August 1972 Vol. XLVIII No. 8 15p

MOTOR SPORT

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Vintage '72. Another good year for cars.



1972. Another good year for motorists who believe that, like wine, a car improves with keeping; that the better it's looked after, the longer it runs. They're the ones who can appreciate the benefits of using an oil with the sparkling pick-up of a 10W 30 grade– the strong body of a 20W 50 grade for sustained high speeds. Mobiloil Super 10W 50. The best of both worlds. At a non-vintage price.

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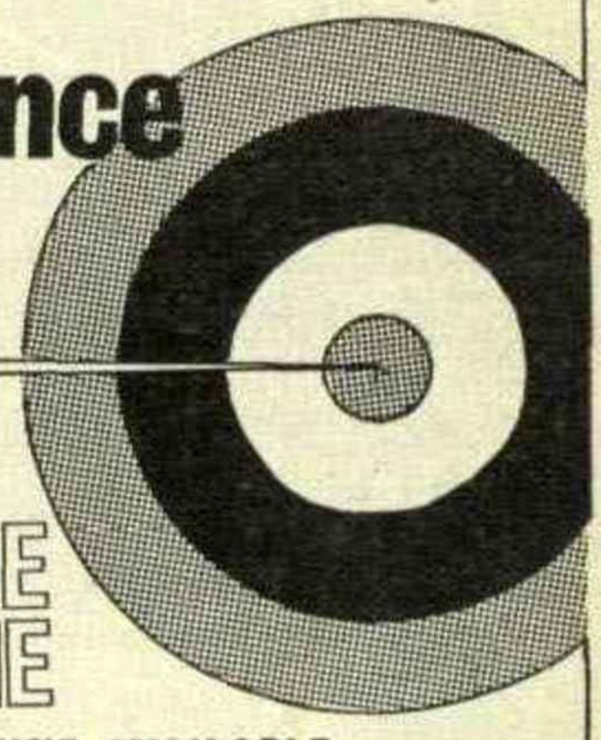
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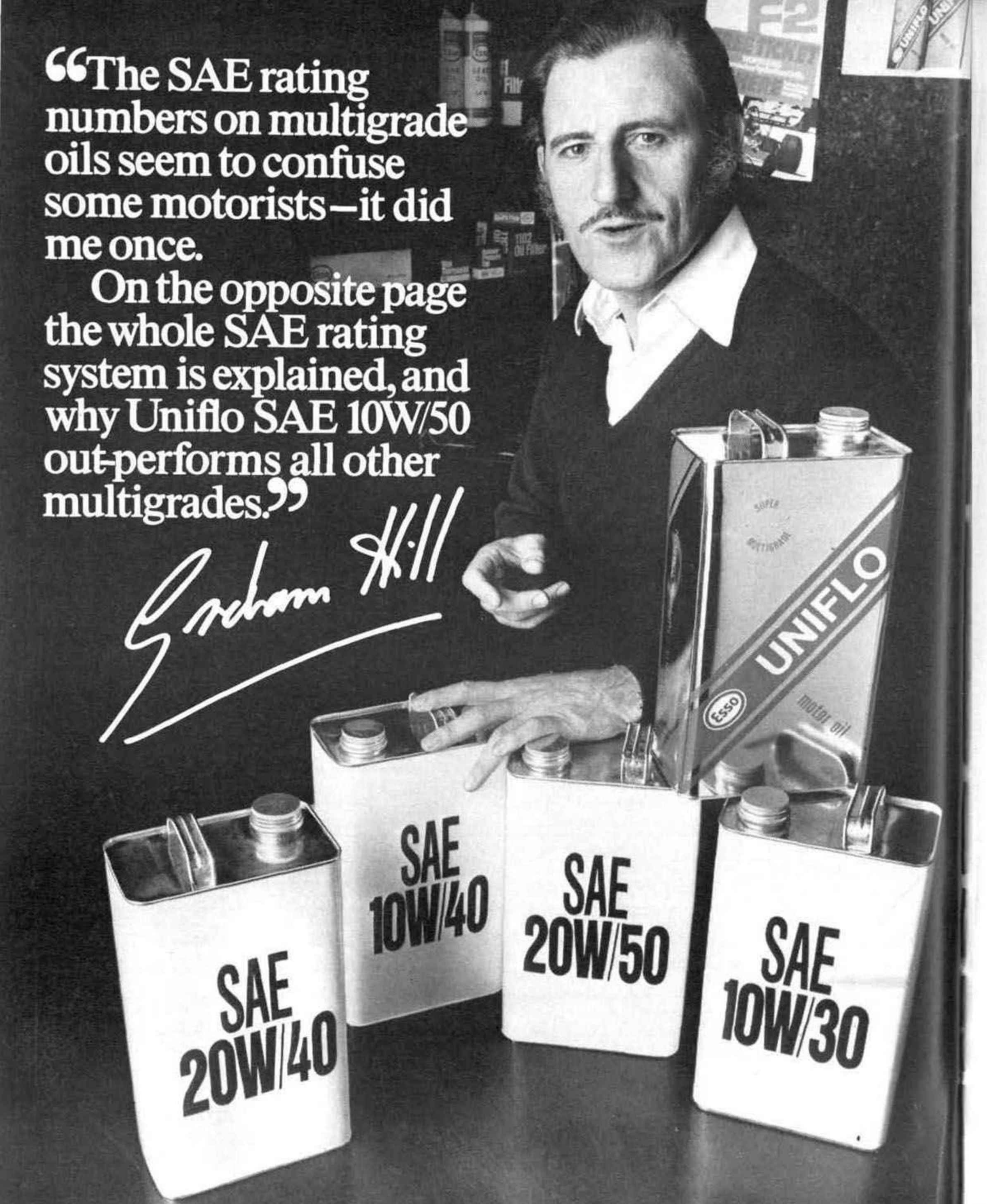
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Dept. M.S., Leighton Buzzard, Beds. Tel.: 3022

"The SAE rating numbers on multigrade oils seem to confuse some motorists—it did me once.

On the opposite page the whole SAE rating system is explained, and why Uniflo SAE 10W/50 out-performs all other multigrades."

Graham Hill



Esso, the world's largest oil research organisation, here discusses those cryptic SAE rating figures, and explains why Uniflo–rated at SAE 10W/50–gives better all-round protection than any SAE 20W/50.

Most motorists will have noticed the SAE numbers that are usually printed on the cans of motor oil they buy, but not every motorist will know too much about them, such as what exactly they mean!

So, to start at the beginning, the letters SAE stand for Society of Automotive Engineers, a technical body that lays down standards for the petroleum industry to adhere to. These standards relate to the oil's viscosity – its ability to flow; and, because the oil has to give effective engine protection both when it is cold *and* when it is hot, its viscosity is measured at 0°F (–18°C) and 210°F (99°C), and it is classified by the SAE at each of these temperatures.

Thus, when an oil is marked 10W/30 on the can it means that its viscosity rating at 0°F is SAE 10W (the W simply means 'winter'), and its viscosity rating at 210°F is SAE 30. Practically all multigrade oils have a winter – or cold cranking – viscosity rating of either SAE 10W/ or 20W/, the lower figure being the thinner oil. Similarly, most multigrades have a summer–or high temperature – viscosity rating of SAE /30, /40 or /50, and again the lower the figure, the thinner the oil. So we always know that an SAE 10W/30 oil is relatively *thinner* and a 20W/50 is relatively *thicker*. From this, we can deduce that a SAE 10W/40 oil will perform better when cold than an SAE 20W/50, but not so well when hot; but it will perform better when hot than an SAE 10W/30. And so on. These SAE figures do provide a helpful and accurate guide to the kind of oil you're buying.

THE ENGINE SITUATION HOTS UP

Engines today have markedly higher power/weight ratios than they had in the Sixties, and the working heat inside the engine is consequently becoming ever more intense. Bulk oil temperatures in the sump can well be 212°F (100°C); the oil temperature in the crankshaft bearings can reach 250°F (120°C); and at the piston rings it can be as high as 360°F (180°C). So motor oil nowadays is expected to retain its effective viscosity well towards the 400°F (200°C) mark, and yet still flow easily at sub-zero temperatures to give cold-start protection. On top of this, the car manufacturers have been progressively lengthening their recommended oil-change intervals.

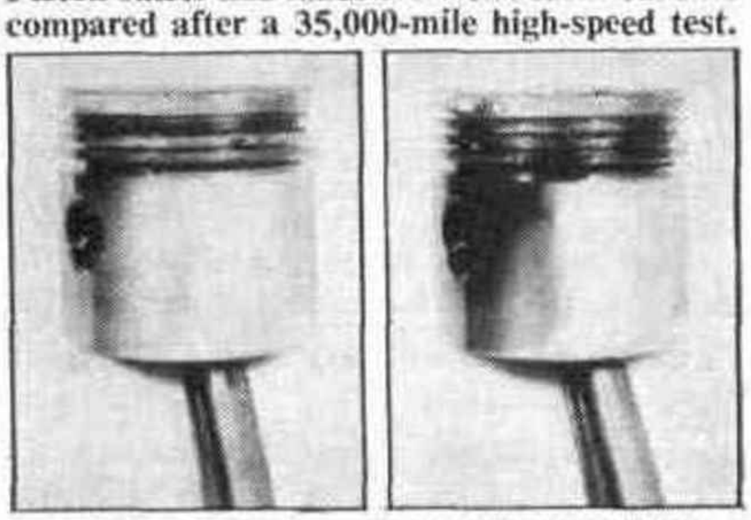
DRIVING HABITS CHANGE, TOO

In recent years the amount of motorway driving has increased dramatically (in 1960 there were 95 miles of motorway in the UK, by 1970 the total was 657 – and it's still rapidly increasing); the dreary engine-damaging city crawl gets longer and longer; and every summer thousands of motorists drive through Europe seeking the sun, and are quite likely to park overnight in mountain villages where the temperature can be well below zero. All these factors impose severe strains on the engine oil.

Anticipating these technical and social changes, Esso developed Uniflo – the super multigrade motor oil with an SAE rating of 10W/50. Uniflo protects effectively at *both* ends of the engine temperature scale. *When your engine is cold*, Uniflo gives full protection faster than the SAE 20W/50s because it is thinner – thus avoiding a lot of needless wear and also helping your engine to start. *When your engine is hot*, Uniflo again gives full protection, significantly reducing the carbon deposits that can lead to power-loss and increased oil consumption. This 35,000-mile high-speed test provides clear proof of this:

UNIFLO HOT-ENGINE TEST

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



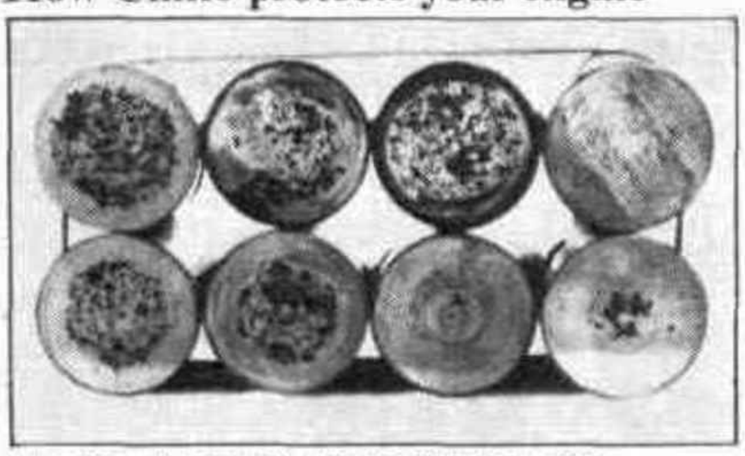
USING UNIFLO
Minimal deposits

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

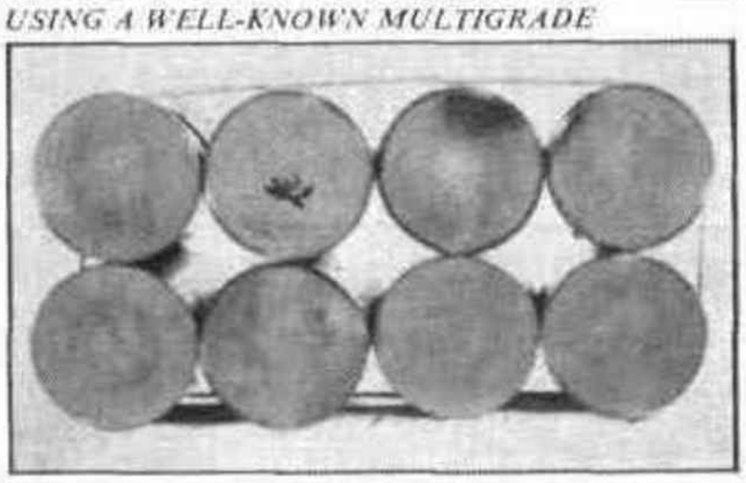
City crawls and stop-start driving

But it is when an engine is running at slow speeds that the load-bearing parts of the valve train are under the greatest strain – particularly the cam and tappets; and if these conditions persist – as they often do for most of an engine's life – component fatigue sets in. Pitted tappets are a typical example of component fatigue, and these photographs show how Uniflo's wear-prevention additives dramatically reduce this type of damage.

How Uniflo protects your engine



USING A WELL-KNOWN MULTIGRADE



USING UNIFLO

These two sets of tappets have each been subjected to 150 hours' running at 2,000 rpm. In each case the oil temperature was controlled at 95°C (203°F), and the water temperature at 80°C (176°F). Visible proof of Uniflo's extra protection!

There are two further basic reasons why Uniflo withstands today's much higher stresses and temperatures so effectively. These are the extra high quality of the base stock, and Uniflo's special Viscosity Index Improver.

1 Higher quality base stock

For normal high-quality oils, 7% of each original batch of crude oil is accepted for further processing; but for Uniflo, the more volatile components even of this 7% 'cut' are eliminated, leaving only a 5% fraction to go on for the later processing stages.

Uniflo lasts longer because it is a purer oil.

2 Viscosity Index Improver

Along with the other additives in Uniflo, the Viscosity Index Improver is particularly effective. It has a minimal thickening influence at low temperatures, but thickens the oil at high temperatures to provide effective lubrication even after many hundreds of miles of high-speed motorway driving.

Against every source of damage your engine is exposed to, Uniflo gives the fullest possible protection – and, in many instances, more protection than has ever been given before.



UNIFLO
SAE 10W/50
out-performs all other multigrades

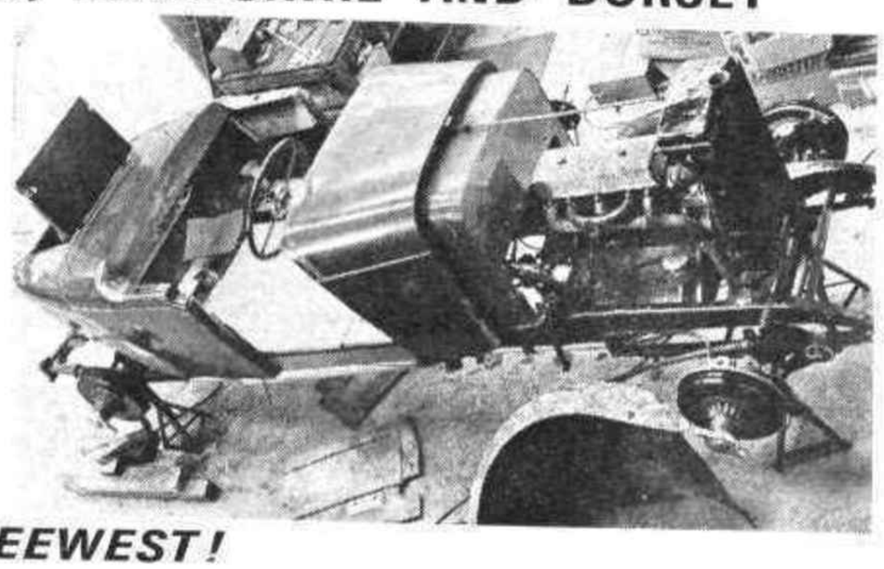
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The **1932 Alvis 12-60** is being restored for a customer. The work includes the replacement of much of the wooden body frame and is being carried out to exhibition standard.

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1970 TVR Vixen S2, flame, one owner, alloys.. **£1,050**
1969 TVR Vixen S2, flame, one owner, alloys... **£995**
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1966 M.G.-B roadster, red, overdrive..... **£565**
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1965 M.G. Midget, red, Ashley hard-top, wires, radio; superb car **£395**
1964 M.G. Midget, red, black hard-top..... **£245**

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LOTUS Elan +2 'S', 1969 ('H'). Yellow with black trim. Tinted windows, chrome knock-ons, radio **£1,495**

PLYMOUTH Barracuda convertible, 1969 ('H'). White with black trim, 1-owner, V8 automatic, r.h.d., power hood, radio, outstanding..... **£1,695**

FORD Mustang Mach 1, 1970 ('K' reg.). Metallic blue with white stripe on bonnet scoop. Fitted 351 engine, Hurst 4-speed shift, power brakes, adjustable shockers, radio, tachometer, bonnet locks, tinted rear screen. Superb condition with fantastic performance **£1,875**

LOTUS Europa S.2, 1971 (Nov.). Yellow with black interior. 1-owner. Confirmed mileage 11,054. Fitted 8-track stereo. Superb condition throughout. **£1,295**

Available shortly. ASTON MARTIN DB6 Volante convertible, fitted with every conceivable extra. Full Aston history. **LOTUS S.4 S/E, 1969 f.h.c. LOTUS Seven, 1970. AUSTIN HEALEY 3000 Mk. 1. LOTUS S.3 conv., 1968. M.G.-B, 1967.** All extras.

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+2S 130, 1972. Red/silver, mag. wheels, radio/stereo; one owner, low mileage **£2,390**

+2S 130, 1971. Orange/silver, Minilite wheels, h.r.w.; one owner, full history **£2,150**

+2S, 1970. Aston Martin lilac, radio, chrome wheels; must be seen **£1,855**

+2S, 1970. Burnt sand, radio; one owner .. **£1,855**

+2S, 1969. Metallic maroon, sun-roof, radio; low mileage **£1,745**

+2S, 1969. Dark blue/black, radio **£1,725**

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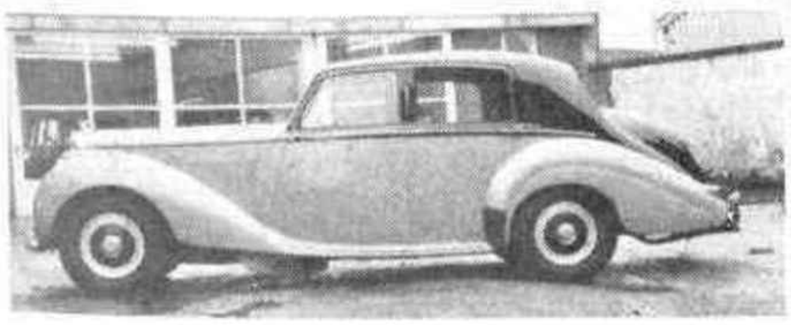
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(*Left*) **BENTLEY S.III,** 1963 model (Reg. Oct. 1962). Electric windows; silver grey on Tudor grey, blue interior. Two owners only, reasonable mileage for year. Distributor maintained (history may be available) and obviously a well-cared-for car. Is being completely serviced, etc., by us. **£2,100**

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





(*Left*) **BENTLEY R-Type,** manual change, Oct. 1952, black and golden sand; new clutch just fitted, exhaust and brake overhaul, etc., new tyres; very sound mechanically, present paintwork fairly recent and quite good but there are blemishes, nevertheless altogether an above average car for its year. **£790**

(*Right*) **BENTLEY S.1 Continental,** rare Hooper light-weight coachwork, reg. 1959 (believed 1958 Show car) automatic and p.a.s.; deep purple-maroon, grey interior; mileage 30,000. Repainted, replated; steering, brakes, suspension and exhaust system overhauled, in last 10,000 miles a rebore, new bearings, replacement rear axle and £200 gearbox overhaul just been done. Good value, **£2,750**



ROLLS-ROYCE Silver Ghost hearse, 1923 Series with R.-R. f.w.b. conversion, all original lamps, instruments, straight-sided tyres, etc.; one private owner until 1932 when the present coachwork was fitted by Woodall Nicholson, virtually stored since 1938, now in running order with a new exhaust system, etc.; it appears to have covered a comparatively low mileage and the hearse coachwork can truly be described as elegant and far too good to be removed.

ROLLS-ROYCE 25/30, 1936, in good running order with excellent hearse coachwork, highly suitable for conversion to estate or caravan; on good tyres and ready to drive away. **£650**

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**

ROVER 2000, March 1968, manual gear-change, Arden green with beige interior, matching carpets; mileage of 45,000 believed genuine, first-class tyres and very few blemishes on paint. Not the usual type of car featured in our advertisement, but one we can thoroughly recommend to a discerning buyer and it is an extremely attractive proposition for ordinary transport at **£925**

VINTAGE :

Rare semi-Commercials : PATTERSON GOLF COURSE tractor, a cross between a Model-A and a Model-T Ford, very rough, but complete and apparently quite sound. The remains of a **GRAHAM BROS.** van, *circa* 1925, chassis has rotted through and is in half and radiator and bonnet are missing, but all other mechanical components including the most unusual cast spoked wheels with 20-in. tyres are there and it is certainly worth restoring.

We cannot undertake any work on these last two vehicles. They are rough but are correspondingly cheap.

1926 VAUXHALL 14/40 saloon, f.w.b. and 4-speed box, coach-painted black on peacock blue, good brown hide interior, new timing gears just fitted and the car is a very sound, original and practical vintage motor car, sensibly priced at **£790**

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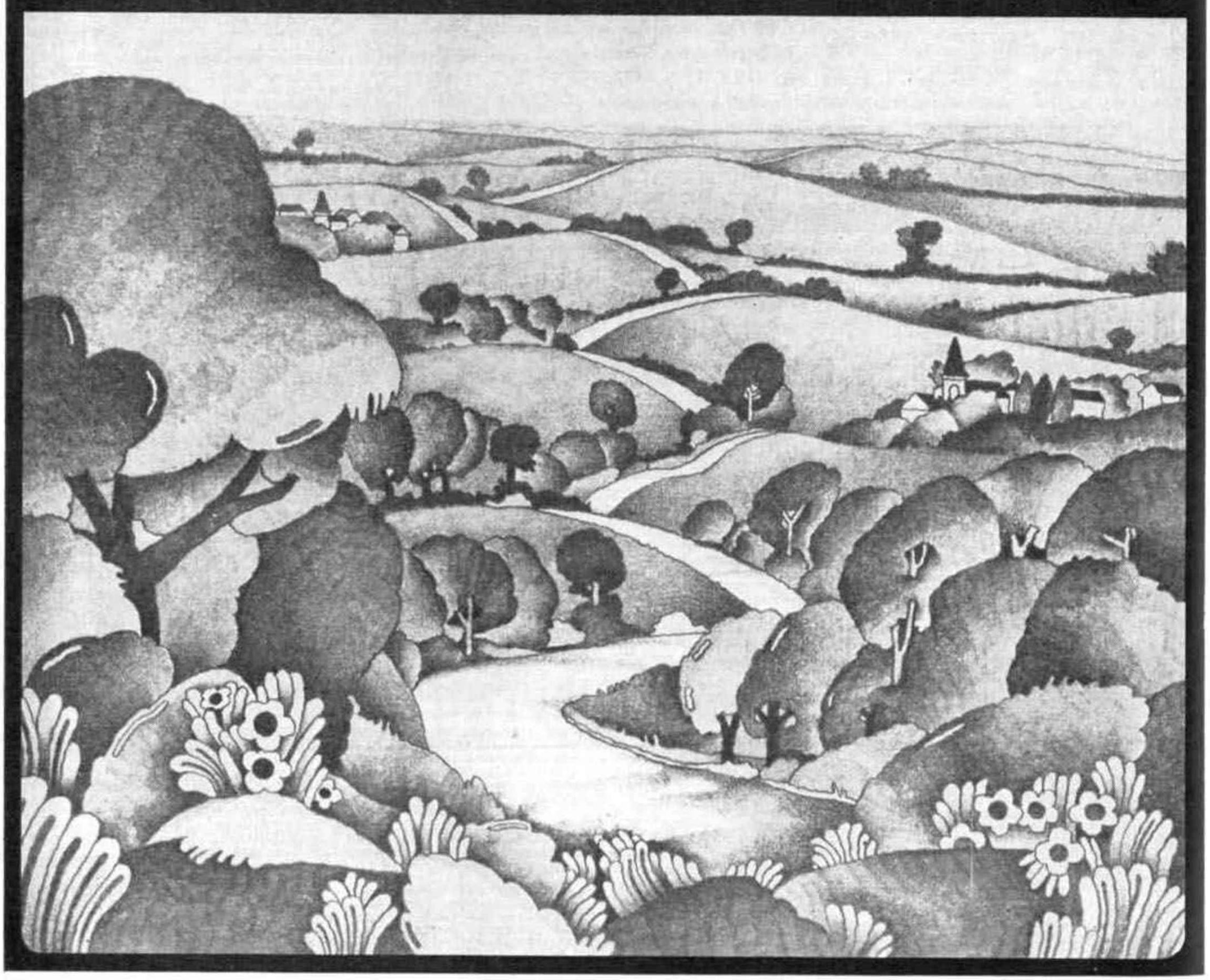
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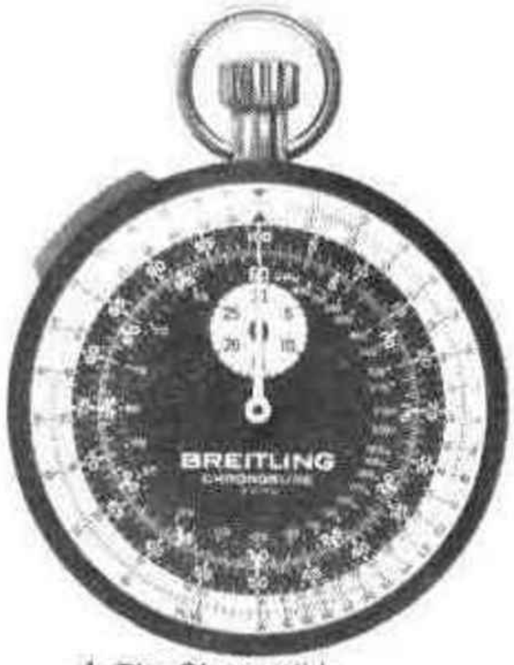
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L. 1969 Tuscan V6. Met. blue, L/M, radio..... **£1,145**
C. 1971 Vixen 53. Roman purple, stereo; one owner, 13,000 rec. miles..... **£1,295**
C. 1969 Vixen S2. Bahama yellow **£1,045**
C. 1969 Vixen S1. Met. blue..... **£895**



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1967 3000 Mk. III. Blue/white, o/d., w/w..... **£1,095**
C. 1956 100/4. Ice blue/white, 4-speed and o/d., w/w..... **£550**
C. 1960 Frog-eye Sprite. Orange **£195**



M.G.
1970 M.G.-B. B.R.G., w/w..... **£1,045**
L. 1969 M.G.-C roadster. Red, w/w., o/d. **£895**
L. 1967 M.G.-B. Red, w/w..... **£695**
1969 Midget. Blue, radio..... **£650**
C. 1960 M.G.-A f.h.c. Dark blue, mod. engine **£385**

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radio..... **£1,595**
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L. 1967 +2 Elan. Lime green..... **£1,195**
1970 Elan d.h.c. Radio. Blue..... **£1,295**
C. 1969 Europa. Blue. Pearce wheels **£1,095**

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1965 Triumph TR4A. Red..... **£545**
1966 Cooper S, 1,275 c.c. Blue/white, Dunlop wheels **£395**

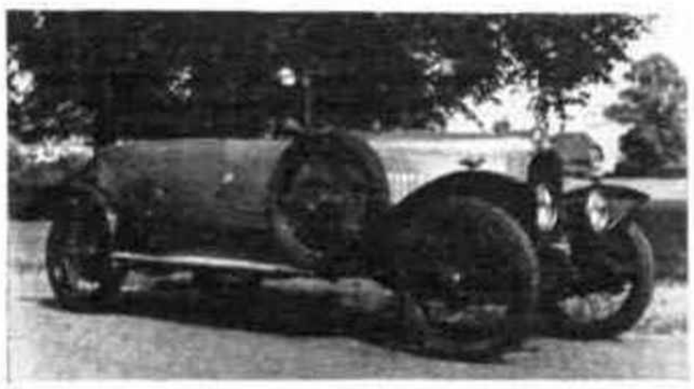
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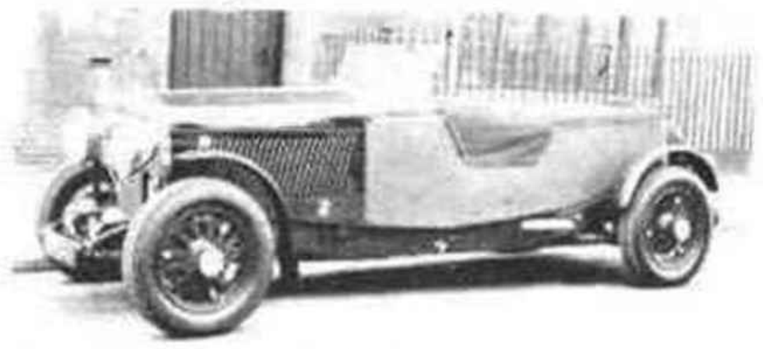


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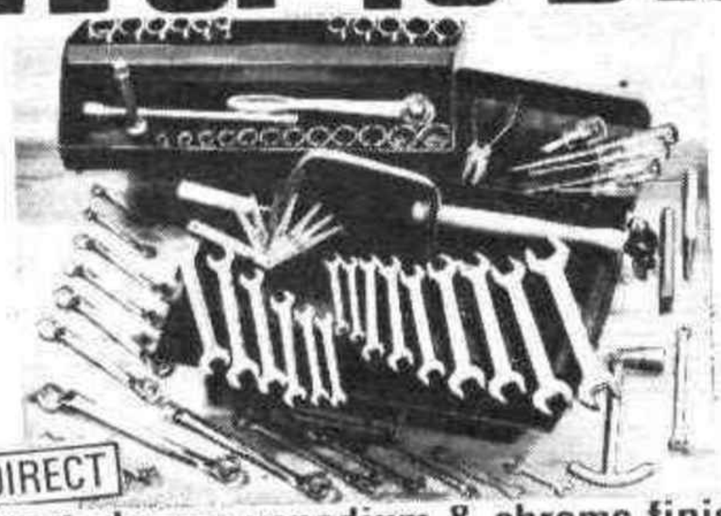
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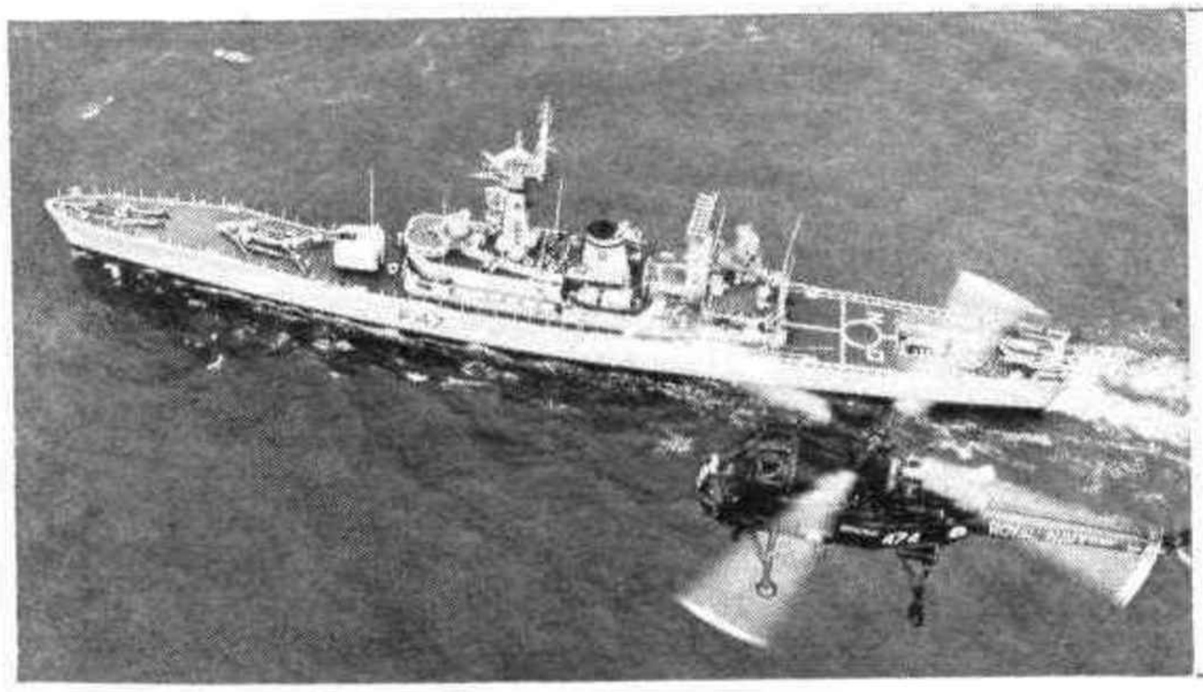
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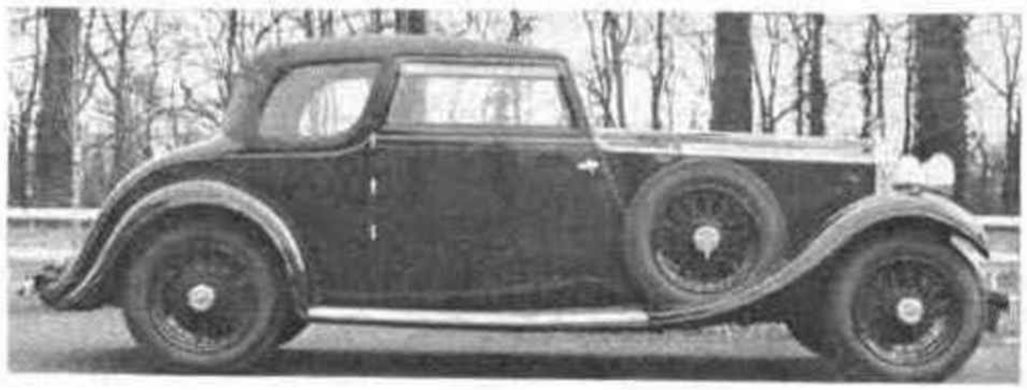
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1971 M.G.-B GT. One owner, 12,000 miles. Finished in white with black interior. Fitted Rostyle wheels, overdrive and steering lock. An excellent example of this very popular GT, previously owned by a wealthy middle-aged motoring fanatic. Cannot be faulted. **£1,355.**

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1970 (J)	INVADER Mk. 1. Silver, red trim, s/r., radio, o/d., 24,000 m.	£1,395
1969 (H)	INVADER Mk. 1. Midnight blue, black trim, radio, o/d., 31,000 m.	£1,325
1969 (H)	INVADER Mk. 1. Metallic blue, black trim, radio, s/r., o/d., 55,000 m.	£1,225
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1971 LOTUS Elan Sprint, 'K' Reg. Pistachio over white. 12,000 miles. One owner. Radio ... **£1,645**

1970 LOTUS Elan S4 f.h.c., Special Equipment model. H.R. window, radio, wing mirrors ... **£1,295**

1970 LOTUS Elan S4 d.h.c. Cirrus white with black trim. SP sport tyres, seat belts ... **£1,295**

1968 LOTUS Elan d.h.c. Medici blue. Fitted k.o. wheels, power windows, radio **£965**



1970 'E'-Type roadster, Mk. II *(similar to above).* 19,000 miles with one owner. Chrome wheels, luggage rack **£2,195**

1971 V12 'E'-Type 2+2. 5,900 miles with one owner. Extras include chrome wire wheels, heated rear window, radio **£3,295**

1970 'E'-Type 2+2 Mk. II, Auto. 12,000 miles. 'J' Reg. Pearl grey. Fitted chrome wheels, tape deck **£2,495**

1970 'E'-Type 2+2 Mk. II. Green with sage trim. Fitted tinted glass, h.r. window, radio ... **£2,145**

1969 'E'-Type 2+2 Mk. II. Fitted chrome wire wheels, radio, heated rear window **£1,895**

1969 'E'-Type 2+2 Mk. II. Carmen red with black interior. Fitted wire wheels, SP sport tyres **£1,845**

1968 'E'-Type 2+2 Mk. II, 'G' Reg. (November). White with black int. Wire wheels, h.r. window, radio **£1,745**

1967 'E'-Type 2+2. Indigo with red int. Fitted chrome wire wheels, tinted glass **£1,295**

1970 'E'-Type f.h.c., Mk. II. 14,000 miles with one owner. Chrome wheels, h.r. window ... **£2,245**

1970 'E'-Type f.h.c. Mk. II. Regency red with tan int. Wire wheels, SP sports, radio **£1,995**

1969 'E'-Type f.h.c. Mk. II. Chrome wire wheels, tinted glass, radio and tape deck **£1,845**

1967 'E'-Type f.h.c. Carmen red with black trim. Fitted wire wheels, h.r. window **£1,245**

1969 'E'-Type roadster, Mk. II. Carmen red. Fitted sculptured wheels, tinted screen, radio **£1,845**

1966 'E'-Type roadster. Midnight blue with red trim. Chrome wire wheels, radial tyres, radio **£1,095**

1965 'E'-Type roadster, 4.2-litre, all synchromesh gearbox. Chrome wire wheels, seat belts ... **£1,045**

1969 M.G.-C GT. Mineral blue with black trim. One owner from new. O/drive, wire wheels **£1,045**

1971 M.G.-B GT Mk. III, 'K' Reg. 10,000 miles. Bedouin with tan trim. Fitted o/drive, radio **£1,465**

1971 M.G.-B GT, Automatic. 11,000 miles with one owner. Wire wheels, h.r. window, sun-roof, radio **£1,425**

1970 M.G.-B GT, October 'J' Reg. Midnight blue, black int. 14,000 miles. Overdrive, radials ... **£1,345**

1970 M.G.-B GT. 19,000 miles. One owner. Fitted overdrive, Rostyle wheels, rec. seats ... **£1,295**



1967 M.G.-B GT *(similar to above).* Old English White. Fitted w/w., Cints., sun-roof, radio ... **£845**

1968 M.G.-C roadster. Fitted hard-top with tinted panels, wire wheels, radials, seat belts ... **£845**

1971 M.G.-B roadster. 5,000 miles with one owner. 'K' Reg. Fitted Rostyle wheels **£1,245**

1971 M.G.-B roadster. Green mallard, tan trim. 8,000 miles. Overdrive, wire wheels, radials **£1,245**

1970 M.G.-B roadster, 'J' Reg. B.R. Green. Fitted overdrive, Rostyle wheels, seat belts ... **£1,145**

1969 M.G.-B roadster. All Mk. II improvements. All synchro. box. Folding hood, fitted w/wheels **£995**

1967 M.G.-B roadster. O.E. white, with black trim. Fitted radial tyres, seat belts **£745**

1965 M.G.-B roadster. Isis blue, matching int. and hood. Overdrive, radials, rev. lights ... **£585**

1970 M.G. Midget. Glacier white. 14,000 miles. Fitted Rostyle wheels, radio, tonneau ... **£765**

1968 M.G. Midget. B.R. Green. Wire wheels, radials. Front suspension just overhauled ... **£585**

1969 TRIUMPH TR6 PI. Hard- and soft-tops, radio, twin spot lamps **£1,145**

1968 TRIUMPH TR5 coupé, 'G' Reg. One owner. Jasmine. Overdrive, tinted glass, radio, Surrey top **£1,025**

1968 TRIUMPH TR5 PI roadster. Royal blue, matching trim. Overdrive, wire wheels ... **£1,025**

1967 TRIUMPH TR4A coupé. Conifer green, black trim. Overdrive, wire wheels, radio ... **£845**



1971 TRIUMPH TR6 PI roadster *(similar to above).* Damson with tan trim. One owner, 14,000 miles. Overdrive **£1,475**

1971 TRIUMPH GT6 Mk. III, 'K' Reg. 13,000 miles with one owner. H.R. window, radio ... **£1,245**

1970 TRIUMPH GT6 Mk. II. One owner. Overdrive, Rostyle wheels, heated rear window ... **£995**

1967 TRIUMPH GT6. White with black trim. Fitted overdrive, wire wheels, radio **£695**

1971 TRIUMPH Spitfire Mk. IV, 'K' Reg. 6,749 miles with one owner. Fitted hard-top, radio **£995**

1971 TRIUMPH Spitfire Mk. IV. Dark blue, matching trim. O/drive, radial tyres, seat belts **£945**

1970 TRIUMPH Spitfire Mk. II. 16,000 miles from new. Fitted wing mirrors, radial tyres ... **£795**

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1969 TRIUMPH Spitfire Mk. III. Sienna with tan trim. Ashley GT hard-top, wide wheels ... **£725**

1968 TRIUMPH Spitfire Mk. III. Royal blue. Wire wheels, radials, seat belts **£645**

1969 MARCOS 3-litre, 'H' Reg. Fitted alloy wheels, sun-roof, overdrive, radio, seat belts **£1,295**

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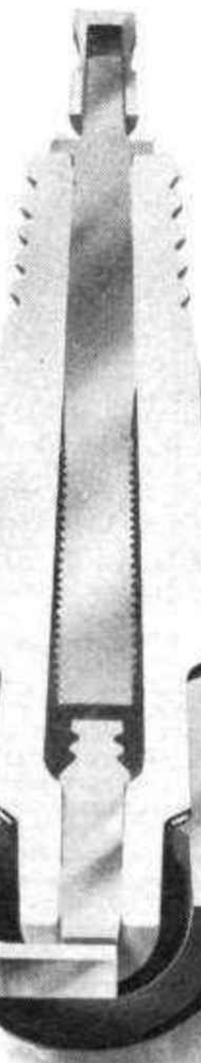
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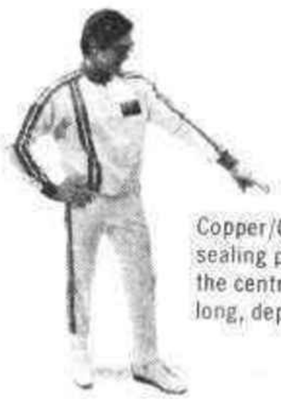
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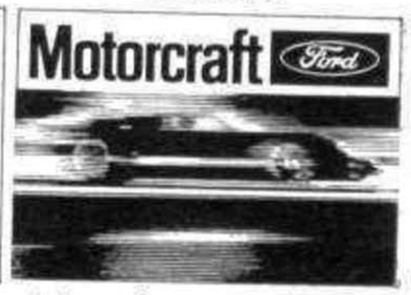
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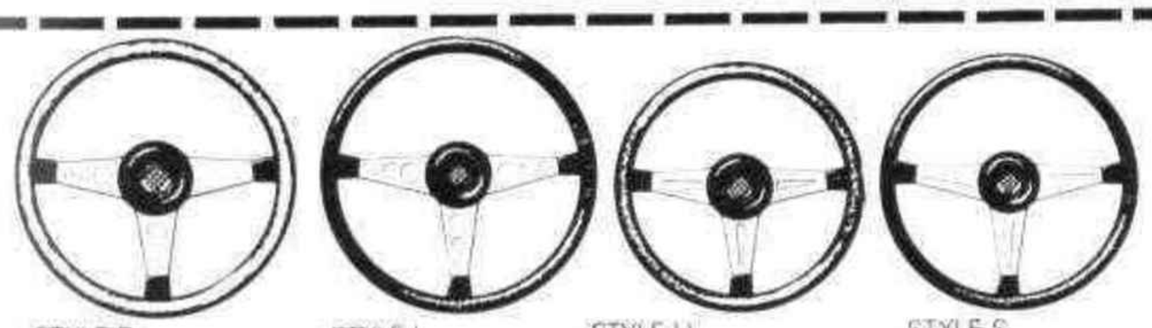
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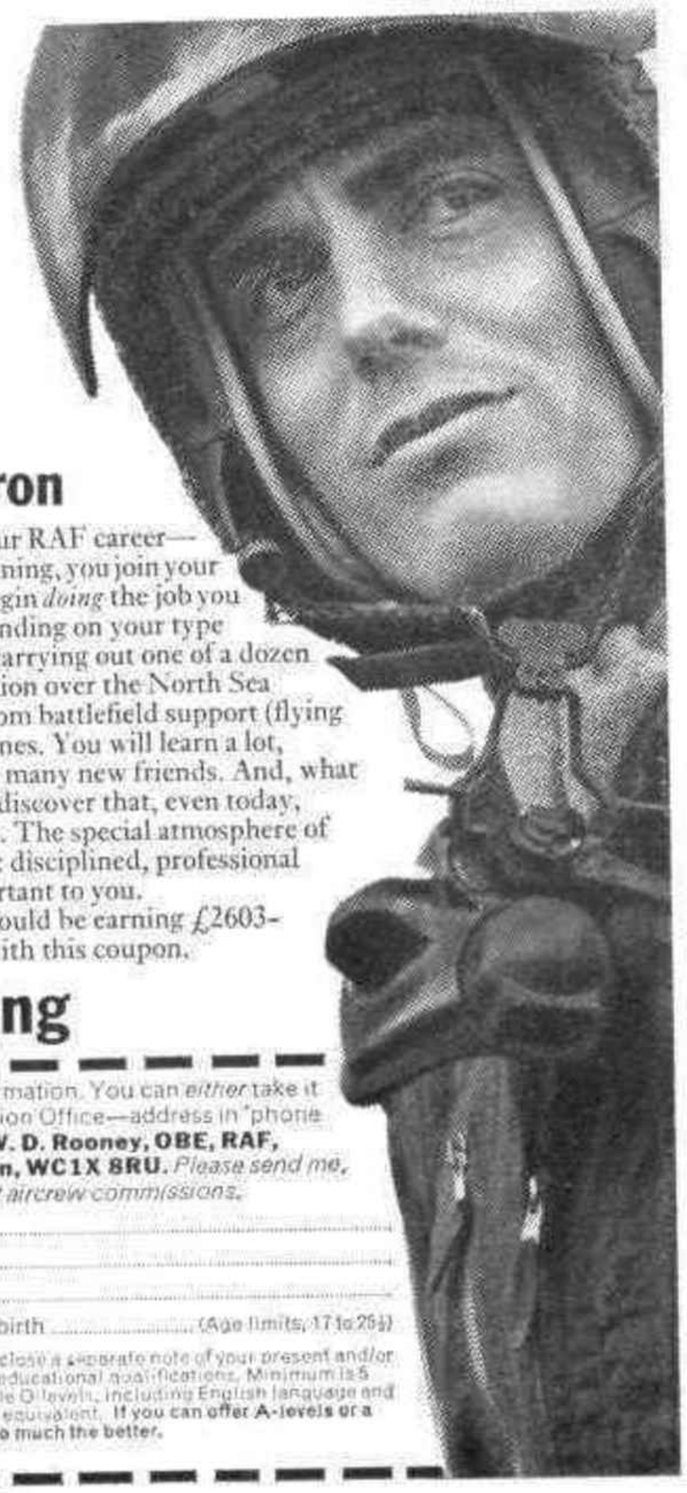
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MERCEDES 230SL roadster. Automatic transmission, power steering. Finished in autumn gold with beige interior. **£2,195**

ASTON MARTIN DB6 Automatic, 1967. A one-owner car in excellent condition. Tobacco brown with matching leather trim. **£2,145**

FERRARI 330 GT, 1965. Flame red with black trim, fitted o/d., Borrani w/w. **£1,995**

ASTON MARTIN DB6, 1966, manual. Goodwood green with contrasting trim, 5-speed gearbox; excellent condition. **£1,865**

LOTUS +2S, 1970. Metallic almond green with black trim. 23,000 miles recorded, chrome wheels, radio, tape deck. **£1,845**



RELIANT GTE Automatic, 1971. One owner, 12,500 miles recorded; extras include alloy wheels, radio, twin spots; finished in Caribbean green with black trim. Fully equipped. **£2,065**

LOTUS +2S, 1969. White with black trim. Radio, chrome wheels; 29,000 miles. **£1,625**

ALFA 1300 GTV Junior, 1971. 12,500 miles from new. One owner. Finished in Dutch blue with black trim, sun-roof; excellent condition throughout. **£1,650**

RELIANT GTE, 1969, 'H' Reg. Silver grey with black trim, fitted o/d., radio; recorded mileage 28,000 miles. **£1,525**

RELIANT GTE, 1969. Finished in satin silver with black coachline and trim. Fitted o/d., radio, h.r.w., rear wiper. **£1,465**

ALFA ROMEO 1750 GTV, 1969, 'H' Reg. 5-speed gearbox, radio. Indigo blue with black trim. **£1,425**



JAGUAR 'E'-Type roadster, 1970. Desert white with black trim. Fitted chrome wheels, radio, etc. Hard-top available. **£1,995**

JAGUAR 'E'-Type coupé, 1967, 'F' Reg. Maroon with matching trim, chrome wheels, radio. **£1,365**

JAGUAR 'E'-Type roadster, 1967. Dark blue with grey trim. Fitted hard- and soft-tops, chrome w/w., radio, nudge bars, etc. **£1,345**

ALFA ROMEO 1750 GTV, 1968, 'G' Reg. Sandy beige with contrasting trim. Radio, h.r.w., 5-speed gearbox, etc. **£1,345**

M.G.-B GT, 1970. Finished in bronze yellow with black trim. Fitted Rostyle wheels, o/d. Excellent condition. **£1,295**

LOTUS Elan d.h.c. S4I, 1970. White with gold bumpers. One owner. Knock-on wheels, servo brakes. **£1,295**



ASTON MARTIN DB5 sports saloon, 1965. 5-speed gearbox, sun-roof, radio, slot stereo. Finished in Highland purple with red leather interior. **£1,395**

FORD Cortina, 1971, 2000 GXL. One-owner car in tawny gold with black trim. 6,700 miles from new. Fitted with all GXL refinements. Superb condition throughout. **£1,285**

ASTON MARTIN DB5 sports saloon, 1964. Silver blue with contrasting trim. Fitted 5-speed gearbox, radio, etc. **£1,245**

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ALFA ROMEO 1300 GT coupé, 1969. One private owner from new. Rosso with black trim. Fitted radio, etc. **£1,195**

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FIAT 124 Sport, 1969. Extras include h.r.w., 5-speed gearbox, radio, etc. Finished in maroon, black trim. **£1,095**

LOTUS Elan d.h. coupé S4, 1968, 'G' Reg. One owner; supplied by us. White with black trim. Knock-on wheels, radio, etc. **£1,075**

M.G.-B Roadster, 1969, 'H' Reg. Finished in B.R.G. with black trim, fitted w/w., Bermuda hard-top, soft-top, radio, twin spots, Moto-Lita wheel. **£1,045**

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LOTUS Elan d.h.c., 1967. In Medici blue with black trim; one owner, 26,000 miles; radials, radio.

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M.G.-B GT, 1967, 'F' Reg. O/d., radial tyres. Finished in Rolls-Royce regal red with black trim. **£845**

M.G.-B roadster, 1968. Tartan red with black trim, radio, w/w. **£845**

TRIUMPH Spitfire, 1970. In signal red with black trim. A one-owner car in superb order throughout. O/d. **£795**

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TRIUMPH Spitfire Mk. III, 1968, 'G' Reg. Finished in red with black trim, w/w. **£595**



MINI JEM, built in 1970. Finished in orange with black trim. Mag. wheels, radio, modified 850 engine. Great fun to drive. **£495**

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M.G. Midget, 1967, 1,275 c.c. Red with black trim, w/w. **£495**

M.G. Midget, 1966. Finished in B.R.G. with black trim, w/w. **£375**

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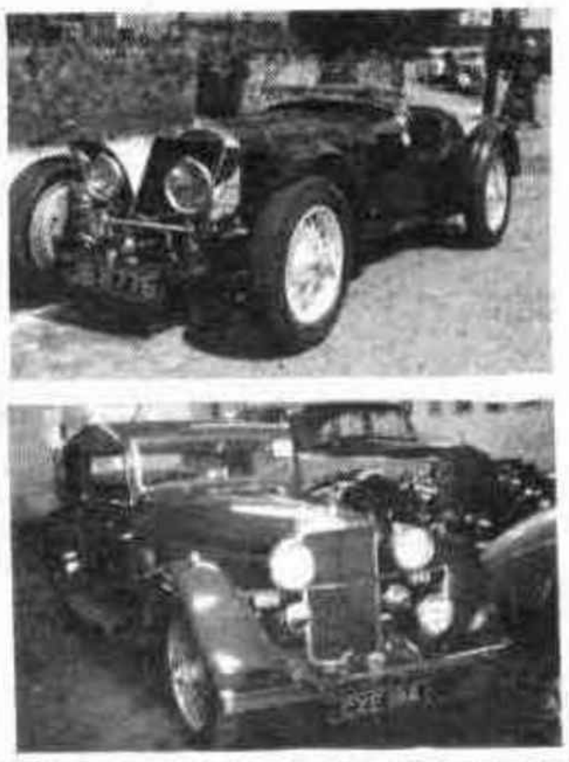
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(*Right*) **1936 SQUIRE 1½-litre Supercharged.** I am proud to offer for sale the only two Squires in the U.K. One is the short chassis open sports 2-seater and is acknowledged as the most original skimpy-bodied Squire in existence, the other is the long chassis Vanden Plas open sports 4-seater and was the last Squire built. It is the actual car tested at over 100 m.p.h. by *Motor Sport* at Brooklands in 1937 (see May 1937 issue). Both of these super sports cars are now being fully restored as new (engine, chassis, coachwork, etc.), and should be completed about the second week of August. The Squire was hand-built regardless of cost and in limited production from 1934/1936, and sold for the then very expensive price of around £1,250 (a Chain Gang Frazer Nash sold for £395). Each one was guaranteed 100 m.p.h. and is considered to be one of the finest super sports cars ever built. This is a "once in a lifetime" chance to purchase one or both of these unique cars.

(*Bottom right*) **1936 ALVIS Silver Eagle** (fitted Speed 20 engine) drophead coupé. Over £1,100 spent on restoration, £400 in last few hundred miles.





1938 **M.G. TA** open sports 2-seater. Recent complete rebuild of engine, chassis, coachwork, etc. Stage I engine mods., etc. Fitted many extras. Also a **1937 M.G. TA** which has only done a 4-mile road test since stripped to the chassis and completely rebuilt as new (engine, chassis, coachwork, etc., etc.), engine to be run-in, and possibly the finest TA in existence, which is in full *concours* condition. Another **TA** expected this month, a 1936 model restored from the chassis up.

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1937 ROLLS 25/30 sedanca-de-ville by H.J.M.
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1939 DAIMLER 2½ drophead coupé.
1937 ALVIS Speed 25 drophead coupé.

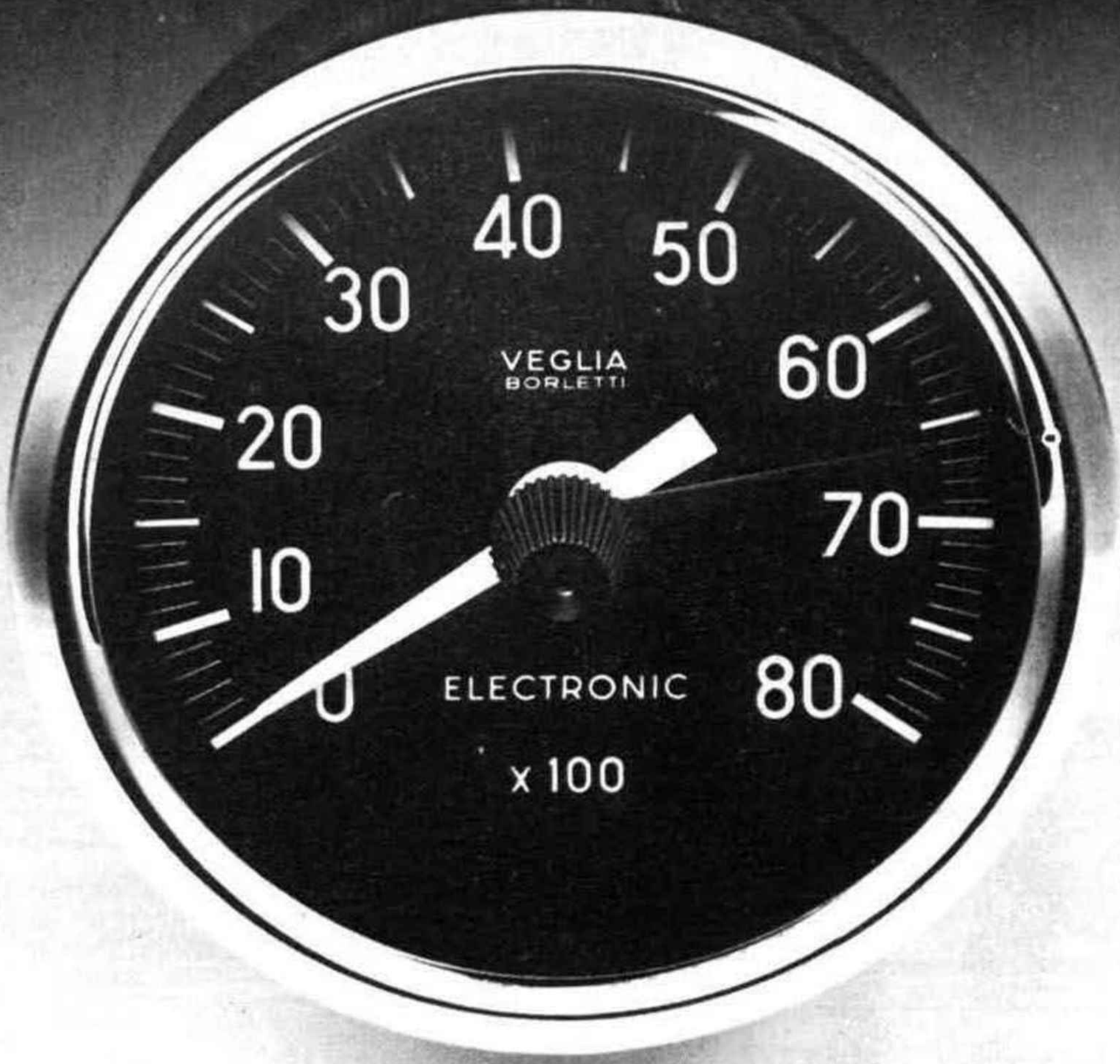
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Harry Moss

Harry Moss (London) Limited, 424 Kingston Road, London, S.W.20.

MOTOR SPORT

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FRONT COVER PICTURE: BATTLES between Emerson Fittipaldi, in the Moonraker Racing Lotus 69, and Mike Hailwood in the Matchbox Surtees TS10 have been features of recent Formula Two events. Here Fittipaldi is pictured on his way to victory at Rouen with Hailwood on his tail. More colour photographs of this exciting meeting in the colour centre spread.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ ALL QUIET AT THE PALACE

Although Britain is well-provided with race circuits, if they are not further threatened by bans on account of noise, which airports escape, it is sad that the Crystal Palace circuit in London is to close, because this is the last of the pre-war circuits and the oldest of our surviving race courses, motorcycles having been unleashed over the Palace paths in the 1920s. The first car-race was held at London's own track in 1937, when the lap-distance was two miles and racing was organised by the Road Racing Club. The circuit was reformed, with a lap of 1.39 miles, in 1953. Now the Greater London Council has decreed that it must be closed at the end of the year.

Apparently a local survey indicated that 65% of near-by residents (and some of them were *very* near to the circuit) did not object to the track being used on ten days a year. This has not prevented the Crystal Palace course from being abandoned, although as it encircles our National Sports Centre a more enlightened country might well have had second thoughts.

As it is, we shall have to put the Palace alongside Brooklands and Donington and remember it in our thoughts. It was regarded as a difficult circuit before the war, with retaining walls flanking the road and a lake into which cars sometimes slid. It saw some important pre-war races, such as the Coronation Trophy, won by the ERAs of Fairfield and Bira, the Crystal Palace Cup won by Hadley's Austin, Abecassis' Alta and May's ERA, the CP Plate, awarded in 1938 and 1939 to A. C. Dobson's Riley, and the London GP, both times won by Prince Bira's ERA, and many more racing and sports-car contests. There were confrontations of Edwardian cars, too, causing the 200 h.p. Benz to roll on its back.

For the present Editor of MOTOR SPORT the little twisting circuit at Anerley brings memories of going there by No. 49 'bus and returning home for a (late) tea, which never seemed quite right, because part of the fun of race going, then as now, is to motor to the course, of holding up those wanting to leave the Paddock because his Austin 7 simply hadn't the power to climb the ramp over the track (until it had been fitted with a four-speed gearbox), and of being chased by Esson-Scott's immaculate long-tailed black Bugatti when it crashed in practise.

Famous Continental drivers sometimes came to the London circuit and once, when Dick Seaman's saloon Mercedes-Benz was seen parked outside, we hoped to find GP Mercedes competing, but it never happened . . .

After the war racing there was just as intense. Do you remember those victories by Clark, Moss, Collins, Hulme, Hawthorn, Scott-Brown, Salvadori, Brabham, Parnell, Rolt, Ireland, Chapman, Leston, Gerard, and the rest, in races organised by the BARC and the BRSCC? Now the last big fixture has taken place and soon all will be quiet at the Palace.

■ F3 TO F1

Last January our front cover picture featured a portrait of Dave Walker, as you may remember—some of those accustomed to seeing racing cars in this place of honour said they would never forget it! Walker was top of the F3 MOTOR SPORT/Shell competition in 1971, as a result of which Colin Chapman picked him to be No. 2 driver to Fittipaldi in the F1 Lotus team. How has this driver fared in F1 racing to date, writing before the British GP? The outcome has been as follows:—

Argentine GP ..	20th fastest on starting-grid, out of 22.	Disqualified in race.
S. African GP ..	19th fastest on starting-grid, out of 26.	10th out of 17 finishers in race.
Spanish GP ..	24th fastest on starting-grid, out of 25.	9th out of 11 finishers in race.
Monaco GP ..	14th fastest on starting-grid, out of 25.	14th out of 18 finishers in race.
Belgian GP ..	12th fastest on starting-grid, out of 25.	14th out of 14 finishers in race.
French GP ..	22nd fastest on starting-grid, out of 24.	18th out of 20 finishers in race.

This is not an auspicious Grand Prix debut for the driver who coped so well with the cut-and-thrust of F3. We make the point, not to disparage Walker, but to give food for thought to other F3 competitors who may feel bitter disappointment that they, too, have not been up-graded. Even with GP

Continued on next page

Motor Sport Fixture List For August

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Aug. 3rd/6th	**Finnish AC**	**City Centre**	**Jyvaskyla, Finland**	**Rally of the 1000 Lakes (INT)**	—
Aug. 5th	Hants. & Berks. MC	Great Auclum	Burghfield Common, Reading	Shell/RAC Hill-Climb Championship (*N*)	14.30
Aug. 6th	**SCCA**	**Mid-Ohio Sports Car Course**	**Lexington, Ohio, USA**	**Can-Am Challenge Cup (INT)**	
Aug. 6th	**MK Scandia**	**Mantorp Park**	**Linkoping, Sweden**	**European Formula Two Trophy (INT)**	—
Aug. 6th	**ADAC Gesamtclub**	**Freiburg**	**Basle, Switzerland**	**European Hill-Climb Championship (INT)**	—
Aug. 6th	**BRSCC (Midland)**	**Silverstone**	**Towcester, Northants.**	**Rothmans Formula 5000 Race Meeting (N/INT)**	**14.30**
Aug. 6th	BARC (E. Midlands)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.30
Aug. 6th	West Hants. & Dorset CC	Thruxton	Andover, Hants.	Race Meeting (*R*)	14.15
Aug. 6th	Stone Cross AC	Blue House Farm	Cold Norton, Essex	361 Autocross Championship (*R*)	14.00
Aug. 6th	Thames Estuary AC	Lydden Circuit	Canterbury, Kent	Race Meeting (*R*)	15.00
Aug. 6th	British Drag Racing & Hot Rod Assoc.	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meeting (*C*)	13.30
Aug. 10/12th	**AC Rumania**	—	—	**Danube Rally (INT)**	—
Aug. 12th	BARC (North-West)	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Aug. 12th	Ulster AC	Craigantlet	Belfast	Carlsberg Hill-Climb (*R*)	14.00
Aug. 12/13th	Ludlow Castle MC	R & E Garage	Dolwen, Llanidloes	Peak Revs Rally (*R*)	22.31
Aug. 13th	**STMSC**	**Osterreichring**	**Zeltweg, Austria**	**Formula One Grand Prix Round 9 (INT)**	—
Aug. 13th	Seven Fifty MC	Thruxton	Andover, Hants.	Chandy Six-Hour Relay Race	Noon
Aug. 13th	Vintage Sports CC	Prescott	Cheltenham, Glos.	Hill-Climb (*R*)	Noon
Aug. 14/18th	**AG Olympia Rally**	**Kiel**	**Kiel, Germany**	**Olympia Rally (INT)**	**09.00**
Aug. 19/20th	Brecon MC	Gibbs Bros.	Tredegar	Gremlin Rally (*R*)	21.31
Aug. 20th	**Swiss AC**	**St. Ursanne Les Rangiers**	**Switzerland**	**European Hill-Climb Championship (INT)**	—
Aug. 20th	BARC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.30
Aug. 20th	Scottish MRC	Ingliston	Edinburgh	Race Meeting (*C*)	14.15
Aug. 20th	Maidstone & Mid-Kent MC	Lydden Circuit	Canterbury, Kent	Tri-O-Sport Championship (*R*)	14.00
Aug. 20th	Winchester & DCC	Otterbourne	Winchester, Hants.	Autocross (*R*)	13.30
Aug. 26th	Bentley DC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	13.00
Aug. 26th	BRSCC (North-West)	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Aug. 27th	**SCCA**	**Road America**	**Elkhart Lake, Wisconsin, USA**	**Can-Am Challenge Cup (INT)**	—
Aug. 27th	BARC (Surrey)	Thruxton	Andover, Hants.	Race Meeting (*R*)	14.30
Aug. 27th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.30
Aug. 27th	Sheffield & Hallamshire MC	Cadwell Park	Louth, Lincs.	Castrol/BARC Hill-Climb (*R*)	14.00
Aug. 27/28th	British Drag Racing & Hot Rod Assoc.	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meetings (*C*)	13.30
Aug. 28th	**BRSCC**	**Brands Hatch**	**Dartford, Kent**	**Rothmans 50,000 (Formule Libre) (INT)**	**Noon**
Aug. 28th	BRDC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.00
Aug. 28th	Nottingham SCC	Aintree	Liverpool	Race Meeting (*R*)	14.00
Aug. 28th	BRSCC (South-West)	Castle Combe	Chippenham, Wilts.	Race Meeting (*R*)	14.00
Aug. 28th	BRSCC (East Anglia)	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.30
Aug. 28th	BARC (South-East)	Lydden Circuit	Canterbury, Kent	Rallycross (*R*)	14.00
Aug. 31st/ Sept. 2nd	**Scuderia San Martino**	—	**San Martino di Castrozza, Italy**	**San Martino Rally (INT)**	—
Sept. 1/2nd	Lanarkshire CC	Harbour Car Park	Helensburgh, Dunbartonshire	Burmah Rally (*N*)	—
Sept. 2nd	**Irish MRC**	**Phoenix Park**	**Dublin**	**Race Meeting (INT)**	**14.15**
Sept. 2nd/3rd	Stockton & DMC	Thornaby Town Centre	Teesside	Stocktonian Rally (*R*)	23.01
Sept. 3rd	**ASA Paul Ricard**	**Paul Ricard**	**Le Castellet, France**	**European Touring Car Championship (INT)**	—
Sept. 3rd	**Irish MRC**	**Phoenix Park**	**Dublin**	**Race Meeting (INT)**	**13.00**
Sept. 3rd	BRSCC (North)	Rufforth Circuit	York	Race Meeting (*R*)	14.00
Sept. 3rd	Thames Estuary AC	Lydden Circuit	Canterbury, Kent	Race Meeting (*R*)	15.00

MATTERS OF MOMENT—continued from previous page

racing at its present low ebb, the difference between it and the lower echelons of motoring sport in terms of driver prowess, is obviously considerable, for the Lotus 72 which Walker drives can hardly be called non-competitive. . .

■ THE NATIONAL MOTOR MUSEUM

Lord Montagu of Beaulieu's well-known drive and flair for organisation enabled his National Motor Museum to open on time last month, a ceremony performed by HRH The Duke of Kent. The idea has advanced a long way since Lord Montagu opened his original five-car show at Beaulieu in 1952, in the hall of Palace House. In 1959 Lord Brabazon of Tara declared open Lord Montagu's improved Museum—very much improved, housed in a special building amid the other attractions in this pleasant corner of Hampshire, so that soon Beaulieu was to head the Stately Home stakes and, by 1971, was the foremost tourist-attraction in Britain, second only to the Tower of London. This will mean nothing to motoring enthusiasts, who are concerned not with the place as a money-making lure for the public but as a motoring centre where historic and exciting vehicles are displayed, sometimes even exercised, and where valuable photographic and paper records are housed.

For this reason the Motor Industry is to be commended for supporting this new £¾-million scheme, involving entirely new buildings, the Alcan Hall of Fame, the Brabazon restaurant, car parks for 1,250 of our cars and 35 of "their" coaches, acres of ground for Club rallies and driving-tests etc and a Pleasurerail to come. The National Motor Museum, which has nothing to do with the Government, was opened in unseasonal weather, but this will probably elevate the attendance figures, because the museum-trade welcomes dullness, the sun sending potential visitors to the beaches. In our opinion, Beaulieu—sorry, the NMM—is particularly attractive on account of its racing cars—until, that is, Mr. Wheatcroft goes into business! At the NMM you can see 30 veterans from the 1895 Knight to a 1914 Sizaire-Berwick, ten vintage cars ranging from 1920 Opel to 1927 Jowett, 14 post-vintage cars, from 1934 Roesch Talbot to the glass Reliant, 17 sports cars, going from a 1903 Sixty Mercedes to a GT40 Ford, and various commercial vehicles, etc. But by far the most significant are the racing cars. There are 19 of these, including the record-breakers. They include the ex-Campbell 350 h.p. V12 Sunbeam (alas, still with podgy tyres and the too-gaping radiator cowl), the 200 m.p.h. Sunbeam which went so incredibly fast on slim tyres, chain-drive and two even-then-antiquated engines 45 years ago (it has been tidied up recently, but more for display purposes than a repeat of Segrave's brave performance), the even faster 1929 Napier-powered Golden Arrow, the 1961 Bluebird, the GP Austin, the Sunbeam "Cub", the ERA "Romulus", a works Austin 7, a Mercedes-Benz W196 and more recent Cooper-Climax, Vanwall, Aston Martin, Porsche and Lotus cars. Of 105 exhibits, 39 belong to the Montagu Collection, four to the Beaulieu Museum Trust.

SLIP!

I regret that a slip of the pen, when writing the piece headed "Photo Finish" which appeared last month, caused me to say that in the first Brooklands dead-heat Jarrott was castigated for the alleged use of oxygen. It was, in fact, the other way around, Newton's Napier being thus accused, as it put on its ultimate spurt and closed on the de Dietrich; this is correctly stated in my "History of Brooklands". This incident led to the series of challenges put out by S. F. Edge on behalf of Napier and presumably to the clause in the BARC racing regulation relating to fuel which read ". . . and the oxygen required for combustion must be obtained directly from the atmosphere. Any infraction of this regulation shall be deemed a corrupt practice, and dealt with accordingly."—W.B.

THE RAC BRITISH GRAND PRIX

Uninspiring



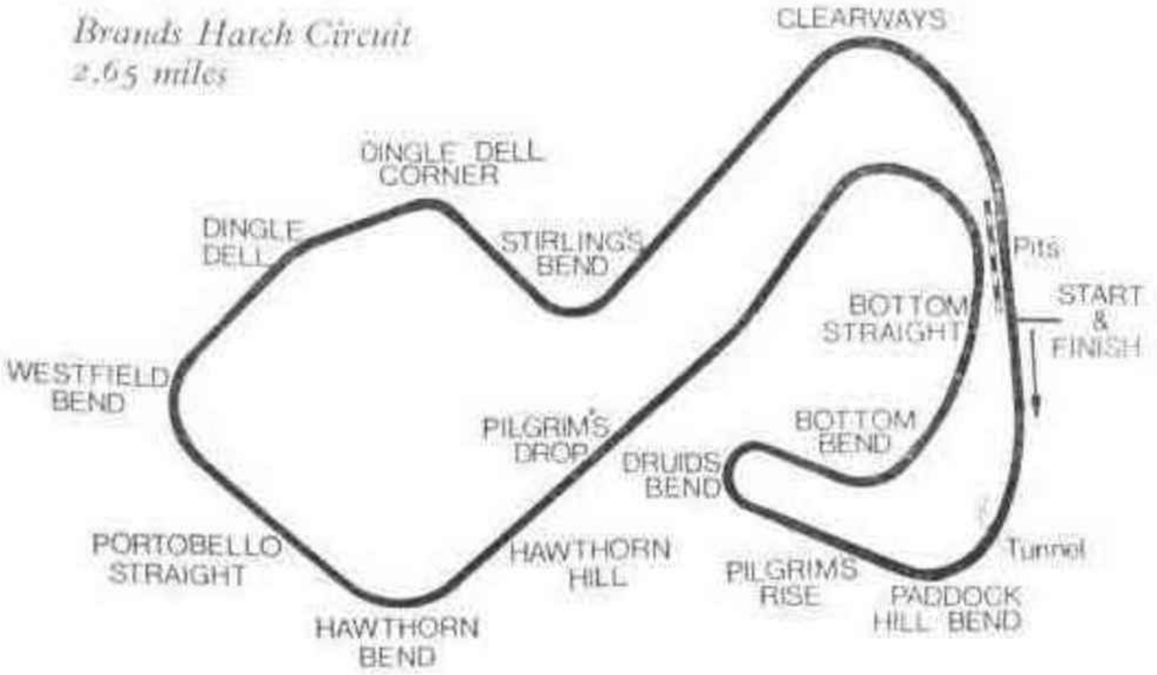
WINNER AGAIN.—Emerson Fittipaldi's Lotus 72 and Jackie Stewart's Tyrrell at Paddock Bend. The reigning World Champion could make no impression on the Brazilian.

BRANDS HATCH, ENGLAND, *July 15th.*

AMIDST THREE DAYS of fun and games in the Brands Hatch Stadium the British Grand Prix took place over 76 laps of the full circuit, and thanks to John Player Ltd. and a very large crowd of paying customers, the whole affair was considered a great success by all except those who had to work and live in the grotty paddock, or try and operate from the mini-pits, and those drivers who crashed or got punctures due to the stones and gravel that over-enthusiastic drivers threw on the track when they let their wheels stray off the edge of the road. For the whole three days the weatherman produced a superb summer that made up for the icy winds in Spain and the rain in Monte Carlo.

With only two weeks since the Grand Prix of France there was not much time to repair the wrecked cars that resulted from errors on the Charade circuit, but the Tyrrell team managed to get their new car 005 back in shape, and BRM repaired Gethin's car; Frank Williams concentrated on finishing his Politoys Special for Pescarolo, rather than repair his bent March 721 and the McLaren team reduced their entry to two, dropping Redman, so had no real need to repair M19A/2 in a mad rush. Stewart began practice with Tyrrell 005, having car 003 as a reserve, and started well by making fastest time in the second half of Thursday's practice, but then something broke in the chassis or suspension and he went off the road and into the barriers, damaging both ends of the car. Ken Tyrrell was so "busy with other things" that by race day morning he had not discovered what broke. The wreckage was sent off home by Thursday evening and Stewart continued practice on Friday with the 1971 car 003 and also used it for the race. Team-mate Cevert was in his usual car, Tyrrell 002, but seemed to be lacking the inspiration that the French crowds give him in his home country. The March team were a bit handicapped by the loss of designer Robin Herd, who was laid up in bed with a high temperature, and last minute work on a new 721G model for Lauda meant that it was not finished until the end of Thursday's practice. Peterson was driving the 721G March he drove in France and Beuttler still had the original of these F2 based F1 cars. The Ferrari team entered Ickx, Galli and Andretti with the red and white cars from Maranello, and at the last moment Galli was required to drive the Tecno so Merzario took his place, while Andretti became a non-appearing myth once more. The Ferraris were the same ones as used in France, Ickx racing No. 5 and using No. 6 as a spare, and Merzario had No. 7, all three having the front mounting of the rear aerofoil modified to give a steeper angle of incidence. The Lotus team were in good fettle, with Fittipaldi and Walker with the three black and gold Lotus 72s as they were in France, except that R5, the spare car, had the tapered oil tank, single oil radiator and smaller aerofoil layout as well as R7. The giant all-conquering (by their words last winter) BRM international complexity seemed to have come to its senses, for after entering five cars for Beltoise, Gethin, Oliver, Wisell and Marko, dropping Ganley from the list, they reduced this to three for the actual event, Marko's accident in France keeping him out, though reports were saying there was hope for his eyesight recovering, after some incredible surgery in the Clermont-Ferrand hospital. Wisell was dropped for this race and Oliver taken on under the impression that he was a Brands Hatch Super Star, though how anyone could expect him to return from America where he is racing Can-Am cars and NASCAR Stock Cars, and jump straight into a light and "nervous" Grand Prix car and shine, is difficult to understand. Some clear and

Brands Hatch Circuit
2.65 miles





ARTURO MERZARIO made an excellent debut in the Ferrari Grand Prix team. Here he holds off Denny Hulme's McLaren.

rational thinking at the top of the BRM family-tree would help this long-suffering team, and make the BRM supporters a lot happier. Beltoise was back in P160/01, which damaged its transmission just before the Grand Prix of France, and in search of better air conditions for the rear aerofoil the oil radiators had been moved from the sides of the gearbox to pods attached to the sides of the engine, rather close to the exhaust pipes. Gethin was in his repaired car, P160/03 and Oliver had P160/04, while P160/06 was a spare for the trio of drivers.

After the terrific showing at Clermont-Ferrand the Matra team were very happy with their new car and they had the old one, MS120C/04 as a spare, which turned out to be just as well, for Amon crashed the new one beyond immediate repair during practice. The McLaren team were their usual happy selves, though Hulme was feeling a bit grey and taking things easy after a high-speed inversion in his 8.1-litre Can-Am car the previous weekend, during which the whole plot skated along upside down for a considerable distance. Revson was in good form and even though he had to use the old original M19 McLaren, he was taking over the job of temporary team-leader with great enthusiasm and determination. The John Surtees trio of Schenken, Hailwood and de Adamich had no great problems and had an enthusiastic local following, being only a few miles from home. The three cars, TS9B/004, 005 and 006, were tidily and neatly prepared as always.

The orthodox British Grand Prix kit-car that Frank Williams has had built for the Italian Politoys Company at last made its first appearance, having only run a few laps at Goodwood before arriving for practice, and while not at all inspiring, or even interesting in design, it looked to be nicely made following three-year-old principles, of monocoque rivetted construction, classical suspension back and front with coil-spring damper units, front mounted radiator and inboard rear brakes on a standard Hewland gearbox, the Cosworth V8 forming the rear half of the car. Finished in dark blue it was a worthy replacement for the wrecked March 721/3, and was a suitable companion to the team's March 711/3 which Pace was driving. Following the experiment of parallel-links instead of lower wishbones on Reutemann's Brabham for Clermont-Ferrand, the other two cars of the Ecclestone team were modified in the same way, but Wilson Fittipaldi was not happy with the feel of BT34/1 during practice, and had the wishbone layout put back for the race.

Just before the start of the Grand Prix of France the Tecno was discovered to have some cracks radiating from the bolt holes in the fabricated cross-member at the rear of the cockpit, where the engine is bolted to the monocoque, so it was withdrawn from the race. When the car was dismantled back at the Bologna factory the cracking was found to be worse than it appeared, justifying David Yorke's decision to withdraw the car. A new cross-member was designed and made and at the same time York enlisted the help of Ron Tauranac to improve the geometry and general structural stiffness and effectiveness of the rear suspension, while the Pederzani brothers concentrated on the flat-12 cylinder engine development. Nanni Galli was back in the cockpit for the Brands Hatch race and the car continues to show progress forwards, rather than backwards or sideways like some other 1972 designs. South African Dave Charlton was having another go at a British Grand Prix with his ex-works Lotus 72 and Stommelen had the blue and white Eifelland March 721. Two hopeful entries were made for the Brands Hatch proteges Trimmer, with a Lotus and Allen, with a March, but neither materialised, though the one-off special of Peter Conner appeared briefly on the first day of practice, driven by Frenchman Francois Migault whose Darnval Company put up some finance. This nicely made special, with inboard rocker-arm front suspension and unusual rear suspension relying on wishbone members to locate the hubs without any radius rods and semi-inboard damper/coil spring units, was powered by the standard British Kit-Car pack of Cosworth V8-Hewland gearbox. During its one practice session it bottomed badly on the Brands Hatch dips and damaged the underside, so was withdrawn while some more thinking went on.

The undulations of the Brands Hatch circuit, especially the dips at the foot of the rush from South Bank Corner to Hawthorns, and the exciting swoop down into Dingle Dell on the back leg of the circuit are known hazards to regular runners, and the Lotus team fit aluminium skids under the cars to take the effect of the inevitable grounding if the driver is really trying; these relieve the shock-absorbers of the strain of "bottoming" and of the loads being transferred to the fabricated member over the clutch housing on which they are mounted. During practice Chapman was puzzled by the lack of marks on the aluminium skids, when his drivers seemed to be going fast enough to "bottom-out". He then found that some distance pieces had been fitted unbeknown to him above the shock-absorber bump-rubbers, to "help" them; this was disastrous for the steel frames carrying the shock-absorbers are not designed to take such loads and on both cars used by Fittipaldi and Walker they were cracked, which meant a lot of stripping and re-welding in the paddock. Fittipaldi's car R7 had an extra problem in that the oil tank developed a leak in the internal piping and the breather catch-tank was being pressurised. Fortunately the spare car was fit so the Brazilian used it to notch up fastest practice lap at 1 min. 22.9 sec. in the first session on Thursday and win himself 100 bottles of Champagne presented by *The Evening News*. Lap times in this first session were surprisingly slow, bearing in mind that the circuit was not new to anyone, and only Fittipaldi, Ickx and Revson, got below the existing record of 1 min. 23.8 sec. set up by the Brazilian driver last March, and no-one beat the practice times of Gethin and Siffert of 1 min. 22.8 sec. set up last October.

After a break while the champagne was presented to Fittipaldi, practice restarted and times began to improve. Stewart was really getting underway with the new Tyrrell, getting down to 1 min. 22.4 sec. when it fell apart and threw him into the barriers, so that was that. There was a short break while the wreckage was removed from the top of Pilgrims Rise and he continued in 003. Unlike so many organisers the RAC accept spare cars as complete entities in themselves, and give them their own numbers, so there can be no confusion amongst the timekeepers. Tyrrell 005 was number 1 and Tyrrell 003 was number 41, in the same way that Lotus 72D/R7 was racing number 8 and Lotus 72D/R5 was number 40. Putting a T on the spare car, as the Continental organisers do, causes so much confusion that the CSI would do well to make a ruling on this matter. During this first afternoon Lauda was waiting for his new March to be finished and in the second half did a few laps in Beuttler's car and Hulme went out for a few exploratory laps and felt in "pretty good shape" afterwards, but had no intention of indulging in any heroics, as his doctor had told him to take it easy, if a lap in 1 min. 24.4 sec. with 430 b.h.p. of Cosworth V8 pounding away behind your head can be called "taking it easy". Revson was really making up for Hulme's greyness, even though he had to use the old car, and every time he went out it was to hammer away and try really hard, unlike some drivers who seem to be "swanning" round and never really trying. Revson's 1 min. 22.7 sec. put him among the "aces", just behind Stewart and in front of Ickx and Fittipaldi. During the second half of the Grand Prix practice a gullumphing great Formula 5000 car appeared among the 3-litres, driven by McRae and one can only hope that the RAC knew what it was all about. The records for "learning" went to Graham Hill in the first session with 31 laps to his credit and to Cevert in the second session with 42 laps.

All day Thursday the weather had been getting better and better and on Friday it continued, making everyone happy and tolerant as the organisation fumbled its way through a vast programme of practice, minor races and demonstrations, surrounded by the biggest fair-ground of sponsorship ballyhoo and PRO promotion a Grand Prix has ever seen. Thursday's programme ran so late that a spectator was heard to

PRACTICE TIMES

No.	Driver	Car	Thurs-day	Thurs-day	Friday	Friday
1	J. Stewart	Tyrrell 005-Cosworth V8	1. 24.0	**1. 22.4**	—	—
2	F. Cevert	Tyrrell 002-Cosworth V8	1. 25.1	1. 24.0	1. 23.9	1. 24.1
3	R. Peterson	March 721G/3-Cosworth V8	1. 25.5	1. 24.0	1. 24.7	1. 23.7
4	N. Lauda	March 721G/4-Cosworth V8	—	—	1. 25.9	1. 25.1
5	J. Ickx	Ferrari 312B2 No. 5—flat-12	1. 23.4	1. 22.9	**1. 22.2**	1. 24.3
6	A. Merzario	Ferari 312B2 No. 7—flat-12	1. 26.0	1. 23.9	1. 25.9	1. 23.7
7	M. Andretti	Ferrari	NON-STARTER			
8	E. Fittipaldi	Lotus 72D/R7-Cosworth V8	1. 26.4	1. 22.9	1. 23.7	**1. 22.6**
9	D. Walker	Lotus 72D/R6-Cosworth V8	1. 25.4	1. 25.8	1. 25.1	1. 24.4
10	T. Trimmer	Lotus	—	NON-STARTER		
11	J-P. Beltoise	BRM P160/01—V12	1. 25.8	1. 23.4	1. 25.8	1. 24.1
12	P. Gethin	BRM P160/03—V12	1. 25.1	1. 24.5	1. 24.8	1. 25.6
14	J. Oliver	BRM P160/04—V12	1. 26.0	1. 24.4	1. 24.6	1. 25.5
15	R.Wisell	BRM	NON-STARTER			
16	H. Marko	BRM	NON-STARTER			
17	C. Amon	Matra-Simca MS120D/07—V12	1. 24.0	1. 23.3	1. 23.6	1. 43.8
18	D. Hulme	McLaren M19C/1-Cosworth V8	—	1. 24.4	1. 23.9	1. 24.0
19	P. Revson	McLaren M19A/1-Cosworth V8	1. 23.6	1. 22.7	1. 23.1	1. 23.0
20	B. Redman	McLaren	NON-STARTER			
21	M. Hailwood	Surtees TS9B/005-Cosworth V8	1. 24.2	1. 23.5	1. 24.6	1. 23.5
22	T. Schenken	Surtees TS9B/006-Cosworth V8	1. 24.4	1. 23.2	1. 25.1	1. 24.9
23	A. de Adamich	Suttees TS9B/004-Cosworth V8	1. 28.0	1. 25.9	1. 25.2	1. 25.6
24	H. Pescarolo	Politoys Special FX3/1-Cosworth V8	1. 29.0	1. 29.9	1. 27.4	1. 29.5
25	C. Pace	March 711/3-Cosworth V8	1. 27.5	1. 25.9	1. 24.6	1. 24.0
26	G. Hill	Brabham BT37/1-Cosworth V8	1. 26.1	1. 26.6	1. 26.5	1. 25.2
27	C. Reutemann	Brabham BT37/2-Cosworth V8	1. 26.2	1. 24.7	1. 23.8	1. 24.3
28	W. Fittipaldi	Brabham BT34/1-Cosworth V8	1. 26.4	1. 26.3	1. 26.4	1. 25.5
29	D. Charlton	Lotus 72D/R3-Cosworth V8	1. 29.9	1. 26.8	1. 26.3	1. 25.6
30	N. Galli	Tecno T/002—flat-12	1. 27.2	1. 26.0	1. 25.1	—
31	M. Beuttler	March 721G/1-Cosworth V8	1. 27.9	1. 25.6	1. 26.3	1. 25.8
32	R. Allen	March	NON-STARTER			
33	R. Stommelen	Eifelland-March 721/4-Cosworth V8	1. 26.6	1. 26.3	1. 27.0	1. 27.8
34	F. Migault	Connew PC1/002-Cosworth V8		1. 30.3	—	—
40	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	**1. 22,9**	—	1. 24.3	—
41	J. Stewart	Tyrrell 003-Cosworth V8	—	1. 23.9	—	—
42	J. Ickx	Ferrari 312B2 No. 6—flat-12	—	1. 23.6	1. 25.3	1. 25.1
43	C. Amon	Matra-Simca MS120C/04—V12	—	1. 27.7	—	1. 24.6
44	J-P. Beltoise	BRM P160/06—V12	1. 26.6	1. 24.3	1. 25.6	1. 24.8,
31	N. Lauda	March 721G/1-Cosworth V8	—	1. 27.1	—	—
1	J. Stewart	Tyrrell-003-Cosworth V8	—	—	1. 23.1	1. 22.9
44	P. Gethin	BRM P160/06—V12	—	—	1. 26.5	—

mutter as he left the circuit "if they go on like this they'll finish Saturday on Sunday". However, the sun continued to shine and 16,000 people found they did not have to work on Friday so the day was a huge success, with two more practice sessions for Formula One cars, and the day ending with a Formula Three race, won by Roger Williamson in a GRD. For the Grand Prix the numbers were reduced, for the Connew had gone home, as had the new Tyrrell, but Lauda's new March was ready. Stewart had his racing number 1 transferred to the spare car, and the round continued with Gethin doing some laps in the spare BRM. Hulme was feeling a lot better and while circulating in close company with Revson the two McLaren drivers got Oliver trapped between them, much to the embarrassment of the driver from Romford in Essex. Galli was being very courageous with the Tecno and trying to tail Emerson Fittipaldi, the Italian flat-12 engine sounding very good, but the strain must have been too much for shortly afterwards the engine broke and the car was wheeled away to the paddock and taken apart in order to install a new engine. The dry weather meant that the ground beyond the track limits was becoming very crumbly and anyone putting a tyre over the edge threw up clouds of dust and earth. At 2 p.m. there was a 15 minute pause, and the weather by this time was really hot and fast times were becoming impossible, though a lot of people were still trying very hard, and some like Amon, a bit too hard, for he spun off at Druids Hairpin and crumpled the new Matra beyond immediate repair. Practice stopped while it was removed and the New Zealander continued with the old car which he was going to have to use for the race, putting him at the same disadvantage as Stewart. During the last three-quarters of an hour of practice Team Lotus sent Fittipaldi out with only 5 gallons of petrol on board, whereas he had been doing all his practice and fast times on full tanks and in "race-trim" rather than "practice-trim". The fastest lap of all to this point was by Ickx, with 1 min. 22.2 secs, and the fastest in this final session was by Stewart with 1 min. 22.9 sec., with Revson impressively close at 1 min. 23.0 sec. After some trouble with the Firestone tyres not feeling right when warm, another set were put on Lotus 72D/R7, taken off Walker's car, and Fittipaldi tried again. After being baulked Lotus signalled him a lap in 1 min. 21.7 sec., and after two more baulks over-taking slower cars, they signalled him 1 min. 21.4 sec., and with nobody believing it practice ended and the time-keepers gave him a best lap of 1 min. 22.6 sec. As this put him on the front row of the 2 x 2 grid, "up the camber" on the left of the start line, instead of "down the camber" on the right, where Ickx was with pole position, and much better placed for the opening rush into Paddock Bend, nobody complained.

On Saturday morning there was a short untimed session of "informationstraining" and then preparations were made for the 2.30 p.m. start, and those with nothing to do had lunch in the sponsors' "hospitality tents", while the spectators consumed jumbo-size Brands Hatch Hot-Dogs and watched a number of circus acts. Well before the start was due the cars came out of the paddock, through the ridiculous tunnel into the infield of the Stadium Bowl and along to the pits, many of them wearing knobbly rain-tyres to combat the bad surfaces on the way, the delicate tread-free racing tyres being carried to the pits. Ferrari had their spare car at-the-ready for Ickx, in case of any last minute trouble with No. 5, and Stewart and Amon were in their spare cars, Revson also in effect being in the spare car but not complaining about it being "uncompetitive". After a quick dash round the Club Circuit the field of twenty-six cars lined up on the dummy-grid behind a military band and were then wheeled forward to the starting grid behind the marching soldiers. The ceremonial opening of the 25th post-war British Grand Prix, the John Players Grand Prix, the Grand Prix of Europe, the 75th Anniversary of the RAC, or the Brands Hatch Formula One race, or whatever you like to call it, took place to the strain of "God Save the Queen". One by one the cars left the grid

STARTING GRID

↑

8
E. Fittipaldi
(*Lotus-Cosworth V8*)
72D/R7
1 min. 22.6 sec.
30/59 (1 min. 24.1 sec.)

5
J. Ickx
(*Ferrari flat-12*)
312B2 No. 5
1 min. 22.2 sec.
48 (1 min. 24.1 sec.)

1
J. Stewart
(*Tyrrell-Cosworth V8*)
003
1 min. 22.9 sec.
58/60 (1 min. 24.0 sec.)

19
P. Revson
(*McLaren-Cosworth V8*)
M19A/1
1 min. 22.7 sec.
55 (1 min. 24.5 sec.)

11
J-P. Beltoise
(*BRM V12*)
P160/01
1 min. 23.4 sec.
15/17 (1 min. 25.5 sec.)

22
T. Schenken
(*Surtees-Cosworth V8*)
TS9B/006
1 min. 23.2 sec.
45 (1 min. 25.3 sec.)

3
R. Peterson
(*March-Cosworth V8*)
721G/3
1 min. 23.7 sec.
6 (1 min. 25.4 sec.)

21
M. Hailwood
(*Surtees-Cosworth V8*)
TS9B/005
1 min. 23.5 sec.
3 (1 min. 25.6 sec.)

27
C. Reutemann
(*Brabham-Cosworth V8*)
BT37/2
1 min. 23.8 sec.
37 (1 min. 25.1 sec.)

6
A. Merzario
(*Ferrari flat-12*)
312B2 No. 7
1 min. 23.7 sec.
54/55 (1 min. 24.5 sec.)

2
F. Cevert
(*Tyrrell-Cosworth V8*)
002
1 min. 23.9 sec.
57 (1 min. 25.1 sec.)

18
D. Hulme
(*McLaren-Cosworth V8*)
M19C/1
1 min. 23.9 sec.
17/73/74 (1 min. 25.5 sec.)

14
J. Oliver
(*BRM V12*)
P160/04
1 min. 24.4 sec.
16 (1 min. 25.8 sec.)

25
C. Pace
(*March-Cosworth V8*)
711/3
1 min. 24.0 sec.
24 (1 min. 25.6 sec.)

12
P. Gethin
(*BRM V12*)
P160/03
1 min. 24.5 sec.
3 (1 min. 27.4 sec.)

9
D. Walker
(*Lotus-Cosworth V8*)
72D/R6
1 min. 24.4 sec.
46 (1 min. 25.1 sec.)

30
N. Galli
(*Tecno-flat-12*)
T/002
1 min. 25.1 sec.
7 (1 min. 28.2 sec.)

17
C. Amon
(*Matra-Simca V12*)
MS120C/04
1 min. 24.6 sec.
64 (1 min. 27.0 sec.)

23
A. de Adamich
(*Surtees-Cosworth V8*)
TS9B/004
1 min. 25.2 sec.
3 (1 min. 28.1 sec.)

4
N. Lauda
(*March-Cosworth V8*)
721G/4
1 min. 25.1 sec.
15 (1 min. 26.5 sec.)

28
W. Fittipaldi
(*Brabham-Cosworth V8*)
BT34/1
1 min. 25.5 sec.
47 (1 min. 26.7 sec.)

26
G. Hill
(*Brabham-Cosworth V8*)
BT37/1
1 min. 25.2 sec.
47 (1 min. 26.1 sec.)

29
D. Charlton
(*Lotus-Cosworth V8*)
72D/R3
1 min. 25.6 sec.
14 (1 min. 27.3 sec.)

31
M. Beuttler
(*March-Cosworth V8*)
721G/1
1 min. 25.6 sec.
29 (1 min. 26.5 sec.)

24
H. Pescarolo
(*Politoys-Cosworth V8*)
FX3/1
1 min. 27.4 sec.
6 (1 min. 29.2 sec.)

33
R. Stommelen
(*Eifelland-March-Cosworth V8*)
721/4
1 min. 26.3 sec.
14 (1 min. 27.5 sec.)

Non-starter: F. Migault (*Connew-Cosworth V8*), 1 min. 30.3 sec.

N.B.—Times in brackets are best lap recorded during race. Numbers before bracket are the laps on which it was made. Other times are best practice laps.



PETER REVSON drove a steady race in the second works McLaren to take a distant third place.

on a warm-up lap of the full circuit and arrived back on the "dummy-grid" which caused one or two hardened motor racing marshals to mutter "another line-up!". The track was flooded with troupes of dolly-birds dressed in the various sponsors' colours, with the lovely PR lads trying to display them around the appropriate cars in the hope that some unsuspecting photographer would take a photograph, and meanwhile the Surtees mechanics were sweating blood trying to stop a leak in the radiator of Hailwood's car, and some of the Goodyear runners were trying to scrape "gunge" off their tyres, that had been picked up off the well-used track, and Revson's mechanics were holding a board over the car to keep the hot sun off the driver. There was not a cloud in the sky, in fact the only thing in the sky was the Goodyear airship, quietly and elegantly being used as a television camera platform, which was a nice change from the usual irritating TV helicopters that bug most Grand Prix starting lines. Suddenly it was time for the serious business to begin, the Pixies and Fairies were popped back into their pens, the mechanics gave their drivers a thumbs-up to start the engines and a potential 10,000 b.h.p. moved forward to the starting grid and got off to a splendid start with a noise that shook the Grandstands that were packed to overflowing.

The Ferrari of Ickx got its sleek narrow nose into the lead as he and Fittipaldi raced for Paddock Bend and the whole field powered down the hill and up to Druids, with a certain amount of bumping and boring going on among the back-markers, from which Galli emerged last with a punctured right front tyre. Round the back of the circuit Ickx led Fittipaldi, the chisel nose of the Lotus not too close to the blaring exhaust pipes of the Ferrari, for the Brazilian driver does not have too much confidence in the Belgian driver. Beltoise had jumped neatly from the third row of the grid into third place ahead of Revson, Stewart and Schenken and the rest were following more or less in grid order. When they had all gone by at the end of the opening lap the Tecno arrived at the pits for a new front wheel and tyre and then rejoined the race. At the end of the second lap the Ferrari and the Lotus had pulled out quite a lead and it was obvious that Beltoise could not justify his third place and was holding up quite a pack of cars behind him, but Brands Hatch is a hopeless circuit for overtaking if someone is in the way. On the third lap Stewart forced his way past Revson and began pressing the BRM, but there was no way by, and meanwhile Ickx and Fittipaldi were getting away. At the end of lap 4 Walker coasted into the pits and half a lap later Gethin's BRM engine spewed out oil and smoke as it blew up on South Bank Bend and left a trail of oil up under the bridge, fortunately not on the "racing-line". Almost unnoticed de Adamich had disappeared "out in the country", and on lap 7 Stewart found a way by the troublesome BRM and set about catching the leaders. Revson got by Beltoise on the next lap, and then Schenken got by.

At 10 laps a stalemate seemed to have set in between Ickx and Fittipaldi and it was a case of waiting for something to happen, while Stewart was holding his distance, neither gaining nor losing. As the Politoys Special had pounded down into Dingle Dell something broke on the suspension or chassis and it landed up a wreck and slightly on fire against the barriers, Pescarolo getting out unscathed, and while the leaders were on lap 12 the Tecno slid off the track and into the ditch at Clearways, possibly due to a rear tyre deflating. With the race hardly begun the field was already reduced to 22 cars, and one hoped the attrition-rate was not going to continue. Schenken had a slight moment on the loose stuff on the edge of the track, which let Beltoise snatch fifth place back, but apart from that the scene was becoming a bit processional. Ickx (Ferrari) led from Fittipaldi (Lotus), then came Stewart (Tyrrell) close enough to see them but not close enough to touch them, followed by Revson (McLaren), Beltoise (BRM), Schenken (Surtees) and then Hailwood, Cevert, Peterson, Reutemann and Pace in a very tight line, undecided whether they were playing "follow my leader" or trying to keep up with each other. Behind this line were Oliver (BRM), Merzario (Ferrari) and Hulme (McLaren), after a gap came Hill, Wilson Fittipaldi, Beuttler and Amon, while at the back were Stommelen, Lauda and Charlton, with Walker back in the race, but a lap behind. For a few laps nothing much happened, except that Oliver dropped back behind Merzario and Hulme, and it was noticeable that Fittipaldi could close right up on Ickx on the section of track between the start and South Bank Bend, but lose ground on the fast section out in the woods, so once more stalemate had set in, though the Lotus driver felt he could bide his time as he could see the Ferrari was losing oil and trouble was beginning. Beltoise suddenly thought his BRM felt peculiar and slowed right up, letting everyone go by him on lap 20 and at the same time Hill was into the pits with a punctured tyre. At 22 laps Beltoise stopped to see what was going wrong with his car and at the same time Charlton had trouble with his gearbox and turned smartly into the pits through the back door from the bottom straight. On the twenty-third lap the leaders lapped Walker and had a bit of trouble getting by and this allowed Stewart to close right up on them and going into Druids Hairpin on the twenty-fifth lap Ickx got his braking a bit wrong, which threw Fittipaldi off balance and while he was sorting himself out Stewart was by into second place. Now the first three were very close together, but nose-to-tail rather than side-by-side and they stayed that way for a number of laps. The rest of the field were in a pretty orderly procession and looked like staying that way until mechanical problems intervened, and the first to suffer was Hailwood, whose gearbox went wrong which dropped him from sixth place on lap 27 to tenth place on lap 30 and into the pits and out of the race on lap 31. Merzario was into the pits on the same lap with a puncture, after staying ahead of Hulme in mid-field from the start, and with a new wheel and tyre he rejoined the scene with great enthusiasm, determined to make up as much ground as possible in the second half of the race. Right at the back of the field Amon had been battling with Beuttler, which indicated that something was wrong somewhere, and on lap 34 the leaders lapped the Matra. As they dissappeared under the bridge at South Bank Fittipaldi had squeezed past Stewart and the situation returned to square one, with Ickx still in the lead.

By lap 40, with the race having been going for just on one hour, stalemate had settled in again at the front as Ickx, Fittipaldi and Stewart circulated in formation watching each other and waiting for something to happen. In the mid-field the scene had all come apart at the seams for Reutemann and Pace had a "coming together" and stopped at the pits for a check, and Oliver had come to rest out on the circuit when the lower radius rod on the left rear suspension tore off the hub-carrier. There were now only eight cars on the same lap, the leaders unchanged, Revson in a secure fourth place, but a fair way behind, with Schenken following him, but not challenging; then came Cevert and Peterson and soon to be lapped was Hulme, while Amon was already lapped. Fittipaldi now began to put on a bit of pressure and closed up on Ickx, leaving Stewart a bit behind and as they lapped Hulme he took advantage of the situation on lap 47, but Ickx was in trouble and on lap 48 the three leaders were very close together, for the Ferrari was slowing, which was delaying the Lotus and letting the Tyrrell close up. The continual loss of oil from a split cooler was taking its toll and as the oil pressure sagged on lap 49 Ickx was forced to shut off and let Fittipaldi and Stewart go by. Having led from the start it was a bitter blow for the Belgian driver, but nothing could be done and in addition he said that he felt the transmission was giving up. The scene was now settled with Fittipaldi calmly leading Stewart, knowing the Scot was unlikely to indulge in any "do-or-die" attempts to get by and providing the Lotus kept going there was nothing to stop the Brazilian notching up another victory. Revson was now a very commendable third, and Schenken lost a certain fourth place when he had a big moment on the loose stuff at Druids Hairpin and stalled the engine of his Surtees, luckily being able to coast down the hill after the corner and get restarted, but by this time Cevert, Peterson and Hulme had gone by.

With 20 laps still to go it was a question of survival rather than racing, for all except Merzario, who was pressing on as hard as he could go, staying with Revson for a time and then overtaking him, even though he was a lap behind. As the leaders were lapping Hill he moved over going into Paddock Bend to let them by and promptly lost control on the "marbles" on the outside edge and thumped the Armco barrier at the bottom of the descent, bending the left side suspension and ending his race there. As he said afterwards, "From a gentleman to a twit in a tenth of a second". A few laps later on lap 61 Cevert got wide at the same point and came to a sudden stop against the Armco just a bit short of where Hill's Brabham was. This accident to the Tyrrell let Peterson into fourth place just before he was lapped by Fittipaldi and Stewart, so now there were only three cars on the same lap, and when Schenken gave up it let Hulme and Amon into the picture. The Australian's Surtees was beginning to steer at both ends, for the thread on one of the locations of the rear suspension was pulling out, and as he explained, "It's a good idea to have the steering wheel coupled to the wheels that are steering, and there was no way of coupling it to the back wheels". After a thoroughly dull and frustrating race Amon suddenly found himself in sixth place and the hard-charging Merzario was now seventh, charging so hard that he had nearly collected Revson at one point.

As the last six laps ran out Stewart could do nothing except follow the black and gold Lotus home, both cars running perfectly, both drivers driving immaculately, but a complete deadlock with the advantage to the Brazilian driver. Revson was in a very nice third place but Peterson was in a shaky fourth place as his March was running low on petrol and the engine was popping and banging. In a last-minute flash of brilliance Amon had passed Hulme, to take fifth place, and as the leaders were finishing their seventy-sixth lap, Peterson was destined not to finish his seventy-fifth. As he changed down for Paddock Bend the engine of his March died as he was in neutral and he could not get into a lower gear; going too fast into the corner, with no power to help it round the March ran wide onto the grass, smashed into Cevert's derelict Tyrrell and then struck Hill's derelict Brabham, and of the three cars the Tyrrell came off worst. This let a surprised Amon into fourth place, followed by Hulme, with a delighted Merzario into sixth place, while Peterson had covered sufficient distance to be classified seventh. In these closing stages Wilson Fittipaldi had had a big moment out on the back of the circuit when a radius arm anchorage on the rear suspension of his Brabham had broken, and while he was skating to rest in a cloud of dust his young brother was bringing happy smiles to the faces of Colin Chapman and all his mechanics, but above all bringing satisfaction to John Player & Sons who not only put a lot of finance and support into Team Lotus, but were sponsoring the British Grand Prix to the point of monopoly. The unruffled way in which Emerson Fittipaldi is winning races in only his third year of Grand Prix racing is beginning to depress and demoralise a lot of people, but an equal number are smiling contentedly and enjoying every minute of it.—D. S. J.

Results :

THE RAC BRITISH GRAND PRIX—Formula One—76 laps—Brands Hatch 324.1 kilometres—Warm and Sunny

1st	E. Fittipaldi (Lotus 72D/R7)	1 hr. 47 min. 50.2 sec.—180.34 k.p.h
2nd	J. Stewart (Tyrrell 003)	1 hr. 47 min. 54.3 sec.
3rd	P. Revson (McLaren M19A/1)	1 hr. 49 min. 02.7 sec.
4th	C. Amon (Matra-Simca MS120C/04) ..	1 lap behind
5th	D. Hulme (McLaren M19C/1)	1 lap behind
6th	A. Merzario (Ferrari 312B2 No. 7) ..	1 lap behind
7th	R. Peterson (March 721G/3)	2 laps behind—Not running at finish
8th	C. Reutemann (Brabham BT37/2) ..	3 laps behind
9th	N. Lauda (March 721G/4)	3 laps behind
10th	R. Stommelen (Eifelland-March 721/4)	5 laps behind
11th	J-P. Beltoise (BRM P160/01)	6 laps behind
12th	W. Fittipaldi (Brabham BT34/1) ..	7 laps behind—Not running at finish
13th	M. Beuttler (March 721G/1)	7 laps behind

Fastest Lap : J. Stewart (Tyrrell 003) on laps 58 and 60, in 1 min. 24.0 sec.—182.78 k.p.h.

Retirements : A. de Adamich (Surtees TS9B/004) on lap 4, accident; P. Gethin (BRM P160/03) on lap 6, engine; H. Pescarolo (Politoys FX3/1) on lap 8, broken suspension, and accident; N. Galli (Tecno T/002) on lap 10, accident; D. Charlton (Lotus 72D/R3) on lap 22, gear-change; M. Hailwood (Surtees TS9B/005) on lap 31, gearbox; J. Oliver (BRM P160/04) on lap 37, broken suspension; C. Pace (March 711/3) on lap 40, gearbox; G. Hill (Brabham BT37/1) on lap 48, accident; J. Ickx (Ferrari 312B2 No. 5) on lap 49, split oil cooler and engine; D. Walker (Lotus 72D/R6) on lap 59, broken suspension; F. Cevert (Tyrrell 002) on lap 61, accident; T. Schenken (Surtees TS9B/006) on lap 64, rear suspension; W. Fittipaldi (Brabham BT34/1) on lap 70, rear suspension; R. Peterson (March 721G/3 on lap 75, accident.

26 *starters* — 13 *finishers.*

Brands Hatchings

The pettiness of big business and the sordid side of sponsorship was well illustrated by the complete ban on Marlboro publicity at this John Player Grand Prix, even to the point of leaving off the name Marlboro in the official placing of Beltoise in eleventh position. The sooner cigarettes and smoking is banned by the Government the cleaner and healthier our sport will become.

* * *

When the winning car was put up on the trailer for the lap of honour it was found to have a tyre going flat. Good thing it was only a mini-Prix and not a Grand Prix race.

* * *

When it was all over one or two people were beginning to wonder if they had been too hasty in their condemnation of the Charade circuit at Clermont-Ferrand. They have been so busy criticising other people's "houses" that they forgot to look at their own, and when they did they found the pits, the paddock, the layout, the track surface and the road edges all badly wanting. But the weather was marvellous.

* * *

When BP and Esso pulled out of racing a lot of people thought the end had come, but this year's race result read; First Texaco, Second Elf, Third Gulf. The names have changed but the principle is the same, and Cosworth engines won't run on nicotine or perfume, and even additives like STP need petrol and oil to be added to.

* * *

Don't tell John Player but Phillip Morris (Switzerland) inaugurated a nice series of trophies at Brands Hatch; a golden ingot to the driver in each Grand Prix who, in the eyes of an international jury of ten journalists, races in the manner of the late Joseph Siffert. A hard charger who enjoys what he is doing and delights the spectators while he is doing it. The winner at Brands Hatch was Arturo Merzario, and this choice was substantiated by the BP fuel company who also gave him their award for "The Man of the Meeting".

* * *

The people who complain because I refuse to call a Lotus 72 a John Player Special, and would prefer to see a green Lotus than a black and gold one, were a bit taken aback to see me using a black and gold motorcycle to combat the traffic jams. It did not have a Lotus badge on it, but an all-British Norton one; and there are still readers who don't think I am biased.—D. S. J.

RECENT RACING RESULTS

LAST MONTH we reported that Denny Hulme had won the first round of the Can-Am series with the latest McLaren M20, but only after a scare from Mark Donohue's turbo-charged Porsche 917/10. On July 9th the second round of the series was held and this time the Penske Porsche did win but with George Follmer driving and not Donohue who had crashed and injured his knee in unofficial practising. Hulme was chasing Follmer and pulled out to pass on the main straight when the car virtually took off and flipped over backwards, not the first car to do so at Road Atlanta. Peter Revson and Jack Oliver also retired, as did Can-Am first timer Francois Cevert, so Gregg Young was second in his ex-works 1971 McLaren and Milt Minter third in his un-turbo-charged Porsche.

In Formula Two the two most recent European Championship races as we go to press, Rouen on June 23rd and Osterreichring on July 9th, have both produced almost identical results. In each case victory has gone to Emerson Fittipaldi's Lotus 69 chased hard in the early stages by Mike Hailwood's Surtees with Carlos Reutemann (Rondel Brabham) third and Dave Morgan's similar private car fourth on each occasion.

At the Osterreichring there was also an Interserie race which provided a lucky win for Howden Ganley's BRM after the turbo-charged Porsches of Kauhsen and Kinnunen had trouble. But a week later at Hockenheim Kinnunen scored an easy win.

TUNING TOPICS:

An honourable turn of speed from 998cc





IN THE MAY ISSUE we struck our first official acquaintance with Datsun's smallest offering in the UK, the 1-litre Cherry 100A. Although this Japanese machine is often compared to the Mini because of its transverse engine and f.w.d.—plus sundry other design similarities within the engines themselves—such talk is really rather wide off the mark, for the small Datsun is fully comparable with cars in the European 1300 class. In fact the car represents a very clever cross between the performance of many 1300s (better in some cases), overall fuel consumption not far short of the 850 Mini (in enthusiast hands) and carrying capacity for passengers and luggage that makes the Mini look like a shoe box.

Acknowledging that the Datsun Cherry is a Good Idea is one thing—improving on the oriental theme is another, as we discovered when talking to Janos Odor about the project. Mr. Odor, through his specialist motor engineering works in Salisbury, has developed a wide range of slightly off-beat machinery in the past 12 months or so. Long famous for quicker BL racing Minis and manifolding of high repute, Janspeed have spent those months on such diverse projects as the Hillman Avenger the author raced in handicap events last year: on twin Weber carburetters it could return lap times that compared well with respectable sporting machinery, a point that the factory noted when planning a true Group 1 car that has now materialised as an extremely potent machine in the hands of Bernard Unett. The Hillman Avenger Tiger also shares many of the features that Janspeed had incorporated on their Avenger, which was not only raced but served honourably as a shopping tool for Mrs. Odor and general press demonstrator. Possibly it was the success of this project that convinced the company to spread their wings ever wider and subsequent projects have included two Cortina Mk. 3s currently doing the press rounds and serving Janspeed in between times; a Morris Marina 1.8, which went well, but only did one press road test as the company were not proud of its manners; the Toledo we tested in colour last year and a variety of pure racing projects which include a Buick/Oldsmobile/Rover alloy V8-engined Capri built on a shoestring and a Group 1 Ford Escort Sport that has currently scored six class wins, and holds four class records.

When work started on the Datsun engine, Janspeed found it very intriguing to deal with; it's certainly theoretically similar to the legendary BMC-developed A series engine that finds its way into everything from Minis to Marinas, but there are manufacturing refinements that make the practical end result superior. The three-bearing crankshaft is part of heavily oversquare interior dimensions; the bore is 73 mm. and the stroke just 59 mm. If that suggests that the unit will rev. willingly for you, then pat yourself on the back, for high r.p.m. for astonishing lengths of time are part of the Cherry character, particularly on the modified model. Although the cylinder head is made from aluminium, unlike the BL unit in iron, there are similarities in the porting and combustion chambers that make life easier for those brought up on improving British Leyland engine power outputs; incidentally, both manifolding for the exhaust and carburation is on the same side, closest to the driver.

Janspeed charge £28 for the modified cylinder head on exchange, for which the customer receives a head with ground-out and polished porting, double valve springs, enlarged combustion chambers and 25 thousandths of an inch machined from the cylinder head face. The latter pair of machining and enlarging operations counteract each with regard to their effects on compression ratio, which remains similar to the production figure of 9.0-to-1.

The standard Hitachi twin-choke compound carburetter was dispensed with in favour of that traditional Mini pick-me-up, a pair of 1¼-in. choke HS2 SU carburetters costing £26.50. One unusual feature on the test car was that the dashpot air-hole was also dispensed with in an experimental move to see if throttle response could be made any faster. "Go-faster" pancake air filters are disliked by Mr. Odor for the noise they emit under hard acceleration, but on this first installation of SUs for the Cherry there seemed little alternative; the filters are priced at £2.80.

Inlet and exhaust manifolding are all in tubular steel by the converters. The exhaust layout follows a four into two branch and single pipe configuration, priced at £15.00. The quadruple inlet stubs were provisionally priced at £12, but it will not be long before cast alloy inlets are available for the Datsun from Janspeed. The remainder of the exhaust system has a larger bore, up by ¼-in. throughout for £12.

That completes the engine modifications on the test car, except to say that part of the cylinder head conversion is to lighten the production valves, so that the valve gear loads are kept down, whilst liberal use of the 7,000 r.p.m. provided is made.

Suspension and gearing characteristics had both been changed by the adoption of 13 in. diameter 5½-in. rim alloy wheels from Mill Accessory Group, deputising for the showroom, gaudily decorated, (with fake Porsche "spoke" hub caps) pressed steel wheels, which are 12 in. diameter, 4½ in. rim. Naturally the rubberwear had to be swopped as well, radial ply Firestone Wide Ovals of 165/70 HR construction sitting in under the modified bodywork with vestigial spats. It's a reflection of the current emphasis on wheel and tyre equipment that Janspeed should expand nearly £110 retail on just these items. The suspension, which is all independent by MacPherson struts up front and semi-trailing arms aft, was very much stiffer in action than standard, utilising Koni damping at all four corners as well.

Finishing touches include a servo for the very effective brakes and a Smiths electronic tachometer, which slips neatly into the space provided on the production dashboard.

Looking at the Cherry before we slithered away from a damp Salisbury, we were impressed with the enormous track that the car has on these bigger wheels: judged by eye one would opine that the little Janspeed machine had the track of a Cortina-sized vehicle, but in reality —even with the wider wheels—the track can be little more than 4½ ft.; the overall length is 11 ft. 10 in.

The engine started readily enough, despite the choke's apparent

inability to pull out to full effectiveness. Thus the petrol/air mixture would be a little lean for the first moments of running after a cold start. Luckily Datsun fit an electric fan as standard equipment, so the power unit very swiftly warmed to work after a suburban start: country dwellers must sit in the garage, or imagine there are sets of red traffic lights every 200 yards or so!

Really any description of the engine performance is superfluous, for by the standard of engine size and the way in which it was designed along old principles, the Janspeed Datsun unit is extraordinarily near perfection. The low final drive (4.286:1) and modest degree of tune ensure that the Cherry remains superbly flexible whilst packing an overtaking punch that is astonishing to all but hardened Mini-Cooper S owners. Jan Odor remarked before we left that the car feels very much faster than it actually is, which puts one in mind of a small buzz box straight away. However, the sensations that the driver receives are far more akin to the smoothness a Honda motorcycle owner feels whilst exploring the nether regions beyond 10,000 r.p.m. You can tell that the little engine is working hard to pull just under 13 cwt. of best Rising Sun Cherry along, but the driver is not tormented with demented screams from engine and transmission, or vibration periods akin to Mount Vesuvius in full eruption. Instead one gazes with mistrust, for hours on end if need be, at the tachometer reading between 6,500 and 7,000 r.p.m. as the Datsun skims along between 90 and 100 m.p.h. As a motoring experience this Janspeed modified Cherry certainly qualifies as something new and the only similar car we can recall, though it was far more sophisticated in its engineering approach and revved a little higher with less torque, was the Honda S800 sports car. The modified Hillman Imp 1-litre engine is very similar as well, but the Datsun achieves a similar smoothness whilst mounting the engine at the front, which must prove something about the effectiveness of the original soundproofing and conversion.

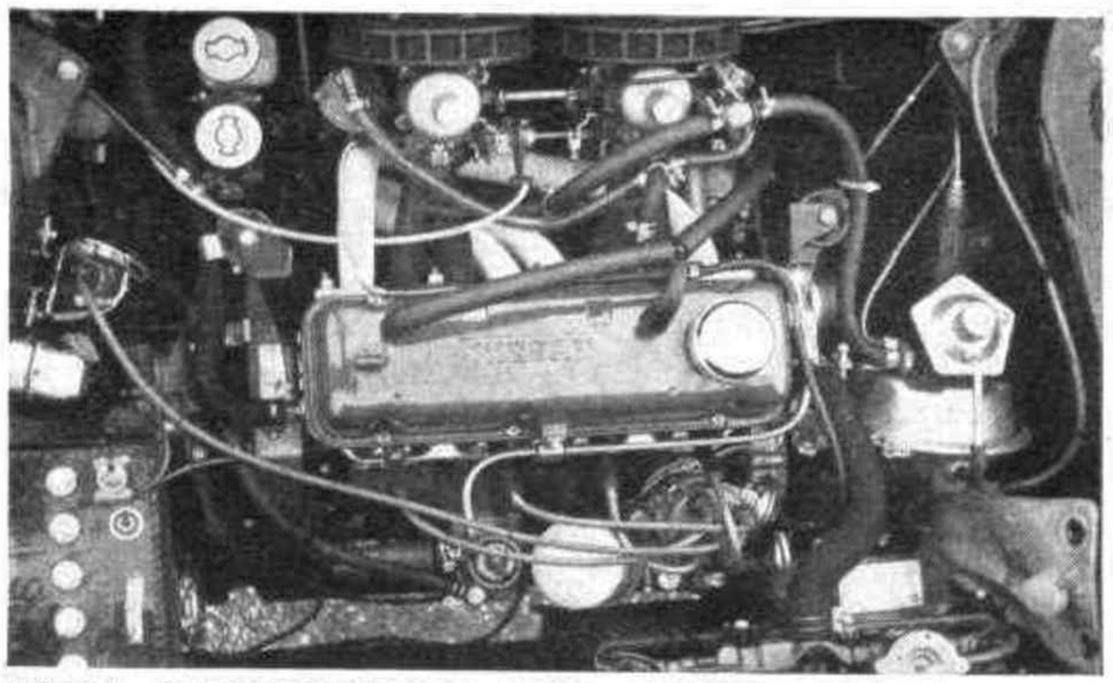
The only fly in the ointment is a small period of harshness that vibrates the rear view mirror at 6-6,200 r.p.m., approximately 85-90 m.p.h. true speed in top gear. When you are winding the engine up the r.p.m. scale in the gears this period is unnoticed, but it is a cruising speed to be avoided by comparison with the comfortable hum below and above this point in fourth.

To analyse the car's potential a little more fully than usual we took the Cherry to Silverstone, where the smiling staff partook lightly of our cash in exchange for a little impromptu drag racing and a spell exploring the machine's capabilities around the Club circuit layout. The reason for the latter exercise (apart from the joy of unpoliced motoring) was merely to establish if the Cherry on road tyres would be any match for the racing tyre-shod Moskoviches that dominate the cheapest class in Group 1. Under the present price regulations the Cherry would not stand a chance, but if the price bracket were upped next year in deference to the cost of living rises, then the Datsun at £660 basic, just under £800 retail, might possibly find a competitive niche somewhere. The times the car recorded were excellent by the cheapest Group 1 class standards and it would be a reasonable choice in the next most expensive class as well! Now we know that Group 1 doesn't permit the changes made on this car, but it is a fact that the difference between a showroom Capri and the one you see sliding round a circuit in a Britax or Castrol Group 1 event is about 10 seconds a lap, thanks to racing tyres, suspension changes like those featured on this car, and whatever "blueprinting" the RAC scrutineer feels like allowing at that time of the month!

The handling is naturally dominated by degrees of understeer, a



SMALL SPATS, Wide wheels and extra identification for the 100 *A.*



TWIN CARBURETTERS AND SMART SPEREX - coated manifolding for the transverse Japanese engine.

condition which can be cancelled by untidy mid-corner braking or lifting off the throttle. In the wet the Cherry tended to run wide excessively, but as soon as the driver takes a feel of f.w.d. techniques there are few problems to rapid and entertaining transport. In fact two very important aides to the modified Cherry's cross-country speed are the properly made production seats and the brakes, which will pull the car up in under 30 ft. from 30 m.p.h. without the generously proportioned wheels and tyres ever locking up. The major snag to this sporting suspension was the degree of stiffness with which the system was arranged for spirited demonstration runs. Whilst this feature suited the car perfectly on a race track, it would be important for potential customers to consult with the converters before having precisely the same modifications. Those who are used to taking their families for quiet country lane runs might well have a mutiny on their hands if the test suspension was slavishly copied!

Straightline performance figures are given in the data panel as usual, but for those who like to take a perspective on things we would add that this simple conversion takes the Cherry into the performance range occupied by 998 Mini Coopers (which you cannot buy nowadays of course, the rough and frequently slower 1275 GT having taken over that niche with benefits primarily to driver and passenger comforts) the converted Imp range with 998 c.c. engines, production 1275 c.c. twin carburetter models from British Leyland, and the Radbourne Fiat 127 tested briefly last month. Compared to the production Cherry, Janspeed's modifications have cut the 0-60 m.p.h. times by just over 3 seconds and 0-80 by around 16 seconds, which is really rather clever. Top speed of the standard Cherry is 2-3 m.p.h. short of 90 m.p.h.; under favourable conditions we could comfortably exceed 90 m.p.h and our two-way average worked out at 101 m.p.h.

Considering that the Salisbury company have had the car for such a short time (it had only 1,300 miles or so on when we picked it up; we managed just over 1,100 miles according to the odometer, but that was as innaccurate as the speedometer because of the wheel and tyre changes) the writer felt that the Datsun represented a terrific "first-off" conversion and extraordinary value by anyone's standards. Fuel consumption remained entirely reasonable at 33.7 m.p.g. overall and oil consumption was just one pint after 600 miles had been covered at very high engine r.p.m. The only trouble we had with the car was a need to top up the brake fluid on the second day of our week loan period. Thereafter no further fluid was needed, so somebody must have miscalculated after the servo was fitted. Well done, Janspeed! Doesn't it make a patriotic heart shrink to think what potential there must be left in the Cherry, if this is just the tip of the iceberg?—J.W.

PERFORMANCE:

m.p.h.	*Seconds*	*Gear speeds:*	
0-30	3.8	First	27 m.p.h.
0-40	5.6	Second	42 m.p.h.
0-50	8.7	Third	67 m.p.h.
0-60	13.2	Fourth	101 m.p.h.
0-70	16.9		
0-80	28.8		

Overall fuel consumption: 33.7 m.p.g.

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

AROUND AND ABOUT

Comment on the Racing and Club Scene

John Player, The British Grand Prix and Lotus

The tobacco firm of John Player & Sons of Nottingham have been one of the, if not the, best sponsor Formula One racing has ever known. They were the first of the major sponsors to start subsidising Grand Prix racing when the fuel companies clipped their wings, and their colourful Gold Leaf colours were to be seen on various racing Lotuses. The liaison between Lotus and Gold Leaf has been a tremendously fruitful one, not only in terms of success on the track, but also in the market place. Everyone seemed to be happy.

For 1972 the contract was re-negotiated and Mr. Geoffrey Kent, of John Player and his advisers, wanted to swing the emphasis away from the Gold Leaf brand to the new and upmarket John Player Special cigarette. What better than to call the existing cars, which Lotus intended to race for another year, John Player Specials? It seemed a natural step and for years Indianapolis cars have had such names as the Sunripe Prune Special and the Dean Van Lines Special.

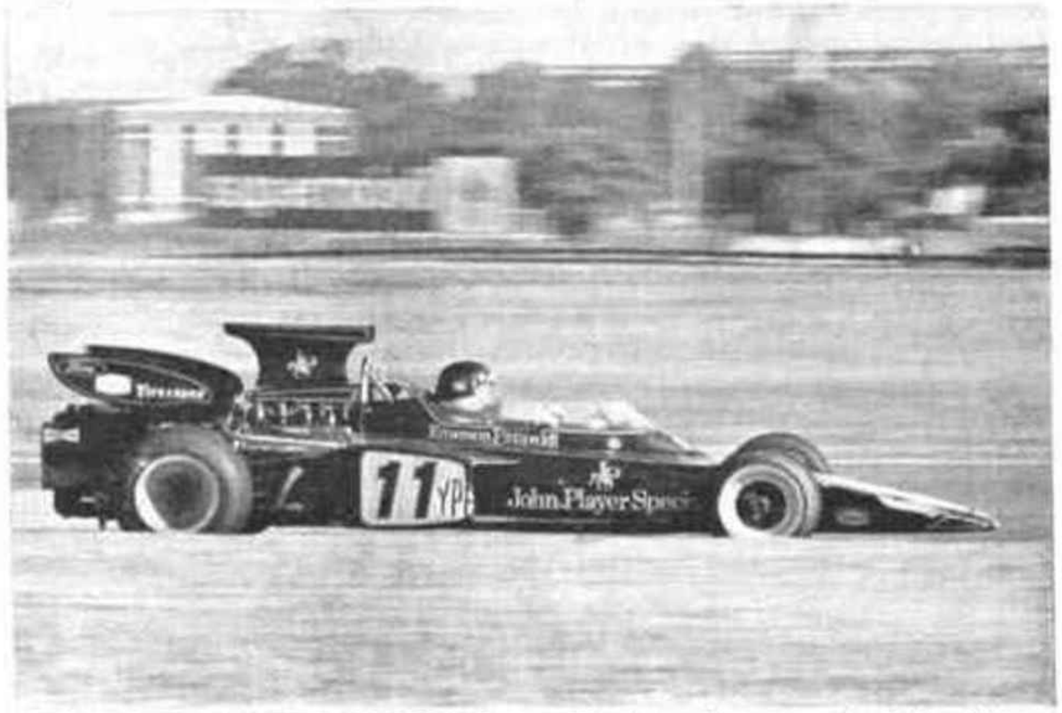
Quite how keen Colin Chapman was to drop the famous name of Lotus from his racing cars altogether we cannot be sure. Some sources suggest that he was genuinely keen to lose the name for he no longer wants his road cars to be associated with racing cars. Anyway, this is what the John Player Public Relations man tells us. Personally we take this with a considerable pinch of salt but, in any event, the amount of noughts on the cheque was sufficient to convince him he should. Team Lotus Ltd. is a Chapman-owned company, outside the Lotus Group of companies, and it is obviously up to Chapman to keep that Company viable in the face of the ever rising and astronomical costs of running a World-beating Grand Prix team.

Hence this year the equipe was re-named John Player-Team Lotus and was to run two Lotus 72s for Emerson Fittipaldi and David Walker (the same cars as last year) but, like a chameleon, they had changed colour and, for that matter, their name to John Player Special.

This is where the problems commence. They start first with the group of people known as "the purists". These so-called purists love racing and have been in and around it for years because they like the excitement, the speed, the skill and the mechanical and technical ingenuity. Such people are called purists not by themselves but by others who like motor racing because of the glamour, the fact that it is the in-thing, or simply because they think they can make money out of it.

These purists remember Lotus racing cars when they had a little badge on the front and it said "Lotus" and a chap called Jim Clark kept winning races with them. Old habits die hard with these people and when a car, that was called a Lotus 72 last year, flashes past the chequered flag they find it rather hard to say "Hooray for the JPS". After all it looks like a Lotus and Colin Chapman designed it. The problem for John Player is that some of these people write for magazines and papers.

Then there is another group of people who provide material for what is loosely called "the media". By this I mean the television commentators, national newspaper reporters and the like. Now some of these people are more susceptible to the Public Relations push or "hype" as it is called in America. They file their stories with a headline like "Emerson's John Player Special wins" and the black and gold PR man smiles happily. The only trouble is that back in Fleet Street a little chap called a sub-editor reads this steaming hot copy. The black and gold PR man hasn't spoken to him and, when he sees "John Player Special", he thinks what kind of car is that? Then, he remembers reading somewhere that Lotus's Grand Prix team is sponsored by John Player. If the fag firm is lucky he puts his blue pencil through the word Special and adds in Lotus or, if they are not, he crosses it all out and just puts Lotus. The problem really lies in whether the general public can associate with a racing car called a John Player Special. I personally think not. When they read of a Lotus victory they think of the firm that makes those fast little Elan Sprints, just as when Porsche wins a Can-Am race they think of those smart Porsche 911s like the one the daughter's wealthy boyfriend used to have. If John Player had called the cars the John Player Special Lotus, or plain John Player Lotus, they probably would have got away with it, without upsetting anyone, which is more than can be said at the moment.



EMERSON FITTIPALDI'S Lotus 72 dressed up in the John Player Special colours of black and gold.

In fact, they have taken this business even further by sponsoring this year's British Grand Prix. It will be remembered that last year the Wool Secretariat sponsored the race and called it the Woolmark British Grand Prix. No one minded that too much, the only problem was that rather a lot of people forgot the new prefix. This year the race was sold to John Player for the reputed sum of £25,000. The tobacco company managed to persuade the RAC, who organise the event, to agree that they could change the name of the race to the John Player Grand Prix. As I said earlier, old habits die hard and it is going to take some very astute Public Relations work to stop the great majority of people still referring to the race as the British Grand Prix, although the official regulations for the race call it the John Player Grand Prix. Perhaps one day the Formula One calendar will read the Fray Bentos GP, Buenos Aires; the Rand Daily Mail GP, Kyalami; the Tio Pepe Grand Prix, Jarama; right through to the Pepsi Cola GP, Watkins Glen. Personally, being something of a traditionalist, I perish the thought. But the John Player Public Relations man tells me that if his tobacco firm had not put their money into this year's Grand Prix then there simply would not have been a race. If that is true I feel sorry for motor racing, if not I feel sorry for the PR man.

Real Road Racing

A decision taken last month by the Birmingham Corporation seems to indicate that road racing in Britain, around the streets of Birmingham at least, is a distinct possibility. While we wait with bated breath for Monaco and Pau style racing to come to the Midlands, over in Ireland, in Dublin to be exact, the closing of roads for motor racing is still allowed and enjoyed. Unfortunately the unforgettable Dunboyne circuit claimed rather too many lives to be sensible to continue but, each year, the Irish Motor Racing Club organises an International meeting at Phoenix Park.

Motor racing has been going on in this huge park since before the war and very little has been changed. Over the years the circuit has been altered to some extent and shortened but, even so, the present circuit is still a very exciting and extremely dangerous 2.77 miles. Various aspects of the circuit would make the GPDA blanch and some years ago Max Mosley, now March's Joint Managing Director and then a Formula Two Brabham driver who stood an excellent chance of winning, decided that he personally would not risk his neck at Phoenix Park unless the safety facilities were improved. They were not and Mosley didn't race but he did not rush around with petitions urging others to follow suit, unlike some Grand Prix drivers might do. He made his own decision and that was that. The circuit is little different now and still, some say remarkably, retains an excellent safety record despite the hazards.

This year's International meeting will take place on September 2nd and 3rd and should provide plenty of entertainment. As usual the main race will be for *Formule Libre* (All-comers) and will be called the Players No. 6 Grand Prix. Well we seem to have been over that before but we welcome *this* Players Grand Prix, as it has never had an established title. The first prize is £1,000 which should attract the odd Formula Two car, several Formula 5000s and some Formula Atlantic machinery from Britain as well as all the top Irish *Formule Libre* cars, of which there are several decent ones. The race is to be run in two parts (one on Saturday and the other on Sunday) for a total distance of 250 kilometres. There is also a full programme of sports, saloon and Formula Ford races, to keep the crowds happy.

The most staggering thing of all is that admission is completely free for the spectators. Because of the local laws no charge can be



RACING ROUND THE PARK. A typical Formula Libre scene at the tight Ratra hairpin on the Phoenix Park circuit.

made and the racing only runs because of the generosity of the sponsors. If you live in Ireland, or happen to be over there, remember the Phoenix Park and if possible buy a programme or a grandstand seat which is the only other income the organisers have. Further details from the Irish Motor Racing Club, 15 South Williams Street, Dublin, 2.

March, BMW and STP

An important announcement was made in the middle of last month whereby March Engineering and the German BMW firm will have an exclusive tie-up in both Formula Two and 2-litre sports car racing next year. March Engineering will run teams of cars in both categories with power from BMW engines, which will be homologated for F2 from January 1st, and already in use in sports car racing.

The new engine is a development of the 1,600 c.c. unit which gave the Cosworth FVA powered machines a fright in 1970. Although, after several victories, BMW pulled out of Formula Two at the end of the year, Dieter Quester continued to run such an engine in a March chassis with success until the end of the 1,600 c.c. Formula last year.

This year the new 2-litre version has been seen in the back of a Chevron, again with Quester at the wheel. But now BMW have stepped up their competition programme again, having recently won the services of Jochen Neerpasch from Ford. Neerpasch is now head of the newly formed BMW Motorsport GmbH and it is with him that the March directors have made this deal.

As well as running March-BMWs in the STP colours, March will also offer similar cars to customers and BMW will *not* be making their engine available to any other constructors. March also intend to set up a BMW engine re-building facility at their Bicester works. The BMW engines look like being very serious contenders to Ford based units, in both Formula Two and sports car racing, so this exclusive tie-up is obviously important.

Record for Johncock

Elsewhere in this issue there is mention of recent records set up by diesel-powered vehicles but, early in July, a much faster record was established, during testing by a McLaren Indianapolis car.

Gordon Johncock, driving a works Gulf McLaren Offy, lapped Michegan International Speedway on July 2nd at an officially recorded 201.399 m.p.h., which is an unofficial record for a closed course. He lapped the two-mile banked oval in 35.75 seconds. According to the Guinness Book of Records the previous best was the 201.105 m.p.h. set at the Alabama International Speedway by Bobby Issac in one of those mammoth NASCAR stockers.

More Mexico fun

Last year the Castrol Ford Mexico season was tremendously closely fought by the rising South African driver Jody Scheckter and experienced saloon car hand Gerry Marshall. The success of this series led to more general Group 1 racing, which has been such a success so far this season.

However, Castrol have again sponsored a Mexico series and, as anyone who was at Brands Hatch on Grand Prix day will know, the racing is still phenomenally close. With the half-way mark now passed the three leading contenders are Barrie Williams, who did well last year, Andy Rouse (a former Formula Ford driver who works for Broadspeed) and F3 man Colin Vandervell.

As we go to press Rouse and Vandervell tie for the lead with 34 points while Vandervell in the Potterton central heating sponsored car is now third following a recent win in the rain at Oulton Park.

Now it's standard sports car racing

Following the success of standard saloon car racing this season the BRSCC, under the guidance of its Executive Director Peter Browning, is intending to run a category next year for standard sports cars along similar lines.

Basically the rules only allow modifications which will add to the safety and comfort of the driver but no doubt some of the crafty tweaks used by the standard saloon car people will be employed.

The racing will be in four categories according to the pre-taxed value of the cars, as in Group 1 saloon racing, and a list of approved models has already been drawn up although it may be added to before next year.

In the over £2,000 category Porsche 911s, Lotus Elans, Ferrari Dinos are included as well as Chevrolet Camaro, Aston Martin DB6 but not, as yet, the Jaguar E-type V12.

The £1,300-£2,000 category looks a good one for the Datsun 240Z although opposition can be expected from Lotus Europas and Lancia Fulvias but hardly a Range Rover which is included in the list.

The £1,001-£1,300 category will probably be the preserve of various Triumphs and M.G.-Bs while, in the up to £1,000 category, it will be interesting to see how the MG Midgets and Austin-Healey Sprites fare against the Triumph Spitfires.

Pit Stops

● Racetape is the name of a new method of finding out the information on the latest Grand Prix. Well known journalist Alan Phillips has recently formed a firm to produce hour-long reports on tape of each World Championship Grand Prix with a commentary and interviews with drivers and other personnel, by Peter Scott-Russell. The tapes are available very quickly after each race but the main snag is that they cost £2.50 each and one needs a cassette recorder to listen to them. Further details from Racetapes at 10 Theberton Street, London N1. (Tel.: 01-226 0626). The idea started with Monaco and all the subsequent races have been covered.

● Two more motor racing sponsorship deals have been announced recently. Scottish Formula Three driver Neil Ginn is now racing his GRD in the colours of Y-front underwear, of all things, for the manufacturing company Lyle & Scott. A mock-up F3 car will be used in store promotions.

● Hudsons, the International freight forwarding, road transport and removals firm are backing a Group One Chevrolet Camaro to be driven by PR man Richard Lloyd. Hudson's rival SCA Freight have been sponsoring a Group 2 Chevrolet Camaro very successfully for two years now but as the two Camaros are in different categories of saloon car racing they will not come into contact.

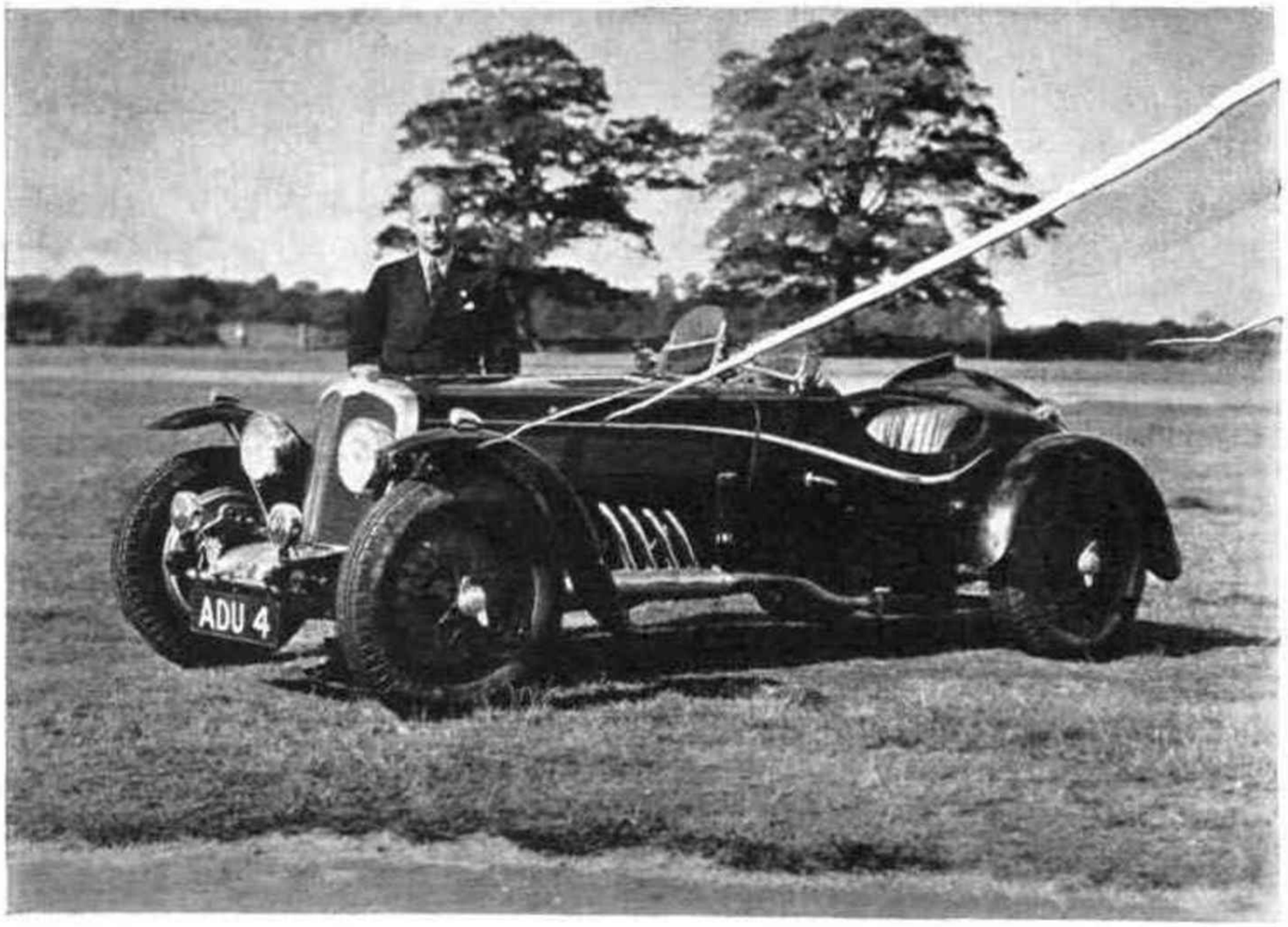
● A recent fatality at Snetterton has prompted a ban on wet weather racing at the circuit. Apparently the different changes of surface, particularly just in front of the pits, make the circuit extremely treacherous and the recent accident is one of many over recent years. Now the RAC have ruled that racing has to be stopped if the track is wet.

● We seem to have a never-ending flow of enquiries about the recently formed and already thriving Triumph TR Register, The Secretary is Alan Robinson, 71 Perham Road, London W14, while social secretary Darryl Uprichard has recently moved to The Corner House, Burnaston, Derbyshire.

● A new name to watch in Formula Three in the near future will be that of 18-year-old Tim Brise. Tim started racing towards the end of last year and this year was leading the important British Oxygen Formula Ford competition until his decision to switch to F3 with a new GRD. Tim is the son of Johnny Brise, a former World Champion stock car driver and younger brother of Tony Brise, now an established F3 driver with a works backed Brabham.—A. R. M.

At last— the truth about the original twin-cam straight-eight supercharged Triumph Dolomite

by its creator, Donald Healey



DONALD HEALEY with the original Triumph Dolomite. The body was styled in England but followed Alfa Romeo practice, even to a vestigial tail fin.

[Last April, in "Rumblings", we recalled the sensational 2-litre Triumph Dolomite, almost a direct copy of the then-current 2.3-litre Alfa Romeo, which Donald Healey evolved in 1934 for the Triumph Motor Co. Ltd. How this crib of the famous Italian sports car was possible (did Healey steal the drawings, dissect a car?) and what Alfa Romeo thought about it has remained a tantalising secret for 38 years. Now 74-year-old Donald Healey, on the eve of the release of the Jensen-Healey, which follows the original Dolomite in having an exciting engine—a sixteen-valve twin-cam—tells for the first time the true story of Triumph's short-lived straight-eight, in this exclusive MOTOR SPORT article.—ED.]

IN 1934, after the great success of the Triumph cars in the Alpine Trial, Sir Claude Holbrook, Chairman of the Triumph Company, Tommy Wisdom and myself were deploring the lack of a good British sports car able to compete with the Continental cars of that date. Tommy was then one of our top sports-car drivers at Brooklands and in rallies and the Alpine Trial. He suggested that we built a car similar to the then-most-successful racing car, the 2.3-litre Alfa Romeo. Sir Claude agreed and I was given immediately a very tight budget to build such a car in the least possible time. That budget would not have been enough to develop a scooter, today! To design and develop an engine of this type, with our limited knowledge of such a machine, would be a big undertaking, although we made the best motorcycle engine of the day, and had developed a completely new range of engines for the current Triumph cars.

Our production engines had to be designed and produced to normal time-schedules, but this new job had to be done quickly, and as economically as possible. I decided to get an Alfa Romeo and make a design-study of the engine, and to keep as close to its design as possible.

I have been accused of being a copyist, but it is the general practice of all car producers to carefully study competitors' products. One of the most famous cars in the world had its present engine developed from a well-known American engine and was originally a very close copy. [Which one does he mean, I wonder?!—ED.]

So I purchased an Alfa Romeo racing car, being lucky enough to be able to buy the 2.3-litre so successfully raced by Lord Essendon, then the Hon. Brian Lewis. I also visited Italy and discussed our intentions with Alfa's Chief Engineer, the famous Signor Jano. Alfa Romeo were very pleased and honoured that a Company as famous as Triumph had decided to follow their design—we even discussed the possibility of calling the car a Triumph-Alfa. They were very interested in our up-to-date range of motorcycles and considered the possibility





THE BEGINNING AND THE END!—Left.—*The Triumph Dolomite which Healey drove in the 1935 Monte Carlo Rally, seen in the Brooklands Paddock some time before the start—wha' an exciting sports-car to drive over snow and ice!* Right.—*Unfortunately it hit a train at a Danish level-crossing, with the result depicted. Apparently half-a-dozen Dolomites were built but this Triumph model was short-lived, for the reason explained in the article. But the name has survived!*

of making one of them in Italy. Signor Jano was very helpful. But we decided not to join up the names in any way.

I was fortunate in that we had a first-class engine drawing office and probably the best tool-room in Coventry. With much overtime working and a lot of enthusiasm we had an engine running in under six months. It was made completely by "knife and fork" methods; even the Roots blower rotors were hand-contoured. To our delight the engine gave over 120 b.h.p. without any tuning; this was later improved to 140 b.h.p. The beautiful block and head castings were made by High Duty Alloys but we made every other part ourselves. I had a discussion with Mr. Robotham, the Chief Engineer of Rolls-Royce, on the new bearing metal just discovered, lead-bronze, but unfortunately our crankshaft was not hard enough and we badly scored and ruined the two halves of the crankshaft, probably representing 500 hours of skilled craftsmen's work. So we changed back to white-metal-lined shells and had no further trouble. A retrograde step probably, as the bearings were very narrow and theoretically very overloaded; if we had had time to further develop the crankshaft for lead-bronze bearings we could have raised the b.m.e.p. considerably. But we could not afford to be pioneers.

The chassis presented no difficulties. A normal gearbox could not be found to cope with the power we had—but Siddeley had done a lot of work on developing a racing epicyclic pre-selector box for ERA. I decided to use this and never experienced any kind of trouble. Alfa Romeo were then using aluminium brake drums of very large diameter and very narrow shoes and, against the recommendation of Gordon Parnell of Lockheed's, I had them made. Parnell had pointed out that the rubbing speed was far too high for the linings then available and they were never a success. Later on we changed to normal-size brakes in cast-iron drums, which proved as good as could be got in those days. We used springs with an extra large number of leaves to increase the natural damping and these, coupled with Hartford dampers, gave an excellent hard ride, as was then thought desirable on a fast car. Later I learnt, during four days and nights on a Monte Carlo Rally, how hard they really were! We had a lot of trouble with frothing of the oil in the pretty ribbed tank fitted between the front dumb-irons and for road and rally use reverted to a wet sump. The Roots blower was the same size as that on the 2.3 Alfa so we had a little more boost on our smaller 2-litre engine. Beyond the noise, this never gave any trouble with the SU carburetter used.

The Dolomite's body was quite original. It was styled by the stylist of all the Triumph cars, Walter Belgrave, was made entirely in our coachwork factory, and was considered by experts to be very beautiful.

On the road the car did all we expected. The testing was all done by Jack Ridley and myself. Tommy was the first racing driver to try it and his write-up described the car as excellent in every respect. We did a lot of testing at Brooklands but never achieved the lap speed of 120 m.p.h. which we hoped for—still, it got very close to this and, considering a rather wide touring body, we were quite pleased. One incident during testing—when doing something over 100 m.p.h. on the London road the car and I were spotted by a PC and reported to Coventry Police for dangerous driving. Fortunately my passenger was the Hon. Cyril Siddeley, the then-Lord Lieut. of Warwickshire, and his word refuted the dangerous driving charge. . . .

Having a car with a such superior performance I thought, here was a chance to repeat my Monte Carlo Rally win of 1931. Starting from Umea in Northern Sweden in the 1935 Rally, I demolished the front end of car No. 1 in a collision with a train. From the remains of this I built a car for the next Monte Carlo Rally but this time I ran without the blower and managed to finish eighth.

During that year the Triumph Company got into financial difficulties. The motorcycle business was sold and the Dolomite programme was cancelled completely and the name used on a production car we were introducing. [I remember road-testing the latter for MOTOR SPORT at the time. ED.]

During my time with the Triumph Co. I knew a very enthusiastic schoolboy at Eton, who wished to become a racing driver. I built him a special six-cylinder Triumph Southern Cross for the Alpine Trial, in which he did very well. He was the later-to-become-famous Tony Rolt who, with Duncan Hamilton, won Le Mans in a Jaguar and finished so well up in a Nash-Healey. The remaining Dolomite and bits enough to build another engine were sold to him in about 1936. I do not remember what became of them; I had lost interest.

People have made rude remarks about my *copy* of the Alfa Romeo and have suggested that Alfa threatened Triumph with legal action, etc.—I can categorically deny this; actually they were extremely helpful, as I previously have mentioned.

Hill-climb review

BRITISH HILL-CLIMB CHAMPIONSHIP

IN SPITE OF an encouraging growth of new faces and machinery the top half-dozen places in the Shell/RAC Hill-Climb Championship have a distinctly familiar look about them. The 1970 Champion, Sir Nicholas Williamson, is the present leader, with his old rival the 1969 and '71 winner, David Hepworth, third, having scored in one less round. Roy Lane and Mike MacDowel who raced neck and neck for third place last year are the other two in the top four, with Lane only one point behind the leader. The above quartet's ever-present shadow, Tony Griffiths, is again fifth, with Richard Thwaites sixth.

This year the Championship has continued to grow with the re-introduction of Loton Park, near Shrewsbury, to the series and the chance for Welshmen to hold a round at Pontypool.

Following a crash at Doune at the end of the year the chassis of the Champion's 4WD Brabham-based special was likened unto a corkscrew. However, hard winter work paid dividends for at a non-Championship Wiscombe Hepworth returned to claim FTD with the Guyson Sandblaster Special looking smarter than ever before. The first two rounds fell to him with the Loton record devastatingly beaten by Hepworth and five pursuers.

Wiscombe was more difficult. Peter Varley's old twin-cam-powered Brabham BT21C ascended in the dry, the rains came down and none of the quick men were able to beat him until Hepworth, on the last run of the day. Since then there has been an easy win at a wet Shelsley, second place at Doune and two less successful rounds. At Prescott he was stuck in one gear. Barbon was even more disastrous. Hepworth had rushed up from Silverstone where he was practising for the Interserie race in his Can-Am BRM. His first start was described by one experienced hill-climber as the fastest he had ever seen. Too fast, in fact, for the Chevrolet-powered car never rounded the first bend, where it slammed into the Armco.

Apart from Wiscombe, where he engaged the wrong gear on his drier run, the chief fireman of the village of Mortimer, Sir Nicholas Williamson, has been more consistent with wins at Barbon and Doune. His last year's Brabham-FVC BT35X was rather underpowered for winning the Championship so this has been sold to Scotsman Iain McLaren. The replacement is the first March to be seen on the hills; still the smallest car of the top hill-climbers. It is a new F2 712S which, although hurriedly finished at first, has been back to Bicester and now handles really well. It is powered by an alloy-block, Brian Hart-tuned, 2-litre BDA giving 265 b.h.p.

Roy Lane, who rules over Prescott with a rod of iron, uses a McLaren M14D, the 1970 car which was usually fitted with an Alfa engine, although it did come third in Belgium with a Cosworth engine and Hulme at the wheel. It is now powered by an Alan Smith-tuned 5.7-litre Lucas fuel-injected Chevrolet with a potential b.h.p. of 530. Two features of this car are the remarkably light tub and the huge Can-Am-type stacks. The Championship rounds at the first Prescott were cancelled, the conditions being fitter for a sporting trial, and Lane who had scored FTD here, as usual, had to do it all over again at the

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". . . . the chief fireman of the village of Mortimer."

CONTINENTAL NOTES

Circuit Safety

THERE ARE SOME people amongst the readers of MOTOR SPORT who seem to think I am against any form of safety precaution on a racing circuit. This is manifestly absurd. What I am against is hysterical reaction after an accident and hasty decisions that are made without thought and consideration for all aspects of the case. These actions cover such things as Armco barriers in unnecessary places, talk of 120 m.p.h. fire engines with no thoughts about who is going to drive them, making suggestions for drastic alterations to a circuit or to the pits without any thought as to who is going to pay for them, changing regulations regarding the construction of racing cars in the interest of the Great God Safety, without listening to the people who are designing the cars, and above all I am against people who rush to "shut the stable door after the horse has gone" and make far too much noise about doing it. If you have goofed and let the horse out the best thing, if you feel you must shut the stable door, is to do it quietly so that no-one notices. There are too many people about today who must be seen or heard to be doing good, instead of getting quietly on and accomplishing something.

There are many alterations that have been made to the circuits of Europe of which I approve wholeheartedly, others I deplore. At the Nurburgring a *chicane* was built at the *Tiergarten*, just before the top of the rise leading onto the starting area and pits. This was the best thing that could have happened for Grand Prix cars were arriving at the brow so fast that they were nearly airborne and the last gentle left-hand curve was becoming acute. It was only a matter of time before someone "overcooked it" onto the finishing plateau and nothing would have stopped the car wiping off most of the cars and people in the pits. The Germans did not call the new *chicane* a safety-corner, but the *Bremskurve*, or braking corner. At Clermont-Ferrand there is one left-hand bend where the view ahead looks out into space; an Armco barrier here makes sense, for brake fade or a mistake would see a car going on for ever down into the valley. Armco barriers across old escape roads I do not understand. At one time the hall-mark of a good road racing driver was his ability to see escape routes for himself and his car if he made a mistake, or if someone else made a mistake. On some circuits today there is no escape, a mistake or a change of direction at the wrong moment means instant wreckage.

A little thinking by all concerned would not go amiss. At Monte Carlo this year I saw Pescarolo lose control of his March 721 on the water and slide helplessly into the Armco barrier; the car bounced off it at an angle and then struck the Armco again just where I was standing with a friend. After the second "clang" of rending metal the wreckage skated along the barrier until it came to rest. I watched it all with interest, and afterwards my friend said that without the Armco barrier we would have been killed. My reply was that he might have been, but I wouldn't for two reasons; first and foremost, had there been no Armco barrier I would not have been standing there, and if I had been foolish enough to stand there I would have disappeared right smartly the moment I saw Pescarolo lose control, either behind one of the trees, or across the pavement behind the stone walls. I certainly would not have stayed to see the outcome of the loss of control.

I am not against safety precautions, as some people think, but I do like them to be reasonable and logical.

* * *

Grand Prix Pit Stops

A short while ago it was obvious that the rule makers of the CSI had made an awful mistake. This was in connection with the ruling that said there would be a compulsory pit stop for petrol during a Grand Prix race, and that any circuit whose pits were not suitable for refuelling stops could run their Grand Prix races in two heats or two heats and a final. The whole affair was dropped on the Grand Prix world without much warning and was due to take effect in 1973. The Constructors' Union, the Drivers' Union and most of the organisers were completely and unanimously against the whole idea. Now the CSI has climbed down (thank goodness) and the whole proposition has been shelved until further notice. In today's mini-Grand Prix races the whole idea was ludicrous and artificial and the less said about the whole unfortunate affair, the better.

* * *

Osterreichring

Anyone who has been for a motoring holiday in Austria will know that it is a green and pleasant land full of friendly people. The major National circuit at Zeltweg, named the Osterreichring, is also a green and pleasant place, and is also full of friendly people, and although it has only been in existence for two years it is already rapidly developing a very pleasant character. I cannot refer to it as an Autodrome or Stadium, for it is neither of these things, but it is a permanent circuit, completely artificial, having been built on virgin soil. However, instead of drawing the shape on a piece of paper the people involved walked round the fields and decided it would go "up that hill", "round that clump of trees", "down across that dip and up the other side", and so on, with the result that the circuit has all the character of a natural road circuit. Money not being unlimited it is taking time to finish off the details, but on each visit I find some further improvement to the amenities. First priority was the circuit itself and making sure that it was suitable for modern racing, then came the pits and finally the paddock, which is the right way to do things, I feel. On my first visit the paddock lavatory was a bucket in the corner, now things are greatly improved, but at the time the Austrians apologised and explained that they could not do everything at once and had concentrated on getting the actual track race-worthy, and I am with them all the way.

In the programme recently was a little character-study of the Osterreichring, giving its age as two years, its hobbies motor racing and testing, its problems as "growing pains", and amongst its desires a sponsor to help with the building of a race control and time-keeping building, for at the moment the time-keepers are still using the old double-decker London 'bus that was driven out to Austria in the mid-sixties to be used as race control on the old Zeltweg airfield circuit. The Knittelfeld Club have come a long way since those days.

* * *

Grand Prix Drivers

At a drivers' gathering recently discussion was taking place about the desirability of the race winner visiting the Press Box to give the journalists an interview immediately after the race, the way Colin Chapman does with his winners. The talk was quite light-hearted, Denis Hulme saying he thought it was all right, providing the journalists gave him a couple of beers. Chris Amon said he thought it a very good thing to do, whereupon a voice at the back said "How would you know, Chris?" Just before the meeting broke up the chairman said: "Just a minute, fellers, Fittipaldi's got a problem", and another voice, a London driver this time, said: "Good, it's about time he had a problem". Friendly lot the Grand Prix drivers.—D.S.J.

HILL-CLIMB CHAMPIONSHIP—continued from page 871

hastily reorganised Inter-Club meeting. At the other rounds consistently quick motoring has taken him to so near the top.

Mike MacDowel never seems to get a car which handles. This year he has taken a leaf out of Tony Griffiths' book and is using a 5-litre Brabham-Repco (Griffiths is retaining the BT35X he used last year). MacDowel's BT36X is powered by the 740-series engine he used last year which has grown yet again to 5-litres. MacDowel owns the engine while the car belongs to former hill-climber John Cussins. Just to confuse matters Cussins has sold the Palliser MacDowel used last year to the promising Peter Voigt. Instead he owns the engine of this car—an ex-Rindt Repco V8 last seen in the Le Mans Healey and now bored out to 4.2 litres. Both drivers have been unlucky so far. Voigt has had engine troubles, whilst MacDowel, on the one occasion his car seemed to handle, fell foul of the Barbon timekeepers. They claimed a number of important runs, which included an incredible record-breaking time by MacDowel, had been mistimed, which meant another run, not nearly as quick.

Of the other top men Mike Hawley has replaced the twin cam in his Brabham BT35 with a Hart FVA, and Richard Shardlow has left the circuits and is rapidly learning the ways of the ex-Lane McLaren M10B. Thwaites and Bob Rose are using the same M10Bs as last year.

Following in the footsteps of Hawley and Malcolm Eaves, two quick men of the past have chosen 1972 to make a comeback. Things have rapidly changed and they are both using cars which would have been ultra-competitive in their day but are not up to victory now. They are Peter Boshier-Jones (ex-Eaves Brabham-Buick BT21C) and Geoff Rollason (the last customer Lotus 69 built). Also back on the scene is the former Champion David Good, who is currently at the head of the Shell Leaders Championship. He has bought last year's Martin BM8, which, with constructor Brian Martin often in attendance, has been made into the fastest sports car on the hills.—I.R.W.

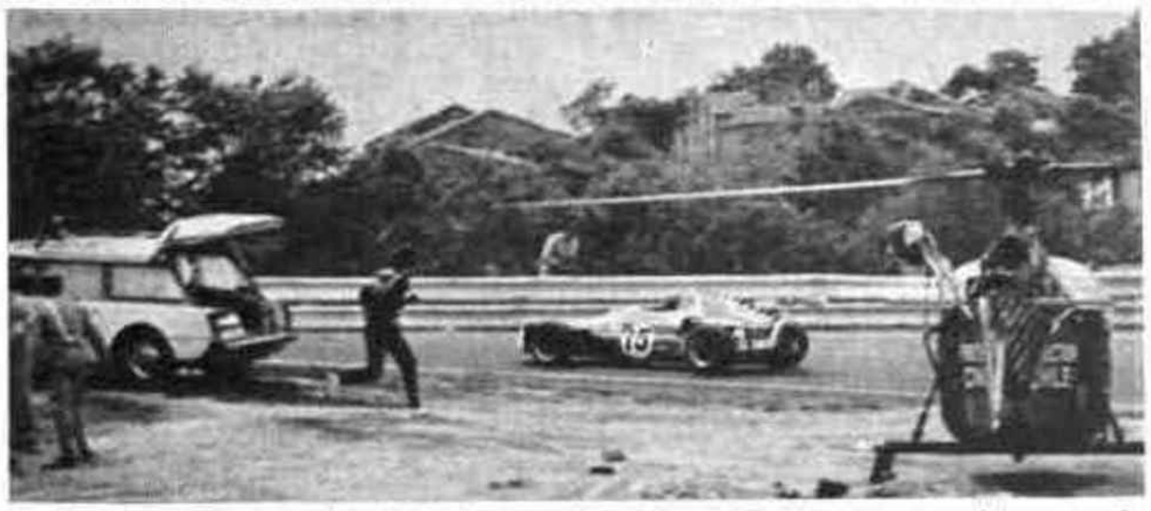
REFLECTIONS IN THE AUVERGNE

I WAS beginning to think I would never see any real Grand Prix racing anymore, but the Grand Prix of France has restored my faith. By any standards, racing on the Circuit of Charade is what Grand Prix racing should be, a superb test of driving skill with the best machinery that makes ordinary mortals like you and me mop our brow and mutter "Cor!". The aces were *averaging* 100 m.p.h. round the 5-mile circuit with its 50 or 51 corners, including two first-gear hairpins, and yet there is only one brief straight in which I could just see an *indicated* 100 m.p.h., for about one tenth of a second, in the E-type Jaguar. This circuit was not designed on a drawing board, it grew from the normal roads around the hills, which tend to follow contours of the land and take natural paths around obstacles like rock outcrops. The original tracks were probably trod by animals or shepherds wandering the hills with sheep or goats. Motoring about in the Auvergne country you come across stretches of road running down a hillside that are exactly the same shape as parts of the Charade Circuit, except that they are narrower and rough and bumpy, whereas the circuit is beautifully smooth, though it could be a bit wider in places. I am not saying that the Charade is the best in Europe, but it does offer some pretty serious motor racing possibilities, and while the paddock is appalling, the pits pathetically small, like Brands Hatch, and the services are primitive, the circuit itself more than makes up for these deficiencies. The mechanics and pit people may not have been enjoying themselves, but I am sure the drivers were.

Whereas Autodromes like Buenos Aires, Kyalami, Jarama, Nivelles and Paul Ricard, each have one, or possibly two, interesting or challenging corners for the drivers, the Charade, like the Nurburgring, has more than they can remember, and I am sure a lot of those taking part in this year's Grand Prix of France were discovering real motor racing again. Amon once said of Spa-Francorchamps that while he did not like it too much, when he achieved a really perfect lap, with every corner taken on exactly the right line at exactly the right speed, he got enormous self-satisfaction from it and reckoned that that was the whole point of Grand Prix driving. Doing that is what is known as "putting one together absolutely right", and to do that at Nurburgring is really satisfying, but to do it at Jarama, for example, causes no great excitement, because it is not terribly difficult to do. To "put one together right" at Charade is satisfying enough for anyone, not that many of them did, but Amon certainly did during his chase up to third place after his pit stop. At the end he was more radiant about the terrific job of driving he knew he had just done, than he was depressed at having lost the Grand Prix of France after having it in his pocket.

There was a great deal of ticking going on about the stones on the track, and particularly unfortunate was the accident they caused to Helmut Marko, which may have put paid to his racing career, but before we all get too hysterical about it lets establish one important fact. This is the question of who put the stones on the track? The spectators didn't, the marshals didn't, the organisers didn't. It was the drivers themselves, who let their wheels slide beyond the white lines, marking the edge of the tarmac, and nobody asked them, or told them, to go over the white lines. They did it themselves, in their eagerness to reduce their lap times. Now I am not going to say which drivers did this thing, it may have been the Formula One drivers, it may have been the Formula Three drivers, it may have been the national drivers in the Formula France race, but whoever it was, it was a driver, or drivers, taking part in the meeting. Obviously the matter does not end there, but if any driver can say to me "hand on heart, I never put a wheel over the white marker line", then I will give him a medal; but it will be inscribed "Liar". By stressing the fact that it was the drivers who shifted the stones from the loose edges onto the track itself is not to say that I hold the organisers blameless, but it is not the same situation as arose at Reims one year when the heat of the sun melted the track itself so that it became cut up and the stones began to fly. The track surface itself at Charade was perfect, but between the white lines and the Armco barriers or the rock faces there was earth and stones, which was just asking for trouble, for no racing driver worth his salt respects a white line or a kerb, if running over it will allow him to go faster. If the area between the white line and the Armco had been covered with tarmac, as was suggested, then everyone would have used that three or four feet of extra road width and then started complaining that the Armco barriers were too close to the edge of the track, especially if they skimmed the steel with a back wheel and graunched a magnesium wheel rim. The obvious answer is to replace the painted white lines with bevelled kerbstones that you can run up in an emergency, but which you would not do from choice. The only snag to that, is the cost of ten miles of kerbs, especially when the pits and paddock are crying out for money. What a pity that Mr. Paul Ricard did not spend his money on the Charade Circuit instead of building his White Elephant down at Castellet.

Before the meeting I was standing in one of the official car parks, a field behind the grandstand, when we were all nearly blown flat on our faces, and those people eating sandwiches had them covered in dust. A gas-turbine powered two-man helicopter landed in our midst and it belonged to the "Protection Civile" and had stretchers on each side of the cockpit. During the Formula Three race it was the helicopter which took an injured driver to the Clermont-Ferrand hospital. Before it could do this it had to land beside the spot where the accident occurred, on a small clearing on the inside of a left-hand bend and by all accounts the marshals on the ground and the helicopter pilot did a superb piece of co-ordination to get the "chopper" down on this small space on the hillside amongst the trees and bushes. The injured driver was put on a stretcher and the helicopter then made a fast bee-line for Clermont-Ferrand, where it landed in the hospital grounds, on a special landing area, for this system is used for transporting the victims of serious road accidents in the Auvergne all the year round. Back at my hotel that evening the "patron" said he knew that there had been an accident at the circuit as he saw the helicopter hurrying across the valley on its way to the hospital in Clermont-Ferrand. Normally helicopters seem to hover about or circle around looking for trouble, and you can tell when they have found it for they then travel quite quickly in a very straight line, which is unusual for a helicopter.



While on the driver protection side of the organisation it is worth mentioning that the organisers tried the experiment of having a car following the race on the opening lap. This was a 914/6 Porsche driven by a racing driver and carrying a doctor, medical equipment and a certain amount of fire fighting equipment. In this case the Porsche was driven by Vic Elford, and he set off after the Formula Three cars had started and arrived at the first lap accident while the dust was still flying. There was no fire but the extra equipment the doctor had with him came in very useful. Elford also started off with the Grand Prix cars, at the back of the grid and had finished his lap before Amon, Hulme and Stewart finished their second one, so more of the drivers actually saw the Porsche and as there were no first lap incidents it's equipment was not used. Later, when Marko had his accident Elford was able to whip extra medical aid round to the scene of the incident very quickly indeed.

Although the pits were small and primitive, like those of Brands Hatch, there was one useful thing there. This was a smooth flat area large enough to take a Grand Prix car, and it was for the scrutineers to set up balances if they wanted to weigh a car or find out about weight on each wheel, and so on. Some of the teams were finding it very useful for adjusting their suspension settings. It is a small inexpensive item that could be built at all circuits and would be very much appreciated by a lot of people, especially R.A.C. scrutineers after a British Grand Prix when they want to measure the height of a rear aerofoil.

Two small items to end with, one was the exciting commentary in French and English at the start of the Formula Three "warm-up" lap because nobody told the commentators there was going to be one and they thought the race had started. The red faces, in French and English, when they realised their mistake, were very funny. They said afterwards that they were not convinced it was the start of the race, but had to make a running commentary, just in case it was. The second small item was the official prize-giving on the evening after the race in the Casino in Royat, in the presence of the deputy Mayor of Clermont-Ferrand. It seems that the only prize-winner who had the decency to attend was Emerson Fittipaldi, the others presumably had more important things to do. Graham Hill, Pescarolo and Depailler turned up to assist, and I feel they should have been given the prize money of those who did not turn up. A small matter, but important in the life of a racing driver.—D.S.J.

ROAD IMPRESSIONS OF

A VARIETY OF CARS



THE RIVALS.—The Opel Rekord II coupe and the popular Ford Cortina Mk. 3.

IT HAS not been possible to mention all the cars road-tested recently, so it is now my intention to catch up while space is available. Not having tried a Saab for a very long time, I was able to borrow a 96 from the obliging people at Slough last year and was favourably impressed with this rugged, individualistic, slim Swedish saloon powered with the German Ford V4 engine. I asked that as soon as possible the later **Saab 99** with the Triumph o.h.c. engine be submitted to us for appraisal. There was a slight muddle about this but it arrived in the end, although by then I was only able to drive it for some 300 miles. It was even more of a character than the well-known 96, with complex controls for its sophisticated heating and ventilation system and a most interesting refinement in the form of wipers on its headlamps. The latter were very well made and incorporated washers to free the lamps from mud all too frequently thrown up by lorries in winter. Saab are noted for their safety-first construction and longevity but I was disappointed that the 99 had a horribly notchy gear-change and steering which could get very heavy and was affected by the front-wheel-drive. The performance, too, although good, was not as good as I had expected, anything above 70 m.p.h. taking longer to attain than I liked. No doubt this is why Saab offer a fuel-injection engine and, anyway, they tell me there are even better things ahead. In carburetter form we got 27.6 m.p.g. from this Saab 99, driving pretty hard on early morning deserted roads, and an overall consumption of 4-star fuel of 28.05 m.p.g., which was a fraction more thirsty than the higher-compression Triumph Dolomite had been, with virtually the same engine.

Saab have always made interesting cars and this one had the energy-absorbing front bumper which the safety pundits set great store by. I do not think it had the heated driving seat, because I did not suffer from a certain painful disease after driving it.

Shortly afterwards Ivor Greening of BL's Longbridge Press office complied efficiently with my desire to try the **Wolseley Six,** one of the new range of cars with transverse six-cylinder o.h.c. engines which British Leyland offers as its very latest design, although in other countries they have known them for a long time, under different names. This is the ultimate in Issigonis-inspired motoring, a Big Min, and I was amused to have it to test in Wolseley form, because herein lay tradition, the Wolseley Six of years ago having had an overhead-camshaft and its radiator badge illuminated at night (whereby you got additional warning of a trailing Police car) although it didn't have its engine East-to-West, or front-wheel-drive.

This modern Wolseley Six is the luxury job, with lots of extra equipment and a deep dashboard of real walnut. I think this return to wooden facias can be overdone in the cars of the 1970s, for whereas in pre-war days the veneer *decor* was continued round the window sills and the facia was higher and thus more part of the car, today it tends to be low set and is usually the only tree-wood about the carriage. The plastic steering wheel cross-spoke on the BL Wolseley, with a badge which read either "W" or "M" depending on how much lock you were using, wasn't very nice but the car was well appointed and had very powerful facia fresh-air vents, but all its switches were much too far away from the driver and fussily located, while the efficient screen washers had a control separate from the wipers'-switch. Lack of attention to detail, in fact, as with the cubby-hole lid, locked with a most awkwardly placed cabinet-key, so that opening the stiff lid was a task for delicate and patient fingers.

There is still that transmission-gear whine, and snatch caused by engine torque, and the gear-change is like chiselling through oak. However, the new multi-cylinder engine is very flexible, and gives an impressive 100 m.p.h.-plus performance, and the typical unstickable, smooth, almost unique cornering power makes this extremely spacious saloon a fast car on long cross-country journeys, although a Lancia Lusso driven by someone of about my age, with lady and dog passengers, proved uncatchable along the A40 road between Witney and Burford. The brakes were nicely progressive, I quite liked the cloth seats, and the power steering works well but is too low-geared and the test car needed a restraining hand all the time, otherwise it ran to the left.

Before I drove this Wolseley my assistant had acquired an Austin 2200 for his annual holiday to Monaco, with the object of combining business with pleasure, so I propose to let him tell you how the Big Min performs on a fast Continental journey. All I need add is that a friend who runs a Mini Traveller and to whom I introduced the Wolseley Six said she thought it was indeed a Big Min! I found the locked fuel-filler flap a nuisance, but the self-propping bonnet convenient; the dip-stick is 100% accessible but the Lucas battery seemed to get rather warm, my wife huffed about the absence of a vanity mirror, and this Dunlop SP68-shod luxury car had a Triplex zone-toughened screen, whereas I prefer to be behind laminated glass. But when all was said and done, it took me as quickly and as comfortably and as safely on a regular long non-stop run as any car of its price I have encountered lately, and it is splendidly individualistic, in a world of increasingly similar saloons.

In between enjoying the eager convenience of a Ford Cortina GT and the impeccable dignity, solidity and high-performance of a BMW 2500, I was offered by Mr. Moyes of General Motors the latest Opel Rekord coupé, with the 1900 engine. These days Opels are mostly all very enjoyable cars, which have done more than Vauxhall, in the last year or two, to up-grade the GM image in Europe and fend-off Ford. This is true of the **Opel Rekord II,** although I have driven nicer Opels. It is a bit rubbery in ride and handling and was badly affected by side winds in the freak gales of early July. The engine gives the impression of a high-geared big four but the Opel Rekord out-accelerates, out-speeds and about equals in fuel thirst a Cortina 2000 GXL, although it costs £347 more. It has somewhat sleeker lines and although the gear lever is longer and, like a straw boater, could have come from Luton, it is quite acceptable, if not up to Ford's high standard.

The Opel has all its instruments before the driver, instead of placing some down on the console as in the Cortina, but this means a heat/fuel-level dial, a speedometer, and a big clock, no oil gauge, ammeter, or tachometer being provided. The plastic-covered front

eats are spongy but comfortable and the squabs adjust easily, both or rake and to let people into the back of the two-door body. At night he panel-lighting can be extinguished but the pilot lights for the eater-lever settings and around the wipers'-switch remain visible. The Opel has impressive performance (it will do nearly 110 m.p.h.) and s high-camshaft engine (now with hydraulic tappets) runs cheerfully p to 6,000 r.p.m. The latest Opel Rekord can be welcomed as a smart ew edition to the growing family of medium-size higher-than-average-erformance cars, it was convenient to use but I have driven more njoyable Opels. Fuel consumption was a notable 31.2 m.p.g. in fast ruising conditions, the 15.4-gallon tank giving an excellent range of 87 miles before the gauge went into the red. There are no ¼-windows n the doors and facia rotatable air-vents, with vertical side-levers to djust the volume of air they admit, are extremely powerful. All the nore disappointing, therefore, that in certain conditions of humidity he Opel was impossible to fully de-mist. Equipment includes heated ack windows, reversing lamps, etc. but Opel use dual halogen head-amps against the Cortina's four-lamp set. The Rekord has a normal nlockable lidded cubby-hole, stowage space around the gear lever, a ubstantial central hand-brake, and very big areas of glass. The test ar had Goodyear 14 in. Custom G800 Rib tyres, one rear one of vhich deflated slowly. The wheel was no great hardship to change. On longer acquaintance I thought the gear change quite reasonable, but vith long movements. The Opel's brakes are almost too light, but ery efficient, and quiet. The bad-road ride is poor, with a tendency o back axle tramp. The doors have rigid pockets, the windows tumble-ome, and although there is some engine buzz at speed, 70 is a long-egged cruising gait. The steering is reasonably light except for park-ng. There are refinements such as intermittent screen-wiping con-rolled by a knob on the left-hand stalk and one of the warning lights ndicates excessive clutch wear, an item the Cortina could have done vith, judging by the fierceness of its clutch action; this is evidence that here is still an individual touch, even on the lower-priced cars. The Opel requires servicing every 3,000 miles, against the Cortina's care-ree 6,000-mile intervals. No oil was required in the sump after 600 niles, the dip-stick conveniently to hand when the bonnet has been ropped up. —W.B

AS RELATED by the Editor, I made my annual pilgrimage to Monaco by an **Austin 2200.** Last year I chose a Renault 16TS, vhich proved ideal, and this year I was scratching my head a little for omething that would do the job of transporting four people, and all heir luggage, in maximum comfort to the South of France and back. The answer came at the press introduction of the Austin 2200 and Wolseley 6. The car was obviously roomy and had good cruising speed nd sure enough Ivor Greening was able to provide a car for the ppropriate period.

As a motoring journalist one has rather better access to various neetings than the general public but the journey I planned could nave been undertaken by any reader with just as much enjoyment. Basically the idea was a motor racing trip with a special accent on treet racing. Thus the plan was to start off at Pau for the Formula Two event and then drive across Southern France to Monaco for the Grand Prix. If I could have spent another two or three days I would have then driven back to England via the Chimay Formula Three race which is held at the little Belgian border town. Unfortunately this could not be arranged and when I visited the challenging Chimay circuit a couple of months later I realised just how exciting the racing there must be.



HIGH-SPEED CRUISER.—The Austin 2200 which gobbled up the many kilometres of Autoroute between Calais and Monte Carlo.

The Austin 2200 is a good deal of motor car for £1,325 and the extra £140 one pays for the Wolseley model is all down to a more luxurious finish both inside and out. Driving the Austin version one has little doubt that it is the cheaper version and, personally, I would say the extra money was worth while.

Mechanically the two cars are similar and thus the comments already made by the Editor apply to this car as well, but I drove it over a rather more lengthy mileage, almost 3,000 miles in total during which it proved totally reliable but it did reveal some of its less pleasant features. The main difference between the 2200 and the 1800 is under the bonnet. The faithful old 1.8-litre B series engine is replaced by the new 6-cylinder version of the Maxi overhead cam engine which has already been in production for some while for Australian markets. Because of the extra length of the unit the radiator has been moved to the front and is cooled by an electric, rather than engine-driven, fan. The front disc brakes are larger on the 2200, up from 9.28 in. to 9.7 in., although the rear drums remain the same. Another welcome addition is the change of the cable operated gear linkage to a rod system. The latest 1800s now also have this. The fuel tank capacity has been increased to 12½ gallons but otherwise the car retains the 1800 specification.

What does all this mean on the road? Basically, the larger six offers a higher top speed but, more important, very much better torque characteristics. In fact the 2200 will pull in top gear smoothly from about 15 m.p.h. The speedometer was a little optimistic but we cruised four up for hours on the Autoroutes with the needle happily around 100 m.p.h. which is actually about 95 m.p.h. This did have its disadvantages for such speeds dropped the fuel consumption down to a very thirsty 18-19 m.p.g. which meant one had to stop rather too often to fill up with expensive French Elf. Overall on the journey the fuel consumption worked o. at around 21 m.p.g. However, on the credit side, we completed the journey from Monte Carlo to Calais in just over 12 hours without the passengers showing any undue sign of weariness. This speaks volumes for the car's ability to carry a full family load great distances in comfort. Obviously this is a very important factor for many drivers and this is where the appeal of the 2200 lies, for it is hardly a model for the sporting motorist.

The new engine is commendably quiet in operation but road noise is rather high in the back and there is quite a lot of wind noise from the distinctively unaerodynamic front. As we mentioned earlier the facia is rather cheap looking and, while the glove compartment has its own little mortice lock, it is very difficult to open. The air vents on our car shut of their own accord at speeds over 85 m.p.h. and did so with a resounding clonk.

There is no doubt that the 2200's forte is as a high-speed Motorway cruiser, for it is fast and very stable, but it also can be driven quickly on country roads. The ride is excellent, as one would have expected from a hydrolastic suspended car, it corners very flatly with next to no roll and hangs on well. Unfortunately the power assisted steering is very light and sensitive and this makes it extremely difficult to hold the car on a line through a fast corner.

The 2200 is available with automatic transmission, at £54 extra, but the test car was fitted with the standard four-speed gearbox. The rod change is much of an improvement over the old system but, even so, first gear proved difficult to engage at times and often had to be attacked from second. The ratios seemed fairly well selected although second is slightly low. Perhaps the overall gearing is a little low and it is interesting to note the 2200 runs on the same ratios and tyre and wheel sizes as the 1800. Higher gearing would naturally mean a sacrifice in acceleration but the benefits of better fuel consumption and slightly high-top-speed would seem to overweigh this.

For some reason we never did discover, the 2200 and subsequently the Wolseley 6 proved reluctant to start. The ambient temperature seemed to make little difference for we experienced the same problem in both London and Monaco.

As a conclusion, we would recommend the 2200 as a family car without sporting pretentions. But it does seem a shame that British Leyland have produced this new 6-cylinder car in a 1964 vintage chassis which is in need of a styling update.—A. R. M.

LETTER FROM EUROPE

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

Dear W.B.,

Most of my journeys about Europe are dictated by the planning of the International racing calendar by the FIA and some years it is good and other years it is terrible. One calendar layout that I do not want to be repeated is to have the Spanish Grand Prix in Madrid the week after the Targa Florio in Sicily. The journey from Palermo to Madrid is one of those that it is nice to have done, but would not be much fun repeating. Driving for twelve hours a day, with eight hours sleep and the other four spent in booking in and out of hotels, eating and generally unwinding at the end of the day and rewinding next morning, the journey took four days. I left Palerno on Monday morning and got to Madrid Thursday afternoon, not an epic of all-night motoring and non-stop endurance, but a good steady trip so that I was still bright and cheerful when practice began at Madrid. In the E-type Jaguar it was no great strain, the over-night stops being Naples, Nice and Toulouse, but at the same time a Japanese journalistic colleague was also doing the trip, unbeknown to me, in a Toyota tin-box. When we met in Madrid on Thursday evening I was amazed to find he had driven the same route and more amazed when he said it had taken him four days. I found later that whereas my "working days" had been twelve hours, his had been fourteen and eighteen hour "working days". He was very tired and reckoned it was a very long way.

On other occasions the calendar will keep me journeying up and down Europe, like Monte Carlo up to Spa and back down to Monza and then up again to Nurburgring, but occasionally the races are in sequence and a nice round trip results, like this year when the route went in a splendid circle from Hockenheim, near Frankfurt, to Monza near Milan, across Southern France and down to Madrid via Barcelona, North through San Sebastian and across the middle of France to Belgium and then South down to Monte Carlo. All this travelling averages out at about 750 miles a week, except that the motoring week comprises only Monday, Tuesday and Wednesday, for practice usually begins on Thursday, unofficially if not officially. Recently the calendar gave me the opportunity for a memorable trip, some of which I have done before, and this was the French GP at Clermont-Ferrand being held the week after the 1,000-kilometre race in Austria at the *Osterreichring*. Now the *Osterreichring* is situated in the middle of Austria more or less midway between Innsbruck and Vienna, and Clermont-Ferrand could not be more in the centre of France if it tried, in the *Massif Central* mountains, and the two circuits are about on the same latitude, *Osterreichring* to the East and Clermont-Ferrand to the west, but nearly 1,000 miles apart by road. A straight line between them passes through the Austrian Alps, the Swiss Alps, the Northern end of the French Alps and the Eastern side of the *Massif Central;* in other words a good mountain trip, so being a mountain enthusiast I took the direct route and it came out at around 1,500 kilometres (930 miles). Of course I could have gone North and crossed Europe on the Austrian and German *Autobahns*, or I could have gone South and crossed Italy east to west on the *Autostrada*, but that would have been dull. Most people seem to do the trip by going all round Europe in aeroplanes, but that must be even duller.

The first major obstacle was the Grossglockner Pass, or it would have been in a lesser car than a 4.2 litre-powered one, and then the Arlberg Pass was crossed, and on through Lichtenstein and into Switzerland. Lichtenstein is a strange little Principality that is to Switzerland what Monaco is to France. After that came the Klausen Pass, still with a lot of snow on the top and clouds right down on the road. Halfway up I came across a helicopter parked on a slope below the road, with some Swiss fellows doing something to it with a couple of military vehicles in attendance, but quite what they were up to was not clear. It seemed a strange thing to come across up in the mountains on a wet and gloomy evening. After that came the Susten Pass, and with everyone at supper it was a super third gear climb at speed on empty roads, with no commercial vehicles or 2 cv Citroëns to bring me down to first gear. That evening I went on until 9.30 p.m., by which time it was very dark and pouring with rain (it's still that sort of summer), and I eventually stopped at a *Gasthaus* in the middle of nowhere that appeared in the headlamp beams and looked inviting. Next morning I was filling in the hotel register and where it enquired "Coming from" I wrote Austria and "Going to" I put France. I then looked at the previous entry, filled in the evening before and found a Dutchman had "Come from" Italy and was "Going to" Germany. I was travelling directly East to West and he was travelling directly South to North and our paths had crossed at this wayside inn in the middle of nowhere in Switzerland!

After two more smaller mountain passes my route had a brief respite as I took the Motorway between Lausanne and Geneva, and then it was back on winding twisting roads across to Lyon and on to Clermont-Ferrand. As big towns waste so much time and are no fun to drive through any more, the traffic being too dense to be amusing, I always get out a local map and find a detour. I did this for Lyon, passing to the North of it, and quite by chance met up with some friends travelling from Geneva to Clermont-Ferrand as well, and also taking a town-avoiding back road. They had a rendezvous for supper at a town some 60 miles before Clermont-Ferrand and invited me to join them. There we met a friend of theirs who was travelling from Bruxelles to Barcelona on a Honda 500 c.c. four-cylinder motorcycle, he actually arriving before us, after a trip of over 400 miles that day. After a quick trip up the road on his four-cylinder Honda we enjoyed a very convivial evening and then finished our journey to Clermont-Ferrand, leaving him to stay the night and continue South next day.

While this trip was not unduly long it involved a lot of very enjoyable motoring and some wonderful scenery, and for the first day, while in Austria, I was actually able to have the top down on the Jaguar and motor in glorious sunshine. I think that was the day of the 1972 Summer. Now really the point of telling of this trip came on the Monday after the French GP when I went to the Circuit of Charade, for one final drive round and to survey the black marks left on the road after the previous day's racing. In the paddock there remained one transporter, the Bedford Duple coach of Tom Wheatcroft racing, containing a Formula Two car for Roger Williamson, and the Ford Transit mobile home in which Williamson's two mechanics live while "on tour". The Formula Three GRD with which Williamson had won the previous day's race was on its way back to England on a trailer and these two chaps were preparing to set off to their next race, one driving the coach and the other driving the caravan. Chatting to them as they washed the two vehicles, for they always reckon to start a journey with the outfit looking clean and tidy even if they can't finish the journey that way, I asked them where they were going. "A Formula Two race at the Osterreichring" they said and I nearly collapsed, having just done that trip in the Jaguar. They had never been to Austria before and had no idea of the journey or the distance. They told me their driving day's work was from dawn until dusk, so we planned out the best route for them, avoiding the Southern one through Italy, as you can get very tied up with customs formalities at the Frontier with a racing transporter, and avoiding any serious mountain passes. It was a slow route but fairly flat, which counts in a transporter, and used a certain amount of Autobahn, which is a great help, but even so it was going to be four very long day's work for them, and I didn't envy them their trip. All I had to do was to drive North to the French coast and return home to England in preparation for the British GP at Brands Hatch, and give the E-type a wash, grease and oil change after its 12,000-mile Continental Holiday.—D.S.J.



". . . to start a journey looking clean. . . ."

FIA CHAMPIONSHIP

AUTHORITY, no matter which ornate nameplate appears on its door, stands on a pedestal, a ready-made and convenient Aunt Sally for all who wish to take a pot-shot. The government, the judge, the Bobby on the beat, the schoolmaster, the pop star, the journalist, the local councillor; anyone who appears, or whose work appears, before the public eye must accept the fact that he is an ideal target for criticism, and by common practice it has become an occupational hazard for all those who accept such an office.

The sporting world is not exempted, those who play and those who administrate their play being just as likely to come under fire as a Chancellor who announces an unpopular budget. But here there is a small difference; the players have only their sport's own enthusiasts as critics, whereas the rule makers have both players and supporters ready to pounce on any shortcoming.

In the UK a ready target is the RAC, and over the years the officials at Belgrave Square must have become accustomed to criticism. Indeed, it is so fashionable to knock Auntie that the thick skin which she has developed often prevents justifiable comment reaching its destination and taking effect. Much of the criticism is frivolous, but some is not and it's unfortunate that the latter is frequently clouded by the former.

Internationally, the ready target is the FIA which has to put up with multilingual slings and arrows from all over the world. Many of them are trivial, but it must be said that from its lofty perch overlooking the Champs Elysées the world governing body for our sport does give an impression of aloofness which tends to annoy those who seek to communicate with it. Rally people in particular have discovered this, for compared with other forms of motorised sport rallying does seem to be the poor relation.

For years there has been discontent at the way in which the FIA has handled its various rally championships. The title of European Rally Champion has never had much significance, for the events which go to make up that series have been a pretty mixed bunch and Europe's leading drivers have invariably been occupied on other, more relevant rallies so often that they have never been able to contest the championship as a complete series. Indeed, it has happened that halfway through a year a driver has found that he has picked up sufficient points along the way to be well placed in the championship—without actually having the series in mind as a goal.

As far as the Constructors' Championship is concerned—or Rally Championship for Makes as the FIA calls it—this has taken precedence, with the series for drivers playing second fiddle. The best events are always picked for this one, although there are one or two disagreements at times over the choice. When it was felt that the East African Safari should be put into an FIA Championship, it went into the Constructors' series, which then took the name International instead of European. Obviously the FIA was wooing the manufacturers, but was unwittingly destroying its own series, for any student of public opinion will tell you that a live person has far greater publicity potential than an inanimate machine.

For several years there has been open and loud criticism of the two series. It was considered in many quarters that rallying was the poor relation of the sport as far as the FIA was concerned. Grand Prix racing had a World Champion to capture the imagination of the public but all rallying had to put on the champion's rostrum was a hunk of metal—a sophisticated, well-designed hunk it is agreed, but nevertheless a hunk, which could not be interviewed, could not set an example to youthful aspirants and could not wear a garland. Rallying was lacking a number one personality who could be touched, slapped on the back, shaken by the hand and kissed by beauty queens.

Throughout the early part of 1972 there were signs that the FIA would take steps to improve the situation for 1973, that there would be a World Champion in rallying as there was in Grand Prix Racing. After all, the title World Champion Driver is really a misnomer if it is based solely on achievements in Formula One.

But after various meetings it has become apparent that this is not to be, that the major championship for rallies in 1973 is to be one for constructors once again. True that some kind of trophy for drivers will be built into the series but the fact remains that the man has to take the back seat, as it were, to the car he drives. Perhaps the FIA feels that this is what the constructors want. Perhaps this is what the constructors themselves feel. If so, they are both so wrong. When a Lancia Fulvia won this year's Monte Carlo Rally there was jubiliation in Italy, but it was nearly all generated by the car's Italian driver Sandro Munari. Had Harry Källström been the winning driver Italian feeling would not have run as high.

When Stig Blomqvist won the 1971 RAC Rally the advertising campaigns in Sweden were based on him, using him as a means of getting over the message about the superiority of Saabs. There were huge pictures of Blomqvist in the newspapers. Had there been pictures of a Saab in their place the impact would have been far less, and Saabs advertising people must be aware of this.

Most of the events for the 1973 Championship (in which the term International is to be replaced by World) have been chosen, although there are still about four to be picked. Largely they are the same as before, one of the possible additions being Finland's Rally of the Thousand Lakes. This difficult and exciting event certainly deserves a place in the series, particularly as it is the premier event of a country which has provided so many world-beating drivers.

The European Rally Championship for drivers is to continue, presumably in its present clumsy and complicated form. It has too many qualifying events and a needlessly complex way of points allocation. The sooner it is scrapped in favour of something far more realistic the better, though it seems that the FIA is well practised at turning deaf ears to suggestions of that kind.

What is needed is a World Rally Championship based on a series of not more than ten—or a dozen at the most—events. From it should emerge a Champion Driver. The car he drives will reap its own attendant publicity which will be more than enough to keep its makers happy. It's all very well to send the Safari-winning Escort on a tour of Ford showrooms; it is much, much better to send its crew. A separate constructor's trophy based on the same World Championship series could so easily be incorporated, but after all a champion is made of flesh and bone, not metal and rubber.

* * *

June and July are what may be called the quiet months of rallying. Both in Britain and elsewhere in Europe it has long been the practice to concentrate the sport at the extremes of the year when the winter months provide the maximum number of night-time hours and the minimum of tourist traffic. In June one of rallying's old classics should have taken place in France—the Coupe des Alpes, but for several reasons it did not.

In 1970 the Alpine Rally was cancelled because its organisers could not find the money needed to run it. In 1971 the money was provided by BP-France, but the financial rescue came so late that the AC de Marseille et Provence was so disorganised that the event was a complete shambles. This year the money was again put up by BP-France but the administration of the event was not very impressive and certainly behind schedule. Furthermore memories of last year's chaos were quite strong and the result was a mere 18 entries, only two of which were accompanied by the proper fee.

It is sad that a giant among rallies should fall from popularity but it is better that the Alpine Rally should have been cancelled than be run as an insignificant shadow of its former glorious self.

* * *

Although the incidence of tourism renders the summer months a quiet period for rally people, August this year is going to be a month of considerable activity. In Britain the "long break" comes to an end in August with two qualifying events in the Motoring News/Castrol Rally Championship—the Peak Revs Rally on the 12th and the Gremlin Rally on the 19th. On the international side, the month starts with the Rally of the Thousand Lakes in Finland and goes on to the Olympia Rally in Germany.

The Thousand Lakes is an annual event, but the Olympia Rally is being organised by a German consortium as a one-off feature in conjunction with the Olympic Games. Both are events which demand thorough practice, so competitors who are tackling both—and there are several—will have pace noted before the eyes by the time August is over.

The Thousand Lakes is a comparatively short event, crammed between Friday and Sunday, but its special stages are the most undulating in the world. Indeed, they have more blind brows per unit distance than any other event and to do well it is of the utmost importance that pace notes are as accurate and reliable as possible. Anyone slowing down needlessly for a crest beyond which the road doesn't bend significantly isn't going to have much chance of winning.

The Rally is a qualifier for the European Rally Championship for Drivers, for what that's worth, but it is on the short list for inclusion in

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THE AUSTRIAN 1000 KILOMETRES

A Ferrari Grand Slam

OSTERREICHRING, ZELTWEG, *June 25th*

RUMOURS before the event suggested that this year's 1,000-kilometre sports car race on the mountainous Osterreichring might prove to be the most interesting event of 1972. Having won every race in which they have taken part this year, the Ferrari team were out in force with four entries, and Alfa Romeo were confident that their new 12-cylinder engine would be ready to race in the 33TT3 chassis; the Gulf-Mirage team were hoping to have the first of their V12 Weslake-Ford engines running in time for the event, and having won Le Mans Matra were talking about entering. Although Ferrari have won all the races it is not without a certain amount of trouble and strife within their own ranks and it has been fortunate for them that previous opposition has not been strong. At Le Mans the V12 Matras appeared to be as superior to the Alfa Romeos as Ferrari have proved in other races, so that on paper Matra and Ferrari looked fairly equal. The Gulf-Mirage with Cosworth V8 power has been improving rapidly, so the V12 Weslake engine should have made it really competitive, and while they go the Lola T280s of the Ecurie Bonnier team are as fast as anyone. All the speculation before the Austrian race came to nought, for Matra did not enter, being content to sit on their Le Mans laurels and say "we will win Le Mans again in 1973, even if Ferrari does take part", instead of having a go at Ferrari in the 1,000-kilometre "sprint" race, while Alfa Romeo withdrew completely after their Le Mans debacle with the V8-engined cars, and the mythical 12-cylinder Alfa Romeo engine remained a secret. At the time of the race the Gulf Research people had only just taken delivery of their first V12 engine and were setting it up on their own test-bed, so they entered a Cosworth V8-powered car, and the Ecurie Bonnier entered a single Lola T280, so the whole scene was back to earlier 1,000-kilometre events, with Ferrari almost guaranteed a victory providing too many things did not go wrong. Being Ferrari things did go wrong, but the team survived, even if they staggered now and then.

Four of the 312P sports cars were entered, including a brand new one, number 0896, the ninth they have built since the first prototype in 1971 and this was accompanied by two cars from the Spa team and the Targo Florio car. The day before practice began Regazzoni fell over in the paddock and broke his left wrist so there was some last minute shuffling in the team. Redman took Regazzoni's place as co-driver to Ickx and they had car number 0888, the engine of which was fitted with straight inlet pipes as used on the Grand Prix engine, rather than the normal curved sports-car inlet arrangement, and it was running to 11,000 r.p.m. as against the 10,600 or 10,700 r.p.m. of the other cars. Peterson and Schenken remained in the second car, number 0894, while the Targa Florio winners Merzario and Munari had the car they used in Sicily, number 0884. Since last season the Ferrari team manager has had his eye on Carlos Pace, and when the Brazilian missed the small Formula One meeting at Vallelunga because "he was otherwise engaged" it was no secret that he was being "tested" for the Ferrari team and he was entered for the Austrian race in the latest car, 0896. With Regazzoni out of action and Alfa Romeo withdrawn, it was no surprise to find the Austrian hero Marko in the Ferrari team, and he was paired with Pace. Another orphan from the Alfa Romeo team was Elford, and he joined the Ecurie Bonnier as partner to Larrousse in the Lola T280. Having recovered from the shock of the death of Joakim Bonnier, his racing team decided to continue with their programme as originally planned. A serious challenge to the Ferrari morale was the single entry from Gulf Research Racing, this being a brand new car, the second in the M6 series, with Cosworth V8 power and Hewland gearbox. It was identical to the first car, raced previously, the only visible identification mark being an air scoop behind the passenger seat feeding cold air down on to the mechanical fuel pump.

The original car was being used as a training car, principally for Tony Adamowicz to get acclimatised in preparation for possibly joining the team for the Watkins Glen 6-hour race. The new Gulf-Mirage was driven by Bell and van Lennep and during practice while the Ferrari team seemed to be falling over themselves Bell recorded fastest lap and put the blue and orange car on pole position with a lap in 1 min. 40.60 sec., an average of approximately 211 k.p.h. This was done during a short period of dry weather early on Saturday afternoon, Friday practice having been in the wet, and Saturday practice ending up in the wet. The Ferrari team of four cars and eight drivers seemed to be so busy trying to sort themselves out that they did not notice that the Larrousse/Elford Lola T280 was second fastest in the dry, and fortunately the grid line was 3 x 2 x 3, so that Ickx was able to have the fastest of the Ferraris on the front row with the two Cosworth V8-powered cars. There was only one other 3-litre car running, and that was an old Porsche 908/2 nicely turned out in red, white and blue of Hollywood Cigarettes and driven by the Brazilians Bueno and Catapani.

The rest of the field of 23 cars that lined up on Sunday lunch-time was made up of 2-litre sports car and GT cars, and of particular interest was the Chevron B21 of Dieter Quester, with a special 2-litre twin-cam, 16-plug, four-cylinder BMW engine in place of the ubiquitous Cosworth engine. Painted in the Munich colours of white and blue, this car has BMW factory blessing and has been making its mark in the 2-litre Sports Car Championship races. Quester was feeling unwell so consigned the car to Stommelen and Hezemans, both out of work due to the Alfa Romeo withdrawal. Another interesting entry was a special 911 Porsche, entered by Paul Strahle, but being in reality a factory car from Zuffenhausen. Outwardly it was changed from the homologated 911 Porsches by the addition of a spoiler built on to the engine hatch at the rear, and the use of wider wheel rims. Inwardly it was materially changed by the use of larger cylinder bores giving a capacity of 2.7-litres the use of Can-Am 917 type brake calipers and discs, and the use of an anti-lock braking system similar to that tried last year in this same race on a special works 917 Porsche entered under the Martini banner. All these modifications put the car into the Prototype category and it was driven by Steckkonig and rally-man Waldegaard.

The unsettled practice weather played havoc with qualifying times and five cars were ruled out by the regulations on Saturday evening, among them the second-string Red Rose Motors' Chevron driven by Bridges and Juncadella, the number one car having been written off the previous weekend when Hine crashed at Silverstone and put himself in hospital. A feature of Austrian racing organisers is their sympathetic attitude, and as there was an untimed session of practice due on Sunday morning, they allowed the five unfortunates to be timed during this period of "Informationstraining" and qualify for the start, three of them succeeding, the Red Rose Chevron being one of them.

Sunday was a real Austrian day with blue skies and warm sunshine and the Osterreichring, although only two years old, seemed to exude tradition already. A normal clutch start from the grid was the order of the day and both Bell and Larrousse muffed their starts, which let the whole Ferrari team surge by and into the forefront. The race distance was 170 laps and it took no time at all for the four Ferraris to dominate the scene, in the order Ickx, Marko, Schenken and Merzario, while their respective co-drivers, Redman, Pace, Peterson and Munari sat around in the pits waiting to take their turn. The hoped-for intervention to this parade of red cars by the Gulf-Mirage did not materialise as expected, although Bell did catch the lagging Merzario, though it was not the fault of the skinny Italian. Just before the start the fuel-injection unit had been changed on his car and even on the starting line mechanics were still fiddling with it, and the engine would not rev. as high as its team-mates. During practice Peterson and Schenken had been having an "oversteer"—"understeer" battle between themselves in the setting up of the anti-roll bars, springs, shock-absorbers and aero-dynamic adjustments on their car, trying to arrive at a compromise. Peterson was all for the car sliding its tail out wildly on the fast corners, Schenken was all for keeping it in line. The compromise at which they arrived did not really satisfy either of them! Ickx and Marko soon pulled away, the team leader also opening up a gap between himself and the "new boy". Bell sat firmly in fourth place, spoiling the Ferrari quartet, while the challenge from Larrousse in the yellow Lola lasted only four laps before he stopped at the pits to have the accelerator unstuck. Although he got going again and drove incredibly hard the ignition unit on the Cosworth V8 expired before one-third distance and he stopped out on the circuit. A mechanic took him a new unit, which he fitted by the track-side, and he eventually got back to the pits, but too late to be worthwhile going on, so Elford never sat in the car on race day. The Gulf-Mirage was

little better off, for when Bell began to close up on the lagging Schenken, after twenty-seven laps the Cosworth engine began to lose power and Bell made an early stop to have the ignition unit changed and the plugs looked at. From that moment on the engine never ran properly for very long and though both Bell and van Lennep struggled on, with frequent stops to look at plugs and one for changing tyres, they could never get back in the picture and finally gave up the unequal struggle.

All this left the Ferrari team in a 1-2-3-4 situation and at 40 laps Ickx stopped at the pits, the car was refuelled, Redman took over, and was off in 18 seconds. The Lancastrian had only just got his safety harness buckled on and joined the race, thinking the stop had been uncommonly quick. At 67 laps he discovered why. The petrol tank had not been properly filled and he had to switch on to reserve and stop on lap 68 instead of lap 80 or 82! The Ferrari mechanics dealt with this emergency admirably, and while Ickx took over the left-front tyre was changed and the tank filled properly this time. The other team members carried out their routine stops and driver changes, Schenken and Merzario stopping on lap 40 and Marko on lap 42, so for two happy laps the blond Austrian actually led his own race. Earlier Marko had been lapping the Porsche of Bueno and was held up on the entry to the Boschkurve, and on the next corner forced his way by rather impatiently, cutting across the bows of the red, white and blue car, which promptly spun off the track, the Brazilian claiming he was nudged. Marko felt nothing, but there were tell-tale white marks on the side of the Ferrari tail!

This type of fast circuit racing was new to rally-man and Targa Florio winner Sandro Munari, so together with an engine that was down on power it was not surprising that he lost ground and was lapped by the leading team-car. This was not serious in itself, but the Chevron-BMW driven by Stommelen was going very fast, very reliably and very economically, covering 46 laps before Hezemans took over, so it was proving something of a threat to the lagging Ferrari. All the other 2-litre cars, and the GT cars were way behind and though the special works 911 Porsche was leading the two private Group 4 Porsches, it was not lapping as fast as the Weissenach computer had predicted because there is no computer digit for driver ability.

On paper the four Ferraris merely had to cruise round, do routine refuelling stops and driver changes, and finish 1-2-3-4. But racing is never as simple as that, especially Ferrari's racing. The Ickx/Redman car did just what we expected of it and the two drivers did a perfect job of work, leading right through to the finish, only relinquishing it during the first refuelling stop. Tyre wear, especially on the left-front wheel, was a bit of a headache, as the circuit has a lot of fast right-hand curves and downhill ones, so the left tyre does a lot of work, and quite a bit of wheel changing was going on during refuelling stops. By 100 laps all seemed peaceful, with the Ickx/Redman car leading from that of Marko/Pace, while Peterson/Schenken were one lap behind and Merzario/Munari two laps behind, with the ever-ominous white Chevron-BMW 2-litre also two laps behind the leader.

At 103 laps it all started to happen when Peterson stopped for fuel, all four wheels to be changed and Schenken to take over. The stop went according to plan but then the clutch would not disengage, so the adjustment was screwed up and Schenken got away only to find the clutch slipped at peak revs. The pits were waiting expectantly for the Merzario/Munari car to arrive on schedule when Schenken re-appeared with the right-front tyre flat! Mechanics, jacks, pneumatic wheel nut guns and spare wheel flew in all directions and Schenken was back in the race, while Merzario arrived in the midst of the panic. Munari got in and found the battery had gone flat so there was another scuffle round the back of car number 4 and the battery was changed. Marko came in with the second-place car, all the wheels were changed, the tank filled and Pace took over.

The dust from all this activity had just settled when Pace re-appeared pointing at the front of Ferrari number 3 and the wheels were changed. Then Schenken was back in again to try and have something done about the clutch slip. Both cars went back into the race, to return to the pits one lap later amidst more confusion. Pace's problem had not been front tyres, but a punctured rear tyre, which he realised when he spun on the Boschkurve after the new front tyres had been fitted, and Schenken was still unhappy about the clutch slip. In an endeavour to make it grip all the adjustment was used up so that the pedal did not operate it sufficiently for a standing start and there was a tense moment as Schenken tried to restart in gear and failed, and had to get the engine running in neutral and graunch it into first gear without breaking the gearbox or stalling the engine. With these panics over the Ferrari timekeepers were able to tell the pit crew that the fourth car was only 36 seconds ahead of the sinister white Chevron-BMW, which was running like a clock. Stommelen was well wound up with the little 2-litre and it was clear that he was gaining on Munari so the rally driver was called in and Merzario took over again. Fortunately for the Ferrari team the Chevron-BMW stopped for fuel on the same lap, but it stayed in the pits for some two and a half minutes as the starter motor refused to work, so the Ferrari 1-2-3-4 was back on the board again, albeit a bit shakily.

The leading Ferrari never missed a beat or had any untoward tyre problems and Ickx and Redman cruised it round to a very sound victory, one lap ahead of the Marko/Pace car which lost time with its puncture. The delays with the clutch problems dropped the Peterson/Schenken car back four laps, and a further stop for a new battery on the Merzario/Munari car dropped it six laps behind, the ever-present Chevron-BMW 2-litre dogging it to the finish, only 37 seconds behind after five hours of racing. With a sigh of relief team-manager Schetty watched all four Ferraris finish, the first time this season they have achieved a 100% finishing, but he must have been thankful there was no serious opposition, for somehow the Ferrari sports car team manages to provide more than enough opposition of its own accord.

Of the other competitors, the Cosworth-powered Chevrons and Lolas were completely dominated by the 2-litre BMW power unit, but the Red Rose team with their Alan Smith prepared 1.8-litre FVC engine ran their usual smooth and efficient race and the two Lola T290s of the Bonnier team finished in good order. A privately owned De Tomaso Pantera rumbled round to win the GT class, having been driven carefully and gently, and the Fitzpatrick/Kremer Porsche 911 qualified last after losing 12 laps in the opening stages due to delays with cracked fuel-injection pipes which proved difficult to diagnose.—D. S. J.

Results:

OSTERREICHRING 1000 KMS.—Group 5 and Group 4—5.911 kilometres circuit—170 laps—1005 kilometres—Warm and Dry

*1st :	J. Ickx/B. Redman (Ferrari 312P—3-litre flat 12)	Entrant: Ferrari SEFAC, Italy	4 hrs. 58 min. 46.28 sec.—201.92 k.p.h.
2nd:	H. Marko/C. Pace (Ferrari 312P—3-litre flat 12)	Entrant: Ferrari SEFAC, Italy	1 lap behind
3rd :	R. Peterson/T. Schenken (Ferrari 312P—3-litre flat 12)	Entrant: Ferrari SEFAC, Italy	4 laps behind
4th :	A. Merzario/S. Munari (Ferrari 312P—3-litre flat 12)	Entrant: Ferrari SEFAC, Italy	6 laps behind
*5th :	R. Stommelen/A. Hezemans (Chevron B21—BMW 2-litre)	Entrant: Dieter Quester, Austria	6 laps behind—194.18 k.p.h.
6th :	J. Juncadella/J. Bridges (Chevron B19—Cosworth 1.8-litre)	Entrant: Red Rose Racing, England	12 laps behind
7th :	J. L. Lafosse/H. de Fierlant (Lola T290—Cosworth 1.8-litre)	Entrant: Ecurie Bonnier, Switzerland	16 laps behind
8th :	C. Sweitlick/C. Salles (Lola T290—Cosworth 1.8-litre)	Entrant: Ecurie Bonnier, Switzerland	16 laps behind
9th :	T. Twaites/B. McInerny (Chevron B19—Cosworth 1.8-litre)	Entrant: Intertech Steering Wheels, England	17 laps behind
10th :	G. Steckkönig/B. Waldegaard (Porsche 911 Special—2.7-litre)	Entrant: P. Strahle KG, Germany	28 laps behind
11th :	M. Dupont/P. Blancpain (Chevron B19—Cosworth 1.8 litre)	Entrant: Michel Dupont, Switzerland	29 laps behind
*12th :	A. Janda/P. Schwering (De Tomaso Pantera—5.7-litre V8)	Entrant: A. Janda, Austria	38 laps behind—156.34 k.p.h.
13th :	J. Fitzpatrick/E. Kremer (Porsche 911S—2.4-litre 6-cyl.)	Entrant: Porsche Kremer Racing Team, Germany	43 laps behind

Fastest Lap: J. Ickx (Ferrari 312P), in 1 min. 41.8 sec.—208.83 k.p.h.

*** Class winners: Group 5—3-litre:** J. Ickx/B. Redman (Ferrari 312P)
Group 5—2-litre: R. Stommelen/A. Hezemans (Chevron B21-BMW)
Group 4: GT : A. Janda/P. Schwering

Retirements: K. Hild/R. Muller-Persch (Porsche 910 Spyder) gearbox, 17 laps; L. Bueno/J. Catapani (Porsche 908/2) accident, 31 laps; G. Larrousse/V. Elford (Lola T280—(Cosworth V8) engine electrics 45 laps; Maurer-Stroh/Derflinger (Lola T212) accident, 59 laps; O. Stuppacher/K. Reider (Abarth Osella) clutch, 66 laps; P. Gaydon/J. Gray (Chevron B19) clutch, 73 laps; W. Frey/P. Ettmuller (Chevron B19) engine, 75 laps; W. Nolte/J. Barth (Porsche 911S) crankshaft broken, 80 laps; D. Bell/G. van Lennep (Gulf-Mirage) engine, 105 laps; B. Eckbert/R. Larsson (Porsche 911S) still running but unclassified, 114 laps.

23 *starters*—12 *finishers*

BOOK REVIEWS

"Aces Wild—The Story of the British Grand Prix", by Peter Miller. 160 pp. 8½ in. × 5½ in. (*Pelham Books Ltd., 52, Bedford Square, London, WC1 3EF.* £2.30).

On the face of it, this is another useful book for those who like their motor racing history in one-race volumes. It is not as painstakingly researched as Lord Montagu's history of the Gordon Bennett races, nor is it unique, because Richard Hough wrote a book called "British Grand Prix" fourteen years ago—and did not then deem it necessary to use such an oddly journalistic title as "Aces Wild" to preface it. So what Miller's book does is to take the story on from 1957, where Hough left off (he did get the 1958 result in, just as Miller has put in a forecast about this year's race, with driver biographies). This, of course, underlines the weakness of writing a history about something which is still going on, unlike doing a history of Brooklands Track, for instance, which unfortunately is dead, and rapidly decomposing.

Miller has a superficial lead-in describing those British Grands Prix held at Brooklands in 1926 and 1927 and (very exciting these!) at Donington Park in 1937 and 1938 but he is obviously far more interested in the Silverstone and subsequent series of British GPs and the table of 1, 2, 3 results at the end of the book, about the most useful part of "Aces Wild", covers only the races of 1948 to 1971, at Silverstone, Brands Hatch and Aintree. Moreover, Miller calls the 1937 Donington race "This first Donington Grand Prix", whereas this happened in 1935, being won by Shuttleworth's Alfa Romeo and there was another in 1936, won by the Ruesch/Seaman Alfa Romeo.

Hough devoted, quite properly, two full chapters to the British GPs run at Brooklands. Miller only devotes a few pages to each of the post-war races and omits grid positions and lap charts, so I cannot accept that this is a particularly important contribution to motor-racing history, although the illustrations are nice. It might have been more appropriate, now that Mr. Wheatcroft is hoping to re-open the Donington circuit, if the book had been about racing there.—W.B.

"The Daimler Tradition", *by Brian E. Smith.* 334 pp. 9½" × 7" (*Transport Bookman Publications,* 524-530, *Chiswick High Street, London, W4 5RG.* £6.00).

Daimler, as the oldest Britsh make, the Royal car for many decades and a renowned quality car produced in a bewildering variety of models and body-styles, deserves a proper history, and this Brian Smith, Honorary Registrar and Historian to the Daimler & Lanchester O.C., has now provided. Mr. Smith has owned more than 20 Daimlers, which is proof of his interest in this famous and very English make; he is also a solicitor by profession, which may not be relevant but is interesting in view of other motoring histories by fellow-solicitors Blight and Court.

The author of the new Daimler history, which is printed on glossy art paper doing full justice to the many interesting photographic reproductions, pays tribute to the late St. John Nixon's earlier work on the same subject and then proceeds to greatly and most usefully expand it. The book is divided into two parts, the first dealing with the evolution of the Daimler Company from embryo to maturity, that is to say from 1896 to the end of the Second World War, the second covering what Mr. Smith calls "the Living Legend", which covers Daimler cars likely to be encountered today, each model having a section to itself, from the DB18-2½ litre and Consort of 1945-53, to the new Double-Six of 1972-73—in which latter respect the book rather naughtily jumped the starting gun.

The second section of "The Daimler Tradition" will be of the utmost interest and usefulness to those contemplating buying a post-war Daimler or who are engaged in the restoration of one of these distinctive cars—with a view, of course, to joining the Daimler & Lanchester O.C., if they have not done so already.

Not only is the book very well endowed with pictures of all the great Daimler models, including some of commercial vehicles, coaches, buses and armoured cars, but there are extracts from Press comments and road-test reports, the manufacturers' instruction books and publicity material, etc., while lists of coachwork numbers against chassis numbers give, admittedly on a minor scale, a touch of the comprehensive record which has been a feature of recent Rolls-Royce literature, and chassis numbers of all the post war models are listed. Drawings augment the very generous selection of photographs and there is an excellent index, but no list of models down the years.

In brief, Brian Smith has done an excellent job for the make of car he favours. As one who is never entirely appeased, no matter how much detail an author provides, I feel there are still gaps to be filled in the Daimler story—why designer Laurence Pomeroy did it this way, or C.M. Simpson did it that way, and so on. But Mr. Smith is perhaps more concerned with sorting out the post-war Daimlers, which he does admirably, than with very dissected early history, and anyway there *is* plenty of fascinating detail—for example, did you know that Daimler oil was still supplied up to the time when the Majestic ceased?. The book tells you who blended it. MOTOR SPORT has played its part in putting over the importance of the Daimler as an historic and desirable car and anyone who is the least interested in the subject will derive great pleasure from this new history. It goes into matters such as the work of Daimler Hire, pioneer wireless experiments in Daimler cars, etc., but I am sorry to see that the author is yet another writer who cannot spell correctly the Brooklands' firm, Thomson & Taylor Ltd.! The Foreword is by Sir William Lyons, Chairman and Chief Executive of the present Daimler Company, which has just re-introduced a Double-Six model 46 years after the first great 50 h.p. V12 left their Coventry factory.—W.B.

"The Story of Lotus, 1961-1971 The Growth of a Legend," *by Doug Nye.*228 pp. 9½" × 7⅝" (*Motor Racing Publications, Ltd., 56, Fitzjohns Avenue, Croydon, Surrey CRO 5DD.* £4.00).

We have dealt above with a history of Daimler cars from the very earliest times to the present-day. Now we come to a much more recent history, that of Lotus, both the production cars and the packed competition career of this comparatively recent make. Doug Nye, moreover, finds enough to put into this large book without going over earlier ground, which is adequately dealt with in the earlier Lotus volume, by Ian H. Smith, by the same publisher, which covers the years 1947-1960.

Nye gives a complete, chronological account of Lotus racing and development over the past furiously-active decade and includes some splendidly typical and pithy anecdotes in a book which he clearly, and rightly, intends to be a tribute to Colin Chapman, the remarkable personality who made it all possible.

The book is packed with fine pictures of cars and personalities, although the presentation is rather "flat". There are four appendices, listing, respectively, Lotus Specifications for 1961-71, from Lotus 19 to Lotus 74, a register of F1 Lotus cars for the same period, a record of Lotus' formidable F1 performances in 1961-71 World Championship races and the statement issued by Lotus FJ after that remarkable clash with van Frankenberg and the very successful and conclusive outcome of it. There is a comprehensive index.

This is a book most of the followers of present-day motor racing will buy and it is obviously an essential component of any racing reference library—W.B.

CARS IN BOOKS

YOU might not expect to find motoring mentions in a railway book but in "I Tried To Run a Railway" by G. F. Fiennes, General Manager, Eastern Region, BR (Ian Allen, 1967) there is mention of an accident on his brother's motorcycle—not that of Capt. Fiennes who raced a Bentley at Brooklands, but could he have been one of the same family?—and the 1927 Morris Cowley the author ran in 1946, with "no starter, very little light, and a bulb horn which he kept in the pocket . . . she started always on the first pull. She was not a car to drive in fog". But it was used to go to the scene of a fog-crash at Gidea Park. There is also a story of a crash between Fiennes' black Ford Ten and another just like it, on the Cambridge-Dullingham road on glazed frost, the point being that when they got the other driver out, unhurt, he was a policeman who had borrowed his sergeant's car—but it was put back on its wheels and off he went. The further point of this story is that petrol was said to be "pouring from the tank which in that model was in front of the windscreen" and the policeman emerged from the ditch smoking a cigarette. But recollection does not recall any Ford Ten with a scuttle tank—though if I am wrong no doubt Ford Pundits will correct me.

I cannot remember when I last went on a train but DSJ has been known to enthuse over the Inter-City expresses, so I think he would appreciate the picture of a Deltic locomotive "with 3,000 h.p. under the bonnet" and another of a 100 m.p.h. sign beside the G.W. main-line track. But if this book is evidence, railwaymen seem to have had to suffer rather sober cars, a Rover being mentioned in the text and an Austin Cambridge illustrated, both used by senior officials.

In "The Great Defenders" by Judge Gerald Sparrow (John Long, 1968) there is a reference to the Prince of Siam's "comfortable, chauffeur-driven Daimler car" which he used *circa* 1930, a later sentence calling it "The Yellow Daimler . . ." This ties in with mention of the King of Thailand's Daimler in "First Class Ticket" by H.R.H. Prince Chula of Thailand (Alvin Redman, 1958).—W.B.

They Make Racing Cars—

Maxperenco Products



DULON DRIVER.—Ian Taylor leads a bunch at Brands Hatch with the LD9 in which he has won several major Formula Ford races this season.

ANDREW DUNCAN lay in hospital after an almighty accident at Mallory Park, in a Formula Three Alexis he was racing for the first time, and decided that, after all, he was never going to be World Champion. Perhaps his talents lay more in the design and construction of racing cars. Several years earlier he had built his first racing car, naturally enough a 750 Special, while still at school. During his six-month convalescent period he also dreamed up the title Maxperenco, an amalgam of Maximum Performance Engineering Components and, a couple of years later, in 1967, Maxperenco Products Ltd. came into being on the fairly regular foundation of absolutely nil capital and a great deal of enthusiasm. As partners Duncan had two friends, John Andrews (who had been the joint owner of the Alexis) and Bill Longley. These days Duncan has complete control of the company and neither of the other two partners is connected with the business.

Since then the cars which Maxperenco builds, they are called Dulons, have appeared in surprisingly diverse categories of racing. The mainstay of the business has always been Formula Ford and continues to be so, but a couple of Dulon sports cars have raced in World Championship sports car events recently, (the one with a Porsche engine halting Jacky Ickx's progress in a Ferrari a couple of times) while the Dulon Formula 5000 one-off has been a consistent finisher in the hands of Bob Miller.

In fact Duncan says that his firm would rather be termed "chassis engineers" than racing car manufacturers and they are keen to tackle special and interesting one-off jobs. The Formula 5000 was such a project while Dulon also built the chassis for the *Daily Telegraph* car at last year's Motor Show. This year their name has been kept consistently in the motor racing news by the success of Ian Taylor in his Dulon LD9 Formula Ford car. Taylor drove the first ever Dulon in 1968 and is now one of the most experienced competitors in Formula Ford. Lack of finance and sponsorship has kept him out of Formula Three, and the higher categories, which is a shame but meanwhile he, and the works backed Dulon, are one of the strongest combinations in Formula Ford.

Duncan readily admits that his firm has been through some ups and downs in its time, barely scraping through on meagre resources more than once. However his enthusiasm and dedication has kept it going and about 50 racing cars have come out the cramped premises in Didcot, Berks.

Duncan is now 30 and comes from Oxford where he had a very early interest in racing cars. He joined the 750 MC as a junior member and built and raced a 750 Special and was later involved in a Formula 1200 with John Andrews. In 1964 came the abortive Formula Three programme, with an ex-David Prophet Alexis, and that cost Duncan six months off work and a broken leg. He was, by profession, an instrument maker with Oxford University and he continued this job while Dulon got underway.

The whole Dulon philosophy centred around selling Formula Fords as kits of parts rather than complete cars, at something of a knock-down price, thus giving impecunious would-be racers the chance to buy a brand new car. This system worked fairly well, originating from a lock-up garage and then moving to a rather dubious Nissan hut in a wood where the dedicated Dulon directors had to generate their own electricity. In any event, the Dulon LD4 proved to be a competitive chassis for the 1968 season and Ian Taylor and Reg Thurley started to log up some excellent results, Taylor taking the Castle Combe lap record amongst other successes. In fact, by working day and night from their dank workshops, the little team managed to turn out 27 Formula Ford LD4s during 1968 and 1969 and many of them are still racing today.

September 1969 saw Dulon move into their present workshops at Riches Sidings, Lower Broadway, Didcot, Berks. which was far better than previous premises without being luxurious. For 1970 the firm had its busiest year ever with several new projects. The Formula Ford was completely redesigned with a new square tube chassis and a smart wedge-shaped body. This car, known as the LD9, is still in production today and is competitive as anything in Formula Ford.

However, a more exciting project was the LD6, which was a beautiful GT car and the plan was to produce them mainly for the road plus a few competition versions. The body was similar to a scaled down GT40 and was designed by Les Margetts who continues to work for Dulon, building all their fibreglass bodies. The prototype attracted enormous attention and Dulon had plenty of tentative orders but just did not have the capital to tool up properly and get the whole thing underway. Subsequently the design and body moulds were sold to another party who promptly went into liquidation.

Also in 1970, Dulon built Bob Miller's Formula 5000 LD8 based around a Ford V8 engine and ZF box supplied by Miller. The car came in for considerable criticism in the motor racing press and unkind things were said about its size. In fact, Duncan feels that the comments were quite uncalled for (the car was no larger than a Lotus 70) and reckons the machine did exactly the job for which it was intended. It certainly proved very reliable and went well considering the tight budget on which it was built. Yet another 1970 exercise was the LD10 Formula F100 car. As is well known that Formula flopped completely but Dulon built a couple of cars, one being installed for an Italian customer with a Ferrari V6 engine for hill-climbing. It was subsequently written off in an accident. A developed and strengthened version of this chassis formed the basis of the 1971 sports car.

During 1970 Duncan also got to know Neville Trickett, the man who was responsible for the Minisprint, the Opus, the Speedy Roadster fake Edwardian car (which is still selling very nicely thank you) and more recently the Siva 530 *Daily Telegraph* Motor Show car. The two got together on a Mini-Buggy project, a vehicle based on Beach Buggy lines but using Mini rather VW bits. The chassis frames for these machines are built by Maxperenco and now over 80 have been sold. This association led to Aston Martin powered Siva 530 which Trickett designed for the Motor Show and which used a Dulon built chassis. Plans for Aston Martin to become more closely associated with the project fell through but the car now has a big Chevrolet V8 engine and there are now plans for production.

Bill Longley left the firm at the end of 1970 to further other interests and now the Dulon directors are Duncan, Margetts and Paul Lovegrove, who looks after the fabrications side of the business and rejoices in the name of "Bert the Welder". At present Dulon have no other employees although their works driver Ian Taylor does all the fetching and carrying. At one time, Dulon had as many as ten staff but presumably when Longley left, the firm had to draw in its wings considerably. However, even with such a small staff Dulon produce their own chassis, bodies and do a considerable amount of machining work, for the cars as well.

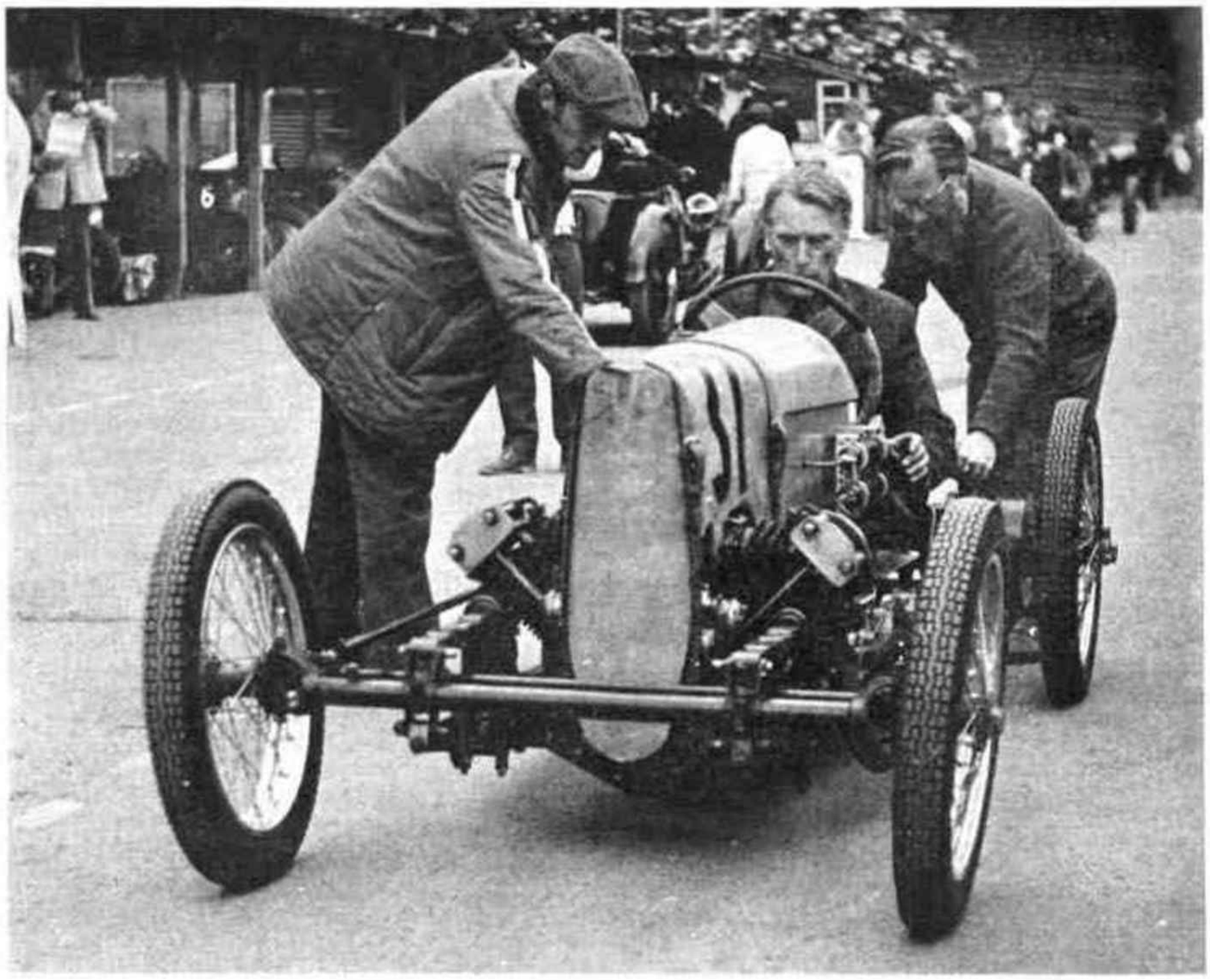
Apart from the racing cars, Maxperenco run a nice little side-line in spherical bearings and keep up a good stock of the often difficult to obtain Rose and Ampep bearings which are used in fields far wider than motor racing, as well as manufacturing dry sump oil pumps for Ford engines.

The present LD9 Formula Ford, of which nine have so far been built, sell for £966 in kit form less engine, which constitutes something of a bargain. A new body is at present being experimented with for the sports car but the big project at the moment, and presently on the drawing board, is a new monocoque single-seater which will have both Formula Three and Formula Super Vee applications. This should be ready towards the end of the season and Dulon is very keen to find sponsorship to run a works development car for Ian Taylor.

Sheer enthusiasm and determination has kept Dulon on the map. The recent successes of the Formula Ford are a most encouraging sign and prove that, with more capital, Duncan's talent as a racing car designer will not be wasted.—A. R. M.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



GN DAY AT SHELSLEY WALSH.— Harry Bowler in the GN "Gnat", which won the special VSCC Shelsley Special prize, being push-started by his son Michael, and D.S.J.

THE VSCC AT SHELSLEY WALSH (July 8th)

SHELSLEY-WALSH, near Worcester, is the most historic hill-climb in this country and an excellent course, where the seats for spectators, the prompt issue of times and the audible commentary provide good value for those who attend. The VSCC had the major entry at the June MAC Meeting. It was a Basil Davenport celebration, and the Spider went faster in practice than it has ever done. It was supported by a fine turn-out of GNs and Shelsley Specials. Of these, Freddie Giles on a very safe-looking and polished ascent in his GN powered with a series-A Vincent-HRD engine did 47.85 sec., Barton Hall's Hardy Special 49.16, Davenport in the original 1923 Spider 49.47, Sant in the same car 49.68, and Harry Bowler's push-rod engined GNAT 55.08, while Pam Arnold-Forster's French touring GN clocked 71.06, beating Riddle's Vitesse GN by 0.09 sec. All this in torrential rain.

Seventy-year-old Ashley-Cleve with his 1,086 c.c. Morris "bitser", all the way from Cornwall, won the pre-1940 1,100 c.c. Sports-Car Class (52.65) in a car dated as 1927 but looking more like a vintage non-thoroughbred. Highly creditable, nevertheless, and it beat Ely's Riley Ulster Sprite (53.53). The Amilcar-Riley won on handicap. Knight's Riley Special took the 1½-litre Sports-Car Class (50.66) from Tony Jones in the Frazer Nash "Patience" (52.92). Wilson's Lancia Aprilia, of which he has ten more at home in Norfolk, won on handicap, normal Michelins being better than the Beach Buggy-size back tyres used on his first run. Stephenson's 328 BMW-engined Frazer Nash, very bravely driven, did 45.34 sec. to win the big Sports-Car Class from C. A. Mann's Monza Alfa Romeo, and Oddie in Hutching's 328 BMW was third, Jenkinson, in Robbie Hewitt's 4½-litre Lagonda team car, pulling off the handicap. Blight in Talbot BGH 23 was 4th, 0.15 sec. quicker than Marsh's self-confessed ugly Alvis Special.

Among a big entry of racing cars up to 1½-litres Moffat was quickest in the ERA R3A, with a splendid 42.94 sec., second place going to Marsh, who drove ERA R1B on another brave ascent (45.05), Kergon being third in the ERA "Hanuman", aero screen folded flat (45.19). Giles' GN deservedly took the handicap prize. It is a measure of ever-young Davenport's prowess that Spider beat the Lightweight Special which has suspension to cope with wet roads, which a GN hasn't, Moores' blown Austin, and Williamson in the rebuilt ERA R10B, etc.

Of the big racers, Smith's Alvis-powered ex-Norris Special Frazer-Nash was fastest (45.15), followed by Richards' Type 51 Bugatti (47.74). Arnold-Forster bagged the handicap in Delage 11, which not long ago returned to Mont Ventoux and beat Réne Thomas' pre-war best time. The so-called Edwardian class was won by Mann's ex-Brooklands Straker Squire, which climbed quickly and quietly, vanquishing Rowley's very smart "new" 1913 5.6-litre Thomas Schneider. Pam Arnold-Forster's GN collared the handicap. Finally Wilks' Lotus 16 took the Historic class by 0.15 sec. from Cottam's Connaught, his time being 43.03 sec. Walton's older Connaught won on handicap. Note that the wily Moffat, by making one of the last runs, when the modern cars had wiped some of the water from the road, and by changing his road racing back tyres for some Avon Turbospeed road tyres borrowed from Abson's Lagonda Rapier, made best VSCC time, even faster than Wilks' Lotus.

Apart from the rain it was the greatest fun, even if, to provide a sense of proportion, FTD was made by Tony Griffiths' Brabham BT35X, in 37.36 sec.

Shelsley squelchings (but there is hard-standing in the Paddock and, unlike at Silverstone, covered bays for the cars).—Of GNs and Shelsley Specials, Davenport was driven up the hill in a smart aluminium touring GN, the Wasp was present but a non-runner, the Vauxhall-Villiers an absentee. The flat-twin HM Special wasn't timed on its first run and had trouble on its second run. Harry Bowler was awarded the special Shelsley Special prize for GNAT, a car reminiscent of his Cambridge days with a Waverley-GN. Sharp, who built it originally, was present. The evening before I had read my Bolster, to get the atmosphere, but on the day Bloody Mary wasn't there, being, as the commentator said, in moth balls and heated security in the NMM at Beaulieu. There were no accidents but in practise Wall hit the bank, so his Bugatti was a non-runner. Nutter's 6½-litre Bentley had a new body, Black was using his replica-bodied blown 2.3 Alfa Romeo, which looked absolutely original to us, and Allen's Alvis Speed-25 had a neat Brooklands'-like body, by Gunn of the Q-type MG. Moores did an under-50 sec. run in his s.v. Austin with eight plugs and 32-stud head but at the opposite extreme Williamson found the 10½-litre Delage a handful (55.83). Shelsley-Walsh with its car parks in the meadows, the back drive leading to a 12-century church, the informal atmosphere but efficient organisation, and the crackle of racing vee-twins, has not changed much over the years, thank goodness. Next VSCC Hill-Climb, Prescott, August 13th.—W. B.

FIATS

LAST MONTH Humbers, this month it is Fiats. The occasion was the First International Fiat Register Meeting, with 13 cars from the UK Fiat Register, ten from the Registro Fiat Italiano and the same number from the Club Amateurs Fiat d'Epoque converging on Eastbourne on July 1st. This memorable event was supported with the utmost generosity by the Fiat organisation and run with unflurried efficiency by Alfred Woolf and his staff.

For me the "Gentlemen's Sussex Trundle" on the Saturday, when a competitive element was introduced by issuing each crew with a Polaroid Swinger II camera and asking them to take artistic pictures of various beauty spots, was a pleasant drive in an historic sports-racing car, namely George Liston-Young's Fiat Balilla, an ex-Arthur Dobson car driven in the 1935 TT by Elsie Wisdom and in the 1936 TT by its owner. Speed, as indicated on its big central speedometer, was kept down in deference to the bearings, but the eager, taut feel of the little red car, which was doing 90 m.p.h. at 5,000 r.p.m. on the occasion of its memorable Goodwood marathan some years ago, was readily apparent. A well-equipped instrument panel showed 50° oil temperature, 20 lb. oil pressure and 85° water temperature on the appropriate dials. The original type spring-loaded strap holds down the steeply-tapering bonnet, the centre-lock wire wheels have their correct 15 in. rims and the doors possess the external and internal locks to guard against the effects of chassis distortion. The car's TT ancestry is apparent in straight-cut axle gears and gate-type back-to-front central gear change and naturally the screen will fold flat, a typical "period" feature which the latest vintage replica eschews, while a vest tail fin, cycle wings and front springs shackled at the front are typical 508 practice. It was a draught-free, firm ride, a fine introduction to this assembly of the three Fiat Registers.

Lunch on Saturday was at the Ducilla Zoo, where some of the Continental crews took a ride on a train drawn by an 0-4-0 petrol-locomotive with a very vintage radiator but a s.v. Ford Ten power unit under the bonnet.

The Sunday Concours d'Elegance took place at Mickelham Priory, where this finest-ever gathering of the older Fiats came together effectively on the well-kept lawns.

There were five open sports Balillas, including the aforesaid Liston-Young car, the Fitt/Savill job with ugly but original hood, and Westwood's "Black Diamond" team-car with MG back wheels, headlamp stoneguards, luggage grid and Ace of Diamonds motifs on its bonnet, and Dubarry brought a 508CS Balilla Aerodynamica, that little Fiat coupé like a baby Alfa, with red steering wheel rim to match its body and glass-knob on the gear lever.

In this country we go in mostly for the smaller Fiats—501, 502 and Balilla, so the very big Fiats from the Continent were an eye-opener, seemingly a match in size for Packards and Rolls-Royces. For example, there was a very fine 1930 525, a vast 7.00 x 18 Pirelli-shod tourer with space for occasional seats. It had Rubberflow Watson Stabilators, mounted transversely as favoured on several Fiats with ribbon-type snubbers, a gear-lever lock, and a truck containing two fitted suitcases still bearing the labels of its former owner, a Costa Rican Ambassador. It has American-style bumpers, as on quite a few later Fiats, and is thought to have run only 30,000 kms.

Another big one was a 2800 Presidenziale with Farina cabriolet body with division and the 1940-type radiator grille; it was King Victor Emmanuel's own car. Almost as over-whelming was Locci's 2800 Berlina with the lift-up door handles (one was missing), an internal telephone, and the grinning grille. Capet's Simca-style 518 Ardita had a Triumph Dolomite-type grille, styling that had a distinct touch of Chrysler/Horch about it, and Aerolux Marchal headlamps. Carella's 522C Berlina resembled a De Soto but has four forward speeds, and a 521C Berlina had a twin-tube front bumper and fins on head and sidelamps, while Pichetto's 525S saloon, another spacious one, had a big ventilator door gaping from its scuttle.

Backing up the unusual Fiat models were Ian Smith's 501 coupé, probably the oldest 501 still running, Pearce's white 570 c.c. Topolino, Miss Towell's metal-bodied Topolino estate car, a 509 tourer and fabric saloon, the saloon French version, Poupon's neat 521 saloon said to have been on a scrap heap a month ago, two OMs, Lincoln's 1929 model and Hancocks 2-litre, the latter winning the travelling clock for best car in the Concours d'Elegance, and a 1912 Georges Richard tourer with period treaded Michelin tyres, Phares Besnard gas headlamps, fuel tank-cum-scuttle, and a Unic radiator made by the Liotard brothers which was apt to steam gently on hills, this car, also called a Unic being driven up from the South of France to take the magnificent large scale model of an Edwardian racing Fiat for the oldest car to arrive.

Two more Unics (this company is now Fiat subsidised like OM) were present, both enormous and of great rarity. One was Houdayer's 1934 U6B with Henri Binder coupé de ville body, Cotal electric gear change with its minute gate on stalk under the steering wheel, and Zenith carburettors feeding into separate three-branch inlet manifolds, these being coupled by an outboard balance pipe for the air cleaner. Of, if possible, even greater bulk, was Carsell's 1932 Unic U6CL with Louis Dubos saloon body and a Wilson-type selector lever for its Cotal gearbox. Both these Unics were s.v. six-cylinder cars on Michelin tyres, with vertical oil-radiators in the centre of the water radiators, like those that used to feature in illustrations which accompanied Paris Salon reports of long ago. In sharp contrast was Cordin's little s.v. Fiat Balilla two-seater from Switzerland, its mottled leather upholstery carried into crash-padding on each side of the facia. Costantino, the indefatigable curator of Fiat's Museum in Turin, brought a very good example of s.v. Balilla tourer. It was a significant Fiat occasion, at which the guest-of-honour was the new V6 Fiat 130 coupé.—W. B.

Results :

Concours d'Elegance : Overall winner : Don Lincoln – (1929 OM). **2nd :** Mr. and Mrs. R. Costantino – (Fiat 508 Balilla Torpedo). **3rd :** G. Artom and E. Maggiar – (Fiat 525 Torpedo).
Best French Entrant : Mr. and Mrs. Cots – (Fiat 522).
Best Italian Entrant : Mr. and Mrs. R. Costantino – (Fiat 508 Balilla Torpedo).
Best British Entrant : Don Lincoln – (1929 OM).
Best National Team : France – (for nine different types).
Pocher Trophy for oldest car participating : Mr. and Mrs. Scoupe – (1912 Georges Richard).
Competitor who travelled farthest : Mr. and Mrs. Cordin – (Fiat 111).

A Fiat which looks more like a Chrysler with a touch of Horch about it—the Tipo 518 Ardita, seen at the International Fiat Register Rally.



The rare Unic with Henri Binder Coupe de Ville body which came from France for the International Fiat Register Rally.



FACTORY METHODS OF THE VINTAGE ERA No. 18: THE BEAN

THE factory methods of A. Harper, Sons and Bean Ltd. at Tipton in 1922 were geared for mass-production, insofar as this was understood in Britain at that time. Indeed, the pioneer of mass-manufacture of cars, Henry Ford himself, had visited the Bean works that year and had declared that some works were as well, but never better, organised for production.

In making as many 11.9 Beans as possible, castings, stampings and bar material from outside sources were tested for quality, then stored until required for machining, when electric trucks conveyed them from one shop to another. In the main machine shop the tools were arranged in line, the appropiate jigs being mounted on rails and wheeled into place under components as required. Crankcases had holes drilled in them by multiple drilling rigs and proceeded down the line to the assembly bay where cylinder block, crankshaft, etc. were installed. Heavy components such as cylinder blocks passed from one machine to another on rollers and small items like pistons arrived at the machines down inclined shoots. After completion they were put into store again until needed for assembly.

Chassis frames had the necessary holes drilled in them at one end of a long assembly shop, after which they travelled on a moving line past outlets from the various assembly stores, cross members, axles, engine, gearbox, steering assembly, etc. being fitted as they moved along. Even in those mass-production days crankshafts were balanced, pistons matched for weight and matched to cylinder bores before assembly in the engines and engines were run-in and then run-up, being required to give a minimum of 21 b.h.p. Each gear was tested individually before going into the gearbox and the spiral-bevel final drives were run-in and then adjusted for quiet functioning. The Bean chassis was finally run on a ½-mile test track in the factory grounds. Finished chassis were steam-cleaned and spray-painted.

The Company was making about 80 cars a week by these "modern" standards at the end of 1922, compared to an average of 60 a week in October 1921. The bodies were made at Dudley, jigs being used for planing and cutting up the seasoned wood used for the frames and labour-saving product methods being employed. After the bodies were fitted a final road-test was undertaken, before painting and varnishing was done.

It is amusing that in 1922, when a four-speed Bean was offered as well as the older three-speed model, some customers were said to prefer the latter because "it required less frequent gear-changing", whereas with properly-spaced ratios one would have expected the opposite to apply. Even more droll was mention of "a special sporting 11.9 model", looking exactly like a normal two-seater with dickey but with the four-speed gearbox and panelled in aluminium, although its chassis was modified hardly at all.—W.B.

V-E-V Miscellany.—A 1923 Talbot 10/23 coupé is looking for a good home, having been carefully laid up in Essex eight years ago, after being restored and re-coachpainted in 1960. A rather derelict 1930s Austin Six saloon probably a H6, lies in a field in Wales. The Armstrong Siddeley OC has purchased from Rolls-Royce Ltd. all the remaining new Armstrong Siddeley spares. They intend to supply all customers, not only their members; enquiries to J. D. Hubbuck, 6 Chilton Close, Westbourne, Bournemouth, Hants until the end of August and thereafter the same gentleman at 90, Alumhurst Road, Bournemouth. The reference to two ancient commercial vehicles in Eire in this column in June has brought a note to the effect that they feature in the film "Ryan's Daughter" and were then in running order—but where are they now? Vintage motorcycles and Morgan three-wheelers will feature in the Chew Stoke Steam Festival at Pagans Hill Farm, Chew Stoke, near Bristol, on August 12th/13th, which is run by the Bedminster Rotary Club for charity.

The Frazer Nash chaps, having conquered Snow Hill, are now planning a Raid on the French Alps next year, to commemorate H. J. Aldington's penalty-free run in the 1933 Alpine Trial, this to follow the same general lines as their great Raids on Bolzano and the Nurburgring. It sounds exciting, especially the Nice to Aix 305-mile bit! Readers are still generously donating early sparking plugs to the Editorial collection, such as an F.A.G. a Molla and a Powerton 5VM. They are always welcome! The remains of a 35 h.p. straight-eight Sunbeam have turned up in Leicestershire, information being sought about this model, and a reader offers free an o/s door with glass for a *Circa* 1932 Austin 7. Vintage cars are not always expensive—a letter in the Morgan 3-Wheeler Club's *Bulletin* refers to a family model Morgan found in a Salvation Army garage and bought for £3.50, and an Austin Riley, almost complete but with damaged mudguards, was valued by the country garage where it was lying, at £10. To commemorate the association of John Marston with Ludlow, Sunbeam cars and motorcycles were displayed there during last month's Festival, conveniently on the day prior to the STD Register's 22nd annual pilgrimage to Wolverhampton. The present "with it" aspect of the old car movement has resulted in a 1930 Sunbeam Mann Egerton saloon being offered as the prize in a competition, in which the distance it would run on one gallon of *Five-Star* petrol had to be correctly estimated—but why *Five-Star* when this car should run satisfactorily on 92-octane?

The Rolls-Royce EC is to be congratulated on its very comprehensive Members :List, which gives names and addresses with a section of members' cars model by model, from which it is seen that the Club has 132 Silver Ghosts, 90 PIs, 129 PIIs and 71 PIIIs on its books. It is proceeding with its arrangements for next years' 1913-73 Alpine Commemorative Rally which is to include at least eight passes including the Stubalpe, Loibl and Katschberg which featured in the 1913 Alpine Trial, although it will not be a replica of that historic event because, as the brochure rather charmingly states "That involved a great deal of arduous motoring on dreadful roads, going into what are now Yugoslavia and Italy, as well as the whole of Austria, in an attempt (unsuccessful as far as Rolls-Royces were concerned) to break the cars. Success or failure depended largely on the ability of the cars to climb the passes without stopping and on the presence or absence of mechanical bodily derangement at the end. What those shocking roads could not do in 1913, modern roads would find it even less possible to do in 1913 and it was felt that Silver Ghost owners would resent an attempt to break their cars as much as some of their ladies would deplore ten solid days in their motoring veils without a stop in sight". Arising out of our colour plate the Sunbeam "Tiger" in the May issue, W. E. Harker recalls the remarkable acceleration of this car when it was driven from the Wolverhampton works during a visit of Rolls-Royce apprentices to be modified and disappeared rapidly up the road, the works gate-keeper acting as starter—acceleration "of the most enormous rapid motion", to quote Segrave, which, Harker says, "made an impression on me never—in all my experience of many racing cars since—to be equalled." He recalls that the press of the day referred to Kaye Don's name for that car as appropriate because "It sprang Tiger-like upon its prey!" Harker met the Sunbeam again, when Sir Malcolm Campbell had rebuilt it and was making his Brooklands come-back at the 1934 Whitsun Meeting, and the 1½ litre V8 twin-crankshaft Harker Special, which is still intact, bent it, with May's Riley on Campbell's tail, in a mountain race.

A Devon garage informs us that it has gasket sets, control boxes, semaphore type direction indicators, fan-belts, etc. for old Austins which it is prepared to dispose of on "a non-profiteering basis". The proprietor's elder son recently purchased a 1932 Austin 10/4 in excellent condition and was given with it an original water-colour of the car.

THE Historic CVC Trans-Pennine Run which goes from Manchester to Harrogate takes place on August 6th. The 1911 Austin town carriage formerly owned by the Austin Motor Co. has been acquired by A. K. Roberts of Worcestershire and was used recently by Forward Trust Ltd. for a publicity tour of Birmingham. The vintage and pvt section of this year's Singapore GP, run in heavy rain on a hadicap basis, was won by a Singer Junior tourer, from a Riley Lynx with hood up, third place going to an Austin 7 Special. Fastest lap was made by a Hotchkiss and the 17 starters included a V12 Haynes. In Malaysia a 1927 Willys-Knight tourer was bought for a nominal sum recently and vintage Chevrolet and Armstrong Siddeley are for sale there. A rather sad, possibly early 1930s Thornycroft lorry has been outside a Lancashire breaker's. The Lanchester Register is holding the first event in recent times designed to bring together pre-Daimler BSA and Lanchester cars, in the form of a road-safety run in E. Anglia on September 10th. Details from H. R. Coles, Ardleigh Hall, Ardleigh, Colchester. Vintage Morris-Oxford and Chevrolet cars are reported in daily use in Melbourne, Australia.

30/98S AT VAUXHALL'S

THE Vauxhall 30/98 Register met at Vauxhall Motors, Luton, on June 25th. Four E-types and 16 OEs were entered, the oldest being Durdin's ex-racing Vauxhall. They were supported by Vauxhall's own Edwardian and vintage Vauxhalls and five 23/60s. The Register knows of 164 existing 30/98s throughout the World, consisting of 132 OEs, 30 Es and a couple of hybrid E/OEs. They are distributed 78 in the UK, 64 in Australia and the rest in various places including America.

VINTAGE POSTBAG

Crossley Bugattis

Sir,

The Crossley-Bugatti story that Mr. Manners refers to has been reasonably well documented and one accepts that the chassis numbers were in the Series 1600 to 1625. No. 1622 is thus the 23rd car, so this is consistent with the number BC23 found by Mr. Manners on his car. Molsheim, however, continued to use a consecutive series of numbers and there is a 'genuine' 1622 in the USA.

Just for the record, we should say that the TT cars of 1922 were made complete in France with numbers 1397 to 1399, and were real Brescias with different cranks and rods, front axles, and so on. 1398 is still in existence in South Africa. As far as we know Crossley produced only the longer-chassis touring cars, not the short-chassis Type 13.

London, W.2. H. G. CONWAY.

* * *

Tyre Inflation

Sir,

"Breathes there a man with soul so dead
Who never to himself has said
The thing I cannot understand
Is why we pump our tyres by hand.
The thing is done—perspire no more—
Just throw that useless hand pump or'
And buy instead hard labour hater
A BRAMCO VALVE CAP TYRE INFLATER."

I saw this advertisement many years ago.

Craven Arms. W. F. COLLINS.

[But did a Bramco function like the modern Schraeder inflater we mentioned recently?—ED.]

* * *

What Is It?

Sir,

My attention has been drawn to the letters in your March and May issues concerning the identity of the fire engine, photographs of which you printed in your Vintage Postbag section.

Johannes Zwicky, my father, built this fire engine for Tottenham Council 1906/1908 and I quote under details as given in the *Daily Graphic* of the 8th July 1908 which accompanied the photograph shown in your May edition.

> "The accompanying picture shows the new petrol pumping engine just constructed in the Tottenham Council's works by Mr. J. Zwicky, who has been ably assisted by the other members of the Council's staff.
>
> The 100-h.p. motor is by the Simms Company and the pumps by the Haste Company.
>
> It is well known that the first idea of having motor fire escapes originated with Superintendent Eddington, Tottenham's fire chief, nearly six years ago, and just as many brigades, which at first ridiculed the motor fire escape, have since copied it, and so, in all probability, will Tottenham's latest production be adopted by others when its merits are known.
>
> This newest fire-fighting appliance differs widely from the ordinary engine. In designing it Mr. Zwicky aimed at two leading features. The first was efficiency in the machine, and the second simplicity for the driver. By means of a small lever, moved by two fingers, the driver can regulate the entire machine when pumping, reducing the pumps to about four revolutions a minute or running them up to over 300. The supply of water in the tank for pumping is registered by an indicator. There is no canvas cistern or suction to fix for street pumping, and even the tank of petrol announces the fact that its supply is getting low by a bell ringing. A device for absolutely preventing the escape of petrol when refilling the tank at a fire has also been made. Vibration is reduced almost to the vanishing point by the adoption of water as a balancing agent. A monitor enables the fireman to sweep the area of a large fire from the street in perfect safety, while four deliveries for ordinary hose are fixed, two at each side. The radiators are automatically fed, while in case of excessive pressure existing on the pumps at any time or from any cause a relief valve opens. The engine can be worked so as to do less than a manual or more than several steamers. In fact, to use Mr. Eddington's phrase, "she is equally at ease with a window curtain alight or a timber yard".

I clearly remember this vehicle being brought to our house in Tottenham when I was very young, sometime in 1907 I should imagine, and my sister and myself being sat on the engine and our photographs taken.

You may be interested in a short history of my father. He was born in Switzerland in 1874, the thirteenth of a family of sixteen. In his early twenties he came to London to learn to become an engineer and first lived in the East End and worked for the engineering firm of Donkins. The first company he formed was Zwicky Liquid Pump Co. at Stoke Newington, just before the First World War, later he moved to Camden Town. In 1923 he again moved, this time to the trading estate at Slough and the company changed its name to Zwicky Ltd. and specialised in the design and manufacture of pumps and filters. At this time he was responsible for the design and installation of the pumping equipment used at Cardington in the mooring mast for airships. I used to work for him in the office and can remember around 1925/26 that one of our best selling items was a filter used in the ordinary "kerb side" petrol pumps. In 1934 he sold his interests in Zwicky Limited and immediately started the firm of Newcon Filters. All his life until his death in 1941 he was inventing and designing all manner of mechanical equipment. Right up until 1958 I received royalties from some of his patents. Of the cars he had the only one I recall as being out of the ordinary was during 1923, when he owned an Albert.

Gillingham. O. F. HUNT (Mrs.).

Sir,

Referring to the remarks under "What is it?", I can confirm all the information supplied and possibly add to it, as I lived *even nearer* than Mr. Gray; in fact, I lived *in* the now-disused fire station. I am the son of the then Chief Officer of the Tottenham Fire Brigade and by virtue of that position my father had married quarters over the station. The machine *was* in fact designed by Mr. J. Zwicky (a Swiss) and was built in the *Council's own yard* by Mr. Zwicky (who was on loan from Merryweather Ltd. with whom he had been a senior designer and engineer) in response to a request by the Council to build a machine to *my father's requirements* and *specification* so far as the fire-fighting requirements went, in consequence of Merryweathers having been unable (or unwilling) to build such a machine. The engine was a 100 h.p. Simms. The requirements (broadly) were to produce a machine that could at a stroke deal with, say, a small contained fire in a room or such-like to the biggest possible conflagration such as Messrs. Lebus Ltd. who had an enormous furniture factory right alongside the river Lea, or any other large factory, the idea being the water was delivered via the rotatable monitor thus obviating the strain of attacking with multiple lengths of hose and using many men to hold them under pressure. The whole idea was quite revolutionary but worked well over many years. The chief difficulty was (I believe) that owing to the huge and ungainly size of the vehicle its use had to be eventually restricted to large fires, only as manoeuvrability made its use impossible in restricted areas. The large cylinder and *small* hose reel shown at the rear with a 60 to 80 gallon copper cylinder alongside was the first aid idea for use in combating small containable fires by the use of a chemical of whose constituent contents I am not sure (I was only 14-15 at the time) but I know that there was a lead bottle of about a quart or two that had to be inverted by the movement of a lever to produce a mixture that was very effective and needed no pump to produce its discharge from the nozzle of the hose (like a garden hose) and just as effective as the modern type of fire extinguisher seen in factories, etc., etc.

Hoping this sketchy information is useful. I myself did not take more than a sort of family pride in what was, I can now see, many years before its time thanks to my father's complete dedication to a service in which he had his whole mind and spirit, so much so that throughout the First World War he refused to take *any* holiday and allowed himself only *one* recreation, i.e. attending the Spurs home matches.

He was the FIRST professional Chief Officer ever employed by the Tottenham Council having gone to them in 1893 and retired in 1925 having put Tottenham Fire Brigade so much on the map (Tottenham also had the *first* fire station ever built without any accommodation for horses which housed a motor fire escape and self-propelled steamer) and professional visitors came literally from all corners of the globe to inspect the fire station where there were *no horses and no accommodation for them*. This I believe was in 1903 but as I was then a 13-year-old schoolboy I am not quite sure, but this could be checked by Council records.

Braintree. G. W. EDDINGTON.

[This correspondence is now closed.—ED.]

The EEC and Old Cars—A letter from the person who started the stir

Sir,

Following our recent correspondence and your excellent article regarding the clause in the Common Market regulations restricting the use of cars over a certain age, I thought you might be interested in the latest development.

When I first saw that article in the *Guardian* and started my enquiry, including writing to you, I also approached a friend, Mrs. H. Elrick, who has contacts with our MP. She promised to look into the matter and indeed did so. However, she heard no more about it until last week, when she rang me up after receiving a 'phone call from a member of the local Council. This Councillor had apparently received a letter from our MP following a conversation between them which was repeated on the 'phone to Mrs. Elrick. It seems that a question was raised in the House on this issue and put to Mr. Peyton who said the clause *had now been deleted*. There were hints that if such publicity had not been given to this Regulation it would probably have slipped through unnoticed. Mrs. Elrick promised to let me see the letter and passed it on to me today. I was hoping it would contain some information about what had transpired, in which case I would have forwarded it to you. However, it only states that there is no such regulation.

I am puzzled as to why Lord Montagu categorically denies the existence of this clause in his magazine *Veteran and Vintage*, yet says in a reply to a letter from the Singer OC that the situation will be closely watched. Why watch something non-existent?

I would like to add how much I enjoyed your article on the Singer team cars. I noticed you mention the single-seater Singer raced by Mr. Carr. I saw this car some years ago in Sussex.

St. Leonards-on-Sea. GILLIAN I. ROGERS (Miss).

[This correspondence is provisionally now firmly closed!—ED].

* * *

Whittle Belting

Sir,

I have been a reader of your excellent magazine since before the war, and I, like most readers I imagine, have been variously informed, amused and—on rare occasions—infuriated, by your utterances. However, without wishing to appear condescending, I can truthfully say that I have never been bored!

In your recent somewhat "Orwellian" article, "The Beginning of the End" your customary penchant for accuracy seems to have lapsed, for when you cite Whittle belting as being amongst those items, "scarcer, if obtainable at all", you do the manufacturers less than justice. I am engaged in a 100% rebuild of a 1933 3-litre Lagonda, which uses a Whittle belt to rotate it's fan, as is right and proper for a vehicle of such breeding. In the interests of originality and with more pious hope than expectations, I contacted Thos. Whittle and Son, located in Rose & Crown Street, Warrington, to enquire if, by any remote chance, they still had the odd peice lying about. By return, they sent a leaflet, a sizing chart and their courteous offer of assistance. I wrote back, and by return again, they sent a brand new, real leather belt of exactly the same construction as the original. Politely declining my offer for a C.O.D. sale, an invoice arrived five days later. The price? £1.77!

Occurring as it did, within days of quite a disgraceful display of disinterest and gross imcompetence by a B.M.C. Main Dealer over a matter of some perfectly ordinary spares for my wife's 1100—details of which would be wholly inappropriate in a section devoted to proper motor cars, you can imagine that I was vastly impressed with Mr. Whittle and his Company. Full marks, and whilst I have no connection whatever with them, I should like to think that other "Vintage" owners will give them the business they most certainly deserve.

Claverley JOHN DOWNES-RYDER.

[Our apologies to Thos. Whittle and Son.—ED.]

* * *

Bird defends W.B.

Sir,

I share the relief some readers have expressed that W.B. has been proved wrong over the scare he raised about a fifteen year retirement rule being enforced, but let us not be too ready to make mock. He could well have been right, and may yet be right. Soothing assurances from the Department of the Environment, or any other Government department, should not be taken without a very large pinch of salt; and anybody who would unhesitatingly accept any Government's word on anything must live in cloud-cuckoo land. The Department of the Environment is already beginning to shuffle its feet about the permissible size of giant lorries, and its all Regent Street to a raspberry ice that in a few years time we shall be dancing to tunes piped in Bonn or Brussels, no matter how inharmoniously they sound in the ears of Balham or Birmingham.

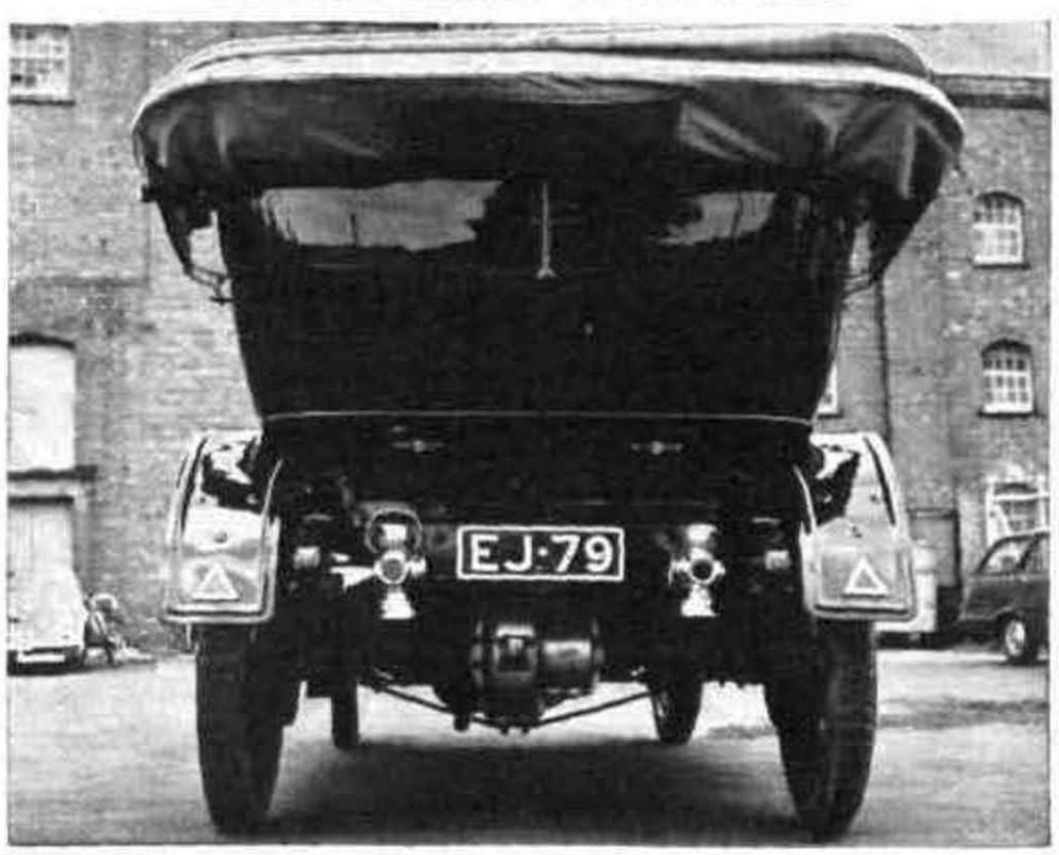
It seems a little hard, too, that W.B. should be taken to task so harshly for his strictures on inflated car prices. Of course, Mr. W. K. Parker is right about market forces and the depreciation of currency encouraging people to put their wealth into chattels. The comparison he makes between veteran and vintage cars and antique furniture or *objets d'art* is apt, and peering through the holes in my tattered antique dealer's hat I see similarly deplorable developments in both fields of investment.

These developments involve what may be called the "snob value" which becomes added to the increase in real values of antiques with the result, very often, that the greatest in values enhances objects which are not worthy of such enhancement. An example may be found in Stevengraph mass-produced, woven-silk pictures, which have advanced more than a thousandfold in value in the last twenty years, by comparison with antique English clocks which have increased in value only at a route roughly commensurate with the depreciation of money.

Every sensible collector has an eye to the money side of his hobby, but once the investment value becomes of greater importance than the "hobby" or aesthetic, or engineering merit then things begin to go badly wrong. This, I think, is the point Mr. Parker fails to see as clearly as W.B., and the great risk is that an unjustifiable or artificial rise in values tempts the faker to do his stuff. The business of faking cars is now becoming a serious menace, and one to which the responsible bodies and clubs are not paying sufficient heed. In all innocence, the *Veteran Car Club Gazette* has published three parts of a long article called "First, You Find a Radiator", which provides a step by step guide to what the antique trade (in its honest moods) would call the construction of a fake. Nobody, as things stand, could call in question the integrity of the writer of this article, and his honesty matches his skill and enthusiasm, but there is very little doubt that in a few years time the "veteran" car he has made from a small percentage of old but unrelated parts, plus a very large admixture of new or reproduction pieces, will be accepted as genuine and valued accordingly. The crass stupidity of the inland revenue people in exempting motor cars from the capital gains tax, which is levied on all other chattels of more than £1,000 value, has encouraged the construction of fakes. As Mr. Parker rightly bases part of his argument on the effects of the depreciation of money, it is right to remind him that Gresham's Law applies to other things than currency.

Potbridge. ANTHONY BIRD.

EDWARDIAN TAIL-PIECE



See page 906



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Dunlop Formula 70 SP Sport

5th GRAND PRIX OF FRANCE

Real Racing Returns

CLERMONT-FERRAND, *July 2nd.*

AFTER A CERTAIN amount of doubt the Grand Prix of France finally took place on the Circuit of Charade, in the hills above Clermont-Ferrand. The CSI circuit safety sub-committee kept muttering about improvements and safety barriers and the Automobile Club of the Auvergne kept muttering about building a new link road across the middle of the circuit to reduce its 8.055-kilometre (5 miles) length to half, as the drivers didn't like being away from the pits for three minutes on end. The Grand Prix circus had not been to Charade since 1970 and had spent so much time on Autodromes that they had forgotten what the Charade circuit was like, apart from it having more than 50 corners and at one point giving you a shattering view out into space across Clermont-Ferrand as you are braking for a hairpin bend. Of the present bunch of Grand Prix drivers (or Formula One drivers to be more precise) more than a dozen had never even heard of the Circuit of Charade, they are so new to the game. Eventually the Club spent a lot of money and the CSI accepted the circuit for the Grand Prix of France.

Most of the money was spent on a fine new concrete grandstand and restaurant, for without the support of the spectators and local dignitaries who agree to financial propositions you do not get anywhere, so it pays to look after them first. On the circuit a dodgy bridge on a tight hairpin was removed and a run-off area with catch-nets was built, but apart from that and a little widening in the start area the circuit remained its splendid challenging self and the idea of the link-road shorter circuit was shelved. Throughout the two days of practice and the race the words of praise that were showered on the circuit were almost embarrassing. "Magnificent, Terrific, Superb, The Best in Europe, Marvellous, Beautiful" were all expressions heard continuously from drivers, professional followers, and the elite of the inner-circle of Grand Prix racing. The circuit of Charade has always been all these things, it is just that some people were new to the scene and others had never been to Rouen, Nurburgring, Spa-Francorchamps or Osterreichring. Indeed, the circuit of Charade ranks among the best and sorts out those who can drive from those who are just trying to kid us, although it has its faults, but they are not serious.

After a lay-off of one month from Grand Prix racing everyone arrived at Clermont-Ferrand in fine form, except that Ferrari was without Regazzoni, still laid up with the broken wrist he acquired in the Osterreichring paddock, and Andretti, committed to a USAC race in America. As team-mate to Ickx the Ferrari team had taken on Nanni Galli, on loan from the Tecno team. The reason for this was a bit obscure, especially after Galli had been the cause of Regazzoni's retirement in the last Grand Prix, but the Ferrari team-manager smiled as he said they felt they ought to use an Italian driver occasionally. Ickx had Ferrari No. 6, with No. 5 as a spare, and Galli had No. 7, the latest one, No. 8 being left at home. Details of the cars will be found in an article elsewhere in this issue. Also affected by USAC racing was the McLaren team who were without Revson, so they co-opted Brian Redman again. Hulme had M19C/1 as his race car, and M19A/1 as a spare, and Redman had M19A/2. The Tyrrell team were back on form with the return of Stewart, his ulcer having been made to lie low, and they had their brand new 1972 car. Cevert was number two driver as usual, and for this race the local boy from Clermont-Ferrand Patrick Depailler joined the team. Stewart had 003, the car he has used for most of his victories, Cevert had the new 005 and his usual 002 as a spare, and Depailler had the last of the 1971 cars, number 004. Team Lotus had their usual three cars, 72D/R5 and 72D/R7 for Fittipaldi and 72D/R6 for Walker, and the Surtees team, divided into three as regards sponsorship, but united mechanically, had their usual trio of cars, TS9B-004 for de Adamich, 005 for Hailwood and 006 for Schenken. A new car is under way, but is delayed by CSI regulations wavering. The March trio of Peterson, Lauda and Beuttler all had 721G models, the Swedish driver having 3, the Austrian 2 and Beuttler his usual number 1. The other March cars were those of the Frank Williams team, 721/3 for Pescarolo and 711/3 for Pace. All five BRMs were P160 models, 01 for Beltoise, 03 for Gethin, 04 for Wisell, 05 for Ganley and 06 for Marko, and Ecclestone's trio of drivers, Hill, Reutemann and W. Fittipaldi had their usual cars, BT37/1, BT37/2 and BT34/1, respectively.

Singleton entries were those of Amon, with the new Matra and an old one as spare, Derek Bell with the flat-12 Tecno, Stommelen with the Eifelland-bodied March 721/4 and South African Dave Charlton with Lotus 72D/R3. This made a total of 29 drivers for the Grand Prix of France, and one could not help wondering about the remark "Quality not Quantity", though in a reverse context. Driving a Grand Prix car is supposed to be a very exacting art and only a favoured few are able to excel in this art. As practice went on it became very apparent that the last sentence is very true.

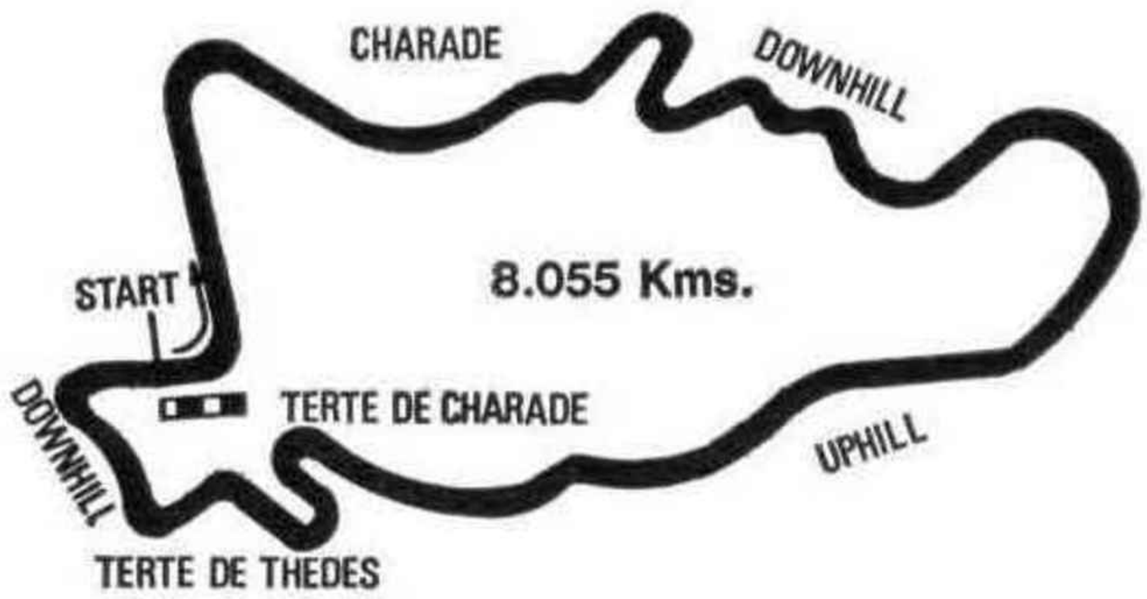
PRACTICE TIMES

No.	Driver	Car	Friday	Saturday	Saturday
1	E. Fittipaldi	Lotus 72D/R7-Cosworth V8	3. 02.1	2. 58.1	no time
2	D. Hulme	McLaren M19C/1-Cosworth V8	2. 57.4	2. 59.7	2. 54.2
3	J. Ickx	Ferrari 312B2 No. 6—flat-12	2. 56.8	2. 59.5	—
4	J. Stewart	Tyrrell 003-Cosworth V8	2. 55.8	2. 55.0	2. 55.3
5	J-P. Beltoise	BRM P160/01—V12	3. 00.4	2. 59.2	3. 00.8
6	D. Walker	Lotus 72D/R6-Cosworth V8	3. 06.2	3. 04.7	—
7	F. Cevert	Tyrrell 005-Cosworth V8	**2. 55.4**	—	—
8	P. Depailler	Tyrrell 004-Cosworth V8	3. 01.6	2. 59.6	3. 02.2
9	C. Amon	Matra-Simca MS120D/07—V12	2. 56.7	**2. 54.7**	**2. 53.4**
10	R. Stommelen	Eifelland-March 721/4-Cosworth V8	2. 59.8	2. 59.6	3. 00.4
11	B. Redman	McLaren M19A/2-Cosworth V8	3. 04.3	—	—
12	R. Peterson	March 721G/3-Cosworth V8	3. 04.8	3. 03.5	2. 58.2
14	N. Lauda	March 721G/2-Cosworth V8	3. 06.6	3. 03.1	—
15	M. Beuttler	March 721G/1-Cosworth V8	3. 15.3	3. 08.1	3. 05.9
16	H. Pescarolo	March 721/3-Cosworth V8	3. 01.7	2. 59.0	2. 59.9
17	C. Pace	March 711/3-Cosworth V8	3. 01.0	2. 59.0	2. 58.6
18	G. Hill	Brabham BT37/1-Cosworth V8	3. 03.0	3. 03.2	3. 04.2
19	W. Fittipaldi	Brabham BT34/1-Cosworth V8	3. 02.4	2. 59.5	3. 22.3
20	C. Reutemann	Brabham BT37/2-Cosworth V8	3. 00.7	3. 03.8	3. 11.7
21	D. Bell	Tecno T/002—flat-12	3. 06.9	3. 07.5	3. 07.3
22	P. Gethin	BRM P160/03—V12	3. 13.1	3. 02.8	4. 47.3
23	H. Ganley	BRM P160/05—V12	3. 07.9	3. 02.2	3. 02.0
24	R. Wisell	BRM P160/04—V12	3. 08.3	3. 02.9	3. 00.7
25	H. Marko	BRM P160/06—V12	3. 02.0	2. 58.8	2. 57.3
26	M. Hailwood	Surtees TS9B/005-Cosworth V8	3. 01.7	2. 58.6	2. 58.3
27	T. Schenken	Surtees TS9B/006-Cosworth V8	3. 04.6	2. 59.6	2. 57.2
28	A. de Adamich	Surtees TS9B/004-Cosworth V8	3. 02.1	2. 59.1	3. 01.0
29	D. Charlton	Lotus 72D/R3-Cosworth V8	3. 38.2	3. 20.2	3. 11.6
30	N. Galli	Ferrari 312B2 No. 7-Cosworth V8	3. 02.0	3. 03.8	3. 03.7
1T	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	3. 02.2	—	2. 58.0
2T	D. Hulme	McLaren M19A/1-Cosworth V8	2. 55.6	—	—
3T	J. Ickx	Ferrari 312B2 No. 5—flat-12	2. 59.4	2. 57.7	2. 55.1
5T	J-P. Beltoise	BRM P160/06—V12	3. 03.5	—	—
7T	F. Cevert	Tyrrell 002-Cosworth V8	3. 32.6	2. 58.1	3. 16.8
9T	C. Amon	Matra-Simca MS120C/04—V12	—	—	—
11	B. Redman	McLaren M19A/1-Cosworth V8	—	3. 00.8	2. 59.4

The first session of practice was for two hours on Friday afternoon and it soon showed who had been to the circuit before and who hadn't. The lap record stood to Jack Brabham, from 1970, with a time of 3 min. 0.75 sec., although during practice that year six drivers had got under the three-minute barrier, Ickx being fastest at 2 min. 58.22 sec., so there was a simple problem in practice for the newcomers, and that was to break 3 min., while the "old hands" with two years' development in their cars could aim at 2 min. 55 sec. or even lower. For the first practice day Cevert drove the interesting new Tyrrell car and was soon setting the pace with it, much to the surprise of many people, while Stewart contented himself with last year's car in order to get back into the swing of things. It did not take him long and he was soon up with Cevert on lap times, the two Tyrrells getting well below the 3-min. bogey time. Hulme was on good form, driving both his cars and actually going faster in the older car. Cevert was comfortably fastest with the new Tyrrell and was in the midst of trying to do better when he overdid things and shot off course into the guard rail. That was the last we saw of the new Tyrrell for the front end was damaged and the monocoque was crinkled, so it was covered over and Cevert rather sheepishly went out in his old car, running under number 7T, while Tyrrell himself looked somewhat displeased.

The Matra camp was very happy for the new car was going so well and Amon liked it so much that the spare car was never even started

up, which is always good for morale. There is nothing worse than a driver who dithers between a new car and an old one, unable to make up his mind which to use, but Amon was giving no trouble at all and really trying, making fourth fastest practice time, with the certainty that he could go even faster. Of the drivers who had not been to the circuit before, Reutemann was the fastest, missing the 3-min. barrier by seven-tenths of a second, and Pace and Emerson Fittipaldi were right behind him, as was Hailwood. The young French lad Depailler was doing well on his first outing in a Formula One car, though doubtless circuit knowledge helped him, but even so he was in amongst the Brazilians. Others were struggling a bit and some were getting nowhere at all, and apart from Charlton who was having all manner of irritating troubles with his rebuilt Lotus 72, there was a 20-sec. gap between the fastest and slowest drivers. A welcome change from Autodrome racing where fractions of seconds cover the entire field. Towards the end of practice Redman was following Hulme round when the McLaren "slipped from under his foot" and he clobbered the guard rails with disastrous results to the front end, and Hulme resigned himself to the fact that his spare car would be handed over to Redman. In the Lotus pit there was a bit of despair when Walker appeared down the pit road with his left rear wheel smashed, the tyre in shreds and an oil radiator wiped off from the rear. Not being a "prima donna" or a "hero", Walker made no song and dance and just admitted he had overcooked things, cursing himself for a fool. Galli



was trying desperately hard in the second Ferrari, having the odd spin while finding the limit, but not hitting any hard objects, though his best time of 3 min. 02.0 sec. was not really commensurate with the effort he was making.

When the noise and dust had settled a great cry went up that the Goodyear tyres were better than the Firestone tyres and that it was proved because the fastest four cars were on Goodyears and the first Firestone-shod one was the Ferrari of Ickx. His time was 1.4 sec slower than Cevert's, so if we give him the benefit of the doubt and allow that the Goodyear tyres were worth two seconds a lap over the Firestone ones, it would not have got any of the grumblers into the first six, and quite a lot of them would not have broken three minutes, even with this bonus. Most people were prepared to believe a one second differential between the rival makes of tyre, which would not have affected the issue very seriously. The truth of the matter was that the circuits have all been too easy up to now, this season, and some drivers had forgotten how to try hard, so were looking for an excuse.

On Saturday practice was divided into two sessions of an hour each and the first session was late in starting. There had been signs of rain during lunch so most people were prepared for a wet track and fitted wet weather tyres, but as practice time approached the weather cleared up so there was some hurried changing back to dry tyres. Peterson's March arrived at the pits with "dry" tyres on the front and "wet" tyres on the back, so that whichever way the decision went there was only half the work to do. Stewart's Tyrrell had "wets" all round so all four had to be changed, and the mechanics proceeded to do this slap in the middle of the pit road so that when the course was open for practice no-one could get out and an angry steaming mob were queued up behind the blue Tyrrell, various team managers wondering if Tyrrell was trying to give them ulcers! Eventually the Tyrrell team let everyone start practising and the heat was on. Cevert was out of the running as, apart from being in his 1971 car, he had banged his left hand in the previous day's accident and the pain was giving him a bad time, but even so he was continually under the 3-min. mark. Amon was on great form and the Matra V12 was screaming joyously as he flung the new car round the circuit. Stewart was also right on form, though Hulme was not so quick with the latest McLaren as he had been with the old one, but that had been given to Redman so Hulme was having to re-adjust the new car. Walker's luck didn't change as the engine broke in his Lotus, and Reutemann's Brabham suffered a similar fate. Peterson had a slight argument with a guard rail, but the damage was not serious. Amon made fastest lap with 2 min. 54.7 sec. on Goodyear tyres, and even admitting to a two-second tyre-handicap, none of the Firestone-shod runners would have got anywhere near him, Ickx and Fittipaldi being the only two within striking distance. Obviously the circuit was sorting out a few things like engine power, road-holding and driver determination.

After a break the final session of practice started, and Fittipaldi did only one lap before the oil pressure faded on his Cosworth engine, so he transferred to the spare car, and as Walker's car was having a new engine fitted the Australian had to stand and watch for this final session. Of the two Ferraris available Ickx had settled on the spare car and was concentrating on this, not using the other one at all. People were still flying off the road, the twists and turns of the circuit catching out the unwary. In addition some drivers were cutting the corners fine or sliding out wide when leaving the corners and putting their tyres into the loose earth on the edge of the road, throwing up clouds of dust and stones which spread across the track. Beltoise went off the road at one point and shovelled up a nose-full of earth and stones in the front of his BRM and when he got going again, to

STARTING GRID

↑

9 C. Amon (*Matra-Simca V12*) MS120D/07 2 min. 53.4 sec. (2 min. 53.9 sec.)	2 D. Hulme (*McLaren-Cosworth V8*) M19C/1 2 min. 54.2 sec (2 min. 54.4 sec.)	
	4 J. Stewart (*Tyrrell-Cosworth V8*) 003 2 min. 55.0 sec. (2 min. 55.8 sec.)	3 J. Ickx (*Ferrari flat-12*) 312B2 No. 5 2 min. 55.1 sec. (2 min.54.4 sec.)
27 T. Schenken (*Surtees-Cosworth V8*) TS9B/006 2 min. 57.2 sec. (2 min. 59.3 sec.)	25 H. Marko (*BRM V12*) P160/06 2 min. 57.3 sec. (2 min. 59.6 sec.)	
	7 F. Cevert (*Tyrrell-Cosworth V8*) 002 2 min. 58.1 sec. (2 min. 56.0 sec.)	1 E. Fittipaldi (*Lotus-Cosworth V8*) 72D/R7 2 min. 58.1 sec. (2 min. 55.7 sec.)
12 R. Peterson (*March-Cosworth V8*) 721G/3 2 min. 58.2 sec. (2 min. 55.9 sec.)	26 M. Hailwood (*Surtees-Cosworth V8*) TS9B/005 2 min. 58.3 sec. (2 min. 57.4 sec.)	
	17 C. Pace (*March-Cosworth V8*) 711/3 2 min. 58.6 sec. (2 min. 58.6 sec.)	28 A. de Adamich (*Surtees-Cosworth V8*) TS9B/004 2 min. 59.1 sec. (2 min. 59.9 sec.)
11 B. Redman (*McLaren-Cosworth V8*) M19A/1 2 min. 59.4 sec. (2 min. 56.8 sec.)	19 W. Fittipaldi (*Brabham-Cosworth V8*) BT34/1 2 min. 59.5 sec. (2 min. 58.9 sec.)	
	10 R. Stommelen (*March-Eifelland-Cosworth V8*) 721/4 2 min. 59.6 sec. (2 min. 59.1 sec.)	8 P. Depailler (*Tyrrell-Cosworth V8*) 004 2 min. 59.6 sec. (2 min. 57.2 sec.)
20 C. Reuttemann (*Brabham-Cosworth V8*) BT37/2 3 min. 00.7 sec. (2 min. 58.6 sec.)	24 R. Wisell (*BRM V12*) P160/04 3 min. 00.7 sec. (3 min. 00.5 sec.)	
	30 N. Galli (*Ferrari flat-12*) 312B2 No. 7 3 min. 00.7 sec. (2 min. 59.0 sec.)	18 G. Hill (*Brabham-Cosworth V8*) BT37/1 3 min. 03.0 sec. (2 min. 59.5 sec.)
5T J-P. Beltoise (*BRM V12*) P160/05 3 min. 02.0 sec. (3 min. 01.1 sec.)	6 D. Walker (*Lotus-Cosworth V8*) 72D/R6 3 min. 04.7 sec. (2 min. 59.5 sec.)	
	14 N. Lauda (*March-Cosworth V8*) 721G/2 3 min. 03.1 sec. (3 min. 23.0 sec.)	15 M. Beuttler (*March-Cosworth V8*) 721G/1 3 min. 05.9 sec. (3 min. 05.0 sec.)

Non-starters: H. Ganley (BRM P160/05). Car given to J-P. Beltoise.
D. Bell (Tecno T/002). Cracked chassis.
D. Charlton (Lotus 72D/R3). Not qualified.

return to the pits, he left a liberal sprinkling of "marbles" on the track. A little while later Gethin arrived, got all crossed-up on the dirt and stones and hit the guard rail a hefty thump and put his BRM completely out of action. Another one to overdo things and wreck his car against the guard rail was Pescarolo with the Williams March 721, the car being badly wrecked at both ends. Amon was proving uncatchable with a time of 2 min. 53.4 sec., but Hulme was having a go to do something about it. With 50 corners in five miles the chances of getting a clear run "on the limit" are small, especially with 20 or more drivers out at the same time, and a fast driver can get held up through quite a lot of corners behind a slower driver. Hulme was held up through the wiggly bit at the end of the circuit on one lap and went by the pits shaking his fist. He got by on the next corner and then really went, staying wound up tight for the rest of the lap, which was 2 min. 54.3 sec., and carried on for another one at the same pace, clocking 2 min. 54.2 sec., which gave him second fastest lap behind Amon. Afterwards he was his normal quiet self and explained how he got a bit mad at being held up on a lap on which he was really trying. It actually made him go quicker than if he'd had a clear run! As practice drew to a close Ickx came walking back to the pits, but all was well, his Ferrari had merely run out of petrol.

The result of the rather hectic two days of practice was that the new Tyrrell was a non-starter, Gethin's BRM was a non-starter, and there was no spare car, Pescarolo's March 721 was a non-starter, McLaren had a wrecked car, but Redman was able to start in the spare car. Ickx elected to drive his spare car, having made his best lap in it, and the Tecno was not going to start as some cracks had appeared in the chassis. Matra were full of joy, with pole position on the grid, and Lotus were very unhappy, having run out of good engines.

Sunday was warm and dry and between some National races and a Formula Three race there was another short period of untimed practice for those Formula One cars that were still in trouble, and that seemed to be almost everyone. Fittipaldi was much happier with his car in this session and was confident he was going to do better than his grid position indicated, Cevert had had injections for the pain in his damaged hand, and Lauda was unhappy as everything seemed to be wrong with his March 721G. The BRM team were not very happy with Marko being their fastest driver and he only in the third row, while gloom descended on them when the inner universal joint broke on the right-side drive shaft on Beltoise's car during this extra practice and did irrepairable damage. There was an immediate re-shuffling and Ganley had his car taken from him and given to Beltoise, but as the Frenchman had not practised in this car he was moved to the back of the grid. In the first practice period he had driven Marko's car, with 5T on it, before transferring to his own car, and the training car became 25 for Marko, but the alterations to the seating position and pedals took a long time to do. Strangely Ganley's racing number 23 was changed to 5T when P160/05 was brought out to the grid for Beltoise. With his own car he had qualified for the seventh row, so when he was moved to the back Redman and everyone behind him moved up a place. Lined up in pairs, with Amon and Hulme on the front row, some people were quick to point out that they were both New Zealanders, and behind them were Stewart and Ickx, with "new-boys" Schenken and Marko in row three, and there were people who suspected faulty timekeeping, but both Cevert and Fittipaldi in row four had good reason to be behind the newcomers, Cevert's super-fast time in Tyrrell 005 not counting and Fittipaldi only having got his car going properly on race morning, and he was overheard to ask Marko very politely if he would help him in his endeavours to get up with the leaders!

After lunch the cars were lined up on the grid and sent off on a "warm-up" lap and then formed up on the dummy grid, moving forward to the grid proper for the 3 p.m. start. With Ganley given the boot, Bell having no car, Charlton not being sorted out sufficiently to join in, and Gethin and Pescarolo without cars, there were 24 drivers and cars on the grid for this the fifth in the new series of French Grand Prix races, over 38 laps of the splendid Circuit of Charade. It was a grand start and all 24 cars powered into the first left-hand bend, jostling for positions, Peterson and Hill both trying to pick up places as they went. Amon led with Hulme right on his heels, and away they went through the twists and turns, downhill, uphill, round fast bends, round tight hairpins, through fast open bends, through fast blind ones, to eventually reappear in the valley behind the pits and start the climb up to the top of the hill by the village of Thedes, and then plunge down through the right-hand swerve to the Rosier hairpin leading to the start/finish line. The order was Amon, Hulme, Stewart, Ickx, Marko, Schenken, Hailwood, Fittipaldi, Peterson, Cevert and the rest, and all seemed to be in order. It required only one lap for things to start getting sorted out, and Amon, Hulme and Stewart drew away from Ickx, although there was already 4½ sec. between the leading Matra and the third place Tyrrell, but on this circuit that appeared to be close. The old lap record was easily broken on the first flying lap by all three of the leading group, and Stewart was given the credit, with 2 min. 57.8 sec. There was a condition of stalemate out at the front, Amon, Hulme and Stewart driving really hard, none of them giving or gaining anything, so interest switched to the progress of Fittipaldi, who by recent events should have been up with them. The Charade circuit is not the best of places for passing, especially if the chap in front does not want to lose his position. However, on lap 3 the young Brazilian passed Hailwood, on lap 4 he passed Schenken, on lap 5 he passed Marko, and this brought him up to fifth place behind Ickx, who was holding fourth but dropped back rapidly from the leading trio. Little by little Fittipaldi closed up on Ickx, and at the same time Peterson had got past Schenken, Hailwood and Marko, and closed up on Fittipaldi, who was sitting back a bit as stones and dirt were flying from the back wheels of Ickx's Ferrari. Stones on the circuit were proving to be a hazard and poor Marko collected one right through his visor and straight into his eye. In terrible pain he stopped his BRM and got out to look for help, and was soon rushed off to hospital in a very serious condition as regards the future of his sight.

The stalemate at the front went on for fifteen laps, but it was not dull to watch, for all three drivers were really hammering away and Amon had got the lap record down to 2 min. 56.9 sec. At this point Hulme showed signs of easing off a little bit, and this naturally forced Stewart to ease up as well, so that Amon pulled out quite a substantial lead. The very rearward mounting of the aerofoil on the McLaren was proving so effective in down-thrust that the rear tyres were being overloaded and getting hot, with subsequent loss of adhesion, so Hulme was being forced to relax his pace. On lap 17 Stewart went past into second place, but by now Amon had quite a comfortable lead. At this point nobody realised just how important a factor tyres were going to be in this race, for the wide smooth treadless tyres are very susceptible to punctures, especially if driven over the rough edges of the track, as many drivers were doing. Redman had already been into the pits to change a wheel that was out of balance, and at 13 laps Depailler arrived with his right rear tyre flat on the Tyrrell. Schenken was in the pits at 18 laps with low fuel pressure, and at 19 laps Pace retired out on the circuit with engine trouble, just when he was engaged in a nice battle with Wilson Fittipaldi. The younger Fittipaldi was right up behind Ickx, trying to take fourth place, with Peterson just behind him, but the Belgian Ferrari driver did not intend to let anyone come by.

At 20 laps Stewart appeared in the lead, and the 50,000 Frenchmen around the hills groaned as Amon was seen heading for the pits with his left front tyre flat. With a ring of nuts to undo before the wheel could be changed it was 50 sec. before Amon could rejoin the race, and not only Stewart, but Hulme, Ickx, Fittipaldi, Peterson, Cevert, Hailwood and Schenken went by while the stricken Matra was at the pits. In a slightly angry mood Amon screamed back into the race, in ninth place, making the Matra V12 engine give all it had got, and it sounded wonderful. After his valiant rush up with Fittipaldi, Peterson had to ease off when a mounting for the rear anti-roll bar broke on the March, but he managed to hold on to fifth place. Stewart now had a comfortable lead, picking his way carefully through the stones, and keeping his tyres well on the track and not on the rough edges, and Fittipaldi was doing the same, knowing that if Ickx continued to drive on the rough stuff he would eventually get a puncture. Wisell disappeared from the scene, almost unnoticed, when he could no longer get any gears on his BRM, and as Amon passed Hailwood on lap 25 he set a new lap record of 2 min. 54.7 sec. After 23 laps Hulme had had enough of his unstable back end so he stopped at the pits and had the rear tyres changed, and a front one as well, and this left Stewart with an unassailable lead of more than half a minute. Depailler was back at the pits with his left rear tyre punctured this time, on lap 27, and one lap later Stommelen arrived with the right rear tyre flat on his Eifelland-March, and on lap 29 Fittipaldi's patience paid off and Ickx got a flat right rear tyre, which let the Brazilian move up into second place, but with no hope of catching Stewart, unless the Scot got a puncture, but he was being too wily for the chances of that happening. The Ferrari wheel took a long time to change, and Ickx

was a lap behind the leader when he rejoined the race, down in 12th place, with no hope of improving his position.

For Amon it was a different story, for he was really wound up and the Matra was responding beautifully, revving to its absolute limit, and twice more he set new lap records. He was gaining rapidly on Peterson, who had been passed by Cevert, the combination of one sick driver in a healthy car equalling out with a healthy driver in a sick car. Behind them was a very healthy driver in a very healthy car, and the Matra was right behind Peterson's March as they started lap 35. In one lap Amon disposed of Peterson and Cevert, passing them as if they were not there, and on a circuit that is noted for its lack of passing places. It was fantastic and almost unbelievable. Not content with that he continued this terrific drive and lopped four seconds a lap off Fittipaldi's lead, but the race was one lap too short for the courageous New Zealander.

As Stewart cruised home to a well-judged and cautious victory there were some "Well done" cries, but when Amon arrived, in third place, just 4 sec. behind Fittipaldi and still going like the veritable hammers of hell, there was a thunderous roar of applause and the grandstands, and even the pits, vibrated with the enthusiastic appreciation of everyone for "the drive of the year". With only third place to his credit, after looking like a certain winner, Amon stood higher in everyone's estimation than if he had won the race. As one French newspaper headline put it: "Bravo Stewart, but thank you Mr. Amon".—D.S.J.

Results :

GRAND PRIX OF FRANCE—Formula One—38 laps—Circuit of Charade—8.055 kilometres per lap—306.1 kilometres—Warm and dry

1st	J. Stewart (Tyrrell 003)	1 hr. 52 min. 21.5 sec.—163.453 k.p.h.
2nd	E. Fittipaldi (Lotus 72D/R7)	1 hr. 52 min. 49.2 sec.
3rd	C. Amon (Matra-Simca MS120D/07)	1 hr. 52 min. 53.4 sec.
4th	F. Cevert (Tyrrell 002)	1 hr. 53 min. 10.8 sec.
5th	R. Peterson (March 721G/3)	1 hr. 53 min. 18.3 sec.
6th	M. Hailwood (Surtees TS9B/005)	1 hr. 53 min. 57.6 sec.
7th	D. Hulme (McLaren M19C/1)	1 hr. 54 min. 09.6 sec.
8th	W. Fittipaldi (Brabham BT34/1)	1 hr. 54 min. 46.6 sec.
9th	B. Redman (McLaren M19A/1)	1 hr. 55 min. 17.0 sec.
10th	G. Hill (Brabham BT37/1)	1 hr. 55 min. 21.0 sec.
11th	J. Ickx (Ferrari 312B2 No. 5)	1 lap behind
12th	C. Reutemann (Brabham BT37/2)	1 lap behind
13th	N. Galli (Ferrari 312B No. 7)	1 lap behind
14th	A. de Adamich (Surtees TS9B/004)	1 lap behind
15th	J-P. Beltoise (BRM P160/05)	1 lap behind
16th	R. Stommelen (March-Eifelland 721/4)	1 lap behind
17th	T. Schenken (Surtees TS9B/006)	2 laps behind
***18th**	D. Walker (Lotus 72D/R6)	4 laps behind
***19th**	M. Beuttler (March 721G/1)	5 laps behind
20th	P. Depailler (Tyrrell 004)	5 laps behind

* Not running at finish, but classified on distance.

Fastest Lap : C. Amon (Matra-Simca MS120D/07) on lap 32, in 2 min. 53.9 sec.—166.751 k.p.h.

Retirements : N. Lauda (March 721G/2), 4 laps, car unraceworthy; H. Marko (BRM P160/06), 8 laps, driver injured; C. Pace (March 711/3), 18 laps, engine; R. Wisell (BRM P160/04), 23 laps, gear-change; M. Beuttler (March 721G/1), 33 laps, no fuel D. Walker (Lotus 72D/R6), 34 laps, gearbox/final drive.

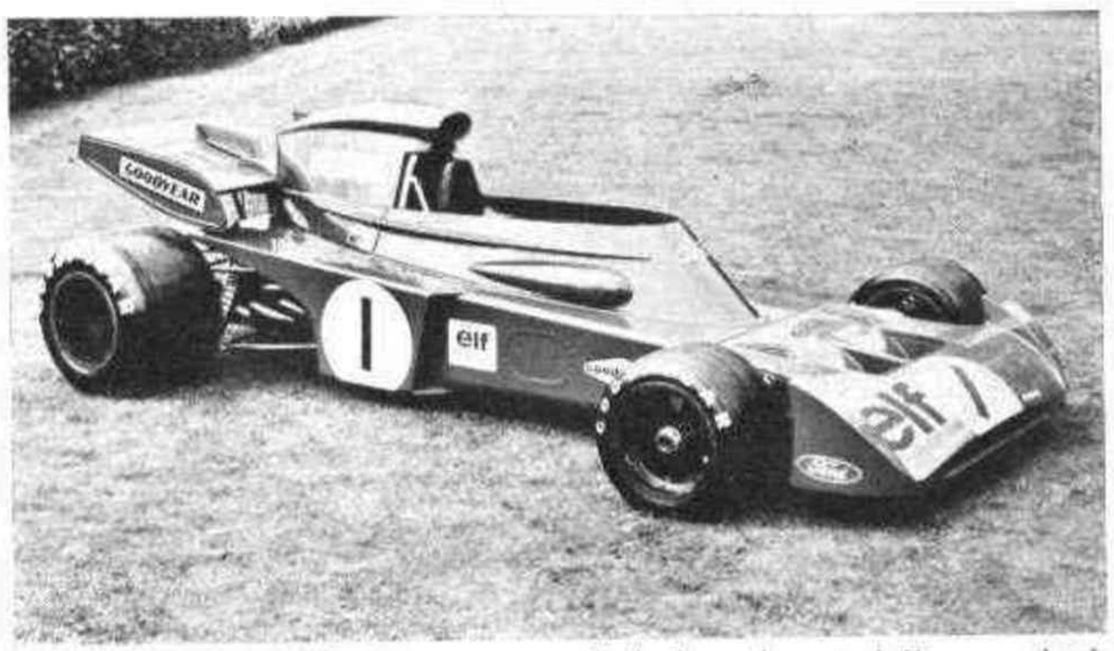
24 *starters* — 20 *finishers*.

NOTES ON THE CARS AT CLERMONT

THE PITS and paddock at the Grand Prix of France were full to overflowing with mechanical interest, for the cancellation of the Dutch Grand Prix had allowed a full month since the last major event for the Grand Prix teams, and new cars had been completed and many modifications made. The Tyrrell team had their first new car of 1972 completed, this being 005, a brand new design from the drawing-board of Derek Gardner. It naturally follows the basic design of the previous Tyrrell cars but incorporates numerous new ideas for the ELF petrol-sponsored team. Like the Lotus 72 the new Tyrrell has its front brakes mounted inboard on the chassis, with drive shafts passing through the front hubs joining the brakes to the wheels. The water radiator is still at the front of the car, but the oil radiators have been moved from the rear to the sides of the car, there being one on each side just to the rear of the cockpit and fully enclosed in ducts. Air flow over the car has received a lot of attention and all the mechanical components are completely enclosed with fibreglass panels, the engine cover having a detachable panel on each side for access to the sparking plugs of the Cosworth V8 engine. The mounting of the brake discs and calipers inboard has reduced the unsprung weight with advantage to the front suspension, and the cleaning up of the air-flow over the body and the engine has improved the flow of air to the rear aerofoil and subsequently its effectiveness. The full-width nose cowling introduced last year by Tyrrell is still retained. In addition to this brand new car the team had their 1971 cars, numbers 002, 003 and 004.

Ferrari produced three of their Formula One cars, numbers 5, 6 and 7 and they all had modified rear suspension with new lower wishbone with a rearward running strut from the hub-carrier upright mounting to a bracket under the gearbox, this positive lower positioning of the upright allowing the use of a single forward-running radius rod instead of two, this radius rod running from the top of the upright to a point behind the cockpit and above the engine, but more inboard than the previous top mounting. All these alterations were in the interests of revised wheel geometry to give better suspension and control at the rear. In view of the relative low speed of the Charade circuit all three cars were using the early type of narrow nose cowling, and all three had the rear aerofoil mounted further back with the head-fairing extending right to the rear in the shape of a long tapered cone. Another team to produce a revised rear suspension was the Ecclestone Brabham team, who had their usual three cars, BT34/1, BT37/1 and BT37/2, the last of the trio having a new rear suspension layout with two parallel links locating the bottom of the upright instead of a triangular member. This new Bellamy-designed layout was for a new design of Hewland gearbox, but it was not ready in time, so had been adapted to the existing Hewland box.

The McLaren team had modified their cars in the interests of moving the rear aerofoils further back, mounting them on tubular structures



TYRELL 005.—with its new smooth bodywork especially round the engine and tail.

reinforced with sheet steel. The three cars were M19C/1, M19A/1 and M19A/2, and on the latest car M19C/1 and on M19A/2 the oil tanks had been removed from the rear and new ones built into the monocoque behind the driver's seat. On both cars the battery had been moved from the rear to a position on the right of the engine and anything else extraneous to the gearbox had been moved away. The purpose of this was two-fold, to clear as many bits and pieces out of the path of the air to the rear aerofoil, so that it might work more efficiently, and to concentrate as much weight towards the centre of the car as possible. The third car, M19A/1, which was destined as a training car, had not had all the bits and pieces moved from the rear, but it did have the very rearward-mounted aerofoil. It also had its front nose fins mounted lower in order to balance the rear modification.

After winning Le Mans the Matra team said they were out to win the Grand Prix of France and to assist in this direction they built a brand new car, its date of final construction being 20.6.72. It had a completely new and stiffer monocoque of a bulbous shape like the earlier MS80 Matra-Cosworth, instead of the flat and angular shape of the MS120 series to date. On to this new monocoque all the mechanical components from MS120C/06, which had raced in the Belgian GP, were installed, so that mechanically the car was unchanged, as regards suspension, brakes, engine, gearbox and so on. Just in case anything untoward happened the old spare car, MS120C/04, was dug out and brought along, but so successful was the new car, designated MS120D/07, that the spare car never turned a wheel on the track.

The Lotus team had their usual three cars, R5, R6, R7, all being the chisel-nosed, inboard brake, torsion-bar sprung 72D models, and R5 was in the condition it had been raced at Vallelunga the month before. This meant that it had a smaller rear aerofoil and a new tapered oil tank and radiator incorporated in the mounting for the aerofoil. The other two cars had the old arrangement of a central pot-like oil tank with a radiator on each side. In common with the McLaren thinking

the object was to clean up the air-flow at the back of the car and use a smaller aerofoil more effectively. During practice this new rear assembly was taken off R5 and fitted to R7, and remained on R7 for the race.

The trio of Surtees TS9B cars, with full-width nose cowlings and side-mounted radiators had not undergone any major modifications, except that 006 had been repainted back in the old Team Surtees colours of red with a white arrow head on the nose. The other two, 004 and 005, were unchanged. The two March cars of the Frank Williams team, 711/3 and 721/3, were also unchanged, apart from continual attention by Ron Tauranac to make them more raceworthy. The works March team had a completely new look for the 721X and the 721XB had been abandoned and two new 721G cars had been built. They both followed the original 721G in specification, being the Formula Two chassis converted to take a Cosworth V8 engine, and with external pannier fuel tanks, but according to Robin Herd the designer, 721G/2 and 721G/3 had 34 differences over the original car, but they were all small modifications. These Formula Two-based cars use conventional double-wishbone and coil-spring damper units at the front, instead of the rocker-arm inboard-mounted suspension of the normal 721 and 721X, and the rear suspension is conventional like the 721, and not with inclined springs anchored centrally as on the 721X. These latest works March cars are not so much a return to square one in the design department, as a move off in another direction.

The BRM team are another outfit who seemed to be in a muddle in the design department, and rather than back-pedalling like March, or shooting off at a tangent, designer Tony Southgate seems to be marking time. The interesting looking P180 which started the season is no longer to be seen, but its wheels and suspension were adapted to a P160 in 1972 form, this being P160/01. The other four team cars were all P160 models to normal specification, being numbers 03, 04, 05 and 06, the last one being a new one in the B-series, which are uprated 1971 cars.

There was one Tecno, the second to be raced, this one having first appeared at Vallelunga recently, where it finished third. This car, T/002 (in spite of the plate stuck on the chassis which says T/001), has a tidier monocoque, without cut-aways for side-mounted radiators, and a much neater nose cowling for the wide front radiator, the flat-12-cylinder engine still driving through a Hewland gearbox. Other one-off entries were the Eifelland-modified March 721 and the Lotus 72D/R3 returned from South Africa and having been uprated to 1972 Lotus specification as far as was practical.—D.S.J.

RALLY REVIEW—continued from page 877

the World Championship next year, a place which it certainly deserves. The continual violent jumping is an extreme test of vehicle ruggedness and reliability and a good result demands driving skill of the highest possible order. The forest land of Finland is no playground for the faint-hearted unless one is to be content with merely finishing.

One week after the Thousand Lakes is the Olympia Rally which begins at Kiel, centre of the Olympic yachting competitions, and finishes at Munich, taking up almost the whole of August's third week. The rally has more than sixty special stages, most of which are open for practising, and to prepare and check notes for that many stages is a task which certainly cannot be crammed into one week. Anyone entering both events and wishing to make the best possible preparations for each of them will have begun thinking of practising before the end of June. Two complete months of hard, concentrated work will not have been too much for two events of this calibre.

Although most of the Olympia's special stages will be on tarmac roads in the mountains and loose ones through forests, some are to be in places which are established crowd-pullers—the Nurburgring, Hockenheim circuit and the cinder tracks of three speedway stadiums. The event will by no means be won or lost on such tests which have been put in merely as publicity catchers in much the same way as the back roads of Silverstone and the estate roads of stately homes have been used on the RAC Rally of Great Britain. Indeed, to promote the sport and to foster goodwill among the public the organisers have arranged for some night time stages to be completely floodlit as spectator attractions and have put up a special award for the town or village which shows the greatest enthusiasm, is most co-operative and has the best atmosphere during the rally. The prize is to be a fully equipped children's playground—a splendid gesture which cannot fail to rouse public enthusiasm. The same could be done elsewhere, and if there is a sporting-minded contractor seeking a worthwhile outlet for some publicity expenditure in Britain, we would be pleased to offer guidance.

Right at the end of August is South Africa's premier event, the Total Rally organised by Pretoria Motor Club. At one time this was a "Mickey Mouse" event, that being the term used by rallying people to describe events which resort to navigational trickery and which present crews with problems more mathematical than mechanical. But its organisers are setting out to transform the event into one based on European lines with special stages forming the meat of the competition. Some progress has been made in this direction, but there were some shortcomings last year which the organisers are putting right for this month's effort.

The East African Safari is entirely a road event, with the competition based on open public roads—almost a road race on dirt, in fact. The Total Rally is quite unlike that, and if it progresses as its organisers expect there is no reason why the continent of Africa should not have a whole string of major rallies, others being the Ethiopian Highland Rally and the impeccably organised Moroccan Rally.—G.P.

HOT AIR

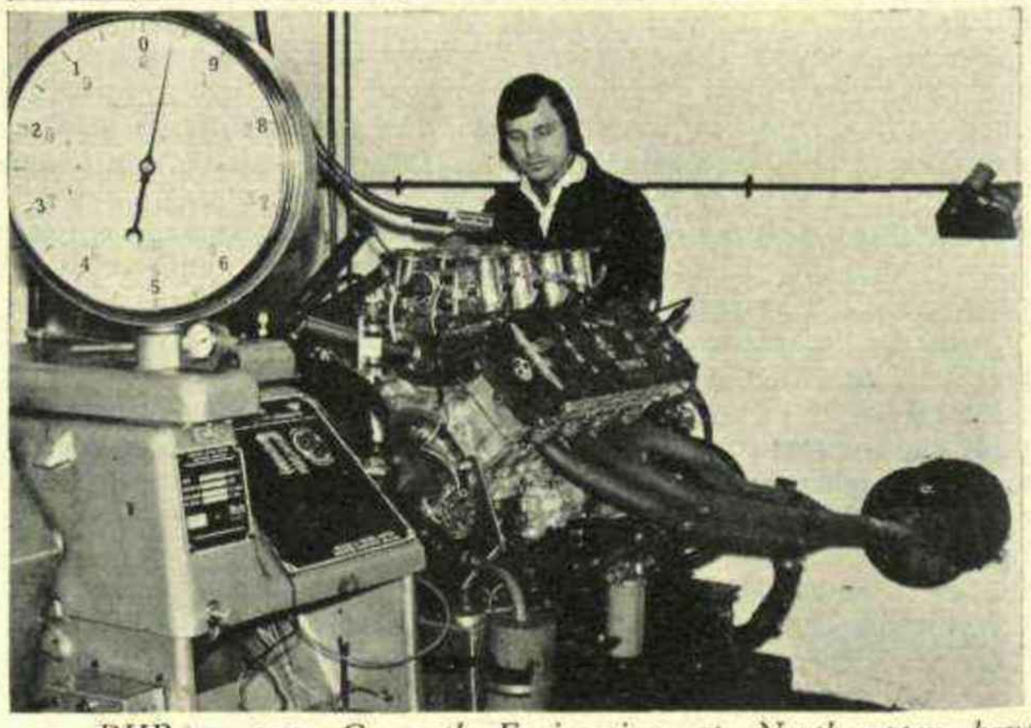
ON August 19th two Hot Air Balloons will be let off over Odiham in Hampshire in connection with the local pageant and vintage car display. For further details telephone Mrs. Butterworth, Fleet 4335.

THAT BEST-SELLING FORD

THOSE invaluable sales statistics issued by the SMM & T show that for the first three months of 1972 Ford sold 47,877 Cortinas, whereas British Leyland sold only 29,963 of their former best-selling 1100/1300 range. (Last year the position has reversed, by a big margin in favour of BL). If Marina sales are added to the 1100/1300s, however, BL topped the Cortina figure by 11,847 cars, in respect of sales of new vehicles in Britain, Ireland and the I-o-M. Moreover, Marina sales almost equalled the 1100/1300s, without the help of the Maxi, so it seems that Lord Stokes judged correctly, namely, that the ordinary buyer no longer favours advanced techniques in car design.

The following are the private-car quarterly totals, with the best-selling model where known, in brackets: British Leyland 151,169 (1100/1300); Ford 93,629 (Cortina); Vauxhall 33,047 (Viva); Chrysler-UK 32,256 (Hillman Avenger); Renault 15,156 (Twelve); Volkswagen 12,423 (Beetle); Fiat 11,584 (124); Chrysler-France 10,059 (Simca 1100); Volvo 5,106 (140); Peugeot 3,448 (504); Opel 3,426 (Kadett); Audi-NSU 3,407 (100); Citroën 3,203; DAF 3,191; Saab 2,470 (V4 96); BMW 2,367; Toyota 2,263; Mercedes-Benz 1,224 (220); Skoda 1,081 (S); Lotus 441; Reliant 361; Alfa Romeo 345; Jensen 145. This does not include 8,888 imported and 879 British cars for which no break-down is available.

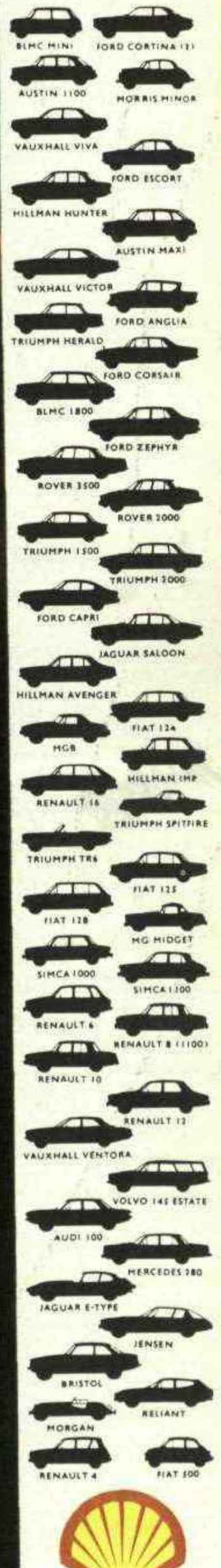
In general, sales are up on the corresponding period in 1971, only Chrysler-UK and Vauxhall suffering a reversal. Very significant increases from sales below 1,000 cars in the 1971 quarter were enjoyed by Peugeot (plus-2,485), BMW (plus-2,368), Toyota (plus-1,705), Skoda (plus-672) and Mercedes-Benz (plus-360). Of sports-cars, Spridgets were *down* by 38, MG-B & C *up* by 48, and Jaguar E-type sales *increased* by 201, no doubt because people like V12s. Readers will be able to draw their own conclusions.—W. B.



450 BHP on test. Cosworth Engineering at Northampton have just installed this new Heenen & Froude dynamometer to add to their already comprehensive Formula One engine testing facilities.



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NEW

SHELL SUPER MULTIGRADE

Shell's outstanding oil record at Le Mans–
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28 victories out of 36
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ROUEN FORMULA 2

IT ALL HAPPENED down the hill into the Nouveau Monde hairpin on the revised Rouen road circuit in Northern France. This year's European Trophy round in late June was a tremendous success and victory finally went to Emerson Fittipaldi's Moonraker Racing Lotus 69. The photograph above shows the field streaming down to the famous hairpin on the first lap of the final. Mike Hailwood is in the lead in the Matchbox sponsored Surtees ahead of Fittipaldi, Carlos Reutemann (Rondel Brabham) Francois Cevert (Coombs March), Jean-Pierre Beltoise (Rondel Brabham), David Morgan (Ed Reeves Brabham), Jody Scheckter (Impact McLaren), David Purley (Lec Refrigeration March). Behind him the dust is flying from the spectacular accident which eliminated Henri Pescarolo, Mike Beuttler and Jean-Pierre Jaussaud. Beuttler's March can be seen pointing backwards while Pescarolo's Rondel Brabham was destroyed in the incident. Below on the Nouveau Monde cobbles we picture Graham Hill in the orange Jagermeister Brabham BT38 in which he eventually finished in seventh place. Four days later at Monza, however, Graham Hill took the car to a well deserved victory by winning both heats of the Lottery Grand Prix.

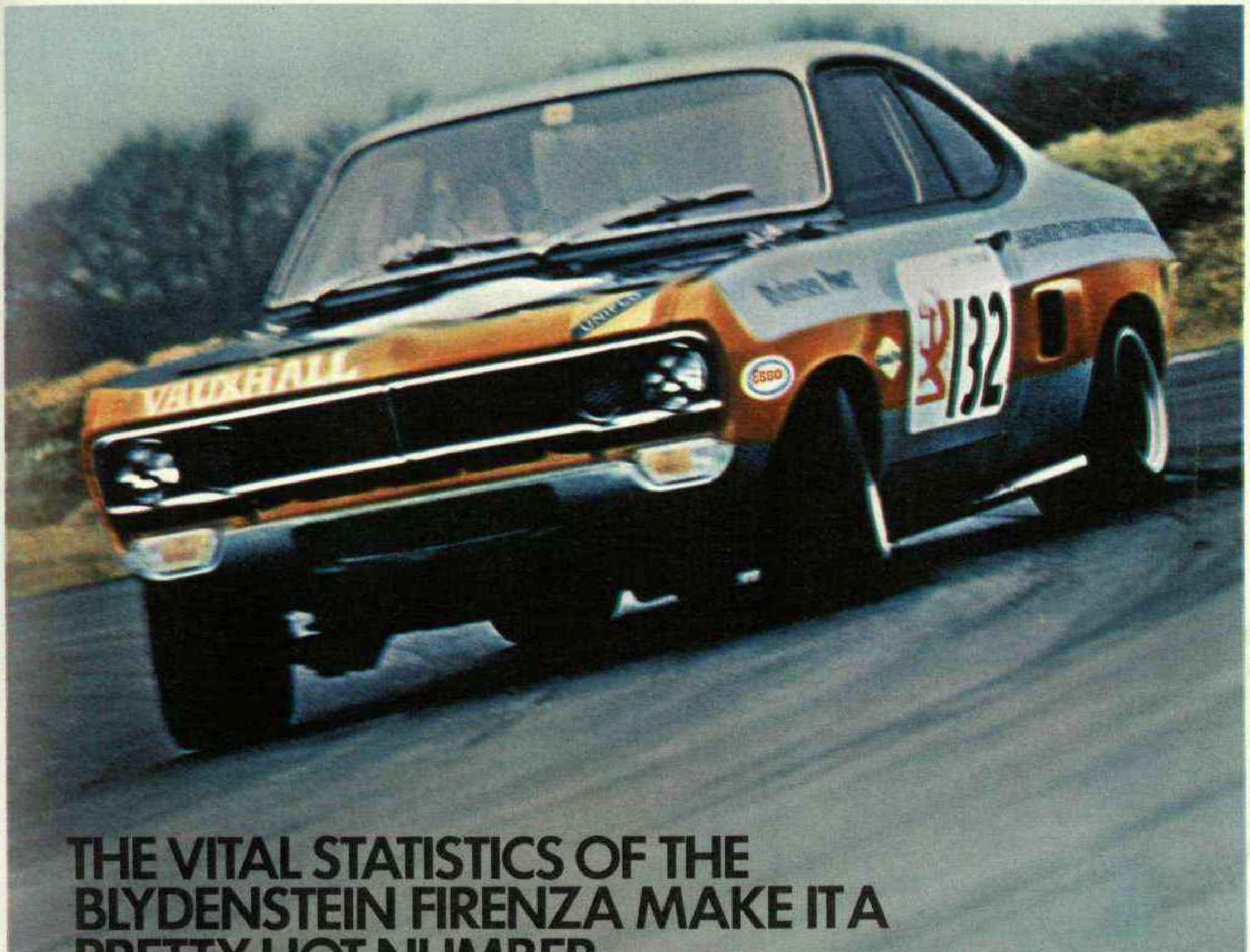
MORE ON ROUEN. Due to a new Autoroute the Rouen circuit has been shortened slightly and, rather than use the normal road, a custom built section has been constructed through the forest which proved rather bumpy but in no way detracted from the atmosphere of this long standing road circuit. Dicing though this section in the heat is a bunch lead by David Morgan in his Brabham BT38 with the German driver Jochen Mass (Works STP March), Irishman John Watson in the works Tui, Jean-Pierre Jabouille in the Alpine based Elf 2, and others in pursuit. Morgan, in his best drive since his win at Mallory Park, just beat Watson to clinch fourth place in the final. In the lower photograph the unlucky Jody Scheckter can be seen attempting to pass the Rondel Brabhams with his McLaren. Leading the bunch in the picture is Carlos Reutemann closely followed by Jean-Pierre Beltoise with Francois Cevert, David Morgan and David Purley also in the photograph. Scheckter had to retire from third place in the final near the end with engine trouble and had earlier led his heat in front of Fittipaldi. The yellow, red and blue colour schemes of the Rondel Brabhams show up well and will be seen on cars of their own construction in the near future. Former Brabham designer Ray Jessop is now working on the Rondel Darts, as they are to be called, at the team's extensive Old Windsor premises.

AUSTRIAN 1000 kms

JACKY ICKX scored his fifth long distance sports car win of the season, and yet another for Ferrari, by driving the 312P to victory in the Austrian 1000 Kms. He shared the car with Brian Redman and led a Ferrari 1-2-3-4 grand slam in the event. The first 2-litre car to finish was the Chevron B21-BMW which is usually driven fast and successfully in the 2-litre series by Dieter Quester. The Austrian was, unfortunately, ill and had to miss the race so handed the car over to Rolf Stommelen and Toine Hezemans who were available as Alfa Romeo were giving the race a miss. They finished an astounding fifth only just behind the fourth Ferrari. The car is pictured right. Below are two more of the 2-litre cars that took part in the race, the Ecurie Bonnier Lola T290 of Jean-Louis Lafosse/Hughes de Fierlant and a Chevron B19 which was shared by John Gray/Peter Gaydon.







THE VITAL STATISTICS OF THE BLYDENSTEIN FIRENZA MAKE IT A PRETTY HOT NUMBER.

That Dealer Team Vauxhall Firenza of ours, now being driven so successfully on the racing circuits by Gerry Marshall was prepared by ace development engineer Bill Blydenstein. And, as we have told you before, Bill has used mostly production components for this outstanding racing car.

Including a standard head casting, an unmodified standard wet sump, standard oil pump, distributors and bearings. Steel big end and main bearing caps are not required. And a standard ignition system. Even the bodyshell, suspension and driveline are all production components.

But that's only half the story!

Take a look at these vital statistics. Our Firenza rates over 200 bhp at 6500 rpm. 206 ft. lbs. torque at 4000 rpm. And combined with 3.4 axle ratio, that means a cool 145 mph. All from a basically production motor.

Which, all added up, make our Dealer Team Vauxhall Firenza a very hot number indeed.

Why not make your Firenza perform like ours? Because you can get exactly the same demon tweaks as used on the racing Firenza from Bill Blydenstein or Chris Coburn (addresses below). What's more, other 'go-getter' conversion units are now available from Vauxhall dealers.



Dealer Team Vauxhall

W. B. Blydenstein, Station Works, Shepreth, Near Royston, Herts.
Coburn Improvements Limited, 18 Lower Cherwell Street, Banbury, Oxon.





2-LITRE SPORTS CAR CHAMPIONSHIP

RECENT ROUNDS of the championship have been held at a brand new circuit at Dijon in France and at the Martini Trophy meeting at Silverstone. Above left, is Bob Wollek at Dijon with the Canon Cameras Chevron B21, while, right. Guy Edwards in the Barclays International Lola T290 flattens a cone at Silverstone. He eventually finished an excellent second behind the Abarth of Arturo Merzario. In the lower shot, Merzario gestures through the spray for John Lepp to move over in his Chevron.



Ferrari Daytona. 0-60mph, 5·4 seconds. Clutch, Borg & Beck.

With a top speed of 177 mph, the Ferrari Daytona is currently the fastest production car in the world.

So it won't surprise you to learn that its clutch has to cope with up to 352 bhp.

What might interest you though, is that the same make of clutch is fitted as standard to 9 out of 10 British cars.

And that replacement clutches of the same make are available through virtually every garage in the country.

So next time you fit a new clutch to your car, there's no earthly reason why you shouldn't do what Ferrari does.

Put in a Borg & Beck.

BORG & BECK

Automotive Products Co. Ltd., Banbury.



Available from Halfords, Blue Star, Spar Factors, and all leading motor accessory shops. Manufactured



5 Beautiful things you can do to improve your car for 85p.

It doesn't matter what car you drive (whether it's a Rolls, Lambourghini, E-Type or family saloon) you need Multiglide to make it sing!

In fact, no car should be without it. You add a can of Multiglide with your next oil change, and five things start happening. You achieve full compression for extra performance. Your engine will run quieter, smoother. Exhaust pollution is reduced. And a considerable cut in motoring costs made by reducing friction and wear. All for 85p.

Multiglide was specially formulated to cope with motoring conditions of the 70's to account for the big changes in car and engine design. To work with increased stresses caused by fast motorway driving and the biggest enemy of all, stop start City conditions. Multiglide effectively treats both your engine and your oil by reducing friction and maintaining the correct level of additives in the lubricant.

Multiglide is based on an oil soluble molybdenum compound which cannot be filtered out of the oil. Multiglide actually thins or thickens the oil according to the operating conditions at the time. Result? The life of any grade oil you use is fortified and prolonged.

★ Boosts performance ★ Quietens engine
★ Maintains oil viscosity at high temperatures

All for 85p. Small price to pay for a better car.

Beck Chemicals Ltd., Beck House, St. Albans, Herts.

super Pans People stickers are available from your local shop.

FRENCH GRAND PRIX

MATRA REVIVAL. The flagging fortunes of the Matra Formula One effort saw a tremendous revival at the French Grand Prix at Clermont-Ferrand with the introduction of a brand new car, the MS120D. Chris Amon was delighted with the new machine and was fastest in practice and then led the race until just after half distance. Then Amon's wretched luck intervened in the form of a puncture and the New Zealander had to make a pit stop. He dropped to eighth place but finished third after a great drive back through the field. In total eight drivers had to make pit stops due to punctures caused by the sharp stones which littered the track. One was Denny Hulme in the Yardley McLaren who is pictured below holding off a challenge from Jackie Stewart for second place. With both Amon and then Hulme dropping out, Stewart was able to drive on to a conclusive victory in the Tyrrell.

HECTIC BATTLE. While Amon, Hulme and Stewart were contesting the lead of the French Grand Prix, further back Jacky Ickx (Ferrari), Emerson Fittipaldi (Lotus) and Ronnie Peterson (March) fought for fourth place. Ickx was yet another to suffer from a puncture leaving Fittipaldi to move up and take second place at the finish. Peterson was much happier with the new March 721G than he was with the 721X but a broken roll bar mount caused him to slow, and he eventually finished fifth. Brian Redman drove in the McLaren team for the second time this season (bottom left) but was another to have a puncture. The supporting Formula 3 race saw the surprise defeat of the works Alpine-Renaults by the GRD of Roger Williamson. As can be seen from the photograph below the Alpine of Jean-Pierre Jabouille got rather close for comfort at times.





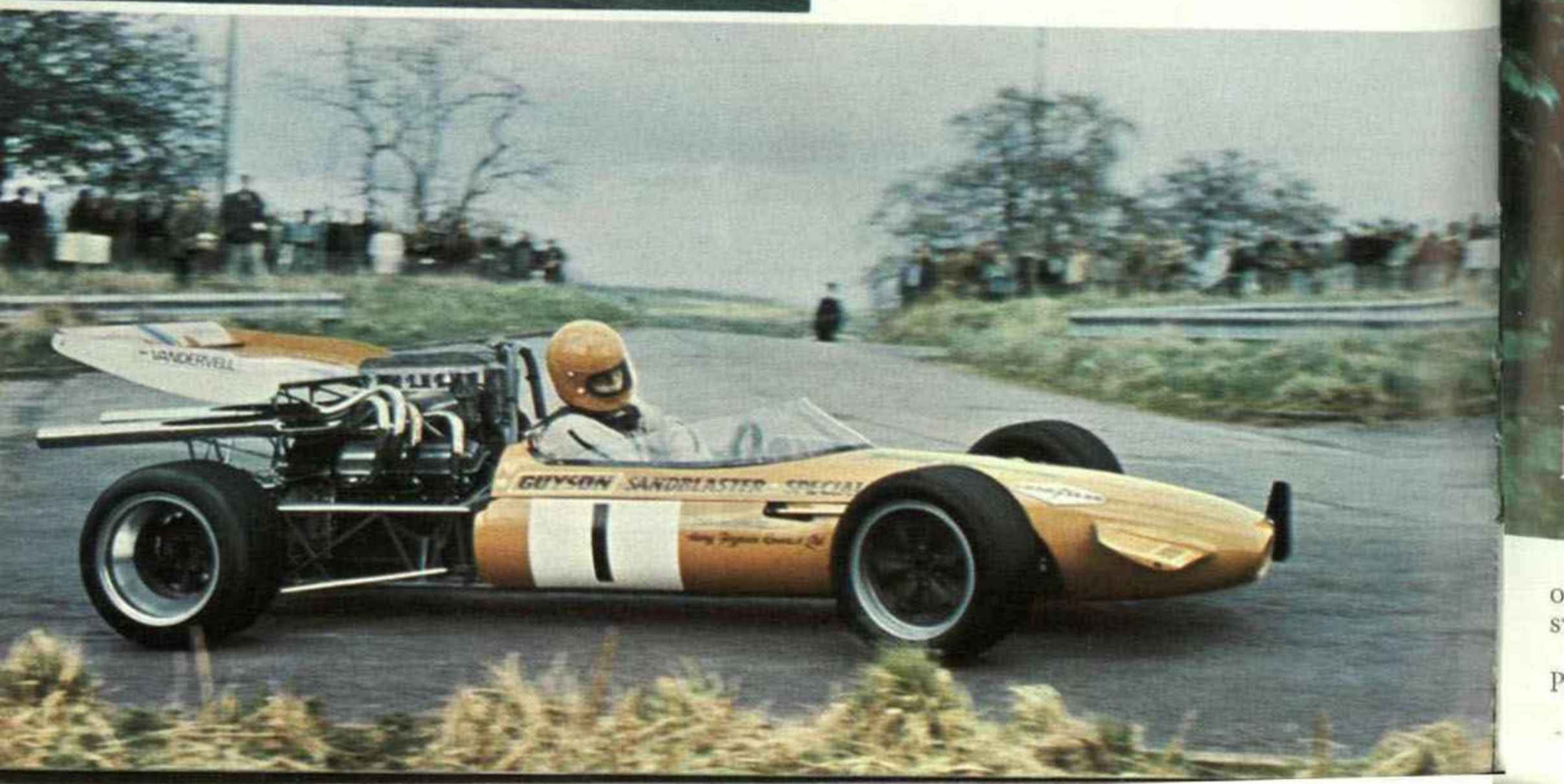




OTHER EVENTS

FORMULA 3. The Shell Super Oil Formula 3 Championship, which includes the MOTOR SPORT trophy, is now half way through the season. Above is current second place man Colin Vandervell in his Ensign, which is sponsored by the Potterton central heating concern, pictured at Rouen. Below is the championship leader Roger Williamson in the Wheatcroft Racing GRD, chased by Mike Walker in the Iberia Airlines Ensign at the championship round at Anderstorp in Sweden. Williamson won the race from Vandervell and Walker.

HILL CLIMB. Leading this year's Shell RAC Hillclimb Championship is David Hepworth's four wheel drive Guyson Sandblaster Special. This photograph was taken earlier in the season at Loton Park where Hepworth scored maximum points.



Rover. Taking motoring years ahead.

There's a 250 mile stretch f ravines and ridges, jungles and wamps called the Darien Gap.

This nightmare terrain straddles anama and Colombia.

It represents the last obstacle to completion of the 14,000 mile Pan American highway.

But then along came the British Trans Americas Expedition with a couple of Range Rovers, who found a way through.

And, as always, Rover engineering helped to pave the way.

Rover

Travel First Class.

WHITE ELEPHANTITIS

AN EDWARDIAN OVERHEAD-CAMSHAFT 25/30 MAUDSLAY

Shot in colour at its old stamping ground

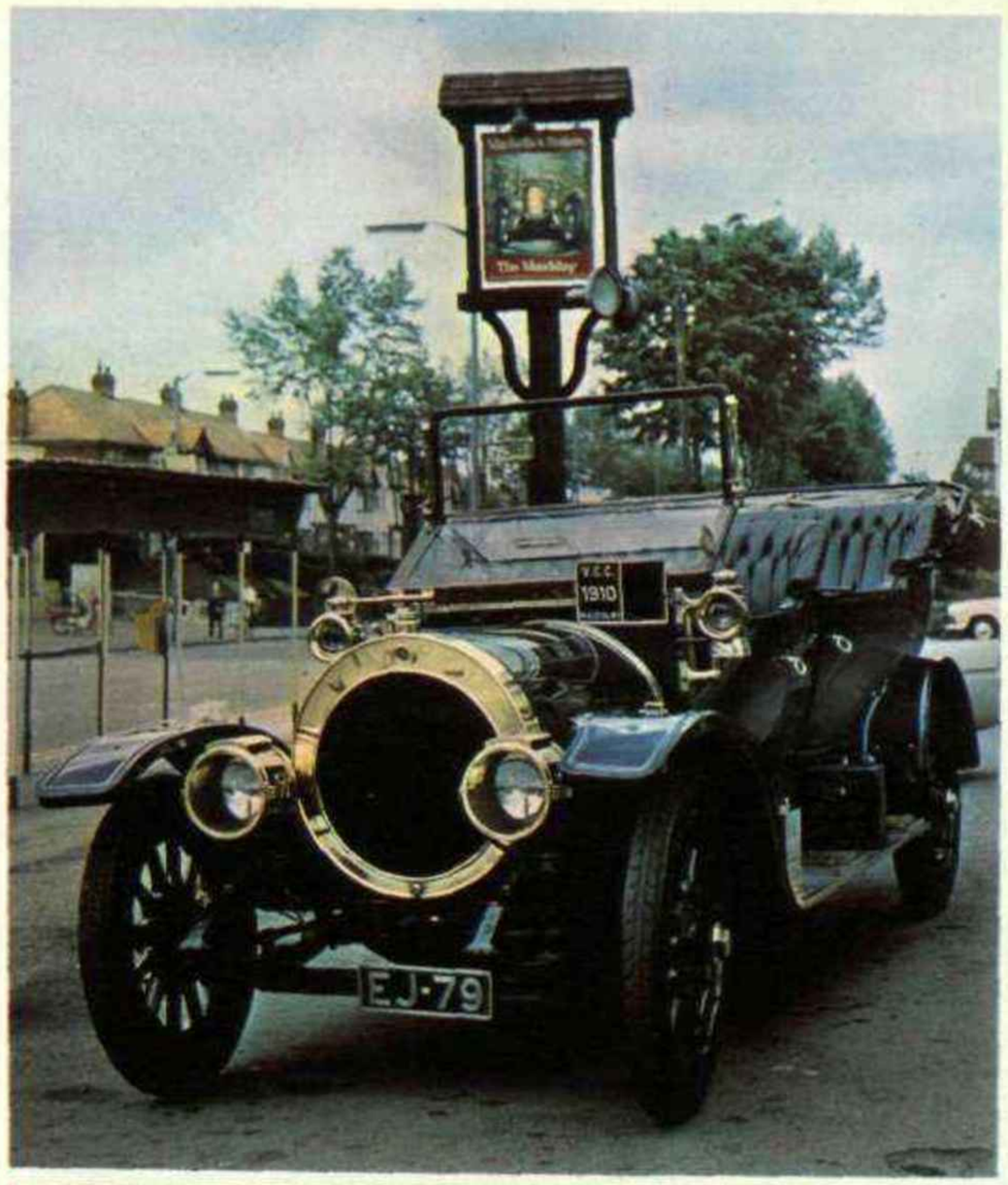
I HAD NOT been on safari for some time, not, in fact, since May 1970 ("A Tale of Two Panhards") but I had been keeping a hunter's eye open for anything else worth pursuing. The trouble is, white-elephant cars, beasts excitingly big and sufficiently rare not to be commonplace at every Club meet, are, like animal wildlife, becoming scarce. However, it is the habit of some species to return in old age to their former haunts, which could be why I found the subject of this most recent expedition in Coventry, at the Museum I described in these columns last month (admission to which, incidentally, is free, which is not always the case at other museums . . .) for this infrequently-encountered make hailed originally from the Motor-City.

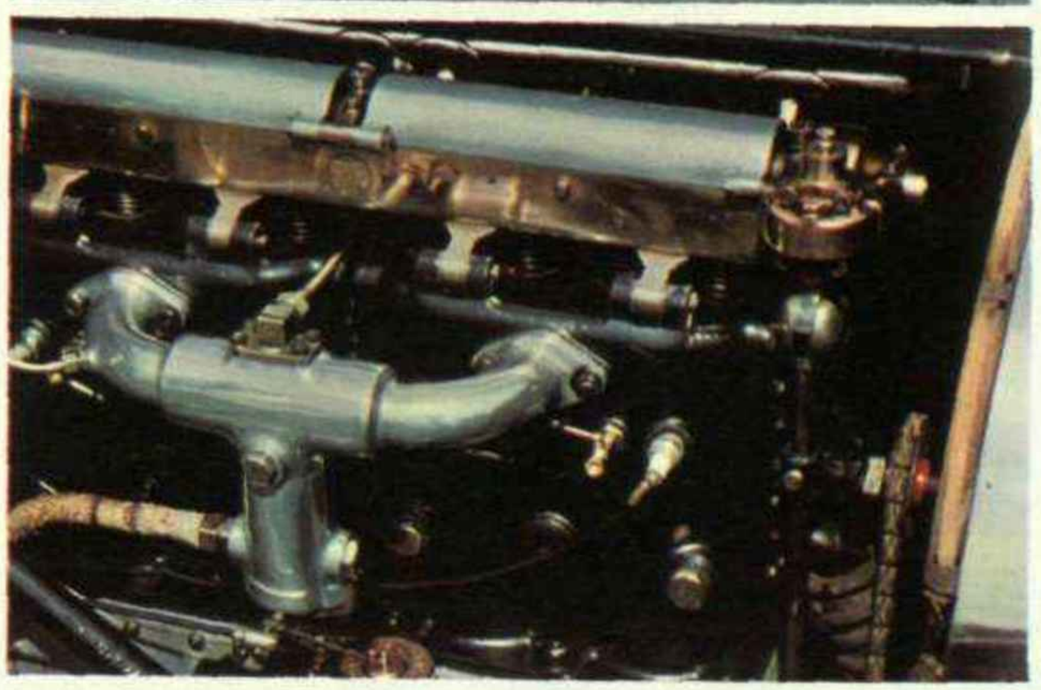
Maudslay were engineers of high repute, who were making steam-engines in Lambeth before cars were thought of, from around 1790, in fact. They apparently had the honour of providing the power for the first battleships in the Royal Navy, some 130 years ago, and you can hardly have better credentials than that. Maudslay also supplied a boiler for Sir Goldsworth Gurney's personal steam-drag and made the Field water-tube boilers used in many Victorian fire-engines and for the Amédée Bollée steam carriages, and built the enormous paddle engine for the *Great Eastern*.

By 1902 this long-established concern of Maudslay Sons & Field decided to make motor cars. For this purpose it seems that they used a factory (and later sited their sports ground) just outside Coventry, close to where Maudslay Road exists today and opposite to the site on which now stands "The Maudslay" public house, the inn-sign of which is a car perhaps intended to be symbolic of both the first Maudslay with its square radiator and oil lamps and the last experimental one with its ribbed front brake drums. The Maudslay Motor Co. Ltd. operated in later times from Parkside, Coventry.

For their car engine, Maudslay employed the free-lance designer Alexander Craig, who at that time had performed a like service for Standard and Lea-Francis. He was a most ingenious pioneer, of the overhead-camshaft and full pressure lubrication. I referred last month to the remarkable long-stroke Lea-Francis engine in the Coventry Museum, which has an "upstairs" camshaft that swings clear of the valves beneath it, so that they and their springs can be removed without disturbing the valve timing. Presumably Craig felt obliged to provide this instant-accessibility to avoid people looking askance at his valve gear at a time when the automatic inlet valve had not long been discarded and valves were easily withdrawn through detachable caps.

Continued on page 909





Details of the Maudslay's ingenious overhead-camshaft valve-gear —see text.



A machine to delight Mr. Toad—Coventry Museum's imposing and technically-significant 25/30 Maudslay touring car. At the wheel, Peter Mitchell, the beast's enthusiastic keeper.

We're behind you, heart and soul.



It's easy to see the attraction of Group 2 saloon racing. At least they look like something you could park outside the house. Better still, they even look like the road car of the same name. They just go a bit faster, that's all.

So if you want to do some winning, you do like SCA Freight do. You take an off-the-peg Chevrolet Camaro Z28, load on the options, pour in the Castrol and give it to Frank Gardner. (Who's still the right side of forty.)

Last year, with 500 bhp behind his near ton-and-a-half of pony car, Frank collected 5 wins, 2 seconds and 6 outright lap records.

This year SCA Freight hope to go one better, and win the Group 2 Championship. Hopefully there'll even be a second Z28, with a more slippery-shaped snout, joining the team.

Naturally they'll both be wearing full Team Castrol colours.

In fact you may have noticed that most leading Group 2 racers use Castrol.

But that's not really too surprising. After all, they're just like your car.

Only faster.



Put heart in your car with Castrol GTX. The high performer.



1972 3 litre McLaren M19C

WHITE ELEPHANTITIS—continued from page 906

All the same, at this early date driving a camshaft so remote from the crankshaft would have been quite enough for most engineers, without indulging in extra tricks . . .

By hiring Craig, Maudslay got the benefit of about the first o.h.c. engines ever. They were originally 20 h.p. three-cylinders but by doubling-up on this design they were able to enter the six-cylinder field by 1904, another significant piece of pioneering. A year later they adopted the round radiator, shared as a distinguishing feature with Delaunay-Belleville, Hotchkiss and a few others. They also evolved a silent-chain gearbox. Four-cylinder Maudslays followed and by 1910 these constituted the 90 × 130 mm. "Sweet Seventeen", the 114 × 127 mm. 25/30, and the 127 × 127 mm. 35/45, the respective chassis prices being £425, £575 and £700. The final models at the start of the war were the 17 h.p. and a 27 h.p. six-cylinder with the same size "pots", while if any indication were needed of Maudslay longevity, their very first car, sold in 1902 to someone in Leamington Spa, had not required an overhaul until late in 1912, after which it left the works to return to regular use, which included an annual Scottish tour.

That is the car-side of Maudslay. Mainly, however, they were commercial vehicle makers and after the Armistice private car manufacture was abandoned, except for an ambitious but abortive attempt at revival in 1923. This concerned the 15/80 2-litre six-cylinder Maudslay known as the 2LS, designed by J. A. Kemp who later went to Albions, and J. R. Hamilton, who stayed with Maudslay, the work being supervised by Mr. Craig. This exciting car had twin-overhead camshafts driven by coupling rods and eccentrics, roller bearings throughout, and Perrot front brakes. Alas, apparently only two chassis were built and one was destroyed by fire at the coachbuilders on the eve of the 1923 Show. The test chassis was hastily substituted but nothing more was heard of this advanced Maudslay. Nevertheless, their commercial vehicles used o.h.c. engines, except those having proprietary power units, and in 1927 Maudslay built a six-cylinder 'bus with inclined valves actuated by twin-overhead-camshafts, which was, I like to think, a follow-on from the 15/80 car engine. After the Second World War the Company moved to Alcester. This factory was taken over by AEC after 1950 and thus the Maudslay name faded out after some 170 years.

The beast I stalked on safari, setting off armed with notebook and flying helmet instead of gun and topee, is a very well-preserved 1910 25/30, of which the Coventry Museum are the third owners. They bought it in Shrewsbury in 1962 from someone who had acquired it from its original owner, Mr. Richard Evan Jones of Aberystwyth, who took delivery of this fine dark green motor-carriage in May 1910. It is chassis no. 301 and the engine no. is 1088.

Although the engine is of 32.2 RAC h.p. and has a capacity of 5.2-litres, the massive radiator and bonnet suggest a much more powerful car; this Maudslay with its high and roomy body (by W. & F. Thorn of London) is one with which the proverbial Mr. Toad of Toad Hall would have been well satisfied . . .

When one examines the Maudslay's engine it is apparent that marine practice prevails. There is no dip-stick or float for ascertaining the level of the oil in the sump; Craig used a better method—there are two boxes on the n/s of the crankcase, the lids of which can be lifted, to reveal the big-ends happily turning over! If anything appears to be amiss, these internals can be inspected and dealt with through huge detachable plates on the side of the crankcase. Oil-pressure is indicated by a dash-located button, as on early Austin 7s. The oil-box lids have small gauze-topped circular breathers and two more breathers, splendid vertical wrought-iron affairs, grace the n/s of the engine.

The most interesting aspect is the o.h.c. valve gear. The camshaft is driven from the front by a slender vertical shaft slightly biased to the o/s to accommodate the enclosed reduction gears at its upper end. It also incorporates a big exposed spherical u/j, which permits the top end of the camshaft drive to swing over with the camshaft, after four clamps on the n/s have been released and the camshaft has been folded over on four pivots on the o/s of the engine, though 90°, to expose the valves. As the valves live in cages in the fixed heads they can be removed as well as inspected after this has been done. The camshaft operates the valves directly via bucket-ended tappets with threaded adjustment.

Designer Craig may have pioneered pressure-lubrication but he was content to let the chauffeur oil his clever valve gear. The cambox covers have to be hinged up and the cams lubricated by hand and there are various greasers for the camshaft bearings; even the steady bearing for the vertical drive-shaft is attended to via a greaser. At the back of the camshaft substantial exposed pinions drive a magneto which hides in a big black box on the dash. These pinions also require hand oiling.

A Zenith carburetter supplied by an Autovac feeds through a vintage-style manifold on the o/s; this is a mod., as originally fuel feed was by exhaust pressure. The exhaust manifold is on the n/s, with finning in two sections, and there are four copper water outlets to the round radiator, which has as its badge an "M" within a circle inscribed "Maudslay-Coventry". A belt-driven, multi-blade fan assists cooling. The crankshaft runs in five bearings and the con.-rods are tubular. The valve gear was covered by Pat. No. 25566 issued on November 21st, 1902, as plates on the engine inform one.

Springing is by ½-elliptic front, ¾-elliptic rear springs. The wood wheels were beyond redemption so accurate replicas were cast in LM 8 alloy by Phoenix Castings and to these genuine-*looking* wheels the original Warland Dual Rims, shod with 875 × 105 Dunlop Cord tyres, were shrunk. The spare tyre is mounted at the side, on a cast Dunlop Spare Carrier. The light-alloy back axle casing is stamped 2022, and has a tie-rod beneath it. The car's rugged appearance is enhanced by leather side valances, coconut mats on the running boards, a can for BP Motor Spirit, and a vast brass-bound screen with hinged glass panel for looking through in wet weather. The back compartment is very spacious and comfortable; in it are folding seats for the maids. So vast is the cape cart hood that, even when furled, it isolates one from what is happening behind (see page 886).

The front seat is divided, with a covered stowage-well in the centre as on a modern Ford Cortina (and which I overlooked in last month's road-test report!). Climbing up behind the small steering wheel I was confronted with a ¼-quadrant above its spokes, for the ignition and throttle levers. Outside on the right are the gear and brake levers, of true signal-box proportions and travel. On the dash I found an exhaust cut-out lever, a clock, a coil-box the lid of which constitutes the ignition switch, turned left for the trembler coil, right to bring in the magneto, a two-dial brass-surrounded S. Smith (of 9, Strand) two-needle speedometer and patent trip-odometer, and a control for the flywheel-driven hooter which augments the bulb horn.

With luck the engine will start "on the switch". The cone clutch is about the fiercest I have experienced, so that once it begins to engage you are committed and the car lunges away, but the gearbox is quite manageable, especially if the change from first to second isn't rushed. One has, however, to remember that the gate is back-to-front and that the hand-brake, which gives very good retardation, pushes on. The foot-brake works on the transmission and is used to steady the car. Third gear is a direct drive, notably quiet, so much used in traffic, but on the open road the gear lever, which is inboard of the hand-brake, is pushed forward to engage the geared-up top, when this impressive Maudslay motor-carriage gallops along effortlessly, and with a commendable absence of mechanical noise. Considering that it was far less expensive than a Rolls-Royce Silver Ghost, one can see what an attractive proposition it must have been, sixty years ago, providing you had a man who would look after the oiling of its mechanicals. It is willing rather than fast, gives roughly 8 to 12 m.p.g., and rides well; its least attractive feature is very high-geared steering from an alarmingly small steering-box, so that uneven roads affect control to some degree (the Edwardian Maudslay chauffeur no doubt cursed the ruts) and parking calls for good muscles. But anyone who expects the camshaft to clatter or the exhaust to bellow with the cut-out open is a pessimist . . .

Should the beast roam at night its way is lit by Rushmore "Searchlights" fed from a square Rushmore generator made in Plainfield, USA, and supplemented by Lucas No. 654 "Kings of the Road" sidelamps. The latter, with the two horns, make a fine display of brightwork by the o/s screen pillar.

The brakes rub but do not squeal and once in the high geared-up top speed this Maudslay runs very nicely, the beat of its exhaust the most prominent sound. It has the distinction of being both rare and practical and I am told that it is insured for £4,000.—W.B.

Previous articles in this series covered:

No. 1:	A Siddeley Special	June 1959
No. 2:	Albertoni's tulipwood, Hispano & 8C Isotta Fraschini	Sept. 1959
No. 3:	A Model-J Duesenberg	April 1960
No. 4:	A 35/120 sleeve-valve Daimler motor-carriage	Feb. 1961
No. 5:	A sleeve-valve Minerva motor-carriage	May 1962
No. 6:	A Cadillac V16	Nov. 1962
No. 7:	A Roamer with Duesenberg engine	Sept. 1963
No. 8:	A Renault 45	Mar. 1965
No. 9:	A V12 Packard	Nov. 1966
No. 10:	A low-chassis Daimler Double-Six 50	Dec. 1966
No. 11:	A Tale of Two Panhards	May 1970

RUMBLINGS

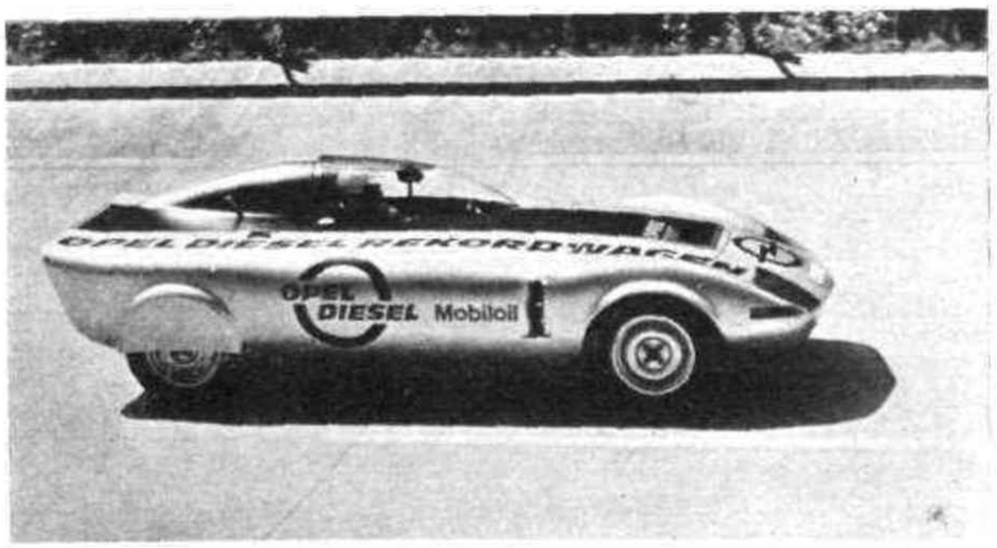
■ **RECORDS.**—Once upon a time record-breaking was a very prominent activity in the racing world, but in recent years it has become a dying art. So it is interesting that Italy and Germany have been the scene this year of attacks on c.i. records by Ford and Opel. It wasn't until 1936 that records by diesel-engined cars were officially recognised, although a Cummins-Diesel had covered a flying mile at Daytona at 100.75 m.p.h. some years earlier, which caused G. E. T. Eyston to build the 8.8-litre A.E.C.-engined racing saloon on a Chrysler chassis and have it timed over the kilo. and mile at Brooklands in 1933, when it did 104.86 and 101.983 m.p.h. for the respective two-way distances. Then, in 1935, the late R. J. Munday used one of the flat-iron Thomas Specials, powered with a Perkins Wolf 2.7-litre engine for what at the time could only be a demonstration of c.i.-engined speed, the two-way kilo. being clocked at 94.7 m.p.h. in Zoller-supercharged form, and the car driven for 100 miles at 88.13 m.p.h., in unblown form.

Later diesel records were recognised by the FIA, although not divided into capacity classes, so that all of them counted as World's figures, and there was more activity in this field, encouraged perhaps by the introduction on the part of Mercedes-Benz of the first production diesel-engined private-car in 1936—Britain did not follow suit until 1954, with a c.i.-version of the Standard Vanguard.

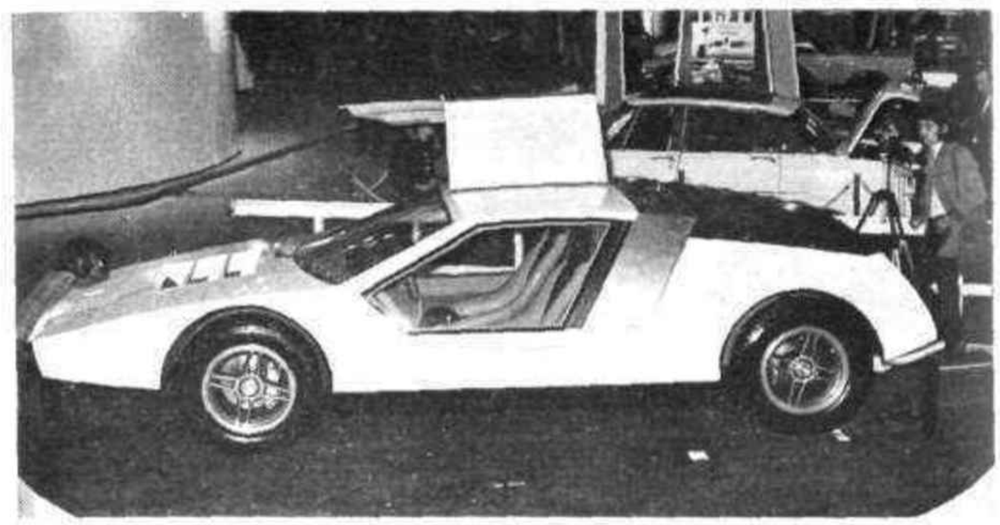
After the war the same class divisions were recognised for diesel records as for other records. It is in the World category that Opel claim records made at their test-track at Dudenhofen with a neat Opel coupé powered with a 2.1-litre turbo-charged diesel engine, which developed 95 DIN h.p. at 4,400 r.p.m. It is similar to the new engine which is soon to be installed in production Opel Rekord saloons, although in production form it will give 60 DIN b.h.p. at 4,500 r.p.m. The Opel was driven by Marie-Claude Beaumont, Sylvia Osterberg, Paul Frere, Henri Greder, Giorgio Pianta and Jochen Springer, this International team keeping the Opel going for 10,000 kms., at an average speed of 118.6 m.p.h.; it also set a flying kilo. speed of 122.719 m.p.h. Mobil oil was used.

Ford took two Ford Transits, a one-ton van and a 15-seater 'bus, to Monza for their record attempts, using a new 2.4-litre diesel engine based on those introduced earlier this year into Ford-of-Britain's commercial vehicle range. The Transits were standard except for high axle ratios and hand-throttles. They were driven by another International team which included Roger Clark, Gerry Birrell, Bengt Söderström and Dieter Glemser, drivers said to have been chosen, for some obscure reason, by Jackie Stewart, who runs a Ford Granada. They drove for spells of four hours, after which refuelling took place and the oil and water levels were inspected. In fact, no water or transmission oil was needed, although the runs went on for seven days and nights, during which the Transit van broke the International Class D 5,000-mile and 10,000 km. records, respectively at 74.639 and 74.983 m.p.h., and the 'bus the 10,000-mile record, at 73.70 m.p.h.

In taking these new c.i. records the Ford van averaged 19.6 m.p.g. of diesel fuel and 471 m.p.p. of lubricating oil and when the engines were stripped at Dunton by John Bendry, who had serviced them, the honing marks were, say Ford, still clearly visible on the cylinder bores.



IN THE RECORD-BREAKING TRADITION.—The Opel diesel-engined coupé taking c.i. records at the German manufacturer's test track.



THE SIVA 530 as it was seen by the general public at last year's Motor Show. See below.

■ **STILL ALIVE.**—Readers who visited the Motor Show last year may remember the Aston Martin powered Siva 530 car which was sponsored by the *Daily Telegraph* as a design exercise to show that Britain could compete with the Italians and their creations at the Turin Show. The man responsible for the design and bodywork was Neville Trickett, whose projects have ranged from the cut-down Minisprint to the Speedy Roadster fake Edwardian car based on a Ford Popular which almost gave the Editor an ulcer when it chugged into the Standard House car park.

The chassis for the Siva 530 was built along racing principles by Maxperenco Products in Didcot, Berks. and when we visited them recently, for an article in the "They Make Racing Cars" series, what should be parked outside but the Siva 530. Not, as one might have expected, under a dustsheet and going to seed but in full road-worthy condition but showing signs that it had been driven over a considerable mileage since last October.

Neville Trickett was present and as enthusiastic about the project as ever. Apparently the management re-shuffle at Newport Pagnell did not help the cause at all and, in fact, the car never ran with power from an Aston V8 engine, which had to be returned to the factory. But Trickett did not give up and with some re-engineering managed to fit a big 5.4-litre Chevrolet engine in the place of the Aston and mated it up to the same ZF gearbox.

Trickett also had a re-think about the styling, particularly at the front, and has tried to cut out the very square lines. The special hydraulic rams which opened the doors by a switch under the front wheel arches have been discarded as unreliable and several other interior changes have been made. But otherwise Trickett is very happy with the performance of the car on the road and has been experimenting with spring rates and so on to sort out the ride.

He allowed MOTOR SPORT to have a quick squirt up the road in the machine and as we set off told us that no one else except himself had ever driven the car before! We were not really able to get very much impression in the short run but the Siva certainly seemed to be stable at high-speed and stopped most impressively. The rectangular steering wheel felt rather strange, rear vision was not at all bad, and there is a vast feeling of space in the cockpit. Some work still needs to be done on insulating engine noise from the cockpit and we found the ZF 5-speed box rather tricky to master. However, driving the car was an interesting experience which proved the car is worthy of further development.

Trickett tells us that, at the moment, he is very hopeful that he will be able to put the car into limited production from new premises and is presently negotiating with a backer.

■ **CAR VICTORY.**—An economy challenge between a team of two light aircraft and two cars resulted in a near dead-heat in a competition held last month, with the cars getting the verdict by 1.1 gallons. The BARC's two cars, an MG-B driven by the club's General Manager Grahame White and a Capri 1600 with lady racing driver Gillian Fortescue-Thomas at the wheel together used a total of 46.4 gallons for the journey from Biggin Hil to Edinburgh Turnhouse airport and back. The aircraft concerned were a 2-seater Fournier RF5 piloted by Brian Stevens and a 4-seater Petit Prince flown by Niel Jensen both from the United Services and Royal Auto Club who issued the challenge. Their joint consumption for the journey was 47.5 gallons.



Inexpensive brakes keep a lot of people in work.

The Lockheed brakes originally fitted to your car were designed to match the car's weight, speed and performance.

Those inexpensive brakes which you could be tempted to replace them with were designed primarily to suit your pocket.

The people who made your car would never fit these sort of brakes.

And since Lockheed replacement brakes are readily available, there's no sane reason why you should fit them either.

Lockheed

Automotive Products Co. Ltd., Banbury.

LETTERS FROM READERS

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

THE JACKIE STEWART DIARY

Sir,

Perhaps you have read, or will have heard about the Jackie Stewart Diary in the *Sunday Times*. Last Sunday it concerned itself with the effects of the Jochen Rindt accident on those people intimately connected. For myself, I was nauseated by the screenplay style of the writing. But I found that by swallowing hard I could continue.

However, as I read on I became aware that I had read it or heard it all before. Could it be that I was brainwashed like the rest of the "kids" by the guff issued to the gullible daily press and Auntie—for money of course.

But no, Stewart is not the only motorist who aviates, and I remembered the magazine which I had picked up in the States for the return trip to the U.K. I have enclosed this magazine and invite you to read the article on the Rindt accident. My crew uncharacteristically returned the magazine to me.

Nobody will deny the grief that was felt when Rindt was killed, but I suggest that most people, certainly those in the public eye, would manage to keep their grief private, no matter how deep the wound.

For a friend to take money by syndicating the stage by stage account of the actions of those affected and intimately connected with the death is in my opinion the depth of bad taste. It is significant that it was written by one who is a novice in motor race reporting and aided and abetted by another who is educated in, and talks loudly about the things that delight the "new rich".

There is little if anything in motor racing today for which I can thank Stewart. I have enjoyed the motor racing scene less and less since he arrived rattling his money box and waving his petitions. It appears that he is unable to distinguish between commercialism and professionalism, but he is not alone. In todays competitive motoring, standards and code of conduct of some of the better known racers borders on the football management mentality and the long haired semi-illiterate soccer "stars".

For myself, the professionals who I know do the job with skill and professionalism because it is satisfying to do a job well and one owes it to one's colleagues. They in turn are equally demanding of each other. It is unthinkable not to accept the challenge. To change the rules, to make it all safe and cosy, to complain about the risks in one's chosen profession and then to demand more and more reward is just cheating.

Perhaps this insecure driver, diarist, emotional motorist, should concern himself with the less dangerous but equally lucrative world of Entertainment.

I am not a recent comer to the new world of "pop" racing. I came in when you did, and I own up that it is laziness that has prevented me from writing to you before now to acknowledge something that you had done, or had written about, and there is much that you have done and much that you have written about, and my reading, education and motoring has been made that much more enjoyable because of it. This time I had to write—or burst.

I hope I shall receive your friendly grin for many years more, whenever we pass in the paddock, for a total stranger it is very warming.

Emsworth. T. C. W. PEACOCK.
Squadron Leader, Royal Air Force.

Sir,

Having just read the first instalment of "Jackie Stewart's Diary" in the *Sunday Times* on the 18th June I feel that Denis Jenkinson's comments in your magazine somewhat underrate the problem that motor racing has with Stewart. Now he states that he considers it necessary "to knock out Spa and the Nurburgring and places like that" as if he has some crusade to carry out.

Really we have had enough of this timidity of his. I suggest that he retires to Switzerland and leaves motor racing to the men. I hope that your excellent magazine will see fit to defend the sport from Stewart's attempts to eradicate all risk except that of his being run over on the way to his bank.

Parkgate G. W. BINKS, C. Eng. M.I.C.E.

Sir,

As a regular reader of MOTOR SPORT I have become increasingly concerned by the element of bias that has crept into the columns of Correspondent Jenkinson concerning the efforts of some officials and drivers introducing safety factors into motoring sport and in particular against the reigning World Champion. Within the last 20 years we have been subjected to many advancements. Racing cars today are projectiles, they provide sport, they can be dangerous and for the successful driver they provide a lot of money, but is that any reason why his life and those of the spectators shouldn't be made any safer? I know of many American Professional Golfers who earn much more than our field of Formula One drivers but is that any reason why they and their spectators should stand in a line and let Jack Nicklaus drive golf balls at them?

The issue your Correspondent raises about Jackie Stewart is one, that not knowing the background, I cannot comment upon, but there are always two sides to a story and it will be interesting to see if the GPDA take issue on this, even if only for accuracies sake as well as their own credence.

We all know Motor Racing is dangerous, it is also exciting, a good reason why so many pay to watch it—but there have been many incidents affecting the sport, concerning not only the drivers but also the spectators and many families bereaved due to a lack of thought and care—thus any efforts made to make the sport safer for spectator and driver alike should be applauded whether at the level of Grand Prix racing or the very popular level of club racing.

The price one pays for technology and success is high and neither is guaranteed, as all the constructors are finding today, and one wonders whether if it were not for John Player, Marlboro, Brooke Bond, Oxo and Yardley there would even be a starting list let alone a result. Where would the sport be without Shell, Esso and Elf? Mr. Jenkinson would do well to remember that even if it does sound like the profits list of the *Financial Times*, that is where the money comes from, and ultimately this expense has to be justified whether to Boards of faceless Directors or the all important Shareholders and if the objective is only to increase the awareness of the brand name, Mr. Jenkinson would do everyone in the sport whether they be drivers, constructors, or even the unsung mechanics good by helping the commercial enterprises achieve their objective through his column.

Club racing during the sixties was enjoyed by many of us in Scotland, just as now I enjoy watching it. Through being involved financially in sponsorship, I can also view the sport from a Commercial angle and the costs that are involved. MOTOR SPORT is well known for its interesting, factual and fair reports—Denis Jenkinson a Correspondent, for his accuracy and observation. However, he is allowing his personal feelings to cloud his writings and in the interests of both the sport he writes about and the people who read it, should be guarded against.

Glasgow. S. W. MORRISON.

STEWART ANSWERS HIS CRITICS

Sir,

I feel compelled to write in response to Jenkinson's outburst in attacking me personally in your June issue.

I do not feel it is necessary for me in this letter to give details as to why certain GPDA members driving for Alfa Romeo and Ferrari entered to compete at Spa, wanted to sign a letter of agreement not to drive in the 1,000 km. race.

It is however important to me that your readers, a large proportion of whom must be keen supporters of modern motor racing and therefore desirous that the sport has a healthy, prosperous and safe future, see that what Jenkinson is trying to say is not necessarily justified.

I try terribly hard devoting considerable time and effort to make motor racing as a whole for as many people as possible—officials, spectators, drivers and even journalists—safer than it has been in the past. The sport will never be totally safe, and I perhaps know that better than Mr. Jenkinson could ever know. But it is imperative that people act in a positive and constructive way to bring race-track safety,

medical and fire-fighting facilities up to modern standards. It is very easy to sit on the fence and criticise—notoriously easy. You can always find faults in what the other people are doing, but at least they are doing something. All Mr. Jenkinson seems to do is lament the past and the drivers who have served their time in it. Few of them, however, are alive to read his writings.

If a present-day driver criticises a new modern racing facility he is often applauded by the Jenkinsons of this world as being made of the "good old stuff", but if he condemns one of the old-established race-tracks for lack of proper facilities, he is shot at by the same people and accused of trying to damage the sport or even of being cowardly.

It seems however that even Jenkinson is changing. A year ago he would not have allowed himself to say that I had every justification in doing anything concerning GP racing. Last month he was only concerned that I took an interest in long-distance sports-car racing.

What Denis Jenkinson thinks or says concerns me little. To me he is a fence-sitter, doing little or nothing to secure a future for our sport. The readers of MOTOR SPORT, however, are much more important. I would like to say to them that whatever criticism I get will make no difference at all to my personal effort to make motor racing, of all classes, safer for as many people as possible within our sport.

There is nothing more tragically sad than mourning a man who has died under circumstances which could have been avoided had someone done something beforehand. It therefore always angers me to hear of people who oppose an effort to make our sport safer and therefore reduce the tragic losses that we have all painfully experienced. Such men to me are hypocrites, the only consolation being that in years to come they will probably be looked back on as cranks.

Whatever Mr. Jenkinson thinks, I am a racing driver who loves his sport. The sadness that I have seen and experienced, which could have been avoided, only makes it more detestable to me that your magazine is prepared to project within its pages the sort of thinking that is negative to efforts of others to make motor racing claim fewer lives.

Switzerland. JACKIE STEWART.

* * *

AN INEXPENSIVE JAGUAR

Sir,

May I comment on the remark made in your May issue by Mr. G. M. Potter—namely, "the majority of your readers are not Jaguar owners and never will be (mainly due to finance)".

I have owned many cars over a period of many years and my present Mk. II 2.4 Jaguar represents the 43rd car registered in my name. From a repair point of view, I have never had a more economical second-hand vehicle.

I bought it almost three years ago with just over 30,000 miles on the clock for less than ⅓ of the price of a new mini. During my three years with it I have added over 30,000 miles and the car is used 6 days a week, mostly in rush hour traffic. It is seldom garaged, starts instantly even after the coldest night. It will still do over 100 m.p.h. and when in overdrive will return 24 m.p.g.

The twin Solex carburetters seldom go out of tune and now—with over 60,000 miles to its credit, the engine is inaudible on tick-over. Body rust and corrosion are not in evidence and the interior is practically showroom standard.

It is true that repairs can be costly, but equally true that regular maintenance, of normal standard, will ensure many thousands of miles of trouble-free motoring. Regular changing of oil and filter appears to be all the engine demands, whilst a brake overhaul, carried out by someone knowledgeable, will ensure trouble-free and excellent braking for a very long time and even that notorious hand-brake can be made to lock the rear wheels!

On the debit side the engine takes ages to warm up—even with a winter thermostat; gear-changing is not for the impatient (but very pleasant when time is taken). Careless handling on slippery roads can bring about disconcerting tail-wagging, but all these failings are more than counterbalanced by the utter reliability, speed and comfort of these excellent cars.

When one considers the very modest figures asked for splendid examples of Mark II and S type Jaguars on the second-hand market, it is surprising that the less sophisticated types—manual gearbox, manual choke and non-power steering—are not more earnestly sought. Surely they must appeal to those who appreciate a semi-sports car built in the vintage tradition with the additional bonus in the form of every modern refinement.

In conclusion, it is almost twenty years since I addressed a letter to you and make the point—with great pleasure—that my enjoyment of your excellent magazine is no less now that it was then.

Glasgow. J. R. B. MACKIE.

* * *

VW BEETLE DEFENDERS

Sir,

May I beg a few lines in your excellent journal to comment on the letter in the May issue from Mr. Thomas, entitled "VW Sorrows"?

First, an initial high rate of depreciation after purchasing a new car is not confined to Volkswagen. This is understandable since the distributor has after all to dispose of the vehicle, and most customers offered a car with under 700 miles on the clock should be suspicious of its history and therefore reluctant to buy unless the price is tempting. I presume Mr. Thomas is not doubting the high resale value of older Volkswagens. Visiting a few used car showrooms should be enough to convince anyone.

Secondly, owning a VW Beetle of 1965 "vintage", I do agree with Mr. Thomas that the standard of finish on newer models seems to be declining; but this again, in most instances, is not confined to Volkswagen.

Chesham. A. C. BUCKWELL.

Sir,

In March 1966 I bought a 1300 Beetle for my wife for precisely the same reasons as those of Mr. Thomas. The cost then was £671. I bought an MG yesterday, and the garage offered me £300 in part exchange, which I rejected, because I have no doubt I shall get a much better price by selling it privately. Even at this, I cannot think that any English car would depreciate at only £62-per-annum over 38,000 miles.

In fact the history is as follows: New battery, £6; 2 new exhaust systems, £30; 2 sets brake drums, £100 (including relining brakes), 2 radial tyres for rear after 35,000, £16.

In comparing this with any other six-year-old, 38,000-mile car, I have ignored service every 3,000 miles, because all cars have to be serviced, and VW charges are lower than most.

The renewal of the exhaust system is logical, for a car used constantly for a lot of short journeys, but in fact I was rather shocked by brake drums having to be renewed after 15,000 miles. Is this the experience of other Beetle owners, I wonder?

Certainly in 47 years' motoring I have never before had to renew brake drums on any of my cars.

In ice and snow here, in blistering heat in the South of France, after being left unused once for a month, the Beetle has always started at the first touch. There has never been an involuntary stop. We have never even had a puncture.

A word of advice to all VW owners: fit radial ply tyres on the rear. This turns a dangerous car in wet weather into a supremely safe one. The difference in handling is incredible. I think Mr. Thomas bought a "rogue", which is possible with any mass-produced car, though rare in the case of a Beetle, and he has my sympathy.

Bromley. W. J. D. CLARKE.

Sir,

How sad to read Mr. Thomas' letter, "VW Sorrows", in your May 1972 issue.

Since 1950 I have had pleasure from 23 Beetles, and would say this to any prospective buyer.

The Beetle was produced as a cheap reliable runabout of 1,131/1,192 c.c. engine capacity. Personally, and as a result of public demand, the Beetle was "tarted" up and I think this was a mistake. If you want a Beetle buy the cheapest, the 1200. I've tried the lot and returned after many years to a 1200 1963 version; it serves me well.

At £585 in 1967 I reckoned the 1200 basic to be the best buy in Britain and I bought one.

The 1500 I owned in 1968 was a disappointment in many ways. It was expensive (by comparison with the 1200) and certainly didn't give 20% better performance. It certainly gave 33⅓% poorer petrol consumption, and dear petrol too.

I'm stuck on VW Beetles, and only Beetles and only 1200 Beetles.

Charlton Mackrell. F. G. CLARKE.

Sir,

I would be grateful for the opportunity of correcting the impression left by your correspondent, Mr. E. W. B. Thomas. I was sorry to see his claim that his 1300 Beetle was not up to the usual high VW standards but I know that our dealership would have spared no efforts to ensure that it was brought up to those standards. Having "lost confidence" in the car, Mr. Thomas then appeared to be surprised that he was offered £800 for it by our dealership. Perhaps I should acquaint him with the facts of life. A total of £184.74 of the £972.24 purchase price that he paid was purchase tax. Surely he did not expect that to be returned by a sympathetic government. The fact remains that the dealership, in quoting £800, offered Mr. Thomas £12 of his purchase tax back. The car depreciated not one new penny.

Incidentally, the value of his car is quoted in the Used Car Guides some five months later at £790. Well, it hasn't lost anything yet, Mr. Thomas, and there's only one more month to go!

Purley.

CHRIS MEAKIN.
Assistant Public Relations Officer
Volkswagen (GB) Ltd.

* * *

FARCICAL

Sir,

There is a link—tenuous maybe—between your June front cover picture of the J.P. Special, your editorial comment on the "American Quarterly" lambaste and the India G.T. Radial tyre advertisement with the reaction it provoked.

Have we not in fact reached the stage where motoring, having been a national obsession for some time (it beats tea, the weather, football and beer combined) can now only be regarded as the ultimate farce?

For one who knows little of the sophistication of racing cars, a glance at the J.P. Special brings to mind one of the fiendish vehicles out of "The Great Race"—Jack Lemmon at the controls. Will coloured sparks come from that super cowl thing on the engine any minute now?

The four American journalists, with their vitriol and camp combined are just doing what you speculate—testing the strength of the joke. They will only howl even more with demented glee if we try and argue the relative merits of soap-bubble viscosity properties.

As for the India tyres—well, really,—did your correspondents expect anyone to take that ad. seriously? Don't they know that the only way to sell *anything* nowadays is to present it more ludicrously than the next man? India has a good ad. agency.

Of *course* the whole scene is a farce. The stripes, the stickers, the flake paint, the Prefects with oil-coolers, the Kustom Konsuls, the matt black bonnets, the fat tyres, the wheel arches, the burn-ups—just one great glorious, happy, hippy, howling, crazy, crashing scream.

The ones who *really* laugh are those that sell the stuff. The joke's on us. Can we afford it?

South Chard.

D. H. STEAD.

* * *

MATT BLACK DOLOMITES

Sir,

Having read in this month's issue of MOTOR SPORT various letters complaining of degradation of quality marques, such as Rover, by vinyl roof covers, etc., I think I should bring to your notice another example.

In recent ads. for the new Triumph Dolomite, is printed in capital letters: "Isn't it time you left the matt black, the stripes and the G.T. badges behind? The Dolomite does".

Does it? The answer is *no*. It has a matt black grill, matt black panels behind the rear windows, and another matt black panel at the back between the rear lights! Moreover it has imitation alloy wheel trims—a classic "go faster" item.

No doubt it is an excellent car, but why spoil it by these pointless additions? If they wanted it to be "sporty", why not put a fastback body on and real alloy wheels?

Congratulations on an excellent magazine. I could not agree more on your views about J. Y. Stewart; I think it is time someone spoke their mind about him and his attitudes. Thanks!

Ladbury.

J. A. DIPPLE [15 YRS].

GOOD SERVICE

Sir,

Another addition to your list of garages which give good service—Messrs. Forward Autos of St. Helens, who, when the (unbreakable) timing belt of a Fiat 124 coupé broke, and when the nearer and larger Fiat agents at 4.30 on a weekday did not want to know, turned out in the rain and towed me through seven miles of lorry-infested E. Lancs. road, and at their own suggestion worked on the car till a quarter to nine, so that I could make an appointment in London the next day. Incidentally, the timing has never been better set up.

Liss.

G. J. SPENCE.

* * *

LONGEVITY AND HIGH MILEAGE

Sir,

On reading a piece in the May issue of MOTOR SPORT concerning a Canadian who had run one car for an unusually high mileage over a period of years, I was reminded of an incident a year ago when my wife and I were in America for the purpose of seeing the "Indy 500" and also hearing some authentic jazz in New Orleans.

In order to see more of the ordinary Americans at close quarters, we travelled from Toronto to the Gulf of Mexico by Greyhound 'bus—a long and interesting journey, made very comfortable by the air-conditioning. On one occasion we covered over 600 miles in one day and felt quite fresh.

On one 'bus, however, the air-conditioning was on the blink and people were complaining in very American phrases from the rear of the 'bus. At a lunch stop, the driver, feeling ashamed that his bus should fail in any way when carrying a couple of foreign tourists (by the way, we never met another person from Britain), apologised, and to check his disappointment opened a box beneath the dash which enclosed the running records and odometer of the 'bus. "Why", he exclaimed, "I can't understand it. It's almost a noo vehicle. It's only 18 months old—only done 260,000 miles".

And he HADN'T got his tongue in his cheek! He assured me that more than a million miles was common for one 'bus "before the trash trays had gotten full with empty coke bottles".

Incidentally, we cannot speak too highly of this tremendous 'bus network. There was always room, always fascinating things to see, and invariably dead on time, even though the 'bus had come from Seattle or Acapulco. Our usual transport is an E-Type, but we could have done little better than the 'bus in a country where the legal maximum is usually 60 m.p.h.

We would do it again.

Worsley.

DAVID W. MATHESON.

* * *

THE ILL-FATED SINGERS

Sir,

Further to your article and the correspondence on the subject I drove AVC 483 in the Belgian Grand Prix on the famous (or is it now infamous?) Spa-Francorchamps circuit in 1936.

My attention was first drawn to these cars during the 1935 Le Mans race, when I found that they had approximately the same performance as my 1½-litre Frazer-Nash, which I was driving there at the time.

In 1936 I decided to try and get hold of one of these cars for the Le Mans race that year and Col. F. S. Barnes agreed to let me have one. However, due to strikes in France Le Mans was cancelled, so I transferred the entry to the Belgian G.P., a 24-hour sports car race that year.

The car bore little resemblance to a standard Singer, but was none the worse for that. I have always understood that the three cars were designed to the ideas of S. C. H. Davis and really amounted to scaled down Aston Martins. Lightness was studied to extremes: the spare wheel was made of electron and could not be used, being carried merely to comply with the regulations.

We were a lone entry in the class and up against a horde of Fiats, headed by Gordini—never my favourite driver—and I think could have been more than a match for them if we had had the correct fuel. The car was designed to run on pure benzole, which was available at Le Mans but not Spa, so we suffered a blown gasket during the night. If we had lowered the compression ratio, we should not have been a match for the Fiats, but should have finished well up.

We had the fore-and-aft drag link and on the advice of Col. Barnes changed the steering ball joints the night before the race.

Tokers Green.

MICHAEL COLLIER.

RETREADED TYRES

Sir,

We refer to the item "Rumblings" in the June issue. This is excellent publicity for retreads and we must express our thanks to you for this article. Some slight confusion has arisen, however, which we should like to correct. The Association presently has 35 Members and Motorway Remoulds Ltd. are one of the ten largest retreaders in membership, thus serving automatically on the RMA Council.

We should also mention that to our knowledge, and in the instance quoted of the Trans Sahara Safari, tread compound supplied by Ondura Limited (another Council Member of the Association) was used by Motorway Remoulds Limited.

RETREAD MANUFACTURERS ASSOCIATION.

* * *

THAT "POMEROY TROPHY" ROVER 3500S

Sir,

I was interested to read Mr. Terry's letter re his Rover 3500 prototype. I, too had the possibility of buying one, previous to my departure for Italy. As I understood it, there were six cars, all made in 1966.

After serving Rovers purposes they were disposed of:

(1) To the tyre company for whom I work, for tyre tests;
(2) To the Competition Dept. for conversion into that racing saloon that appeared once;
(3) One written off;
(4) One still used at Rover for bodywork tests, I think.
(5) The Brico fuel injection car;
(6) ? ?

Perhaps someone with more knowledge can elucidate a little?

The car which I could have bought (JXC 611D, I seem to remember) had a basically Buick engine, 5-speed ZF gearbox and mixed 2000/3500 brakes and transmission and was left-hand-drive. The bodywork had originally several fibreglass parts but after a pair of substantial crashes these were replaced by the then standard Rover panels.

The problem with the car was that the engine was too much for the gearbox and regularly ruined front gearbox bearings, followed rapidly by oil seal and clutch.

These problems led to a decision not to buy and bring it to Italy despite the electrifying performance of this "Q car". I have, instead, brought my old Rover 2000, which continues to function well with its original engine, clutch and gearbox after 127,000 miles.

Rovers here are considered well-made and comfortable but far too slow for the engine capacity, which is the main criterion for choice since circulation tax is punitive (Mini £12 p.a., Rover 2000 £43, Rover 3500 £123, Jaguar V12 £209 p.a.). Rover service here is good, certainly better than expected and much better in this area than Triumph and Jaguar. There are, of course, difficulties deriving from England but the main difference is the attitude of the agents to British Leyland and not *vice versa*. I feel that before we have much success in this part of the Common Market we should indulge in a little hire and fire of agents.

There are sales for our cars, as witness the success of Innocenti Mini.

Pino Torinese, Italy. J. R. DALTON.

* * *

A USEFUL HINT

Sir,

I recently found some very fine scratches on the windscreen of my 1966 Volvo Estate car. As it is a Triplex pattern, I wrote to Triplex Safety Glass Co. Ltd. in London.

Triplex replied immediately stating although the windscreen did not appear to be of their manufacture the scratches, from my description, "would appear to have been caused by particles of silica trapped in the rubber" (of the blade). With their reply was enclosed a small satchet of jeweller's rouge with instructions for its use. I applied the rouge and removed the scratches, I think such prompt and very helpful service deserves mention in your journal.

Keep up the good work!

Sheffield. MARTIN D. C. DAWSON.

RENAULT SERVICE

Sir,

I thought you and your readers would like to hear about some reliable and economical motoring.

Six and a half years ago we sold a Triumph TR3A and bought a Renault R10 1100. In that 6½ years and nearly 65,000 miles the only major replacements required were one front wheel bearing at 44,500 miles and a clutch thrust bearing at 57,000 miles (clutch plate replaced as a precaution). Two tyres had to be replaced due to punctures ruining the casing (both at over 45,000 miles) the remaining ones being the original Michelin X's.

Having this car from new we kept an accurate account of all costs and including depreciation the running costs were just over 2p per mile.

The call of sporting motoring led us to recently replace the Renault with a Triumph GT6 Mk. 3 and at the time of replacement it was still giving 38 to 40 m.p.g. and 1,000 m.p.p. of oil.

The service from my small local Renault agent was always first class.

Chesham. N. J. ALLEN.

* * *

CHRONOSPORT SERVICE

Sir,

A few words in praise of Chronosport service. The mainspring, in a watch I had bought from them, broke recently. Morgans of Cheapside ("famous for watches") said £3.50 and three weeks without knowing what was wrong with it.

Chronosport took five days and charged £1.20, including adjustment to a fly-back hand. The Post Office then took six days to get it back to me!

This is the second time I have received such service and I recommend any of your readers who have purchased watches from Chronosport to deal directly with them. Usual disclaimers.

Farnborough. PATRICK WHALE.

* * *

LANE DISCIPLINE

Sir,

Having driven on Ontario roads for six years my reaction to Garry Coxall's remarks is "Thank God that Ontario is the only place to try this dangerous system".

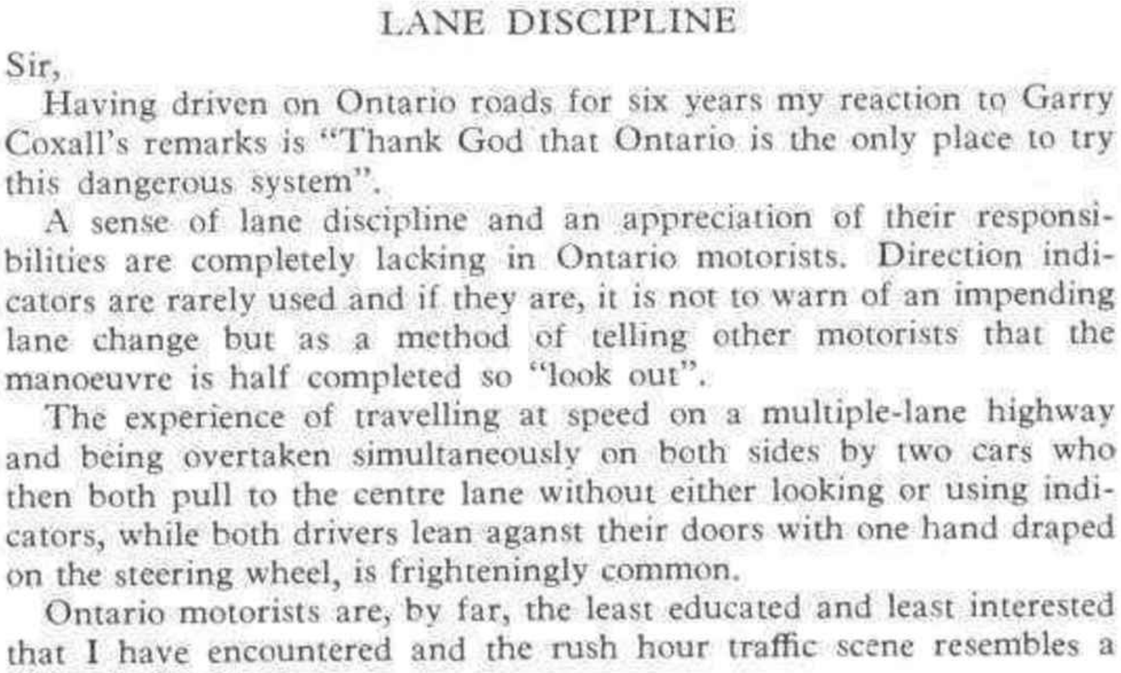
A sense of lane discipline and an appreciation of their responsibilities are completely lacking in Ontario motorists. Direction indicators are rarely used and if they are, it is not to warn of an impending lane change but as a method of telling other motorists that the manoeuvre is half completed so "look out".

The experience of travelling at speed on a multiple-lane highway and being overtaken simultaneously on both sides by two cars who then both pull to the centre lane without either looking or using indicators, while both drivers lean aganst their doors with one hand draped on the steering wheel, is frighteningly common.

Ontario motorists are, by far, the least educated and least interested that I have encountered and the rush hour traffic scene resembles a nightmare ballet.

Toronto, Canada. ROBIN LEWIS.

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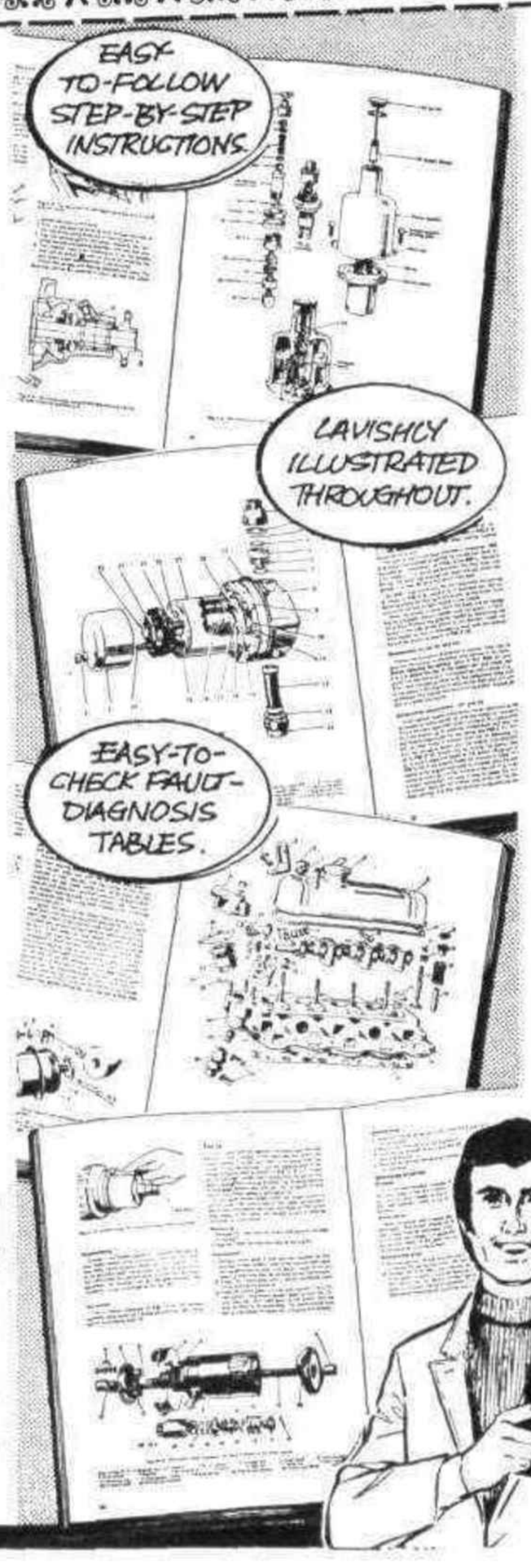
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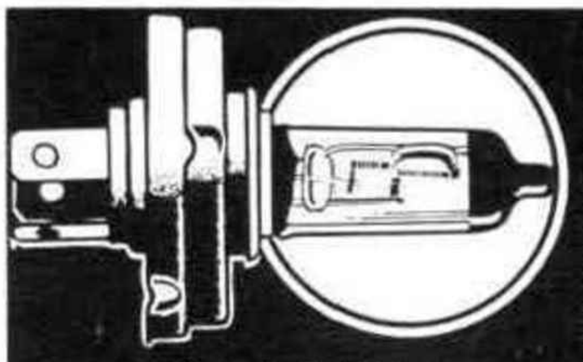
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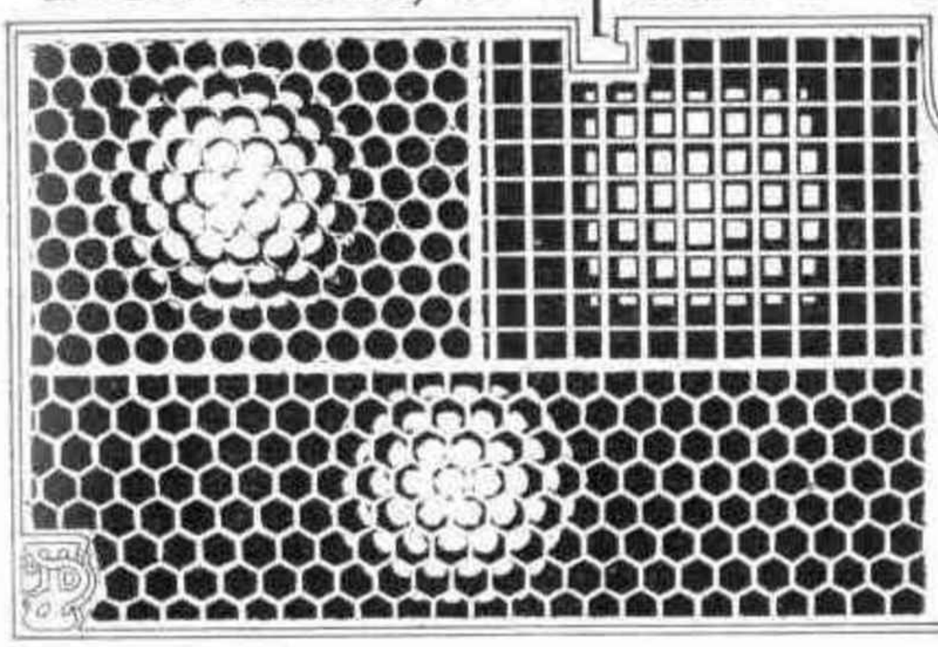
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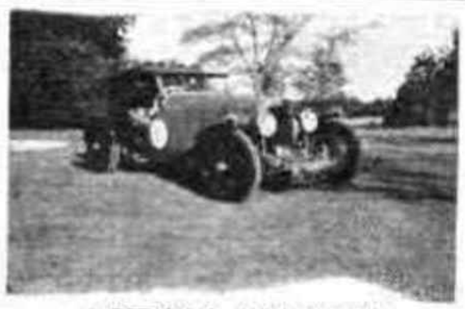
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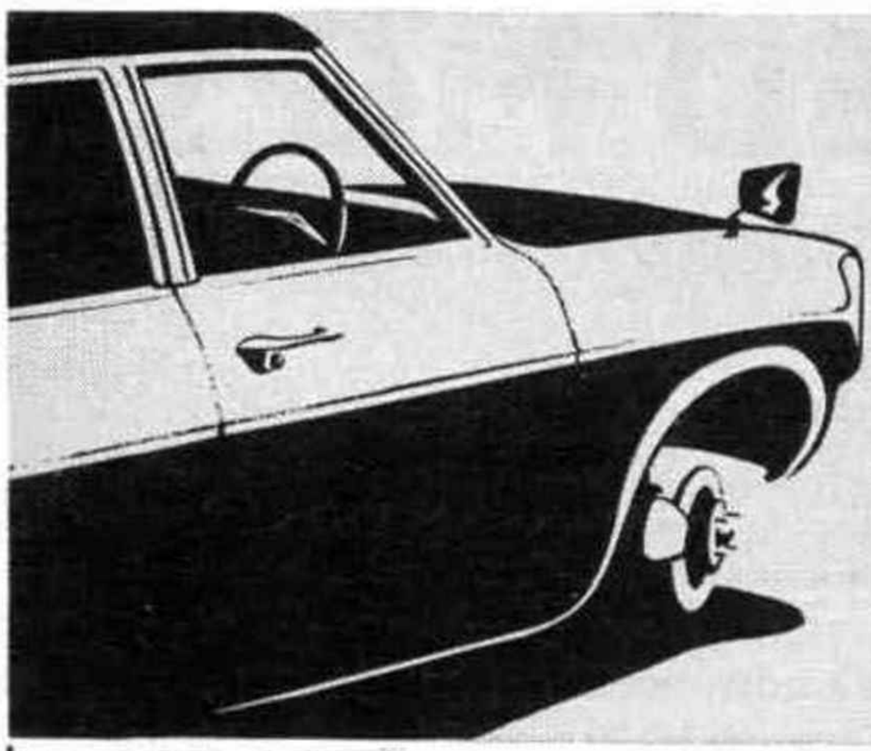
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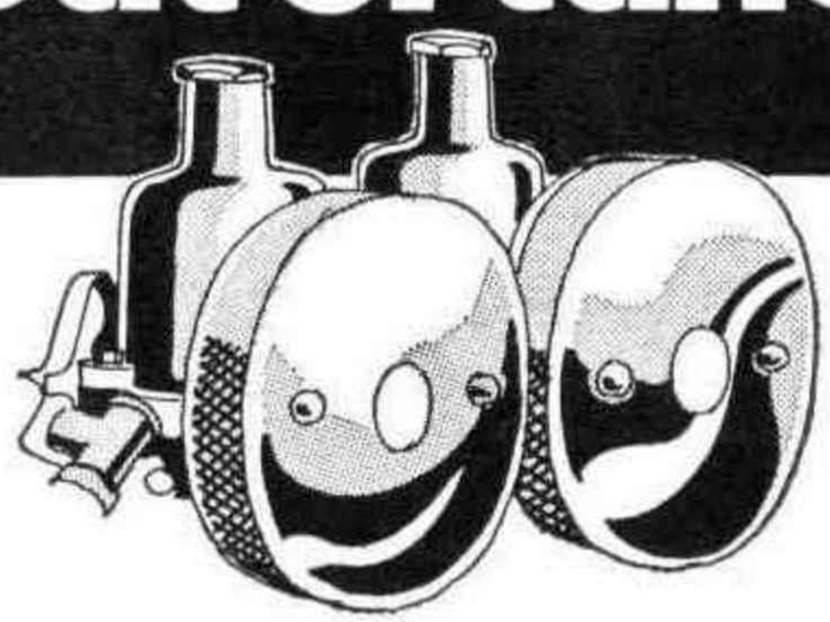
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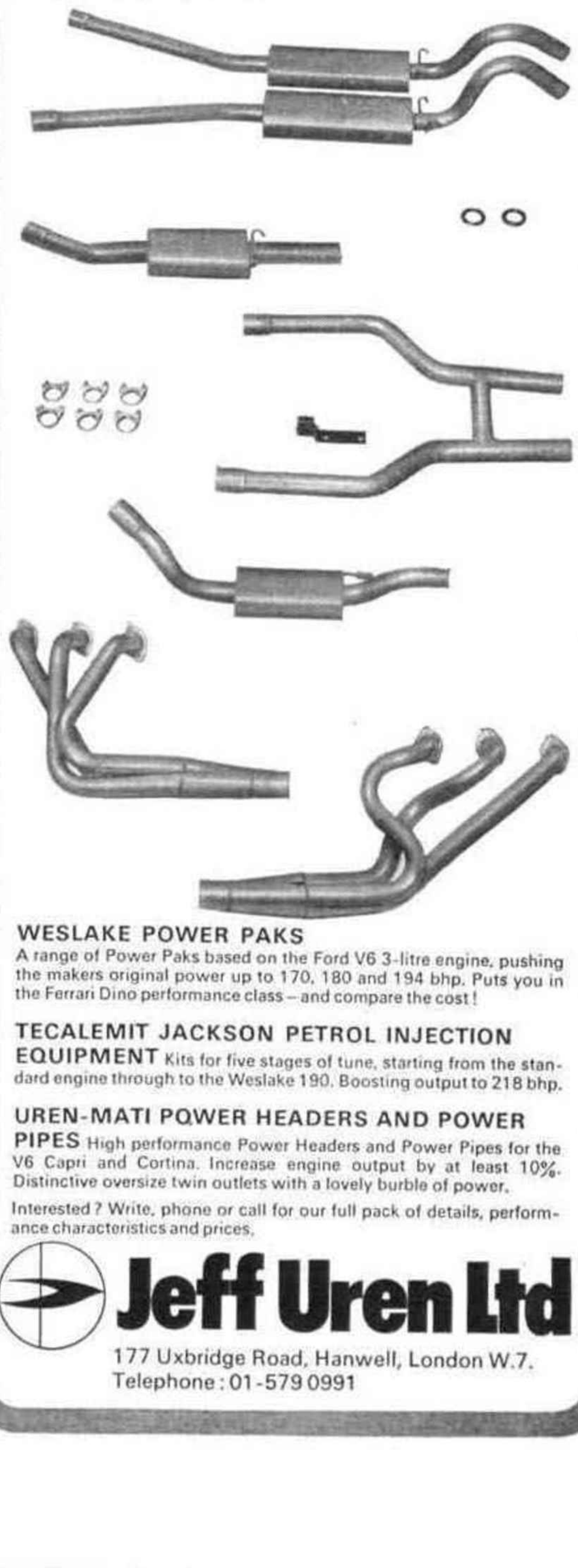
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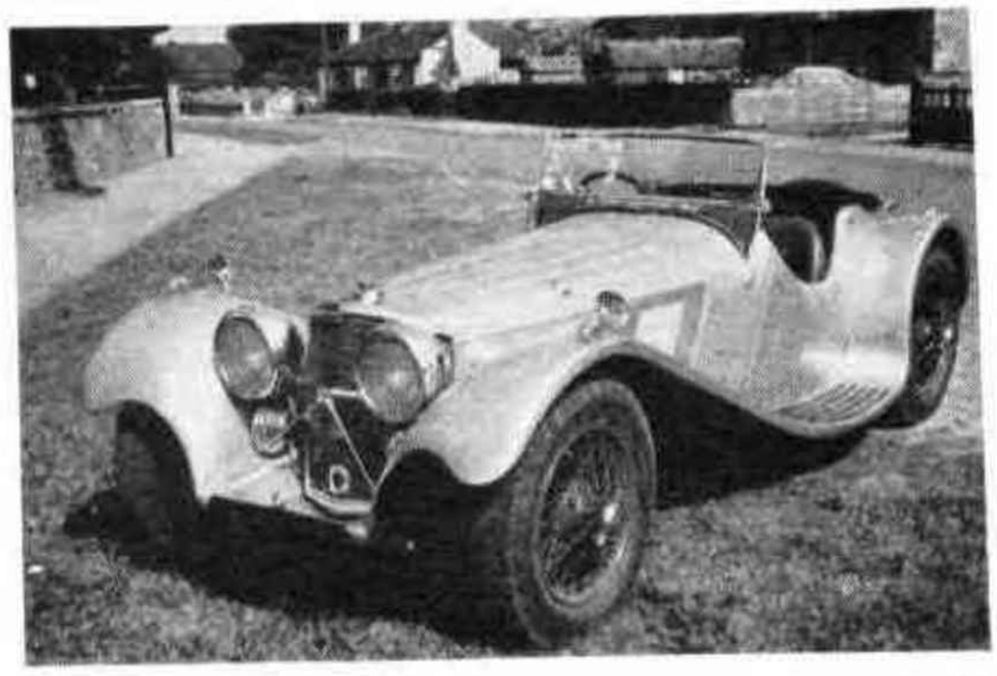
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LOTUS 7



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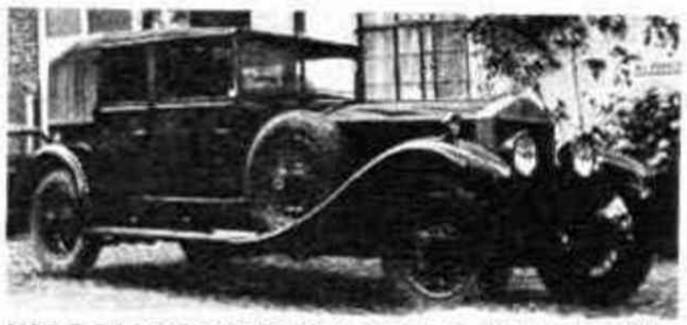
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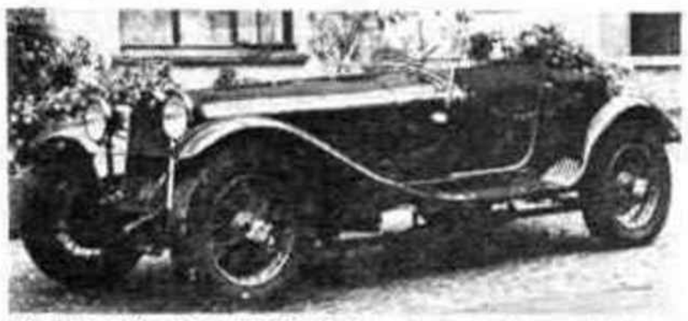
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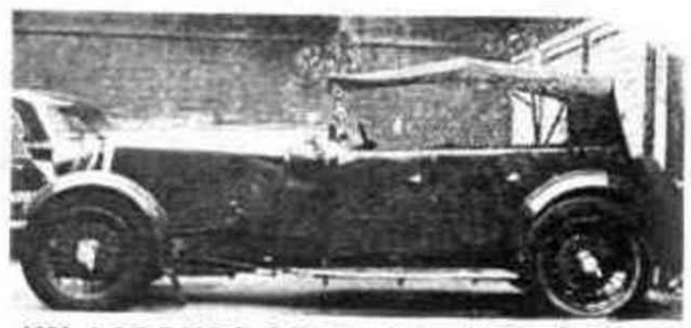
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1931 ALFA ROMEO 6c 1750 c.c. supercharged Zagato 2 seater.



1931 LAGONDA 2-litre. Low chassis Continental 4-seater Tourer. Fine example.



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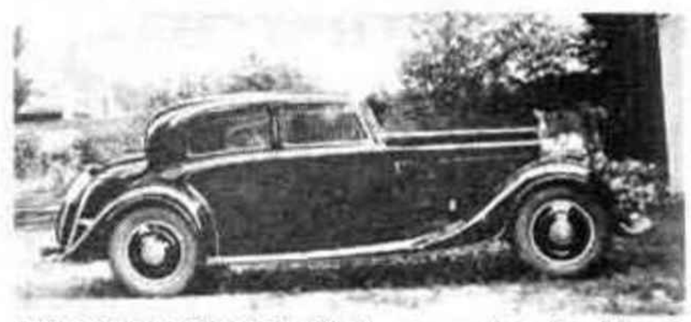


1930 BENTLEY 4½ Litre 4 seater Tourer. Magnificen Vintage Bentley.

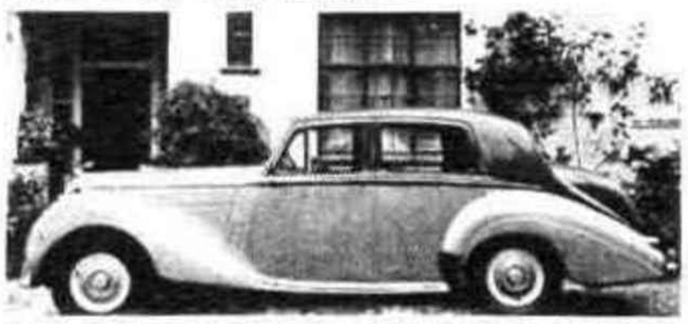
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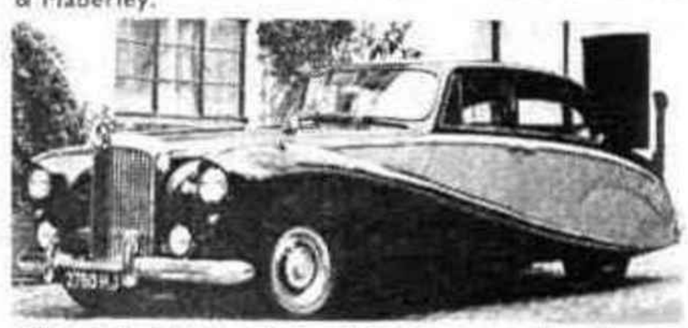
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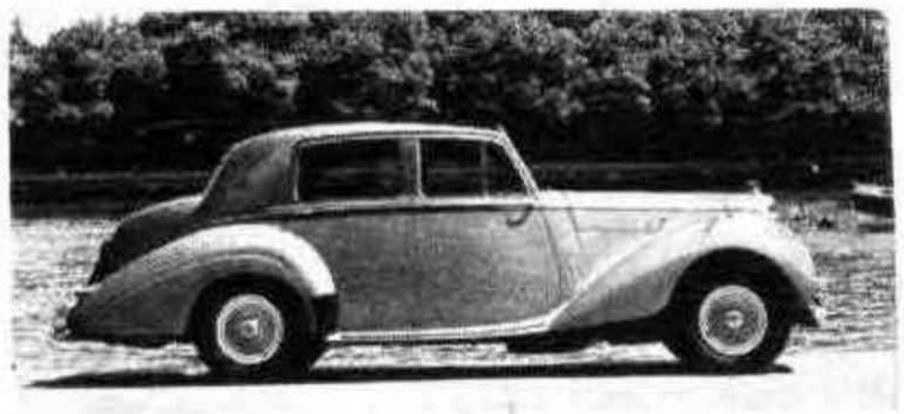


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M.G.

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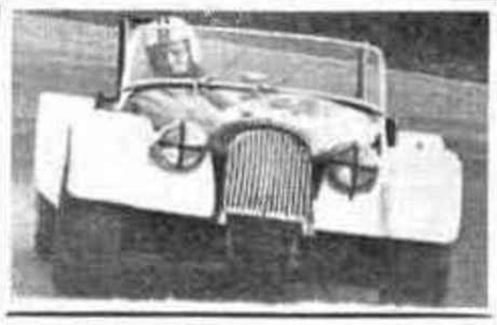
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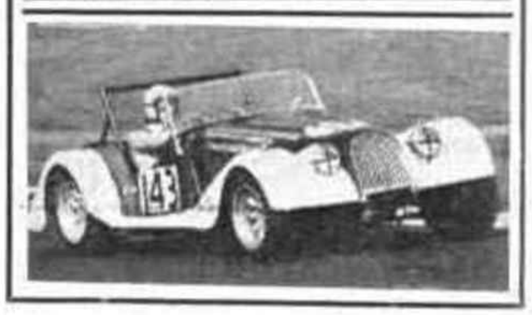
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The Stapleton Brothers send greetings to you in New Zealand. No one else reading that will understand except one person in New Zealand. For this month we have a new Morgan 4/4 4-seater, cancelled order, but no doubt it will be sold before your eyes squint at this. August residents are a 1970 Morgan in nut brown. Man with Morgan met girl with Morgan, got married, and sold both cars. Our regards to Mr. Harris. Anyway the car has all extras including tan interior. A white 1970 Morgan 4-seater with those funny flat headlights. Another 1969 4/4 4-seater, also in white with wire wheels and lots of things. A 1968 4/4 2-seater which is at the moment white, change of colour imminent, 1600GT engine, bucket seats and wire wheels. A green +4 4-seater, '68 vintage, wire wheels, tonneau and luggage rack, also another one identical except finished in yellow. Man left for Japan, tears in eyes. A blue 1965 4/4 with more extras than even we thought possible, and a 1953 +4 coupe. This car has been sold by us 9,000 times at least and is still going strong although extras include woodworm. A Morgan gentleman is somebody who opens his passenger door to watch his wife get out carrying the parcels. . . . A 1930 M.G. M-type, 1967 TR4, 1966 Cooper 'S' finish our Essay for this month.





FOR SALE—continued

LAGONDA, 1928. 2-litre high chassis, open 4-seater Speed model. Completely restored; 10,000 miles ago. Original and in very good order. Also, nearly complete running chassis or identical model; dismantled, as spares. £2,800 the lot. Peerless, 80 Park Hill Rd., Wallington, Surrey. Tel.: 01-647 2361 (work), 01-834 7891. (0853

DAIMLER DART, SP250C, 1963. Midnight blue, hard/soft-top; radio etc. This car has been extensively overhauled in the last 18 months and is in excellent condition. £650. Tel.: Cardiff 614092. (0855

ALVIS TE21. This magnificent low mileage TE21 saloon registered in 1965 with only one owner in the log book. Is finished in superb opalescent dark blue with lighter trim. Having all the usual Alvis extas, plus 5-speed gearbox and chrome wire wheels; 1 year's M.o.T. R.A.C./A.A. inspection invited. Must be the most immaculate 1965TE in the country at give away price: £945. Tel.: Woking (Surrey) 67057. (0856

ROLLS-ROYCE 20/25 4-door sports saloon. Superb condition. £2,500. Full details: 34 Blaxehill Cres., Poole. Tel.: Canford Cliffs 79755. (0857

M.G.-C SPORTS. Blue, wire wheels; overdrive and all normal extras. Excellent condition inside and out; 37,000 miles only. Uses no oil. £815. View in North East or elsewhere by Arrangement. Box 3508. (0858

SEVERELY WOUNDED M.G. TD, Mk. II requires patient and skilled surgeon to rebuild her body. £150. No quacks please. Tel.: Plaistow 222 (West Sussex). (0859

DAIMLER MAJESTIC Major 1964; 53,000 miles. Excellent condition. P.A.S., radio. Registration 22 EVE (worth £150?). New front wings, leaded rear wings; respray all by Daimler agent. £450 or make me an offer. Tel.: Dunstable 602770. (0860

AUSTIN HEALEY 100/6, 1958. 30,000 since new faultless R.A.C. report and written valuation. The engineer states that the retail value of this car would be £900. This is a one off job and he doubts if another in the same condition would be available in the country. This superb car is original and faultless. Forced to sell for £775. Tel.: 01-723 1890. (0862

LOTUS ELAN +2S. A fine example in "Burnt Sand". Regd. late 1969. Driven and maintained by member I.A.M. Offers around £1,550. Tel.: for details Weymouth 3484. (0863

ROLLS-ROYCE Silver Cloud (1957); power steering; radio; taxed for year. £1,600. Talbot, Moor Cottage, Crondall, Hants. Tel.: Crondall 753. (0864

XK150 SPECIAL. Coachbuilt aluminium open 4-seat body; cycle wings; P100 lamps. Original mechanics; new clutch; rebored; long M.o.T., Taxed. £425. Photo available. Stonecrop, Kingswood, Sutton Valence, Maidstone, Kent. Tel.: Sutton Valence 2186. (0865

DAIMLER DB18, 1939. Mechanics as new, excellent body. Tax, M.o.T. Offers. Tel.: Farnborough (Kent) 51956. (0866

BENTLEY R-TYPE automatic, 1955. Excellent condition. Many new parts. Move forces sale. £1,000. Tel.: Biggin Hill 3571. (0867

RACING MORGAN three-wheeler, 1929 two-speed super aero fitted with tuned Matchless V-twin engine. Perfect condition throughout. Eight 1sts, five 2nds, one retirement from 14 starts. F.T.D. M.T.W.C. sprint in 17.11 sec. and Curborough in 42.28 sec. Full range of sprockets; spares and trailer. Offers, J. Evans, 33 Oaklands, Camblesforth, Selby, Yorks. (0974

M.G.-B Nov. 70 model; bronze; radio; overdrive; wire wheels. £1,049. Tel.: Harpendon 3498 or Luton 36055. (0971

FOR SALE—continued

REGISTRATION number OTY 11 on 1958 Morris 1000. Non-runner, offers. Read, East Haydon, Haydon Bridge, Hexham, Northumberland. (7084

E-TYPE F.H.C., 1964. Maroon, black interior; chrome wire wheels; Motorola radio; seat belts; distinctive registration. £700. Tel.: Bristol 74968. (0975

DAIMLER SP250, November 1964; "C" specification; metallic blue with matching leather trim; hard-top and full tonneau; Radiomobile. £650. Tel.: Romford (Essex) 40171 (evenings). (097b

MASERATI 3500, GT1, 1964. 5-speed gearbox; Borrani wheels; Lucas fuel injection. Immaculate condition. Tel.: York 20884 (day) for details. (0977

BENTLEY MK. VI, S.S., S.S. 1949. Over £800 spent on restoration. First offer over £1,150. No time wasters please. Details and photographs sent on receipt of s.a.e. Taylor, 249 Hagley Rd., Stourbridge, DY8 2JP. (0978

PORSCHE 912, 1966. "G" regd.; i.h.d. One previous owner. Good condition. Smart appearance; slate grey/red; 5 speeds; many late features; radio; M.o.T.; H.P. available. Consider VW in part exchange. Private sale. £1,150 o.n.o. Tel.: 01-866 7110. (0979

SUPERB LOTUS Europa, 52, "G" registration; carnival; taxed; new tyres; Radiomobile and electric aerial. The best one you'll find this month. Private sale £1,075. Tel.: ROM 63184. (0980

M.G.-B 1967, White; overdrive; w/w; folding hood; highly desirable. £690. Tel.: Collier Street 252. (0981

1934 Y-MODEL Ford, 4-door saloon; showroom condition; mechanically perfect; spares. £200 o.n.o. Howard, 24 St. John's Rd., Bletchley, Bucks. (0982

MERCEDES 220SE, F.h.c., 1960. Fine example of this rare model. Fuel injection; graphite grey coachwork with red leather upholstery; service records; many extras. £875 o.n.o. Tel.: 051-928 1075 (after 7 p.m.). (0983

OSSELLI MOKE, 1300 c.c., 1968 regd. Many extras and mods; needs some attention; 24,000 miles. £350. Tel.: 021-453 5700 for further details. (0984

RILEY 1933 Falcon 9, fitted 9 Merlin h.c. engine, needs attention but was daily runner until taken off road 4 years ago in favour of 1½ RME. Realistic offers for rare model. Some spares. Tel.: Abson 3047 (evening). (0985

FORD V8 Pilot, 1950. Excellent condition. Taxed Oct., tested 12 months. £250. Tel.: Great Ayton 2714. (0986

TRIDENT VENTURER V6, December 1970. Sundym; Borranis; electric windows. Offers aound £1,450. Contact Maidenhead 34260 (office) or 35572 (home). (0987

"E" TYPE JAGUAR, 3.8 Roadster 1964. Signal red; c/w wheels. Excellent condition. £800. Tel.: Southampton 58549. (0988

1968 TRIUMPH TR5, PI. Reluctantly offering my prized roadster. Sienna; w/w; overdrive; extras, 35,000 miles. £150 spent on maintenance and transmission overhaul in last 6 months. Cuckoo in nest forces sale at £900. Tel.: 021-779 2796. (0989

1951 RILEY Roadster; sports; tatty. £175 o.n.o.; 1937 Morgan 4/4 original running order; average £300. Box 3509. (0990

M.G.-C ROADSTER, 1968. Blue; wire wheels; radio; hard-top; 29,000 miles; one owner. £795 o.n.o. Tel.: Markfield 2345 Coalville 2328 (evenings). (0991

LOTUS ELAN-SPRINT, f.h.c.; big-valve 1971. Yellow/white. Truly immaculate; 9,000 miles. £1,550. H.P. Tel.: Leigh Sinton 707 (day), Ledbury 2628 (evenings). (0994

FOR SALE—continued

JENSEN 541, 4-litre, 1966. Princess engine; overdrive; wire wheels; new tyres; burgundy; gift at £400 o.n.o. 7 Queen's Walk, Cleveleys, Nr. Blackpool, Lancs. (0993

M.G. SINGLE-SEATER racing; PB; supercharged. Needs finishing. £700 o.n.o. Box 3510. (0992

BENTLEY S2, 1960. Duotone blue grey/black pearl; one owner; 69,000 miles; mint condition. £1,850. Tel.: Southampton 69582. (1442

BOND 2-LITRE, GT coupé; wire wheels; overdrive; new radials; prairie beige/black; low mileage; excellent condition. £565. Tel.: Marton (Warwickshire) 373. (1443

RED TR4, 1964. Wire wheels; o/d; not tatty and in good mechanical order. Tel.: Netherbury (Dorset) 419. (0996

DEDICATED A.C. enthusiast wanted to rebuild my 2-litre; new liners; pistons; rings; valve springs. Must go, but only to good home where it can be restored fully. Tel.: Lofthouse Gate 3339. (0997

FIAT 1245, 1971 new type. Dinitroled when new; unmarked; snag 23,000 miles. £950 o.v.n.o. Tel.: Stafford 54843. (0998

RILEY 1½ RME, 1955 (Reg. 1956). Good general condition, but a bit tatty round the edges. Very reliable. Daily use. £130. Tel.: 01-658 6770. (0999

LOTUS ELAN, "G" registered; drop-head in red. Very good condition throughout. £950. P. Gardner. Tel.: Leatherhead 76633 (office). (1000

FROGEYE SPRITE. Radials, re-sprayed. New gearbox; M.o.T. generally sound car. £185 o.n.o. Tel.: Deepcut (Camberley, Surrey) 6204. (1001

JAGUAR MK. 1, 1959. Long M.o.T. Lovely example; mechanically perfect. Offers around £85. Tel.: Deepcut (Camberley, Surrey) 6204. (1001

TR3A, Signal red; s/top tonneau; h/top; w/wheels; o/drive. This vehicle is one of the most admired examples of the marque having been completely rebuilt. First registered May 1962. Chassis no. TS 82167. Very sensible offers only please. Also 1959 Frogeye Sprite, £200 o.n.o. Write or call Tony Willis, 12 Northlands Ave., Orpington, Kent. Tel.: Farnborough 57329 (after 8 p.m.). (1004

ALFA ROMEO 1600 sprint GT, 1965. Good condition. Grey; radio; M.o.T. £550 o.n.o. Tel.: Frensham 2796. (1005

GORDON KEEBLE, an investment for the discerning buyer. These cars are fast becoming collectors items. Only 100 made. 5.3 Chevrolet V8. Space frame chassis; DeDion axle; special alloy wheels with new Dunlop ER70VR15 radials; glass fibre body; 4 seats; electric windows and aerial. Triple air horns; metallic blue finish. Whole car in exceptional condition. Cars and car conversion's road test 0-100 16.1 secs. max. speed 145 m.p.h. Spares still available. £1,775 or offer. Tel.: 073-121 264. (5830

CITROEN DS21 Pallas, 1969. Metallic grey with red jersey interior; twin-speaker radio; heated rear window; swivelling and self levelling headlights; hydro-pneumatic suspension; hydraulic gear change; power steering; power brakes; fantastically comfortable car in well above average condition. Any inspection invited. Offered at around £1,300. For more details Tel.: 073-121 264. (5830

M.G. 1¼ saloon, 1949. Sun-roof. 2 owners. £80. Tel.: Eversley (Hants.) 2051 (evenings). (0836

ROVER 1968, "F" registered 3.5 V8. A gentlemans motor car; immaculate. Bargain at £950 o.n.o. Tel.: Kirkham 2318. (0880

ASTON MARTIN, DB6, 1967. As brand new. Bargain at £1,950 o.n.o. Tel.: Kirkham 3439. (0880

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SUNDAYS OPENING

FOR SALE—continued

CLEARING the stable: 1961 SP 250. Good condition, hard- and soft-top. Nearest £500. 1965 Mini Moke. Excellent condition, very little used, nearest £375. Leathstowe Castle, Cheshire. Tel.: 051-677 5096. (9585

JAGUAR "E", F.h.c., 1967. Metallic maroon, cream trim; c.w.w., h.r.w.; 36,000 miles looks like 10,000. Absolutely magnificent. £1,290 o.n.o. Tel.: Welford/Avon (Warks.) 343 (evenings). (1010

ROLLS-ROYCE 1929; 20 h.p. boat-tailed tourer. £1,300 renovation. £2,250. Alvis TD21, 1963. Manual; wire wheels; resprayed. £600 spent. £650. Tel.: 021-706 9869. (1011

MORGAN 8, 1970. 12,000 miles. £1,500. Third (and little-used) car of middle-aged solicitor with wife and four children to transport, who insist their bread-winner acts his age and stops pretending to be Jackie Stewart. MacArthur. Tel.: Crawley 23012. (1012

1930 LEA-FRANCIS 12/40 fabric body saloon; mechanically sound; recent professional body rebuild; respray; rechroming. Excellent tyres; M.o.T., etc.; photo's available. £750 o.n.o. C. Montagu, Ramblers, Graffham, Petworth, Sussex. (No callers please) (1013

M.G.-B SPORTS, 1967. British Racing Green; wire wheels; air horns; radio; new hood; tonneau. £625. D. Barrett, 130 Cotham Brow, Bristol. (1014

ALEXIS 186 Formula Ford. Built June 1971, raced 3 times in 1971, unused since that time due to absence of owner. Sell at £1,100, or p/exchange for Marcos (1800), Elan considered. Box 3517. (1015

SUNBEAM ALPINE, 1725 GT 1966, immaculate throughout; engine completely overhauled; new XAS's; exhaust; clutch; taxed, M.o.T.; tonneau; undersealed. Marriage forces reluctant sale. £500. Abbott. Tel.: Earith (Huntingdonshire) 453. (1017

BENTLEY TYPE "R" (1953). Manual; good appearance. £560. Worrall and Vize (Accountants), High St., Burnham, Bucks. Tel.: Burnham 4016. (1021

1938 AUSTIN big 7. Completely original; opening roof and windscreen; 5 excellent tyres; long M.o.T., faultless motor; beautiful throughout. £175. 4/48 Wellington Rd., Taunton. Tel.: 81199/86353. (1022

DAIMLER HEARSE, 1935 Straight Eight. M.o.T. September; good condition. Offers. Tel.: Ulverston (Lancashire) 52210. (1018



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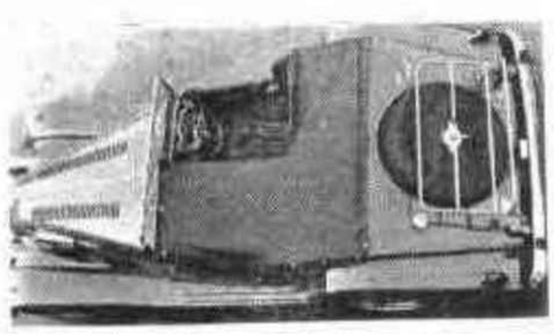
John Britten



Don't be sealed-for-life in a tin box with wheels, better purchase a sports car and go without meals. **MG-C GT,** 1969, sandy beige, black vinyl top, overdrive, chrome wire wheels. **Lotus 7 Series III,** 1969, highly bulled ally with green appurtenances black interior, tinted glass, 16000 GT unit, £795. **MG-B,** 1971K, glacier white, black trim, overdrive, wire wheels, £1,235. **MG Midget,** 1968G, white, wire wheels, underseal, £580. Regret so many cars this month, no space for anecdotes about them. To continue: **MG-B,** 1966, mineral blue, radio, folding hood, £545. **Morgan Plus 8,** 1972, kingfisher blue, Cinturatos, luggage carrier, rear bumper, spare wheel jacket, derisory mileage, ludicrous price. **Lotus Elan S4,** 1970, metallic silver (as opposed to the plastic sort), Spl. Equipt. model, radio, £1,290. **Arkley SS,** fresh-built, Indy white, fully equipped including alloy wheels and front bumpers, 1,275 cc power unit, £895. **TVR Vixen S2,** 1969, light orange, wire wheels, leather rim, Motorola 5pb, £995. **Triumph TR4,** 1965, conifer green, overdrive, wire wheels, Surrey top, haven't seen it yet but probably quite dear. **Triumph Spitfire Mk III,** 1967/68F, Valencia blue, wire wheels, £545. **Morgan 4/4,** 1966, red, 1650 Holbay unit, here is a list of the extras it hasn't got:
price upon request (but we suggest you have a bottle of smelling salts handy). **MG-B GT,** 1966, Mineral blue, wire wheels, radio, spotlights, £720. **Lotus Seven S3,** 1969, number belongs to someone else but will have new "aitch" regn., Rally Spls on approx 6½" rims, all-white paint job, 1 owner, £860. **Morgan Plus Four,** Oct. 1968, carnation red, black leather, one owner, we have a problem with this and many other of our Morgans in that we like to restore them to as near new condition as we can which might involve a complete respray, new hood, new tyres etc. so that while all this is going on the price is going up but the more impecunious enthusiasts may prefer to buy (as is probably happening with this car) at an early stage. Rather misleading, therefore, to quote prices on our Morgans but will try to do so where no ambiguities involved. In the past we've always quoted the "completed" price and have put people off who could have afforded to buy the car in the "as is" condition which it was in when the advert came out. **Morgan plus 4** 4-seater, 1968, Classic hardtop, soft top, overdrive, wiry wheels, radio, £980. **Austin Healey Sprite,** 1971, Teal blue, new car with makers 12 months' guarantee, £855 + delivery charges, etc. **MG-B,** 1969, mineral blue, overdrive, wires. Classic Bermuda, arriving 1st August (he's getting new MG-B GT), supplied new by us as was **MG-B,** 1969, mineral blue, servo brakes, electric fan, twin exahaust, "H" reg., £995. **MG Midget,** 1969, white, one owner, wires, radio, £660. **Arkley SS,** tomato red, wire wheels, 1,275 cc power unit, folding hood, front bumper, will be completed/priced early August. **Morgan Plus Four** October, 1968, wire wheels with triple eared spinners, one owner. **Triumph Spitfire,** signal red, wide wheels suitably at-tired, radio, wolf whistle, several electric gadgets some of which are beyond our comprehension, £360. **TVR Tuscan V8 Spl Equipt,** Aubergine with silver sills, black trim, 4.7-litre quad carb, solid lifter V8 developing about 300 bhp, wide rim black knock-on polished rim Minilites, countless other extras, £1,850. **Triumph TR4,** 1964, signal red, wire wheels, overdrive, Surrey top, radio, arriving late August. **MG-B,** September 1965, blue, wire wheels, radio, reconditioned engine has been fitted in the not too distant past, £510. **Morgan 4/4** 4-seater, 1971, Flame, scld and looked after by us, flame red, fully equipped, £1,475. **Triumph GT6,** June 1971, Sienna brown, one owner, overdrive, heated rear window, £1,135. **TVR Vixen 1800,** 1967/68, Sherwood green, wire wheels, MG-B unit, sold new by JB to one owner who's now married incredible actress lady, £830. **MG-B,** 1971 June, automatic, Racing Green, new wire wheels and radials, several interesting mods., £1,195. **TVR Vixen S3,** June 1971, lagoon blue, alloy wheels, several extras, £1,245. **Morgan 4/4 4-seater,** 1970, flame red, more than £100 extras, £1,345 **Arkley SS,** cafe with beige hood, black interior, Rostyle-style wheels, Torincs, front bumper, 1,275 unit, £820. **TVR Vixen S2,** 1970, sold new by us, light orange, sunroof, alloy wheels, new radio, £1,185. **TVR 2500,** 1972, yellow, 5,000 miles, alloy wheels, £1,445. More arriving daily. All but oldest have full preparation and service before sale, and parts/labour guarantee. We also have Hillman Minx, 1962 (about), good runner, no rust (it did have some rust but it fell off, leaving some holes), free to the next man to sell as a Morgan. **Viva** d/l HB, 1967, lady owner. **Mini 1000,**



1971K, bronze yellow. **Cortina** d/l 1300 4-dr., 1970: Fords do some quite nice colours these days but for sentimental reasons no



doubt they always include in their range the colour scheme that this one is: urrghhh green with matching eeeouchhhh green



interior! This month's *objets d'art* and tat include: Downton exhaust manifold for MG-B, suit welder, £3. Shopsoiled but new Lotus 7 rear wings, not pirates, £9 pairs LHD Midget rack/pinion, suit RHD M.1000, £4. Set 5 new 1275GT 4½ × 10 wheels, £18. Set of 5 new Spridget 4½ × 13 Rostyles with Groundhogs, list price but you get free bumper, grille, insignia kit to update your car to current appearance. Set 4 new Ford/Rootes 5½J wheels at £1 each but must buy the SP Sports that are on them. Several used Morgan luggage grids and towing brackets. Various items left by past employees offered free such as 3.8 Jag. engine in bits, Arnott 500 cc spaceframe chassis, Mini carb — manifolds, empty National Insurance card. Can employ one skilled, intelligent, amibitious mechanic, and one 16-18 y.o. oddjob man. Please telephone for advice how to arrive by bus or tube. We operate an h.p. scheme whereby



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FOR SALE—continued

PORSCHE 1970, 2.2-litre T-lux; I. E. electric windows, mag. wheels, full instrumentation, etc.; blue; 21,000 miles; spare wheel not yet used; radio. Everything just as it should be, £2,875. Tel.: Overton (Hants.) 247. (1106

M.G. MIDGET, 1965. Wires, tonneau, new gearbox, springs, etc. £315 o.n.o. Tel.: 061-973 3347. (1107

1967 TIGER, V8. Red, h/s-tops, radio, exceptional bodywork, 40,000, £795. David Tel.: 01-524 2567. (1108

ASTON MARTIN, DB 2/4 Mk. I, 2,922 c.c. Rare LI head; disc brakes; engine reconditioned 10,000 miles ago. £750 o.n.o. Tel.: Herongate (Essex) 602 (evenings). (1109

ROLLS-ROYCE 25/30 h.p.; running order; registered November 9th, 1936. Hearse aluminium coachwork; chassis GXM 34; engine D 29A. £595. Hideaway Cottage, Okefo rdFitzpaine Dorset. Tel.: Child Okeford 418. (1110

LOTUS ELAN, +2S, 1970. Carnival red; 20,000 miles; extras include q.i. spots, air horns. Immaculate condition. £1,750. Tel.: Basildon (Essex) 0268751301 (evenings and weekends). (1111

PORSCHE 912, 1966, 5-speed box; radio; excellent condition. £1,225. Tel.: 01-759 5511, ext. 3148 (office). (1114

TR4A NOVEMBER, 1965. 46,000 only. Mechanically and bodily perfect; red, Surrey h/s-tops; new radials; w/wheels; Motorola, a/horns, o/drive; negative camber, lowered suspension. Other extras as well. £625. Maidment, Midtown Cottage, Beckermet, Cumberland. Tel.: Beckermet 414. (1113

M.G.-A 1600, Mk. I. Blue; d/h; w/m; spots. Complete new brakes. Mechanically sound; nice condition; M.o.T. May 1973. Taxed end August. £300 o.n.o. 5 Lees Lane, Little Neston, Wirral. Tel.: 051-336 2528. (1115

M.G.-A 1600, D.h.c., 1960. Resprayed powder blue, new hood. £300 o.n.o. Tel.: Bradford-on-Avon (Wiltshire) 3822. (1116

1966 SUNBEAM Alpine, GT, series V, 1725, white, red interior; hard-top. Recent overhaul; receipts available. £475. Tel.: 01-504 9458 (evenings). (1117

ASTON MARTIN, DB 2/4, Mark I; 2.6, f.h.c.; excellent mechanics. Immaculate coachwork and interior. Offers around £600. Dudley. Tel.: Basingstoke 26181 (office). (1118

DAIMLER SP250. Reg. No. YUS 5. Resprayed in starmist green; engine overhauled; new: gearbox; clutch; steering; battery; hood; tonneau screen, etc. Beautiful condition. Offers around £700. Tel.: Chandlers-Ford (Hants.) 61397 (evenings). (1119

HEALEY 3000, 1963. Mark IIA. Immaculate condition; wires; wind-up windows. Fully reconditioned engine; new hood; 12 months M.o.T.; genuine bargain at £425 o.n.o. Tel.: Sheffield 392942. (1120

DELAHAYE 135M coupé. Fine example of this very rare thoroughbred. Outstandingly beautiful coachwork in classic style with magnificent performance. Box 3522. (1121

RILEY KESTREL, 12/4 1936. Complete rebuild three years ago. Engine and gearbox ready for fitting, many spares. Best offer around £200. Consider part exchange for early TR. Nigel Bell. Tel.: Midhurst 3655. (1122

ASTON MARTIN, DB 2/4, 1955 drophead. Ex Peter Ustinov. Immaculate condition; fitted new hood; tonneau; chrome; carpets. Very pretty car. A.M.O.C. owner. £850 or exchange vintage Aston any condition. The thatched cottage, Scivers Lane, Lower Upham, Soton, Hants. Tel.: Durley 307. (1123

ASTON MARTIN, DB2/4, Mk. III saloon; above average condition; A.M.O.C. registered. £675. Please write full details, photo 10p returnable. Interested in late DB4. Beckham, 17 Derham Park, Yatton, Bristol. Tel.: Yatton 838022. (1124

E-TYPE ROADSTER, Nov. 1967 "F". Carmen Red, tinted glass; chrome w/w; restall seats; p.b.; radio. £1,075. Tel.: Chorley (Lancs.) 3342. (1125

SUNBEAM ALPINE, Mk. IV Roadster. Dark green with black interior; one previous owner; enthusiastically maintained; recent engine overhaul; reg. no. HPG 1C. £395 o.n.o. Tel.: Northampton 53305 (office hours). (1126

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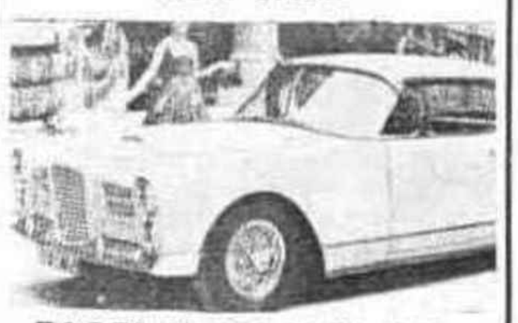
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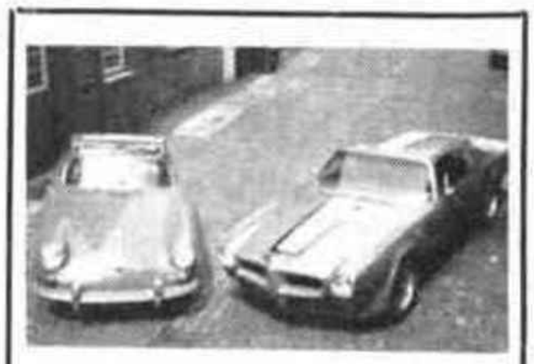
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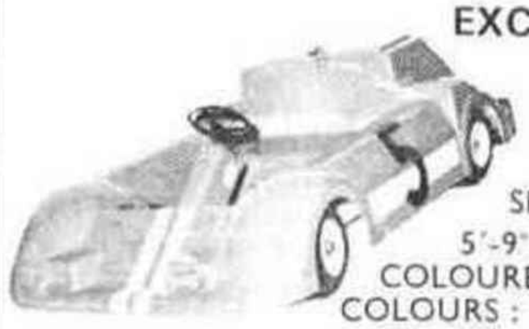
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GILBERN GENIE, 1969. Blue. 35,000 miles. O/d., sun-roof. M.o.T. Jan. 1973, taxed Oct. 1972. Truly good condition. £1,100 o.n.o. Tel.: Corbridge 2383 (Northumberland). (1541

1952 RILEY 1½-litre. Engine recently rebuilt, two new tyres, new exhaust system. Used every day until recently. Current M.o.T. £90 or nearest offer. Tel.: 021-351 3906. (1542

VOLVO 1800S, 1963. Red. Absolutely superb condition throughout. Radio, overdrive. Taxed, M.o.T. 11 months. Any trial. £545. Tel.: Thurnby (Leicestershire) 6976 (after 6 p.m.). (1543

SPECIAL CHASSIS, box section, 7½ ft. wheelbase, fibreglass body. 105E engine/gearbox. Offers. Tel.: Polesworth (Tamworth) 2378. (1544

LOTUS 7 S3, Oct. 1968, 30,000 miles. New SP Sports. Excellent condition. Hammond, Tel.: 021-643 3441 (office hours). (1545

100 GPJ on rare Fiat 1200 Granluce, 1958. Fairly minor M.o.T. failure. Best offer. Richards, Tel.: Cardiff 63911 (STD Code 0222). (1549

ALFA ROMEO 1300GT coupé, 1968G. White/black interior. 38,000 miles. Five new Cinturatos. Radiomobile. Offers around £875 for quick sale. Evandon. Tel.: Walton-on-Thames 20405, 01-940 7263 (office). (1546

FOR SALE—continued

CONTINENTAL BENTLEY S, 1957, Mulliner, 83,000 miles. Rare manual gearbox. Magnificent in regal red. Expensively maintained. Hythe Road top overhaul, new gearbox; clutch, servo, brakes overhauled. Reclining front seats with headrests, V.H.F. radio, electric aerial. All tools, workshop manual. Superb motoring. £3,250. The Coach House, Stamfordham, Northumberland. Tel.: 066-16 477. (1546

1962 LOTUS ELITE Series II. Rebuilt Climax engine; ZF gearbox; diaphragm clutch; radials; Resprayed, retrimmed. Immaculate. £695 o.n.o. Tel.: Hastings 31344, ext. 386 (office) or Hastings 7375. (1547

FAMILY OUTGROWN your sports car? Try this 100-m.p.h. Hillman Super Minx estate, Derrington conversion. H.R.G. head, Piper cam, Weber, Aero fan, lowered suspension, Konis, 5½J, G800, tach., rear wiper, spots, etc. Haggle at £400. Tel.: 01-574 6015 (day). (1550

FROG-EYE SPRITE. Outstanding, original, unmodified, 1959. Low mileage. Taxed Jan., M.o.T. May 1973. Hard/soft-tops. £230. Tel.: Lancaster 67957. (1551

SUNBEAM ALPINE sports, 1725 automatic, h/s-tops, wire wheels, radials. Offers approaching £235 invited. Space urgently required. Tel.: Wilmslow (Cheshire) 22947. (1552

TR3A, 1960. White. Overdrive, wire wheels, radio. Must sell, therefore first reasonable offer. Tel.: 061-432 2882 (after 6.30 p.m.). (1553

VIVA GT, 1969, white/black, 33,000 miles. New tyres, clutch, main bearings. £575. Tel.: Wilmslow 22173. (1554

M.G.-A 1500 roadster, Regency red, hard- and soft-tops; good condition. Taxed and tested. £200 o.n.o. Hardy. Tel.: Hanley Swan (Worcs.) 358. (1555

EXTREMELY RARE Wolseley Hornet "Special" sports, 1932/3. Whitingham 2/4s, coachwork, spare wheels twin mounted. £475, including useful spares. M.o.T. Manual. Tel.: Birmingham 445/2551. (1556

MORGAN 4/4, 1960, very nice condition. Ford 1,172-c.c. engine. Gleaming red. Luggage grid, Intertech wheel. Offers around £425. Tel.: Kenilworth (Warwicks.) 53479. (1557

100-M.P.H. 5-SEAT saloon for about £250. Alfa Romeo Giulia T.I., 1965, good condition with M.o.T. and tax to December. New valves, discs, headlamps, clutch and exhaust system. For sale after 7th August. Best offer by 21st secures. Warham, 30 Lower Ladyes Hills, Kenilworth. Tel.: 56128. (1558

BRISTOL 405. Sound but needs some tidying. Diff. noisy. £550 o.n.o. Tel.: 01-262 9813. (1559

1569 GILBERN, 16,800 miles. Bahama yellow, sunshine roof, overdrive, radio; one careful owner. £935. Taylor, Chemist, Kenilworth. Tel.: 54286. (1560

1962 TR4. Immaculate in dark blue. S.A.H. head, overdrive, radio. Oil pressure 65 p.s.i. Tonneau, w/rim, Konis. New wings, sills, carpets. Long M.o.T. £375 o.n.o. Tel.: Crick (Nr. Rugby) 822 586. (1561

FOR SALE—continued

DAIMLER SP250. Superb car, hard-top. Low mileage. Known history. Only £600. Tel.: Kettering 710083. (1562

M.G.B GT, 1967. Wire wheels, overdrive, sunshine roof. Exceptional car. £800. Tel.: Kettering 710083. (1563

MORGAN 4/4 Series II, 1957, 1500 engine, gearbox (floor change). Reg. No. TLN 21. Kingfisher blue, black leather. £395. Laburnum Cottage, Brook End, Chelmsford. Tel.: 71175. (1564

JENSEN 541 De luxe. Truly exceptional condition, over £800 spent in last 12,000 miles (bills). Mechanically superb with outstanding bodywork. Overdrive, discs, w/wheels, Cinturatos; 130 m.p.h.; four seats, etc. Desire quick sale, hence ridiculous £575 o.n.o. Tel.: Whitstable 5191 for full details. (1565

DAIMLER SP250, "B" Series, April 1961, cream, tan upholstery, wire wheels, tonneaux, radio, other extras. Owned by advertiser nine years. Offers invited around £475. Oldfield, Tel.: Ecclesfield (Sheffield) 3131 (day). (1566

M.G. TF, 1954. Complete rebuild including engine, gearbox, steering, brakes; new radial tyres and battery, rechromed, etc. B.R.G. No rust. Immaculate. £950. Will arrange export/finance. Tench, 44 Ferndale, Waterlooville, Hants. Tel.: 52677 (after 20th August). (1567

ASTON MARTIN DB2-4, Vantage 2.6-litre. Recent brakes, tyres, exhaust and engine overhaul. Immaculate throughout. One year M.o.T. £575. Tel.: 01-373 6267. (1568

SCIMITAR GTE, Automatic. This truly beautiful 1970 one-owner car is finished in unmarked satin silver with black trim, and fitted with all the usual GTE extras. A real bargain for one of these rare automatic Scimitars. £1,645. Tel.: Woking (Surrey) 67057. (1742

FOR SALE—continued

BRISTOL 406. Immaculate condition, one owner. Also reasonable 401 and some mechanical spares. For details Tel.: 021-474 4918. (1596

"E"-TYPE JAGUAR, Carmen red. H.R.W., radio. Taxed, M.o.T. Enthusiast maintained, £675 o.n.o. Tel.: Arundel 882405 (evenings). (1570

XK140 F.H.C., 1955. O/d., B.R.G., discs. Completely rebuilt (no fibreglass), rewired, etc. Immaculate and utterly reliable. Used daily. New M.o.T. £725 o.n.o. Tel.: Maidstone 77188. (1571

XK150, S/E, f.h.c., 1958. Only two owners since new, present owner since 1963. Excellent condition, mechanically perfect. Garage maintained. Overdrive, chrome wire wheels, Cinturatos, optional bucket seats, sealed-beam headlights. Bills available since 1963. £900 o.n.o. Tel.: Bournemouth 23065. (1572

1936 Y-TYPE Ford and 1936 Morris 8 with long M.o.T. Both restorable. £135 the pair or will separate. Lack of space forces sale. Tel.: Tonbridge 62240. (1573

ALVIS TA21 d.h.c. Well above average example advertised last month at £400 and unsold. Must go this month, so open to sensible offers. Tel.: Northwood (Middlesex) 21773. (1574

MK. IX JAGUAR, black, manual/overdrive. Smart sound condition, 43,000 miles. Brakes, steering overhauled. 12 month M.o.T. Reluctantly offered, £300. Tel.: Teynham 256 (Sittingbourne). (1575

DAIMLER SP250, June 1964, "C" specification. Much work carried out, and is in good mechanical order. For full details, Tel.: 266 (Cobham) 2576. Price £675. (1741

TERRY AND BARRY BONE

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Cars and spares from 1929 to 1949

Have moved premises

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STEYNING,
Nr. Brighton, Sussex

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The best Beetle in the World.



This car has two M.G.-Bs for breakfast. Thanks to its gleaming Porsche Super 75 engine.
Immaculate in every detail; bright orange; sumptuous customized upholstery; radio; sun-roof; XJ6 radials.
Has cost £1,500 plus 800 hours' work.
This car stops people in their tracks.

£1,325
Quentin Ashley,
WHITEFIELD MOTORS, STOCKPORT
VW EXPERTS
061-442 8084

FOR SALE—continued

LANCIA APPIA, V4. Pillarless saloon; r.h.d. Superb rust-free original condition inside and out; gearbox overhauled recently. Offers around £200. Tel.: Borough Green 3976 (Wrotham, Kent). (1131

GULLWING MARCOS, 1961 racing version; "J" registered; M.o.T. June 1973; 1,500 c.c. Exciting going concern but further work could improve; £400. Offers or exchange Morgan M.G. etc. 7 Lyall Cres., Polmont, Falkirk. Tel.: Polmont 2845. (1133

FIAT 124 "Special", Nov. 1970. Navy blue; 5 new Cinturatos; Blaupunkt radio; heated rear window; tinted glass. £860. Tel.: Middleton-on-Sea (Sussex) 2421. (1132

FULL RACE, Mini. Finished in Aquatic Jade with chequered roof. Roll cage; racing dunlops, etc. Ready for another successful season. Ideal competitive beginner. First £195 secures. Tel.: Bristol 675822 (9.30-8.00). (1134

GINETTA. My nice white XAS shod, 1969 G15 can be yours for around £650. Aylott. Tel.: Grimsby 59111 (office) (can be seen London). (1136

ASTON MARTIN, DB4. Exceptionally good condition; white with black interior; tinted glass; stereo; spots; taxed; M.o.T. £875. H.P./Exchange. Tel.: Ardleigh 324. (1139

JAGUAR 1½ saloon, 1948. M.o.T. for one year; excellent condition; toolbox complete. Tel.: 01-886 2445 (after 6.30 p.m. weekdays or anytime weekends). (1140

MORRIS EIGHT, 1938. Very sound. £55. Siddeley Sapphire, £65. 51 High St., Carshalton, Surrey. Tel.: 01-540 5037 (10 a.m.-3 p.m.) Jean. (1215

M.G.-B 1970. 11,500 miles; blue royal; overdrive; wire wheels; undersealed; radio; electric ariel; always garaged. £1,075 o.n.o. Tel.: Cranleigh (Surrey) 2745. (1216

ROCHDALE. FORD special; fibreglass; hard-top coupé body; Ford 1200 c.c. tuned engine. New tyres; carbs.; lamps, etc. Woodrim s/wheel. Very snazzy red sports car, fast, and v.g.c. Only £125 quick sale. Box 3524. (1217

M.G.-B 1964. Red in very good condition. Extras include overdrive and wire wheels. Four new Cinturatos and batteries only £400. Evans, 2 Station Drive, Handsacre, Rugeley, Staffs. (1218

ELVA COUGAR, 3-litre; "G" reg.; radio. Very good condition; very fast. Must sell have just purchased a wife. £1,300. Tel.: Windsor 69334. (1219

E-TYPE CONVERTIBLE, 1968. Carmen red; chrome wire wheels; Radiomobile; excellent bodywork and mechanical condition; M.o.T. May 1973. £1,450 o.n.o. Tel.: Frome 2392 (9-5.30 Mon.-Sat.). (1224

TRIUMPH GT6, Mk. II. "H" registration; low mileage; extras include overdrive; power brakes; p.b. radio; h.r.w.; rear seat; undersealed. Immaculate £865. Tel.: Hatfield 63980 (evenings). (1225

ARMSTRONG SIDDELEY, 1936. Blue saloon; mechanics excellent; beautiful car. Tel.: 0332 21392 (Derby). (1226

E-TYPE JAGUAR, 1967 Sept. 4.2, 2 + 2; low mileage; metallic blue, blue trim; chrome wheels; fastidiously maintained; recent overhaul; history, receipts. Family commitments force sale. £1,350 or reasonable offer. Tel.: Brixham 2984 (evenings). (1227

1953 JAGUAR, XK120. Fixed-head-coupé. Service history from 1955; original logbook etc. Recently repainted and entirely retrimmed; Connolly hide seats etc. An exceptionally fine example now regrettably for sale, to include many spares; new wing; bonnet; grille etc. £1,100. Tim Frost. Tel.: Wickham (Hants.) 3031. (1220

XK150 JAGUAR, D.h.c., imperial maroon. Resprayed rechromed; new engine, 12,000 miles; all syncro gearbox; new hood; new exhaust system; radio; Cinturatos; Chrome wire wheels. Superb appearance with performance to match. Maintained regardless of expense, bills available. Sole reason for sale, posted Australia. Offers. Tel.: Camberley 25949. (1221

TRIUMPH SPITFIRE. This car would cost £2,500 with all extras and modifications. Extremely fast due to 114 b.h.p. and 1296 c.c. engine. Only used 4 months a year for the last 4 years. Must be seen to be believed. £725 o.n.o. Tel.: Anstey 4483 (after 7 p.m.). (1222

1951 M.G. TD. Engine has recently been completely rebuilt; several new parts fitted, plus new clutch; brakes; battery; hood and tonneau cover; rewired; steam-cleaned and underscaled. Bodywork in excellent condition. Taxed, M.o.T. £495. No offers or time-wasters. Tel.: Southport (Lancs.) 67524 (weekends). (1228

HARRINGTON Le-Mans, Alpine. Very good condition; very rare model; new engine; overdrive in all four gears; Webasto sun-roof; tax, M.o.T. £475. Tel.: Walton-on-Thames 40174. (1229

M.G.-B GT, 1967. Mineral blue; overdrive; wire wheels; radio; radials. £775. Tel.: Nottingham 868025. (1230

1948 ROVER, model 60, Series P4. Slight mechanical work required. Engine sound; ideal for enthusiast. £50 o.n.o. Tel.: 021-429 1525. (1231

1932 MORRIS Minor engine reconditioned. £45 o.n.o. Tel.: Copplestone (Devon) 376 (evenings). (1232

1937 M.G. VA tourer; engine rebuilt; bodywork restored. Many spares; sensible offers. Tel.: Midhurst 3100 (after 6.30 p.m.). (1233

HISTORIC SPORTS racer. Lister-Bristol for appointment to view. Write Box 3525. (1241

FOR SALE—continued

ELAN S3,1967. F.h.c., special equipment, model silver grey; 36,000 miles; K.O. wheels; S.P. sports; Radiomobile. Truly superb. £850. Tel.: 01-858 4638. (1234

M.G. TA, 1936. 5th made and ex. M.G. works car. Carefully restored and in excellent original condition; finished off-white; price, with spares, £675. Broom. Tel.: Little Waltham (Essex) 332. (1235

M.G.-B GT, 1970. Blue royale; overdrive; wire wheels; fog/spot lamps; radial tyres; black interior; low mileage; full main dealer service history; one owner. Immaculate condition. £1150. Tel.: Orpington 34703. (1236

FROG-EYED SPRITE. A beautiful example, recently new; highly tuned; Osselli engine. Reconditioned gearbox; suspension brakes; resprayed. M.o.T. 1973. Other extras. £285. Tel.: Frensham 3809. (1237

M.G.-A 1,622 C.C., Mk. II. F.h.c., red; w/w; beautiful condition; completely original. Offers over £450. Tel.: Wantage 2620. (1238

MARCOS 3-LITRE, V6. Overdrive; sunroof; radio; electric windows; mag. wheels; Porsche tangerine; April 1970. Immaculate. £1,295. Tel.: Ascot 20039. (1239

LOTUS ELAN, 1966. M.o.T. April 1973. New gearbox; new steering. Jensen green respray. Bargain at £695 o.n.o. Tel.: 021-353 3499. (1240

LOTUS 7, Series 4, BMA 7K; 1600 GT; Red; 10,900 miles. Excellent condition. £880 o.n.o. Tel.: 061-998 3726. (1242

ROLLS PHANTOM II, 1929. Sports saloon by Park Ward. Similar to page 175, "Those Elegant". Good chassis; all ash framing overhauled. Complete aluminium overhaul with new wings just completed. Repaint and re-trim now needed to complete. A most desirable car. Price £2,250. Trunk available. 60 Gunnersbury Ave., W.5. Tel.: 01-992 8488 (evenings). (1243

MERCEDES 230 saloon, 1966 model, automatic; P.A.S. Maroon, one owner. Excellent condition; l.h.d. £500. Tel.: Milton Abbas 411/675. (1244

NSU RO80, 1971. Targa orange. Latest type engine fitted. £1,950. Tel.: Milton Abbas 411/675. (1244

BENTLEY MARK VI, 1950. Recent pistons; exhaust; steering joints. Good mechanics; interior external appearance. £400. T. I. Frith, 18 Main Street, N. Anston, Nr. Sheffield. Tel.: Dinnington 2581. (1245

M.G. TC, 1947. Completely restored; rechromed; re-upholstered; hood; tonneau. Sidescreens, carpet, all new. With set of slides showing restoration. £600. Tel.: Crosshills (Yorks.) 3494. (1246

TR6 in kit form. Buy the car I'm building for "L" registration. Professionally sprayed, signal red paintwork; new hood; bumpers. Fitted export type 2.5-litre engine with carburettors; towable or could deliver. Needs keen D-I-Y man to complete. £750 or cash deposit holds while you sell your car. Tel.: Nottingham 269638. (1247

1952 RILEY 2½. New roof; tyres and springs; recently reringed. Original radio. A very distinctive and reliable specimen. Taxed, M.o.T. £1,750 o.n.o. Tel.: Pontefract 2816. (1248

FROG-EYE. Excellent body; recent engine rebuild; h/s-tops, tonneau; new radials; Taxed, M.o.T. £215 o.n.o. Williams Tel.: 021-454 2033. (1249

MARCOS 3-LITRE, July 1971; 11,000 miles; orange with black trim; electric windows; overdrive; Mag. wheels; Avon racing tyres. A beautiful car in immaculate condition. £1,535 o.n.o. Tel.: 01-644 2251 (evenings). (1251

MARCOS 1600 GT, 1969. Orange; s/roof; w/wheels; etc. Taxed years M.o.T., v.g.c. £975. Consider cheap, interesting car, part exchange. Tel.: Ludgershall (Wilts.) 395 (evenings). (1253

MARCOS NOV., 1971. "K" registration. 1600 GT. 12,000 miles; one owner; alloy wheels; electric windows; Quartz headlights; reversing lights; 8-track stereo; push-button radio; seat belts. Absolutely as new £1,475 o.n.o. Tel.: Barnstaple 73224 (North Devon). (1462

M.G. TC (1948). Very good runner; tax until August. £300 o.n.o. Tel.: or write, Gill Clarke, Dykes Farm, Yealand, Carnforth, Lancs. Tel.: Carnforth 2820. (1463

FIAT 1245, 1971 "J", old ivory; 23,000 miles; Webasto roof; tow bar. Other extras. An immaculate one owner car; part exchange considered. £950. Tel.: Croughton 628 (Nr. Brackley). (1464

HISPANO SUIZA, 1933. Barcelona model, rolling chassis, cleaned down ready for restoration. £695. Tel.: Meopham (Kent) 813239. (1465

BMW 2000 T.I. 4-door, 1967. 1 owner; left-hand drive. "K" registered; white exterior black interior. Car must be seen. M.o.T., taxed. £645. Tel.: Caterham (Surrey) 44052. (1466

PORSCHE 1964. Left-hand drive in nice order. Colour grey, 356C model. Registered "K". Must sell, no time wasters. £415. Tel.: Caterham 44052. (1466

ASTON MARTIN, DB5, 1965. In outstanding condition. Midnight blue, grey interior; chrome wires; recent tyres; clutch and brakes. Nominal mileage. £1,250. Might exchange Ferrari or other interesting motor. Cash either way. Pilkington. Tel.: Formby (Lancs.) 72778. (1467

MORGAN 4/4, 1970. Westminster green; 19,000 miles only; excellent condition. £1,200. Tel.: Swansea 66562. (1469

SPRITE MK. I, 1959. White, Ashley fibreglass bonnet; wide wheels; recent re-spray; M.o.T. May 1973. Excellent all round condition. £245. Tel.: 01-390 0678. (1474

FOR SALE—continued

HEALEY 3000, 1965. £825 o.n.o. Colorado red; w/w; o/d; radio; alarm; Cinturatos; Kenlowe, etc. £200 recently spent. Exceptional condition. Drives beautifully. Tel.: Walton-on-Thames 29494. (1468

LANCIA FULVIA rallye 1.3; "F" registration; only 34,000 miles; just overhauled by agents; M.o.T., tax; good condition. £950 **o.n.o.** Tel.: Hook Norton (Oxon.) 323. (1470

AUSTIN SEVEN saloon 1932. Very good original condition; M.o.T. Tel.: Clive (Salop) 373. (1471

SINGER ROADSTER 4AB, 1951. Good condition; new hood and tyres; M.o.T. Tel.: Clive (Salop) 373. (1471

HEALEY 3000, Mk. III, 1965. Blue/silver; red leather interior; overdrive; 6 in. 72-spoke wires; new SPs; flares; luggage rack; tonneaus. Very impressive car. £750. Tel.: Colne (Lancs.) 5397. (1472

1964 M.G.-B; overdrive; hard-top; w/w; servo; radio, etc. Excellent tyres; gearbox just reconditioned. Any trial. £330. K. Howard, Mansons Cross, Hereford Rd., Monmouth. (1473

PORSCHE SUPER 90, 1962. Ivory white. Extensive restoration; now in very good condition; new brake linings and 5 XAS radials; M.o.T. 1 year. £475. Tel.: 01-444 7828. (1475

M.G. TD, 1953. Exceptional condition. Most parts reconditioned or renewed past six years. £850. Details from Michael Rushton, The Meadows, Stoulton, Worcs. WR7 4RG. (1476

DB4. CONVERTIBLE. Aston Martin in Ferrari red with white interior; hard top (cost £300) and £300 recently spent; radio; all mint condition. £1,395. Tel.: Epsom 26325 (evening), Epsom 24734 (day). (1006

SUNBEAM RAPIER, 1968. Fastback; 28,000 miles. White/black; overdrive; h.r.w. £695. Tel.: 01-398 2455 (0149

1968 M.G.-C with Bermuda hard-top, soft-top and tonneau; blue, black interior; wire wheels; radials. Excellent condition. £800. Johnson, 53 School Rd., Wales, Nr. Sheffield. (1156

ROLLS-ROYCE 20 tourer, 1923. Mulliner body; Concours. Offers. Tel.: 0432 3167. (1166

2½-LITRE JAGUAR, 1949. Sports saloon in excellent condition. All original tools. New tyres all round. Mileometer reads 20,000 miles; 3 owners. For disposal by executors. May be seen at Crossroads Garage, Bromsgrove. Sensible offers please. (1276

LAGONDA 1931, 2-litre low chassis tourer; excellent mechanical order; M.o.T. for next twelve months; late the property of an enthusiastic engineer; for sale by executors to close an estate. £1,850 o.n.o. Blagg Son and Masefield, Solicitors, Cheadle, Stoke-on-Trent. Tel.: Cheadle 2226 (business hours) or Cheadle 3417 (thereafter). (1289

M.G. TD, 1951. Very good condition. Offers around £500. H.P. arranged. Tel.: Cowers Lane (Derbyshire) 481. (1291

ASTON MARTIN, DB 2/4, Mk. I, 1955. 3-litre exceptional example; full history from new; 46,000 miles only. £800. Tel.: East Horsley 4802. (1292

1937 ALVIS Silver Crest Holbrook saloon. Basically sound but interior a little tatty. Mechanically excellent. Eligible V.S.C.C. with new M.o.T. £260. Tel.: Tunbridge Wells 22651. (1293

JAGUAR 2.4, September 1961. Very nice car; not the usual rubbish. £250. Tel.: Southampton 69582. (1294

AUSTIN HEALEY, 100/4 1954. Mechanically excellent; metallic grey; overdrive; wire wheels; good Cinturatos, taxed; M.o.T. September. £265 o.n.o. Tel.: Longhope (Glos.) 245. (1295

MORGAN +4 coupé 1951. Rebuilt engine; rewired, 6 tyres as new; re-upholstered; resprayed. £525. R. Keeping, 70 Westbourne Rd., Halesowen, Worcs. Tel.: 021-559 3457 (works, not the second week August). (1296

LOTUS ELAN convertible, 1965, Mediterranean blue; K.O. wheels; radio; very original with good history. Future collector's item. £625. Tel.: Holmewood 649 (evenings). (1297

XK120 ROADSTER, 1952. Excellent, completely rust-free body; very good original upholstery; new hood; s/screens and batteries; good mechanics and chromework; B.R.G. year's M.o.T. The classic model and a very attractive asset. £775 or would p/exchange Healey 100/S. Tel.: Woburn Sands 2651 (day). (1299

ROCHDALE OLYMPIC phase two, 1967. Sunbeam Le Mans engine; overdrive, blue/black. All extras; new SP sports. £550 o.n.o. Tel.: Ashby-de-la-Zouch 2456. (1300

ROLLS-ROYCE Continental Phantom II sports saloon by Hooper. Midnight blue with burgundy leather, a rare and magnificent car for £4,850. Fletcher, Tudor Cottage, The Leigh, near Gloucester. Tel.: Coombe Hill 265 or 01-730 7094. (1301

AUSTIN HEALEY 3000, Mk. III. Overdrive, new wires, brakes relined; good condition. £675 o.n.o. Tel.: Nailsea 2665, or Plymouth 76179. (1302

TR5 P.I. "F" registration; 26,800 miles only. Surrey-top model; three roofs; overdrive; wire wheels; radio; spots; fabulous condition; genuine reason for sale. £975. Tel.: 021-454 3346 (evenings). (1303

LOTUS ELITE, Series II, stage II 1962. Bristol body; new clutch, radiator; exhaust. Rebuilt gearbox; reputed 30,000 miles only. Pristine red coachwork; very original example of this classic car. Must be seen. £695. Tel.: Ascot 24501. (1304

FOR SALE—continued

1934 LAGONDA 16/80, special six, "S"-type; 4-seater tourer. Original body with Vanden Plas, long wings. Rebuilt engine; magneto; new hood; tyres. Reupholstered. In very good order. Image of a Bentley. £1,395 o.n.o. Tel.: Ascot 24501. (1304

DAIMLER DART. 8 spec. Excellent throughout. £645 o.n.o. Tel.: Hemel Hempstead 4833. (1305

BENTLEY 1953, "R"-type manual; silver/black resprayed. Excellent condition throughout. Tel.: Stafford 4304. (1306

AUSTIN SEVEN, 1936 Ruby saloon. Reputed 14,000 miles. Mechanics very good; body needs some attention. Offers. Also 1928 Seven, not original. Offers. Dixon Smith, 187 Henwick Rd., Worcester. Tel.: 423058. (1307

M.G.-A 1600 Roadster. Engine rebuilt; new brakes; body restored; radio; taxed, M.o.T. £375. Fieldhead, Brook Lane, Tel.: Alderley Edge (Cheshire) 3176. (1308

ALVIS 4.3 Charlesworth saloon, 1937. Complete and original; recent respray; retrim; repolish; long M.o.T.; at present undergoing full engine overhaul. £1,550 when finished. Peter Black, Redes, Ford End, Chelmsford. Tel.: Pleshey 213. (1311

ROLLS-ROYCE, Silver Cloud I, 1956. A most imposing car in well above average condition; coachwork unmarked in metallic silver; nice upholstery and carpets; good tyres; M.o.T.; recent bills from Rolls specialists for some large amounts spent. £1,550. Talbot. Tel.: Freckleton (STD 0772) 633320. (1312

LANCIA AURELIAS, 1957, B205, series 6, GT coupé. First class mechanics, including all-synchro Flaminia gearbox. Absolutely no body rot. £450. Also 1957 B24S, GT, convertible (similar to Spyder); completely rebuilt underbody, eliminating all rust; hard-top; requires some interior work to complete restoration. £550. Both cars recently resprayed in white, have recently fully reconditioned engines, relined clutches and brakes; new exhausts. English registered, and available in U.K. by arrangement. Burrett, 19 Rue de la Prairie, Geneva. (1313

190SL MERCEDES. Taxed, insured, in good running order. Inspection invited. A bargain at £595. For details Tel.: Lanark 3618. (1314

ROVER P4, 1958 model 90. Fitted 105 head. Maintained in sound mechanical condition and used mainly for long runs. Very good chassis; spare engine and many other spares. Excellent vehicle for restoration by enthusiast. Offers over £150. Hexham (Northumberland) 2014. (1315

LOTUS SIX, 1959. 1500 c.c. engine; wide wheels. Collector's piece with startling performance. £390. Tel.: Cheddar (Somerset) 742648. (1316

M.G. TF, 1954. Original condition; not restored; current M.o.T. £500. Tel.: Leamington Spa 23512. (1317

PETROL + PANDORA = Fun. Pandora is a 1947 B.R.G. M.G. TC. New upholstery; rebuilt engine; rewired, rechromed. M.o.T. Very tidy. Offers around £350. Tel.: Keith 01-556 7034 (after 6 p.m.). (1318

DAIMLER SP250, 1963. Immaculate condition; hard- and soft-tops; £1,000 spent on new engine; gearbox; axle; suspension, steering; discs; calipers; servo exhaust; hood; tonneau; carpets; chrome, etc. Reluctant sale by OLOC member of what must be one of the best of these classic cars available. A truly appreciating asset. Reasonable offers invited. Tel.: Gerrards Cross (Bucks.) 85862 (evenings). (1320

ALFA ROMEO, 1750 saloon, 1969. Right-hand drive; lustrous maroon paintwork; pigskin colour upholstery; new Cinturatos, really first class condition in every respect. A truly exceptional high performance saloon with a superb turn of speed and surprising economy. Very practical yet distinctive. For swift sale, attractively priced at £1,095 or nearest. Please Tel.: 01-658 3221 (evenings and weekends) (Beckenham). (1252

1939 SS, 2½-litre Jaguar sports saloon. Good runner; fair condition; original; some spares. £250 o.n.o. Tel.: Great Glen 2996. (1444

1961 ALVIS drophead. Nice condition; good mechanics. First reasonable offer. Tel.: Saddleworth (Yorks.) 2875. (1445

ALVIS TE21, late 1964. Taxed; M.o.T. Webasto sun-roof; wire wheels; good radial tyres; power steering. Well-cared for internally, externally and mechanically. Prepared to travel to sell this fine car. £800 o.n.o. Tel.: 031-332 3021. (1446

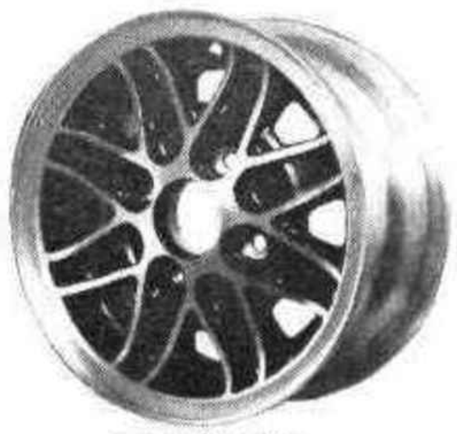
1953 RILEY. 2½-litre, RMF. Good example. Pine green. Tel.: High Wycombe 31201. (1438

TR6 1969. 24,000 miles; white; latest wheels; tonneau; radio. Immaculate. £1,050. Tel.: 01-868 3641 (office), Northwood 22715 (evenings). (1439

HUDSON COMMODORE 8, 1946. Very good condition overall; new brake system; clutch and valves. £400 o.n.o. Tel.: Chippenham 2407 (evenings). (1440

AUSTIN HEALEY 3000, 1960. Hard-top; overdrive; radials. V.g.c. £385 o.n.o. Tel.: Huntingdon 75210. (1453

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FOR SALE—continued

LONDON Blitz Austin, S.W.B. Fire Tender. Complete fitted pump and tank; good, original operational condition. Best offer over £60. Box **3541**. (1016

M.G.-C Oct. 1970, immaculate, green, o/d, u/sealed etc. £995. Consider part-exchange. Tel.: Luton 34862. (1019

RADFORD MINI Cooper, 1275 c.c. Regd. 1964. Numerous extras. £540 o.n.o. Tel.: 061-434 3124 (any time). (1020

SCIMITAR 1968, 3-litre; overdrive; tinted screen; immaculate. £700 o.n.o. Tel.: Hythe (Kent) 69303. (1023

TR4A IRS/overdrive; "E" regd. Wedgewood blue; w/wheels; wood steering wheel; radio. Very good overall condition. £775. Tel.: Fordingbridge (Hants.) 53145. (1024

BENTLEY MK. VI, 1951. Grey; 3 owners, 86,000 miles. Excellent condition. M.o.T. May 1973. £650 o.n.o. Tel.: Dyce 2579. (1025

DAIMLER SP250B. Superb 1962 example. Mortgage forces reluctant sale. Venetian red, grey interior. H/S-tops; enthusiast maintained. Offers around £660. Tel.: Bourne End (Bucks.) 21607 (evenings or weekends). (1026

M.G. TF 1500. Wire wheels (15 in. x 5½J). Disc brakes; new carpets; sidescreens and G800 tyres; aero screens, tonneau; woodrim wheel; aluminium rocker box. Complete overhaul last spring inclusive engine suspension; body electrics; gearbox. M.G. CC registered car and owner; £750. Tel.: Wye (Kent) 812645. (1027

M.G. PA 1934. In immaculate condition. Reconditioned brakes; gearbox and clutch. New tyres, tubes aeros and M.o.T. Sensible offers please to Chris. Perkins. Tel.: 01-954 2089 or 01-734 8080, ext. 455 (during office hours). (1028

M.G.-A 1600 coupé; M.o.T. 30th March, 1973. Good radials, sound body. £175. Tel.: Pudsey 76683. (1030

FORD CAPRI, 1962. Showroom condition. Fitted 1600 GT, Crossflow; Lotus gearbox; 5½J radials; servo; radio; many extras; 100 m.p.h. £325. MacKenzie. Tel.: Aldershot 20581 (work). (9684

POOR MAN'S Aston Martin, 1966 Gilbern 1800 GT. Concours winner three years; o/d; s/r; 1/mileage. This must be one of the best GT's in the country. £895. Tel.: Ringmer (Sussex) 812487. (1078

SUNBEAM TALBOT 90, 1952. New king pins; bushes, brake pipes; junction box, also included workshop manual; handbook; engine gasket kit; spare fan belt; good seat belts; heater; good runner; car needs finishing. £110 or will gladly swap for M.G. Y, TC, TD, needing clean up. Mechanical repair slight cash adjustment either way. Please Tel.: "Desperate Eric", 0224 23090 (evenings, weekends). (1052

FOR SALE—continued

LOTUS ELEVEN. Recent complete overhaul; 1500 stage III; GT engine. Excellent condition. Best offer. Tel.: Hemingbrough 305. (1047

LOTUS ELEVEN Climax 1957. Dismantled, much work needed. £295. Gillard, Woodhall Cottage, Greenhill, Cradley, Malvern, Worcs. (1048

ASTON MARTIN Convertible DB 2/4, Mk. I. Bodywork, interior and hood immaculately original. Engine and clutch still being run-in after complete reconditioning and balancing this year. Polished and matched ports give effortless 125+ m.p.h.; new M.o.T., taxed until November. £750. Part-exchange considered. Rodney Lucraft. Tel.: Brighton 776465. (1049

M.G. Magnette, 1959. Duo green Varitone. 55,000 genuine miles, and one owner, who has now given up driving, from new. Always kept in garage, four new tyres; M.o.T. to January. £250. Frisby, 75 Woodside, Wimbledon. Tel.: 01-946 8198. (1050

BENTLEY MK. VI, 1949. Black/red line; 4¼ manual; sun-roof; original seats; radio; clock; tool-kit; handbook etc. Concours condition M.o.T. March 73. £850 o.n.o. Tel.: Medway 30752. (1051

1936 MORRIS 14/6. Genuine 18,000. Immaculate offers to John. Tel.: Sandown, I.o.W. 3677. (1053

1968 RADBOURNE Abarth 1300, works built road test car; chassis 13001; excellent condition; sun-roof; radio; Cromodora wheels. £995. Also Sprite Mk. 1 £210. Private Sale, West. Tel.: Deal 61717. (1054

UNIQUE: 1957 Vauxhall Cresta. Absolutely original, mint condition. Best example in existence, stored since 1962. Bodywork unblemished underside, rustfree. Guaranteed: 49,000 since new. Last of the "big" Vauxhalls. £475. Tel.: 041-632 3131. (1057

SSI, 1935. Attractive, vintage; four-seater, open tourer, in two-tone beige, of outstanding appearance. M.o.T. What offers. Griffiths, "Westwinds", Chirk, N.W. (1058

LOTUS SEVEN, S4, 1600 GT, 2,000E; July 1971; revolution wheels; Spax; intertech; Marchals; heater; tonneau. £915. Walker. Tel.: Huddersfield 20023. (1065

DAIMLER SP250, "B" specification; 63,000 miles. Dark blue, hard- and soft-tops; lovingly maintained. Very beautiful. £800 o.n.o. Tel.: Gosport 81767. (1067

ASTON MARTIN, 1964, DB5. Excellent silver paint work; clutch, tyres; brake pads etc. Stereo radio; 5-speed box. Must sell so £999 only, no offers. Tel.: 01-472 5803. (1070

FOR SALE—continued

ROLLS-ROYCE Wraith limousine by Park Ward, 1938. Shell grey with red leather to interior; good original order throughout; side mounted spare. No division. Illustrated among "Those Elegant Rolls-Royce". Some history available. £1,800. View by appointment J. A. Wallinger, "Nowhere" Iden Green Benenden. Tel.: Benenden 638. (1059

M.G.-B 1964. Flame red, black interior, immaculate condition; Radiomobile; tonneau; spots; Astrali etc. Engine reconditioned and new clutch 5,000 miles. Fully serviced, taxed, year's M.o.T. £425 o.n.o. Tel.: Leeds 667200. (1060

RENAULT CARAVELLE, 1966. 1,108 c.c. detachable hard-top gives smart occasional 4-seater saloon or open sports appearance at Standard insurance rates; taxed and M.o.T. June 1973. £350 o.n.o. 42 Rothesay Grove, Nunthorpe, Middlesbrough. Tel.: 0642 36345. (1061

JENSEN CV8, Mark II, 1964. Automatic; 81,000 miles; metallic blue; grey leather upholstery; perfect condition. Engine carefully maintained. Full service history. Taxed December. £800. Tel.: Brewood (Stafford) 850337. (1063

RARE HEALEY Tickford, 1951. Sports coupé saloon; 2.4-litre; Riley engine; 2,443 c.c. in first class condition; bodywork engine, tyres etc. Photo and details may be had of this car. Taxed and M.o.T. £325. L. G. Garner, 8 Montagu Rd., Walton, Peterborough. Tel.: 71814. (1064

SUNBEAM ALPINE, 1960. Red with black hard- and soft-tops. Used as second car. One owner 29,000 miles. £250. Tel.: Leominster (Herefordshire) 2048 (evenings). (1066

LOTUS ELITE Series II, stage 2 tune. Fine pale blue Bristol built body with excellent interior. Well maintained mechanically; fitted belts, heater and washers. Offers over £500. Tel.: Bristol 36208. (1068

ALVIS Grey Lady, TC21/100, 1955. One owner only. Excellent mechanically fitted with TD cylinder head and rev. counter. Interior also excellent. Could do with repaint and possibly new hood but reliable, fast, safe and waterproof as it is. £265. Car at Southampton. Tel.: 01-373 7881 (daytime), Jersey North 551 (evening). (1069

T.V.R. GRANTURA. Many extras; beautiful car. M.o.T. £325. Exchanges. Tel.: Bedworth (Warks.) 312441. (1055

TR6 SPECIFICATION "hi-bred" Triumph sports; overdrive; white hard- and soft-top; 130 m.p.h. Many extras, enthusiasts car. Beautiful condition, £825 o.n.o. Tel.: Nottingham 0602 40377 (evenings). (1071

FOR SALE—continued

VINTAGE PONTIAC, 1929. Big six very original. Full details from Box 3520. (1056

AUSTIN PRINCESS, A135, 1952. Alloy body; grey respray; hide interior; 3rd owner; M.o.T., taxed. Daily use; v.g.c. Mechanically and bodily. £550 o.n.o. Tel.: 021-354 1352. (0719

AUSTIN HEALEY 3000, Mk. I. Very low mileage; two recorded owners; new M.o.T. A much cared for car in mint condition. £395 o.n.o. Tel.: 0926 41016 (Warwick) (before 7 p.m.). (1097

BENTLEY R-TYPE manual; 78,000+ documented mileage; registered 1952. Bodywork, chassis and mechanically exceptional. Grey with red upholstery, located in Surrey. £1,250. No offers. Box 3521. (1098

M.G. TD, 1953. Red, excellent condition. Recent respray, rebuilt engine; new clutch and Cinturatos. Complete spare engine (less pistons) and gearbox. £625. Tel.: Woodbridge 4101 or write M. J. Eve, 38 Daphne Rd., Orford, Woodbridge, Suffolk. (1099

£90 BUYS 1964 Cooper 997. M.o.T. Feb.; rebuilt engine; new crank; rear sub.; excellent GBs; radio; new 1¾ S.U.s; twin tanks; body broom painted. Work and spray would make smart. Tel.: Steeple Aston (Oxford) 594. (1100

SWALLOW DORETTI. Rare handbuilt sportscar convertible of distinction; similar A.C. ACE; aluminium-bodied; tubular chassis. Finished in Bahama yellow/black interior. Excellent condition; completely restored; engine reconditioned and just run in; new gearbox; radials; spares; overdrive. Exciting car to drive, plus investment. £450. Tel.: 01-445 0326. (1101

CLYNO 1926. 10.8 h.p. tourer. Rare and beautiful. Prefer exchange more commonplace vintage car with better performance. Might sell. Tel. 051-424 7593. (1102

JOWETT UTILITY, 1950. Unusual go-anywhere vehicle, nicely preserved, qualifies as historic commercial. £155. Tel.: Sedgwick 539. (1103

VITESSE ESTATE, 2-litre; o/d; quick, useful vehicle; suit sporting family man. £695. Tel.: Sedgwick 539. (1103

M.G.-A 1500, f.h.c., 1959. Intertech, S.W., servo, radio. Engine, oil pressure, body good. M.o.T. Jan. 1973. £275 o.n.o. Tel.: Bury St. Edmunds 3815. (1104

JENSEN CV8, Mk. II. Indigo blue, red trim. Maintained regardless cost. Dunlop SP VR 70 tyres. New exhaust, shock absorbers, battery. £825 o.n.o. Tel.: CEC2-262434 (evenings). (1105

SPRITE, MK. 1. Original steel body, having been restored to like-new by the present lady owner. £240. Tax-man forces sale. Janet. Tel.: 021-353 5882. (1112

FOR SALE—continued

GILBERN GENIE, late 1967. Silver with black trim. Tinted screen, Minilites, overdrive. 29,000 miles. Factory maintained and immaculate. £950 o.n.o. Vintage p/ex. considered. Tel.: Dinas Powis 2248 (evenings). (1618

RILEY 1½ R.M.E., 1954, in superb condition throughout. Complete engine overhaul, new Konis, dynamo, battery. Very reliable, used daily. £450. Contact: "Sheaves", Jefferies Rd., West Horsley, Surrey. (1619

MUSTANG MACH I, 1969, auto., 351 V8. Metallic blue with gold trim, radio and tape with stereo speakers, power steering and brakes, refrigeration, heavy suspension. £1,675. Tel.: 061-445 2876 (Manchester). (1620

M.G.-A ROADSTER, resprayed bronze yellow; engine rebuilt, new radials, re-upholstered, front suspension overhauled; 47,000 registered miles, believed correct as car laid up during winter and previously only used part year. £360. Jenkins, 25 Barmston Way, Washington, Co. Durham. (1621

"E"-TYPE F.H.C. Jaguar, 1964, h.r.w., aubergine, M.o.T. March 1973. Reg. No. 145 PEA. Kept in garage. Best offer around £500. Box 3535. (1622

LOTUS ELAN, 1966, S2, hard/soft-tops, radio, new Cinturatos, shockers/springs, exhaust, etc. Bills available. £685 o.n.o. Tel.: Northwich (Cheshire) 76289. (1623

"E"-TYPE DROPHEAD, 4.2. Absolutely immaculate, Carmen red with black trim. Low mileage. New chrome wires, SP Sports, 8-track stereo tape and radio. Over £300 just spent to make it spot on. £1,295. Part exchange, H.P. arranged with a £300 deposit. Tel.: Halifax 54149. (1624

GT6, 1969, Mk. 2. White. Wire wheels, radio, h.r.w. 32,000 miles. New tyres, clutch. £790. Tel.: Blean 313 (Kent). (1625

A.C. ACECA Bristol. Disc brakes, overdrive, radio. Gleaming B.R.G. body. Recent work engine and suspension. £690. Seen Surrey August 5th. Tel.: Brundall (Norfolk) 3301. (1626

1971 "K" SCIMITAR GTE. Special colour Havana brown, overdrive, h.r.w., radio/stereo. This car was first prize in Daily Telegraph 1971 Driving Competition. Used as second car, 8,000 miles only. £1,785. Tel.: Pailton (Warwicks.) 347 (after 3rd August). (1627

LOTUS 7 Series IV, Oct. 1970, 18,000 miles. Yellow S/E model. Radio, 2-speed wipers, electric washers, special exhaust, etc. £825 o.n.o. Consider good frog-eye in part exchange. Garnett. Tel.: 061-439 6473 (Manchester area). (1641

JAGUAR XK150 "S" f.h.c., 1959. Restored to a superlative degree rarely achieved. £2,500. Serious extensive details from Box 3536. (1642

FIRST CLASS 1965 (June) Alfa Romeo 1600 GT Sprint, well kept by fussy owner. Navy blue/black. Excellent mechanics, tyres, etc. About £575. Consider part exchange Mini 1000 in similar condition for wife's transport. Tel.: 01-994 1866. (1643

1934 AUSTIN Ascot saloon 12-4 H.P. Price £350. M.o.T., tax. Tools, manual. Condition showroom, all original. Only other similar condition in museum. Photo on request. Tel.: New Romney 3327. (1644

TR6, MAY 1970, 20,000 miles, roadster, damson. Overdrive, underseal, burglar alarm. Truly excellent condition, class winner of the Concours d'Elegance last month. Genuine reason for sale. £1,200. Tel.: Rickmansworth 75299 (home), Watford 25837 (work). (1645

1959 MORRIS 1000 convertible, excellent condition throughout. One year's M.o.T. £175. Gent, 55 High Tor, Skegby, Nottinghamshire. (1645

M.G. MIDGET Mk. 3, 1969 (July). Blue, w/wheels, ZXs, Konis, tonneau covers. Outstanding condition. £540. Tel.: Canon Pyon 365 (Hereford) (evenings, weekends). (1647

DAIMLER SP250. Original condition with detachable hard-top, soft-top and tonneau cover. Recently overhauled steering box. One owner for many years. £550 o.n.o. Tel.: Chichester 7585. (1666

MORGAN Plus Four, 1967, TR engine. Later model with low bonnet-line, bolts, mirrors, immobiliser, bonnet strap, luggage carrier. Complete bodywork renovation carried out at Morgan works 1971. One owner from new. £1,000 o.n.o., including workshop manual and touring spares kit. Tel.: Buxton (Derbyshire) 4467. (1648

ROVER 75, 1948. Classic style. Used daily. Mechanically good. Offers: Miller, 50 Lichfield Drive, Cheltenham, Glos. (1649

LANCIA FLAVIA saloon, 1964. Blue/black. Good mechanics and body, very smart interior, very good tyres. Fabulous and economical motoring. £205 o.n.o. Field House, Garsington (Tel.: 266), Oxford. (1651

XK150 F.H.C. Body good. New XASs, wires, M.o.T. year. Mechanics very good, new batteries. About £430. Part exchange, Austin 7? Tel.: North Petherton 751 (after 6 p.m.). (1652

SUNBEAM ALPINE IV GT, 1964 (Aug.). Carnival red, hard-top. Reconditioned engine, new clutch, tyres. Bodywork good and recentilused. Genuine 46,000 miles. M.o.T. June 1973. £485. Box 3537. (1653

GILBERN 1800 GT, 1966. Blue. Overdrive. V.G.C. £750 o.n.o. Tel.: Upper Warlingham 2930 (evenings). (1654

N.S.U. Ro80, 1970. Cosmic blue. 32,000. Four new XAS. Fitted stereo cassette. £1,550. One owner. Tel.: Henley-in-Arden 2456 (Warwicks.). (1655

RILEY[2½, 1952. Chassis excellent, body fair. Sensible offers. Part exchange considered. John. Tel.: 040-18 243 (evenings). (1657

LOTUS ELAN +2, 1969. French blue. Extras, h.r.w. Showroom condition. £1,200. Tel.: Nottingham 56101, extension 2566 (weekdays). (1655

M.G.-B, 1966. O/d., w/w., wireless. Taxed. New tyres, batteries. £520. Tel.: Long Sutton 438 or Rogate 541. (1658

TWO MASERATI 3500 GTs. One car has slight accident damage, the second car is a perfect rolling chassis. £650 or offers. Full details: Bedford, Silsoe (05256) 308. (1659

FOR SALE—continued

M.G.-A TWIN-CAM, £600. Rebuild three years ago. Selmar burglar alarm, 5½ Js, stereo, radio. Marriage forces sale. £195. Tel.: Stratford-on-Avon 66239 (after 6 p.m.). (1661

1972 LOTUS +2S 130, 6,400 miles. Bahama yellow/silver roof, radio, h.r.w. Immac. £2,375. Tel.: 061-368 2055 (evenings). (1662

POOR MAN'S Twin Cam, £595, for my Viva GT, 1969, 27,000, usual extras. Must sell, Bank Manager unhappy. Tel.: Northampton 811116 (evenings). (1663

SUNBEAM TIGER 260, late 1967. Good condition, no rust. New water pump, Solex carburetter, spotlights. Dark blue. "F" registration. Tel.: Mendlesham 337. Mill Hill House, Wickham Skeith, Eye, Suffolk. (1664

JENSEN CV8 Mk. II. Superb car in lovely condition. Only £880. Tel.: Kettering 710083. (1665

JENSEN CV8, 1966, Series III, 6½-litre automatic saloon, grey, grey hide interior, Webasto roof, mag. alloy wheels, electric aerial. Carefully maintained & serviced regardless of expense, nominal mileage. Taxed, M.o.T. tested. £1,175. Terms available. Tel.: Chapel Brampton 3120 (Northamptor). Box 3547. (1667

1953 MORGAN Plus 4. Offers. Tel.: Haddenham (Cambs.) 699 (evenings). (0111

LOTUS +2, Many extras. 1968. In very good condition. £1,200. Tel.: Hindhead (Surrey) 4353. (0139

ENJOY WHAT'S left of summer in an open tourer and buy my 1953 3-litre Alvis drophead. Mechanically and bodily sound. Well shod. One year's M.o.T. About £400. Tel.: Brimscombe (Glos.) 3380 (evenings) (8384

96 EWD Registration for sale, on Mini van. Offers. Tel.: Warwick 42744. (1310

1930 STANDARD Teignmouth fabric saloon, immaculate condition, taxed and tested. Original interior, refurbished exterior. If you would like to be the owner of this delightful little car and have £595 to invest please contact Tel.: Atherton 5952. (0167

CALLING JAGUAR enthusiasts: 1959 Mk. 9 limousine, colour two shades maroon. Mechanically and bodywork excellent, recent M.o.T. 50,000, genuine. Interior as new, with H.M.V. push-button radio. Someone could become a very proud owner of this immaculate motor car for the low sum of £400. Apply: G. S. Kirk, High Noon, Gt. Warford, Mobberley, Cheshire. Tel.: Mobberley 2178/Wilmslow 24379 (after 8 p.m.). (0751

DB5 CONVERTIBLE, 1964. Grey with white leather and blue hood. Electric Sundym windows. 5-speed ZF. radio. Whole car in superb condition. £1,350. Tel.: 01-723 5914. (1586

M.G. TD2, 1953. Reconditioned—engine, b/axle, f/suspension. New hood, exhaust, tyres, resprayed. Original leather upholstery. Superb, reliable. Very sad sale. Best offer around £750. Tel.: Cobham 4254 (evenings) or Weybridge 48287. (1255

ALVIS TD21, red/black. Wire wheels, radio. Mechanics good. 100 m.p.h. at 22 m.p.g. £275 o.n.o. Tel.: Leamington Spa 27201. (1576

TRIUMPH TR5, finished in pimento red with gold coachline, extras include Radiomobile 8-track stereo and radio, overdrive, etc. Undersealed. In perfect condition throughout. Guaranteed. H.P. arranged. Part exchange considered. £1,050. Tel.: Witnesham 374 (Ipswich). (1764

LAGONDA RAPIDE (28/11/62). Carib. blue, automatic, Motorola radio, electric aerial and windows. 75,000 miles, two careful owners. £1,575 o.n.o. Tel.: Cardiff 33171 (daytime). (1767

1950 RILEY 2l roadster. Rare model, good running order after enthusiast's attention. £295. Tel.: 01-624 5378. (1768

M.G. TF, 1954. Completely original in all details. Virtually one owner. "Nursed" to 75,000 approx. miles on fine days only. The car can describe itself. If in mood will sell for near £1,150 to pleasant (peasant?). Cash required to give elderly, sick ex-Navy type (real owner) a share. Tel.: 01-398 1704. (1769

TWO SUNBEAM Rapier Holbay H120s. "K" registered (October) metallic brown, radio, overdrive, Rostyles, 1/rim, rare, economical, exciting performance; £500 off new price, £1,195. Or 1968 gunmetal metallic ditto, special engine, only £795. Tel.: Coventry 342069. Wagstaff, 32 Bexfield Close, Allesley, Coventry. (1770

M.G.-B, 1971 model, "J" regd. Midnight blue. Overdrive, Rostyles, tonneau. Less than 10,000 miles from new. £1,099. Tel.: 01-330 2286. (1771

SUNBEAM-TALBOT 90 Mk. II, 1952, 22,000 miles only, one lady owner 19 years; push-button radio, sun-roof, tool kit, instruction book, leather, carpets; paintwork all as new. Rare opportunity, £395. Tel.: Ingatestone 2422. (1772

M.G. ZB Magnette, 1958. Only 3,000 miles since factory reconditioned engine and gearbox. New radials and exhaust system. £245. Tel.: Barnstaple (Devon) 3118. (1773

1959 JAGUAR XK150 "S" f.h.c. Poor condition. With rolling chassis, £150. Also some spares for above. Also Singer Le Mans running chassis with rebuilt engine and rough tourer body. £125. A. E. Birch, 63 Lime Grove, Eastcote, Ruislip, Middx. Tel.: 01-868 6634. (1774

1954 COOPER-JAGUAR, USH 292, ex-Peter Whitehead/Wick/Steed. Wanted to assist in rebuild any information, photographs, specifications, articles, cuttings, history, etc., plus parts(!) including wheels, hubs, brakes, rear uprights. Leitch, 50 Moss Lane, Pinner, Middx., HA5 3AX. Tel.: 01-866 8318. (1775

LOTUS ELAN Sprint d.h.c. Red. 9,000 miles. Factory maintained from new. £1,500 o.n.o. Mr. Cowie, Tel.: Aberdeen 53353, ext. 48. (1777

"BONNIE AND Clyde." 1935 Straight-eight Buick. Needs work. £95. Morris Eight gearbox, new, £10. Vertex magneto, £10. A7 dynadistributor, £4.50. Box 3546. (1223

MERCEDES-BENZ, 190B. Excellent order and above average condition, sound cheap quality motoring for £180. Tel.: 01-657 4803. (1710

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FOR SALE—continued

REGISTRATIONS EJM 7 and JTJ 676 on scrap vehicles. Tel.: Greenodd (Lancs.) 264. (1708

TRIUMPH GT6, "F" Reg., in perfect condition. New clutch/gearbox last month. Radio, h.r.w., extra instruments. £610, or exchange anything interesting, old/new, cash either way. Apply: T. Walder, 73 Waltham Ave., Guildford. Tel.: 68784, or 01-668 1797 (work). (1739

ALFA ROMEO Giulietta Sprint, 1962, econ. engine, excellent bodywork. £250 o.n.o. Tel.: 01-935 2107. (1740

M.G.-A 1960. Reconditioned engine; new hood; body good; generally in excellent condition; M.o.T., taxed. £285 o.n.o. Tel.: 01-789 4479. (719)

AAO 111 LAGONDA, 1934, 3-litre boat-tail tourer. Most elegant and in concours condition. £1,200. Ogle 1961, 1.5 GT glassfibre body, tubular chassis, chassis No. 2, only eight produced. A beautiful specimen. £350. Keeling, Hovis Mill Lane, Hedingham Rd., Halstead, Essex. Tel.: Hedingham 281. (7162

ALFA ROMEO, Duetto Spider, 1968. Convertible; white with red upholstery; excellent condition; one owner; new hood, new tyres; radio; 35,000 miles. £925 o.n.o. Tel.: Portishead (Bristol) 3037 (evenings). (1679

RARE ALFA ROMEO Giulia Sprint 1600. Classic sports coupe by Bertone, this model must surely become a collector's item. One of the last made, 1964, white, blue interior, r.hd.; recorded mileage only 39,000; history known; three owners. Regularly serviced and recent extensive engine overhaul by leading London specialist. This car has been well looked after and attracts attention wherever it goes. Offers around £370. Tel.: 01-837 8717 (evenings). (1680

MK. 6 BENTLEY, 12 months M.o.T.; taxed, in daily use. Maroon and silver. Beautiful looking car. £450. Tel.: New Mills 42783. (1681

1967 M.G.-B Roadster; taxed and tested. One owner from new, overdrive, wire wheels, ZX's; radio, Abarth exhaust, etc. Immaculate condition. £665 o.v.n.o. Tel.: 01-574 3103 (evenings). (1682

CORTINA, 1966. Absolutely superb. Genuine rust free condition; recorded 25,200. Two-door; rebuilt engine (due to under usage) just fitted; must run in; new clutch, seat belts, washers, mirrors; M.o.T., taxed; white; red trim. Best condition possible. Can arrange H.P. Tel.: 01-560 3245 or 01-560 5357. (1684

ASTON MARTIN, 1959, DB 2/4, Mk. 3 drophead coupé, triple S.U.'s, twin exhaust, new carpets, tyres, chrome, hood and cover, respoked wheels, brakes etc. etc. £950. Also Rolls 20 Hooper limousine 1928, in fine running order, very original similar page 101 Daltons, taxed, tested, as new, £2,000. Emigrating to Canada. Might part exchange S11 Continental left-hand drive. Tel.: Staunton Court (Gloucestershire) 451 (evenings, weekends). (1685

SUNBEAM TALBOT III, 1957. 57,150 miles; mechanically good, body needs attention. In family for 11 years; sensible offers. Tel.: 021-552 1433 (after August 6th). (1686

DAIMLER CONVERTIBLE Conquest Century, 1955. Good condition. Reconditioned engine. £350 o.n.o. Tel.: Southend 86561. (1687

LANCIA FULVIA, 1.2 coupé, 1967. Beautiful condition; radio; radials. Offers around £675. Tel.: 061-439 2016. (1688

1968 SEPTEMBER Lancia Fulvia, GT saloon; Lancia blue, cream interior. £800. 40 Pinewood Close, Bourne, Lincs. Tel.: Bourne 3334. (1689

MASERATI QUATTROPORTE, R.h.d., 1966; superlative condition, with unmarked metallic maroon coachwork; black leather interior. Better condition than almost all recent ones, thanks to low mileage for year and professional maintenance regardless of cost. Numerous extras include radio; automatic link aerial; Sundym, electric windows; rear-window demister, etc., etc. M.o.T., taxed. Four-cam V8 plus 5-speed ZF gives effortless performance in XJ12 class, but right away and for only £2,250 o.n.o. Seen Warwickshire or London. Tel.: 01-486 1991 (office) or 01-723 7523 (home). (1690

FOR SALE—continued

LANCHESTER LD10, 1951. V.g.c.; M.o.T., taxed. £150 o.n.o. Taylor, Dany-Graig, Upper Cwmbran, Mon. Tel.: Cwmbran 4288. (1683

TR4 (OCT. 1962), Surrey/hard-top. Xs; recon. 2,138 c.c. engine; brakes over £150 spent; wings/sills removed because of rot; most new panels supplied, not accident damaged, driveable; ill health forces reluctant sale. Nearest £200. May exchange Mini or any car. 20, Stephenson Place, Holmgate, Clay Cross, Chesterfield. (1691

ASTON MARTIN, 1964, DB5. Superleggera; 5-speed gearbox; radio; chrome wires, £1,050. Tel.: 0782 720137. (1692

BENTLEY "R"-TYPE. Recent invoices for £550; attractive; realistic, £875 o.v.n.o. Consider part-exchanging with cash for Rolls; especially 20/25, Silver Wraith; Cloud One; Aston; Mercedes, or sports car considered. Lengden 135 Denton Lane, Chadderton, Oldham, Lancs. (1693

TR6 1970, 23,000 miles, hard- and soft-tops, overdrive, wire wheels, radio, white. £1,250. H.P. possible. Telephone Knutsford 2692. (1694

M.G.-A TWIN-CAM tourer. Completely rebuilt from chassis up. Extras. Ex-M.G.C.C. organiser. £480 o.n.o. Tel.: Haddington 2429. (1695

ALVIS TD21, 1963. Maroon; 5-speed; new tyres. £650. Consider vintage, post vintage, or other interesting car plus cash. Some work not objected to. Spurdle Tudor Court, Penley, Wrexham. Tel.: Hanmer 367. (1696

JENSEN CV8, Mk. III, 1966. Metallic grey; tan leather, 43,000 miles only, radio, taxed; h.r.w.; Selectaride new tyres. Superb original condition. £1,450. Tel.: 01-681 1588. (1697

ROVER 12 tourer, 1947. Sound mechanically; smart appearance, new hood. M.o.T., taxed. Offers over £250. John Burnett, 15 Thomson Drive, Currie, Midlothian, EH14 5EY. (1698

RILEY 2½ Roadster 1949. Recently restored. Not absolutely original; not absolutely concours. Quite simply one of the best left of these rare motor cars. £550. Tel.: 01-748 6291. (1699

ROVER 75, 1948 thoroughbred. Excellent condition throughout; M.o.T. July 1973; radio. Genuine appreciation asset. £275 o.n.o. Call or write: J. Skipper, 17 Mowbray Rd., Kilburn, N.W.6. (1700

AUSTIN HEALEY, BN2. Well maintained; M.o.T. Body concours. Mr. Williams. Tel.: 01-878 3175. (1701

UNUSUAL BUCKLER, Two-seater sports; space frame; modified 105E; wide wheels; excellent condition. Reliable. £299 o.n.o. Tel.: Aughton Green (Lancs.) 423170. (1702

UNIQUE, Silhouette GS70. The original prototype car, racing style sports body; similar GT 40. Based on VW 1200. "K" registration. 5 new 7 in. SP sport radials; engine 2 years old. 45+ m.p.g. Motolita steering wheel, tinted windscreen. Extras, striking, immaculate original car. As new. £600. Simon Albu Digswell Water House, Digwell, Welwyn, Herts. Tel.: Welwyn 4365 (anytime). (1703

RILEY 1½, 1952. Would call immaculate but for Trade Descriptions Act. £350 o.n.o. Bakers, 11 Dighton St., Bristol 2. Tel.: 44653. (1704

1968 (NOV.) M.G.-B GT. Reg. No. LNE 2G with overdrive. Reconditioned engine not yet run in. Enthusiast maintained from new. £900. Can be seen in Manchester or Newcastle-upon-Tyne. Tel.: 061-973 2358 at weekends or write R. Parker, 58 Cornel Rd., Newcastle 7 (during week). (1705

MARCOS 3-LITRE, V8, 1970. Overdrive; electric windows; pushbutton radio, 8-track stereo. New tyres; exhaust; adjustable shock absorbers; tax; chrome yellow; 28,000. Absolutely immaculate, £1,300. Tel.: Felixstowe 4444, ext. 358. (1706

TR4A 1967, (Aug.) blue, Surrey top, soft top; wires, overdrive, radio. Many extras. Excellent condition. £750 o.n.o. Tel.: Wellington (Shropshire) 54858. (1707

MERCEDES 190SL sports, 1961. Hard-top and soft-top. 67,000 miles. Condition excellent throughout; one owner last few years. Must sell. Nearest to £865. Tel.: 01-883 6215 and 01-883 0349 (daytime). (1709



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Air-cooled twin-cylinder.

Completely restored and in outstanding condition. No expense spared in the restoration of this car.

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X-WORKS AUSTIN HEALEY 3000. Definitely he most original factory prepared Healey existng. 1960 Morley brothers' car. Original Abingon 3-carb. engine. Car exactly as rallied. Comlete history available. Absolutely unique car. 1,450. Possible p/ex. Cloud I, S3 Bentley, orsche or similar. Tel.: 01-858 9185. (1577

KK150 F.H.D. White, red interior. O/d., /wheels, new tyres. M.o.T. Very sound hroughout. £700, offers. Tel.: 021-556 0247 after 6 p.m.). (1578

BENTLEY MK. VI, 1951. Original log book/ ools. Some history. Taxed, tested. Exchange onsidered. £545. Tel.: Holmewood (Chesterield) 559. (1579

PORSCHE 356C, Nov. 1964. White. Very good ondition. Mechanically excellent. Absolutely ound bodywork, carefully undersealed, not the sual 356 rust heap. Recent brake pads, tyres, xhaust. Radio with twin speakers. Mileage 5,000. Maintained regularly, records available. Drives beautifully. Delivered any reasonable istance, e.g. London, Manchester. £650 o.n.o. addox, General Hospital, Scunthorpe. Tel.: 481. (1580

MODEL-T FORD. 1922, 7¼-cwt. van. Mechanics nd bodywork in perfect condition. Offers to Nick, Tel.: 01-455 7191 (after 6.30). (1581

JAGUAR, 1966, 3.8-litre S-Type. Finished in Carmen red with matching trim. Fitted with utomatic transmission, power steering, chroium wire wheels, twin speaker radio. Recorded ileage of 40,000 odd, believed genuine. A agnificent specimen of this most sought after odel in the best colour and with the best posible specification. £695 o.n.o. D. Griffiths, el.: Northbourne (Bournemouth) 2303. (1582

ALFA T.I. 1600, 1966. Good. £420. Also Aceca/Bristol, 1963. Discuss offers/exchanges. el.: Southport 3862 (weekday evenings). (1583

MIDGET, 1967, in 1971 condition. Recently ebuilt engine produces over 100 h.p. Perfectionist owner ensures a superior car in every ense, hence £700 o.n.o. Tel.: Guildford 67939. (1717

TR6, 1969, B.R.G. Overdrive, wire wheels. Excellent condition. £1,050. Tel.: Marlow 478. (1724

1965 M.G.-B, 5-bearing crank, oil-cooler, heater, washers, rebuilt wire wheels; engine and front suspension completely overhauled. Immaculate maroon coachwork with black hard-top and new soft-top. Five-push-button Radiomobile, electric aerial, burglar alarm, Maseratis, wood-rim wheel, black leather seats, racing mirrors, ammeter, reversing light; wired for spots; new S800s/brake pipes/pads/linings. Year's M.o.T. and tax. £530 o.n.o. Tel.: Kearsney (Dover) 2570 or 01-940 9241. (1725

CHEVROLET CORVETTE Stingray coupé, May 1970, import taxes paid; unregistered; 2,000 miles; 350 cu. in., 300 h.p., manual, 4-speed. Power steering, removable roof panels, A.M./F.M. radio, tinted glass. Absolutely immaculate, garaged in Bedfordshire; privately owned by professional engineer. Accept best offer over £2,600. Recent colour photographs available to prospective purchasers. Tel.: Havant 5171 for further details. (1726

ROLLS Silver Wraith, Mulliner body, 1947, two owners. Original black; 77,000 miles. JLB 1 registration. Centre division, radio, half sunroof. Offers. Tel.: Rotherham 872509. (1727

1968G CORTINA Super Crayford convertible, green, 12,000 miles; one owner. £895. Tel.: Rotherham 872509. (1727

VW BUGLE Buggy, 1,600 c.c. Red metalflake. Loads of extras. Far above average Buggy. Cost over £800. Bargain £525 o.n.o. Tel.: Rotherham 872509. (1728

R.H.D. 1971 B.M.W 2002, American spec. model, in immaculate condition. Registered G.B. May 1972, all duty paid. £1,295 o.n.o. P/x considered. Tel.: Watford 39325. (1732

LIGHTWEIGHT SPITFIRE, 1971, Mk. IV. Professionally fitted fibreglass 2+2 Fairthorpe sports body. Fully equipped. A delightful individual small sports car, only 3,000 miles old. Represents excellent value at £675 o.n.o. P/x considered. Tel.: Watford 39325. (1732

RELIANT SCIMITAR GT 3-litre, 1967. Blue. Radio, overdrive, XAS tyres. £800. Box 3542. (1733

M.G. TD II, 1953. Rebuilt from chassis, immaculate. £695. Also M.G. YB, 1953, excellent condition. For full details: Lebbon, Tel.: 021-783 7050 (office hours) or 21 Park Rd., Walsall. (1735

JAGUAR XK150S F.H.C., 1960 series. Reg. No. WYT 150. Old English white. Webasto roof. Cinturato tyres, chrome wire wheels. Red interior. 3.4 Gold Head engine, three carburettors, overdrive. Excellent condition. Recent bills over £700. M.o.T. and taxed for year. Best offer over £975 secures. View S.W. London. Tel.: 874 1231 (1752

FOR SALE—continued

M.G. TF, 1,250 c.c. Black. 1954. Original and in very good condition throughout. Recent engine rebuild. £750. Tel.: Leeds 812271. (1734

GT6 TRIUMPH, w/overdrive, 1969. Twin speakers. Carefully maintained. £740. Tel.: Rickmansworth 79878. (1753

1969 MINI Cooper Mk. II. Red, black roof. Radio, radials. Good condition. £550 o.n.o. Trickett, 4 Arran Hill, Thrybergh, Rotherham, Yorks. (1754

TR6, 1969, damson. Overdrive, Mk. 2 wheels; 30,500 miles recorded. Good throughout. £1,100. Tel.: 01-373 8346. (1755

M.G.-B ROADSTER, 1967, 43,000 miles. Overdrive, new 5½-in. wires and 185 tyres. Adjustable shocks, servo. New hood, tonneau, carpets. Motorola. Absolutely immaculate throughout. Offers over £700. Tel.: South Ockendon 4289. (1756

ASTON MARTIN DB6, 1968, "F" registration. Superb mechanical condition. Full history available. Vantage engine, 5-speed transmission. Bahama yellow with black leather interior. Sundym windows, radio, electric aerial, four stereo speakers. No better example available. £2,395. Finance available. Part exchange considered. Tel.: Southampton 29604, or 01-402 6272. (1757

M.G.-B GT, Oct. 1966. Sandy beige, leather wheel, twin spots, wire wheels, overdrive, radial tyres. Really immaculate condition. Maintained regardless of cost. £800 o.n.o. Tel.: Bedford 52735. (1758

MARCOS 1600 (June 1968), one owner. Yellow, w/w., sun-roof, safety belts, additional extras. Immaculate condition. £995. Tel.: 051-427 8175. (1759

ASTON DB5, Vantage, black pearl, grey trim; all extras. Very original condition. £1,295. H.P. available. Tel.: 061-428 6301 (day), 061-224 5878 (evening). (1760

HEALEY 3000. Rebuilt engine, gearbox, overdrive and body. New carpets, radio and extras. Mark IIA unit. Aubergine with tan hood. £450 o.v.n.o. Tel.: 01-866 2721 (Pinner). (1761

ALVIS TC21/100 Grey Lady saloon, 1955. Black/ice blue. Superb condition. £650. Full details from: 100 Berrow Rd., Burnham-on-Sea, Somerset. (1762

DAIMLER DART, red, soft-top, 1960. Over £300 spent last three years—discs, front, rear; steering box, exhausts, doors re-hung, respray. £575. Offers. Tel.: 031-665 2755. (1763

LOTUS EUROPA S2, 14 months old, 4,600 miles. Dark blue, black tinted windows, magnesium wheels. An exceptionally good buy at £1,295. Tel.: 01-686 8141 (days) or Uckfield 2619 (evenings). (1765

GINETTA G4, 1965, convertible, 1500 GT. Excellent condition. £495 o.n.o. Tel.: Farnborough (Kent) 54427. (1766

M.G. TF, 1954. 1,250 c.c. Red; restored to peak condition by owner recently deceased for entry Beaulieu Concours in August. M.o.T., taxed. Seen Hertfordshire. Offers over £900. Tel.: 01-953 1998. (1514

AUSTIN HEALEY 3000. Excellent mechanically, recent overhaul; long M.o.T.; overdrive, wire wheels, hard-top, good bodily. £425 o.n.o. Tel.: Normandy (Surrey) 2364. (1515

MASERATI, 3500 GT, 1963. L.h.d.; carburettor version; taxed, tested. Red, black interior all round. Excellent condition; genuine offers invited or might consider part exchange. Tel.: 01-422 1715, 113 Park Lane, South Harrow, Middlesex. (1516

LANCIA AURELIA B20, 6th Series. L.h.d., imported 1967. Bodily very good; engine rebuilt 500 miles ago; interior excellent; M.o.T. Feb. 1973. Some spares. £350. Tel.: Kidderminster 64884. (1517

RAPIER H120, 1969, "H"; 18,000 miles; Sundym; h.r.w. Might P.X. £800. Tel.: 01-997 2875 (after 7.30 p.m.). (1519

M.G.-B ROADSTER, 1967; one owner; 35,000 miles; red; wire wheels; bodywork and interior immaculate; mechanically perfect. £750. Mr. Beresford. Tel.: 01-405 6388 (office), or Cobham (Surrey) 4788 (home). (1520

1936 RARE Railton Ranalah, drophead coupé. Restorable. £300 o.n.o. Tel.: Sheffield 366941. (1523

MORGAN +4, 2-seater, 1957. Rebuild just completed; resprayed; B.R.G., TR3 engine rebored; reground; new valves; guides etc. New chassis; front frame; king pins; brake linings; hoses etc.; 5 new XS; good hood; tonneau; heater. Regret must sell, buying cottage. Also recon. Vanguard engine. Tel.: Bourton-on-Water 20350. (1524

FOR SALE—continued

NOW HEAR this, you-all! Cruise at 100 m.p.h. with 3,500 r.p.m. under the bonnet. Corner with abandon on XAS tyres. Recline your seat, turn on the radio, worry about cleaning the wire wheels and keeping the blue bodywork sparkling. Yours for £970, only 23,000 miles, my M.G.-C GT. John Swan. Tel.: Reading 586391 (home), 583555 (work). (1512

M.G.-B 1965. Excellent order; wide wheels; long M.o.T. £440. Tel.: Normandy (Surrey) 2364. (1515

1914 PERRY, 11.9 h.p., four cylinder the only one in the world. Two-seater and dickey. Paint nickel; hood and tyres all in good condition; electric lamps. £2,800. View by appointment. Humphries. Tel.: Woking (Surrey) 64429. (1525

ALVIS HEALEY. Convertible in immaculate condition; only 25 made; TB engine; aluminium body; new tyres; resprayed metallic green, black interior. Offers around £460. Tel.: 01-690 5411. (1526

RILEY 1½ drophead, 1947. Shell bearing engine. Needs work. £150. Tel.: Hedingham 521. (1527

A.C. ACECA, 1960. A.C. engine; overdrive; radio. Many extras; works maintained. Recent valuation, £800. Tel.: Reigate 44895 (weekends or evenings). (1528

M.G.-B GT. Immaculate bronze yellow; 22,000; o/d; w/w; radiomobile etc. Must sell, £1,175. Tel.: Peterborough 72354 (daytime). (1529

DAIMLER SP250, 1963. Beautiful in white, black hard-top, soft-top, tonneau, black leather etc. Known history. Very fine example. £595. Villamura, Scotland Lane, Horsforth, Leeds. (1530

ROLLS-ROYCE 20, 1928, reg. no. DB, tatty condition. Resting in a haybarn, spare engine. Good head, £500 cash. 1937 Morgan 44, almost completely restored, including new chassis. £400. Roger Atkinson, the Village Shop, Scotby, Carlisle. Tel.: Scotby 327 (before 6 p.m.). (0995

LOTUS SEVEN, 1300 GT; Crossflow; c/ratio; g/box; 5½ Js; new s/screens; M.o.T.; taxed. Very good condition. £500. Tel.: Crawley 32263. (1268

VANGUARD II, 1953. Taxed, M.o.T. Two new spare tyres; good solid body; very little rust. It has even got the Jack point bungs. Believed 67,000 miles only. £45 o.n.o. Kaye, 57 High St., Langton Matravers, Swanage, Dorset. (1263

MORGAN 4/4, 2-seater, 1968. Indigo blue; Ian Walker engine conversion; 6J rims; Dunlop sports; twin spots; luggage rack; nice car. £800. Tel.: Bretherton (Birmingham) 021-422 9316. (1264

LAMBORGHINI 350 GT. Rare r.h.d. model; silver; super leggera aluminium body. Blaupunkt; Borrani wires; electric windows, etc; taxed. £2,950. Tel.: Finedon 388. (1265

ASTON MARTIN, 1936. 1½-litre; long chassis. Completely rebuilt by specialists; B.R.G.; highest offer. Tel.: 01-373 5011 (home). (1266

1907 BURRELL Showman's tractor engine for sale. Rally condition. First class boiler inspection report 1972. Sensible offers invited. Box 3538. (1660

M.G. TA 1936. Black, new red leather upholstery; weather equipment and coachwork. Reconditioned XPAG engine fitted. Extensive restoration to present Concours condition; tax; M.o.T. till March. Offers around £625. Tel.: 021-705 3855 (Solihull) for further details. (1258

M.G.-C GT. 1969, 3-litre. Immaculate throughout; wire wheels; radio. Finished in gleaming red; 31,000 miles. Good looks and very high performance. £990. Pritchard. Tel.: Caernarvon 3431, ext. 59 (office hours). (1259

TR3A, 1961. Well above average condition. Red; h/s-tops; tonneau; radio; new tyres; spares available. M.o.T. 1973. £400 o.n.o. Tel.: Deganwy (Caernarvonshire) 83831 (after 6.30 p.m.). (1260

HUMBER PULLMAN limousine, 1952. Complete, but stored last 2 years. Also 1949 Pullman with hearse body as above. Offers over £300 for two or would split. Webber. Tel.: 01-727 8759 (evenings), Bridgwater 3901 (weekends). (1262

M.G.-C 1968. 1 owner. Blue, overdrive, wire wheels; heater; radio; oil cooler; tonneau cover. 23,000 miles. Weekly maintenance. £800 or n.o. Tel.: 01-539 3600. (1257

FOR SALE—continued

JAGUAR MK. 2, 2.4-litre; o/d; Cinturatos. Beautiful condition. M.o.T. Mar. 1973. £300. Tel.: Cottesmore (Rutland) 513. (1269

M.G.-B 1966. Red/black trim; radials; wires; radio; overdrive; Konis; tonneau; 37,000 miles. Immaculate condition; taxed Oct. 1972, M.o.T. May 1973. £625. Tel.: Burton Latimer (Northants) 2712. (1270

RILEY RME 1½, 1952. Pastel grey; full year's M.o.T.; mechanics; body; roof very good; excellent interior; 2 new tyres; heater. Will take £150. Tel.: 0273 63828 (Brighton). (1271

BRISTOL 401. Excellent condition. Last two years brakes, exhaust, radiator, steering, suspension shockers, clutch, tyres, gearbox, prop. shaft either renwed or reconditioned. All bills available. Taxed, M.o.T. £450. Tel.: Newcastle-on-Tyne 692472 (after August 5th). (1275

MARCOS 1600, "G" registered; sun-roof; wire wheels. Immaculate targa orange. £945. 130 Parkside Heage, Derbyshire. (1261

ALVIS 12/50 sports saloon. Mechanically good body, needs retrimming. Offers. Tel.: 01-892 9782, Derrington 386. (1267

WANTED

WANTED—Doctor's coupé or P.2—open or sun-roof. Send details and price. Write: Ravola, 65 Glenchester Drive, Long Beach, California 90805, U.S.A. (50499

WANTED : VETERAN Tricar. Preferably 2-speed water-cooled, and dated. George Larkin, Whitehouse Farm, Wooburn Green, Bucks. Tel.: Beaconsfield (Bucks.) 3607 (after 6 p.m.). (1073

WANTED, VINTAGE car for rebuilding. Tourer or saloon. Incomplete or damaged car considered. Tel.: 061-427 3081 (after 5th Aug.). (1254

BENTLEY, 1934/35, 4-seater tourer or drophead, any condition or body only. Stubbs, 123 Hillview Drive, Clarkston, Glasgow. (1278

WANTED, WOLSELEY 6/80, or Jaguar Mark I saloon, original showroom condition, no rust or resprays. Guaranteed genuine low mileage, perfect mechanics. Write: Box 3528. (1279

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WANTED: PRE-WAR Aston Martin 2-seater, would consider A.C., Frazer-Nash, H.R.G., etc. Will pay good price, but will not make offers. No dealers. 119 Hall Rd., Scarisbrick, Ormskirk, Lancs. (1281

SS 100 3½-LITRE in mint condition. Dangerfield, 21 Broad St., Jersey. (1282

BENTLEY or Rolls, 1934 to 1940, required, must have good coachwork. Full particulars to R. Needham, 82 The Straits, Gornal, Dudley, Worcs. (1283

M.G.-A D.H.C. wanted. Good mechanics, immaculate engine and gearbox. Paintwork not too important. Purchasing mid-August. Reasonably priced please. Details and price to St. Dial's Lodge, Monmouth, NP5 4AA. (1285

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TRIUMPH TR6, '70J. Overdrive, etc. **£1,265***
TRIUMPH Spitfire III, '70. Det. hard-top. **£795***
TRIUMPH Spitfire III, '68. H/s tops, wires. **£590***
TRIUMPH Spitfire III, '68. One owner. **£570***
HEALEY Sprite Mk. IV, '68. 1,275cc., extras. **£520***
HEALEY Sprite Mk. 1. Wires, h/s tops. **£295**
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FIAT 124 Sport, '69H. 4-str. Sun-roof. **£1,095†**
Mach I MUSTANG (K Reg.) sports wheels. **£1,795**
FORD Mustang convertible, '67 (Reg.). **£795**
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1969 VOLVO P1800S (*Illustrated*), red, black trim, overdrive; a beautiful example **£1,495**
1969 M.G.-C GT, automatic, fitted wire wheels; super car to drive **£995**
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1971 TRIUMPH Spitfire Mk. 4, light blue; one owner, low mileage **£875**
1970 M.G.-B roadster, yellow ochre, fitted wires, overdrive; one owner, 19,000 miles **£1,075**
1968 M.G.-C roadster, B.R.G., wires, overdrive **£835**
1971 'K' Reg. TRIUMPH TR6, damson, overdrive, radio; one owner **£1,445**
1970 M.G. Midget, blue, Bermuda hard-top; one owner ... **£765**
1969 M.G. Midget, red, tonneau cover **£645**
1968 ALFA ROMEO 1750 Veloce convertible (*Illustrated*), red, fitted radio, 5-speed gearbox; beautiful example **£1,295**
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1971 M.G.-B GT, yellow ochre, Rostyles, o/d., fine examp. **£1,335**
1970 TRIUMPH TR6, saffron, o/d., radio; 17,000 miles ... **£1,335**
1965 ALVIS TE21 drophead, automatic (*Illustrated*). Must be one of the finest examples (if not the finest) of this rare model available, in spotless opalescent gold coachwork, with beige hide upholstery, original carpets, full-length tonneau cover, fitted power steering to give effortless prestige motoring in this 4/5-seater convertible. Having only covered 28,000 miles, must be considered at **£1,895**
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1970 TRIUMPH Spitfire Mk. III, white; one owner, 17,000 miles **£765**
1970 LOTUS Elan drophead S4, Special Equipment, yellow **£1,245**
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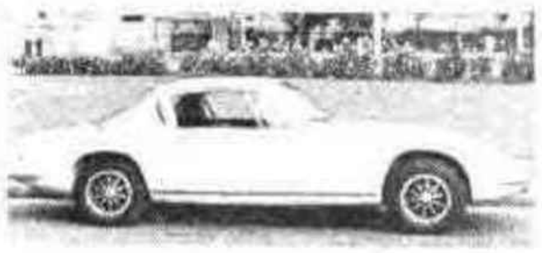
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1968 TR5. Surrey top. Blue. Overdrive, wire wheels..... **£949**

1968 T.R.5. Roadster, with hard top. White. Overdrive, radio..... **£999**

1970 T.R.6. PI Roadster. Overdrive Dark blue..... **£1,299**

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1971 TRIUMPH Stag convertible with hard top, auto. White..... **£2,299**

1972 TRIUMPH Stag convertible. Overdrive, radio. Green..... **£2,349**

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1970 JAGUAR 'E' 2+2. BRG with tan, automatic, p.a.s., headrests, radio, h.r.w. A real 'all on' car. Very rare **£2,349**

1970 JAGUAR 'E' Sports Roadster. Pale blue with navy interior. Chrome wires, radio..... **£2,249**

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1969 M.G. Midget. Blue with radio **£669**

1969 M.G.-B. Roadster. b.r.g. Radio, overdrive, wire wheels..... **£999**

1969 M.G.-B. Roadster. Blue. Radio, wire wheels..... **£899**

1969 M.G.-B. Roadster. Red. Wire wheels..... **£949**

1970 M.G.-B. Roadster. Yellow. Radio, overdrive **£1,149**

1970 M.G.-B. Roadster. White. Automatic **£1,199**

1971 M.G.-B. Roadster. Blaze. Wire wheels..... **£1,249**

1967 M.G.-B. GT. Blue. Overdrive, wire wheels..... **£849**

1967 M.G.-B. GT. Green. Radio-overdrive **£849**

1968 M.G.-B. GT. White. Automatic **£949**

1969 M.G.-B. GT Grey. Overdrive, wire wheels ..... **£,1099**

1968 M.G.-C. GT. Blue. Overdrive, wire wheels **£899**

1969 M.G.-C. GT. Red. Radio, overdrive **£999**

1971 M.G.-B. GT. B.R.G. Overdrive, wire wheels, h.r.w..... **£1,349**

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1968 RELIANT Scimitar 2.5 GT, in sunset yellow with black. Overdrive **£849**

1969 RELIANT Scimitar GTE. Caribbean green, black interior. Radio, overdrive **£1,499**

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TR3 WITH overdrive. Must be first class condition, by private party. Tel.: 01-670 2101 or 337 3197 (Morden, Surrey). (1436
WANTED for 1934/5 Austin 7, pair sound headlamps, side-lights, trafficators. Phillips, 1B St. John's Rd., Wallasey, Cheshire. (1437
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WANTED, AUSTIN 10 saloon, early 1930s, original, good order with M.o.T./M.G. J2/Austin 7 "top-hat" saloon/Riley Gamecock. Details of similar cars for sale welcome. Howard, 51 Great Darkgate St., Aberystwyth. Tel.: 7473. (1091
SPORTS CARS urgently wanted for cash or part exchange. Tel.: Boughton (022-775) 223. (1031
WANTED, SEAT for 4.2 "E"-Type convertible. Any colour, any side. Must be 4.2 convertible model seat. Stephen, Tel.: Bradford 32402 (office hours). (1277
ALTA 2-LITRE engine or parts urgently required, condition immaterial. Have 1½ and 2¼ Alta engines for exchange or would purchase for cash. P. D. Woodley, The Bungalow, South Croxton Rd., Barsby, Leicester. Tel.: Gaddesby 419. (1490
WANTED: BUGATTI. Also preferably complete roadracer! Consider interesting alternative make thoroughbred; irrespective year; stored acceptable; quick "reasonable cash" decision (club member). 22 Twatling, Barnt Green, Birmingham. Tel.: 445/2551. (1556
"AUTOMOBILE YEAR", Nos. 1-5 required to complete collection. Also road and track all issues. Best prices paid. Franklin. Tel.: Fritton 283. (1628
BENTLEY 3 or 4½. Complete or parts especially 9 ft. 9½ in. Chassis frame. Sandwith, Tel.: Rievaulx Catel, Guernsey 57784. (1629
ALVIS TC21/100. Grey lady in good condition sought by enthusiast. Boseley. Tel.: St. Albans 52734 (evenings). (1630
ROLLS-ROYCE Wraith, Silver Wraith or Silver Dawn. Thewlis, "Glenvale", Main Rd., Crosby, Isle of Man. (1632
AUSTIN Twelve Four pre 1930 saloon wanted. Details, photo if possible, will be returned and price to Hollick, 53 Greendale Ave., Edwinstowe, Mansfield, Notts. (1633
VELOCETTE MK. II KSS (or MSS). Cycle parts; frame; wheels, etc. wanted. Also Thruxton forks and brake. Collins, Milestone, Barkway, Herts. Tel.: 403. (1637
COLLECTOR REQUIRES early Formula 1 Cooper Climax (with or without engine). Please state condition, history (if known) and price required. J. Harvey, c/o Gifkins Electronics, 100 Fore St., Hertford. (1431
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WANTED: VINTAGE Vauxhall, Humber, Sunbeam or similar car. Any model considered. Box 3507. (0756
ENTHUSIAST REQUIRES any Rolls or Bentley; pre-war or post-war to 1958. No dealers, will collect any distance. Harry Sibley, Lake House, Bude, Cornwall. Tel.: Bude 3182. (1746
MERCEDES 300SL Gullwing; up to £3,000 cash paid for immaculate vehicle. Tel.: 061-428 6301 (day), 061-224 5878 (evening). (1740
GOOD HOME offered to interesting vehicle needing rebuild. Anything considered. Not being purchased for re-sale but for hobby. 254 London Rd., Isleworth, Middlesex. (1712
WANTED TR4A or TR4 motor. Please advise by air mail price and condition to B. Victor, Box 12-039, Christchurch, New Zealand. (1749
WANTED 1947 2½-litre Jaguar; very good condition with M.o.T. Box 3543. (1778
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MERCEDES-BENZ 230SL, low mileage, manual, hard- and soft-tops. Price and details. Box 1540. (1309
WANTED: ROLLS-ROYCE, SCI; r.h.d.; send photo. Jorres, 1230 Grant 350, San Francisco, California. (0830
ASTON MARTIN DB4 required in mint condition only. F.h.c. or d.h.c. Also Lagonda LG45 or Alvis Speed 20/25, D.h.c. or unusual Derby Bentley. The above must be in good to concours condition. Please write with full details, and photo if possible. S. D. Horne, Hinxton Grange, Nr. Saffron Walden, Essex. (1745
ROLLS OR Bentley drop-head; automatic; P.A.S. 1958-1962. Also L.h.d. Mercedes Estate automatic. Particulars to G. Bradley, 4 Durham Place, London, S.W.3 or Tel.: 01-352 3434. (7183
WANTED: LITERATURE on Lister Jaguar, D-type Jaguar; engine, damaged or incomplete. Also D-type wheels and knock-offs. Dry sump set-up; triple Weber layout, plus any Lister body panels. Tel.: 01-460 1017, 01-761 0536. (1738
CHASSIS PARTS including wire wheel for an old Lincoln. Will Burroughs, 2 Camelford Road, Bristol 5. (1750

WANTED—continued

WANTED: M.G. TA, TC, TD TF or pre-war M.G. 2/4-seater sports or coupé (Tickford or Airline). Condition unimportant, but very good price paid for excellent car. Tel.: 01-521 0520. (9507
XK120 JAGUAR or 150(S) wanted. Private cash sale. Box 3505. (0757
FRAZER-NASH Le Mans replica details, information, all letters answered by private purchaser. Box 3506. (0762
C-TYPE JAGUAR. Suitable for restoration. Tel.: Bibury 256 or Cirencester 2848. (0846
AUSTIN HEALEY 100/4, M. or S. model. Must be good original condition. Box 3515. (0847
SET OF Mk. II, 4.2 1970 E-type chrome wire wheels wanted. Box 3516. (0847
1964 TO 1966, E-type wanted, drophead must be immaculate. Full details to 13 Green Lea, Dronfield-Woodhouse, Sheffield. Tel.: 890625. (0848
WANTED: Five solid wheels, wing nuts, knock-off type plus hub carriers for BMW 315/1, 1934 rebuild. Tel.: 0903 45083. (0849
WANTED: Austin Healey 100S. Non-runner or incomplete car acceptable, any condition. Will collect. Tel.: 01-940 0435 (Surrey). (1003
SPARES for 1929 Essex Super Six. Need door handles, instruments, engine parts; instruction book, or any other bits and pieces. All letters answered. Moore, Box 434, R.A.F. Croughton, near Brackley, Northants. Tel.: Croughton 432 (evenings). (0211
WANTED for Mark VI Bentley right (drivers) side rear wing, cigar lighter, interior dome light, rear bumper. Reply stating price and condition to Nikimaa, Star Route, Virginia, Minnesota, 55792. (0253
WANTED! Rolls-Royce Silver Cloud or Silver Dawn or similar, scruffy or tatty preferred. Condition unimportant! Immediate cash payment. Tel.: 01-602 0748 (Kensington, London). (0438
WANTED! Any sports or Vintage or left-hand-drive car. Year and condition unimportant; immediate cash payment. Tel.: 01-602 0748 (Kensington, London). (0438
WANTED: Technical service data. Books published by "The Palgrave Publishing", Chertsey, Surrey. Pearson, 86 Dovedale Rd., Erdington, Birmingham 23. Tel.: 021-373 7723. (0580
WANTED, private or trade, TVR Mk. III, 1963. Suitable for renovation, with or less power units or would be interested in any similar constructed small fibreglass bodied GT or uncompleted project. Allen, 41 Lawford Cres., Yateley, Hants. Tel.: Yateley 3520. (0675
TR6, 1971 or 1972. "K" regd. Soft-top; overdrive a necessity. All colours except Saffron. Cash waiting. Tel.: Nottingham 251838 (after 6 p.m., and weekends up till August 4th). (1007
GILBERN 1800, GT, 1965/66 wanted, in good original condition. Good price for suitable car. Parker, "Glyngorse", North Rd., Aberystwyth, Cards. (1298
WANTED: RADIATOR Grille, surround, other parts for 1953 Silver Dawn. 135 Denton Lane, Chodderton, Oldham, Lancs. (1693
GOOD, CLEAN 230 SL Mercedes and 3000 1967 Healey. For cash. Box 3539. (1631

MISCELLANEOUS

"MOTOR SPORT", 1963-1972 unbound. "Autosport" 1953-54, bound 1956, 1970-72 unbound. £10 lot. Miscellaneous others. Malins, 36 Kerrison Rd., London, S.W.11. (1008
MY COLLECTION early motoring literature, Hasluck, Rankin Kennedy, Dyke, etc. Periodicals "Light Cars" etc. Show numbers. 1924 Rolls "Ghost", scuttle dash, £15. Details S.a.e. Box 3519. (1016
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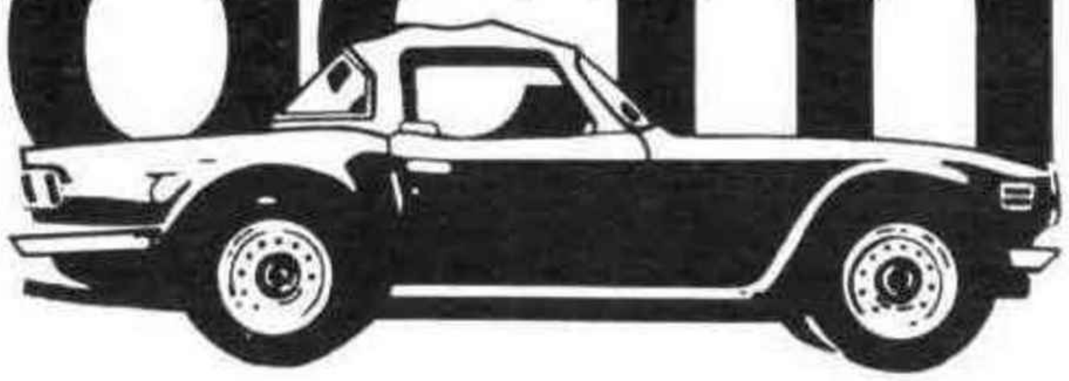
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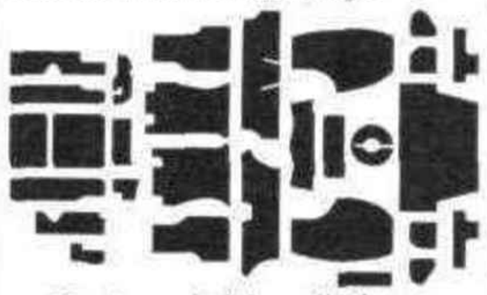
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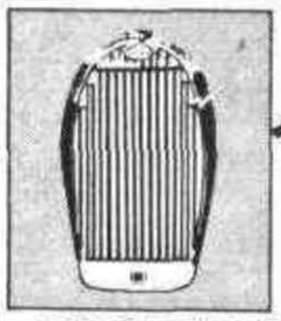
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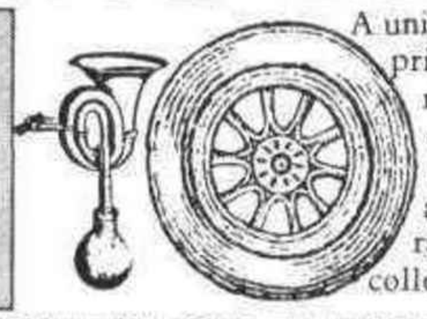
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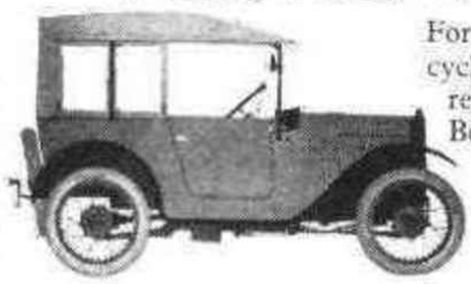




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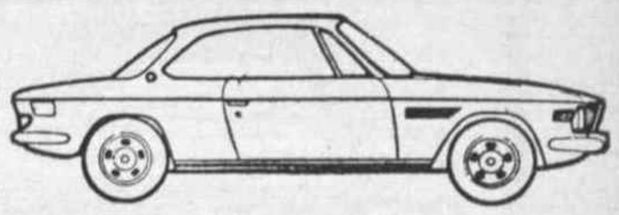
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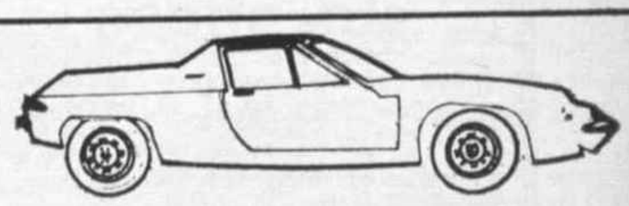
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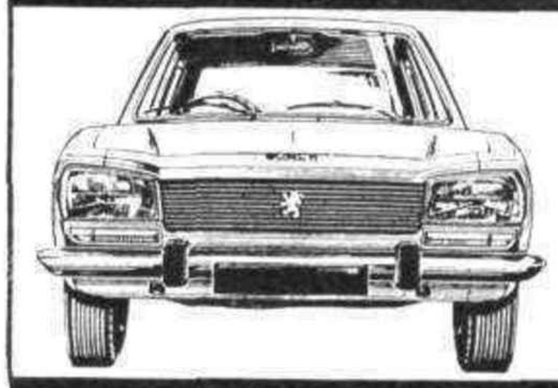
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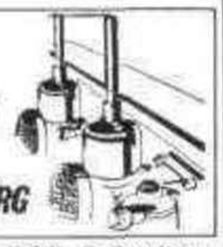
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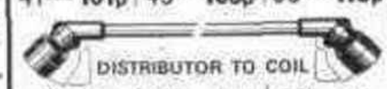
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1969 ('H') T.V.R. Vixen 1600, Sahara yellow/black trim, fat wide wire wheels with XAS tyres, servo discs, two owners, reputed genuine 18,707 miles only, kept to very high standard **£945**

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£2,930 with all duties and purchase tax paid and inclusive of delivery, four seat belts and supply and fitting of number plates.

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One MUSTANG CONVERTIBLE, Dark Green Metallic/Ginger, with powered black hood, 351 2V V8 5.7-litre. Automatic, power steering, power front discs, full instrumentation group, de-luxe knitted Vinyl trim, centre console with clock, A.M. push-button radio, convenience and *decor* group, dual mirrors, four de-luxe seat belts.
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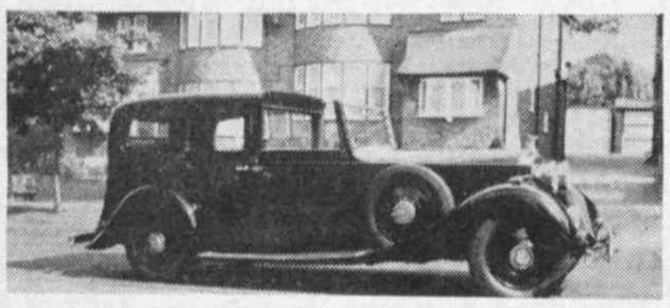
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1935 ROLLS-ROYCE 20/25 Classic swept-tail sedanca-de-ville by Hooper. Elegantly proportioned coachwork just repainted in black over garnet, original tan hide trim; mechanically very good throughout in all respects, basically one titled owner. Just completely serviced, brakes relined and exhaust replaced.



ROLLS-ROYCE, 1960, Silver Cloud II, shell grey over Astra. blue coachwork, electric windows, blue trim, Radford seating, brakes just relined and fitted new tyres; exceptionally nice example.

BENTLEY, 1952, Mk. VI, Big Bore, virtually one titled owner and confirmed 60,000 miles from new. Just completely serviced including full brake reline, new swivel pins and exhaust tail pipes. Repainted in shell and black with all woodwork repolished. Excellent and original tan hide trim, all tools, etc.

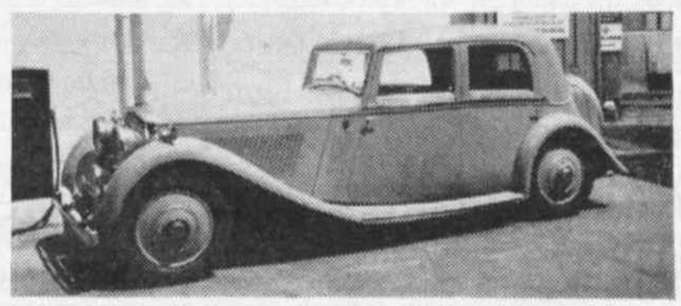


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ROLLS-ROYCE, 1935, 20/25 landaulette by Barker, completely restored including major engine overhaul. New leather hood, coachwork restored and finished in pearl grey and black, interior superbly retrimmed as original, recent major award winner.

BENTLEY, 1937, 4¼ 4-door saloon with sporting coachwork by Park Ward, side-mounted spare wheel, fully louvred scuttle, twin fillers, etc. Mechanically excellent, interior all original, very sound example. Fully serviced, with top overhaul just completed.
BENTLEY, 1951, Mk. VI 4-door James Young sports saloon, mechanically excellent. Coachwork in ebony black with tan hide trim.



BENTLEY, 1934, 3½ close-coupled sports saloon by Barker, very pretty and rakish lines, extremely original with recent engine overhaul. Recent clutch, tyres and exhaust, just serviced and M.o.T. tested.

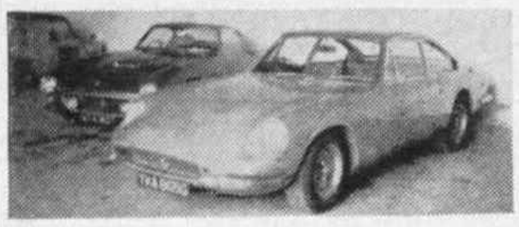


BENTLEY, 1951, Mk. VI, Mulliner 4-door lightweight sports saloon, repainted black over garnet with superb plum hide trim; really an outstanding example of this elegantly styled series.

BENTLEY, 1957, S1 Standard saloon, Automatic and P.A.S., good tyres, sound mechanically but below average bodily, finished in smoke and sage green with very good green hide interior trim. **£795.**
BENTLEY, 1958, S1 Continental 4-door Flying Spur by H. J. Mulliner, P.A.S., nicely painted in Astral blue with plum hide trim. Excellent mechanically, just fully services including fitting new tyres, king-pins and complete brake overhaul.

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Or another pair being a **Monza 311** ex-Gonzales rebuilt to concours, offers, posing with it a **275 GTB,** 1-owner and 38,000 definitely appreciating at **£2,495**

In addition:—

£2,895: 1970 **Dino,** low mileage, l.h.d.

£1,850: 1966 **330 GT** beautiful car, **and for the D-I-Y man.**



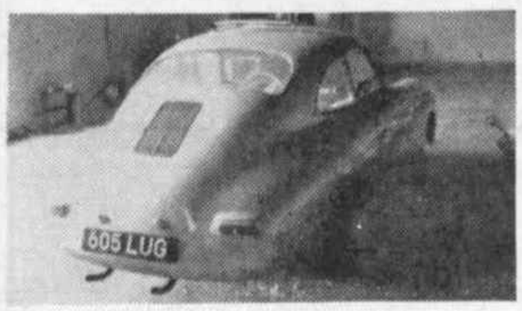
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£1,995: A very fine 4¼ pictured above the last of the line o/d MX series chassis with Vanden Plas d.h.c. body. An extremely rare combination.



£395: DAIMLER Conquest 2-seater roadster, pictured above in shiny silver. A beautifully restored car that goes as well as it looks.



£350: PORSCHE *circa* 1950, blancmange on wheels, 'V' screen, l.h.d., a very interesting car in lovely condition. See last month for more detail.

£795 JAGUAR XK 150 d.h.c. 60,000 like the ones advertised at double!

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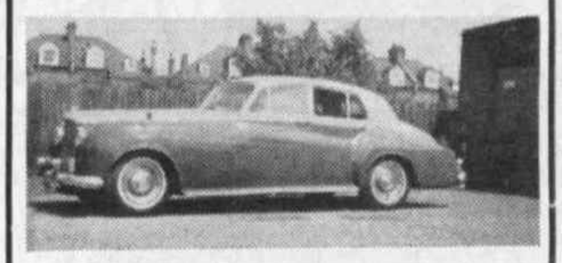
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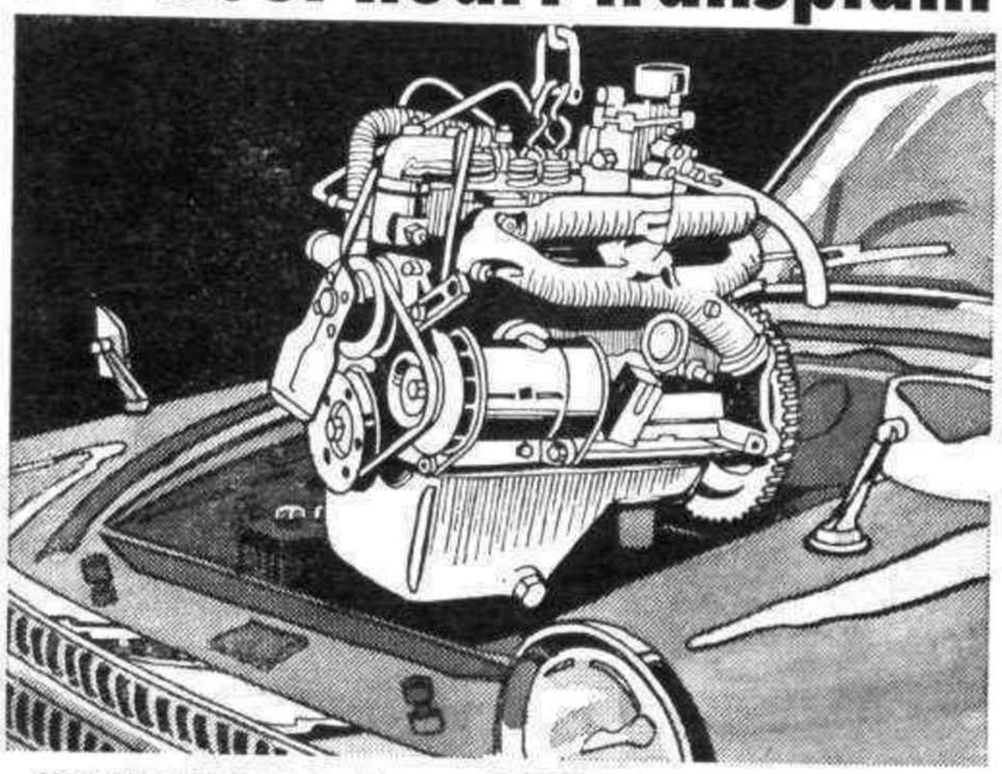
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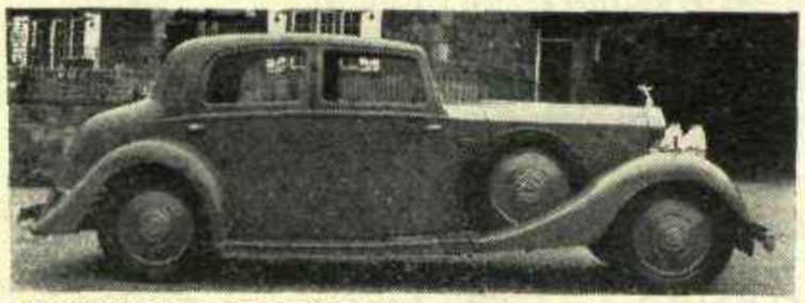
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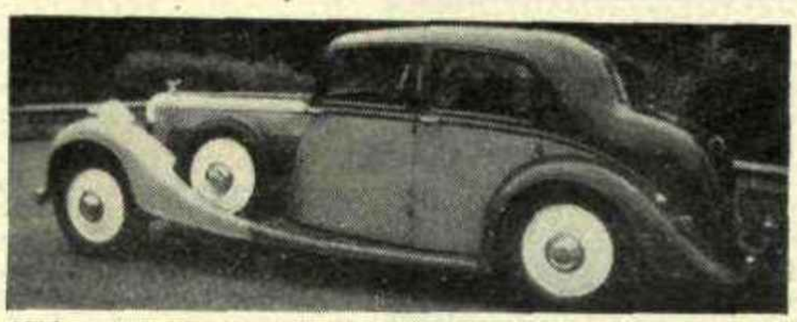
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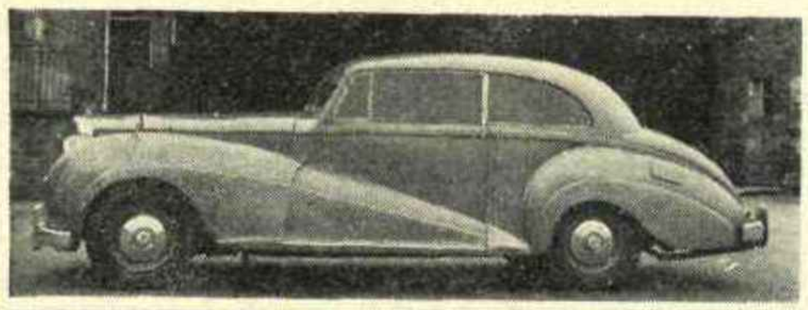
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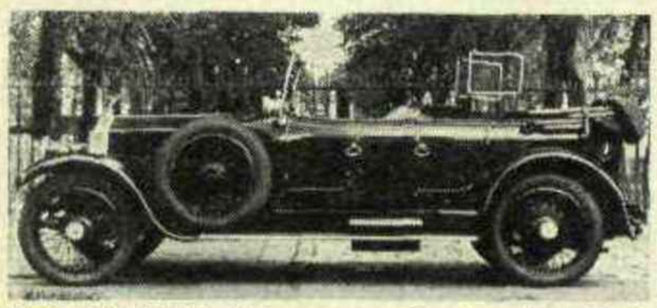
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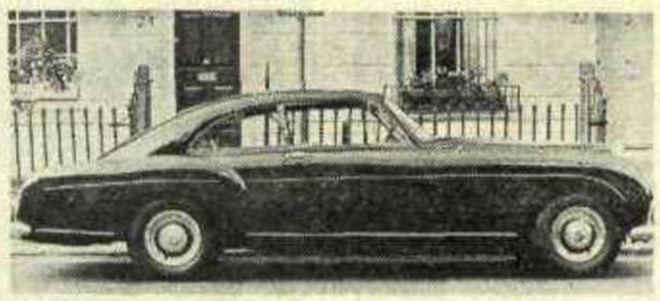
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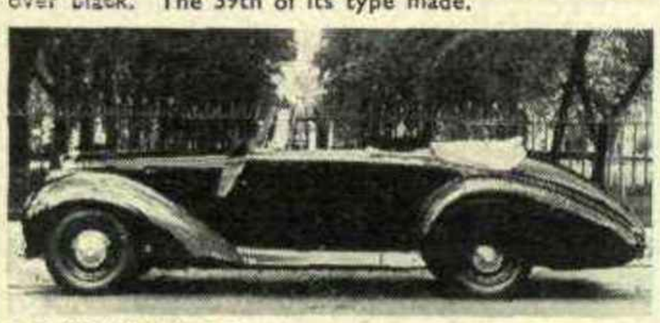
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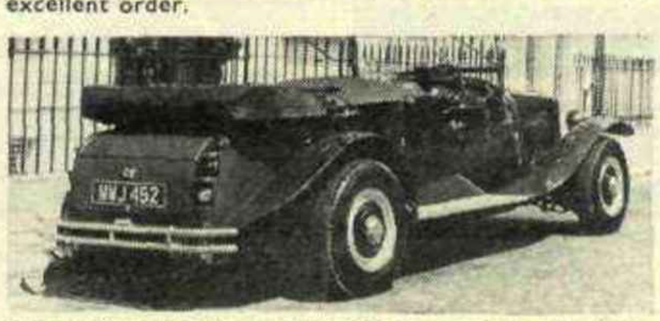


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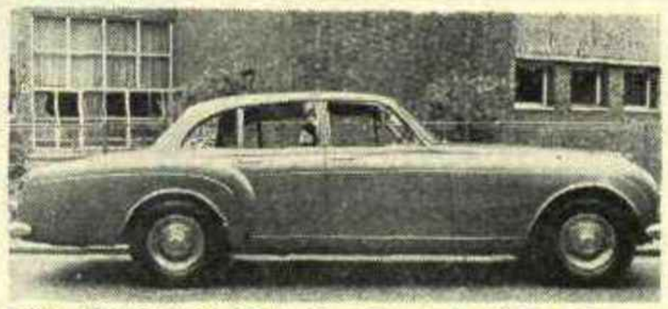
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