in his March 722. Thus ended what was possibly the last race over this picturesque French circuit.—A. H.

CONTINENTAL NOTES—continued from page 612

Rules and Regs

The job of writing rules and regulations to control something as complex as motor racing is an unenviable task and to draw up rules to control the construction of a racing car, either in an attempt at safety or equality, is even worse. The people who volunteer to take on this job for the FIA have my greatest sympathy, for no one has to take on the job or is forced to take it on, the people concerned get involved because they like motor racing and racing cars. The President of the CSI, when he took on the job recently, pointed out that motor racing all over the world is in the throes of some major changes and very likely by the time a decision has been made, the rule written down and published, the situation will have changed and the rule will be obsolete. One such rule concerns the safety roll-over bars on Grand Prix cars, for in the FIA rule book it says quite clearly in Article 297: Roll bars. "There must be at least one brace from the top of the bar *rearwards* at an angle not exceeding 60-degrees with the horizontal". This was a perfect description of the current practice in use on Formula One cars when the rule was agreed upon. By the time it had got into print in the Yearbook the Formula One designers had realised that a much safer cockpit structure could be built by running two braces *forward* from the roll-over bar at an angle downwards to the monocoque, thereby making the cockpit surrounded by a complete cage. According to Article 297: most of the Grand Prix cars today are illegal, except that under Article 293: there is a paragraph headed "Waivers" which says that if the original conception of the car prevents the fitting of the specified roll-over bar then an alternative layout will be permitted providing the layout is submitted to the CSI for approval. This is really referring to saloon cars, but the Formula One designers use it rather than worry about the original rule.

Another rule says in item (d) of Article 297: that "all Formula cars must be equipped with a rearward facing red warning light of at least 15 watts. This light must be mounted as high as possible *on the centre-line* of the car and be clearly visible from the rear. The warning light must be switched on by order of the Clerk of the Course". Without bothering to mention any specific makes, the results of the last two Grand Prix races could have been completely ruined if someone had put in a protest or the scrutineers in Spain and Monaco had been trained at Brands Hatch or Silverstone, for many of the cars did not have their rear lights mounted *on the centre line*. At Monaco, in the pouring rain of Saturday's practice and the torrential rain of race day most of the entry had their red lights aglow, at the start if not at the finish. On two cars the lights did not work, and when challenged about this in practice it was pointed out that Article 297: Paragraph (d) says the light must be switched on, but nowhere does it say that the light has to work. The drivers put their switches to the "ON" position as instructed and according to the rule book that was sufficient. I would hate to be on the CSI committee that writes out these rules.

Without doubt the red lights were a good idea and they shone through the spray splendidly, helping the drivers behind, but it was noticeable in the race that a great number of them went out after a time, either because the engine vibrations shattered the bulb, or perhaps because the drivers switched them off. If Stewart or Fittipaldi, or Regazzoni or Ickx are chasing you and catching you, is there any point in making their job easier by letting them see exactly where you are? Oddly enough the light on the winning BRM shone continuously, tantalising those who followed. If a red light on the back is a good thing to let the driver see a car in front, then they ought to have a headlight on the front to let a driver see that he is being followed. This might have made Schenken, Peterson and Marko more conscious that they were being followed. With spray rising many feet above the wheels and trailing nearly 100 yards behind the Formula One cars, they should all be fitted with mudguards and spray-flaps, and then we could go on for 1000 kilometres and have refuelling stops and driver changes . . . But isn't this where we came in at the beginning of these Continental Notes? Personally I don't think there is anything particularly wrong with Grand Prix racing, especially after the Spanish GP and the Monaco GP, but to those who keep on moaning and saying "how can we improve Grand Prix racing?" the simple answer must be "turn it into sports car racing, but don't tell anyone".—D.S.J.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



Vintage light cars at Llwynbarried. GN seen through Humber windscreen.

[Photo by Mary Berrisford-Williams

VSCC SILVERSTONE MEETING (April 29th)

THE VINTAGE SCC encountered a very watery day for their first race meeting of 1972, so that the absence of simple covered bays in the Silverstone Paddock, such as were provided at Brooklands 65 years ago, seemed a scandal and my personal grievance on these occasions is that the once so useful Press box in the Paddock is, these days, the domain of the Dog-House Club (for GP drivers' wives), who surely cannot need it at what are, to them, minor events? So we all got drenched. . . . But the healthy state of VSCC racing was reflected in 184 entries, and a good attendance of umbrella-bearing spectators.

After the High Speed Trial (28 qualified, out of 39 starters), Clifford won the first 5-lap handicap in a canter in his V8 Riley Special, having caught Gunn's blown PB MG, its tail sliding neatly, on lap four. Abson's Lagonda Rapier came fast from scratch into third place. An interesting mixture of cars occupied the first three places in the next handicap, Palmer's 1924 Targa Florio Mercedes, the rebuild of which was described in MOTOR SPORT for May 1969, winning from Whittaker's Chrysler and Andrews' Brooklands Riley.

The 10-lap Itala Trophy Scratch Race for vintage racing cars lay between Llewellyn's 1926/30 blue Bentley two-seater of 8.3-litres, which led all the way, Footitt's AC/GN and Kain's 35B Bugatti, Footitt catching Kain at half-distance. The big Bentley made fastest lap, at 72.91 m.p.h. There was more incident in the 15-lap All-Comers' Scratch Race, in which Wilks' Lotus 16 broke a hub and shed a front wheel and Corner's ERA R4D seized-up solid, neither completing a lap. Again, three drivers dominated the race, Cottam with a model drive, well out in front and never a wheel misplaced on the now dry track, in his Connaught, and Bergel and Millar duelling in their 250F Maseratis. Millar took Bergel on lap six but at Woodcote on laps 7, 9 and 10 Bergel passed on the inside of the corner and nearly did so on lap 12. However, Millar, showing greatly improved form, retained his second place, with a fastest lap of 83.41 m.p.h. After Martin Morris' ERA retired on lap 13 Fielding's 6C Maserati qualified for the pre-war award.

The rain then returned, with four more damp handicaps to be run—at Brooklands they would have postponed racing until later in the week! Gunn's original-looking MG won the first, from a couple of 328 BMWs, Phillips in a l.h.d. 1938 car just beating Selwyn-Smith's 1939 r.h.d. model. The winning MG was driven in the pre-war Donington 12-Hour Sports Car Race by Humphrey Smith; it has a No. 60 Marshall supercharger blowing at about 3 lb./sq. in. and was doing around 6,000 r.p.m. in top down the Silverstone straight.

Llewellyn had a fairly easy victory in the next race from Stewart's 4½-litre Bentley and Martin Morris came through to third place from scratch, the ERA doing fastest lap, at 73.28 m.p.h., but Clinkard's big Alvis was overtaken by less potent machinery. The astonishing wooden-wheeled Chrysler of Whittaker won the next one from Gray's Austin 7, and Graham's 3-litre Delage, after Clarke's nice little 1913 Singer had led the opening stages. Pelting rain greeted the last race, in which Stephenson's Frazer Nash contrived to lead home Johnstone's Lea-Francis, Merrett driving the Type 43 Bugatti rapidly into third place.

Results :

GP Itala Trophy Race : **1st** : D. W. Llewellyn (1926/30 8.3-litre Bentley), 70.25 m.p.h.
2nd : G. R. Footitt (1925 1,991-c.c. AC/GN Special).
3rd : B. B. D. Kain (1926 2.3-litre s/c. 35B Bugatti).
Fastest lap : Llewellyn, 72.91 m.p.h.

All-Comers' Scratch Race : **1st** : A. Cottam (1953 1,960-c.c. Connaught), 80.49 m.p.h.
2nd : A. C. M. Millar (1955 2,500-c.c. 250F Maserati).
3rd : R. Bergel (1952 2,500-c.c. 250F Maserati).
Fastest lap : Millar, 83.41 m.p.h.

First 5-lap Handicap : C. Clifford (1935 2,174-c.c. V8 Riley Special), 65.13 m.p.h.
Second 5-lap Handicap : G. M. Palmer (1924 1,980-c.c. s/c. Targa Florio Mercedes), 59.12 m.p.h.
Third 5-lap Handicap : C. Gunn (1935 939-c.c. s/c. PB MG), 65.72 m.p.h.
Fourth 5-lap Handicap : D. Llewellyn (1926/30 8.3-litre Bentley), 68.26 m.p.h.
Fifth 5-lap Handicap : D. Whittaker (1928 4,079-c.c. Chrysler), 55.98 m.p.h.
Sixth 5-lap Handicap : W. R. Stephenson (1930/36 1,971-c.c. Frazer Nash), 62.06 m.p.h.

Leaders to date in the MOTOR SPORT Brooklands Memorial Trophy Contest : Llewellyn (Bentley), 36 points; Gunn (MG) and Whittaker (Chrysler), 31 points each; Clifford (Riley Special), Palmer (Mercedes), Stephenson (Frazer Nash), 18 points each; Phillips (BMW), Footitt (AC/GN Special), Stewart (Bentley), Gray (Austin), Johnstone (Lea-Francis), 13 points each; Abson (Lagonda), Andrews (Riley), Selwyn-Smith (BMW), Morris (ERA), Graham (Delage), Merrett (Bugatti) and Kain (Bugatti), 8 points each. *Next round :* Oulton Park, June 17th.

* * *

Paddock Probings

Tony Griffiths drove a 1933 Austin 7 Nippy in the VSCC High Speed Trial, because his well-known performing Chummy was damaged when a friend was driving it home from the Thruxton Driving Tests; with the Chummy's engine and its own carburetter and manifolding the Nippy "went quite well". Freddie Giles displayed his 1922 GN with its indecently-exposed transmission and its new 1938 Vincent-HRD 996-c.c. engine, but, alas, only as a static exhibit. The bright yellow body of the Attenborough Special was in direct conflict with the dismal weather. President Nigel Arnold-Forster had his first ERA experience, in the ex-Moffatt car, and Donald Day had an ERA of no less than 2,250 c.c.! Tim and Margery Carson were present. The course car was a very fine 2-litre Lagonda.—W.B.

V-E-V Odds and Ends.—If anyone has any Bristol Mercury aero-engine special tools or spares, we know of someone who would be glad to hear of them. The Alvis O.C. claims to have had a new lease of life since the 1970 Alvis Tour of Britain and is increasing the scope of its sporting activities. Details from: R. A. Cox, 23, Westgate Terrace, London, SW10.

INFLATION OR SPECULATION?

TAKING DOWN from the shelves my bound volumes of MOTOR SPORT to indulge in some research, my eyes strayed from the task I had embarked on to more interesting items encountered as the pages were turned. I was reminded of motoring I had accomplished years ago, from an uninspiring 1,158 miles in a week in a Ford Squire (it sounds pretty dismal now but wasn't such a chore when this was a new car) to going, within the space of ten days, twice to John o' Groats and back from Land's End and then from Hampshire, with a call at the office and an Oulton Park race meeting thrown in for good measure, using Austin A50, Simca Aronde and Bristol 404 cars, not to mention helping to get a Citroën 2 c.v. slowly up and less slowly down Bwlch-y-Groes 100 times and a Mercedes-Benz 300SL coupé from Land's End to Scotland rather rapidly. I am not so ambitious now, even if I do commute to the office from Wales and back in a day, which the excellence of a modern BMW 2500 renders reasonably painless.

Next, my attention was diverted to the advertisements in these old volumes. Do you know, only a decade and a half ago you could have bought a Riley Lynx from the Trade for £115, a 3½-litre SS100 for £195, an open 3-litre Vanden Plas Bentley for £295, a 1925 Star for "£60 o.n.o.". Or how about a Riley 9 for £85, a Continental P.II Rolls-Royce for £595, a Type 57 Bugatti saloon for £485, a Speed Six Bentley Windover saloon for £375, an ex-Gerard Brooklands-model Riley 9 for £225 or a Type 35B Bugatti for £295? That is how the Trade valued such cars in 1956 and they were newer then and less likely to have been modified or abused than is the case today.

Does devaluation of the £-sterling explain satisfactorily the enormous increase in the prices of pre-war cars which was soon to take place? I don't think it does. The £ devalued by 33⅓% between 1957 and 1970, according to figures in "The Pound In Your Pocket", by Peter Wilsher (Cassell, 1970), but the value-adjustment on old cars is way above this. I decided to look at pre-war cars advertised in MOTOR SPORT in 1957, of a kind unlikely to be all that much in demand and therefore rare today, and ask myself whether I could buy similar cars today, adding 33⅓% to the prices and overlooking deterioration in use/storage over 18 years! An Alvis Firefly "any trial", so presumably taxed, £45; Minerva limousine, "new tyres, overhauled, good body, taxed and insured", £120; Alvis Speed 25 Charlesworth saloon, "mechanically excellent", £105; MG M-type, £60; Riley Gamecock, £80 o.n.o. Where now, or two years ago for that matter, could you buy a Firefly Alvis for £60, a Minerva for £160, an Alvis Speed 25 for £140, an M-type MG for £80, or any kind of open Riley 9 for under £107?

So is the law of supply and demand to blame? Possibly, for no longer do the Club circulars, those of the 12/50 Alvis Register and Riley Register, for instance, carry many, if indeed any, advertisements for pre-war models, and certainly no longer at low prices.

Or could it be speculation, greed, grab-grab, call it what you will, which has, for many years now, priced most pre-war cars, never mind whether they are vintage or p.v.t., out of the reach of so many enthusiasts who would otherwise buy and run them?

The situation is certainly rather remarkable. I recently saw a post-vintage Swift Ten saloon standing outside a country garage, on deflated tyres, very rough in paintwork and upholstery, and enquired its price; I was told the best offer so far received as £800! As much is now expected for a pair of Lucas brass sidelamps as you would have paid for a couple of Ruby Austin Sevens in running order only a few years ago, according to a recent VCC circular, but in 1955 you could have bought from a garage a rebuilt road-equipped Type 35A GP Bugatti for £60 *less* than the price at which a 1938 Austin Big Seven saloon was being advertised a couple of months ago by a well-known motor museum.

Why? I know that the prevailing high labour costs have to be taken into consideration where restored cars are concerned, so that very high prices are perhaps justified in the case of rare but sought after veteran and vintage cars in thoroughly sound condition. What I do *not* understand is the overall inflation of prices of almost everything on wheels which is old. After all, vintage cars, unlike vintage wine, do not exactly mature with age. Any car is likely to be somewhat past its prime after 50,000 miles or so and possibly require non-existent replacement parts. Many of the 1930s and 1940s vehicles were never inspiring to drive when new. Yet the prices asked (not necessarily realised!) continue to escalate. Where, today, could you buy a two-seater Speed Model Bentley for £650, a 12/50 Alvis two-seater for £120 ("no haggling"—I should think not!), an overhauled Austin Nippy for £65, a 1921 Crossley tourer for £145, a Sunbeam 16 tourer for £150, a rebuilt Anzani Frazer Nash for £225; not to mention a taxed and MoT-ed Chummy Austin for £65 or a 1935 Speed 20 Alvis, "a good runner", for £20? Yet all these were advertised in MOTOR SPORT a mere nine years ago. Even Rolls-Royces were comparatively inexpensive then—a 20/25 Windover saloon for £585, an open P.II from a purveyor of horseless carriages to the nobility and gentry for a mere £1,350, and a 20/25 Thrupp & Maberly saloon with "a slight timing rattle which bedevils so many elderly Rolls"—and you can say that again, another nine years on!—for £445, to mention but a few.

I am not aware that there has been all that much intensification of old-car interests between 1963 and 1972 and study of the motor-copers' advertisements would seem to indicate that there are now more rather than fewer old Rolls-Royces on the market, almost as if they are being made elsewhere than in Derby or Crewe!—which cracks on the head to some extent the supply-and-demand argument, applied to the last 15 years, during which old-car prices have risen so sharply!

A cursory look at motor economics indicates that the price of a small hand-built sports car, disregarding p.t., increased by roughly six times between 1937 and 1972, or 2⅓ times between 1956 and 1972. Thus the Austin 7 you could buy for £10 (or £5?) 35 years ago should be worth £60 (or £30?) today *in the same condition as it was when sold at the lower price*, or the 12/50 Alvis two-seater which, as we have seen, was offered for £120 in 1956 be worth £300 today, *with the same proviso*. But can they? On the same basis, a good 30/98 Vauxhall which sold for £90 or so before the war should today cost about £550, and a sound, original GP Bugatti, available for under £70 in 1937, be procurable for some £400. And where can you find a completely-restored P.II Continental Rolls-Royce tourer today for £3,400? As an example of prevailing prices, let me quote from a recent *Club* list, not Trade or auction-sale prices: a 12/50 Alvis with replica body, £1,100; a 12/60 Alvis, £1,000; a 4½-litre Bentley, £6,000; a Brescia Bugatti, *in pieces*, less body, £1,400; an M-type MG, £500; a 3½-litre p.v.t. Bentley, *requiring complete restoration*, £350.

In fact, prices ever increase as more and more rubbish comes on the market—vintage cars which require complete restoration, are complete with everything except an engine, have an engine but no body, and so on—anything goes. It is not only old cars which are expensive—an early AA badge was valued in excess of £1,000 the other day. . . .

This unhappy inflation is not confined to the pre-war cars many of us would like to buy were these not priced so absurdly. What caused the VSCC, originally a Club for cars of up to 1930 with the emphasis on sports models, to bring in selected cars of up to 1940, and to include racing machinery down to 1960? The VCC originally catered only for pre-1905 veterans but has reached out for "Edwardians" down to 1918. The VMCC has abandoned its pre-1931 rule and now tolerates any motorcycle built before 1947. The JCB Historic Championship is extending into the realms of sports cars down to 1964, and the HSCC is said to be thinking of including cars like lightweight Jaguar E-types, Lotus Elites, GTO Ferraris, Porsche 904 GTS and AC Cobras in its itinerary; these are already collectively catered for by the Cussons Championship, as "classic cars".

Breathing down the neck of projects to expand old-car interests are photostat copies of original publications, reproductions of original drawings and paintings, and those horrible replica Edwardians and oldsters propelled by concealed modern power units (complete with self-starters), of which one got itself onto the Madeira Drive during last year's Veteran Car Run. Personally, I refuse to recognise such bogus insults to the genuinely historic and I hope that those who stoop to such ridiculous imitations will at least be honest enough to make a confession similar to Picasso's—"From the moment art ceases to be the food that feeds the best minds, the artist can use his talents to perform all the tricks of the intellectual charlatan. Most people can today no longer expect to receive consolation and exaltation from art. The 'refined', the rich, the professional 'do-nothings', the 'distillers of quintessence' desire only the peculiar, the sensational, the eccentric, the scandalous, in today's art. And I, myself, since the advent of Cubism, have fed these fellows what they wanted and satisfied these critics with all the ridiculous ideas that have passed through my head. The less they understand them, the more they admire me. Through amusing myself with all these absurd farces, I became celebrated, and very rapidly. For a painter, celebrity means sales and consequent affluence. Today, as you know, I am celebrated, I am rich. But when I am alone, I do not have the effrontery to consider myself an artist at all, not in the grand old meaning of the word: Ghetto, Titian, Rembrandt, Goya were great painters. I am only a public clown—a mountebank. I have understood my time and have exploited the imbecility, the vanity, the greed of my contemporaries. It is a brief confession, this confession of mine, more painful than it may seem.

Continued on page 620

VINTAGE POSTBAG

The Hammel

Sir,

In reply to the question raised by your correspondent Mr. Worthington-Williams in the April issue about a possible family connection between Gustav Hamel and the one and only Hammel car that completed the Brighton run in 1954, I would like to strangle any myth in birth.

The Hammel car was a one-off built in the Copenhagen works of A. F. Hammel—spelt with double M—and the spelling alone precludes any connection.

Tunis. J. D. SCHEEL *Ambassador.*
Ambassade Royale de Danemark.

* * *

Rules and Bores

Sir,

The usually very accurate D.S.J. says in the May issue that "Until 1934 the cars in the TT, which had to be sports cars, could run stripped of road equipment . . ." This is only part of the story. The Ulster TT was held in the years 1928 to 1936 and only in 1932 and 1933 were stripped cars allowed to compete. Surely he remembers Metz being disqualified in 1929 for removing a front mudguard from his Mercedes-Benz?

I notice that Mr. Jenkinson remarks in "Continental Notes" in the same issue that the *Interserie* Porsche has a cylinder bore of 90 mm., which he refers to as "that well-known cylinder dimension that engine designers have arrived at since the early days of the internal combustion engine". I am wondering to which engines D.S.J. refers? The great racing engines of the early days had bores far larger than 90 mm. and I cannot think of any subsequent successful Grand Prix cars which had 90-bore engines. Could D.S.J. have been thinking of 80-bore engines, which several famous cars used, such as the Coupe de L'Auto Sunbeam, Alfonso Hispano-Suiza and 3-litre Bentley, not to forget the 1951 V12 2-litre Ferrari?

I remember the Editor recalling the three first-named when he was writing about the first o.h.v. Ford Anglia, which was another 80-bore car.

London, SE. "OLD-TIMER."

* * *

On Old Time Terrain

Sir,

On June 25th we are again organising the Beamish Reliability Trial for old vehicles. The route covers 130 miles of Northern Dales linking together many of the old test hills of the 1920s. The first vehicle leaves Beamish Open Air museum, near Stanley in Co. Durham, at 9.00 a.m. And vehicles should begin arriving back again at about 3.30 p.m. The lunch stop is at Bainbridge in Wensleydale, where the vehicles will park up on the village green. This ranks as one of the toughest old vehicle runs in the country, with 1 in 6 grades liberally scattered throughout.

As many of your readers will probably be interested in this event, I thought that you would want to print the above information.

County Durham. ROBERT W. ATKINSON.

* * *

What Is It?

Sir,

With reference to the letter in May issue I was interested in the "What is it article?" I remember the vehicle quite well as I was working in those days at Messrs. Lloyd & Plaister Ltd., Station Road, Wood Green and worked several times on that particular vehicle, before the First World War. It was a monstrous affair, reckoned to be the longest in the World; the 100-h.p. engine you quote was a Simms four-cylinder with a bore of 7 in. and it stood about 5 ft. high in the chassis. The vehicle it was a demon to skid no doubt due to the high centre of gravity and tremendous weight, and it knocked many a standard (for the electric trams) down as they were in the middle of the road in Tottenham then. The old station you mention is no doubt what was then called the Coombs Croft Fire Station. The driver was an ex-sailor and stood over 6 ft. and weighed about 15 stone of brawn which was needed to handle it and of course the solid rubber tyres on the wood-block road did not make matters any easier in such conditions. The pumps could throw a jet of water through a 1¼ in. nozzle mounted on a monitor up to over a 100 ft. high and could swivel all round. I remember one particular job we did about 1912(?) was to alter the drive for the pumps from a cone clutch, which used to slip a lot under load, to a positive dog clutch. We had to take the gearbox out of the chassis and that weighed about ½ ton as it was a casting of solid phosphor bronze and nearly ¾ in. thick, hence the enormous cost and weight, and the gears were hefty too.

I have a recollection of a court case over the cost etc., and Mr. Lloyd of Lloyd & Plaister Ltd. was called to deal with the case; I do not know any details of it. Tottenham Council also at that time had what was reckoned to be the oldest fire engine, a Merryweather, at Conway Road Station, off St. Annes Road, a real veteran with large wheels at the rear and small ones in the front and an upright steering column and controls. Merryweathers could no doubt supply you with some details if you wish.

Perhaps Tottenham Council might have some details of the "Zwicky" collossus stowed away somewhere; he was a Swiss, I believe.

London, N21. E. V. AKHURST.

* * *

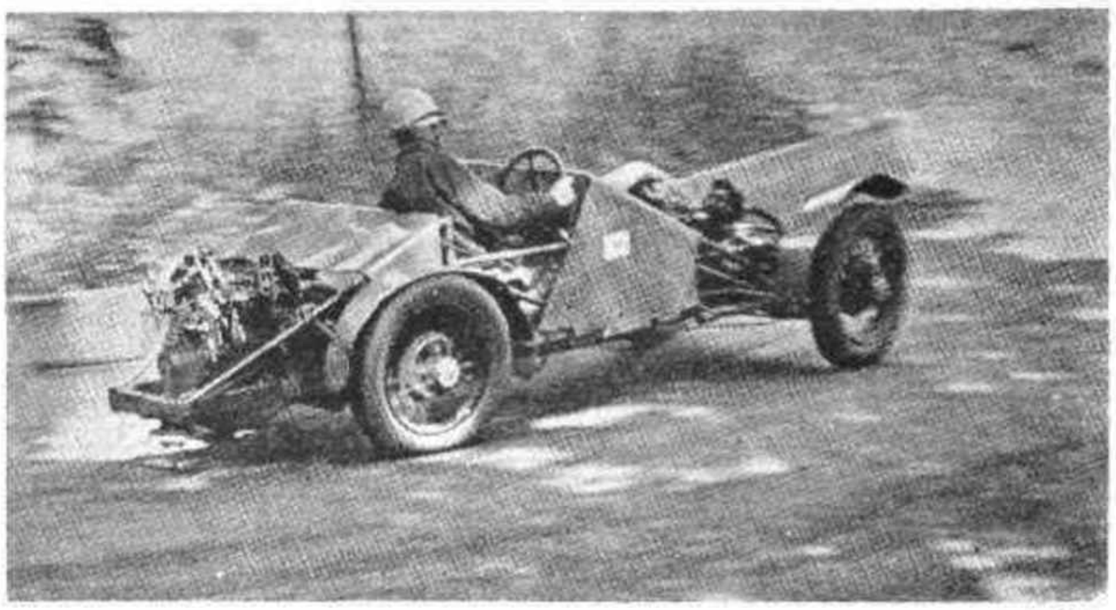
The Wellesley Special

Sir,

In your March issue, Richard Wellesley asks for news of the car which he built in 1937.

I bought the car in 1946 from Bob (now Roberta) Cowell, who then had a garage at Lightwater. I had intended to run the car at Shelsley and Prescott.

The car had twin JAP engines but was plagued with gearbox trouble and I never got it running satisfactorily enough to compete.



I sold the car to R. W. Shakespeare and enclose a photograph of him driving it at Prescott in 1947. Unfortunately I have no news of its later history.

Lympne. RICHARD W. COOKSON.

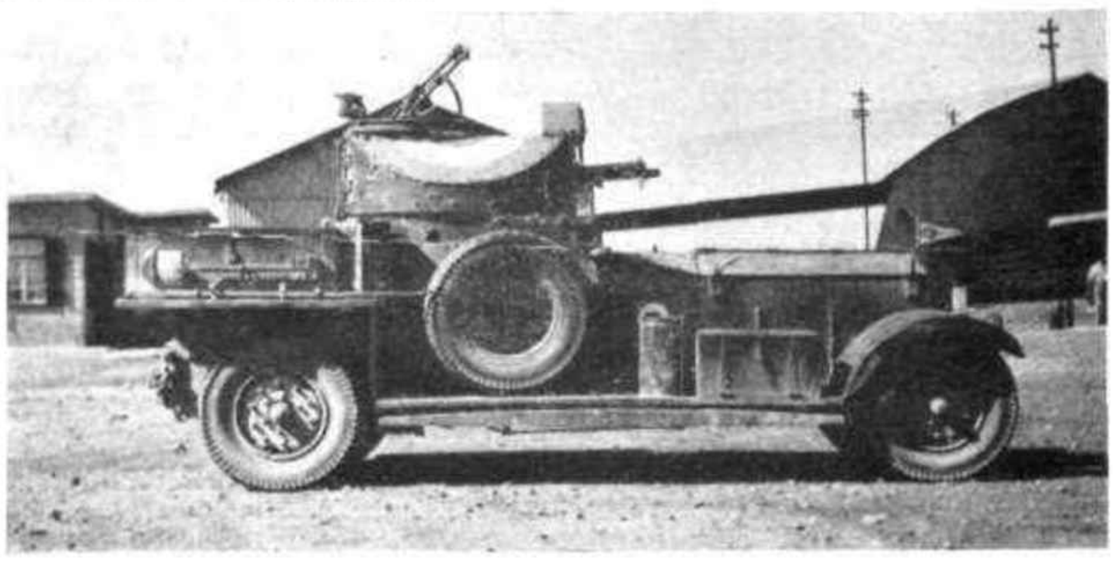
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Rolls-Royce Armoured Cars

Sir,

A little more concerning Rolls-Royce armoured cars. Mr. Cooke may be interested to learn that they all returned to Iraq. No. 1 Coy directly, No. 2 via RAF station Ramleh, Palestine for the years of the Palestine troubles, then onward during the war to the siege of Habbaniya, I believe. The CO was a S/Ldr. M. P. Casano many years with No. 2 Coy. who, if still around, would have all the data.

RAF modifications were the fitting of a Lewis gun into the turret for extra elevation, huge "low profile" sand tyres and emergency tracks under the running-boards.



All up weight was around 5-tons, max. speed 60 m.p.h. None were equipped with front-wheel brakes so all the chassis must have been pre-1924. One wireless tender was reputed to be 1909.

Possibly their most punishing runs were from Amman to Maan Transjordan on appalling tracks, which left them unconcerned but which made the odd 20/70 i.f.s. Hillman staff car a bit knock-kneed.

Also in Palestine at that time were a number from the Army, possibly 11th Hussars. In all at least 50 were in use.

Scarborough. A. E. FROST.

[This correspondence is now closed.—ED.]

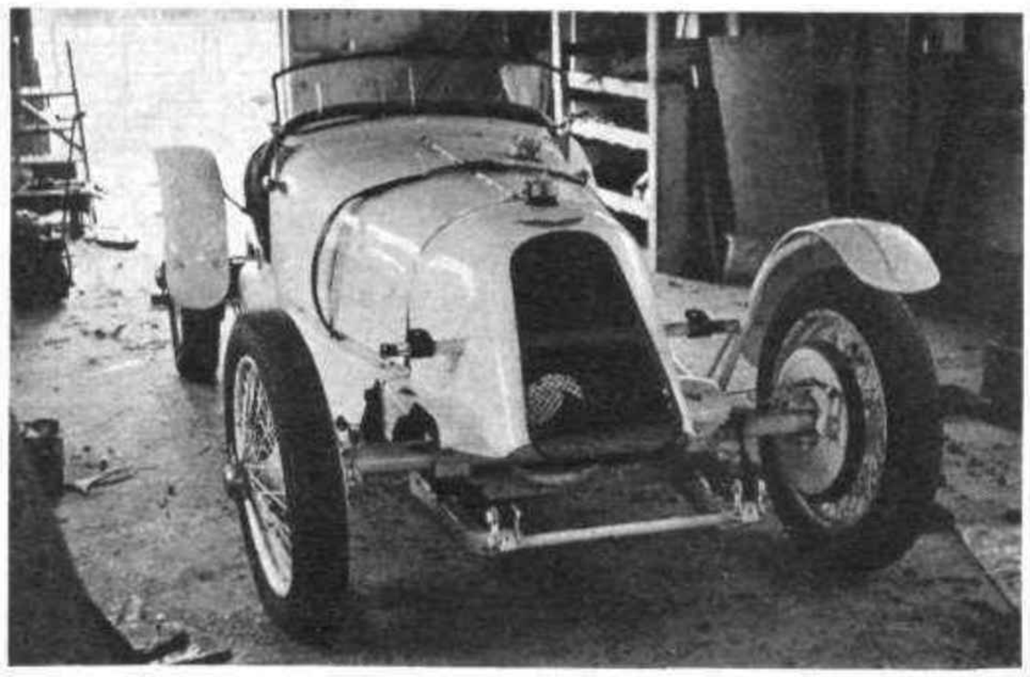
* * *

That TT Alta

Sir,

I was most interested to see the photograph and reference to J. Ludovic Ford's 1,100-c.c. Alta. I enclose a photograph of the same car today, indicating that I have considerable work to do before it will be roadworthy again.

The car is Alta No. 14 and, as entered in the 1932 Le Mans race and Ulster TT races, was fitted with four Amal carburetters.



Persistent clutch slip due to incorrect lubrication of the thrust race put it out of the Le Mans race in the first hour, whilst after a number of laps at Ards it attempted to enter the always popular butcher's shop in Comber, pulling the near-side rear spring clean out of its housing.

The engine block, crankcase and sump are all cast magnesium and the head in aluminium is fitted with bronze seats and KE965 valves. The twin overhead camshafts are driven by a vertical shaft at the rear of the cylinder block, each camshaft being fitted with a 5-in. diameter skew gear mating with a driver on the top end of the vertical shaft. Halfway down the vertical shaft skew teeth cut into the shaft drive, a horizontal shaft to the water pump on the off-side of the block and to the 120 p.s.i. oil pump and distributor in tandem on the near-side of the block.

The dog driven from the front of the crankshaft is a Lucas starter/generator, whilst at the rear a single-plate clutch drives an Alta 4-speed constant-mesh gearbox on which reverse is selected by the dubious expedient of pushing the lever forward beyond the 1st gear position.

Rear suspension is torque tube and ¼-elliptics whilst the front axle is mounted above the chassis frame on ½-elliptics with the shackles in tension, thereby giving a very low centre of gravity.

I would be very interested to hear from other readers having any connections with Altas of this vintage and in particular to hear of the unlikely existence of any spares.

Foston. KEITH EAMES.

* * *

End-to-End by Austin 7

Sir,

Just to get the records straight, my 1931 Austin Seven saloon completed the End-to-End Run (see page 480, May MOTOR SPORT) in 21 hours 10 *minutes*, not 19 minutes, the average speed for the journey being 42 m.p.h. The carburetter used came off a 1932 Morris Minor.

I would be interested to know if any other pre-war car has completed the journey in under this time.

Streetly. TERRY MCGRATH.

INFLATION OR SPECULATION?—continued from page 618

But at least and at last it does have the merit of being honest." (From "Libro Nero" by Giovanni Papini, edition Vallecchi, Florence, 1951.) Although if the EEC removes old cars from public roads these bogus cars will presumably come into their own and I shall probably join the queue for, say, a replica HRG with a Cortina GT propellant beneath its bonnet. . . . Which wouldn't tread too hard on the corns of Father Time, because *real* HRGs were made after the war. But it really is getting far too complicated—and expensive!*

Perhaps, after all, it would have been easier to have collected match-box tops. Or are these now either too standardised to be fun, or priced beyond our reach by avid speculators?—W.B.

* The perennial argument in favour of rising prices of old vehicles is that they are thereby better looked after and preserved more carefully, but I do not recall any particular vandalism of vintage cars when prices were sensible a decade ago. The prevailing speculative values are sending good vehicles into exile in distant lands and keeping others off the road as too "expensive" to use—all credit to those VSCC members and others who drive—even *race*—their historic heirlooms, with scarcely a passing thought for the Sotheby or Christie hammer!—ED.

V-E-V Miscellany.—Two solid-tyred lorries of unknown make, apparently derelict but seemingly in good condition, are reported from Eire. Our informant refers to them as the most Westerly lorries in Europe and one bore the legend "If it can be done Dunne can do it". The new Secretary of the STD Register, which has no connection with the Sunbeam-Talbot OC, is F. Gray, 27, Mowatt Court, High Town, Liversidge, Yorkshire. T. D. Dyke, "Pippins", Tower Road, Ashley Heath, nr. Market Drayton, Shropshire, is attempting to trace the history of all Riley Imp and MPH cars and appeals for information.

CARS IN BOOKS

From "Master of Lancut—The Memoirs of Count Alfred Potocki" (W. H. Allen, 1959), which tells of the remarkable estate of Lancut in Poland, which fell during the Second World War first to the Germans, then to the Russians, we learn that, in 1920, the Count, who loved England and had been at Oxford, "ordered a Rolls-Royce" while on a visit to London. In 1921, on another visit to England, he "bought another Rolls-Royce" and by 1923, after he had sold the Avenue Friedland palace to the Chamber of Commerce for 11,400,000 gold francs (in Paris) Count Potocki earmarked this sizeable fortune "for the purchase of a Paris home for my mother, and for two Rolls-Royce motor cars for myself". As, later in his book, he refers to once buying three Rolls-Royces at one time, there could well be seven Silver Ghosts somewhere in Poland to this day. One of them was apparently used for a tour in 1923 of Belgium and Holland.

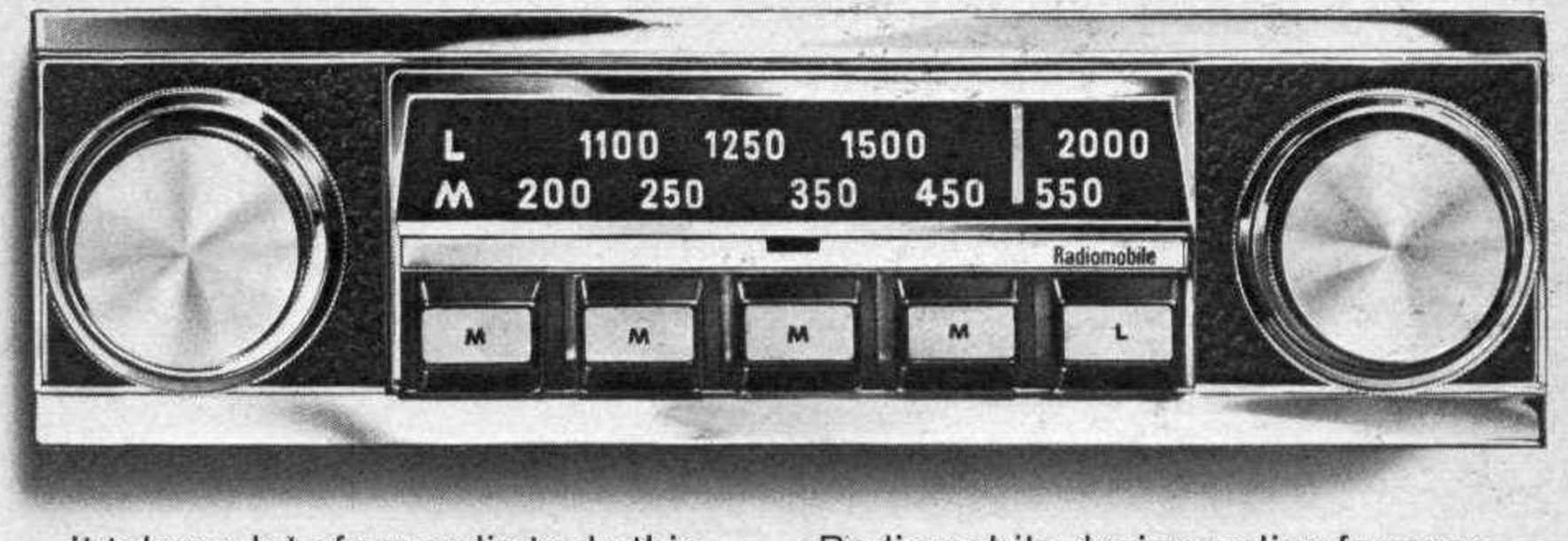
This sad but very impressive names-dropping account of a never-to-be-repeated era of history, centred around the 40,000-acre Lancut estate, refers to some pre-war aeroplane flights from Croydon and Heston and in Poland, etc., and to the Ford bought in 1924 for a safari to the Sudan and taken aboard the chartered boat *Gordon Pasha*—incidentally, the animals slaughtered by gun-fire is sickening but I note that two human servants perished with them . . . There is a picture of an early car at Lancut, almost certainly a Sixty Mercedes of *circa* 1903, but no reference to it in the text.

This is another author, incidentally, who refers to electric cars being used in America before the First World War, writing of "The motor cars and electric automobiles driven by women" which he saw in Chicago in 1910, when on a world tour.—W.B.

MINIATURES NEWS

AMONG new Lesney "MATCHBOX" releases is a 9⅛ in.-long K-5 Muir-Hill tractor and trailer, to a scale of 50 to 1, with tipper body and reversible shovel, which sells for 73p, and a "Models of Yesteryear" Mercedes-Benz 38/250 SS two-door coupé, Y-16 in the series, to a 45-to-1 scale, which makes it 4¼ in. long. It is an excellent model, apart from a surely non-original mounting of its headlamps on its radiator sides(?), and has louvred bonnet, outside exhaust pipes, wire wheels, engraved dashboard, simulated sump and gearbox, and detachable top. The price is 49p.—W.B.

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Get a Blaupunkt car radio from any Blaupunkt Dealer. He will not only fit it for you, but answer all your questions too. After all, it's up to him to look after you on our behalf, so we're as precise in choosing him as we are in making radios.

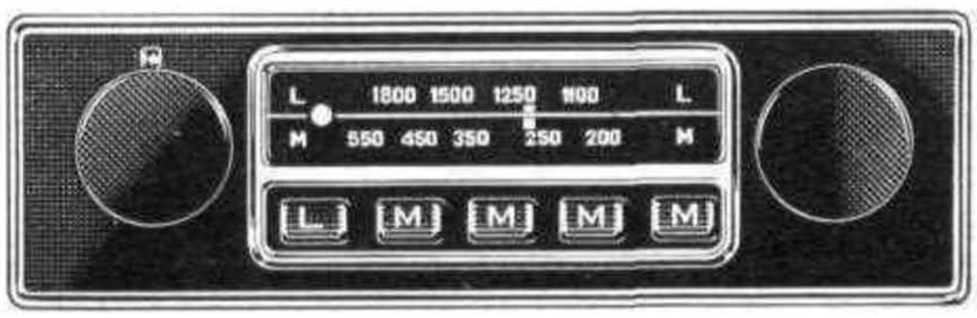
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LETTER FROM EUROPE

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

"Mont Ventoux has remained unchanged . . ."



Maserati 1934



Jaguar 1972

Dear W.B.,

The other day I had an afternoon's journey to make on a French Autoroute, and not being in a particular hurry I decided to make the experiment of cruising at a very controlled 80 m.p.h. to see what cars overtook me. It was most interesting, for the first thing that loomed up in the mirror was a 350SL Mercedes-Benz and shortly afterwards a 280SE went steaming by, both these German cars cruising at around the 100 m.p.h. mark. At this time of the year the Autoroutes are pretty free of traffic and I could spend most of my time on the inside lane, occasionally passing "family stuff" like Renaults and Peugeots that were doing 60-70 m.p.h., while commercial traffic was almost non-existent, the toll charged for using the French motorways presumably not balancing the time saved over the *Routes Nationale* for a big lorry. As the afternoon went on a DS21 Citroën overtook me doing about 90 m.p.h. and then a BMW 2800CS went by really quickly, absolutely flat-out I would say, and it probably kept it that way until it reached Paris. A rare sight was a 2.6 Alfa Romeo and not long after that a 1750 Alfa Romeo went by, not a vintage one I am sorry to say, and finally the inevitable BMW 2002 ti; the day would not have been complete without seeing one of them hurtling along. I find that if I cruise the E-type at over 100 m.p.h. on a European motorway there always comes the time when I see a speck in the distance ahead of me that I do not gain upon very rapidly, and when I eventually catch it up it invariably turns out to be some derivative of the BMW 2002 for they seem to thrive on being driven flat-out. On my "touring" afternoon on the Autoroute all the exotica seemed to be on the other side, heading south, such things as Dino Ferrari, Daytona Ferrari, Lamborghini Espada and Citroën SM being seen, as well as a Maserati Ghibli on tow behind a breakdown lorry; I hoped for the owner's sake he had only run out of petrol! It was interesting that those cars which overtook me were all quality cars from honourable firms with backgrounds of racing or engineering integrity.

On my way to the *Hockenheimring* I made my annual deviation off the Frankfurt to Darmstadt Autobahn to pay homage at the memorial to Bernd Rosemeyer, in the little clearing in the woods near where he crashed and was killed while doing 270 m.p.h. in the 6-litre record-breaking Auto-Union on January 28th, 1938. The stone memorial is always kept neat and tidy and on it were two fairly recently placed wreaths in memory of the young German driver, who was to Germany in those days, what Stirling Moss became to Great Britain in later years. One wreath was from the Motorsportclub Frankfurt, the other from the Motorsportclub Wiesbaden and I am always moved by the fact that the German motor racing enthusiasts continue to remember Rosemeyer and pay homage to him. I am sure there are still a lot of people in England who went to Donington Park in 1937 to see the Auto-Unions and Mercedes-Benz do battle in the Donington Grand Prix, and remember how Rosemeyer trounced the entire Mercedes-Benz team of Caracciola, von Brauchitsch, Lang and Seaman. His opposite-lock slides with the rear wheels on the grass verge were memorable and some of the film that still exists of that great occasion in British motor racing history is terrific. He was not polished and smooth in his driving, like Caracciola or Seaman, but he got results, rather like Gonzalez compared to Fangio, or Peterson compared to Fittipaldi today. Looking back to those days reminds me that the Grand Prix season used to finish about September or October and then the German teams would have a session of record-breaking on an Autobahn using special versions of their Grand Prix cars, and the German motorcycle firms of BMW and DKW would also join in. It was a glorious week of pure speed over the flying-start or standing-start kilometre or mile, and some attacked records as long as five miles. After the Rosemeyer accident the Germans realised that one side of an Autobahn was a bit narrow for speeds of over 250 m.p.h. so the Government built a special stretch of Autobahn the following year, south-west of Berlin, and this had no centre reservation so was in effect five lanes wide. In 1938 the Grand Prix cars were limited to 3-litre supercharged, just half the capacity the Auto-Unions had reached in 1937, but even so the special streamlined Mercedes-Benz took class records at nearly 250 m.p.h. It is a great pity that the Grand Prix scene has become so busy and complex that it cannot take time off at the end of the season for a "Records Week" with fully enclosed Grand Prix cars, or even more exciting, a specially prepared turbo-charged Porsche 917 or Indianapolis McLaren.

I do not spend all my time on European Motorways, although they are becoming so well joined together from one country to another that if time is important it pays to travel farther but faster by using them even if they are not the most direct route. I still enjoy mountain motoring and a trip across the French Alps through Monte Carlo Rally and Alpine Rally country ended up not far from Avignon, so a detour just had to be made to Mont Ventoux and to make a climb of the 21.6 kilometre (13.4 miles) road that is used for the annual mountain hill-climb. It is on the N574 and starts on the very edge of the village of Bedoin and finishes on the 50-yard-long plateau at the mountain peak by the radio and television station, exactly as it did when I first went there in 1949, and presumably as it did when it was first run in 1902. It is quite remarkable how the whole route has remained unchanged in the twenty-three years that I have known it. The challenge always was and still is, to climb the Mont Ventoux as quickly as possible, accepting all the natural hazards of rocks, trees, bridges, walls, loose gravel, and sheer drops to say nothing of an average gradient of 7½%, a maximum gradient of 14% and a rise in elevation of over 5,300 ft. Fortunately the world of hill-climbing is full of the right sort of drivers who approach the problem with the right mentality, otherwise the Mont Ventoux would be shortened, straightened, levelled out and made

so safe that it would be no more exciting to anyone than Prescott. The record-holder for the Mont Ventoux is today's Ferrari team manager, Peter Schetty, who set it up in 1969 with the special 2-litre flat-12 cylinder Ferrari hill-climb car in 10 min. 0.5 sec. (80.46 m.p.h. average). On the particular trip on which I passed the Mont Ventoux I also passed by the Cesana-Sestrieres mountain climb in the Italian Alps and the Montseny mountain climb on the Spanish side of the Pyrenees and at both those climbs the record-holder is Peter Schetty with that same flat-12 cylinder Ferrari. I hope that if the Ferrari team-manager asks his drivers to do something a bit difficult they will bear in mind who is asking them, and if they can take time off from Grand Prix or Sports Car racing and the glamour-travel of jets and do a bit of touring they will deviate from the main roads and have a look at some of the mountain climbs of which he is the "*record man*".

Last month I enlarged on the building of the section of the Le Mans circuit which by-passes the White House bends. Hardly had the ink dried than I was back at Le Mans and found enormous road works going on along the section from Arnage to the beginning of the new White House section. It looks as though the road will be about double the width, the work going on along the left-hand side of the existing road and the first reaction was "why alter the circuit?" When you leave the road workings and get on to a section of the old road the reaction is "This is a bit narrow for a pair of 917 Porsches side-by-side". Then I realised that the days of the 917 are finished, but that Le Mans this year could easily see three 3-litres side-by-side up this stretch, especially with Peterson in a 312P Ferrari, for he will run alongside anyone, anywhere. With four Matras, four Alfa Romeos, four Ferraris and probably Wisell in a Lola-Cosworth V8 and Bell in a Mirage, the opening hours of the Le Mans 24-hour might well be one of the best motor racing sessions we have seen for a long time, and the extra width from Arnage to the new Porsche corner could well come in very handy. Although Ferrari has been sweeping the board in sports car racing at the "short"or "small" events and will obviously win the Manufacturers' Championship, it is the "big one" that really counts, and that is the 24 Hours of Le Mans.

Taking time off recently to do some reading, as a change from writing, I re-read the BRM story by Raymond Mays and Peter Roberts, published in 1962. Two incidents that were recounted made me think that times have changed for the worse. They both involved Mike Hawthorn, one on the positive side the other on the negative side, and made me wonder if they were not typical of the happenings of the 1950s before racing became too serious and professional and before the word "dedicated" was thought up by journalists. The first incident was at Goodwood when Hawthorn was racing the big 4½ Ferrari "Thinwall Special" of Tony Vandervell against Fangio in the V16 BRM. Hawthorn arrived on the grid, on the front row at the very last minute after some bother in the paddock and in the rush he stopped forward of the starting line by a car's length. While he was wondering about getting the car back in line with Fangio's BRM, the Argentinian driver waved to him to stay where he was as everyone was ready to start, and the race started with Fangio giving his chief rival a slight lead. Nowadays drivers are buried deep in their monocoques with only their eyeballs showing so they have little opportunity of communicating with each other and such instant starting line decisions would have to be made by the driver's spokesman, public relations man, lawyer, team-manager or *entrepreneur*, but somehow I cannot see Ken Tyrrell telling Colin Chapman that it would be alright to start the race with Fittipaldi's Lotus a length ahead of Stewart's Tyrrell! The other incident occurred at a small race in the North of England when Parnell was driving a V16 BRM and was on the front row with Hawthorn and the "Thinwall". The BRM had some last-minute trouble on the starting with a broken petrol pipe and mechanics were feverishly trying to effect a repair. Hawthorn got out of the "Thinwall" Ferrari and walked across to them saying "Take your time lads, they can't start the race without us." When the repair was finished he said "Right-o,

Continued on page 654

AUDI 100 COUPE S

THE reputation of the Audi firm from Ingolstadt in Germany continues to grow and we recently tested their top of the range 100 Coupe S. At just over £2,500 the machine offers excellent value and may just prove the answer to a lot of people who want a sporty fastback but cannot afford the price of a Porsche or the like. The Coupe S is certainly an eye-catching machine and, wherever it went, attracted plenty of attention. The famous four joined rings motif on the radiator gave the game away to the more knowledgeable while others guessed it to be as exotic as a Ferrari or Lancia.

The general specification is very similar to that of 100GL and the coupé is powered by the same 1,871-c.c. engine which is a larger bore version of the high-compression, push-rod unit used in the Audi 100. This four-in-line motor is fed by a single Solex carburetter but gives an excellent power output of 112 b.h.p. Wider wheels, a higher back axle ratio and larger diameter front brakes are other improvements over the saloon.

The suspension system is the same as the saloon although the wheelbase is a little shorter. A lot of people do not realise that Audis are front-wheel drive and thanks to the excellent handling and weight distribution a good number would still not realise this even after driving the car. Just over 60% of the weight is over the front wheels, which makes sure of excellent get-aways, although the acceleration is not as good as something like a Ford Capri 3000E or a BMW 2002Tii. But the Audi scores highly on high-speed cruising, which it does in a most unfussy manner. The speedometer on the test car was just the thing for either impressing or frightening the girl-friend. At its top speed of around 115 m.p.h. it was showing close on 130 m.p.h. and the rev.-counter was fast to match.

The braking is superb and there is no doubt that the ventilated front discs, which are mounted inboard, have something to do with this—just like the Lotus 72. Pedal pressure was light and there was plenty of feel.

The steering did perhaps give away the fact that the car is front-wheel drive although there is a steering damper to take out the kick. Once one is used to the characteristic of initial understeer, which changes to oversteer when pushed right to the limit, then one can make very fast progress along twisty roads.

British drivers often find that German cars tend to have rather spartan interiors and hard seats but this is untrue of all Audis and certainly the Coupe S. All the controls are well laid out and the seating is first class. The boot, which is larger than it looks from the outside, can only be opened from a lever in the passenger door pillar, which is a good anti-theft feature, and this is only one of several well-thought-out minor features of the car.

Also impressive was the fuel consumption figures we were able to obtain on long fast runs; 23 m.p.g. was a good average under such hard conditions and a more typical figure would be around 25 m.p.g., although 5-star fuel is best advised for the 10.2-to-1 compression ratio. There is a 12½-gallon tank. The four-speed box has well-chosen ratios and the change, though not exceptional, was good. Maximum speeds in the gears worked out at around 35 m.p.h., 60 m.p.h., 88 m.p.h., with the top speed, as mentioned earlier, around 115 m.p.h.

During our test the Audi proved 100% reliable over a considerable mileage and everyone who drove the machine was far more impressed than they expected to be, always a good recommendation.—A.R.M.



THE AUDI COUPE S has impressive fast-back lines but seats four people in comfort.

UNBEATABLE BMW

An Interim Report

THE APRIL issue of MOTOR SPORT contained initial impressions of a BMW 2500 118-m.p.h. £3,000 saloon submitted to me for a prolonged test. I think perhaps I was rather free with the criticism, in this early assessment of what I have since found to be a quite irresistible motor car. To continue the story, the overdue 600-mile free inspection was undertaken by MLG of Chiswick, W4, at 1,642 miles, during which the rubber sleeve was properly stuck onto the gear lever, the demister for the large expanse of back window was made to function efficiently, and the four Hella headlamps were re-adjusted to provide reasonable illumination on the dipped setting. Nor did the neat BMW Kangol safety-belt anchorages any longer foul the hand-brake, and the bonnet is now pulled shut by the release lever, inside the n/s stowage well, without the need to press on the lid.

Before I took the 2500 over again it had done more than 1,100 additional miles in someone else's hands, whose I never discovered, and when the Managing Director was bringing it up to the office for me it acquired a scrape along its near-side and a small dent in its n/s rear wing. It had previously been savaged on its opposite flank by a jealous Rolls-Royce Silver Shadow. Very promptly and efficiently BMW's London Service Depot erradicated the new blemishes but, on the very day that it was returned to me, parked temporarily in the road while another vehicle was let out of the Standard House car-park, it was seen to rock on its springs—a lorry had nuzzled it, fortunately only marking a tyre. I hope it isn't going to prove an unlucky BMW, because it is a car I like very much, on longer acquaintance.

I like the way its superbly-smooth 2,494-c.c. engine, in what I have come to regard as my BMW "small-six" (and, let's get it right this time, it has a bore and stroke of 86 × 71.6 mm.), will pull away in top gear from below 1,000 r.p.m. if need be, smoothing out before 2,000 r.p.m. is reached, and accelerate, at first with a typical subdued hard-note conveying a sense of hidden power, then impressively silently, to its indicated peak-speed of 6,400 r.p.m. I like the interior spaciousness of what is not, outwardly, an over-big car, so that there is great passenger (and driver) freedom, plenty of stowage space and a really commodious boot. I like the facia layout, with two big Vdo dials, speedometer and tachometer, calibrated with white numerals, their steady-reading needles sweeping round the black dials in the same plane, a sort of Derby-Bentley refinement, although one transparent sheet serves to cover these and the subsidiary fuel and heat gauges, below which, very neatly arranged, are the windows of the warning lights, for "gener", "oil", "beam", "flasher", "fuel" and "brake". I like the two substantial keys, either of which works the ignition, easily distinguishable by their grips, and front-seat head-rests which are more a safety-protection than a relaxation when driving. I admire the plain stolid appearance of the BMW 2500, so nicely off-set by the traditional blue-and-white badges and those big wheel nave-plates that almost obviate any suggestion of spoked wheels—nothing "boy-racer" about a BMW! Particularly do I like the very quiet, effortless fast cruising, the engine running at 3,500 r.p.m. at 70 m.p.h., of this essentially safe and comfortable car and the pleasant action of the gear-change, faintly reminiscent of that of a Lancia Aprilia, in the manner that the cogs can almost be felt into mesh. I like the car's ability to corner deceptively fast, without too much roll. Running at upwards of 100 m.p.h. the BMW is splendidly quiet apart from some wind noise round the rear quarters of the body. The Michelin XAS tyres display a reassuring tread pattern which is fully justified by their wet-road grip and muted cornering, on a car the inner rear wheel of which will spin on corners if it is sufficiently provoked.

I am becoming used to what is really good but low-geared power steering, which feels over-sensitive only when the 2500 is being hurled at difficult corners, transmits no road shocks and has a gentle castor-return action. The ride is acceptable, too, if just a shade unexpectedly lively for a big car on some surfaces. The all-disc brakes are reasonably progressive from ordinary speeds, but sometimes a bit sudden; when the car came back to me after that additional 1,100 miles on its odometer I thought it had been driven hard, gecause the brakes snatched in uncertain fashion; after the service session this had been cured, but they now squeal.

It is too early, after 5,000 miles, troublefree so far, to report on the long-duration performance of this delightful car, but I am already "hooked" on BMW motoring. A fuel consumption check after it was fully run-in showed 22.1 m.p.g. of 4-star in general driving conditions. Starting is fairly quick, on the automatic choke, and the fuel range is better than 330 miles on a tankful. I had about the fastest journey yet to Mid-Wales from London, in spite of long delays getting clear of town due to the rail go-slow road congestion, in recording this useful fuel range. A long run such as this brings out the best in the car, which is a pleasure to be in, whether crawling in the quiet lower gears, accelerating purposely through the box, or devouring the miles in top gear. The fuel gauge registers zero eventually and the low-level warning light then comes on (it does not dazzle at night, nor does the full-beam light, but it *could* be overlooked in bright sunlight) and the car will then do about 35 miles before running out.

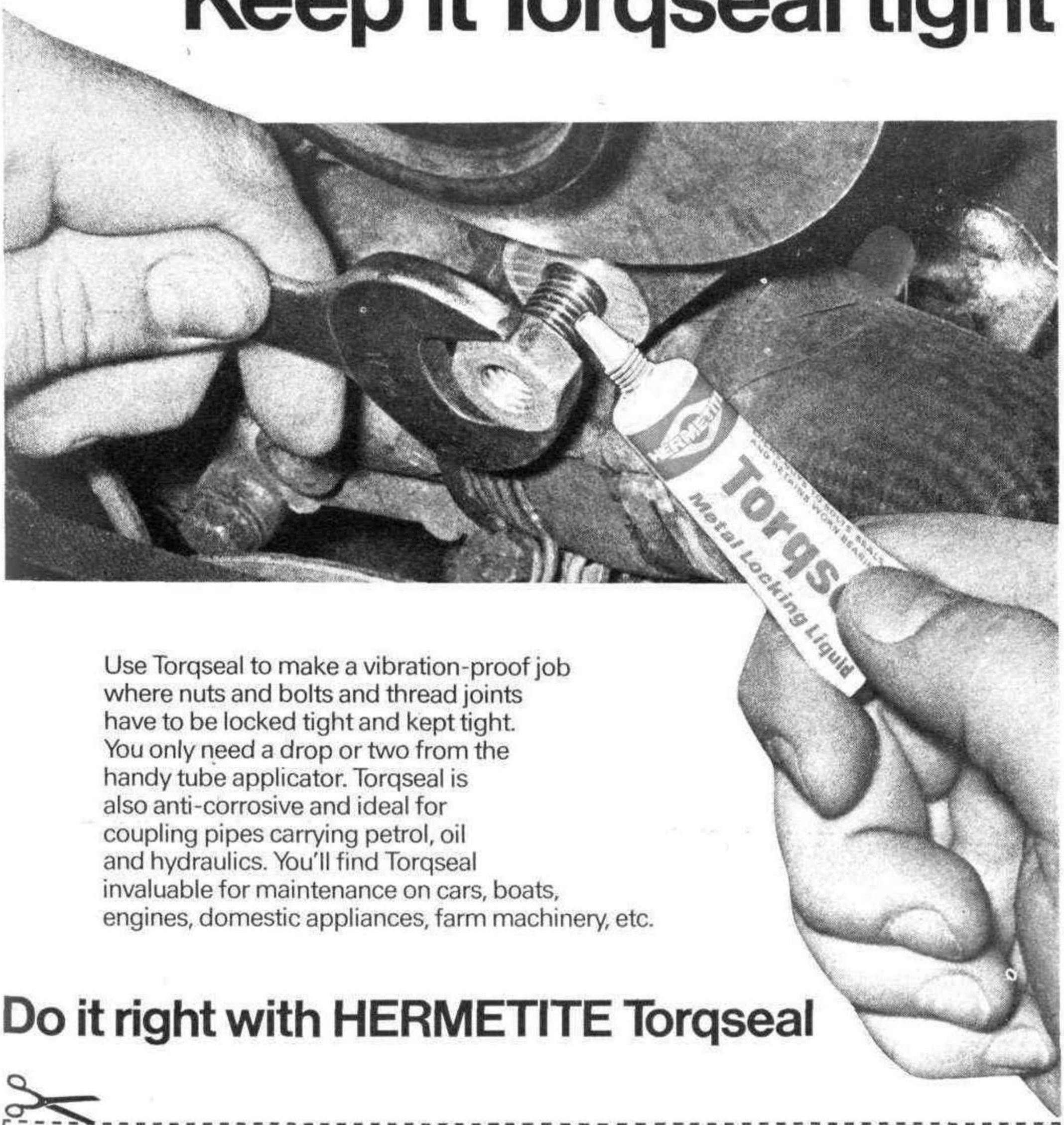
In running the fuel tank almost dry a garage-hand remarked that the filler-cap seemed to be venting reluctantly, so I may have one of the faulty yellow filler-caps fitted to early 2500s, although I would have expected this to be spotted at the 600-mile free inspection. I did not get the English instruction book I requested but they did thoughtfully pop a standard wooden gear-lever knob in the facia stowage well, in case the rubber grip sheds itself again. A small point—BMW spelling is a thought unusual—the aforesaid filler cap is called a "cab" in a special instruction relating to it, but I assume "UPM × 100" on the tachometer face refers to *units* × 100. Another thoughtful accessory is a Compact Mk. II emergency windscreen, which I found in the smartly-carpeted flat-floored boot, with its useful parcels' box (or bottle rack) on the o/s. I also commend the honesty of the BMW mechanics, who did not help themselves to a chocolate bar and apple I had inadvertently left in the facia well, which, by the way, will remain shut under the weight of the Rolleiflex. . . . The red band of the heater control does not unwind as far as the blue band but ample heat is emitted, nevertheless.

Other excellent aspects are the very small turning circle, the nice action when the doors are shut, the precision adjustment of the front-seat squabs, although the knobs are somewhat difficult to get at, the hard but comfortable seats, and the well-placed door grips and internal handles. The interior arrangements, and *decor*, with just a hint of woodwork along the facia, Mercedes-fashion, are almost all to my liking, and an excellent example of the tidy and efficient Teutonic mind is found in the under-facia n/s location of the ten electrical fuses (with spares) and junction boxes, etc., although the stowage-well does somewhat impede their accessibility. The Berga battery is accessible when the bonnet is opened and the yellow-painted dip-stick easy to find, but I would not care to have to change sparking plugs Nos. 1, 5 or 6 in the inclined engine. Otherwise, the entire car is very much my idea of what a sporting medium-sized saloon should be and I am not at all surprised to learn that last March 1,268 BMWs were sold to British dealers, a record which exceeded by 392 cars that of the January UK sales. The slogan in the back window of HML 931K simply says "Unbeatable BMW"—and with that I can find nothing wrong.—W.B.

ANY PROBLEMS WITH YOUR BMW ?

IF we do have any trouble with the BMW 2500, we are informed that BMW Concessionaires GB Ltd. have appointed a "Problem Puncher" to run a new Customer Relations Department. He is 34-year-old John Markey, a BMW engineer. The job is to handle any problems of BMW owners. "Because we are always willing to meet owners' problems, regardless of the age or mileage of the car, we have appointed a qualified engineer, and not an apologist, to handle our Customer Relations Department", said Mr. A. L. Jones, Joint Managing Director of BMW Concessionaires GB. "If a fault develops in any BMW car, we always investigate", he said. "If we are certain the fault is not due to normal wear, but to some flaw in manufacture or assembly, we are always prepared to replace the faulty part. We cannot, of course, guarantee to replace high-mileage parts free of charge, but we claim we go further than any other manufacturer in doing our best for owners." Which sounds fair enough.

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ABOUT AMILCARS

The Editor talks to Vernon Balls



LONG-DISTANCE WORK.—S. Vernon Balls in the side-valve Amilcar which he drove in the 1925 JCC 200-Mile Race. Gearbox trouble was discovered at Cobham on the way to Brooklands on the morning of the race and the car retired with transmission failure.

IN THE nineteen-twenties the names Vernon Balls and Amilcar were synonymous. Mr. Balls sold these popular French sports cars from his well-known premises at 95, High Holborn, WC1, and also gained some very notable successes driving Amilcars at Brooklands and elsewhere.

MOTOR SPORT interviewed Mr. Balls in 1925 (January 1926 issue); that I was able to conduct another interview with him 47 years later is an indication of how well he has stayed the course! Nostalgic for the old days of motoring and motor racing, of which he retains his medals, trophies, photographs and cuttings books and other mementos —including a good memory—Vernon Balls, now over 80, still drives, favouring an Issigonis Riley 1100, which stands in the garage at his house in a private road in Wimbledon, SW London, alongside the 1899 Oldsmobile which he has driven in almost every London–Brighton Run since the formation of the VCC in 1930. He found this veteran in Lympsham and paid £15 for it; he has since refused £4,000.

Mr. Balls' father, grandfather and great-grandfather were Veterinary Surgeons, as are his two sons today. "I was the one who broke away", he says. As a boy he constructed his own motorcycle, based on a de Dion-engined Ariel tricycle but incorporating his own variable gear, and by 1907 he was in charge of repairs at the Motor House in the Euston Road. Incidentally, he purchased the de Dion tricycle and an 1899 Daimler for £10 the pair—"I wish I had them now!" He showed me a picture of a chain-drive Rocket-Schneider with left-hand-rotating engine, l.t. magneto and leather mudguards, used for a holiday in Worthing in 1908; he remembers the 15-h.p. Napier as "a very good car", and recalls selling a De Dietrich to two young fellows who never paid for it but who pushed it over the side of a ravine and set fire to it, having first insured it, as a means of making some easy money.

During 1914/18 Vernon Balls was driving a Mercedes taxi on special war-duties, surviving the zeppelin raids, and was also using a reliable 14/16 Belsize. Returning to the Motor Trade, he handled Mors spares from premises in Fulham, where he also repaired these cars. While in Paris in 1923 he met the Amilcar partners, two Frenchmen, Lamy and Akar, and bought one of their sports models. Entering it for an Essex MC Brooklands Meeting he won his first race, by a very narrow margin from Hawkes' Morgan, at 63½ m.p.h., and he decided to sell Amilcars in England.

This original Amilcar raced by Balls was a blue and aluminium skiff-tailed 961-c.c. Petit Sport with his wife's initials, KN, in a circle on the scuttle. This was the beginning of a long racing career at Brooklands, during which Balls had a very good time and thoroughly enjoyed himself. He got a reputation for spirited cornering, which he first displayed with an Amilcar in the 1925 JCC High Speed Trial. This embraced an exciting hairpin bend on the Paddock approach road, on which Balls and an acrobatic passenger had much fun before the engine ran completely out of water.

The Amilcar lapped at nearly 77 m.p.h. during the 1924 season and encouraged Balls to race a 1,074-c.c. version. He used a dark blue streamlined two-seater for the 1925 season, its lap-speed increasing to 77.21 m.p.h., getting a third place at the last meeting. Various well-faired bodies were used on Balls' Amilcars, the front cowling of one of them having the air inlet in the form of an Ace of Clubs. Vernon Balls concentrated in vintage times on those BARC 75-m.p.h. Short and Long Handicaps in which such a fascinating variety of racing cars faced the starter. He had several places in these and in similar races organised by the Essex MC, but his best performances were in more serious long-distance races. In the short Bank Holiday events, however, he got round the Track at 80.72 m.p.h. in 1926 in a red Amilcar, finishing second in a "75 Long", and the following year he lapped at 87.99 m.p.h. in a blue four-cylinder Amilcar.

Moving from Fulham, Balls opened his famous High Holborn garage at a time when London was getting congested, so he was able to offer garaging for cars in a very convenient, central location, as well as doing general repairs and expanding the Amilcar side of his business. He employed up to eight fitters and, employing skilled mechanics, never needed a separate racing department. Inman, his Foreman, acted as a very enthusiastic head racing mechanic, riding with Balls in the longer races, and Lockert was brought over from France, "a very, very good mechanic" on Amilcars, while Lawson of Solex would advise about carburation.

The fame of the Amilcar was built up by the excellent CGS Grand Sport and CGSS Surbaisse models. They had good road-holding, the chassis stiffened effectively by an undertray, and Vernon Balls' racing appearances kept them well in the limelight. The little 1,087-c.c. chassis was also sold with closed bodywork, from a very smart little pointed-tail coupé to quite commodious fabric saloons, of which the latter were used frequently by Vernon Balls and his growing family. He arranged to have short registration digits for the sports models, so that the plates would fit neatly between the front dumb-irons, where those with two letters and four digits wouldn't go. (Later, when by a bit of wrangling Boon & Porter took over the Amilcar concessionaire-ship, they had to use longer number plates, which is how Amilcars sold by B. & P. before they became Riley agents can be distinguished from the Vernon Balls cars.)

By 1928 the Amilcar was thoroughly well-established in the affections of the sporting fraternity and was also marketed in more sedate versions, such as the Balmoral saloon, Sandringham saloon and Carisbrooke coupé, type-names evolved by Mr. Balls, who also devised a Pegasus mascot for the Amilcar. It is difficult to estimate how many he sold in entirety but he thinks it was "at least a couple of hundred". Among his customers was that much-liked racing man J. G. Parry Thomas. While Boon & Porter were selling Amilcars from their premises close to Hammersmith Bridge, Vernon Balls was sending his agent, Nigley, to Paris to buy cars for him, which he shipped in *via* the Channel Islands. So he never gave up selling Amilcars and later resumed the sole agency, as Amilcars (Gt. Britain) Ltd. At first five or six chassis at a time would be collected from the factory at St. Denis and driven to the coast by Balls himself and other drivers, but later "they were delivered to London more or less by the railway". In 1930 the straight-eight Amilcar was introduced, with 1,980-c.c. single-o.h.c. engine, perhaps because the Amilcar designer had grown over-ambitious and felt it essential to keep up with the Joneses. In spite of what a well-known writer in a certain encyclopaedia says, Vernon Balls says this "wasn't a good car. The complicated valve gear gave trouble and it was never possible to keep it on eight cylinders". He sold very few of the straight-eights.

Apart from his Amilcar interests, in 1927 Vernon Balls designed the good-looking sports Vernon-Derby and shortly afterwards worked with Crossley Motors on the team of sports/racing 1,100-c.c. Vernon-Crossleys, which he raced in 1932. Of the latter venture Mr. Balls says it is possible for a manufacturer to work for or against you and Crossley was perhaps in the latter category—like the Crossley-

Bugatti, the Vernon-Crossley never got going properly, although the cars were not to blame. Mr. Balls recalls that the Vernon-Derby caused a certain amount of jealousy in Amilcar circles and was sold by Morgan Hastings Ltd. of Berkeley Street. He smiled as he pointed to a drawing of the rear ¾-elliptic suspension of the Vernon-Derby, each spring secured to the chassis bracket by a single clamp. "After one of these had broken, causing the car to spin round, I insisted on a pair of clamps on each spring", he said.

I asked Mr. Balls whether he ever took to aeroplanes while at Brooklands. "No", he said rather emphatically, "but Duncan Davis once cajoled me into a joy ride in an Avro 504. He flew to Hounslow and we spent a long time in the bar, while my two boys were marooned back at the Track."

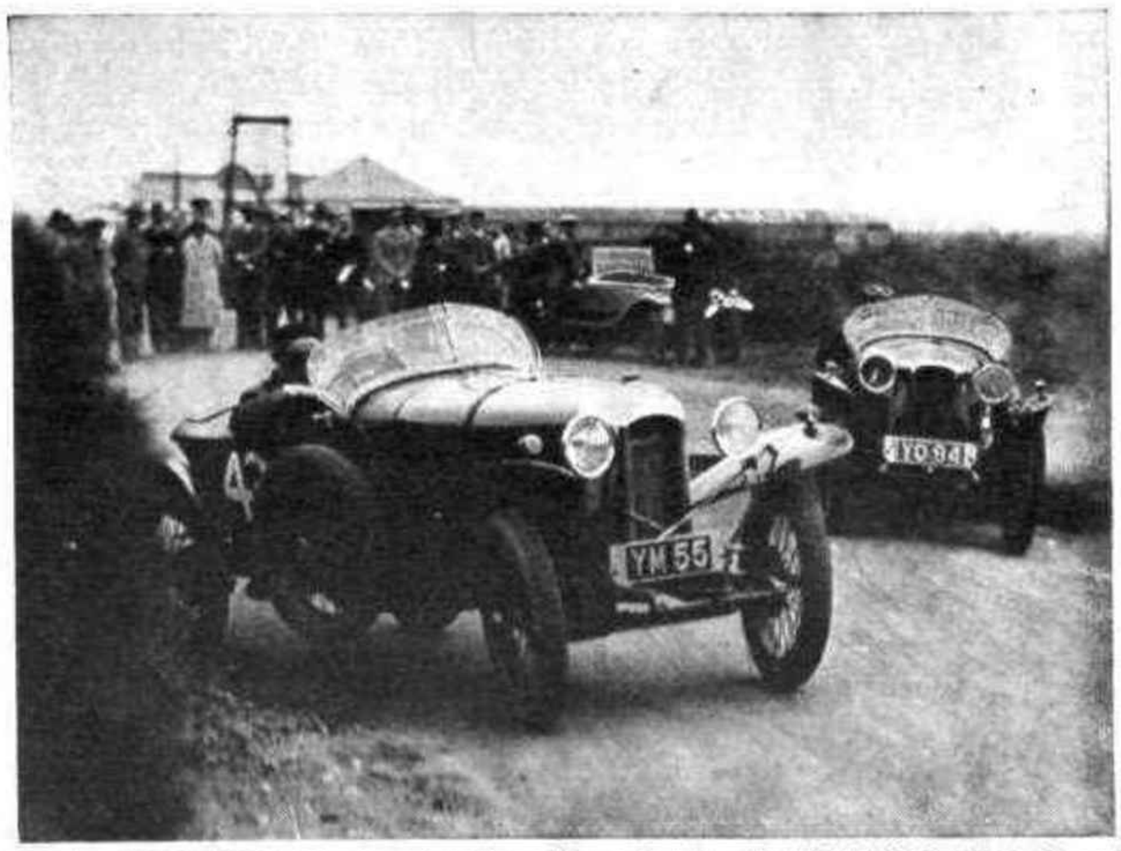
Reverting to racing, late in 1924 the Amilcar concern had branched out ambitiously from side-valve cars to the remarkable six-cylinder racing chassis with 56 × 74-mm. twin-cam engine, having a crankshaft running in seven roller bearings, roller big-ends and Roots supercharger. These were small racing cars of the most advanced conception, sold to customers in racing trim, with four-speed gearbox and 16-gallon fuel tank, making Amilcar in the 1,100-c.c. class the equal of Bugatti in bigger-engined categories. Later plain-bearing versions were sold and their worth compared to the CGS Amilcar can be gleaned by the respective prices. For instance, at the 1928 London Motor Show you could buy a Grand Sport Amilcar for £265 (and, incidentally, a Brooklands Riley 9 for £420, a GP Salmson for £265), but the Amilcar Six cost £625 as a chassis, £695 ready to race—and in 1926 the chassis had cost £725.

When Vernon Balls failed to persuade Amilcar to send a team of these wonderful little cars over for the 1925 JCC 200-Mile Race he entered a side-valve car with a well-streamlined body. Unfortunately the gearbox mainshaft was found to be broken when the car was being driven to the Track on the morning of the race. A new gearbox was fitted in 75 minutes, Mrs. Balls helping the hastily summoned mechanics, but the work was hampered by the undershield and although the Amilcar started on time, the six copper rivets securing the clutch centre sheared and caused Balls to retire.

For the 1926 "200" Balls used a shortened chassis and a special engine, with a Cozette supercharger driven from the front by spur gears and blowing at 7 lb./sq. in. He had seen these superchargers on Amilcar engines on test at the factory and had sought out the handsome, bearded Mon. Cozette in another Paris suburb. This blower suited the Amilcar engine very well, but Balls failed to finish the race on this occasion. He had retained the side-valve engine, although in the same race one entrant was using a push-rod o.h.v. conversion which had become available for Amilcar engines. The three works Amilcar Sixes of Martin, Duray and Morel dominated the 1,100-c.c. class, breaking the former Salmson monopoly. They had been sent over with very definite instructions to finish 1, 2, 3, which they accomplished! For the 1927 200-Mile Race Vernon Balls had one of the works sixes, his team-mates being the friendly Morel and Martin from France, whom he looked after while they were in England, putting them at up the "Hand & Spear" in Weybridge. They nearly won outright, Morel failing to catch Malcolm Campbell's admittedly sick Bugatti by just over a lap. Balls was third, Martin fourth, the Amilcar Sixes again 1, 2, 3 in their class. They were identical two-seaters, except that Martin's car had a partially-cowled radiator, an experiment in keeping it cool. Mr. Balls remembers these as "most marvellous little cars", with excellent acceleration. They would run up to 6,500 r.p.m. but the factory was not particularly co-operative about releasing roller-bearing engines. However, Balls found that the plain-bearing engine stood up as well to high revs. The Amilcar Six became deservedly popular in this country and all those acquired here originally were sold through Vernon Balls' company. They were driven in those days by drivers such as Balls' racing partner Harcourt Wood, Mrs. W. B. Scott, Brian Twist, Major A. T. G. Gardner. R. T. Horton, etc.

In the 1928 "200" Balls maintained his reputation for hectic cornering, hitting one of the sandbank markers, stalling his engine, which he quickly hand-cranked into life again. Troubled by misfiring after a fine run, he nevertheless won his class and was fourth overall. He had a similar misfortune in the 1929 BRDC 500-Mile Race, after leading the field in the early stages and setting a new Class G 200 mile record.

In order to compete in British sports-car races with the Amilcar Sixes Balls devised road equipment for them, with vertical two-pane windscreen, mudguards, spare wheel mounted on the side, and starter and lamps energised from a dynamo belt-driven from the engine. In this form he drove them on the road, which must have been truly



Vernon Balls (YM 55) hanging the tail out during the 1926 JCC High Speed Trial. Note the next number plates on both Amilcars.

exciting—but he frequently drove his earlier Amilcars from Holborn to Brooklands, tuning them at his shed behind the Paddock. The dynamo belt was always coming off, on the sports Sixes, and Scrutineer Hugh McConnell's sharp eyes soon spotted this, which earned disqualification, so Balls used to fit three belts, of which one drove the dynamo and the others could be slipped into place when required. Apparently the factory wasn't interested in road-equipped Sixes, so Balls found them "not all that helpful". He ran one of these Amilcars in the 1928 TT but crashed when the brakes failed coming through Newtownards, landing himself and mechanic in hospital, although they soon returned to watch the race, Balls with an outsize bandage round his head.

There is insufficient space to record all Vernon Balls' racing successes. Suffice it to say that apart from being placed in some of the longer outer-circuit Brooklands races, he lapped at 103.76 m.p.h. during the 1928 season in an Amilcar Six—without being placed, such was the handicapping. Only one of these cars ever lapped faster—Miss Maconochie's, by 0.65 m.p.h. At the 1930 March Brooklands Meeting Balls won the Essex Long Handicap in a grey Amilcar Six (presumably awaiting its coat of blue paint, so perhaps an ex-works car) from Marendaz' Graham-Paige and Brackenbury's Bugatti, his best lap at 95.78 m.p.h., and he finished second to Waite's blown works Austin 7 in the August Mountain Racing Handicap, lapping at 60.52 m.p.h., which shows that none of his skill in cornering had diminished. In 1931 Balls transferred his attention to an Ulster Austin 7, "another excellent car", with which he finished the course in the JCC Double Twelve Hour Race and was placed in shorter races.

Apart from motor racing, Vernon Balls, as befitted someone whose ancestors came from a famous coaching family, used to ride his horse "High Holborn" in flat races but although it frequently came in second or third it never actually won, although the ever-present hope caused its owner to spend a lot of money on it. He also recalls with pleasure how, when his sons and fellow veterinary students wanted to go to the Derby by coach, he hired "The Paragon" from Thomas Tilling, who drove it himself, behind the last four greys Tillings had kept, past Victoria Station and through the London motor traffic of the 1930s. . . . And up to a few years ago Vernon Balls hunted with the Surrey Union.

During the Second World War he was Assistant Director of Tanks (TT3AR) in the Ministry of Supply. In comparatively recent times he has owned some good cars, including a Mk. VI Bentley OXV 1—he likes a "1" registration—and a Railton. The latter met him on its last run at Euston Station and his driver backed it up to the platform, which buckled its exhaust pipe, pushing it upwards. On the way home the back seat cushion caught fire and the car was completely gutted.

Vernon Balls has lived a full and eventful life but always will his name be linked with his beloved Amilcars.—W.B.

[Perhaps I should have called this article "More About Amilcars", because a technical discourse appeared in Motor Sport for July 1947 and some of the more special Amilcar Sixes were covered in the issue for May 1948. Copies are available from our Photostat Department.
—Ed.]

1,000 Kilometres of Monza — *a poor race*

MONZA, ITALY, *April 25th.*

AFTER THE BOAC 1000 at Brands Hatch (reported in last month's MOTOR SPORT) the sports car scene moved to Monza, the very fast Italian road circuit being in direct contrast to the wiggly British circuit. The event was the annual 1,000-kilometre race and as usual was held on April 25th, which is a public holiday in Italy to celebrate the 1945 Liberation. Right from the start the event proved to be an organisers' nightmare, for after starting off well with three cars entered by Ferrari, for Ickx/Regazzoni, Peterson/Schenken and Redman/Merzario, all three being the 1972 model 312P, that was where it virtually ended for Alfa Romeo did not enter at all, preferring to go to Sicily to practise for the Targa Florio, and the Gulf Research Racing Mirage was not entered, nor any Matras, the French team having only one goal in mind, that being Le Mans. The only possible opposition to the Ferrari team were the two Lola T280s with Cosworth V8 engines of the Bonnier team, with Larousse and Wisell supported by Bonnier and de Fierlant. The rest of the entry was made up by private owners with a mixed bag of machinery, some of it 3-litres, like the ex-works Porsche 908/3 of Jöst/Schueler, and the 908/2 models of Bonomelli/"Noris" and Stuppacher/Marko, but the last two cars blew up in practice to add to the organisers' agony. The rest of the sports cars were 2-litres by Abarth, Chevron, Lola and Porsche and in order to boost up the field the race was open to Group 4 GT cars, providing they qualified at 123% of the three fastest practice laps. This group attracted a horde of 2.4-litre Porsche 911S models and three De Tomaso Panteras with 5.7-litre Ford V8 engines, and further gloom was added to the event when none of the Porsches could qualify, not even the Kremer car driven by British saloon car ace Fitzpatrick. The three Panteras did qualify however, so that a field of 23 cars was drawn up for Tuesday's race, the start being arranged in pairs, with Peterson (Ferrari 312P) and Ickx (Ferrari 312P) on the front row, followed by Redman (Ferrari 312P) and Wisell (Lola T280) but on past performances the Bonnier Lolas were not going to present much of a challenge to the Ferrari team, so everyone was prepared for a Ferrari procession and demonstration, but it was not to be.

From dawn on race day the rain started to pour down, and it was still pouring down at 11 a.m. when the race should have started. The whole field was allowed some warm-up laps to get the feel of the track which was quite badly flooded in places, and Peterson who was due to be on pole position promptly went off the track at the Parabolic Curve and smashed the nose cowling of the Ferrari and got stuck in the wet sand. An Abarth-Fiat also crashed in this warm-up session, so the break-down lorries had to set off to retrieve these two cars. A new nose cowling put the Ferrari back on the grid but the Abarth was withdrawn, so along with the two 908/2 Porsches that had blown-up this reduced the field to 20, and at 11.30 a.m. the rain was still pouring down so the decision was made to start the race.

What should have been an easy Ferrari procession with routine stops to refuel and change drivers turned into a Ferrari rout and a complete shambles that was only salved by luck rather than judgement. Mostly it was the torrential rain that caused the trouble as sheets of water were forming on the track and not remaining consistent so that they would be in one place on one lap and somewhere else on the next lap. The three Ferraris started off well with Ickx and Peterson more or less side-by-side and Redman a little way back, but then the British driver had a spin at the Parabolica and crumpled the tail of his Ferrari slightly and lost a lot of ground. Wisell's Lola retired almost before it had got going and Larrousse held third place for a while and later moved up to second place as Ickx ran into electrical trouble and was forced to stop at the pits, but then the Lola driver went off the road and retired at the pits with bent suspension and mud in all sorts of undesirable places. All this left Peterson alone in the lead and after 32 laps he stopped for petrol and was soon on his way again. Regazzoni took over from Ickx but the engine of their Ferrari never sounded right and Redman was not keeping pace with the charging Swede, so that Jöst got his 908/3 Porsche into second place.

The race was to be run over 174 laps and even before quarter-distance the whole thing had become a shambles for on the fast back leg of the circuit, on the left-hand Vialone curve, Redman spun on the sheet water and crumpled his Ferrari against the guard-rail and almost at the same time Peterson did the same thing. While Redman was forced to abandon there and then, Peterson limped back to the pits and the whole of the left rear suspension was replaced before Schenken could take over the car. This long stop meant that Jöst took over the lead with the 908/3 Porsche, followed by the two De Tomaso Panteras of Muller and Casoni/"Pooky" and for a glorious moment, while Jöst was in the pits to refuel and to hand over to his co-driver Schueler, who was having his first go at this sort of racing, the Pantera of Muller actually led the race, much to the joy of Alessandro De Tomaso who was standing in the rain explaining just how standard his cars were. Had Commendatore Ferrari been there he would have had an apoplexy, with one car crashed into the guard-rail, another in pieces at the pits and the third out on the track but running very fitfully on ten or eleven cylinders, but seldom on twelve. The De Tomaso joy did not last long for Muller was pushed off line by a slower car and he wrote off the whole of the right side of his Pantera against the iron barriers and luckily for him the car had a left-hand driving position so he was unhurt. He limped the car back to the pits on two broken wheels minus their tyres, but the suspension was damaged so that was that, and the small vociferous Swiss could be heard yelling about the driver of the slow car even from within the confines of his Bellstar crash helmet.

Slowly but surely the number one Ferrari was beginning to make up for the time lost at the pits, for running badly as it was, both Ickx and Regazzoni could easily out-drive Jöst and his partner, so that by half-distance the Ferrari pit could breath again, as they had a car back in the lead, but the Peterson/Schenken car was still a long way back and behind the two remaining Panteras, who were third and fourth. None of the 2-litre cars had proved to be any opposition at all, and few of them ran properly on four cylinders, let alone lasted the distance, so that the old 907 Porsche of Wicky, driven by Mattli/Bayard was finding itself in the money.

Still the rain poured down and those spectators who had turned up actually stayed on to the bitter end, probably out of curiosity than anything else, for with only seven cars left running in the second half, a mere 87 laps still to go, anything could happen. The second fastest Pantera began to wilt with more and more smoke coming from the engine department and it finally ground to a halt, De Tomaso explaining it by saying "the water and the oil have become mixed up". Although it was pushed away to the dead-car park it had done enough laps to be classified seventh and last. The third Pantera was showing signs of becoming tired and it was passed by the Peterson/Schenken Ferrari, as was anticipated, and also by the old 907 Porsche. The Ickx/Regazzoni Ferrari kept going to the end, the drivers having their fingers crossed all the time and the Jöst/Schueler Porsche gained a well-deserved second place for it did not miss a beat all day and was a fine example of a private-owner team, with a little help and knowledge from the factory, profiting from the troubles of a powerful works team.

If there has been a worse Monza 1,000-kilometre race then I must have missed it, but there have been some very good ones in recent years so we must not complain, for things cannot be good all the time. If the organisers had sat down and wept after it was all over no one would have blamed them.—D.S.J.

Results :

1,000 KILOMETRES OF MONZA—Group 5 and Group 4—Monza Road Course—174 laps—Pouring Rain

1st	J. Ickx/G. Regazzoni (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	5 hr. 52 min. 05.6 sec.—170.496 k.p.h.
2nd	R. Jöst/G. Schueler (Porsche 908/3—3-litre flat-8)	Entrant: Reinhold Jöst Racing, Germany	4 laps behind
3rd	R. Peterson/T. Schenken (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	9 laps behind
4th	P. Mattli/H. Bayard (Porsche 907—2-litre flat-8)	Entrant: Wicky Racing Team, Switzerland	21 laps behind
5th	U. Locatelli/"Pal Joe" (De Tomaso Pantera—5.7-litre V8)	Entrant: Scuderia Citta dei Mille, Italy	27 laps behind
6th	E. Tondelli/M. Formento (Chevron B19—4-cylinder FVA 1,600 c.c.)	Entrant: Team Italiano Chevron	45 laps behind
*7th	M. Casoni/"Pooky" (De Tomaso Pantera—5.7-litre V8)	Entrant: Scuderia Brescia Corse, Italy	52 laps behind

Fastest Lap.—R. Peterson (Ferrari 312P) on lap 128, in 1 min. 46.1 sec.—195.098 k.p.h.

* *Not running at finish.* 20 *starters* — 7 *finishers.*



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GKN *Daily Express* International Trophy

Fittipaldi wins after Hailwood retires

SILVERSTONE, *April 23rd.*

IN YEARS gone by the Silverstone International Trophy meeting was *THE* non-championship Formula One event of the season. The entry was often comparable with almost any Grand Prix and Silverstone's fast circuit provided some fierce and memorable battles. It just isn't like that any more and this year's event attracted the smallest field of Formula One cars that the BRDC have ever seen. As last year, the Formula 5000 brigade also got in on the act and bolstered up the field adequately. But, unlike last year, the event was not split into two heats, much to our relief, so everyone understood that when Emerson Fittipaldi crossed the finishing line with his John Player Special Lotus 72 he had won and that was that.

The fact that this year the BRDC and Silverstone chose a date only eight days before the Spanish Grand Prix and two days before the Monza 1,000 km. did not help at all. Thus only ten 3-litre Formula One cars turned up to do battle, most in deference to British sponsors' wishes.

Team Lotus, at least, seemed to be taking the race seriously and turned up with two of the John Player Special Lotus 72s. Emerson Fittipaldi had his new car, first seen in Brazil, while Walker had his regular ex-Wisell car. Bruce McLaren Motor Racing showed up with a pair of McLaren M19s for Denny Hulme and Peter Revson and in fact Hulme was giving a brand new chassis a new airing. This was numbered M19C/1 although it only differed over the two previous cars in minor details. Both McLarens were fitted with new drive shafts.

In the week preceding the race, BRM had done some fairly extensive testing with the new rear-radiator P180 but the results were not altogether promising. Thus for Silverstone, Ganley's entry was scratched and the Marlboro team simply fielded cars for Jean-Pierre Beltoise and Peter Gethin, both in P160s to the latest specification. There was a third similar car but this was being used exclusively for a Gravinar fire extinguisher demonstration.

Team Surtees brought along two of their latest TS9Bs—Mike Hailwood having his regular machine in Brooke Bond Oxo-Rob Walker colours while John Surtees made his first Formula One appearance of the year. He was using Tim Schenken's regular car, Schenken himself was at Monza taking part in the 1,000 km., and this carried advertising for Matchbox toys, the Surtees F2 sponsor.

The most interest was undoubtedly provided by Motor Racing Developments who turned up late on Friday night, after practice, with a brand new Brabham—type named the BT37—for Graham Hill to drive. This car is to a design originally conceived by Ron Tauranac before he left the firm and completed by Ralph Bellamy. It bears many similarities, particularly the monocoque chassis, to last year's BT34 but eschews the use of the split front mounted radiators in favour of a single conventionally mounted front radiator. The suspension breaks no new ground being essentially the same as the BT34. Arriving at Silverstone the car was brand new and totally untested and with only Saturday's practice session to sort out the car one could hardly expect it to be a race winner.

Finally, completing the sparse line-up, was the Frank Williams team with their March 721 now fitted with the latest nose. Although Carlos Pace was originally scheduled to drive the car it was Henri Pescarolo who took over the task.

As at the Race of Champions there was a round of the Rothmans Formula 5000 Championship on the eve of race day which had a dual purpose in that it also served as an eliminator of the F5000 cars for the main grid. But, just as at Brands Hatch, when it came to it, practically any car in a fit state to run on Sunday did so. Again the F5000s proved to be good value with Graham McRae again coming out the victor after a tough scrap with Brian Redman (still in the old McLaren M10B) and Gijs van Lennep in the Speed International Surtees TS11. Once McRae's Leda had found a way round Redman's wide McLaren, he ran to a convincingly easy victory, lapping within one second of a decent Formula One time. Redman held off van Lennep for second place while fourth was the interesting new March of John Cannon. This was basically a Formula Two chassis with a tuned Rover/Oldsmobile engine fitted in the back. It had qualified fastest in practice for the Nivelles F5000 race a week earlier (its maiden outing) and at Silverstone, where it was expected to be outclassed, it again proved competitive. The car is much lighter than most other F5000s, including the Leda, and certainly seems to handle better and stop quicker than any other although it is down on power at present.

Practice for the International Trophy was on Friday and Saturday, and Fittipaldi showed he was in a class of his own. On Friday he lapped in an impressive 1 min. 18.1 sec. to take pole position, thus equalling the similar times recorded by Regazzoni and Stewart in practice for last year's British GP and beating the official lap record of 1 min. 19.9 sec. set in the same race by Stewart. On Saturday he had one or two niggling problems but still topped the list at 1 min. 18.5 sec. Altogether, however, the Saturday session was not a happy one for Team Lotus. Walker, bedding in new pads, one new disc and running on a full tank of fuel tried too hard too soon and locked-up under braking for Club Corner early in the session. He was unable to get out of the resultant situation and finished up with the car severely dented against the sleepers although without personal hurt. However, he took no further part in the proceedings.

With only two cars about which to worry the Marlboro-BRM fortunes took a turn for the better and both Gethin and Beltoise put their cars on the front row of the grid with Fittipaldi. Gethin's best was 1 min. 18.7 sec., Beltoise's 0.1 sec. slower. Surtees and Revson were on row two with 1 min. 19.2 sec. while, on row three, were Hailwood (1 min. 19.4 sec.), Pescarolo (1 min. 19.7 sec.) and a space where Walker should have been thanks to a promising 1 min. 20.1 sec. recorded before the accident.

Ninth fastest was McRae with the Leda F5000, 0.1 sec. faster than fellow New Zealander Hulme, who was having the odd sorting out of his new McLaren. Brian Redman was next up at 1 min. 20.6 sec. in the old McLaren, showing he would still be welcome back to Formula One, while Hill lapped the all new Brabham in his very first outing at 1 min. 20.8 sec. Van Lennep, Rollinson, Cannon and the rest of the F5000 boys made up the grid.

Sunday turned out to be bitterly cold and miserable and in these conditions, it was surprising that even 35,000 spectators turned up at what is often one of the best attended meetings of the year. But at least they had a packed day's racing to watch with plenty of thrills and spills in the Formula Three and Formula Ford finals. When the flag dropped for the start of the International Trophy meeting, and the 22 cars roared off towards Copse, a little bit of history was made. Two Marlboro-sponsored BRMs took the lead, Beltoise in front of Gethin after a superb tyre-smoking start from the outside of the front rank. They were still there at the end of the first lap and also the end of the second but we all asked just how long could it last? Fittipaldi, in third place, was challenging hard and Hailwood, after an indifferent start, was also hot in pursuit. At the end of lap three Fittipaldi had split the BRMs but the game little Frenchman held him off until lap 7. Immediately he started to pull away and meanwhile Hailwood was now starting to challenge Beltoise. On lap 8 Gethin spun his chances away and never did recover fully, having dropped to tenth place.

By lap 14, Hailwood was right on Fittipaldi's tail, the former motorcycle champion pleasing the crowds with his somewhat hairy style in the Surtees. But passing the Brazilian was no easy matter and their nose-to-tail battle continued for ten laps until Hailwood slipped inside at Copse. Beltoise was still running third, not having lost very much distance but, nevertheless, had Surtees pressing him quite hard. Hulme was far from happy in fifth place and had Revson in tow, the American seeming as if he felt he should not pass his team leader. McRae was in seventh place enjoying quite a dice with Hill and Gethin. Further back the F5000s of Cannon, Pilette van Lennep and, until he crashed, Allen, were staging an exciting four-car battle. Incidentally Redman, was giving the race a miss, having flown off for practice at Monza.

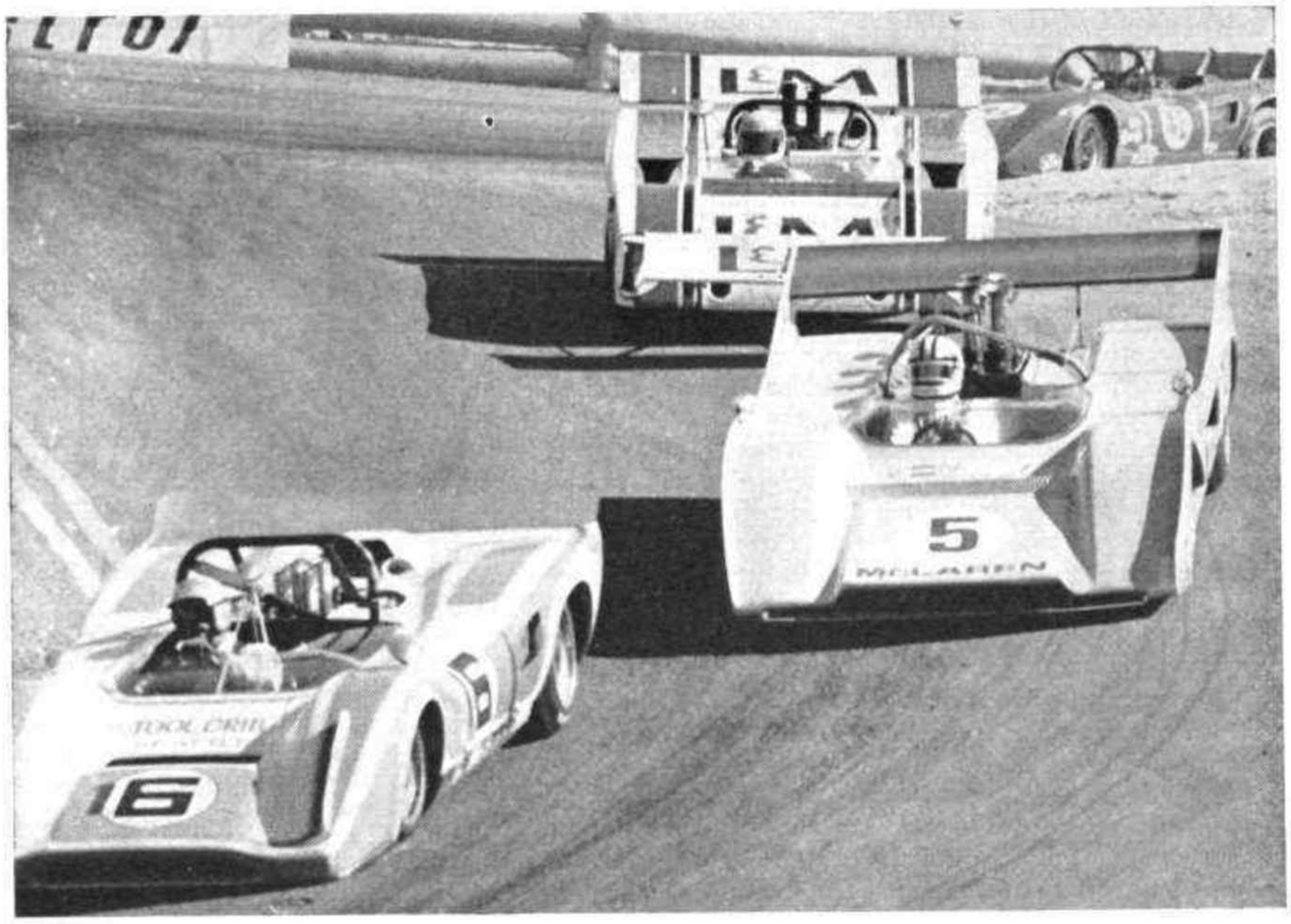
Hailwood's lead was somewhat short-lived for, almost immediately he passed Fittipaldi the car started to smoke slightly. On lap 30 this suddenly became a great trail and Hailwood brought the car into the pits to retire. The cap for the water system, just like a radiator cap, had disintegrated, the centre part holding the relief valve having broken away. Thus the car started to lose water and subsequently overheated with the resultant disaster.

The remaining ten laps saw Fittipaldi run into another non-championship victory although, in the closing stages, Beltoise started to close rapidly and, at the finish, was only 1.8 sec. behind. Into third place a further 9 sec. behind, was John Surtees while much further back were the two Yardley McLarens of Hulme and Revson.

Continued on page 634

AROUND AND ABOUT

Comment on the Racing and Club Scene



CAN-AM cars plunge down a dip at Laguna Seca, the California race track which will be visited by members of the World Motor Sport Tour.

World Motor Sport Tour

LAST MONTH we gave readers brief details of the around the World tour being offered exclusively to MOTOR SPORT readers by Worldmark Travel Ltd. Negotiations for this exciting trip were only just complete as we went to press and we now have further details available.

First, there is the fantastic 30-day itinerary which covers such varying countries as the USA and South Africa, Australia and Japan and plus Singapore and Hong Kong. As a world-wide sight-seeing trip we think there is little to compare, but added to this, we have managed to find some of the best motor races of the year and the good majority of them in the sun, too.

The party will leave London on Friday, October 6th, bound for New York on the 11 a.m. BOAC flight. This will give plenty of time to get up to Watkins Glen to catch the final practice session for the US Grand Prix. For those that don't know, "the Glen" is in the upper parts of New York State about 260 miles from New York itself. Watkins Glen is normally a little sleepy town lying on the banks of Lake Seneca, one of the Finger Lakes. But it really comes alive on race weekends and the Grand Prix is superbly promoted and run. For last year's event the circuit had been newly lengthened to 3.377 miles. The new extension certainly added a great deal to the character of the track and offers some of the best vantage points. Jacky Ickx set the record last year with 1 min. 43.37 sec. (117.495 m.p.h.). The Grand Prix usually has the biggest World Championship field of the season and pays the largest prize money, so both aspects usually make it one of the best rounds. This year, particularly, it also looks as if the World Championship could still be in the balance before the race.

The day after the race, the party will make its way back to New York for an afternoon flight to the other end of the United States—to California and the excitement of San Francisco. There is so much to do and see in the area that the rest of the week will be spent there. Trips will be organised, probably including one to Los Angeles, but also on the itinerary will be the chance to see two typically American forms of racing—drag racing and sprint cars. The exact meetings will be selected nearer the date when details of the entry are available.

However, the main sporting event of that weekend will be the penultimate round of the Canadian-American Championship at Laguna Seca. The Laguna Seca Raceway is some 120 miles south of San Francisco and nine miles from Monterey. It is a course of tremendous character, with its dips and dives, and certainly one of the most difficult tackled by the Can-Am circus. The last two rounds of the Can-Am always seem to attract the best entry of the competition and this year should be no exception. The works McLaren team of Denny Hulme and Jackie Stewart will, hopefully, be evenly matched by the works turbo-charged Porsche of Mark Donohue, which is being prepared and entered by the Roger Penske Organisation. Lola are also promising a new car for the series and hoping to name a top-line driver soon while Jack Oliver's Shadow could also be a challenge. The track is only 1.9 miles in length but offers some superb viewing.

On Tuesday, October 17th, the party will switch continents and cultures, for this is when the tour leaves the USA and flies to Toyko, crossing the International date line as it goes. There will be six days in the fascinating capital of Japan. Unfortunately there are no major international race meetings during the period of the stay but hopefully we can find a smaller event during the weekend. The main motoring part of the Japanese trip will be a factory visit. The Japanese industry is really thriving and you can see just why. The tour operators are presently in contact with Datsun.

On Tuesday, October 24th, the party moves on to Hong Kong and then, on Friday, October 27th, to Singapore. These stop-overs are primary sight-seeing visits and we feel that tour members will find plenty to explore in both these fascinating Eastern parts. On Monday, October 30th, there is another switch of Continent for the party will fly to Perth, Australia. There will be two days for sight-seeing before the party departs for South Africa and the final motoring event of the tour—the Kyalami 9-Hours. The Kyalami track is some 16 miles out of Johannesburg—on the road to Pretoria. The 9-Hours has long been a popular event, particularly for British competitors, mainly because of the hard work and attention to detail by promoter Alex Blignaut. The race is not in the World Manufacturers' Championship but often attracts the new contenders for the following year. Last year's Ferrari victory was a foretaste of the onslaught they have been making this year. Another fascination of the race is that it finishes in the dark. Because the race is on a Saturday it means the party will be back in London first thing on Monday morning November 6th.

There is no doubt that the World Motor Sport Tour will be a very full month but the itinerary has been drawn out so as not to be too tiring. Naturally there are some overnight flights but a comfortable bed will be available at the end of them.

The World Motor Sport Tour is being managed and run by Worldmark Travel Ltd, who have a wealth of experience in organising trips of this nature. It is their first motor racing tour but other world-wide trips they have successfully organised have catered for enthusiasts of golf, horse racing, yachting and there has even been a world-wide trip for rose-growing enthusiasts. A senior member of the firm will act as tour leader for the party while it is envisaged that a member of the staff of MOTOR SPORT will also be on the trip.

The retail price of the tour will be £780 and this includes all flights by scheduled services. First class hotel accommodation will be provided throughout, including continental breakfast and some other meals, and the cost of the tour will also include admission to the various events plus the usual airport taxes and so on.

Illustrated brochures are now available direct from Worldmark Travel at 10 Duke Street, London W1M 6DP (Tel. 01-486 1961). By the very nature of the Tour the numbers will be strictly limited so any-

one interested would be well advised to contact Worldmark as soon as possible.

New Fire Protection Systems

During practice for the International Trophy meeting last month the Graviner fire extinguisher people held a demonstration to show a new fire protection method. Unfortunately the demonstration was rather poorly organised for members of the public were allowed to crowd around the BRM which was being used and members of the press, ourselves included, were not able to view it properly.

Apparently, the new system introduces a second fire extinguisher which provides a two level protection capability, most single-seaters presently only have one. The engine is protected by a 2½ kg BCF filled high rate discharge extinguisher which can be actuated by either of two temperature sensors. Secondly, the cock-pit area is separately protected by a 5 kg BCF filled extinguisher located on the floor of the cockpit. This low-rate discharge extinguisher is actuated by two temperature sensors or a manual over-ride which has switches both on the dashboard and outside the car. The switches also actuate the Graviner "Life Support" system which consists of a supply of compressed air, piped into the driver's full face helmet, which according to the press release "has been specially sealed to reduce the escape of air". Quite how the chap breathes if there isn't a fire or how the helmet is sealed was not explained.

While we commend Graviner for their interest we feel this is attacking the problem from the wrong end. How much better if the cars were made safer so that they did not explode in a ball of flame on crashing. We understand that some new tanks, which have been developed in the USA by Uniroyal, have proved to be a great stride forward and look forward to more details.

New Racing Drivers' Association

Attempts to form associations for the non-full time professional racing driver, for the club driver and the like have come and gone with monotonous regularity over the last few years. Now, however, it looks as if a serious attempt may get off the ground. The British Racing Drivers Club have announced the formation of a new Association for British racing drivers under their aegis and guidance. Membership will be open to all holders of current international, national and restricted licences issued by the RAC.

The basic object of the Association will be to represent the interests of its members to the various committees and organisations concerned with motor racing. Negotiations are also in hand to provide personal accident insurance.

The Association will be administered initially from the offices of the BRDC, 9 Down Street, London W1. The Secretary will be Anthony Salmon who is, at present, preparing the rules and details of membership application.

Pit Stops

● Our recent article on Group Racing Developments Ltd in the "They Make Racing Cars" series has caused some embarrassment to Griston Engineering Ltd. We said that Griston Engineering is owned by Mike Warner, the former Lotus Racing managing director, which is incorrect. Incidentally we also said that the GRD Formula Three raced by Pierre-Francois Rousellot is sponsored by Gauloises. Wrong French brand—it should have been Gitanes.

● Dr. Tony Goodwin has found an unusual sponsor for his Dulon-FVA sportscar which he is racing in several long-distance classics this year. The sponsor is ASH (Action on Smoking and Health Ltd), the organisation run by Dr. John Dunwoody which has been opposing sport sponsorship, including motor racing, by tobacco companies. Needless to say Dr. Goodwin is a non-smoker but for that matter so is Emerson Fittipaldi, number one driver for John Player-Team Lotus.

● The British branch of the Kleber tyre company have announced details of a new scholarship for rally drivers which is being run in association with the BBC Wheelbase motoring programme with a tremendous first prize. The scholarship will be awarded to the most promising rally driver selected by a panel of expert judges. He or she must be British and under 30. The judges will select their choice from studying performances in four major rallies. The winner will receive a fully works prepared Escort RS1600, a grant of £2,000 to assist the winner's entry in four major rallies and up to £500 of spares.

● The Intertech Development Ltd steering wheel people are sponsoring two racing cars this season. One is the Chevron B21, being driven by Trevor Twaites, and the other is a Group 2 Escort GT being raced by Paul Ridgway.

● Car and motor cycle enthusiasts in many parts of the country should soon be able to go into their local travel agency or car accessory shop to buy tickets for race meetings at any tracks operated by Motor Circuit Developments. Airline type tickets, which are filled in by the issuer for the appropriate race meetings, are presently being distributed to the growing list of agents who are paid a commission. Tickets will still be available at the gate, of course, although prior bookings could save queueing.

INTERNATIONAL TROPHY RACE—continued from page 632

Peter Gethin finished sixth just ahead of Hill while McRae had an excursion onto the grass, three laps from the end, but was still the winner of F5000 class and the last person not lapped. Van Lennep was ninth ahead of Cannon and Pilette with the remaining four F5000 runners dragging their heels somewhat.

After the race it was discovered that Fittipaldi finished with a broken radius rod, exactly the same fault that put him out of the Argentine GP. Some would have you believe that this was the reason that Hailwood was able to pass him although, it seems more likely that the part did not break until the closing three or four laps when Beltoise caught up such a considerable distance. Whatever, it was Hailwood who recorded a new lap record of 1 min. 18.8 sec. while McRae set a new F5000 record at the impressive figure of 1 min. 19.6 sec.

The meeting was very well supported and sponsored by the giant GKN industrial concern who help motor racing in so many ways and particularly the Vandervell section of the group. It was therefore disappointing that the late Mr. Vandervell's son, Colin, retired his Ensign from the F3 final early on while lying second. However the race provided Roger Williamson, now switched from a March to a GRD, with a convincing win and the first major victory for the new Norfolk firm, although the Marches of Jochen Mass and Bob Evans took the next two places at the head of a hectic slipstreaming bunch. Almost a third of the field retired either because of, or resulting from, accidents. The story was much the same in Formula Ford in which works Titan driver Derek Lawrence was in the right place to lead a big slipstreaming bunch across the line on the last and vital lap.

Further fun was provided by another round of the Wiggins Teape Paper Chase saloon car championship. This provided Frank Gardner with an easy win in the older of the two Chevrolet Camaros that the SCA Freight team has, while Brian Muir was second in Wiggins Teape Ford Capri RS. Dave Matthews was third in the Broadspeed Escort RS followed by the usual hoard of Camaros, Escorts, *et al.*

In the second round of the JCB Historic Car race there were no less than 33 starters and all but four of them finished. They provided a first class spectacle with Willie Green in Anthony Bamford's Maserati Tipo 61 Birdcage holding off the similar long-tailed Tipo 61 of Hexagon of Highgate by Nick Faure. In the early stages Neil Corner, in his Maserati 250F, passed Green but later dropped back to take fifth place overall but still win the Racing Car category. In the under 2-litre sports car class victory went to Peter van Rosem's Lotus-Bristol after a spirited dice with Chris Drake's similar machine. Green and Faure were both credited with a new historic sports car record of 1 min. 46.8 sec. (100.07 m.p.h.). Green now leads the JCB Championship.

Further nostalgia was provided by Stirling Moss who did three demonstration laps in the same Vanwall that Tony Brooks drove last year. Unfortunately Moss's father had died the previous day so he did not provide the fireworks that some expected. Nevertheless it was fantastic to see the famous combination again. The International Trophy meeting continues to be one that, on leaving, almost every spectator can say that they had a good day.—A.R.M.

Results:

GKN/DAILY EXPRESS 24th INTERNATIONAL TROPHY—Silverstone—Formula One and Formula 5000—40 laps—187.31 kilometres

1st	E. Fittipaldi (Lotus 72D-Cosworth V8) ..	53 min. 17.8 sec.—212.12 k.p.h.
2nd	J-P. Beltoise (BRM P160—V12)	53 min. 19.6 sec.
3rd	J. Surtees (Surtees TS9B-Cosworth V8) ..	53 min. 28.6 sec.
4th	D. Hulme (McLaren M19C-Cosworth V8) ..	53 min. 59.3 sec.
5th	P. Revson (McLaren M19A-Cosworth V8) ..	54 min. 01.1 sec.
6th	P. Gethin (BRM P160—V12)	54 min. 11.3 sec.
7th	G. Hill (Brabham BT37-Cosworth V8) ..	54 min. 15.0 sec.
8th	G. McRae (Leda T27-Chevrolet V8)	54 min. 30.1 sec.*
9th	G. van Lennep (Surtees TS11-Chevrolet V8)	39 laps*
10th	J. Cannon (March 725-Rover V8)	39 laps*
11th	T. Pilette (McLaren M18-Chevrolet V8) ..	39 laps*
12th	S. Tompson (Surtees TS8-Chevrolet V8) ..	38 laps*
13th	C. Santo (McLaren M10B-Chevrolet V8) ..	37 laps*
14th	D. Prophet (McLaren M10B-Chevrolet V8) ..	34 laps*
15th	A. Rollinson (Lola T300-Chevrolet V8) ..	33 laps*

* F5000 Class.

Fastest Lap : S. M. B. Hailwood (Surtees TS9B-Cosworth V8), 1 min. 18.8 sec.—215.20 k.p.h. (*outright lap record*).

Fastest F5000 Lap : G. McRae (Leda T27-Chevrolet V8), 1 min. 19.6 sec.—213.04 k.p.h. (*F5000 record*).

MOROCCO RALLY

GENERAL CLASSIFICATION

1st :	S. Lampinen/S. Andreasson (Lancia Fulvia HF) ..	19 hr. 42 min. 01 sec.
2nd :	R. Neyret/J. Terramorsi (Citroen DS21)	20 hr. 14 min. 31 sec.
3rd :	R. Ponnelle/P. de Serpos (Citroen DS21)	20 hr. 28 min. 39 sec.
4th :	"Dupre"/"Le Tahitien" (Renault 16TS)	24 hr. 49 min. 50 sec.
5th :	C. Bacchy/R. Puigssegur (Peugeot 404)	27 hr. 04 min. 20 sec.
6th :	C. Trautmann/M-O. Desvignes (Renault 16TS) ..	28 hr. 19 min. 39 sec.

52 *starters* — 6 *finishers.*

THE ROUGHEST rally ever to grace the International Championship for Makes took place during the last week of April on the rocky desert tracks and wild mountain roads of Morocco. Four factories were represented by proper works entries, three of them French and one Italian. The Italian car, for there was but one, emerged the victor, Simo Lampinen and Sölve Andreasson defeating the teams of Peugeot, Citroën and Alpine in their Lancia Fulvia HF.

Although the Morocco Rally was revived and given International status as long ago as 1968, there were several people in Morocco who considered that the event was being "discovered" for the first time this year. Their enthusiasm for this tough, well-organised, car-consuming event in North-West Africa was understandable, but they didn't seem to appreciate that the event had been held on four previous occasions just as successfully.

Since it began, the Morocco Rally has always attracted top drivers from France, the link between the two countries being obvious. Indeed, it made such an impressive showing in its first year that in 1969 three British crews decided to go along to see what this difficult event, partly in the desert and partly in the mountains, was like. But it wasn't until this year that drivers from Scandinavia and Britain were engaged professionally to drive factory cars in Morocco, which is perhaps the reason 1972 was considered by some to be "the year of discovery".

Prior to 1972, the event has been won once by a Renault and three times by Citroëns, the latter company considering the Morocco Rally as the number one on its list of priorities. Citroën has always put a major effort into its assault in Morocco, with Renault following very closely behind. This year the Peugeot factory also decided to put up a team, though it was somewhat half-heartedly disguised, at least on paper, as a private venture by Jean Guichet of Marseille who drove one of the cars and in whose name the other three were entered.

Sheer speed has never been the sole ingredient for success in Morocco, for some of the roads are so terribly rough that strength and durability are equally, if not more, important. This perhaps explains the success of Citroëns in past years, for the big French cars cannot be considered agile by any standards, yet they are strong enough to remain unbroken over terrain which pounds lighter cars to pieces.

This year the 4,000-kilometre rally started as usual in Rabat, ran through two days to the first night stop at Marrakesh, restarted for another leg to the desert town of Ouarzazat, then restarted for the final leg to Casablanca.

For the first day and night the rally remained on the tarmac roads of Northern Morocco, but at dawn on the second day it struck out southwards for the winding roads of the Atlas Mountains and the incredibly rough desert tracks through the arid scrublands on the northern fringe of the Sahara.

It was difficult country to say the least, yet the organisers retained complete control over every situation and maintained such an efficient communications network throughout the event that up-to-date interim positions were available for competitors and team managers at every time control. This is an important point in long-distance rallies, for a tactical reduction in speed can often mean the difference between finishing and retiring, and such tactics cannot be employed with confidence unless one knows the exact extent of one's lead.

Four works Peugeot 504s, three Citroën SMs and three DS21s, and a trio of Alpine-Renaults backed by an R12 Gordini and a few R16TSs represented the biggest onslaught by French manufacturers on a rally for some time. What is more, Peugeot had engaged Mikkola, Fall, Chasseuil and Guichet, Citroën had Waldegård, Aaltonen, Deschazeaux (last year's winner), Neyret (winner in 1969 and 1970), Bochnicek and Romaozinho, and Alpine Andersson, Nicolas (winner in 1968) and Thèrier.

These strong teams from France were faced by a single works entry from another country—the solitary Lancia Fulvia HF entered by the factory for Simo Lampinen and Sölve Andreasson. For the first time, the rally was a qualifier in the European Rally Championship for Makes, and the Italian team was represented in Morocco solely because there was a chance of scoring Championship points. After all, Lancia had won the Monte Carlo Rally, and they couldn't let Porsche stay at the head of the table for too long with points scored only from three second places.

The Citroëns and the Peugeots were relying on strength rather than speed, and the Alpines were well protected by a complete underbody skid-plate which extended to curl up beneath the door sills. The Lancia, too, had been built with reliability and shock-resistance in mind and it gave no serious trouble at all during the rally, a feat which also reflects the intelligent driving of Lampinen. But of the French factory cars only one DS21 finished, that of Neyret which took second place to the winning Lancia.

The Peugeots suffered from weak engine mountings which allowed their fans to come into drilling contact with their radiators on rough roads; the Citroën SMs were weak on the transmission side, with Aaltonen losing first his clutch then his gearbox and Waldegård his differential. The Alpines dropped out when Nicolas lost first a rear wheel then a front wheel, Andersson lost his water and cooked his engine, and Thèrier simply ran out of tyres.

Tyres were of special importance in this event, for some special stages were over 200 kilometres long, and the chances of a car being driven fast on rough roads for such distances without collecting punctures are pretty remote. Indeed, two spare wheels were hardly enough on some tests, and the works teams were setting up dumps of tyres, fuel and spares in mid-stage, and using aircraft to patrol the tracks themselves to watch the progress of their cars. After running out of tyres on one particularly long test, Thèrier was eventually rescued—though too late—when spare wheels dropped from the sky at his feet, courtesy of his low-flying service aircraft.

The three French teams were using Michelin Noras, chunky-treaded tyres which seemed to provide excellent grip on the loose and yet have treads which did not tear themselves off the tyres when being driven at high speed on hot tarmac roads, as many tyres did in the Safari. But they were by no means as puncture resistant as the Pirellis used by the Lancia. At Ouarzazat, well after three-quarter distance, Lampinen remarked that he had not had a single puncture, and on gravelly tarmac, loose shale, sharp rocks and the many stony crossings of dried river beds, that was something of an achievement.

After the first three qualifiers of the year it looked as though Porsche were about to do one of their usual "winning without really trying" for three second places brought them more points in the Constructors' Rally Championship than any of the three winning makes. But in Morocco Lancia added 20 to their existing 32 (scored in Monte Carlo and Sweden), putting them ahead of the German make which has 45 to its credit.

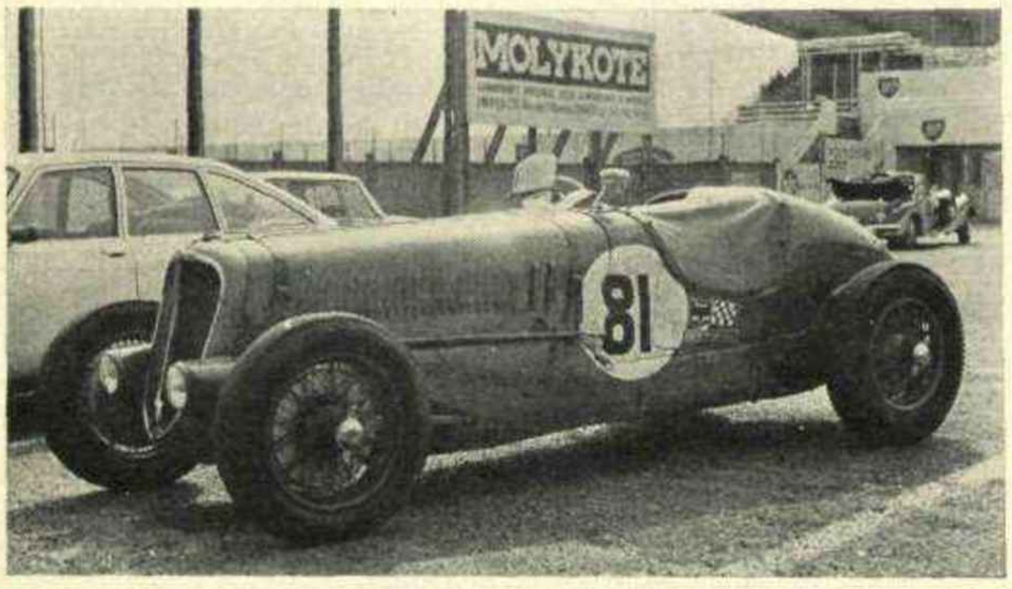
Whilst rallies in the more populated countries labour under difficulties caused by traffic increase and the general spread of development, events such as the Morocco Rally have an almost guaranteed future—particularly if they continue to be as well organised. This year the event attracted only 52 starters, but that low figure was the result of local private entrants being somewhat over-awed by the news that so many foreign professionals were to come. May they take heart from the very high retirement rate among factory drivers this year and turn up in greater numbers in 1973, accompanied by overseas privateers, for this superb event. There are very few rallies which, by their very nature, are also exciting adventures; the Morocco Rally is one of them.—G.P.

"THE RALLY HANDBOOK"

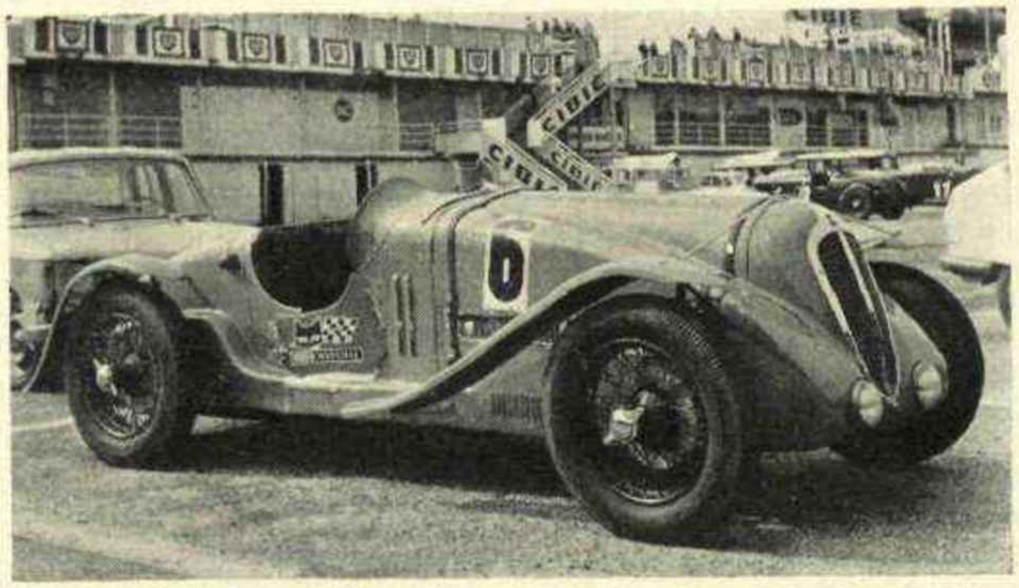
PUBLISHED by Batsford in May was a comprehensive work by Richard Hudson-Evans entitled "The Rally Handbook". It does just as the title suggests, explaining in detail the building of a rally car, driving it, navigating it, servicing it and dealing with all the paperwork. Even the rally organiser's job is discussed. Hudson-Evans, presently a reporter on ITV's Drive-in programme, is an amateur rally driver of many years' experience and the countless practical hints in his book stem from personal experience in the workshop and on cold, wet nights on bleak Welsh mountainsides. An extremely worthwhile manual for the shelves of any beginner to the sport, and one which would doubtless provide a few tips even for the experienced. It runs to 206 pages, is adequately illustrated and costs £2.20.—G.P.

FRENCH VINTAGE

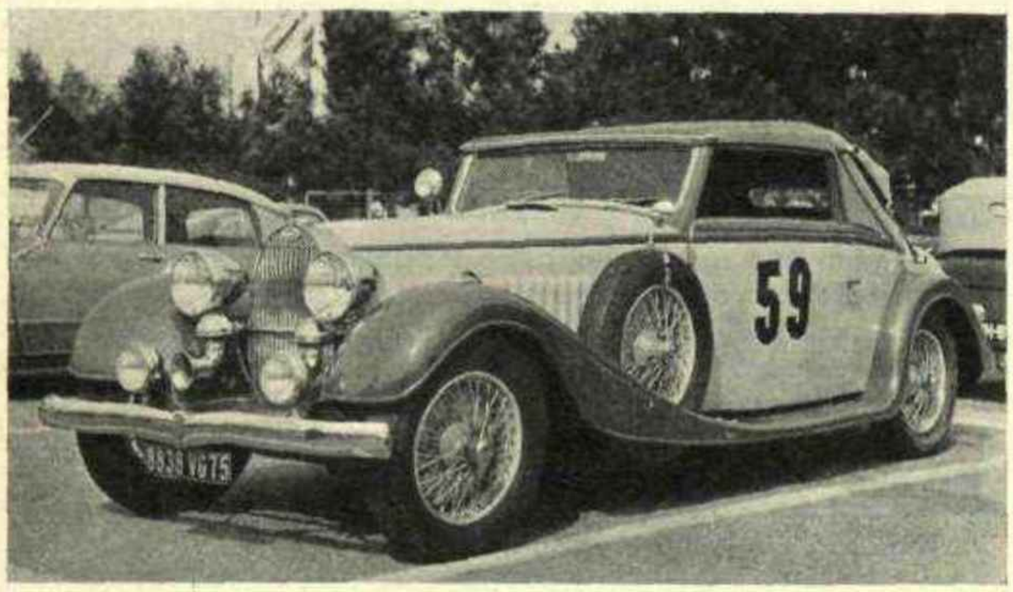
LOOKING in on a French vintage car meeting recently the vehicles illustrated below caught our eye as being interesting, rare, unusual or just pleasant.



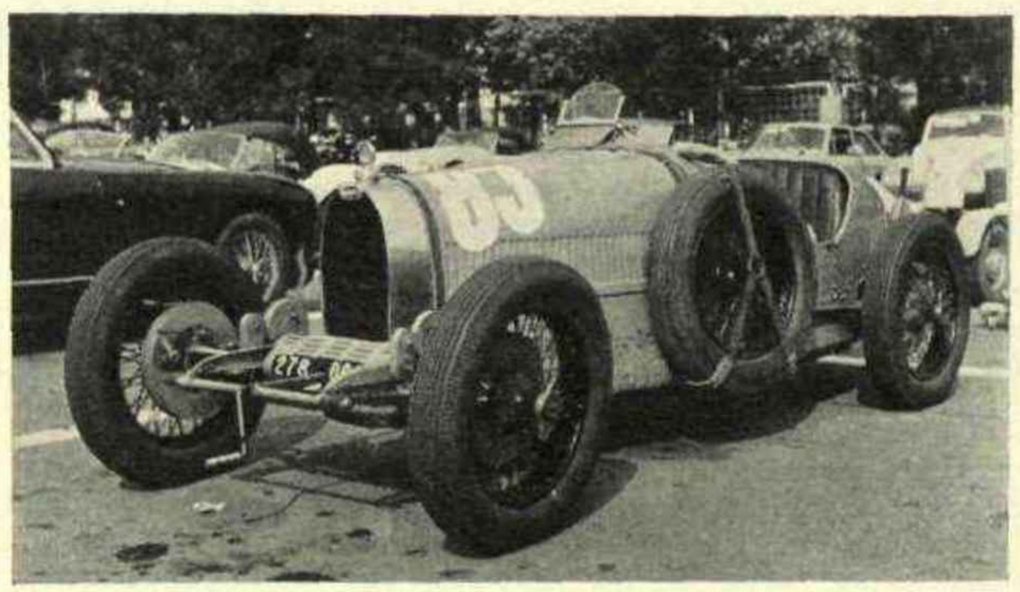
Type 135M Delahaye Competition model, 3½-litre push-rod six-cylinder with Cotal electric gearbox. IFS by transverse leaf-spring.



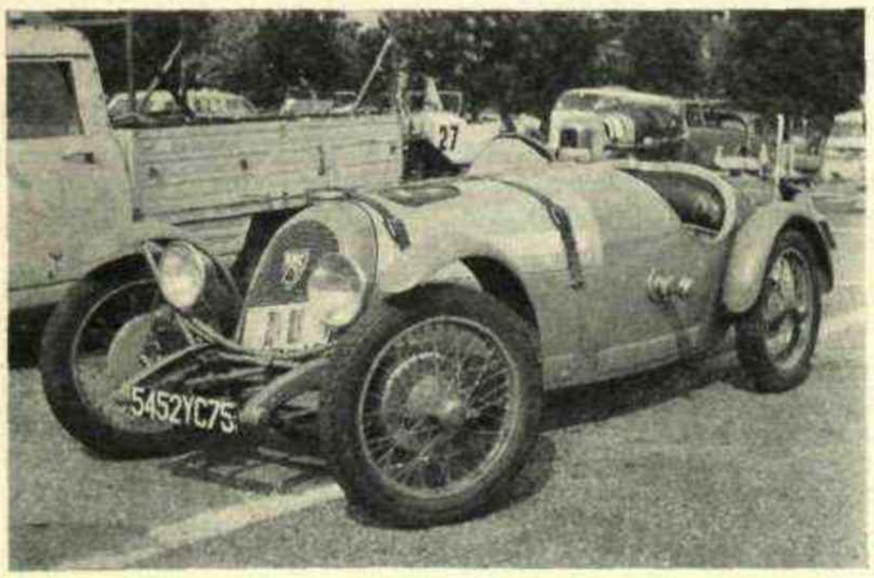
Le Mans Amilcar 1937 four-cylinder 2-litre. The mudguards had slots in them to enable the driver to watch for tyre wear.



Type 57C Bugatti straight-eight twin-cam supercharged 3.3-litre in perfect condition.



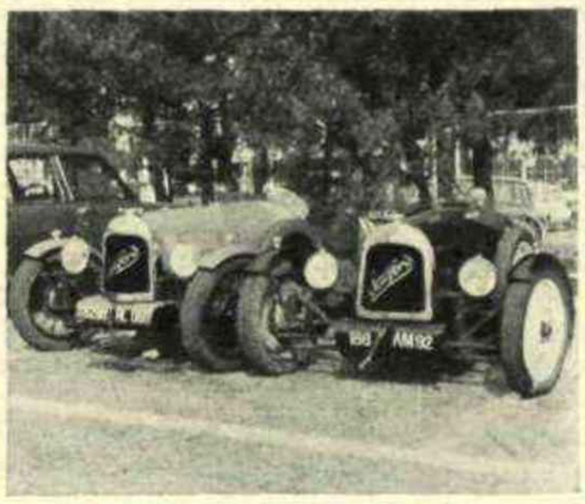
There had to be a Grand Prix Bugatti. This one is a Type 35 Modifie or Imitation. Two-litre straight-eight single-cam with plain 3-bearing crankshaft.



Typical of the French small-car industry in the vintage years is this 1,100-c.c. SCAP-engined BNC.



Single-seater Darmont-Special in use on the road. French derivative of Morgan.



A pair of four-cylinder Sandford three-wheelers. Civilised Morgans.



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MONZA 1000 Kms. JACKY ICKX recorded his fourth consecutive World Championship Sports Car victory at the Monza 1000 kms., but this time with Clay Regazzoni as his co-driver. For the high-speed Italian track a longer tail was fitted to the Ferrari 312P, pictured here flashing out of the *Curve Grande* and throwing up a great plume of spray.





IT JUST RAINED and rained and rained at Monza, as our photographs show. Above left, the Mario Casoni/"Pooky" De Tomaso Pantera, which actually led the race, makes a routine stop. Right, the second-placed Porsche 908/3 of Reinhold Jöst almost obliterates Tim Schenken's Ferrari 312P with a ball of spray. The Jöst car, co-driven by little known Gerhard Schuller, led the race for a considerable distance. Below, our photographer caught this amazing sequence of Carlo Facetti spinning in the Osella Abarth 2-litre, which had won the Vallelunga European 2-litre Championship race two days before in the hands of Toine Hezemans. The camera's powerdrive shot the sequence in just over a second. Following the damage caused in the incident the Abarth was retired.



It's taken motoring years ahead.

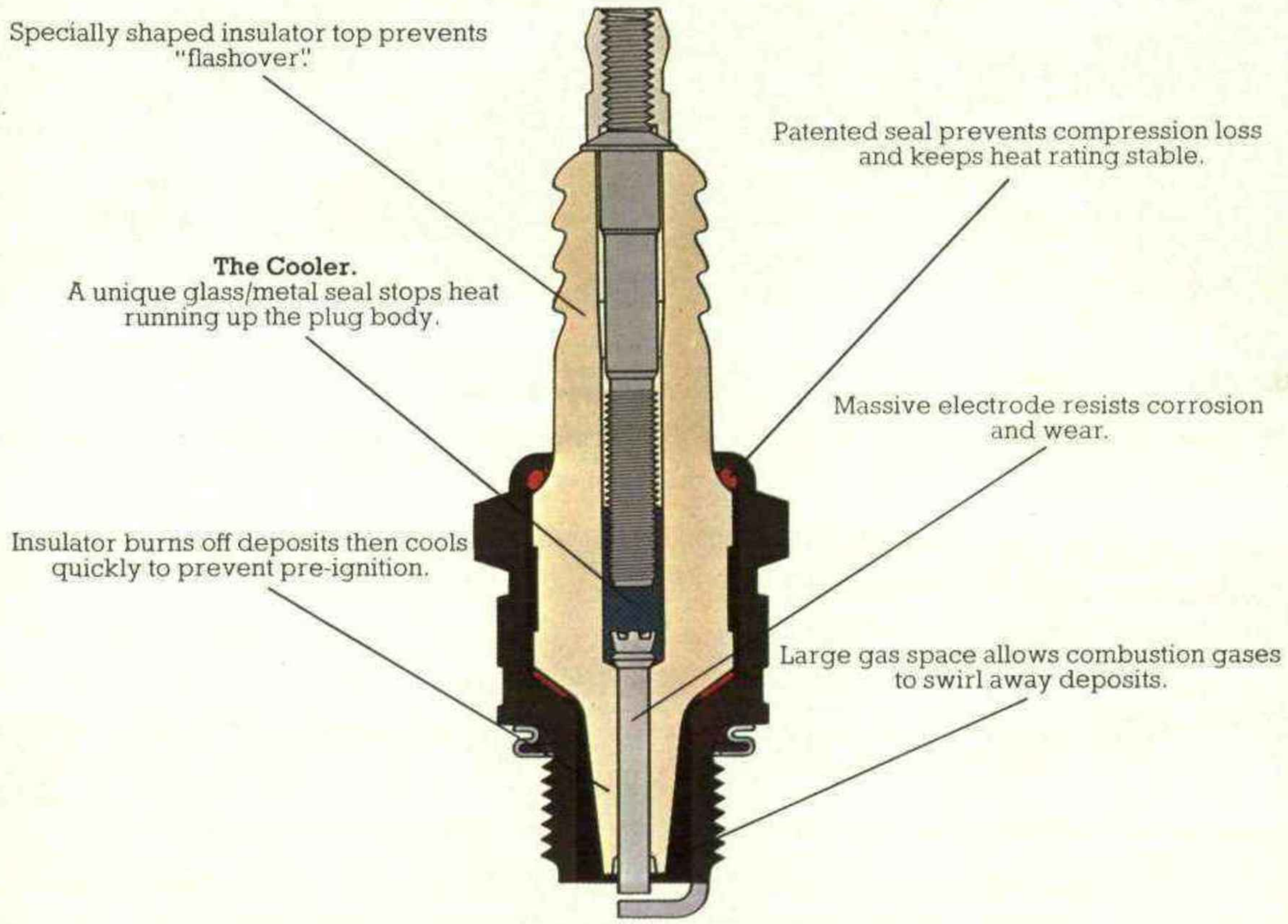
Severn Bridge by Associated British Bridge Builders. Rover by British Leyland.

BRITISH LEYLAND Rover

MOROCCO RALLY

THUNDERSTORMS BEFORE the start of the Morocco Rally threatened to transform the event into a battle against floods, mud and shifting sands, but the weather changed abruptly for the better so that conditions were largely dry, dusty and rocky. There were a few river crossings which had not dried up and the top pictures show Aaltonen taking his Citroen SM through a wide ford whilst Waldegard (Citroen SM) and Mikkola (Peugeot 504) await their turn. The centre picture shows the effects of a falling boulder on a Mercedes entered by the Paris importer and the bottom picture is of winners Lampinen and Andreasson taking their Lancia cautiously through the water as an elderly gentleman goes unconcernedly about his business.

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SPANISH GRAND PRIX

SURPRISE PERFORMANCE of the race came from the Italian driver Andrea de Adamich, who finished fourth in his Italian-sponsored Surtees TS9B. It was the first time he had ever scored World Championship points. In the closing stages he held off a strong challenge from Peter Revson (McLaren M19) and Carlos Pace (March 711) as pictured above.

AMERICAN Peter Revson driving McLaren No 20 again scored World Championship points. He finished fifth after finding his Goodyear tyres rather unsatisfactory. Pictured (below left) he leads a bunch in the early stages. Rolf Stommelen was the surprise of first practice in the re-painted Eifelland which looked very much smarter in blue and white. But he crashed early in the race





THREE BRAZILIAN drivers finished in the first seven at Jarama. Into sixth place, and scoring his first ever World Championship point, was Carlos Pace in the Frank Williams Racing Team March 711. After a slow start he made excellent progress up the lap chart and is pictured above leading Mike Hailwood (Surtees TS9B), the BRM P160 of Howden Ganley and Dave Walker in the second John Player Lotus 72. On the winner's rostrum are Emerson Fittipaldi (centre) flanked by Ferrari drivers Clay Regazzoni, acknowledging the waves of the crowd, and Jacky Ickx. Below—Ickx, in his Ferrari, is shown leading Peter Gethin who gave BRM's new P180 model its first race. At present there are problems with the new rear-radiator car and Gethin retired with engine failure when near the back of the field. In the stage when a quick shower dampened the circuit Ickx challenged Fittipaldi hard for the lead but finally had to be content with a well-deserved second place.







SILVERSTONE INTERNATIONAL

THE GKN-SPONSORED meeting had plenty to warm the hearts of the cold fans. The start of the Trophy race was particularly spectacular with the two Marlboro BRMs tyre-smoking off the line and immediately into the lead. On the outside is Beltoise, in the centre is Gethin, while Fittipaldi is left behind in the JPS Lotus 72. On the left, our overhead photo-graph shows Gethin with Fittipaldi in his slipstream, while Pescarolo follows in the Frank Williams March. Car No. 11 is the brand new Brabham BT37 driven by Graham Hill, which was making its *debut* in this event. Hill finally finished in seventh place in the totally unsorted car which did not turn a wheel until the second day of practice. The JCB Championship supporting race for Historic Sports and Racing cars provided plenty of entertainment, with Willie Green in the yellow Maserati Tipo 61 contesting the lead with Neil Corner's Maserati 250F. Corner later ran into gearbox trouble and Green won and moved into the overall Championship lead.



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MGB GT

SPA 1000 KMS

THIRD PLACE DUEL.—Although less at home on the Spa circuit than his Ferrari team-mates, Schenken started the race and was soon harried by Larrousse in a Lola T280. The Frenchman moved ahead on the eighth lap, but was later delayed by tyre and brake trouble.

FOURTH WIN.—Redman won the Spa 1000 Kms for the fourth time in his career, though it was the first time he has succeeded as a number one team driver. An uncompetitive drive by Merzario, who shared the car, would have lost the race had the Ickx/Regazzoni Ferrari not lost ground due to a puncture. This photograph was taken at Les Combes, a difficult left-hander soon after the pits.

CHEVRON THIRD.—The Bolton, Lancashire company earned its best World Championship placing with the Red Rose/Tergal B21 ably driven by Hine and Bridges.

GT SUCCESS.—De Tomaso Panteras have become strong runners in the Grand Touring category, winning at Monza and again at Spa. This Pantera driven by Jacquemin/Deprez was seventh overall.

GULF-MIRAGE IMPROVES.—The first two outings for the new prototype from John Wyer's factory at Slough were disappointing, but at Spa the Gulf-Mirage finished fourth overall despite a delay caused by throttle linkage trouble. Drivers Bell and van Lennep reported that suspension problems have been overcome, partly by fitting a larger wing across the tail.





VSCC APRIL SILVERSTONE ALL THE WINNERS: All-Comers, A. Cottam (Connaught No. 7); Itala Trophy, D. Llewellyn (Bentley No. 29).



C. Clifford (Riley V8, No. 49).



G. Palmer (Targa Florio Mercedes, No. 131)



C. Gunn (PB MG Midget, No. 95)

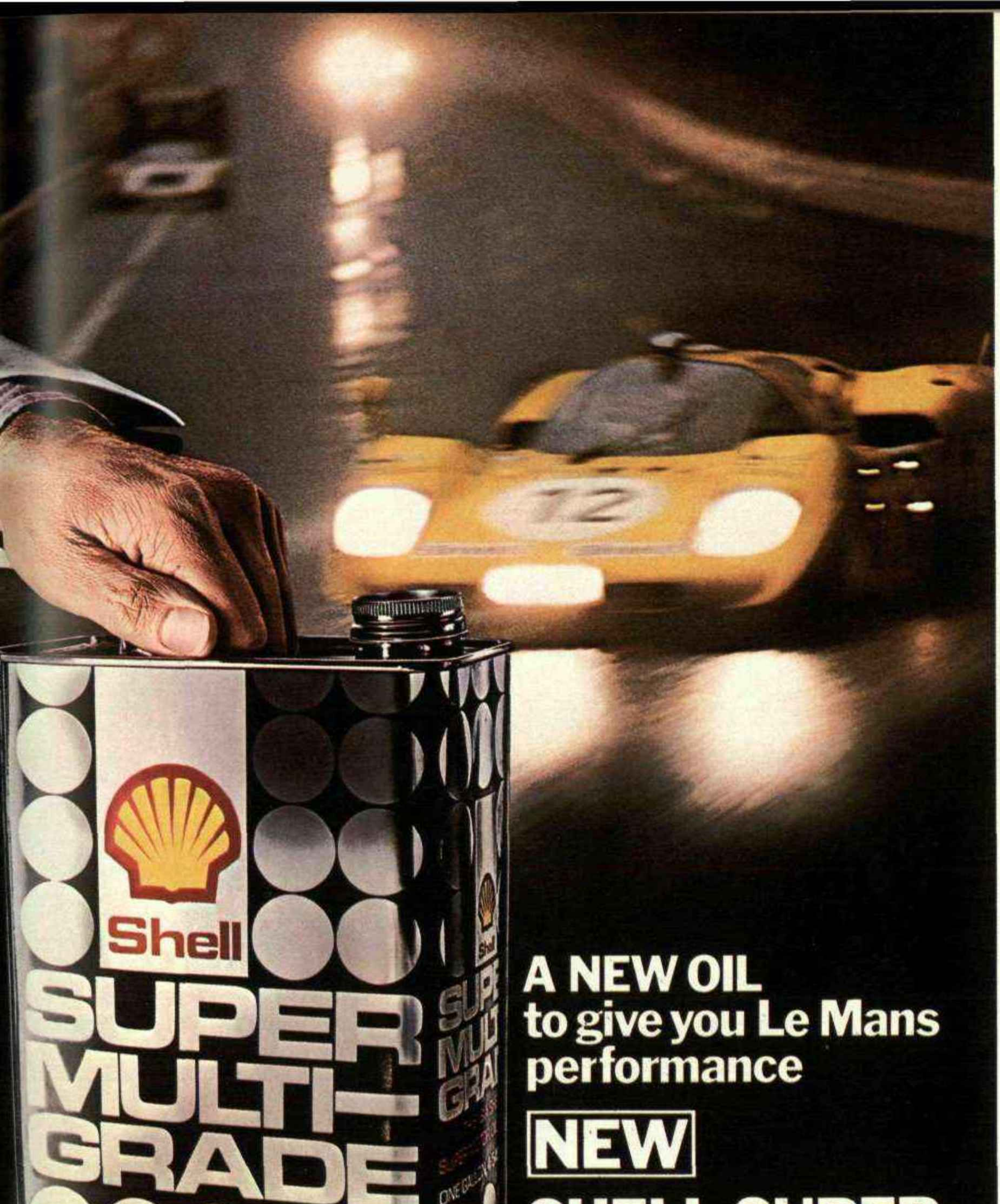


D. Whittaker (Chrysler, No. 123).

W. Stephenson (Frazer Nash, No. 75). Duel for second place—Bergel and Millar (Maseratis, Nos. 4 and 5) in the All-Comers Race.







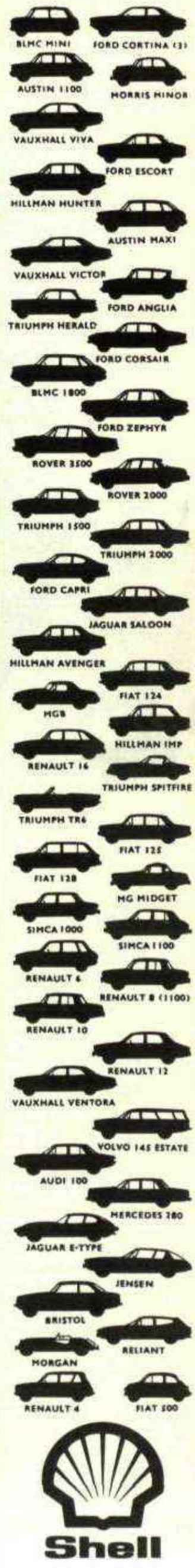
A NEW OIL to give you Le Mans performance

NEW

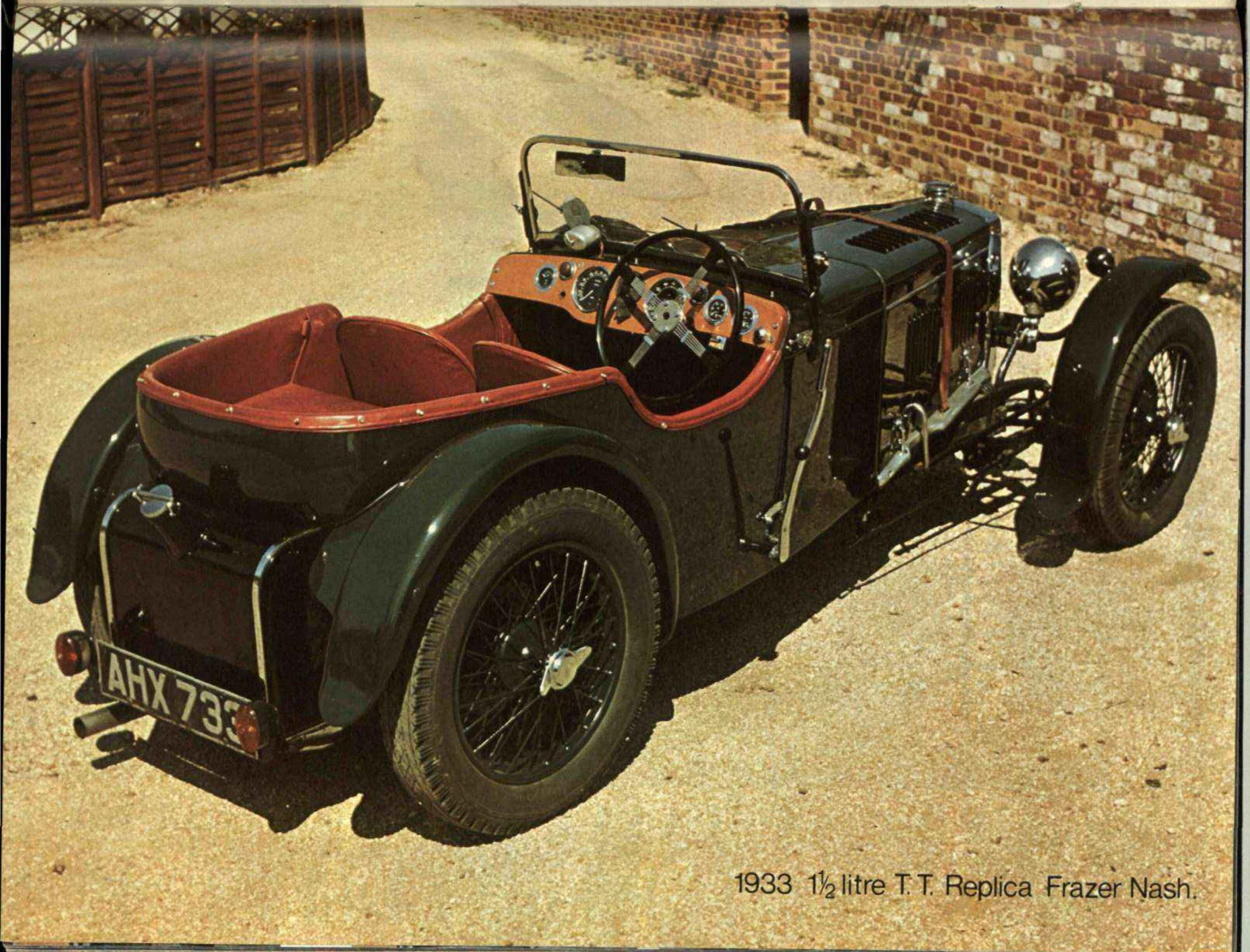
SHELL SUPER MULTIGRADE

Shell's outstanding oil record at Le Mans–
10 victories out of the last 12...
27 victories out of 35
1927-1934 · 1937 · 1939 · 1949-1951
1953-1955 · 1958 · 1960-1967 · 1970-1971

Exceeds the requirements of leading motor manufacturers



Shell



1933 1½ litre T.T. Replica Frazer Nash.

BOOK REVIEWS

"Flying Between the Wars", by Allen Wheeler. 199 pp. 9½" × 6" (*G. T. Foulis & Co., 50a, Bell Street, Henley-on-Thames, Oxfordshire.* £3.85)

I have remarked before, in these Book Review columns, that books about flying between the wars, especially in the RAF, have been all too few. Now Air Commodore Wheeler, well known to those who support the excellent work of the Shuttleworth Trust or who go to the cinema to see the better aviation films, has written not only a most absorbing account of this period but about the best book of its kind yet published.

The setting is flying with the Royal Air Force from 1925 to 1929, at a time when there was little enthusiasm on the part of politicians or public for this diminished fighting service but plenty on the part of young men such as P/O Wheeler. The atmosphere of life in the peace-time RAF is captured absolutely splendidly—not only from the viewpoint of the aeroplanes of those days but of day-to-day life in the Air Force, the organisational structure, the relaxation, the Court Martials, all as seen by one particular recruit, recounted in an entirely fascinating chronological story.

The technique of flying all the aeroplanes he encountered as pupil and pilot is covered in considerable detail but not, as I rather feared from his earlier books, merely as "pilot's notes" sort of descriptions. Instead, Wheeler makes you feel you are in turn walking out and climbing into each cockpit with him, first to make an exploratory flight, then to try out the most advanced aerobatics the aeroplanes can stand. Thus, in the most pleasurable reading imaginable, you get to know the Avro 504K, the Sopwith Snipe, the AW Siskin, the Gloster Grebe, the Bristol Fighter, etc., and those brand-new Army Co-Op machines, the Vickers Vespa, AW Atlas, DH Hyena and Bristol Boarhound, which the author tested while at Manston.

This is excellent stuff in itself but there is much more; each chapter is more enjoyable than the previous one, if that is possible. The night-flying, so primitive in 1927, the beginnings of parachuting from wing platforms on Vickers Vimys, taking part in the 1927 RAF Display in a Siskin and the King's Cup Race in a 1917 SE5a, buying and flying his own SE5a, trying out a DH 53 light plane and his own ANEC powered with an ABC car engine, it is all here, capturing exactly the atmosphere and spirit of those far-away times. Life at RAF Digby, Duxford, Henlow and Manston, as seen by a junior officer destined to rise to high rank (although he modestly does not use his rank as an author), is equally well described, in this unique book, which I read from cover to cover in one afternoon, reluctant to break off for meals.

This is not a book for aviation fanatics alone—it will please all those who like recapturing the wild, carefree, "different" days of long ago. In these pages you can almost smell the burnt castor-oil, make the forced landings, beat up the houses of girl-friends yourself (survive the consequent crash), and face the consequences . . .

Wheeler refers in passing to his 1921 Riley two-seater, a later ABC motorcycle and a 1911 Rolls-Royce Silver Ghost sold for £40 when the author was posted to Baghdad in 1929—at a *loss* of £25. But this is as much a book for all those who are vintage minded as for vintage car enthusiasts. I hope Air Commodore Wheeler intends to continue this splendid autobiography, in one or more additional volumes, taking us with him on his flying experiences up to 1939, or even through the war years to the present day, for he is still associated intimately with interesting aeroplanes (I *wish* people wouldn't call them "aircraft", still worse "airplanes") and exciting flying. I suggest that all of you who enjoy this book write to him, as I have done, to ensure that we soon get more of the same heady medicine!

"Flying Between the Wars" is so utterly enthralling that a few printing errors and a cursory index can be overlooked. The rather anaemic illustrations, some official pictures, others personal, a few of old aeroplanes in modern times, are adequate. There is a Foreword by Marshal of the Royal Air Force, Sir Charles Elworthy, G.C.B., C.B.E., D.S.O., M.V.O., A.F.C., who tends to excuse A/C Wheeler's apparent irresponsibilities when he was a junior officer and remarks that this sort of thing cannot be tolerated today, when the "aircraft strapped to their backsides" costs £2,000,000 instead of £2,000—which is just another reason why Allen Wheeler's reminiscences are so nostalgic.—W.B.

"The Great Road Races—1894-1914", by Henry Serrano Villard. 248 pp. 8¾" × 5½" (*Arthur Barker, 5, Winsley Street, London, W1.* £2.00)

Most of the races covered by this book have been described previously and in greater detail by Gerald Rose, Tim Nicholson, Lord Montagu, etc., but its value lies in the fact that its American author includes the Vanderbilt Cup Races of 1904 and 1905 and the Savannah races of 1910 to 1912, which are not normally documented in this country.

I began to read the chapter on the Vanderbilt Cup, by this writer who was present at Sheepshead Bay in 1915 (when, he tells us in his Preface, Carl Limberg was killed), to discover that I had first to wade through items about the 1903 Gordon Bennett and the Taunus races, which led to America introducing road racing at Long Island, a dozen miles from New York, in 1904. In doing this I read with interest of how Robert Bosch had advertised the success of his ignition system in the GB race—"a giant poster of Jenatzy with his copper-red beard appeared on the billboards, in his hands a huge Bosch magneto connected to automobiles representing several different countries". Unfortunately, Villard says this was "the high-tension ignition system", whereas the Sixty Mercedes which won the GB Trophy had a *low-tension* Simms-Bosch magneto; Bosch h.t. magnetos had been fitted to Mercedes engines from 1902 but were not adopted for racing until some years later.

Providing slips of this nature do not intrude into other chapters, this book will be of value to students of early racing in America.—W.B.

"World Cars—1972", compiled by the Automobile Club of Italy. 438 pp. 9½" × 11" (*Eurospan Ltd., St. George's House, 44, Hatton Garden, London, EC1.* £5.50)

This useful annual of specifications of the World's cars contains, in the 1972 edition, over 1,000 illustrations, some in colour, and gives detailed information on 800 different cars from 27 countries, including those from Egypt, India, Turkey, Israel, Belgium and the two Chinas—what can be called comprehensive. From this data emerge plenty of statistics, such as the World's longest car being the Cadillac Fleetwood 75 limousine (248.9"), the shortest the Larvil City (80.7"), the heaviest the Zil 114 limousine (7,000 lb.), the lightest the Larvil Varzina (706 lb.), the fastest the Lamborghini Miura P400 (180 m.p.h.), the slowest the Steyr-Puch Haflinger 700 AP (48 m.p.h.), the most expensive the Stutz Blackhawk saloon (£12,500), the least costly the Larvil Varzina (approx. £380)—and others of more useful application.

Apart from the copious illustrations and the table, there are chapters on car production in America, Japan, Britain, Italy, Germany and France, another on prototypes, a section on the World's great coach-builders, performance data, a review of last season's motor racing and its techniques, performance figures, and details about the manufacturers themselves. "World Cars" is indispensible!—W.B.

"The Veteran Years of New Zealand Motoring", by Pam MacLean and Brian Joyce. 230 pp. 10¼" × 7½" (*A. H. & A. W. Reed Ltd., 182, Wakefield Street, Wellington, NZ*)

As regular followers of this column will be aware, books about motoring in most parts of the World are now available. New Zealand got a look in last year, this very comprehensive volume by the late Pam MacLean and Brian Joyce, which has come to us by courtesy of Eoin Young, certainly doing the job very thoroughly in covering all facets of pioneer motoring in that continent. Trials and competitions are included and, judging from the many illustrations, the Cadillac seems to have been popular in NZ before the First World War.—W.B.

* * *

We are not greatly in favour of photocopy reproductions of original motoring publications, if only because this short-cut to authorship seems unfair to the original publishers. This applies less to catalogues than to articles and magazines and odd items from the past, like a reproduction of a 1929 3-litre Bentley catalogue by Bront-Hill Publications of 11, Main Street, Haworth, Yorkshire. This runs to 23 large pages and sells for £1.25. Of much greater interest is "Rolls-Royce and the Great Victory", a well-produced reproduction by the same firm, in hard covers (260 pp., 7½" × 4¼"), of four publicity booklets issued soon after the 1914/18 war by Rolls-Royce Ltd. It describes at length in the stilted language of the times the work of Silver Ghosts at the war-time front, of Rolls-Royce armoured cars on active service (which should interest recent correspondents to "Vintage Postbag") and the exploits of R.R- powered aeroplanes and seaplanes, with lots of pictures. It even includes colour plates by J. Dickson and costs £3.00, plus 15p for postage and packing.

RUMBLINGS

■ **Motorway Remoulds.**—It is very important these days, when each defective tyre on your car can earn an endorsement and a fine, to ensure that the car is properly shod. This puts up the cost of motoring, of course, but the bill can be cut to around ⅔rds or even half if remoulded tyres are used. There is still a good deal of mistrust in "second-time" tyres, although about half the tyres sold in this country are remoulds and they are good enough for airline use—"0 to 200 m.p.h. in 0.5 sec.", as the Regent Remoulds advertisements remind us.

Another excellent piece of publicity for retreaded tyres was the journey made this year from Wales across the Sahara desert and back by a Ford Escort Mexico and a Ford Transit truck shod with from-stock Motorway remould tyres—165 x 13 GT radials on the Mexico, Mk. 3 700 x 14 cross-plys on the heavily loaded Transit. In 7,500 extremely punishing miles no air was added to these tyres, which gave absolutely no trouble and came back with at least 4 mm. of tread left on them. The Mexico was driven by rally driver Eric Jackson, who had previously known a car to be abandoned on this route and who had previously experienced 17 failures with new tyres on the tarmac, sand, gravel and rocks terrain.

This demonstration came as no great surprise to those who knew that it was thought up by John Brisbane, head of the Brisbane Group which includes Motorway Remoulds of Knighton, and that Motorways' Managing Director David Rowlands drove the support Transit, because they have previously won awards in the Monte Carlo, RAC, Acropolis, Tulip, Irish and Welsh rallies with cars using Motorway remoulds and Bill Bengry finished the London-Sydney Marathon on a Ford Cortina GT, using 165 x 13 Motorway Rally remoulds.

All this should do much to reassure those who are chary of using retreaded tyres, especially for continuous motorway driving, and we drove through some typical Radnorshire countryside recently to see how this company operates. We were received enthusiastically by their Australian PRO Brett Young, who commutes to his office in an orange Fiat 850 coupé. He told us that it all dates back to 1919, when S. W. Brisbane & Son was a small garage business, in the remote Welsh country-town of Knighton. They began to remould tyres for local farmers in 1938, one man collecting the covers and retreading them himself in a small shed. After the war this side of the business was developed as Radnorshire Tyre Services, established in a nearby disused woollen mill. In 1964 they pioneered the retreading of radial-ply tyres, now a very important aspect of their work.

A new factory was erected behind the mill in 1969 and is at present being extended to provide more spacious working condition for the 100 operatives employed, the old mill being retained as a store-house and dispatch bay. This is no insignificant Welsh local industry. Indeed, Motorway Remoulds turn out in the region of 4,000 retreaded car tyres and some 300 to 400 heavy-duty remoulds each week. These are distributed to specialist tyre firms in a fleet of seven articulated trucks, Leyland, Sedden, etc., with a BMC van looking after local deliveries. Most of the deliveries are anything but local, going all over the country, down to Plymouth, across to London and East Anglia, up to Preston, and so on, while Motorway Remoulds do export business with Scandinavia, the West Indies, Nigeria and Burma. One gets the impression that the only limit is the present shortage of radial-ply covers suitable for retreading, due perhaps to the longer wear in new radials and the harder life they lead under fast-cornering, etc. This is accentuated because the export of used tyre casings for foreign retreading is mopping up supplies.

Radnorshire Tyre Services changed its name to Motorway Remoulds in 1968 in order to emphasise that it manufactures retreaded tyres and is not a repair and get-you-home service. The name was not chosen to suggest motorway usage but has, nevertheless, a ring of confidence about it.

Tyres have to be remoulded to strict standards, which the tyre retreaders professional association helped to determine. Motorway are among the ten remould companies on its strength, out of some 43 such firms in this country. Their methods follow the established pattern. A store for bought-in used covers has been established on the opposite bank of the river to the factory, each one very thoroughly checked, and rejected if it shows any faults. Avon rubber is used for retreading, which is of the band-to-band pattern. The moulds are of Danish make, 35 for car tyres, five for heavy-duty commercial tyres of the size which might cost £50 new but nearer £25 from Motorway, half-a-dozen for intermediate sizes. The new treads are vulcanised on under a combination of heat (steam at 300°F), pressure, and time, being ejected automatically when the process is complete.

Car sizes range from 520 x 10 to 650/670 x 16, in Motorway Mk. 3, with a Dunlop-like tread, and Countryman cross-ply types, and from 145 x 10 to 165/175 x 16 in Motorway GT, the rally-proved tyre with close affinity to an Avon tread pattern, Motorway Mk. 3 and Motorway Rally Pattern radials. These, of course, do not include the commercial vehicle and tractor tyres.

Owners of older cars who require replacement tyres in 17 in., 18 in. and 19 in. sizes would do well to contact Motorway Remoulds Ltd., who are sometimes able to supply these larger retreads.

LETTER FROM EUROPE—continued from page 625

let's go motor racing" and went back to his car. Once again the changing times have done away with such gestures for when today's driver gets into his car he is pressed firmly down into the monocoque by his mechanics and they clamp him in place with a full safety harness and all he can do is roll his eyes and move his feet and hands and he is there until someone lets him out.

Now the point of recounting those two stories from Raymond Mays' book was to show how times have changed and while I was thinking that such acts of "chivalry" no longer happen, I had cause to watch a Formula Super Vee race. The reason for this was somewhat oblique because normally I consider that racing in the beginners' categories, such as Vee, Super-vee, Formula Ford etc, is essentially for those taking part, possibly for the amusement of the spectators, but definitely not for journalists and hardened old critics like myself. I was carefully stepping over the Formula Super-vee competitors on my way across the paddock to a higher echelon of racing when I came face to face with Ritchie Ginther (ex-works Ferrari, works BRM Grand Prix driver, you will remember). It was in the middle of Europe and our instant reactions were the same "What the hell are you doing here?" It seems that Volkswagen are as deeply involved in Super-vee as Ford are in Formula Ford, and VW had recently taken a European team of Super-vee cars and drivers to America for an America versus Europe match race. It was now the American team's turn to visit Europe by courtesy of Volkswagen and Ginther has a racing preparation business in California and one of his customers, with a Super-vee Lola (with Volkswagen engine and Hewland gearbox) had won a place in the visiting American team. For old times sake I took a closer look at this Super-vee race, but by now you are probably wondering what all this has to do with the Hawthorn stories and "chivalry". I'll get to it eventually. This match race between five Europeans and five Americans was all part of the overall race in which the fastest thirty in practice were taking part, there being nearly double that number of entries. The fastest American driver had trouble in practice and qualified thirty-first, just out of the race and when this was known the German driver in thirtieth position, nor in the European team, offered to stand down and let the American take his place, on the back of the grid. Agreement had to be obtained from everyone else and this presented no problems, so the race started with all five American team drivers in it as well as all five Europeans. See what I mean about changing times, or perhaps they haven't changed much after all at some levels, though at the Spanish Grand Prix we had a good example of the feelings at the top. Beuttler was slowest in practice and during the discussions on whether he should be allowed to start one works driver was very much against it, saying that he would get in the way and present an unnecessary hazard, this driver was not among the fastest on the front row, by the way. As things turned out the works driver concerned had trouble and ran pathetically slowly and would undoubtedly have got in Beuttler's way! To return to that Formula Super-vee race it would have made the story if the fast American on the back row had swept right through the field and won the race for Uncle Sam, but it did not turn out that way. Every time I saw him he was either spinning or travelling backwards and the entire American team were soundly beaten, the race being won by a chap from Liechtenstein, the tiny principality between Austria and Switzerland.

This must be all for now as I must head north from Sunny Spain, where the rain is not only pouring down in the plains, but it is snowing in the mountains, to the cold, damp Ardennes in Belgium, where no doubt it will be blazing hot. I certainly hope so.—D.S.J.

LETTERS FROM READERS

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

POOR PUBLICITY

Sir,

Please—Tell me there's a way by which advertisements such as that of "India GT Radials" (April) can be kept from the pages of MOTOR SPORT.

There's no denying it caught my attention, but now I shall NEVER buy that make of tyre.

Apart from this, my compliments on the continuing excellence (admittedly a subjective judgement) of MOTOR SPORT.

Purley. JOHN K. WHITE

Sir,

They say nothing is perfect but I regret to say even MOTOR SPORT has developed a blemish. Please, Please, eradicate it forthwith! I refer, of course, to that ghastly advert for India Tyres between pages 372-373, (April), which is simply an insult to the readers of MOTOR SPORT. It's the sort of ad. that is, and should only be, found in American comics and the so called "With it", ("Without it" might be more accurate!) car magazines. The obvious retort is "don't look at it", but would you, for example, feel happy driving a car, (however good), that had in chrome letters on the boot the words "Super Duper—Zoom Zoom Model"? Now be honest!

Do please print this letter, if only to show the perpetrators what some MOTOR SPORT readers think of their *moronic* effort.

Anyone else agree?

The Gambia, E. Africa. R. K. BARTHOLOMEW.

* * *

GOOD SERVICE

Sir,

With reference to your recent articles on Ferrari and other Italian exotica, it seems to me that many Italian classics suffer from oiling up problems. I have a Lancia Aurelia GT 1954 which would run on 3 to 6 cylinders because of oiling and on consulting Harry Manning (who else?) he suggested NGK plugs, which have cured the problem completely. They may not be wonder plugs but they do cure oiling problems which can be most annoying when trying to overtake bicycles, etc.!

My Aurelia has covered 200,000 km+ and has not had a major overhaul and still does 25 m.p.g. petrol and 150 m.p.p. of oil. With such vehicles one finds that people show enormous interest in non-mass-produced boxes. Recently I had an accident in a new type Rapier, sustaining roof and body damage and I find that spares for this vehicle are harder to come by than for the Lancia. Although many innovations have been made since my Aurelia has been constructed, at 18 years old, apart from the inevitable rust (not as bad as some modern cars) it does not suffer from rattles and many maladies of latter day vehicles.

Another point about running vehicles of this type is that one finds usually a club for the particular marque.

I recently joined the Lancia Motor Club (UK) and find the information available, contacts, and help invaluable. Perhaps the Flaminia owner in last month's issue should do some investigating as he will get spares quicker and cheaper if he knows where the best place is to get them. I think this situation is the same with Ferrari, Maserati, Alfa Romeo and various others.

Newbury. BARRIE J. H. CROWS.

* * *

MORE GOOD SERVICE

Sir,

When I had to replace a leather seal in my Jaguar's servo unit, the local Jaguar agent told me that supplies at the factory were exhausted. The same answer came from several Jaguar agents in England, contacted by a friend who tried to get it for me.

I then decided to write directly to the Clayton Dewandre Co. Ltd., who made these servo units for Jaguar. And Clayton Dewandre promptly sent me the seal free of charge. I think this kind of service deserves a special mention, especially as it contrasts sharply with the car maker's attitude.

Uruguay. ALVARO CASAL TATLOCK.

* * *

ROVER—A DEFENCE

Sir,

Several years ago I bought a Rover TC 2000 largely because of your praise for this particular model in MOTOR SPORT; what was good enough for the Editor was good enough for me! I became forthwith a Rover enthusiast and I have now got a 3500S, bought through the SMT after a delay of four months, though I am an ordinary individual with trade connections. I was somewhat surprised at your adverse comments on the Rover V8 in April's "First Impressions of the BMW 2500". I wonder if this is not somewhat a case of "sour grapes", since you say that in five months you have been unable to buy a 3500S, or even to drive one. I seem to remember a certain congratulatory telegram once nearly sent to Peter Wilks from a remote part of Wales!

You say that the Rover has an outdated cramped body shell. If this means that it is not one of the aerodynamic monstrosities often depicted in your pages, long may the Rover remain outdated. The Rover seats four people in great comfort; the average motorist seldom wishes to take all his relations along with him. A "very big boot and unlimited internal stowage" means for most people carrying a lot of empty space around for perhaps fifty weeks in the year. At an extra cost of about £1,000.

The motor trade complains of foreign cars encroaching on the home market. This is something for which, I think, the motor press is partly to blame, by giving foreign cars a disproportionate share in its pages for road tests etc. I confess I am myself too prejudiced to contemplate buying a foreign car, unless the home industry becomes non-existent due to the "spoiled child" attitude of many of its workers. So, despite the apparent excellence of the BMW it will always be "A Rover for me".

Langholm. ROBT. B. R. BLOXHAM.

[It wasn't sour grapes, merely a statement of facts which the BMW brought more directly to my attention. Times change and cars with them! I used to subscribe to the "unwanted—big boots" theory but many people these days use a car for long spells away from home, including holidays. Are they to buy two cars because one will not accommodate the holiday luggage? My *unbiased* overdue report on the Rover 3500S appeared last month. As to better Press coverage of foreign cars, we can only comment on what is submitted for test!—ED.]

Sir,

I deduce from your comments in MOTOR SPORT that you are tempted by the Rover 3500S, and I thought you might be interested in my comments, having just traded in my BMW 2002 with 68,000 miles on the clock for the 3500S. I should add that I made my choice after trying Alfa Romeo, Lancia, Triumph PI, Rover 3500 Auto, BMW 2000 TI and 2500, Peugeot, and even a second hand Bristol 409, so the decision was not made without thought!

The Rover is now nicely run-in, and there is no doubt in my mind that it is vastly superior to the BMW on virtually every count, and that provided the bodywork is big enough, you would be pushed to buy a better all round car at any price.

Having just completed a big mileage in the BMW, the most outstanding points of the Rover in comparison are its great superiority in ride, seating comfort, ventilation, instrumentation and equipment, and the smooth and effortless performance and high cruising speed from the engine. (A recent trip down from the north of Scotland showed that the BMW is much too low geared in top for effortless high speed cruising which is strange in a car from the home of the Autobahn, though the engine is clearly quite happy to be revved hard all day, but it does not make for effortless long distance travel.)

The standard of paintwork and interior trim is also in a different class.

The only points on which the BMW scores is naturally on fuel consumption, quality of gear-change, (though the Rover has been improved), and possibly in handling, though my Rover has heavy duty suspension, which may contribute to much better handling than I had expected. Last but not least it is perfect for towing my Lister Bristol to the JCB Historic Car races!

Broxworth. D. S. MUIRHEAD.

[My further comments on the Rover 3500S appeared last month and some more thoughts about the BMW 2500 appear on page 626. Shall we leave it there, for the moment?—Ed.]

* * *

THAT "POMEROY TROPHY" ROVER 3500S

Sir,

As the proud owner of the orange Rover 3500S which you mentioned in the brief report of the Pomeroy Trophy in the April addition of MOTOR SPORT, I thought perhaps you might be interested in its history to date. It was first built in 1966 as a pre-production prototype of the 3500 automatic. After about six months or so development work, it was converted to a manual gearbox and proceeded to break several axles and gearboxes, since at that time they were all fairly standard 2000 units. In 1968 it was loaned to Brico for development of fuel injection, mainly, of course, their electronic system, and having completed development work as far as was permitted was then sold for a short time to one of the AE staff, who had it resprayed and a vinyl roof fitted.

Amidst many amazingly complicated negotiations between the owner at that time, the Rover Company and myself, the car was updated to latest "S" specification in December 1971 by the fitting of a latest gearbox and clutch unit, steering box and rear suspension arms, so that mechanically it is virtually a production 1972 3500S.

I have now covered about 6,000 miles in the car and have found that it lives up completely to all claims made about it. It is extremely quiet, extremely smooth and has a performance comparable at worst, and superior on many occasions, to the previous car which I ran, which was a BMW 2002 with Alpina conversion.

I should perhaps explain that for ten years I worked at the Rover Company in the Engineering Department for Mr. J. Swaine, as Assistant Road Test Engineer and later as a project engineer on exhaust-emission control. I left some three years ago and now work near London Airport, still in the Motor Trade but connected with foreign cars. After this sort of working life I am not easily impressed with any particular car but suffice it to say that during most weekends my firm's car stays in the garage and the Rover is out travelling the countryside. I hope the above comments are of interest.

Windsor. BRIAN R. TERRY.

* * *

MOTORWAY INSTRUCTION

Sir,

Further to the recent letters regarding Mr. Enoch Powell on the Motorway. I have expected Mr. Powell to make a reply to your invitation but he has failed to do so and I think that now is the time for the Minister of Transport to make a clear statement as to the position of the driver on the Motorway who wishes to overtake and is unable to do so legally, that is without passing on the nearside because someone in front is breaking the law by refusing to get back to the nearside when not overtaking.

When a driver comes across one of these queer types who refuses to pull over and allow the overtaking motorist to pass after a courteous indication with the winkers or perhaps a short flash on the headlights to attract the attention of the driver in front that one wishes to overtake, if the driver in front refuses or declines to pull over to his nearside and allow the overtaking driver to proceed, can you please tell me what is the correct thing to do, I mean other than staying behind, because it is obvious that if one driver catches up with another driver on any road, the overtaking driver wishes to go at a faster speed, and if the leading driver does not want to go at a faster speed the least he can do is to pull over and let someone else pass by who does?

Huddersfield. S. BEARDSELL.

[We are as disappointed as our correspondent that Mr. Enoch Powell had no reply to make! There is still time, if he wishes to justify his actions, for a letter to be published.—Ed.]

THE ROVER 3500S

Sir,

I read every word of your report most carefully. My car has only travelled 800 miles and so I am not yet in a position to make any very useful comments. Solely because of your one-time thought of using one yourself as personal transport, I briefly compare my experience with yours:

Oil consumption.—After 800 miles my dipstick shows at least as high a level as at mileage 50 when I first checked it.

Wander when driving inside winds.—I find the wander very evident (and my greatest disappointment).

Whine in lower gears.—Yes, there is (personally, I like it!).

Brakes.—Immensely smooth and powerful, requiring very gentle pressure. Superb.

Engine.—I don't attain 4,000-4,500 r.p.m. yet, but at around 3,000 . . . "smooth but hums in a subdued fashion" is *le mot juste.* Lovely.

Steering.—Low-geared, as you say (my second criticism after "wander", although the latter is a much worse fault). Mine is *not* heavy, but light, and too light for my taste.

Yaw.—I haven't experienced it at all. Perhaps it's because my suspension is unworn. My brother, who has a 1968 Rover 2000, commented on how taut my car felt in comparison with his.

London, W2. PAUL BADDELEY.

[The excessive yaw on the road-test Rover 3500S was extremely unpleasant and in my opinion spoilt the car completely. I thought it might be due to a fault or wear in the particular car, so I telephoned the Press Officer who arranged for us eventually to test a 3500S, suggesting that when he got the car back he might like to drive it and then let me know if the ride and handling felt normal. I have heard nothing more since our report was published, so can only conclude that the Rover Company is satisfied that all was in order.—ED.]

Sir,

Attracted by its performance and price, I was persuaded to change my Scimitar for one of these cars in January; I have not been as disappointed as I was afraid I was going to be.

The funny wheel trims, and crinkly Fablon on the roof one has to accept, protestingly. My car came with power steering, which initially I hated, but after a fortnight amongst the Italian avalanches in February I came to trust the steering a little more, because there is a certain amount of feel left. The alternative Rover offering of soggy lorry unassisted steering is not very attractive either.

After Italy I realised why the boot was so small. If it were any bigger the lurchings induced by having it full would make the car uncontrollable; luckily the power steering is quick enough to damp out the more vigorous oscillations.

For the past two months springy Konis on the back, and ordinary ones on the front, have made the handling much more joyful. Perhaps it is a pity that one should have to spend £40 on a £2,000 car to make it handle.

As a high-speed, long-distance car the Rover is superb. Mine has an irritating trick of losing all its clutch fluid if driven over 110 m.p.h. for any length of time. I can cure the symptom with a piece of bleeding-tube. I wish the manufacturer's plus agents' enthusiasm to cure the disease before the guarantee expires matched my own.

The Rover is very nearly a fun car, and there is nothing else at the price which goes anything like as well.

Shawford. T. J. THRELFALL.

* * *

"THE ADVENTURE OF THE ILL-FATED SINGERS"

Sir,

I feel I must put pen to paper and add some information about the Singer team cars. I did write to you in 1963/4 for information about AVC 484—one of the team cars which I had just acquired. Acquired is a good descriptive word here—I did a straight swap for a 1936/7 Austin Ruby, that cost me precisely nothing! How about that for a bargain—a works sports/racing car for free!

Anyway, I did a quick bit of rebuilding and used the car for everyday transport and, believe me, this was fun. My car had, I think, an ENV back axle with Brooklands ratios: 40 m.p.h. in 1st, 60 in 2nd, 80 in 3rd, and a speed (at Brooklands) of 103 m.p.h. To try and drive this in Manchester city traffic was not the easiest of things to do. On the open road this car gave me the most fun I've had for years. The whine of straight-cut gears, bags of fresh air and really superb steering and road-holding. There is absolutely no comparison between the normal everyday Singer Le Mans and the team cars. Each one

reputedly cost Singers in the region of £10,000 to develop and run for a season and each one was hand-built, even the nuts and bolts on mine were numbered. Every part that could be made of alloy was, even to filler caps and radiator shell, etc., and I was informed that the sump was elektron, or some similar light alloy.



Correspondence at the time with the SO Club gave me the information that mine was the only original car left in existence—one other in the Club being extensively modified.

Chassis number on mine was 62799 and I finally sold the car to a gentleman who promised to rebuild it to as-new condition. This I believe he did, but I moved to another part of the country and lost touch. If the car is still in this country I should appreciate the opportunity to see the car again, and if possible beg just one more ride in her.

Horwich. J. E. ANTHONY BARCLAY.

Sir,

I own TT Singer AVC 481 and have done so for the past nine years. Due to marriage and two moves of house my car is still undergoing restoration, after a practice shunt at the VSCC Silverstone meeting in July 1963.

AVC 483, which you illustrate, belonged to Archie Lynton of Glasgow for many years. Both of our cars competed in the 750 MC Relay Race some years ago, but the actual year escapes my memory.

I know the approximate whereabouts of the third car but this is a closely guarded secret. As to what happened to the fourth, this still remains a complete mystery. My one ambition is to own all four cars.

Incidentally, I have a copy of the other photograph you published; this was presented to me by S. C. H. Davis when he found out that I owned one of the cars. Many thanks for an excellent publication which I have enjoyed regularly for almost twenty years. Carry on the good work.

Radley. PETER FENNELL.

* * *

STYLING

Sir,

I read with interest your article on the Rover 3500S and in particular the remarks concerning the proverbial chrome strips and plastic to which Rovers now seem to have degenerated.

I seem to remember that two or three years ago Rovers used the advertising slogan, something to the effect that "Thank goodness that in this day and age of built-in obsolescence a Rover is still a Rover". I think many will agree that the Rover 2000 range of motor cars is fast becoming a built-in obsolescence range with the totally unnecessary changes in wheel spats, roof vinyl, radiator grilles, and even moving the name "Rover" from the middle of the boot lid to the bottom right-hand corner.

The particular reason I write this letter is because I must be one of the many motoring/vintage enthusiasts who either for financial or domestic reasons cannot afford to run a vintage motor car but still appreciate quality when they see it.

In this connection I recently purchased for £75 a 1963 Rover 3-litre which, apart from a little sill rust, a weekend's elbow grease and a new overdrive solenoid, needs very little to restore it to very reasonable condition. Not being very familiar with Rovers up until now, I find the general quality of the product leaving little to be desired and in no circumstances can it be equated with the 2000 range which now seems to have joined Ford, Vauxhall, Triumph, etc., with some sort of totally irrelevant biennial face-lift.

I could go on for pages but suffice it to say it would appear that quality is fast disappearing in British cars in deference to the demand for "styling".

Little Bookham. R. C. HALL.

* * *

MOVE OVER, ROVER!

Sir,

After reading Mr. Townsend's letter in the May issue concerning the Rover advertisement, I had a closer look at other Rover ads.

And surprise! In the Severn Bridge photograph the same impediment happens. Further more, in the Mersey Tunnel scene the Rover seems to be stationary and unattended. Surely a breach of tunnel regulations. Keep up the good work.

Worcester. M. J. SANDERS (aged 16).

[Sharp eyes here!—ED.]

* * *

V W ADVERTISING

Sir,

With reference to Volkswagen's current advertising for the K70 in the *Daily Telegraph* for May 1st, the advertisement asks the question, "Why would anyone give them up for a Volkswagen" beneath pictures of six different cars apparently traded in at dealer points around the country for K70s. What I do find extraordinary is that of the six cars pictured not one has a registration number pertaining to the locality in which, according to the advertisement, it was traded in.

I would like to know if there is any validity in the supposition that VW Dealers deal exclusively with long-distance motorists who, when seeing the overpriced K70 cannot resist stopping on the forecourt in a haze of tyre-smoke, rushing in and doing a deal?

The advertising statement which begins with "Not only is it quite attractive" I find a delightfully negative approach as the copy writer is obviously uncertain of the appeal exuded by this unremarkable vehicle.

Having recently been on the Continent in my £1,100, 1-litre, front-wheel-drive, hydro-pneumatically suspended, power disc-braked car and leaving K70s for dust on both motorways (where I can cruise at 93-95 m.p.h.) and on badly surfaced, twisting roads, I can tell you there is one car that nobody will give up for a K70.

The car? A Citroën GS.

Wye. A. CHANTRILL.

* * *

ROVER COMMENTS

Sir,

I have been a Rover owner for many years, beginning with a 1936 14, 1949 75, a beautiful car, 90, 3-litre, and subsequently, with a family reduced in size, a 3500.

I have had quite wide experience of many other makes and always felt that the old 3-litre with manual steering was very stable in a straight line in cross-wind conditions and, provided that one had the courage of one's convictions and good tyres, would negotiate main-road bends in a very satisfactory manner. My later power-assisted coupé was was not as good on the straight. Nevertheless I find the 3500 acceptable and, due to its more compact size, a great deal better on winding roads.

Handling and standards of comfort are always a matter of opinion, the big Rover is about the last of the *really* well-made cars of yesterday, and I regret the scrapping of its successor, after all we need all the opposition we can muster to counter the Mercedes invasion of the European and World luxury market: everyone does not see the XJ6 as their answer to their particular need, many prefer something less bulbous and bulky.

Your road test of the 3500S prompted this missive; as usual the article told you very much more about the car in terms of the things that matter to the prospective owner than most found in other publications. I always leave those in your contemporaries with the impression that all cars tested are marvellous, the faults glossed over.

However, you have made one point common to the majority of tests of the 3½-litre-engined Rovers, namely a fairly thirsty oil figure. The old long-stroke engines in my experience tended to settle at about one thousand miles to the pint at about ten thousand miles and gradually increasing consumption with age, particularly if driven hard, to the point of embarrassment.

Now my Three-thousand-Five uses perhaps a quarter of a pint between services, at 65,000 miles. I can only assume that cars submitted for test purposes are not fully run-in, or perhaps have been subjected to a youth of hard driving at too many hands.

May I thank you for MOTOR SPORT, which I have enjoyed consistently since the mid-thirties.

Dinas Powis. G. A. PERROTT.

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DAIMLER BENZ, 1937. 2-seater drophead; ex. Royalty-owned; SS Jaguar, 1946; 3½-litre saloon; both cars original, but need restoring. Any Offers? Tel.: 01-500 2318 (evenings). (4966

ALVIS TE21, 1966. White with blue trim. P.A.S.; Five-speed ZF gearbox; good condition. £1,050. Exchanges considered. Tel.: Milton Abbas 411/675. (5856

MERCEDES 230 saloon, Oct. 1965. Automatic; P.A.S.; maroon; one owner. Excellent condition. I.h.d. £575. Tel.: Milton Abbas 411/675. (5856

LOTUS ELAN +2S, 1970. French blue, black interior; genuine 13,000 miles only. All extras. £1,575 repeat 1,575. Tel.: 061-236 4295 (office), 061-485 5725 (evenings) (6778

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ASTON MARTIN, DB 2/4, Mk. III, 1959. Convertible; bronze; mechanically and bodily in very good condition; 10 months M.o.T. £1,000. Scott. Tel.: Wentbridge 225 (night or day). (6784

HEALEY 3000, 1966. Reg. No. VGP 11. Overdrive; wires; radio; hard-top; 40,000 miles; needs respray. Elan forces sale. £725. Tel.: 051-428 6621. (6785

M.G. Y.B. saloon, 1952. Immaculate throughout; 12 months M.o.T.; two careful owners. £200. Tel.: Oxford 52726. (6787

RATHER SPECIAL Porsche 912. A truly impressive specimen finished in blue. It has 5-speed box; Blaupunkt radio; rear screen heater, and a distinctive number one registration. The engine has recently had a comprehensive rebuild; the car is in superb mechanical order throughout; this really is someone's bargain at £1,275. Tel.: Oxford 46156 (any time). (6788

TVR MK. III. Latest coil spring suspension; M.G. mechanicals; shining red, black trim. First to see will buy. £350. Tel.: Great Cubley 427 (near Derby). (6789

SUNBEAM ALPINE IV. 1964 hard-top, soft-top; overdrive; good G800s; 1,592 c.c. engine; reconditioned; radio. M.o.T. May 1973; tax Oct. £340. View Derby or Reading. Tel.: Reading 472105. (6790

M.G.-A 1500; hard/soft-tops; tonneau; radio; recent reconditioned engine, etc. Good condition throughout. Tel.: 01-228 3758 (evenings). (6791

AUSTIN HEALEY 3000, 1966. £850. New, short engine; overdrive; wires. Tel.: 051-727 5995. (6792

ALFA ROMEO, Giulia Spider, 1600, 1964. White, red interior; reconditioned engine; excellent mechanics. £350 o.n.o. Tel.: Leicester 871313, ext. 709. (6793

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ASTON MARTIN, DB, Mk. III saloon, 1957. Special equipment 178 b.h.p., 3 carb. engine (700 miles since overhaul); dual exhausts; overdrive; excellent condition; M.o.T., Dec. 72. £575 o.n.o. Austin Healey 100/4 or 3000 Mk. 1 considered in part exchange. Best. Officers Mess, R.A.F. Binbrook, Lincs. (6798

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ASTON MARTIN, DB 2/4, Mk. III, 1959. Special series engine; disc brakes on front; whole car is in very good condition. £730. Tel.: Freeland 881 736. (6801

M.G.-B, 1966. Overdrive; wires; air horns, etc. £520. Mr. Makin, 23 Sherfield Drive, Cochran Park, Newcastle/Tyne, NE7 7LN. (6802

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1935 HUMBER Vogue, 12 h.p. £85. 1937 Morris 8E, £27.50. Moody, Bampton, Oxford, OX8 2AG. Tel.: Bampton Castle 605. (6814

1937 FIAT Topolino, £85. 1949 Ford V8 Pilot, plus spare car, £115. Moody, Bampton, Oxford, OX8 2AG. Tel.: Bampton Castle 605. (6814

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M.G. ZB, 1956. V.g.c. Recent respray; Alpine green; vinyl roof, new tyres; battery; M.o.T. Mechanically sound. £245 o.n.o. Tel.: 0222-36666. (7049

PAGE TOURS

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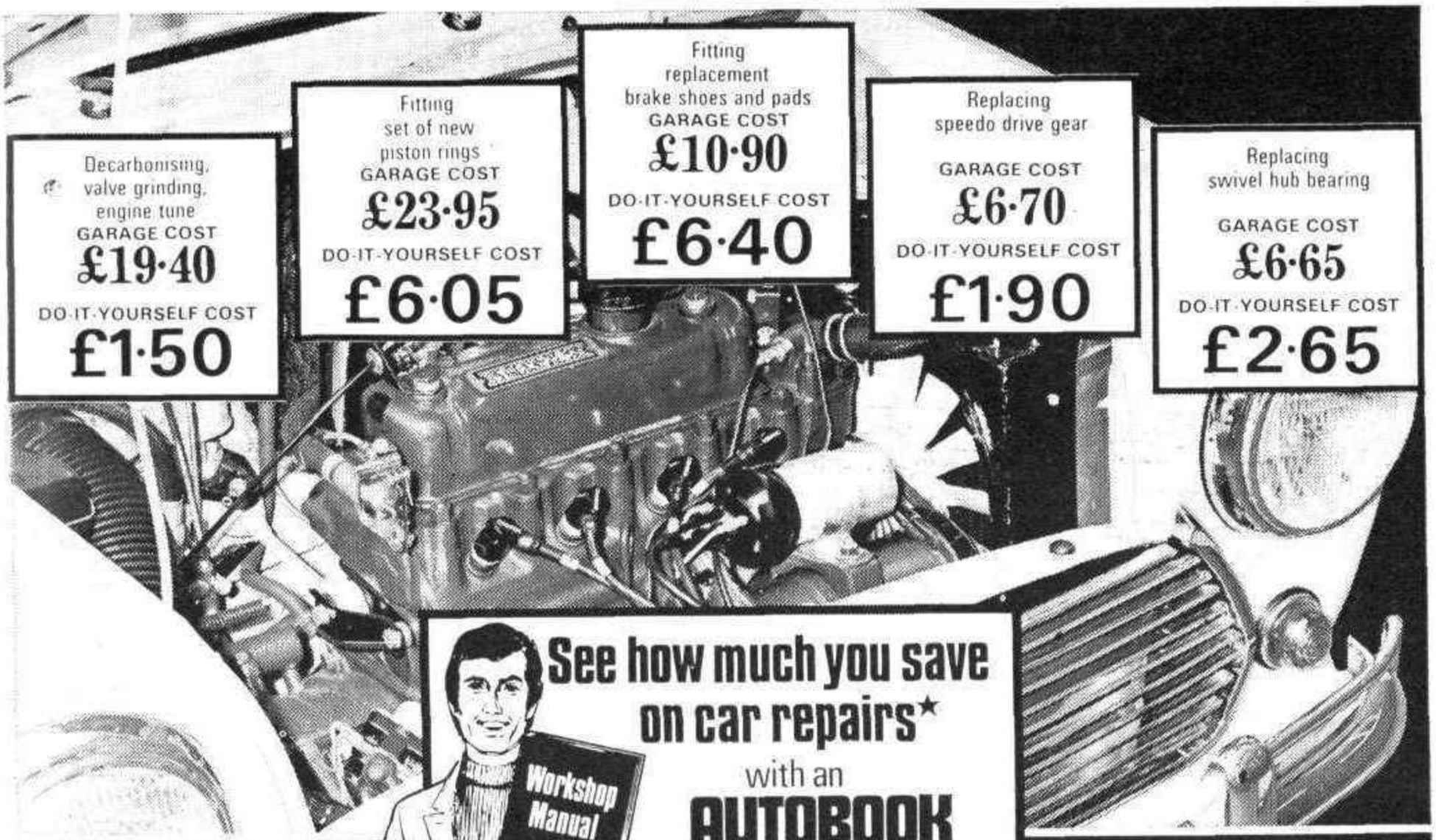
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All our tour departures are very heavily booked but you can possibly still obtain a seat. You are however recommended to telephone our office. Ask for Mrs Kate Haynes who will give you the up-to-date position. Remember—our prices start as low as £15 and that price includes an admission ticket.
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A99, A110, 1959-68
1100, 1300, Mk 1, 2, 1963-71
1800 Mk 1, 2, S, 1964-71
Maxi 1500, 1750, 1969-71
10 12 Cwt J4 Vans, 1960-72
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Sprite 1 to 4, 1958-72
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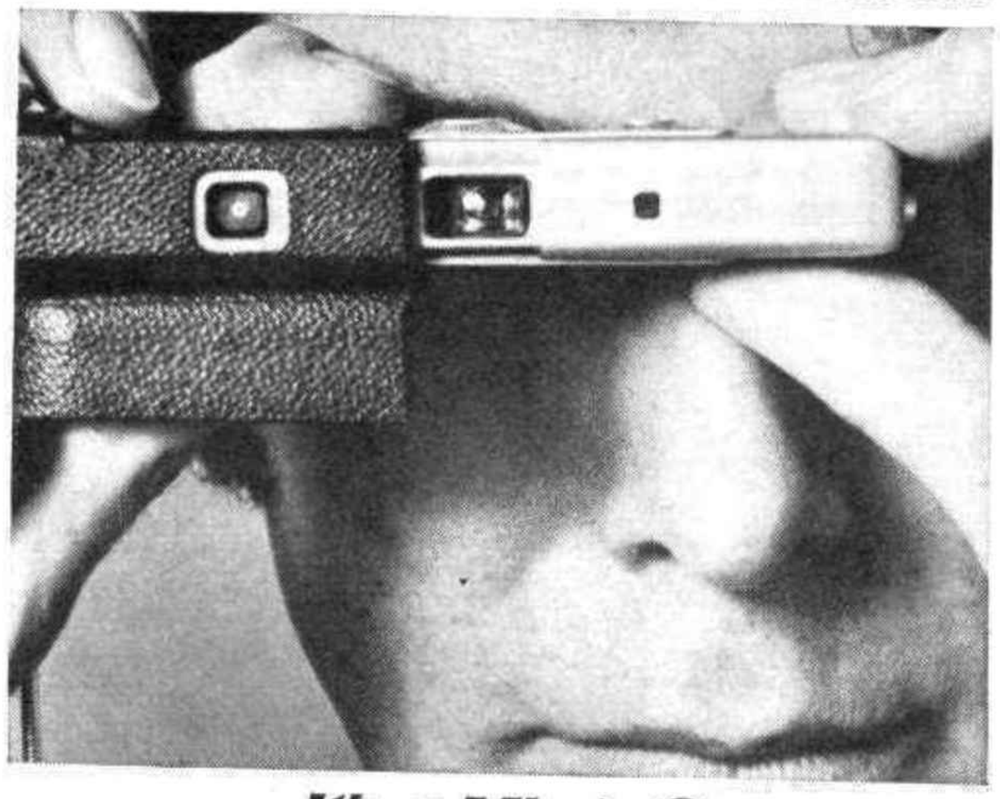
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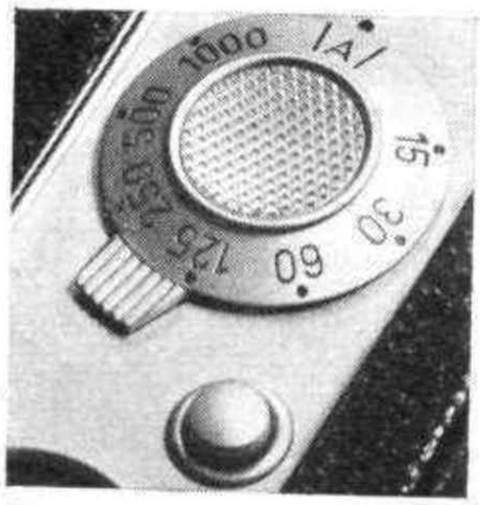
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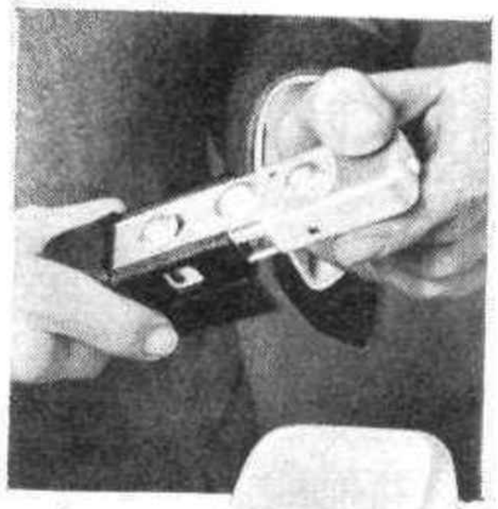
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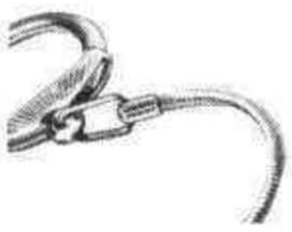
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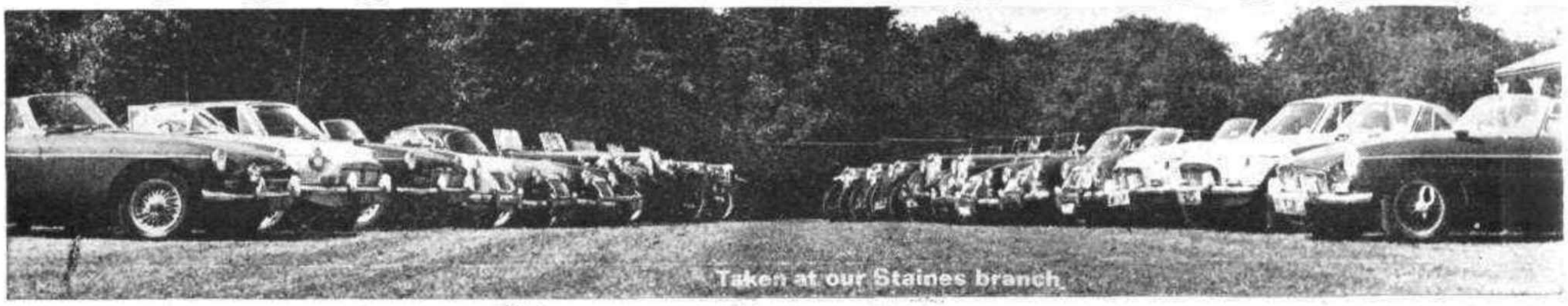
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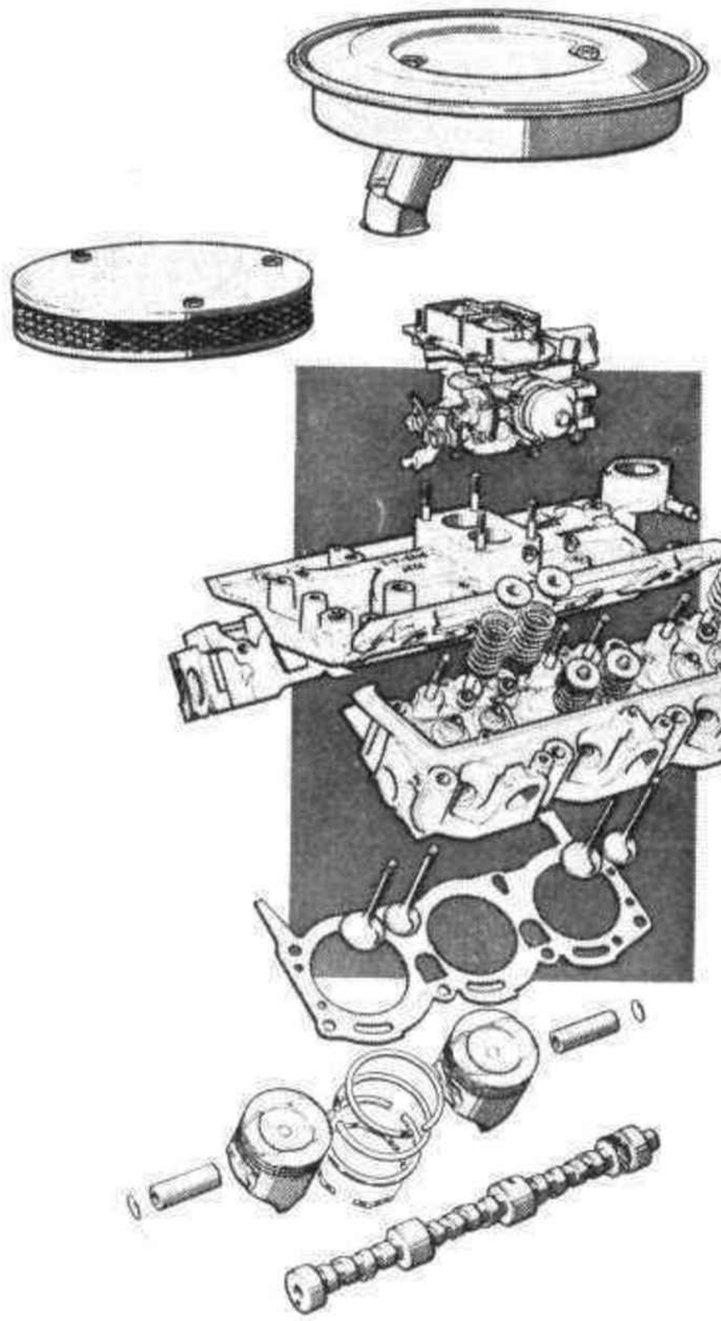
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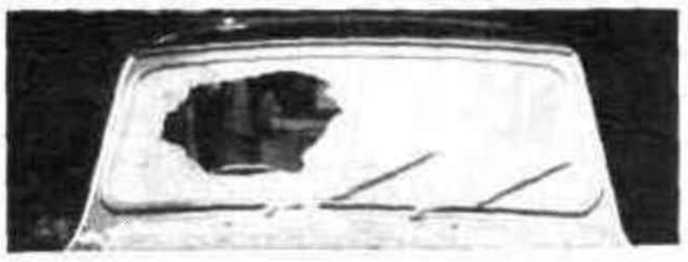
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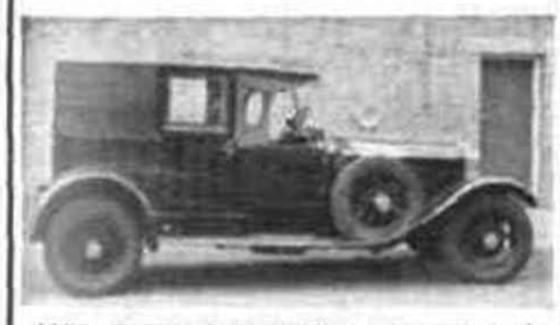
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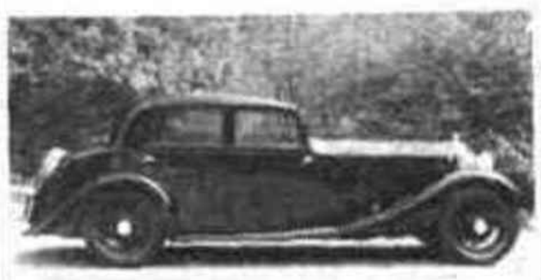
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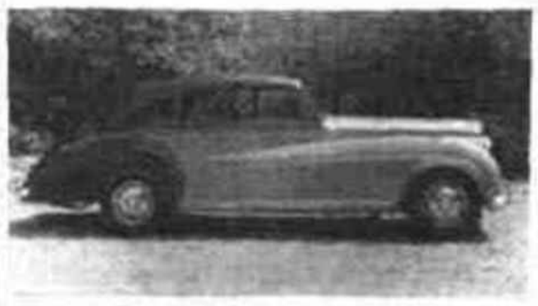
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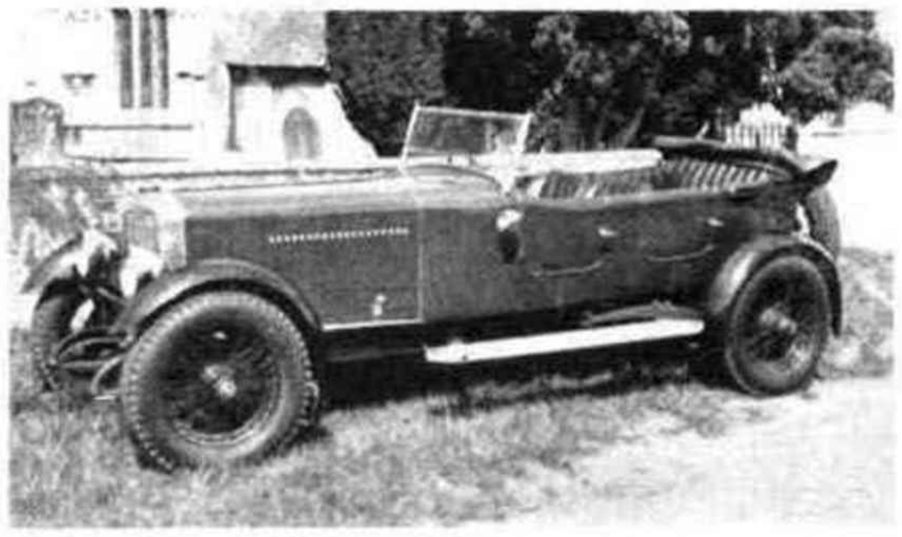
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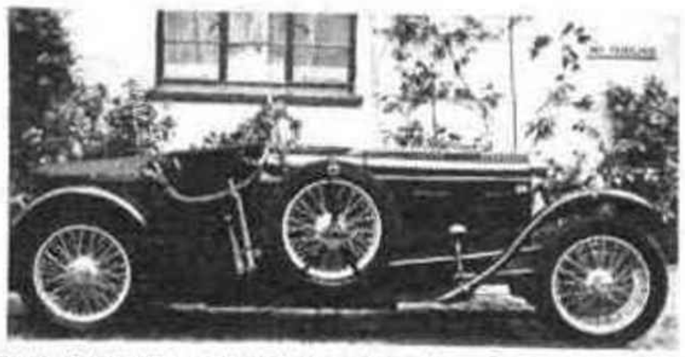
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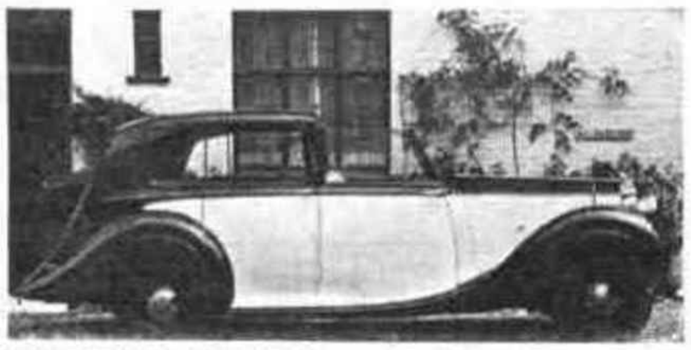
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FOR SALE—continued

TR5 1969, Valentia blue; 23,000 miles; wire wheels; tonneau. £1,000 o.v.n.o. Tel.: Huddersfield 23963. (7294
XK140 F.H.C., 1956. B.R.G. Body reasonable. Engine out, crank re-ground; new bearings, ready to go back in. £250 as it is plus loan of equipment to reassemble. Tel.: Ashtead (near Epsom) 74689. (7310
V8 ALLARD, 1951. Black saloon; good order. Offers invited. A. Sneddon. Tel.: 061-832 3518 (day) or Prestbury 49722. (7311
M.G.-A 1500 c.c., 1956. Completely restored; new wings; sills, hood, etc. Recon. engine. £535 o.n.o. Wilks, 106 Beaufort Rd., Southbourne, Bournemouth, Hants. (7312
DAIMLER, DB18, 1951. Hooper special sports saloon, black. First class condition; new tyres; radio; power brakes. £550 o.n.o. Tel.: West Cormforth (Co. Durham) 247 (any time). (7315
Z8 MAGNETTE, 1957. Outstanding original example; stored 1965 to 1969; engine and gearbox since overhauled 3,000 miles ago. Only 53,000 recorded miles; fitted radio; radials; servo brakes. Very rare example. Offers please. Further details Tel.: Erith 37100 (Kent) (evenings). (7316
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ASTON MARTIN, 1960. DB4 SL. Recent respray; re-chrome. £300 overhaul. £800. Will consider part or even exchange f.h.d., M.G. TD, TF, Morgan. Tel.: 01-864 0745. (7345
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TR5 "G" REG. Mint; overdrive; w/wheels; New XAS; taxed; Selmar alarm; air horns; fog; spot; boot rack. H.P. available. Buying new house. £1,010. Tel.: Pevensey Bay 324 (before 7 p.m.). (7468
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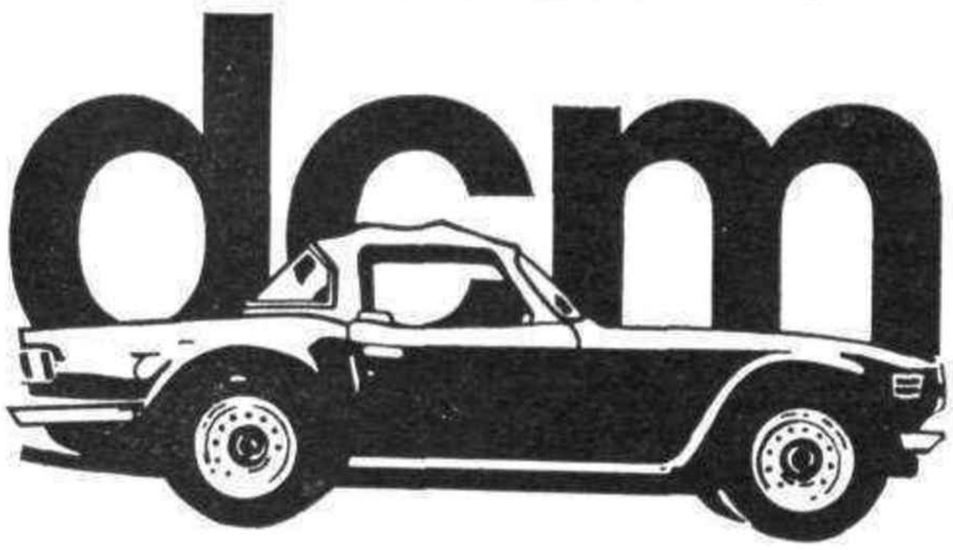
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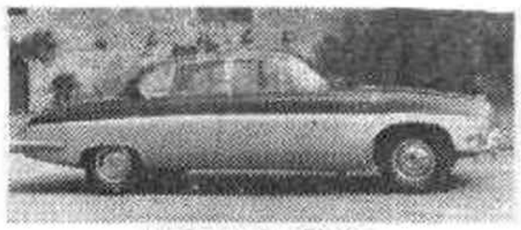
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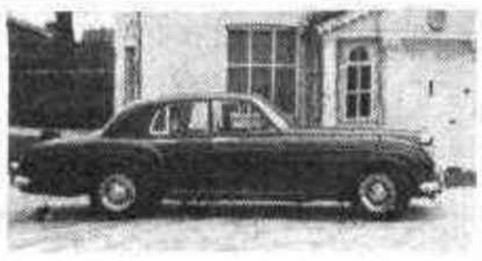
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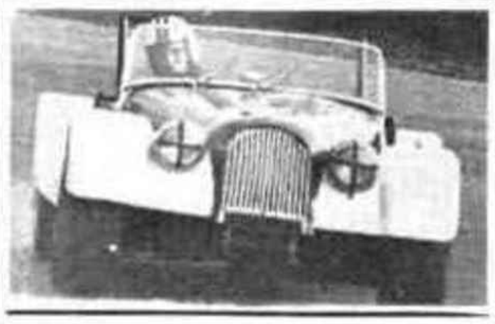
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ASTON MARTIN, Excellent DB 2/4, Mk. II. Extensively rebuilt. Reluctant to sell but posted overseas. Quick sale, £700. Tel.: Burford 3184. (8130

MARCOS 1600 GT, Dec. 1967. Red; sunroof; chrome wire wheels. Good condition. £950 o.n.o. or exchange. Tel.: Ashbourne (Derbyshire) 3179 (after 8 p.m.). (8131

1970 ALFA ROMEO, 1750 Berlina saloon; 21,000 miles; taxed April 1973; Radiomobile; nearest £1,450. Tel.: 051-489 6585 (after 6 p.m.). (8132

ROLLS-ROYCE, 25/30, 1939. Limousine by Thrupp and Maberly. Offers please. Tel.: Ivybridge (Devon) 2854. (8133

ALVIS Grey Lady, 1955 TC/21-100, 3-litre saloon in Duogrey with original woodwork leather upholstery. Sliding roof; wire wheels; twin spots; radio but no speaker; low mileage; needs some attention therefore only £220 o.n.o. Tel.: 01-698 4470 (evenings). (8141

ALFA ROMEO, 1600 sprint, GT. Superb condition, 2 previous owners; excellent tyres; Motorola electrical aerial; H.R.W.; new clutch; full history; faultless. £610. No offers. Tel.: 01-486 4792, Orpington 24380. (8225

1948 DAIMLER, DB18. One previous owner; coachwork good; interior excellent; unused 3 years. Photostat Consort handbook. Offers. Tel.: Northampton 21311 (Banner). (8145

SUNBEAM TIGER, 4.2 with hard/soft-tops; flared wheel arches; 9½ rims; new tyres; clutch; radio. Dark blue. £675. Tel.: Blagdon (07616) 262. (8146

MERCEDES 190SL, 1961. Soft and hard-tops. Immaculate condition; l.h.d.; completely new body; recent engine overhaul and new shock absorbers; growing family forces sale of this rare car. £645. Tel.: Amersham 7306. (8147

DAIMLER SP250, April 1964; 26,900 miles; ivory/black; h/s-tops; 5 good tyres; radio; discs; fog lights; safety lock; licence and M.o.T. April, 1973; immaculate; must be seen one owner. £975. Tel.: Eastbourne 54665 (evenings). (8148

ASTON MARTIN, 1954. DB 2/4, Mk. I; 69,000 miles recorded. Believed, one of the best in captivity. Worth seeing. Realistic £650. Details, Davis. Tel.: 0283-74474, or Holmes Chapel 3188. (8149

GT ESCORT, 1971. Maize yellow; black interior with cloth upholstered seats; radial tyres; undersealed from new. £815. Tel.: Hellingly (Sussex) 293. (8150

M.G.-B ROADSTER, 1971. Teal; 17,000 miles; overdrive, underseal; w/wheels; radials; hard-top. Owner going abroad. £1,190. Tel.: Portsmouth 29452, Deddington (Oxford) 212 (after June 3rd). (8152

1938 VAUXHALL Wingham, 3-litre; 4-door Cabriolet running chassis plus body parts in need of restoration. £50 o.n.o. or free to any car Museum. Tel.: Dalmally (Argyll) 293. (8153

PLYMOUTH BARRACUDA, "S" fastback; silver, 1967; "J" reg.; V8 auto; 31,000 miles; new Cinturatos; immaculate. £875. Tel.: 01-428 5262. (8154

UNIQUE 2000 C.C. Viva GT, "G" reg.; specially finished metallic gold/black; 33,500 miles; superb condition. Extremely fast. 0-90, 27 sec. ("Car Conversions"). Never thrashed; radio; mirrors; belts. Full instrumentation. Maintained by distributors from new. All records. Possibly best in country. Private. £650. Tel.: Titchfield 3132. (8155

AUSTIN LANDAULETTE, Taxi-cab. Excellent condition. Restored; taxed, M.o.T. £1,100. Tel.: Exeter 68412. (8157

M.G.-A 1600, Mk. II F.h.c. Tartan red body and mechanics in good condition; fitted with new M.G.-B engine (8,000 miles) and M.G.-A close ratio gearbox. Wood rimmed wheel; radio; heater; oil cooler; wire wheels; luggage rack. M.o.T. till November. Taxed till August. Offers around £475. Tel.: Chesham 6623 (evenings). (8156

ROLLS-ROYCE Silver Cloud II; golden sand; tan interior; full written history from new; 2 owners. Magnificent condition; older Rolls or Bentley taken in part exchange. Sacrifice £1,850. Tel.: Harrogate 62492 (day), or Darley 306 (evening). (8158

AUSTIN HEALEY Sprite, 1960. Nice interior; soft-top; tonneau; seat belts; Philips radio; servo brakes; burglar alarm; newish SP68s battery; silencer. Recent engine rebuild; year's M.o.T. Many spares available. Fast, economical, reliable. £235 o.n.o. Tel.: Huntingdon 75210. (8159

E-TYPE, 2 + 2, 1967. Exceptional example; 32,000 miles; sun-roof; c.w.w.; h.r.w.; radio, etc. £1,160. Tel.: Gerrards Cross 86492. (8227

TR4A, 1967. Overdrive; red; TR6 wheels; 41,000 miles only. One previous owner. £750. Tel.: Potters Bar 57095. (8160

M.G.-B 1966, Immaculate. Regrettably must sell; hard-top; tonneau; wire wheels; M.o.T. 1 year; taxed Aug. 1972. Bronze yellow/black. £600 o.n.o. Tel.: Wivenhoe 3519 (Nr. Colchester). (8161

M.G.-B 1965. Really good nick; newish engine; hood; radio; king pins; ZXs; roll-bar; Springalex wheel. £515. Tel.: Wrexham 4770. (8162

GINETTA G15, YJU 111J. One owner; 62,000 miles; yellow; electric washers; radials; H.R.W. Quartz spots. £850. Tel.: Oadby (Leicester) 6563. (8163

1968 ALFA ROMEO, 1950, GTV, "G" registration; radio; low mileage; Italian Ochre. £1,450 or exchange M.G.-B. Bourne. Tel.: Ackleton (Nr. Wolverhampton) 217. (8167

1971 G.T.E. Manual overdrive; heated rear window; alloy wheels; Webasto type sunroof; 9,000 miles; one owner; special colour deep burgundy. Immaculate. Chauffeur maintained. One of four cars. £2,050 or exchange M.G.-B GT or M.G.-C. Darby. Tel.: Ackleton (nr. Wolverhampton) 217. (8164

1947 MORGAN 4/4. Excellent throughout. Evans, Marigold Cottage, Amport, Andover, Hants. Tel.: Weyhill 2817. (8165

BENTLEY R-TYPE, 1953. Aluminium 4-door light grey colour; body by James Young; manual gearchange; very good order. M.o.T. £550 o.n.o. Gwynn, 49 Highbury Ave., Prestatyn, Flintshire. (8166

LOTUS ELAN, S4SE, "H" reg.; D.h.c.; light fawn; Sundym glass; radio; tonneau. Full service history from new, recent tune/road test at Ian Walkers. Excellent unmarked condition. £1,120. Tel.: 01-794 8989. (8167

FROG-EYE. Good condition throughout. New floor; gearbox; r/springs. Extras include radials. Tel.: Deepcut (Camberley, Surrey). (8168

(Camberley, Surrey). (8168

OFFERS INVITED. For Lea-Francis 1951 saloon car; 1,767 c.c., Gosforth, Back Lane, Barmby Moor, York. Tel.: Pocklington 3231. (8169

M.G.-C GT, 1969. Blue. Wire wheels; overdrive; g.i. headlamps; low mileage; in excellent condition; taxed; M.o.T. £850 o.n.o. Tel.: Wilmslow (Cheshire) 23622 after June 11 or write 98 Knutsford Rd., Wilmslow now. (8170

LANCIA FLAVIA Zagato Sport, 1967. 4-seater. I get 35/38 m.p.g.; 118 m.p.h. £950. Offers. Tel.: Ilkley 2068. (8174

TRIUMPH TR5. Petrol injection 1968. Dark blue, black interior; Surrey hard- and soft-tops; fitted overdrive; radio; spots; air horns, etc. Superb condition; 2 owners from new; 12 months M.o.T. Price? about £875 or offer part exchange of interest, plus money. Tel.: 061-928 2922 (Cheshire). (N.B. Away till June 10th). (8171

DAIMLER SP250, B Series, April 1961. Cream, tan upholstery; wire wheels; tonneaux; radio. Very many other extras, owned by the Advertiser for ten years. Offers are invited around £475. Oldfield. Tel.: Ecclesfield (Sheffield) 3131 (day). (8172

1936 AUSTIN Ruby saloon. Registration DHT 222. Renovation work commenced. Engine running. L. B. Leonard. Tel.: Southampton 25500 or Hythe 8055. (8173

1960 M.G.-A 1600 Sports; new mechanics throughout; new hood and tyres; taxed and M.o.T.; v.g.c. £350. Hibberd, Longmead, Downside, Shepton Mallet, Somerset. Tel.: Shepton Mallet 2473. (8175

ELAN, 1967. "F" S3, S/E, Bahama yellow, in excellent condition. Radio, 8-track stereo; new hood; tonneau; nearly new SP Sports, K/O wheels, air horns. New car imminent, hence low price £840. Tel.: Cranfield (Beds.) 796. (8176

FVY 1, REG. No available on old Standard. Offers, BJH, BH or BAR 1-11-19 wanted. Tel.: East Horsley (Surrey) 4595 (8177

XK150 JAGUAR 3.8 d.h.c. Imperial maroon; superb appearance with performance to match; resprayed rechromed; new engine, clutch, all synchro gearbox, new hood; new exhaust; radio; Cinturatos; Chrome wire wheels; maintained regardless of expense. Bills available. Sole reason for sale, alas, posted Australia. Must be seen. Offers. Tel.: Camberley 25949. (8178

1937 AUSTIN 18, Gordon Ambassador body, two owners; outstanding condition. M.o.T. Offers. Smith. Tel.: Cleveleys 6675. (8179

1954 RILEY, 1½ R.M.E.; M.o.T. Dec. Rebored; engine overhauled; new battery; good body, perfect interior £200. 11 Manston Grove, Chorley. (8180

MORGAN 4/4, Competition built and registered April 1971; wire wheels, orange. £915 o.n.o. for quick sale. Tel.: Nottingham 865464. (8181

LOTUS SEVEN, S4, 1600. Best in Britain. This mint "J" registered specimen has been used only as a second car, with no competitions, and covered a genuine 4,500 miles. Undersealed; heater; servo; oil cooler. Bright yellow with black interior; truly immaculate. Mouth purchase forces sale at £875. Tel.: Tamworth (Staffs.) 68791. (8182

1928 VINTAGE tourer. Fiat 509A. Beautifully restored, completely original including many spares. Marriage regretfully forces sale. £600 o.n.o. Seen Surrey. Tel.: East Peckham (Kent) 279. (8183

DAIMLER SP250B. Only 23,000 miles in six years since new engine. Only two previous owners, both elderly. Only 5,000 miles since new gearbox and clutch; new hood; tonneau and battery. Beautiful mountain blue paintwork; mint chrome; radio quartz-iodine spot/fog lamps; G800 tyres. One of few really good examples left and sensibly priced, if not given away, at £795. Tel.: Offley (Herts.) 295. (8184

TVR GRANTURA. Genuine 42,000 miles. Rebuilt Coventry Climax stage III tune; low ratio independent rear axle, wire wheels; oil cooler; servo brakes; electric fan; leather upholstery; chassis/body immaculate. Genuine reason for sale. Offers around £600. 39 Jesmond Rd., Newcastle-upon-Tyne. (8185

M.G.-B ROADSTER, 1969. Primrose yellow; radio; radials; reclining seats; spots; tonneau; 27,000 miles. Immaculate condition throughout. £880. Tel.: Sheffield 368366. (8186

PRIVATE BUGATTI collection, and 1920 Minerva, Belgium. Tel.: 01-399 1622 for details and inspection. (8187

LOTUS SUPER 7, 1500, 1966. Very fine example; one owner; built up; carefully maintained. £620. Tel.: 01-958 7546 (evenings). (8188

TR3A 1960. Signal red; overdrive; M.o.T. December. £325. Tel.: Waltham Cross 22377. (8189

LANCIA FLAMINIA, Superleggera 2 + 2 2.8-litre GTL by Touring. Blue with red upholstery; l.h.d. Reg. 1968. Superb condition. £815 o.n.o. Tel.: Hatfield 63189. (8190

LOTUS EUROPA T/C. Feb. 1972. Colorado; alloys. All sorted and just carefully run-in, unexpected and reluctant sale. Offers around £1600. Tel.: Brighton 509723. (8191

JAGUAR 420, 1967 "F". Manual/Overdrive; P.A.S.; H.R.W.; M.o.T., taxed; tow bar; F.M. radio. Many extras; showroom condition. £775. Dr. Gwilliam. Tel.: Wellington (Salop) 2596. (8192

A.C. ACE, left hand drive, 1957, white with red hood and tonneau; 2.4 Jaguar engine and gearbox. Mechanically sound and very attractive car. About £560. Michael Etheridge, 45 Rue de Meaux, 60 Senlis, France. (8193

SUNBEAM ALPINE, November 1967. hard- and soft-tops, overdrive; 38,000 miles; one owner; v.g.c. Nearest £600. Douglas. Tel.: Gosport 84551 (day), 85836 (evenings). (8194

FIAT 124 saloon; October 1971. Ivory 5,000 miles; radio; 4 months warranty. £910 o.n.o. Tel.: 01-574 8431. (8195

AUSTIN SHEERLINE, A125. Beautiful condition; highly original; low mileage. Must be seen. £495. Tel.: 01-949 4583. (8196

HUMBER PULLMAN limousine with division, 1949. Highly original, one owner first sixteen years. Almost mint condition. Offers wanted. Tel.: 01-949 4583. (8196

MERCEDES 190SL, 1961 model. A rare example; r.h.d.; white, black top; hard- and soft-top; 63,000 miles only. All extras; M.o.T.; outstanding bargain. £700. Tel.: Epping 3685 (after 7 p.m.). (8197

XK150S ROADSTER. Excellent condition. Carmen red. £795 or exchange XK120. Tel.: Northwood 25435. (8198

ASTON MARTIN DB2-4. Vantage engine. Original and very sound. £335. Tel.: Northwood 25435. (8198

LE MANS Aston Martin. Short chassis, 1933. Very original. Tel.: Weston-Super-Mare 812791. (8199

M.G.-B, 1969. One owner; 22,650 miles only. Mineral blue; black interior; overdrive; Bermuda hard-top; wire wheels. Motorola radio; reclining seats; Cinturatos; folding hood; tonneau; leather s/wheel. Possibly best kept 1969 model available. Should be seen to be appreciated. £995. Tel.: 01-959 7514. (8200

1930 ARMSTRONG SIDDELEY, 20 h.p. Open coachwork by Connaught (only remaining example). Aluminium body; excellent mechanics; tyres. Hood and interior need tidying. Complete with mascot, handbook. £425. "Beechcroft", Staplewood Lane, Marchwood, Southampton. Tel.: Totton 4294. (8201

1968 TRIDENT Venturer, white, black trim. Chrome wire wheels; radio. Excellent condition. £1,025. Tel.: 051-928 9018. (8202

WHITE M.G. Midget, 1969. Wires; radials; tonneau. £625. Good TR3A wanted. Box 3342. (8211



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we have a full fleet of demo. cars, there is a waiting list and we will put you on it without giving you the impression that we're doing you a favour (although, in point of fact, we are!). Should have something interesting to



Michelin ZXs, slightly modified engine, special exhaust system, radio, leather rim, £475. **Lotus Elan S4 S/E,** 1970, silver grey, black within, pushbutton radio + something I can't read, £1,290. **MG-B,** 1967, Old English with red leather, classic Bermuda



hardtop, soft-top, overdrive. **Morgan 4/4 4-seater,** 1971, Indigo blue, louvred bonnet, £1,390. **Triumph Spitfire Mk. IV,** 1971, having just returned from a week's holiday am not as genned up on the cars as I ought to be, but this one's blue, they tell me. **TVR Vixen S3,** June 1971, lagoon blue, leather rim wheels, quartz iodine headlamps, alloy wheels, one careful, £1,245. **Triumph GT6,** June 1971, brown, overdrive, heated rear



window, £1,160. **MG-B,** 1970, 'J' regd., plus royale, black grille/sills/interior, reclinging seats (my typewriter has been trying to spell them that way for months), overdrive, one owner, £1,140. **Arkley SS,** a newly built one in Indy white, black interior, alloy wheels, 1,275-c.c. unit, front brand new, yellow, alloy wheels. **Lotus Europa S2,** 1969, Lotus yellow, SP Sports, radio, £990. **Morgan 4/4 2-seater,** 1970 model regd. late '69, broken white, rear bumper, radio, wheel trims, Cinturatos, approx. £1,150. **Morgan Plus 8,** 1970, specially finished in Glacier white, black leather (might be leatherette, one never knows these days), radio, J. Aley R.O.B., £1,595. **Triumph TR4A,** 1966, Spa white, Surrey top, overdrive, wire wheels, one owner who has pedalled it v. few miles, £745. **Morgan 4/4** 4-seater, 1970, carnation red, tonneau cover, Blaupunkt, wing mirrors, LRSW, leather upholstery, factory maintained, £1,345. **TVR Vixen 1800,** 1968, white with black interior, MG-B power unit, wire wheels, Weber carburetter, £860. **Morgan 4/4 4-seater,** 1969, red, black leather, wire wheels, reversing lights, from Oop North where it has won Concours awards, £1,260. **TVR Tuscan V8 S/E,** 1968, aubergine, black interior, 289 cu. in., 271



b.h.p. power unit, centre-lock wide-rim Minilites with X16-size SP-Sports have been fitted at cost of hundreds £, previous owner lavished infinite care, eat dinner off engine, pushbutton radio, electric aerial, air horns, £1,945. **New MGs, "B"** roadsters in practically every colour from stock, **MG-B GTs** promised shortly, new **Midgets** in show Morgan shoppers by June. Have 1969 1 onr. egg-cup-piston **Honda,** 12,000, 4



wheels, £295. One can buy one's new car from a great choice of garages. All I can say is that we do take an interest in the cars we sell, and whether we agree or disagree with your problems we never get to the state where you are shown a wall of inhuman indifference. Also we really do our best to



avoid problems anyway by extra careful beyond-the-line-of-duty pre-sales peparation. Much the same with 2nd hand cars, full service, oil and filter change, written guarantee (but not on 1950 Morgans). Please drop in for browse + chat. Open to 7 p.m., closed Sundays.

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FOR SALE—continued

AUSTIN HEALEY Sprite, 1967. Racing green. Excellent condition; M.o.T. tested July 1972; owner abroad. £400 o.n.o. Beever, Abthorpe, Nr. Towcester, Northants. (7982

MERCEDES 180B saloon, 1961. "H" registered; l.h.d.; very good condition for year; M.o.T. Feb. 1973. £225. Darbyshire, 1 Toll Bar Cottages, Ollerton, Knutsford, Cheshire. (8088

JAGUAR 3.4S, 1966. Dark green; sunroof; radio; good condition. £600. Tel.: East Meon (Hants.) 385. (8103

ASTON MARTIN, DB4, 1961. Genuine mileage 46,000. Concours condition. £1,600. Tel.: 021-783 2509 (Birmingham). (8104

TR6, 1969. White, soft-top, extras include: overdrive, wire wheels, radio and excellent road holding; 185 XAS. £1,125. Mellor, Castle Farm, Wiveliscombe, Somerset. Tel.: Wiveliscombe 606 (8106

SCIMITAR GTE, May 1970. One owner, radio, overdrive. Superb condition. £1,590 o.n.o. Tel.: Ramsey (Huntingdon) 3294. (8107

PORSCHE 356C, 1964. 54,000 grey; red upholstery; radial tyres virtually new; luggage rack. Excellent condition. Offers over £750. Tel.: Darlington 3614. (8108

XK140, F.H.C., 1956. In daily use; original condition. Mechanically sound; suitable for restoration. Tel.: Bristol 75469. (8109

RILEY 2½ R.M.F., 1952. New exhaust; good tyres; M.o.T.; very good condition. £325. Tel.: Thame 3968. (8110

TR5 1968 Roadster. Fine example; 36,000 miles. Offers around £960. Full details. Tel.: 01-864 1416. (8111

1966 SCIMITAR 2553 c.c.; 44,000 miles; w/w; o/d; new clutch; bronze. V.g.c. £630. Tel.: High Wycombe 33820. (8112

RILEY 1½ R.M.E., 1954. Black. M.o.T. Nov. 1972; tax June 1972; good tyres. Excellent condition throughout. Matrimony forces sale. £150. Tel.: Aberdeen 572313. (8113

1954 ALVIS, TC21/100. "Grey Lady" drophead coupé; rough but running; suitable restoration or spares. £65 o.n.o. D. Shearn, 10 North Rd., Midsomer Norton, Somerset. (8115

RILEY 1½ 1953. Superb condition. Completely rebuilt from chassis upwards, over £200 spent on restoration. Offers around £350. For more details please Tel.: 0742-390304. (8116

1968 TRIUMPH TR5, P1; coupé; XAS; windtones; hard- and soft-tops; white; 2 owners; 24,000 miles. £885. Terms, exchanges. Tel.: Bolsover (Chesterfield) 3302. (8117

M.G.-A TWIN-CAM, F.h.c., in the family six years; probably best looking in existence. Motor 25,000 miles only; oil consumption nil; new expected arrival (human) forces sale. £550 o.n.o. Tel.: Caterham 47-201 (day), 01-805 0989 (evenings). (8118

SUNBEAM STILETTO, 1968. Claret. Almost new radials, carefully maintained. Excellent condition. £420. Temple, 11 Crossley Close, Mirfield, Yorks. Tel.: Mirfield 4184. (8119

OJO 1 on 1964 Herald estate; Spitfire engine; overdrive; one owner. Consider separating. Offers. Tel.: Broad Haven (Pembs.) 224. (8120

AUSTIN SIXTEEN, 1948. Last of the real Austins, getting very rare. Chassis excellent; body original gleaming green; sunroof; hydraulic jacking system; two owners (same family) from new, recorded 60,000 believed genuine; M.o.T. Sept. Minimum of work will give you an impressive neo-vintage carriage. Space urgently needed, so will reluctantly haggle at £160. Tel.: Farnsfield (Notts.) 608. (8121

JOWETT JAVELIN, 1949. Sound, complete. Ideal for restoration or spares. No brakes but will tow on solid bar or "Ambulance trolley". No time to restore and space urgently needed. So £35 or offer. Tel.: Farnsfield (Notts) 608. (8121

M.G. ZA, 1954. M.o.T.; very low mileage; full Gold Seal engine; nice condition; new radiator. £110. Tel.: W. Kingsdown 2225. (6887

TRIUMPH 1800 roadster. Classic looking sports car, with dickey seats. Rear windscreen, complete but requires restoration. £120. Tel.: Woking 62825. (6886

1931 MORRIS Minor good bodywork; big ends gone; some spares. £75 o.n.o. Tel.: Runfold (Surrey) 2175 (evenings). (6884

PORSCHE 356B, Super 90 cabriolet 1962 (Dec.) one owner till December 1971, supplied and serviced by AFN Ltd., resprayed and new hood; offers around £550 or exchange vintage or PVT sports/tourer or W.H.Y. cash adj. Tel.: Mossley (Lancs.) 2026 (evenings). (7852

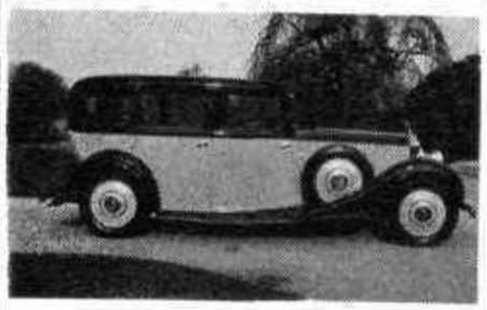
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MARCOS VOLVO, 1,800 c.c. Superb car in dark blue. M.o.T. and tax; unusual registration. £800 o.n.o. Tel.: Glossop (Derbyshire) 3955. (6888

TRIUMPH STAG, 1971. Convertible with hard-top; o/d; Motorola slot stereo; white. £2,250. Tel.: Romford 49250. (7375

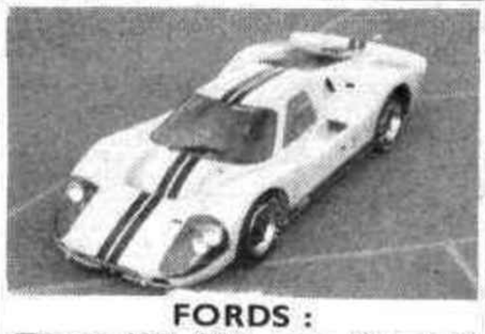
AUSTIN HEALEY 100/6, 1958 as new. Original to last nut and bolt, faultless RAC report. Offers over £850. Tel.: 01-723 1890. (8127

ASTON MARTIN, DB6, Volante, 1967. 38,000 miles; manual; power hood; P.A.S.; usual Aston extras. £2,500. Tel.: 01-731 3383 (between 4-6 p.m.) (8128



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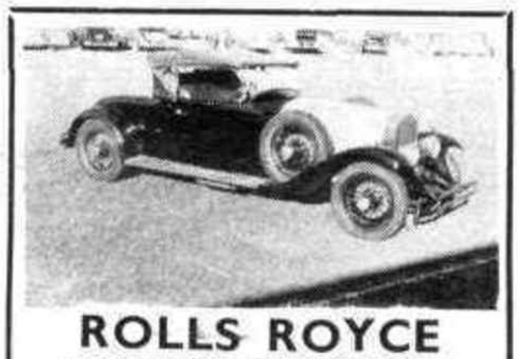
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JOWETT JAVELIN, 1951. Ideal for restoration; spares still available. Details from Peter Tamplin, Salisbury Wells Theological College, Salisbury, Wilts. (8333

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LOTUS ELAN, 1969. D.h.c., S4; one owner. Many extras. Well maintained. £1,095. Tel.: 01-997 1597. (8347

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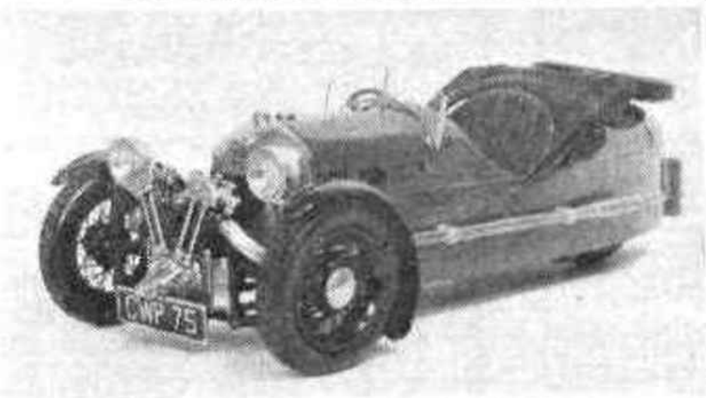


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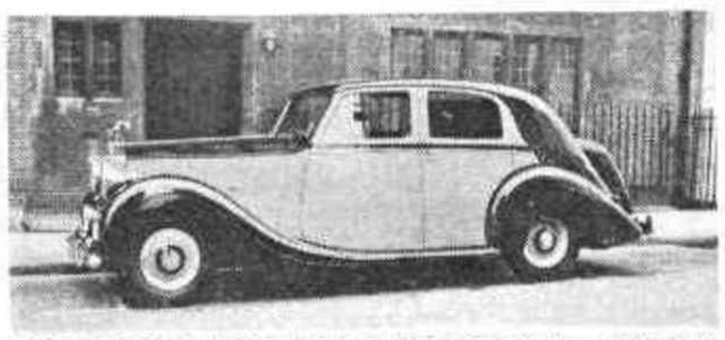
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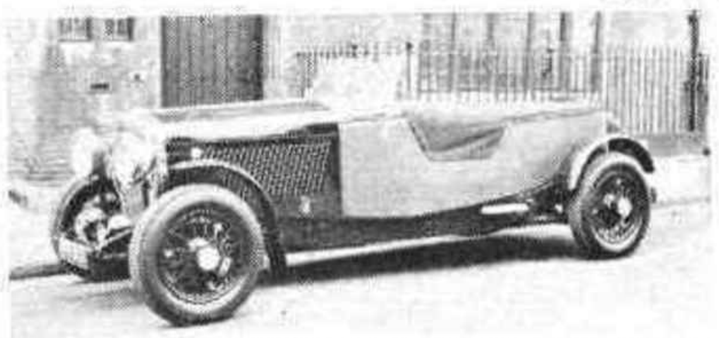
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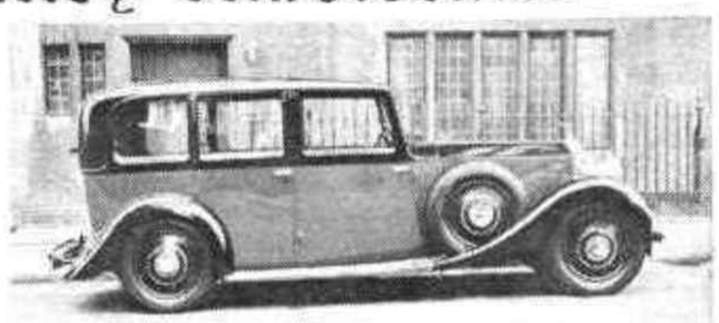
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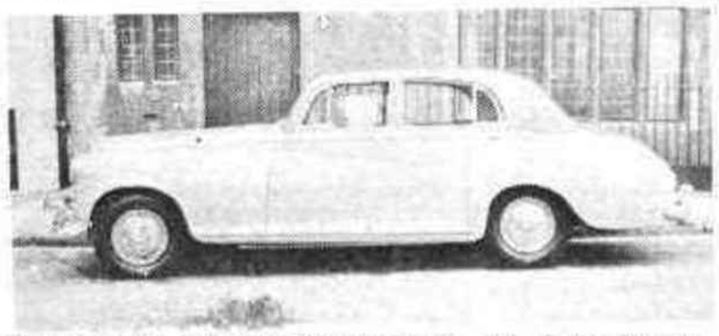
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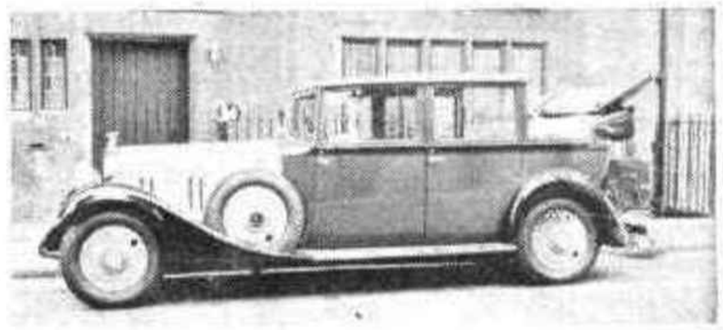
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MARCOS 2-LITRE, 1970. Chrome yellow, black trim. Immaculate 17,000 miles; magnesium wheels; sun-roof; electric windows; push-button radio. £1,175. Tel.: Sheffield 392942. (8074
1927 ROLLS-ROYCE Phantom I Cabriolet by Hooper; laid-up over 11 years. Owner emigrated; viewed Sussex; requires retrimming. Best Offer. Box 3339. (8075
AUSTIN 7, 1937. Exceptional condition. Genuine mileage 67,044. Offers over £300. Thornton, 20 Tilsley Rd., Chipping Norton, Oxon. Tel.: Chipping Norton 3108. (8076
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CAPRI 2000 GT. Silver Fox, November 1969. 26,000 miles; radio; one careful owner. Meticulously maintained; excellent condition; never belted; startling performance. New clutch, exhaust. £900. Tel.: Newcastle (Staffs.) 0782 64821 (evenings only). (8080
BEAUTIFUL WHITE, TR5, 1968. Overdrive, wire wheels; new hood and exhaust; burglar alarm; air horns. £895. Tel.: 01-722 2693 (evenings). (8081

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MARCOS 1600, "G" registered. Immaculate in Porsche blue; sun-roof; chrome wires; adjustable shocks; stereo. Family forces sale of this beautiful car. First offer over £1,050 secures. Mr. Hill. Tel.: Coventry 452023 (office), Rugby 71823 home). (8084
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TRIUMPH SPITFIRE, 1967. White, black hood/interior; good condition. £460 o.n.o. The Flat, 89 The Street, Fetcham, Surrey. (evenings/weekends). (8086
ALFA ROMEO, 1600, Spring GT, 1965. 46,000; dark blue; radio. Recent new clutch; exhaust. Cints.; oil consumption virtually nil. Well kept by Alfa enthusiast. £650. Could arrange finance. Box 3340. (8087
THE GREEN Goddess must go. DS21 Pallas, 1966 Citroen saloon; normal lavish equipment plus Webasto sun-roof; push-button twin-speaker radio; automatic seat belts; XAS radials, etc. Gleaming mist green paintwork, champagne hide upholstery; truly outstanding condition throughout. Most attractive two owner continental express must be sold, hence bargain price. £585. For full details please. Tel.: 01-658 3221 (Beckenham), (evenings and weekends). (8089
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M.G.-A, 1959. White, soft-top, hard-top and tonneau; good original condition. Many spares, including engine and gearbox. £240. Also for sale, 1600 c.c. engine and gearbox. Garry Knipe, Stevenage 3361, ext. 287. (6870

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JENSEN, CV8, Mk. III. Blue with black trim, superb condition. £1,000 or would part exchange for COBRA. Tel.: Sheffield 367593. (6872
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ASTON MARTIN, 3-litre coupé, Mk. III. Special series engine. Ex fitted owner. Bills for £700 since 1967. Fast and reliable. £600 or will give cash and this for Lagonda Rapide. Tel.: 061-330 1113. (6880
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AUSTIN-HEALEY prototype 3000. GTS, built 1967. One of two only. £1,400 o.n.o. Further details. Firth. Tel.: 01-965 5338. (7996

M.G D-TYPE. Four-seater tourer, 1932. *Two previous owners; stored last seven* years. £275 o.n.o. Tel.: 021-743 5672 (Birmingham). (7997

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M.G.-A 1600, F.h.c., M.o.T. *March 30th,* 1973. Good ZX's; needs tidying, hence £175. Tel.: Pudsey (Yorks.) 76683. (8003

M.G. TD, 1951. Completely rebuilt; resprayed; re-chromed; re-wired; re-upholstered, white with tan interior. Immaculate £650. Tel.: Brierley Hill 79133 (6-8 p.m.) (8004

M.G. TC, 1949. Over £600 being spent to restore to beautiful and near original condition; B.R.G. Ready Mid-June. £700. Details Newby, 17 Swift Ave., Manby, Louth, Lincs. Tel.: South Cockerington 419. (8005

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LOTUS 7, Series 2, 1,200 c.c. Immaculate £485 o.n.o. Further details. Tel.: Brierley Hill 79133 (6-8 p.m.). (8011

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FIAT 124 Spider. Red, black upholstery; *l.h.d.; alloy wheels, radials, 5-speed box,* Spots; wing mirrors; belts. A well-maintained example. £995. Tel.: Woodhall Spa 52693. (8012

JAGUAR XK150, 1958. F.h.c.; v.g.c.; wire wheels. M.o.T. March, 1973; reg. no. 17VX. £525. Tel.: 01-549 3643. R. Manning, 43 Park Rd., Kingston, Surrey. (8013

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AUSTIN A40 sports, 1952. Aluminium body finished in "El Paso" beige with excellent hood; tonneau; luggage rack; new chromework tyres; battery, etc. Re-carpeted and *trimmed;* taxed, M.o.T. *March 1973. Spare* f/change, gearbox, clutch, prop-shaft. £185. Tel.: 01-989 2957 (evenings). (8017

ALFA ROMEO, 2600 Sprint by Bertone. An excellent example of this 125 m.p.h. luxury grand touring car in ivory with blue leather; twin-cam engine with triple-twin carbs. and 5-speed gearbox; *electric windows,* reclining seats, Motorola radio; iodide lamps. £575. Thompson. Tel.: 01-622 7599. (8018

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M.G. PA, 1935. M.o.T., taxed. £320 o.n.o. 116 Hillfield Rd., Little Sutton, Wirral. Tel.: 051-339 3345 (not June 3-7). (8033

ALFA ROMEO Giulia 1600 super 1968. Red with black interior; radio; superb condition throughout. £750. Part Exchange considered. Tel.: Mogador 2030 (near Epsom). (8034

MORGAN +4. Crimson, 2-seater; Nov. 1968. One of the last examples of this model; one owner; 35,000 miles. Baby forces sale. Tel.: Limpey Stoke (STD 022 122) 3309. (8035

JAGUAR E-TYPE roadster, 1963. Complete engine rebuild; *new clutch;* tyres; battery; pads; Cibie biode headlamps; 12 months M.o.T.; Motolita. Opalescent gunmetal grey. Company car forces sale. *Offers around £700.* Griffin. Tel.: Bromsgrove (Worcs.) 31767. (8036

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ALFA ROMEO, 1300 GT Junior, 1970. Yellow ochre/black; excellent condition; Radiomobile; new tyres; 18,000 miles. £1,350. Currie. Tel.: Peterborough 69418. (8041

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ALFA 1600 Sprint GT, 1965. New engine, tyres and M.o.T. Nice car finished in deep blue with brown upholstery. £575. Tel.: Wigston (Leicester) 5611. (8046

M.G. TD, 1953. Excellent condition throughout; numerous extras owned 7 years; sensible price for good car. £650. Please telephone to discuss. Dell. Tel.: Brighton 26014 (day) or 737899 (evenings, weekends). (8047

1964 MORGAN 4/4; *1500 Ford GT engine;* 2000E gearbox. M.o.T.; taxed. £600. Heyburn Cottage, Kelburn Terrace, Fairlie, Ayrshire. (8049

E-TYPE, 1963. Red, f.h.c. 66,000 miles. Many extras and improvements including all-synchro box. £590. Tel.: Sheffield 27609. (8050

MORGAN Plus Four, 4-seater; good condition; stored during winter. First offer over £600. Tel.: Keyingham (East Yorks.) 2984. (8051

HEALEY 3000, 1960. Overdrive, wires; radio; heater; hard-top; hood; tonneau. Engine overhaul; new Cints.; clutch; exhaust; king pins, water pump; discs, pads. £385. 60, New Park Rd., Queensbury, Bradford, Yorks. (8055

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GARAGE PROPRIETOR'S son has for sale 1960 M.G.-A; engine 5,000 miles. Excellent all metal body, trim and chrome in *very good condition, possibly one of the* best in the north. Used as second car during summer months only. Good investment at £495 or reasonable offer as owner getting married. Tel.: Sandbach (Nr. Crewe) 4755. (8056

M.G.-A 1600, Mk. I, f.h.c., 1961. Mk. II *interior, mechanically and bodily;* v.g.c. £320 o.n.o. Tel.: Plymouth 53440. (8057

SINGER BANTAM de luxe, 1939; M.o.T.; good condition. Offers, Hollinsmead. Tel.: Crewe 3241 (9-5) or 2a Ruskin Rd., Crewe. (8058

ALFA ROMEO GTV coupé, 1967. Daddy bought me it new, but I've married three big Healeys, so you can have the Alfa for £875. Sally. Tel.: Tring 4810. (8072

M.G.-B GT, 1966. New engine, 5,000 miles; excellent throughout; but *must sell* soon, hence price. £635. Tel.: Brill (Bucks.) 699. (8059

M.G. Y-TYPE, 1951; M.o.T. Good order throughout. Offers around £110. Tel.: Cardiff 759345. (8060

SPRITE, MK. III, 1966. B.R.G. Excellent *condition; second car, new tonneau, almost* new wire wheels and Cinturatos. £400. Tel.: 01-920 6088 (office). (8061

ALFA ROMEO Giulietta Spider Veloce 1961. Red; Cinturatos; radio; twin Webers; new M.o.T. £295. Tel.: Maidenhead 24676. (8062

ROLLS-ROYCE *Silver Wraith* Park Ward limousine, 1948. Radio. £665. Tel.: Maidenhead 24676. (8062

AUSTIN TEN saloon, 1935. Last run 1966. Scruffy but suitable for renovation. Offers. Killick. Tel.: Crowthorne 3986. (8063

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M.G.-B MK. 2, April 1970. 25,000 miles; bronze yellow, matching Bermuda hard-top; o/drive; Rostyle wheels; SP Sports; soft-top; tonneau; *Konlowe fan;* Ossili head, Weber carb, Motorola radio. Square 8 fog and spot. Undersealed; taxed April 1973. £1,175. H.P. arranged. Tel.: Bath 28746 (evening), Bristol 23211, ext. 9 (office). (8069

ASTON-MARTIN, 1959. DB2/4, Mk. III. Drop-head coupé. *Next-to-last one made.* Superb example of this rare car. Full history, properly maintained, including *recent major work. If you want a really* good one, this is it. £895 o.n.o. Tel.: Penn (Bucks.) 2733. (8070

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TR4A, 1967, roadster, wires, white. Two owners since new. £625. Tel.: Nailsea 2310. (8359
SUNBEAM TIGER, 1965, green/black, h/s-tops, radio; recent new clutch, battery, brakes and radials on 5½ Js. Mechanically excellent, bodywork sound. 57,000 miles. £575. Tel.: Shrewsbury 56639 (after 5 p.m.). (8361
BEAUTIFUL 1969 Tuscan V6. Recent renewing tyres, battery, drive shafts, exhaust system. A.1 condition. Alloy wheels. Why change? My lady loves big Morgans. £1,100 o.n.o. Part exchange considered. H.P. arranged. Tel.: Whitby 3157. (8362
M.G. MAGNETTE ZB, 1957. Bodywork and mechanics superb, probably finest in England. Genuine reason for sale. £300 o.n.o. Tel.: Walton-on-Thames 41931 (after 6 p.m. or weekends. (8363
SUNBEAM ALPINE, 1966, Mediterranean blue. Meticulously maintained by one owner. 37,000 miles guaranteed. Hard-top, soft-top, tonneau, overdrive, radio, many more extras. £500. Tel.: Lincoln 51377. (8364
JOWETT KINGFISHER, 1931. Very rare. Complete. Engine dismantled and good. Well preserved vehicle. No major problems to complete to running condition. Spares. Enthusiastic offers. Information s.a.e. Hall, Leeward Heights, Stoney Ridge, Bingley. Tel.: 0274-48876. (8365
1938 ROLLS-ROYCE 25/30 Baker saloon. Green/black. 42,000 miles only. Excellent original condition. Tel.: Tenterden 3344. (8366
PEERLESS 2-LITRE, 1959, 2+2 fibre-glass sports car. Overdrive. M.o.T., taxed. £385. Miller, Tel.: Derby 61422, ext. 797 (office). 14 Main St., Middleton, Derby. (8367
LOTUS ELITE. As original, all mechanicals rebuilt throughout; resprayed; re-shod; M.o.T. and tax; really good example, carefully restored. £825 or close offer. Tel.: Derby 46971 (evenings). (8446
DIVA VALKYR. Sports racing coupé. Ferrari red; gold wheels; dry sump, Ford 1600; twin Webers; Hewland Minilites; wide Dunlop Racers, full rose jointed; "J" registration. Race collectors piece, only £1,495 or might exchange vintage racing or sports. Tel.: 0328 72 387 (Norfolk). (8447
GINETTA G15, 1971. "J" reg. 10,000 miles; alloys; sun-roof; extras. £935 o.n.o. Loan possible. Tel.: 021-706 3550 (after 6 p.m.). (8449
MORGAN 4/4, Series V, 1964. Good condition; Weber; Cints.; tonneau; T & T. £500. Tel.: 0524-74-3470 (Lancaster) (enquiries after June 7th). (8452
ROVER 12. Sports tourer, 1947. Renovated to original condition apart from some interior door trim; M.o.T.; new tyres, etc. £350. M. F. O'Brian, The Woodlands, Cradley Hill Rd., Swadlincote, Nr. Burton-on-Trent. Tel.: Swadlincote 7039. (8454

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ASTON MARTIN, DB2/4, 2.6 gunmetal grey. Superb interior trim. Excellent mechanics. £590 o.n.o. Tel.: 01-373 6267. (8451
TR4 1963. Dark blue; Surrey hard/soft-tops; radio; radials; very clean. £375. Tel.: Wigan (Lancs.) 42296 (not weekends). (8453
PORSCHE 911, 1967. A lovely low mileage car; de luxe specification. A very sensible price asked, £1,780. Tel.: Lingfield 534. (8455
LOTUS CORTINA, 1969 "H". White, green flash; 2,500 miles; radio; Cosmic wheels with G800 GP tyres. Halogen lamps. Serviced and maintained by engineer owner. £850 o.n.o. Part exchange possible. Sykes, 22 Walton Rd., Wisbech, Cambs. Tel.: Wisbech 3321. (8456
AURELIA, 1955 B20 Lancia. Very good both bodily and mechanically. £285. Hamilton. Tel.: Rustington (Sussex) 72177 (evenings). (8457
FIAT 124 Sport, 1968. B.R.G.; 5-speed gearbox; immaculate; exchange considered. £920 o.n.o. Tel.: Tollesbury 367 or 298. (8458
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1971 M.G.-B GT, blaze/black, overdrive, headrests, sold and maintained by us since new, one owner, beautiful condition **£1,395**

1971 M.G.-B GT, white, overdrive, h.r.w., one owner, confirmed mileage 9,764 . . . . . **£1,365**

1971 M.G. Midget Mk. III, blaze/black, one owner, certified mileage 5,651, hand brake/steering lock, A.R.B., tonneau mirrors **£825**



1963 (1st Reg.) JAGUAR XK150 3.4 f.h.c. B.R.G. Possibly low mileage XK150 anywhere, bought new in 1958, then stored and not registered until June 1963, sold to the last owner in 1966 at 2,400 miles, since then he has covered 30,000 miles only in 6 years (mainly motorway), stores in winter months. Jaguar enthusiasts invited to inspect **£1,195**

1970 M.G.-B GT, bronze yellow, sunroof, overdrive, wire wheels, 'Hot' window, fog/spot, Cints, one owner **£1,285**

1970 'J' M.G.-B GT, bronze yellow, one owner, overdrive, Rostyles, radials, fog/spot, electric aerial **£1,245**

1970 M.G.-B, bronze yellow, overdrive, tonneau, SP Sports, Rostyles, one owner **£1,125**

1970 M.G.-B, flame red, wire wheels, chrome rack, radio, Cinturatos, one owner, 16,565 miles **£1,095**

1970 ('69 model) M.G.-B, red, overdrive, wire wheels, expensive radio, chrome rack, radials, tonneau, Waso lock, two owners, reputed 24,965 miles **£1,045**

1969 M.G.-B GT, sandy beige/black, overdrive, Cints, h.r.w., one owner **£1,095**

1969 M.G.-B GT, mineral blue/black, overdrive, radio, Waso lock, flasher, reclining seats, two owners, recorded mileage 28,511 . . . . . **£1,095**

1969 M.G.-B GT, red/black, wire wheels, Cints, 13 in. leather wheel, expensive radio **£1,095**

1969 M.G.-B roadster, red/black, overdrive, tonneau, one owner, nice condition **£975**

1969 ('H') M.G.-B, red/black, one lady owner, confirmed mileage 25,613, tonneau **£965**

1969 M.G.-B, blue, one Dr. owner, wire wheels, steering lock, fog/spot, Marchal h'lamps, XAS's, side flashers, well maintained **£945**

1968 M.G.-B GT, racing green, overdrive, wire wheels, 'Hot' window, Cints, two owners (one until June 1971) exceptional condition **£965**

1968 (Nov.) M.G.-B GT, white/black, sunroof, overdrive, wire wheels, radio, leather wheel **£895**

1968 ('G') M.G.-B GT, green/black, G800s, two owners only, reputed 25,873 miles, exceptional condition **£875**

1967 M.G.-B roadster, B.R.G./black recent radials, tonneau, fold away hood, above average throughout **£675**

1963 M.G.-B, white/red, wire wheels, hard top, G800s, leather wheel, average condition **£325**

1961 (Sept.) M.G.-A Mk. II f.h.c., red/red, radio, Cints, fog/spot, appreciating asset **£365**

1954 M.G. TF, black/beige, sold by us in 1970 with a guaranteed mileage of 47,354 (one lady owner since new), just returned to us, mileage now 49,371, wire wheels, tonneau, works reconditioned engine fitted (1500 c.c.) at 28,000 miles, possibly last original condition TF left **£965**

1952 M.G. TD, white/black, original log book, rack, radio, heater, windtones, recent hood and sidescreens, retrimmed, Mich X, very good example **£595**

1964 MERCEDES BENZ 230SL automatic, dark blue/pale blue hardtop, power steering, discs, Motorola, fuel injection, 5 new tyres, just fitted **£1,675**

1966 MORRIS Mini Cooper, green/white top, discs, leather wheel, seat and steering extensions **£345**

1969 ROVER 3500 'V8' automatic, sunroof, radio, fog/spot, white/red, two owners only **£1,195**

1966 SUNBEAM Alpine Mk. V, blue/black, rare one owner, overdrive, tonneau, Mich X, fog/spot, well above the average **£495**

1966 SUNBEAM Tiger, green, tonneau, 2 owners only last one a doctor, an exceptional example **£725**



1968 M.G.-C GT, Riviera silver blue, new sunroof, overdrive, wire wheels, servo, "hot" window, 4 new SP Sports, one owner, beautifully kept example **£995**

1971 TRIUMPH Spitfire Mk. IV, saffron/black, hardtop, one owner, beautifully kept **£895**

1970 TRIUMPH Vitesse 2-litre Mk. II convertible, laurel green/beige, G800s, lady owner **£875**

1970 TRIUMPH Spitfire Mk. III, damson/black, hardtop, tonneau, chrome rack, G800s, one owner, 21,186 miles **£795**

1969 TRIUMPH TR6, white/black, tonneau, radio, leather wheel, 26,215 miles **£1,095**

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1968 TVR Vixen 1600, white/black wire wheels, Cints, discs, Kenlowe, above average **£825**

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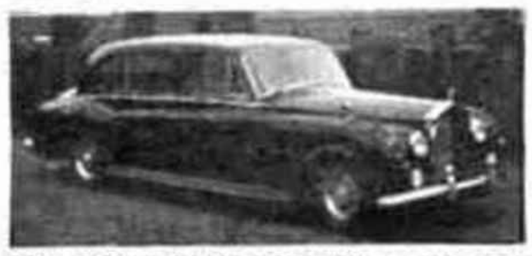
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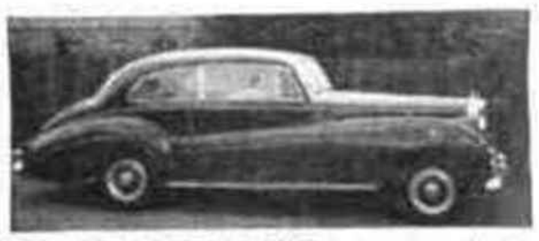
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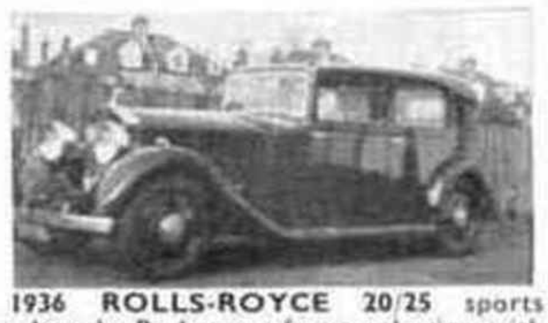
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MISCELLANEOUS

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MISCELLANEOUS—continued

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M.G. T-TYPE spares. S.a.e. list. Cooke, 336 Grimsby Rd., Cleethorpes. (7613
HORSE-DRAWN CARRIAGES for sale. Tel.: Botley (Hants.) 2102. (9003
CLASSIC JAGUAR ASSOCIATION: Mark V and prior Jaguar and SS cars are our speciality, but all Jaguar owners and enthusiasts are welcome and of interest to us. For more information and sample copy of News & Technical Bulletin send your name and address to: Herbert G. deBruyn, Membership Chairman, 3023 165th Place North East, Bellevue, Washington 98004. (3506
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(*Right*) Very rare **LANCIA Aurelia Spyder GT**, 1956, red with dark red trim, indicated mileage 55,000 and considerable mechanical and coachwork repairs have now been completed; this car is most attractive both to look at and to drive and is certainly unusual. **£675**



(*Left*) Circa 1925 **F.N.** 4-cylinder motor cycle, has minor deficiences, but seems very sound generally and will be running when we can find the time. **£250**



(*Right*) **BENTLEY S Series Continental** by Park Ward, 1956, automatic, dark blue with grey interior, indicated mileage approx. 118,000 believed genuine, supplied by us 4 years ago; new radiator just fitted, mechanically a very sound car, but interior a little shabby and the paintwork although fairly recent, has blemishes, hence the down-to-earth price as it stands of **£1,975**

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markable **REO Flying Cloud** 4½-litre, 6-cylinder r.h.d. sedan, 1928, completely original to lights, equipment etc., nicely restored coachwork smoke blue with grey leather erior, all plating renewed etc., mechanically very sound and ready to drive away. **£1,075**
r photograph, see last month).

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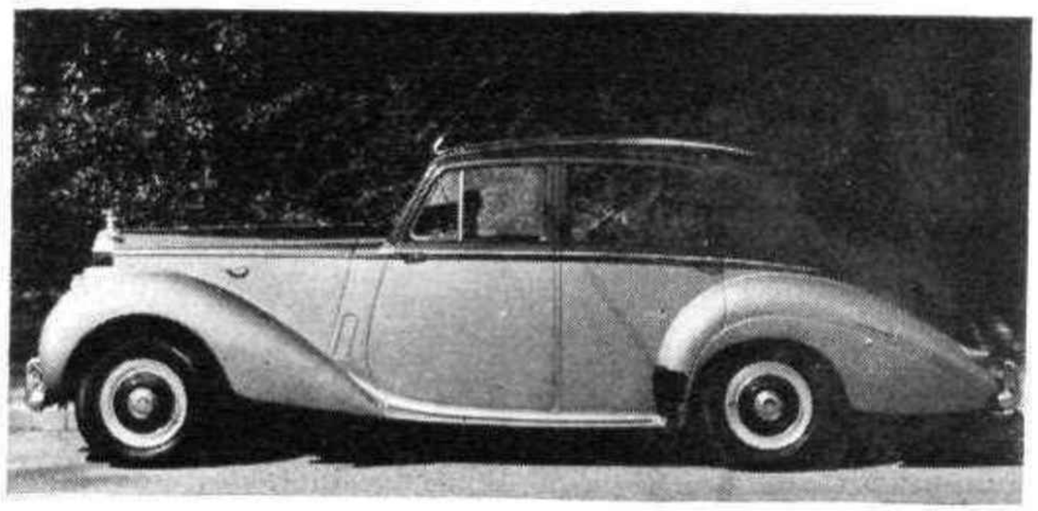
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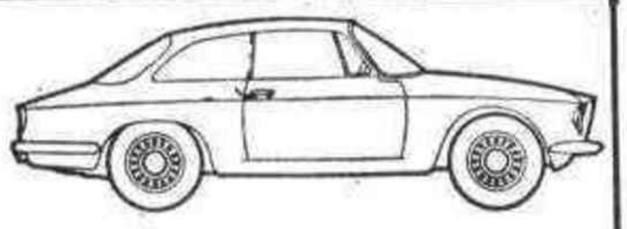
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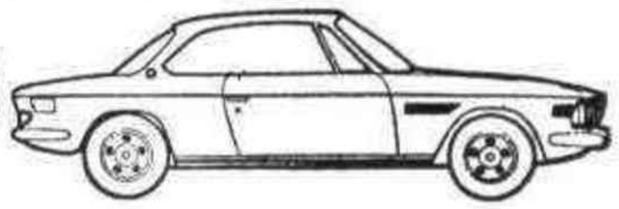
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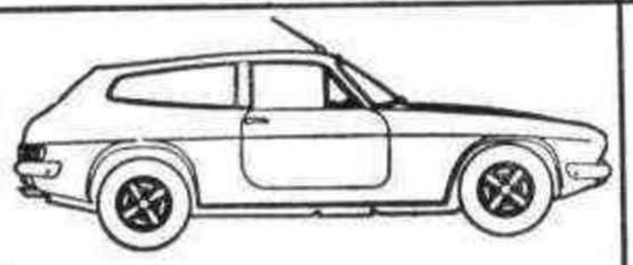
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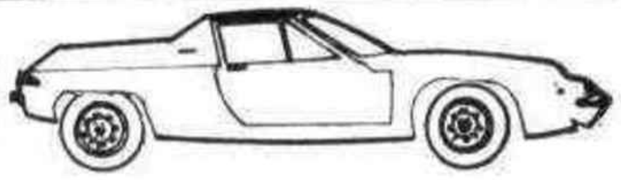
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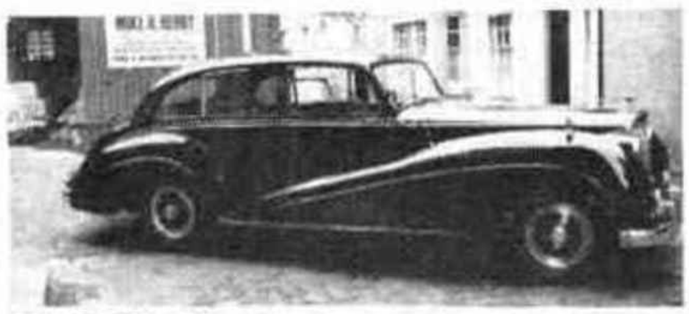
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BENTLEY, 1951, Mk. 6. Fully flowed engine with unusual 4-door coachwork by James Young, nicely original throughout finished in black with tan trim.



BENTLEY, 1952, Mk. 6. Big bore H. J. Mulliner lightweight sports saloon nicely finished in Havana coffee brown with mushroom side panels. Deep plum hide interior trim, mechanically good, a very attractive coach-built model.



BENTLEY, 1956, S1, continental drophead by Park Ward. 3 owners, extensive history, nicely painted in burnt almond with natural hide trim, just fully serviced and fitted new tyres.

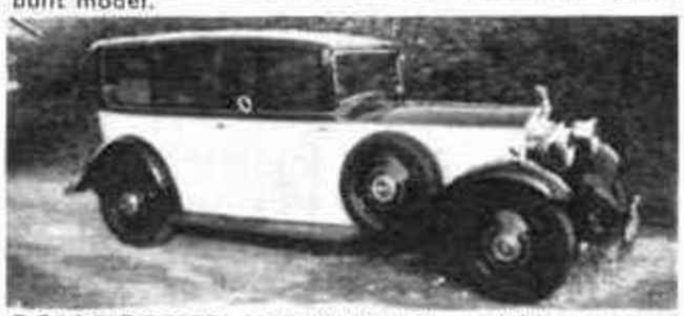


ROLLS-ROYCE, 1949, Silver Wraith, owner-driver sports saloon with coachwork by Park Ward. P100 headlamps, mechanically very good, finished in black over gold with tan hide trim.

ROLLS-ROYCE, 1948, Silver Wraith, owner-driver, close coupled touring saloon with elegantly proportioned coachwork by Park Ward, recorded mileage of only 55,000 by 2 owners. Superb duo-tone pearl over storm grey cellulose with impeccable tan hide interior trim, all original tools, radio, etc. Just completely serviced and potentially a *concours* winner.

MATCHLESS, 1925, 1,000-c.c. V-twin, nicely restored.

MATCHLESS, 1937, 250-c.c. sports single with upswept exhaust, good original order.



ROLLS-ROYCE, 1935, 20/25 "D backed" laundaulette touring limousine by Barker, with side mounted spare wheel. Completely restored and a recent Blenhiem award winner, black over pearl grey with leather hood, trimmed in beige West of England cloth to rear and black hide front. Absolutely superb throughout.

ROLLS-ROYCE, 1958, Silver Cloud I, high compression engine, power steering. 2 owners from new and recorded mileage of only 76,000. Virtually unmarked throughout in suede over sage green with deep velvet green hide trim. Just fully serviced and undoubtedly ready for some superb motoring by the meticulous person wanting an outstanding specimen of this series.



ROLLS-ROYCE, 1960, Silver Cloud II-U8, automatic transmission and P.A.S. Electrically operated windows, only 2 owners from new. 90,000 recorded miles. Virtually unmarked shell over astral blue coachwork with special Radford interior trim, in blue hide, just fully serviced, fitted new tyres and brakes relined.

BENTLEY, 1961, SII sports saloon, automatic and P.A.S. Exceptional example finished in shell over velvet green with tan hide trim. Really a first-class example, fully serviced.

BENTLEY, 1952, Mk. 6, Big bore standard sports saloon. Virtually one titled owner from new, recorded mileage of only 60,000. Black over grey coachwork with tan hide trim.

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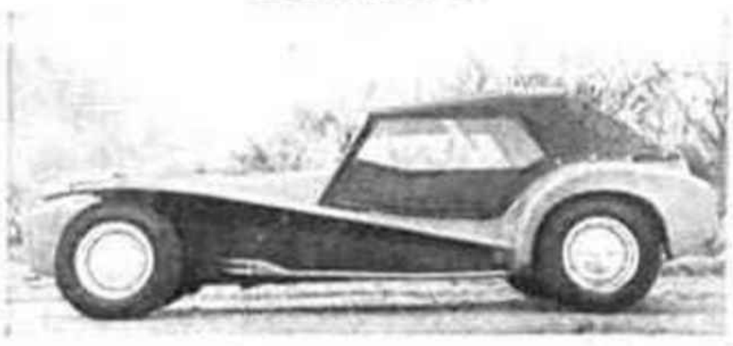
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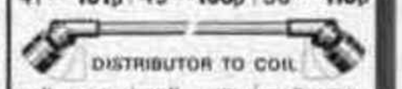
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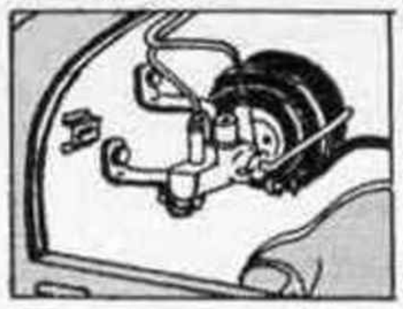
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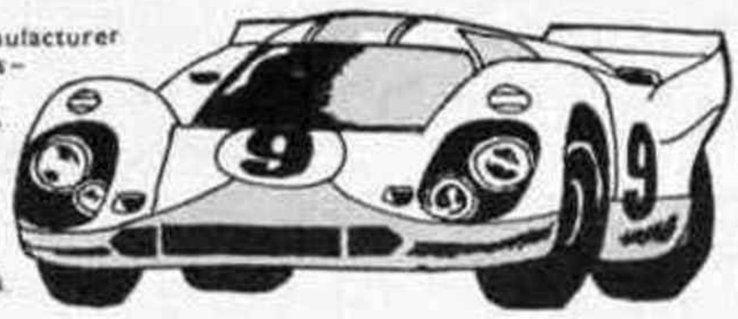
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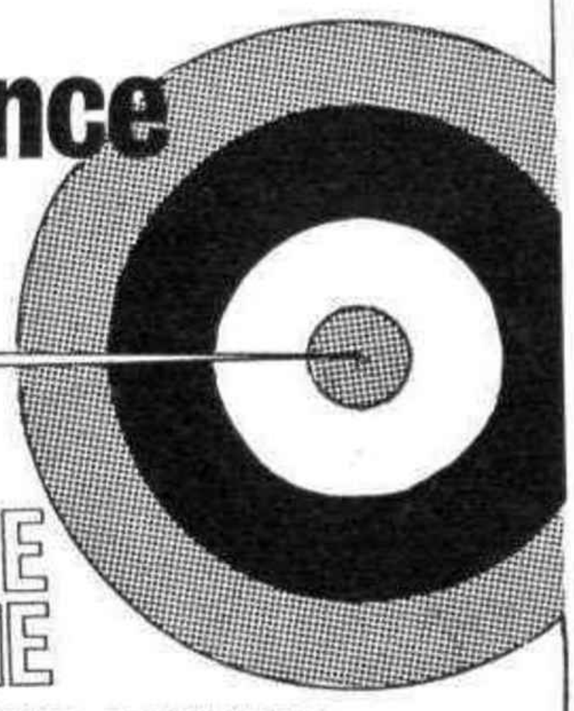
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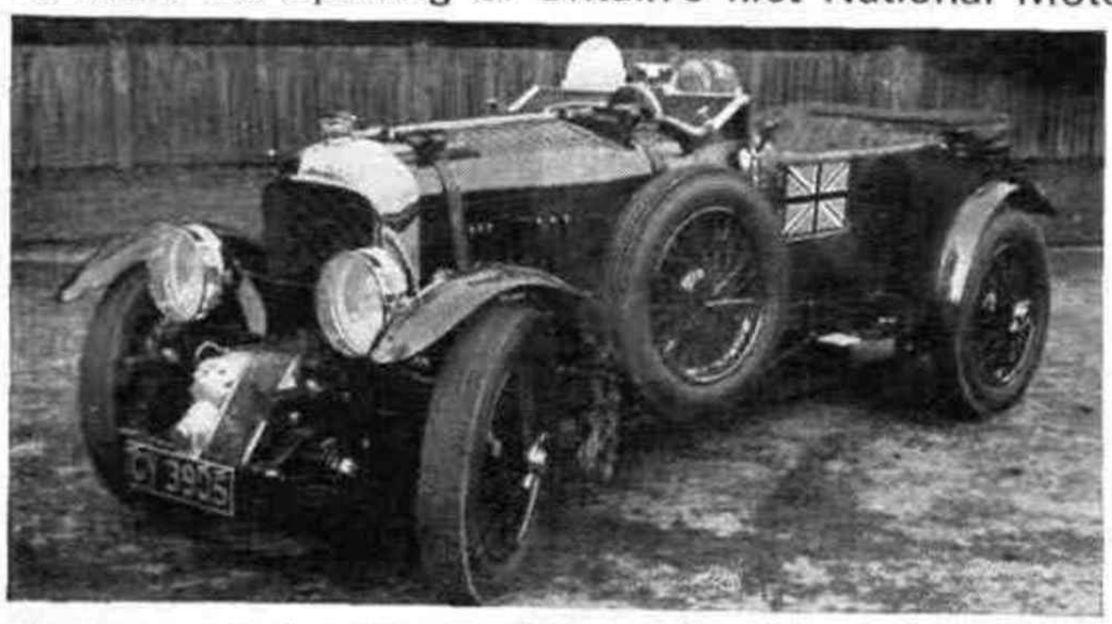
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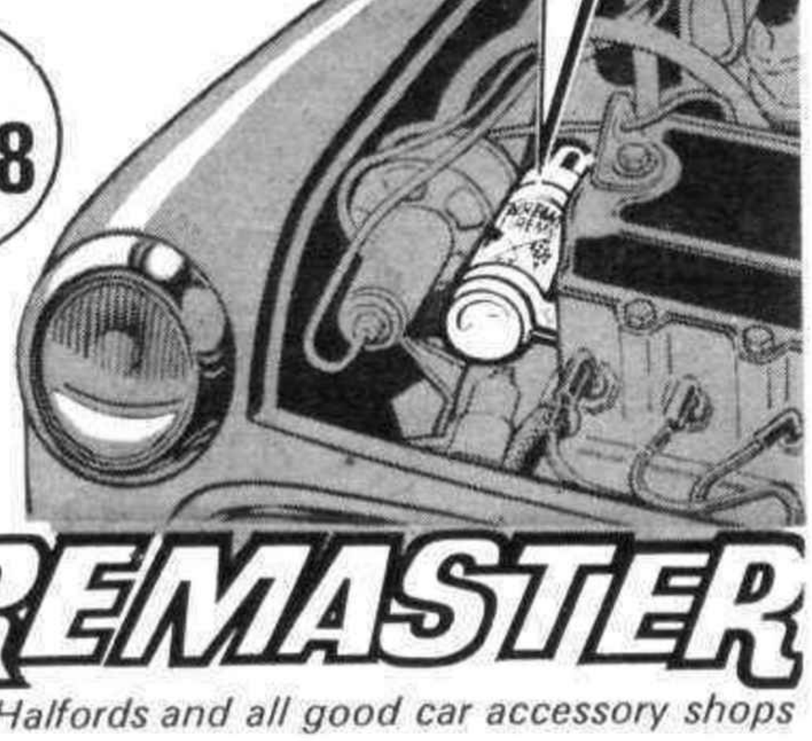
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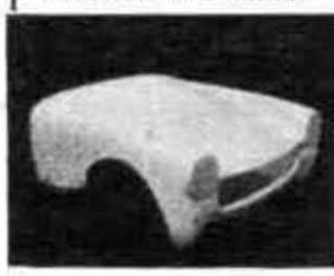
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LOTUS Elan S4, d.h.c. S/E, 1970. Yellow with black trim, fitted stereo/tape radio. **£1,295**

JAGUAR 'E'-Type. Choice of 2 1970 roadsters, white or B.R.G., both with tape/radios, chrome wire wheels, etc. from **£1,995**

LOTUS Elan S2. Drophead, finished in black with silver stripes, radio, long range spots, uprated suspension, etc. **£585**

AUSTIN HEALEY 3000 Mk. I, royal blue with red coachlines, overdrive, wire wheels, new hood, extensive overhaul recently carried out. **£485**

MARCOS 2000 GT, 1970. Aubergine/black trim, sun roof, mag. alloy wheels, radio, electric aerial. **£1,395**

LOTUS Elan +2S, 1970, choice of 2 fine cars in white or French blue, both under 12,000 miles, all usual extras, from **£1,895**

LOTUS Elan S3 drophead, 1967, red with black, radio, etc. **£865**

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RELIANT SCIMITAR GTE. We will be very pleased to demonstrate one of these outstanding four-seater Gran Turismo Executive cars at your home or office, whichever is the more convenient. The GTE with the 3-litre V6 Ford unit has either automatic transmission or overdrive gearbox. Earliest delivery in choice of colour from the **LEADING RELIANT AGENT.** Please contact **Stuart Mayhew** on (01) 994 7119 for further information.

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ESCORT GT twin cam, 1969, big engine, white with mat bonnet and roof, flared arches, 6 in. minilites, Armstrong shocks, uprated suspension, roll cage, GT seats, low Q.I lamps, 4.7 diff. in fact all business. **£895**

CHEVROLET Camaro 228 Trans Am. 5-litre, 302 engine, very rare 1969 car. Solid forged crank, rods and pistons, 4-barrel Hotley carburation, 4-speed Hurst shift, power steering and brakes, Positraction, F.60 x 15 low profile tyres, chrome wheels, front/rear spoilers, built in head rests, radio, finished in metallic silver, black flashes. A truly fabulous car for **£2,195**

ALFA ROMEO GT Veloce, 1969. Bahama yellow, black vinyl roof and trim, alloy wheels, radio, etc. **£1,595**

FIAT Abarth 500F, 1967. Red/silver, engine overhauled, 600 c.c. special wheels, super value at **£325**

LOTUS Europa twin cam, 1972 series, in carnival red, black trim, alloy wheels, radio and stereo tape. 6,000 miles only. **£1,595**

SUNBEAM Tiger. Just recellulosed—pale silver blue, and 4.2 unit overhauled. Fitted mag. wheels, etc. **£795**

M.G.-B Mk. II. Choice four unmarked 1970 cars flame red or white, overdrive and wires etc. From **£1,095**

M.G. Midget. Choice three 1098 examples, white, blue or B.R.G., one with hard-top. **£365**

JAGUAR 'E'-Type 2+2 coupé. A 1969 regal red/tan trim, manual with chrome wires, radio, etc. **£1,895**

TRIUMPH TR5. Choice two 1968 PI cars, white, red, one Surrey top, all with useful extras. **£965**

M.G.-B roadsters. Currently eight in our constantly changing selection. Most colours and specification, 1966 to 1969. From **£665** to **£1,135**

TRIUMPH Spitfire Mk. III. Choice three hand-picked cars, white or red, various extras. From **£585**

MASERATI 3500 Spyder. Most attractive 1963 open 2/4-seater in Ferrari red with black trim, coachlines and det. hard-top, twin o.h.c. straight-six with Webers and 5-speed box, alloy wheels with Cints., radio, etc. **£1,195**

LOTUS Seven Mk. IV. Yellow with black cockpit, G800s, leather wheel, etc. 1970. Recorded mileage 11,000. **£895**

TRIUMPH TR4A. Fine 1967 car in white with black trim, overdrive, wires with XAS, radio, leather wheel, etc. **£785**

TRIUMPH TR6. Choice two one-owner P.I. roadsters, white/black trim or B.R.G./red trim, both overdrive, etc. **£1,165**

LOTUS Elan 'Plus Two'. This 1968 car in burnt sand drives really well and has all the usual extras. **£1,185**

M.G.-B GT. Three selected 1967 overdrive cars, red/black, grey/red or white/black, all well equipped. From **£835**

LOTUS Elite 'Super 95'. Specially built and regd. 1971, pale green, 1220 Climax unit with Webers, 13-in. wires with G800s; reputed 3,000 miles; collector's item at: **£995**

M.G. Midget 1275. Choice four: red, white or B.R.G., one with wires, one with hard-top. From **£535**

A.C. Ace. Rare 2.6 example—regal red. Fitted B.R.M.-tuned unit with alloy head and Webers, overdrive, wires with Cints., hard/soft-tops, etc. 1962. Unrepeatable. **£1,095**

T.V.R. Vixen. A one-owner 1969 car in Bahama yellow/black trim, wide wires with HR-SPs, tape-player, tuned unit, Webers, etc. **£995**

M.G.-C GT. 1969 car in B.R.G. with black trim, overdrive, wire wheels. wood-rim, radio. **£1,095**

COOPER. Currently four varied 1,000-c.c. cars, these change constantly but we can usually offer up to a dozen Coopers and 1275 Cooper S's. From **£395**

DAIMLER SP250. Exceptional 1964 'C' spec. car in silver with black trim and det. hard-top. One owner until 1972. **£985**

M.G.-B GT. Three hand-picked 1969 cars: red, B.R.G. or blue; overdrive, wire wheels, radio, etc. One with sun-roof and go from **£1,095**

MUSTANG Mach I. Two of these fabulous fastbacks, a 1970 in white with manual 'box and a 1969 in blue with auto. 'box. Both 351 Ram Air units under black bonnets with matching trim, radio, etc. From **£2,095**

JAGUAR 'E'-Type. A late 1967 coupé in dark green opalescent with pale green trim, chrome wires with HR-SPs. h.r.w., twin-speaker radio. **£1,385**

CORTINA 'Savage'. Rapid but tractable V6 in 1600E silver fox car, Rostyles with G800s, Restall seats, etc. **£985**

MINI Clubman 1275 GT, 1971. Teale blue, tinted glass, radio, lowered, flared arches, alloy wheels, 12,000 miles, one owner. **£835**

RELIANT Scimitar GT coupe. 1968 'G' registered, gold sand, black trim, overdrive, radio/tape, Cinturato tyres. **£985**

RELIANT Scimitar GTE. Three examples of these hand-built high performance 1970 Mk. II cars: Everest white, golden sand or Med. blue, all overdrive, radio, Cints., h.r.w., etc. From **£1,795**

MUSTANG Mach I. 1971. Sports-roof, dark met. green and silver with tan trim. 351 unit with 4-speed Hurst shift, power steering and vent discs, stereo tape and radio, etc. **£2,685**

ALFA ROMEO Giulia 1300 GT. A 1969 one-owner car in Bahama yellow with black trim, 5-speed gearbox, etc. **£1,195**

M.G.-B GT Mk. II. Choice two 1970 one-owner cars, blue royale with black trim, overdrive, wire wheels, radio, h.r.w.; one sun-roof also. **£1,295**

JAVELIN SST fastback coupé. Attractive 1970 model—red with black interior, 360 unit, auto. and power, radio, etc. Excellent performance. **£2,285**

PONTIAC Firebird 'Trans-Am'. The ultimate high-performance American car. This rare 1970 one-owner example is in dark metallic blue with white stripe and black trim; 400 C.I. unit with auto. and power, full air-cond., AM/FM radio, spoilers, etc. **£2,995**

MUSTANG convertible. Beautiful 1967 car in regal red with gold coachlines; V8, auto., power top, steering and brakes, radio, console, etc. **£1,295**

RELIANT Scimitar GTE. Two automatic examples of these fast dual-purpose vehicles, a 1970(H) in tobacco with sun-roof and a 1971(J) in satin yellow with alloy wheels, both radio, h.r.w. etc. From **£1,835**

MUSTANG, 1971 sports coupé. French blue and silver with black trim, 302 C.I. V8 unit. Auto., power steering and brakes, full air cond., tinted screen, radio, etc. 12,000 miles recorded by one owner. **£2,685**

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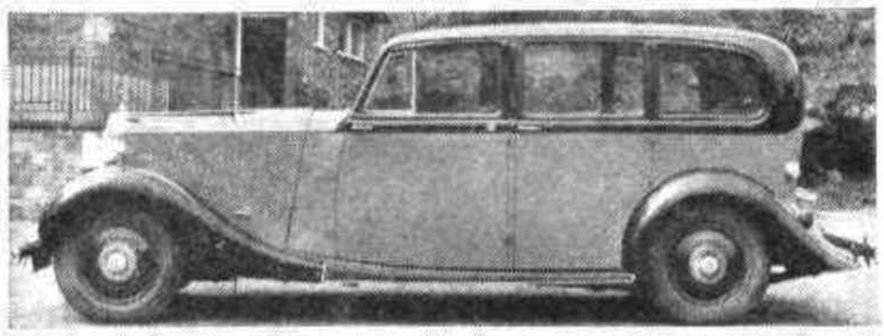
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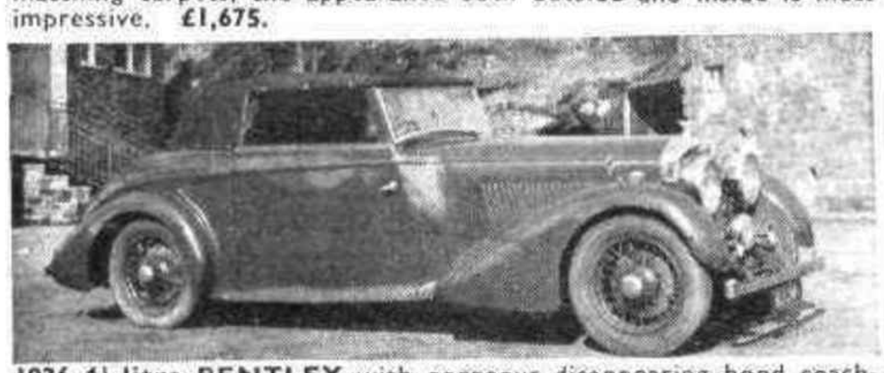
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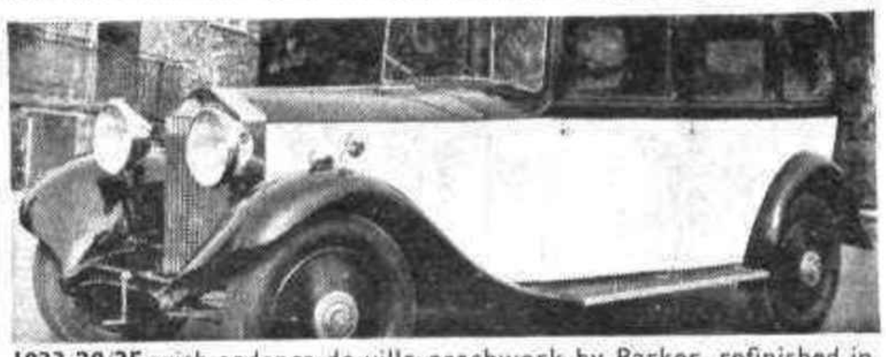
1936 4¼-litre BENTLEY sports saloon by Mann Egerton, in magnificent original order. Three owners only have maintained this car beautifully and we have a very complete history of its maintenance. Finished in black with red line. The interior is deep red hide with matching carpets, the appearance both outside and inside is most impressive. **£1,675.**



1939 WRAITH 7-passenger limousine by Park Ward, finished in black with grey side panels. A nicely maintained car which has had several owners, but appears to be in excellent mechanical order. The interior is West of England cloth in the rear compartment and leathercloth in the front. A thoroughly dependable classic at **£1,275.**



1936 4¼-litre BENTLEY with gorgeous disappearing hood coachwork by H. J. Mulliner. Fully restored both bodily and mechanically. Finished in Napier green with green hide interior. This model appears on page 209 of the book "Fifty Years of the Marque". A great deal of money has been spent to bring this car into superb condition and we think it well worth the price of **£2,750** or offers.



1933 20/25 with sedanca-de-ville coachwork by Barker, refinished in two shades of blue, the interior has been completely refurbished in Bedford Cord to the rear and black hide to front. New carpets, headcloth and repolished woodwork, complete a very, very good appearance. All the chromework has been replated and the tyres are good. A real collector's piece at **£2,350** or offers.

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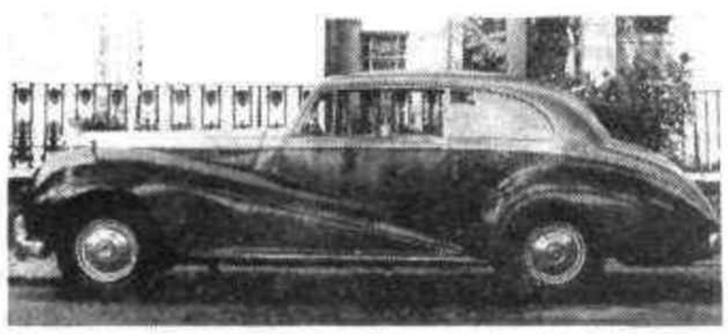
We have been fortunate to obtain 2 more **BENTLEY Convertibles,** both with synchromesh. The one most shown is finished in burgundy and has been totally restored to *concours* standards.



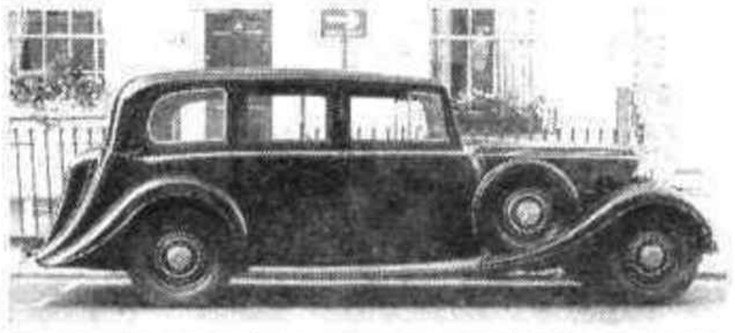
This convertible is believed to be unique in the United Kingdom. It is undergoing extensive restoration in our coachworks and will be ready by the end of June.



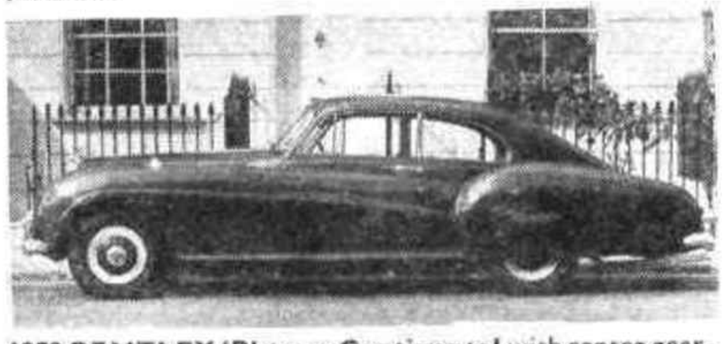
The ex-Major Lambton **BENTLEY** special is now back on our premises after a brief spell in the motion picture business: this has enabled us to re-offer the excellent device at a more reasonable price than was previously possible.



1952 BENTLEY Mk. VI 'Clubman' saloon by James Young, sand with red hide, mechanically excellent but with minor blemishes to paint and interior only average. Reasonably priced.



1938 ROLLS-ROYCE Phantom III full limousine by Rippon. Twin sliding roofs, swivelling occasionals, ivory-mounted fittings. One private owner 125,000 miles recorded. Black, lined in blue with fawn melton cloth to rear. Fine.



1953 BENTLEY 'R'-type Continental with centre gear-shift. Moss green metallic with pearl grey hide. Recently subject of considerable expenditure and in exceptional order throughout.

Left-hand drive Bentley SI with power steering.
1930 Phantom II Sports Limousine by Brewster: British built chassis carrying beautifully contrived division limousine coachwork, impeccably finished in charcoal grey fenders and fabric-covered roof with pearl grey panelwork.
1962 Silver Cloud II. Antelope over black with tan hide.

1950 Silver Wraith Touring Limousine by Hooper: razor-edged with large headlamps and strikingly finished in black over kingfisher blue with cream hide throughout.
1949 Silver Wraith similar to the above, but by Freestone and Webb and with beige hide throughout. Black exterior.
1957 Left-Hand Drive **Silver Cloud I,** beautifully finished in regal red with light tan hide. P.A.S. Very rare.

1949 Silver Wraith Sports Saloon by Park Ward. 72,000 miles only, one owner since 3,000 miles and unused since 1969, being professionally laid up under the supervision of James Young Ltd. An unusual small Rolls.
1958 Bentley SI in sand over sable with red hide interior.
1960/61 Bentley SII saloon in black over shell grey: powered windows and nicely maintained, one with extensive recorded maintenance. Recorded mileage 80,000.

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